



UNIT 400, 600 AND 601 DUNSBURY PARK, HAVANT

Walking, Cycling and Horse-Riding Assessment

May 2026

Portsmouth City Council Ltd



**COMMERCIAL SCHEME
UNIT 400, 600 AND 601 DUNSBURY PARK
HAVANT**

WALKING, CYCLING AND HORSE-RIDING ASSESSMENT

CONTROLLED DOCUMENT

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COMMERCIAL SCHEME UNIT 400, 600 AND 601 DUNSBURY PARK HAVANT

WALKING, CYCLING AND HORSE-RIDING ASSESSMENT

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1. INTRODUCTION

- 1.1 This Walking, Cycling and Horse-Riding Assessment (WCHAR) has been prepared by Paul Basham Associates on behalf of Portsmouth City Council to support two Outline planning applications for the development of three commercial units known as Dunsbury Park Units 400 and Units 600 and 601 comprising 13,862m², 2,245m² and 9,290m² respectively, of B2/B8 commercial provision (building area identified for illustrative purposes only).
- 1.2 Units 400, 600 and 601 are proposed within the existing Dunsbury Park commercial estate. Dunsbury Park is a 100-acre prime industrial and manufacturing business park, consisting of commercial units (B1/B2/B8 uses). This estate currently comprises 7 built (6 occupied) commercial units with a wider masterplan of 12 units (permission for 11 commercial and 1 hotel) in total. The proposed development location in relation to the wider Dunsbury Park site is shown in **Figure 1**, with a site layout attached within **Appendix A**.

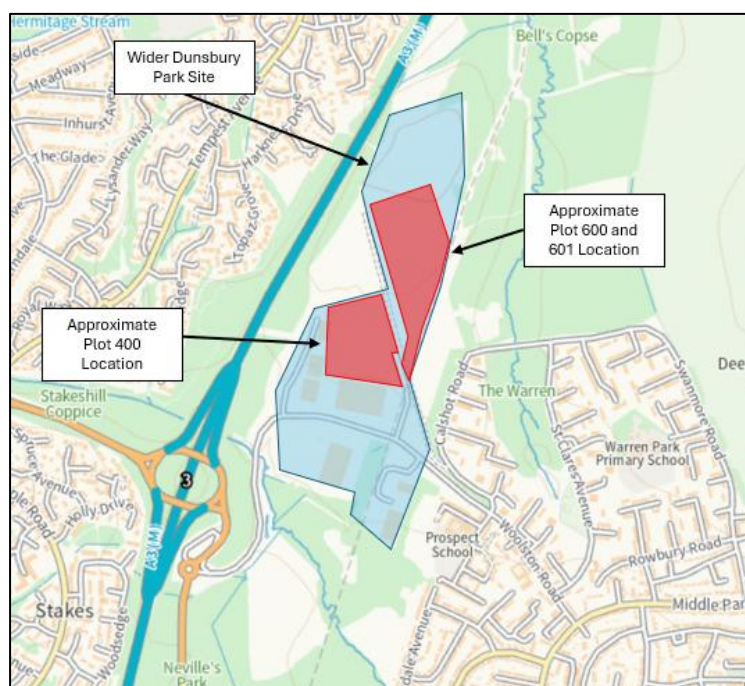


Figure 1: Site Location

- 1.3 This WCHAR has been prepared in accordance with the guidance set out in the Technical Guidance Note 19 (TG19) by Hampshire County Council (HCC) and GG142.
- 1.4 A Transport Assessment (TA) and Framework Travel Plan (FTP) has also been prepared alongside this report which further details the scheme proposals, reviews local junction capacity and identifies measures which will help reduce the number of staff travelling by private car. Therefore, these

documents should be read in conjunction with this WCHAR. Regarding the steps to reduce private car travel, these are already being implemented as part of the Site Wide Travel Plan Coordination (TPC) works for the 6 occupied units at Dunsbury Park.

Proposed Highway Scheme

- 1.5 To assess the suitability of the local road network for walking, cycling and horse-riding consideration must be given to the proposed land use as well as the highway works which have or are in the process of being implemented as part of the original Dunsbury Park planning application, which are summarised below (building area identified for illustrative purposes only).

Unit 400

- 1.6 Access to Unit 400 will be taken via an extension of the existing internal unnamed estate road located on the northern side of Fitzwygram Way, which currently provides service access to Unit 5 (Biopure Technology). The extension will form part of the wider spine road connection that will ultimately serve Units 400, 600 and 601. Unit 400 will be served by two vehicular accesses, providing clear separation between staff/visitor and servicing traffic. The primary access will be located on the western side of the extended estate road, to serve the HGV service yard and will incorporate segregated entry and exit lanes controlled by a barrier system. Each lane will measure 4.0m in width, with kerb radii of 15m on the southern side and 6m on the northern side.
- 1.7 A secondary access will be provided at the northern extent of the site, continuing the existing internal unnamed road's alignment to serve the staff and visitor car park. This layout maintains a clear functional distinction between operational and non-operational traffic areas, minimising potential conflicts and improving overall safety.

Unit 600 and 601

- 1.8 Units 600 and 601 will be served from an extension of the existing estate road that currently provides access to the Unit 5 service yard from Fitzwygram Way. The unnamed road is to be extended north to serve Unit 400 and will include a northeast spur forming the primary access to Units 600 and 601.
- 1.9 The extended access will cross the Park Lane bridleway (PRoW). A signal-controlled bridleway crossing (Pegasus-type) is proposed to prioritise equestrians, cyclists and pedestrians while providing positive control of vehicle movements, which still aligns with LTN 1/20 and HCC TG10 guidance.

Unit 600

- 1.10 Approximately 160m north-east of the proposed signal-controlled crossing, access to the car park serving Unit 600 is provided. This access measures 6.0m in width and is supported by 6.0m kerb radii on both sides. A further 40m to the north-east, a separate access is provided to the HGV service yard, which measures 8.3m in width and is supported by 10.5m kerb radii on either side.

Unit 601

- 1.11 The car park access for Unit 601 is located approximately 31m north-east of the Unit 600 service yard access. This access measures 7.4m in width, supported by 3.0m kerb radius on the northern side and 5.0m on the southern side. A further 48m to the north, the HGV service yard access to Unit 601 is provided, measuring 9.5m in width with kerb radii of 9.0m (north) and 10.5m (south) respectively.
- 1.12 Consistent with Unit 600, the car/van access and HGV access are segregated to minimise conflict and ensure efficient on-site operation.

Pedestrian and Cycle Access

Unit 400

- 1.13 Pedestrian access for staff and visitors arriving by car or van will be provided via hardstanding routes within the main parking area, allowing safe movement between parking spaces and the building entrance.
- 1.14 For those arriving on foot from the south, pedestrian access will be taken via an extension of the existing 2.0 m-wide footway located on the western side of the internal access road leading up to Plot 400. This will provide a continuous route for pedestrians connecting to the wider Dunsbury Park network. Dropped kerbs and tactile paving will be provided across the yard access to facilitate movements to/from the car park.
- 1.15 Cycle access will be provided via the carriageway.

Units 600 and 601

- 1.16 Pedestrian access to Units 600 and 601 will be provided from the wider Dunsbury Park estate to the south, via an extension of the existing 3m wide shared footway/cycleway on the eastern side of the internal access road. This route will then turn east onto the new access road leading towards Units 600 and 601, with the 3m shared footway/cycleway continued onto this road.

- 1.17 Pedestrians and cyclists will utilise the Park Lane bridleway Pegasus crossing, described in above, to safely cross the new access road onto its northern side, where a 3.0 m-wide shared footway/cycleway is proposed.
- 1.18 From this point, Unit 601 will be accessed directly via the adjoining parking area, while pedestrians continuing along the northern footway/cycleway will reach Unit 600, where access is also provided through its associated parking area. Crossing of the access points to the various car parks and yards associated with these 2 units will be supported with tactile paving and dropped kerbs, located at each access.
- 1.19 Further information is provided within the Transport Assessment which should be read in conjunction with this report.

Planning History

- 1.20 A Transport Assessment was submitted as part of the Hybrid planning application in 2012 (planning reference APP/12/00338) which was for: *Hybrid planning application comprising a part outline application relating to development for employment uses and a hotel with conference facilities and a part detailed application for a new access link road with bus gate to Woolston Road; together with landscaping, infrastructure and associated works*. Following this a TA Addendum was submitted in 2013 following comments received from Hampshire County Council (HCC). The whole Dunsbury Park site then received planning consent in 2014 which included for the construction of Fitzwygram Way (full plans) and the development of plots (outline).
- 1.21 Subsequently requests to discharge conditions A5, A10, A11, A12, A13, A14, A16, A17, A18, B4 and B10 were submitted (05.01.16) associated with application reference: APP/12/00338, whilst Reserved Matters planning applications were submitted for the separate parcels on the site. The first Reserved Matters application submitted for Plot 2, Phase 1 (reference APP/15/01156) was granted permission in December 2015. Further Reserved Matters applications have subsequently been approved, with 7 commercial units built and 6 of which currently occupied under the original planning consent for 12 units (11 units plus hotel).
- 1.22 The original application has now expired for the submission of Reserved Matters Applications as Condition B2 of the hybrid planning application required all reserved matters applications to be submitted within 10 years of approval (February 2014). Two new outline applications, which this WCHAR supports (Unit 400 and Units 600/601) will now be submitted to allow the continued development of the site

Highway Works Delivered under Previous Planning Consent

- 1.23 The Section 106 agreement secured as part of the hybrid consent secured a number of improvements to the local highway network in order to mitigate the expected impact of the wider Dunsbury Park development, as determined by that application's assessment. All of these improvements have now been delivered and are noted below, aside from the implementation of the bus gate and planned bus services which are expected in Summer 2026:
- The access link road (Fitzwygram Way) road corridor and roundabout
 - Internal shared footway/cycleway along the northern side of Fitzwygram Way
 - The construction of bus stop laybys and a bus gate at the eastern end of the Access Link Road Corridor (awaiting the planned bus through the site).
 - Improvements to the ASDA roundabout (Purbrook Way/Hulbert Road/Larchwood Avenue) roundabout to the south of the development.
- 1.24 The impact of the consented development has therefore already been mitigated in its entirety through the delivery of these works, which provide strategic access into the site, enhance capacity at key junctions, and improve connectivity for public transport. These measures form an important baseline position for the current application, ensuring that the principal off-site improvements required to accommodate development traffic have already been implemented.

Scope of Assessment

- 1.25 In support of this WCHAR a site visit was conducted in July and October 2025 during daylight hours by Eleanor Geary (Lead Assessor).
- 1.26 This WCHAR looks at the main walking and cycling routes highlighted within the proximity of Unit 400, 600 and 601 located within Dunsbury Park, for which staff are most likely to utilise, within a range or 3km. Full details are included in **Section 2**, but these include:
- Route to Convenience Store & local facilities (Tesco north of Park Lane and One Stop on Middle Park Way)
 - Routes to Local Bus Stop (Calshot Road)
 - Route to Leigh Park Centre (via Middle Park Way & Dunsbury Way)
 - Route to Major Store (Asda Supermarket)
 - Route to Bedhampton Train Station – Cycle only

2. BASELINE CONDITIONS

Review of Policies and Strategies

2.1 The following documents have been considered as part of the development proposals and this assessment:

- National Planning Policy Framework (NPPF) (Dec 2024);
- Transport Decarbonising Plan (DfT 2021)
- Planning Practice Guidance (Department for Levelling Up, Housing and Communities and Ministry of Housing, Communities and Local Government, 2014)
- Active Travel England
- Hampshire County Council's Local Transport Plan 4
- Hampshire County Council's 'A Guide to Development Related Travel Plans' (2025)
- Havant Borough Councils Adopted Core Strategy (2011-2026).
- The Havant Borough Local Plan (Allocations) document (2014)
- Havant Borough Council Emerging Local Plan
- Havant Borough Council Local Cycling and Walking Infrastructure Plan (2023)

Personal injury Accident (PIA) Data

2.2 Personal Injury Accident (PIA) has been obtained from Hampshire Constabulary to consider the existing safety situation on the local road network, in the vicinity to the proposed development.

2.3 The report obtained from Hampshire Constabulary details all accidents recorded between 1st March 2020 to 28th February 2025 (latest 5-year period). An overview of the data provided shown in **Figure 2**. The complete report of the accident data is attached within **Appendix B**.

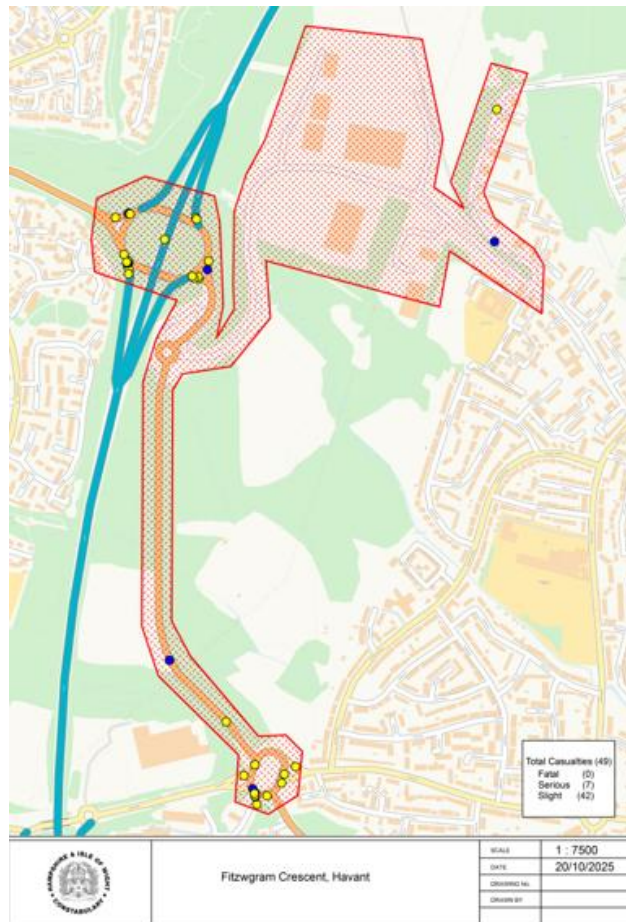


Figure 2: Personal Injury Accident Data (Hampshire Constabulary)

- 2.4 There has been a total of 41 personal injury accidents (PIAs) over the five-year period from 1st March 2020 to 28th February 2025 of which 7 were serious and 34 were slight, with no fatalities, as reported by Hampshire Constabulary. Of the 41 incidents one involved 3 pedestrians and 6 involved pedal cycle(s). There was also an incident where a taxi braking caused injury to the passengers within the vehicle. There were no reported injuries associated with equestrian use.
- 2.5 **Table 1** summarises all of the reported incidents in date order, which included pedestrians and cyclists with the full review attached in **Appendix B**.

Location	Date & Time	Severity	Description	Reported Possible Cause
Larchwood avenue, 23 meters of Hulbert Road roundabout, Havant, Hampshire	25.08.2020 09:30am	Slight	A vehicle is travelling SW along Larchwood Avenue and loses control and mounted the nearside pavement and collided with three pedestrians all travelling along the pavement.	Loss of control
Larchwood Avenue at Junction with Purbrook Way, Havant, Hampshire	19.11.2020 16:45pm	Serious	Pedal cycle travelling southeast along the cycleway on Purbrook Way goes to cross Larchwood Avenue and is hit by a car that move off travelling northeast to join the roundabout.	Unknown
Calshot road, 108 metres northwest of the junction with Newmew Court, Havant, Hampshire.	03.03.2021 23:43pm	Serious	Pedal cycle travelling along Larkwhistle Walk has enters Calshot Road and been struck by a car travelling southeast along Calshot Road, with the car failing to stop at the scene.	Impaired by drugs Impaired by alcohol
Junction of Calshot Road/Hockhalm Court	27.10.2021 11:30am	Slight	Pedal cycle travelling southwest on Calshot Road is struck by a car travelling northwest pulling into junction from Hockham Court	Unknown
Roundabout at junction of B2150/Hulbert Road/Purbrook Way by Asda filling station	12.01.2022 15:15pm	Slight	Pedal cycle travelling across the road from northwest to southeast is struck by car travelling southwest to northeast on roundabout	Unknown
B2150 Hulbert Road, 300 metres northwest of roundabout, Purbrook, Hampshire	20.09.2024 09:36am	Serious	Taxi travelling south along Hulbert Road has overtaken a pedal cycle travelling south along Hulbert Road too causing a collision and the ride to fall from the bike.	Impaired by alcohol Failed to look properly
Purbrook Way at junction with B2150 Hulbert Road roundabout, Havant, Hampshire	18.10.2024 15:35pm	Slight	Car travelling east along Purbrook Way in lane 3 moved off at the B2150 Hulbert Road roundabout and collided with a pedal cycle at low speed which was travelling south on the pedestrian crossing	Failed to look properly Careless/reckless/ in a hurry Failed to judge other persons path or speed Disobeyed pedestrian crossing facility

Table 1: PIA Data Summary

- 2.6 A review of the full outputs indicates that although some causes of incidents were unknown, the majority were due to speeding, failing to look properly or judge distances, as well as medical instances. Developing upon this, out of the seven serious incidents three included pedal cyclists and the reasons for these incidents included failure to look properly, impaired by alcohol/illegal driving and failing to judge other persons path or speed. Therefore, whilst these incidents are regrettable none of which were as a result of the highway design.
- 2.7 From a review of the other reported PIAs and the mapping there were a number of PIAs recorded on the A3(M) and it's slip roads (Junction 3), along with the Hulbert Road (B2150)/Purbrook Way roundabout. Almost all of these were reported as a result of failure to look properly/judge another's speed. Therefore, it is evident that the majority of incidents were a result of driver error, and not a consequence of the road conditions or highway design. There is one exception to this, which occurred on Purbrook roundabout on the 17th June 2024, and where the reason for the incident stated that there was inadequate or masked signs/road markings. Further details of what the road signage/markings conditions were at the time are unavailable. Despite this there is no pattern of incidents to reflect that the highway design is a key cause, and this particular junction has already undergone improvements.
- 2.8 This PIA assessment therefore shows that the current highway design does not have a safety concern and therefore the continued implementation of the proposed development (as part of Dunsbury Park's wider development) would not have a detrimental impact on highway safety in the context of paragraph 116 of the NPPF.

Further Details on Walking, Cycling and Horse-Riding Assessment

Walking

- 2.9 Pedestrian footways measuring at least 2m wide are provided throughout Dunsbury Park connecting the built units. There is also a shared footway/cycleway which is located to the north of Fitzwygram Way. This infrastructure is accompanied by dropped kerbs and tactile paving, providing safe connections throughout the wider site.
- 2.10 At present, the unnamed road which will serve Unit 400, 600 and 601 benefits from footways on both sides of the carriageway. As discussed above a connection will be provided from this to aid further pedestrian and cycle movement to Unit 400 with cyclists utilising the carriageway, while for 600 and 601 a shared footway/cycleway will be provided.

- 2.11 Heading west of the Brooklime Way Roundabout, a new shared use footway/cycleway has been implemented along the south-eastern side of Fitzwygram Way, from the Brooklime Way roundabout to the Hulbert Road roundabout. This was implemented after the site visit and production of the original version of this WCHAR. There is currently no off-road footway or cycleway provision along Hulbert Road.
- 2.12 To the east the footway and shared footway/cycleway provision is afforded, which connects to the wider footway network that is present on adjacent residential streets. This includes Calshot Road, Woolston Road and Freely Road.
- 2.13 In regard to Public Rights of Way (PRoW) there are a number of routes which can be accessed from within Dunsbury Park or from the surrounding area, as shown in **Figure 3**.

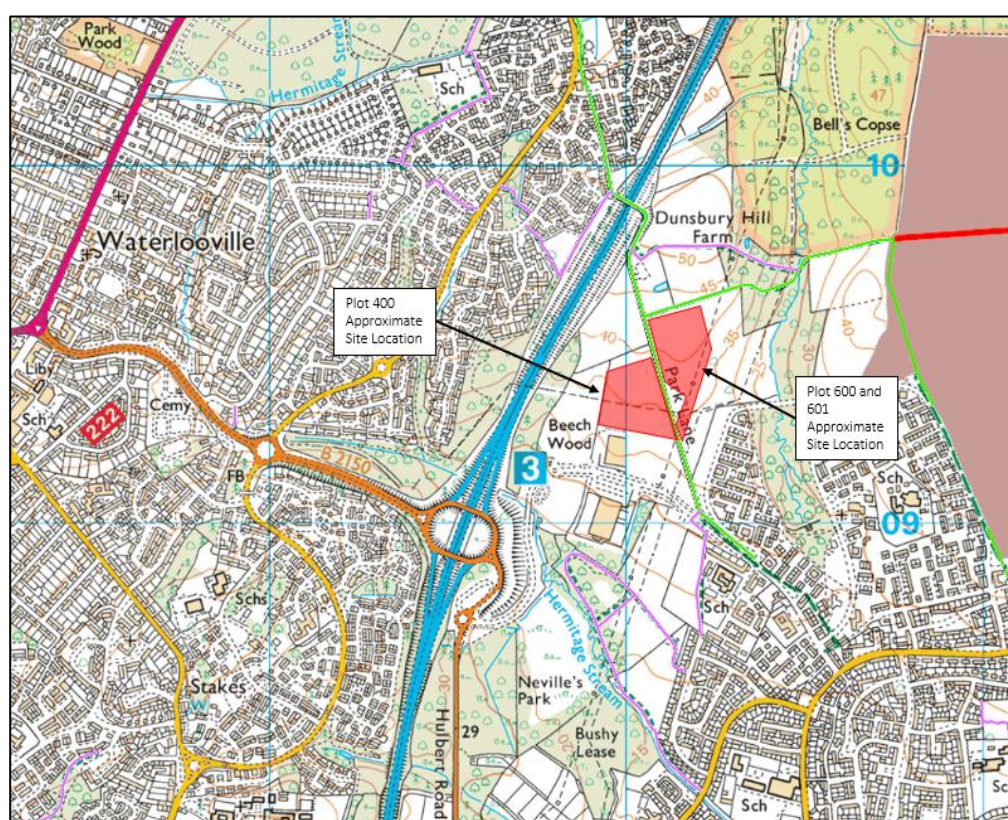


Figure 3: Public Rights of Way (PRoW) in the vicinity of the site

- 2.14 As shown in **Figure 3** a PRoW bridleway route is provided that runs through the north-eastern side of Dunsbury Park, known as Park Lane. This route extends north, crossing the A3(M) and provides a connection from Dunsbury Park, in which Unit 400, 600 and 601 is located, to residential areas within Waterloooville, north-west of the site. In addition, Havant Thicket Reservoir, once constructed, will provide additional PRoW routes and leisure routes within the area, while this is constructed a temporary closure is in place as noted in **Figure 3**.

Cycling

- 2.15 There is a clear route for cyclists within Dunsbury Park given the provision of a shared footway/cycleway that runs to the north of Fitzwygram Way within the Park itself, and along the south-eastern side of the carriageway to the west of the Park, to the Hulbert Road Roundabout. It is also considered that the Dunsbury Park built road network is suitable for cyclists due to the wide carriageways and low vehicle speed limit, within the site.
- 2.16 Within the wider area the residential provision to the east and south makes the local road network attractive to cycle on, in addition to the presence of a number of cycle routes and bridleways. This includes the Park Lane bridleway route north, into Waterlooville and connections to the south and east to Leigh Park and Havant, as shown in **Figure 4**.



Figure 4: Cycle Routes in the vicinity of the site

- 2.17 Within the Havant Borough Council Local Cycling and Walking Infrastructure Plan (2023), it presents a number of opportunities for improvements, with routes including:
- London Road-Hulbert Road (A3) (Route section- 277.1)

- Woolston Road-Middle Park Way (Route section- 278.2)
- Park Lane-Middle Park Way (Route section-362.2)
- Woolston Road-Hulbert Road (Route section- 362.3)
- Middle Park Way-Barncroft Way (Route section 364.1)

2.18 It is important to understand the plans and ensure the development takes this into consideration, therefore, where relevant these elements are included within the WCHAR.

Visually and Mobility Impaired Access

2.19 The design and the location of the site has been considered for both visually and mobility impaired users. This report will also give consideration (and commentary where appropriate) to the following:

- Provision of Shared Footway/Cycleway surfaces;
- Footway provision along the carriageways and Public Rights of Way;
- Provision of tactile paving at crossing points for key routes, if missing; and
- Provision of dropped kerbs at appropriate points for key routes, if missing.

2.20 Footway widths have also been assessed based upon the Department for Transport (DfT) Inclusive Mobility best practice guide. This states a minimum footway width of 2m should be provided under normal circumstances to allow enough space for two wheelchair users to pass. However, Inclusive Mobility does state that a 1.5m constrained minimum width is regarded as acceptable in most circumstances, with 1m permitted as an absolute minimum but the maximum length of this should be restricted to 6m.

Equestrian Facilities

2.21 Dunsbury Park does not currently facilitate any equestrian use and whilst Park Lane, which runs between Unit 400 and Units 600 and 601, is a bridleway there has been no observed or anecdotal demand. Given the low demand for equestrian facilities no provision for equestrian use has been included beyond the proposal to include a Pegasus crossing as part of the proposed scheme.

Public Transport Services

2.22 The closest bus stop to the development is 'Larkwhistle Walk' located on Calshot Road, located c.600m east of the existing gated access, which provides access to Unit 400, 600 and 601. Unit 400 is located c.250m northwest of the existing gated access, with Unit 600 c.200m and 601 located c.320m northeast of the existing gate access. The bus stop benefits from a sheltered seating and a flagpole, with timetable information.

- 2.23 Service 22 serves this bus stop and is operated by Stagecoach. The route travels between Havant Bus Station and Warren Park approximately every 20 minutes. On weekdays the service runs between 00:03am – 23:33pm. Similar services are provided on the weekend too, though the frequency is between 30 minutes and an hour.
- 2.24 However, it is noted that there are currently two bus stop laybys within Dunsbury Park, located on Fitzwygram Way, which should be completed as part of the implementation of the bus gate into Dunsbury Park. This bus gate and a new bus service are expected in Summer 2026. Havant Borough Local Plan (Allocations) document (2014) state that a cross-borough bus service is proposed to link Waterlooville to Leigh Park via Dunsbury Park. This is proposed to operate 4 buses per hour.
- 2.25 The closest train station to Dunsbury Park is Bedhampton Train Station, approximately 3.6km southeast of Dunsbury Park, accessible within a 9-minute cycle (400m per minute) or a 10-minute journey via the Stagecoach 22 bus service (including walking time to the bus stop). The Station is operated by South Western Railway and provides regular hourly services to London Waterloo, Portsmouth Harbour and Portsmouth & Southsea.
- 2.26 Havant Train Station is situated slightly further southeast, approximately 3.7km from Dunsbury Park, and can be reached within a 9-minute cycle (400m per minute) or via a short rail connection from Bedhampton. Havant Station provides more frequent services than Bedhampton, including up to 3 trains per hour to Brighton, 2 per hour to Southampton Central, 4 per hour to Portsmouth Harbour, 5 per hour to Portsmouth & Southsea, 2 per hour to London Waterloo and 2 per hour to London Victoria.

Trip Generators

- 2.27 Given that these Outline applications include a large area consisting of three industrial units, measurements for the distance to local amenities and facilities have been measured from the existing gate access. Unit 400 is located c.250m northwest of the existing gated access, with Unit 600 c.200m and 601 located c.320m northeast of the existing gate access. Unit 400, 600 and 601 are located approximately 3.7km from Havant Town Centre, which provides a number of local facilities. The local facilities in relation to Unit 400, 600 and 601 are summarised in **Table 2**.

Amenity	Distance from Existing Gated Access	Walking Time (80m per minute)	Cycle Time (400m per minute)
Fitzwygram Way Bus Stop (Pending)	280m	3.5 minutes	Less than a minute
Larkwhistle Walk Bus Stop (Calshot Road)	600m	7.5 minutes	1.5 minutes
Ramsdale Woods	910m	11.5 minutes	3 minutes
One Stop (Middle Park Way)	1.1km	14 minutes	3 minutes
The Warren Post Office (Strouden Court Precinct)	1.2km	15 minutes	3 minutes
The Swallow Public House (Dunsbury Way)	1.4km	17.5 minutes	3.5 minutes
Tesco Express (Tempest Avenue, Waterloooville)	1.6km	20 minutes	4 minutes
Brook Pharmacy	1.6km	20 minutes	4 minutes
Asda petrol	2.1km	26 minutes	5 minutes
Leigh Fitness	2.3km	30 minutes	6 minutes
Asda Supercentre	2.5km	31.5 minutes	6 minutes
Sainsburys	3.3km	41 minutes	8 minutes
Bedhampton Train Station	3.6km	45 minutes	9 minutes
Havant Train Station	3.7km	46 minutes	9 minutes
Havant Town Centre (Boots, Tesco, Aldi, Marks & Spencer etc)	3.7km	46 minutes	9 minutes

Table 2: Local Amenities and Facilities

2.28 **Table 2** demonstrates that there are a number of amenities and facilities within a reasonable walking distance to Unit 400, 600 and 601 including a pharmacy, post office, convenience store and park. The wider site as a whole is located c.3km to the west of Waterloooville and c.3.7km north of Havant town centre.

2.29 The Chartered Institution of Highways and Transportation's (CIHT) document 'Providing for Journeys on Foot' sets out preferred walking distances to key facilities. It identifies maximum preferred walking distances of 2km for commuting and 1.2km for other purposes. Further to this, CIHT's 'Planning for Walking' (April 2015) document identifies that the average length of pedestrian journeys is 1.37km (page 6). With a large range of the local amenities identified in **Table 2** coming well within this threshold and all facilities being under 5km, it provides a good opportunity to promote journeys by walking and other sustainable modes of travel, thus reducing the reliance on motorised vehicles.

2.30 The location of Unit 400, 600 and 601 therefore presents a suitable opportunity to encourage local journeys by walking, cycling and public transport, although as this is a commercial development

consideration of walking and cycling routes that staff would make from key transport and residential locations has also been included. For example, the Larkwhistle Walk bus stop is well served by a 20-minute frequency service that also provides a linked connection to Havant Bus Station for onward travel.

Site Visit

- 2.31 In support of this WCHAR a site visit was conducted on 15th July 2025 during daylight hours by Eleanor Geary (Lead Assessor), with a further site visit completed on 17th October 2025. The weather was dry for the majority of the site visit on the 15th July and for all of the site visit on the 17th October and both were undertaken outside of peak traffic times. The site visit included walking the key routes that staff would most likely utilise to access local services or potentially utilise to travel to work, within the surrounding area. This also included walking the cycle route to Bedhampton Train Station located 3.6km from the site. The report has then been written in accordance with the guidance sets out in HCC's Technical Guidance Note 19 (TG19), which itself is based upon Design Manual for Roads and Bridges (DMRB) GG142. The walkover route is in **Figure 5**.



Figure 5: Walkover Route

2.32 These routes included:

- Route to Convenience Store (Tesco north of Park Lane and One Stop on Middle Park Way)
- Routes to Local Bus Stop (Calshot Road)
- Route to Leigh Park Centre
- Route to Major Store (Asda Supermarket)
- Route to Bedhampton Train Station – Cycle only

2.33 The route to Bedhampton Train Station was reviewed for cyclists only as it is in excess of the 2km walk distance usually applied. Staff who travel by train, on foot, would be most likely to travel to Havant Train Station and get the no. 22 bus to Larkwhistle Way bus stop.

2.34 In relation to the routes outlined, **Figure 6** provides the key areas and amenities identified to be assessed as part of the walkover route during the site visit.

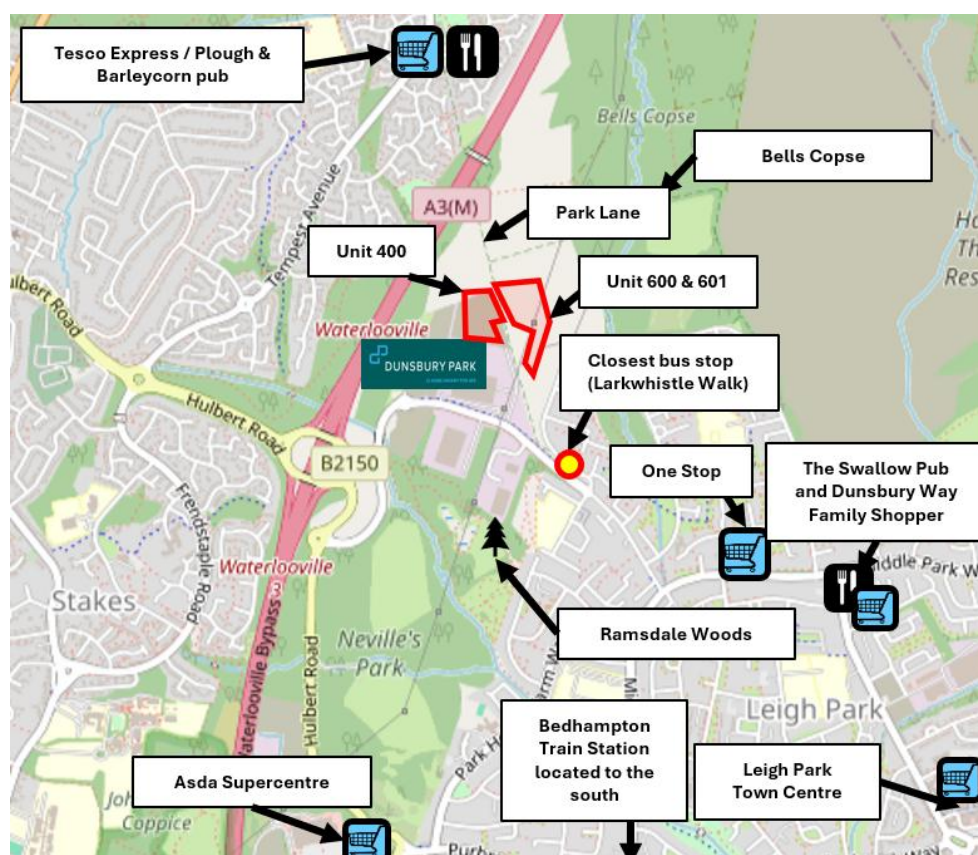


Figure 6: Amenities Map

2.35 The level of use and condition of each route was recorded during the site visit, and any potential improvements, repairs and connections were noted.

2.36 The primary findings of the site visits were:

- a) Two cyclists was observed utilising Park Lane (**Photograph 1 & 2**)
- b) Pedestrians utilising Park Lane (**Photograph 3 & 4**)
- c) A cyclist utilising Calshot Road (**Photograph 5**)
- d) Cyclists utilising Bedhampton Road (**Photograph 6**)
- e) Passengers waiting at the bus stop near Calshot Road
- f) No evidence of horse riders within the study area or immediate surroundings.



Photograph 1: A cyclist was observed utilising Park Lane (Heading East)



Photograph 2: A cyclist was observed utilising Park Lane (Heading West)



Photograph 3: A pedestrian was observed using the greenspace near park lane on the western side of the A3



Photograph 4: A pedestrian was observed walking on Park Lane



Photograph 5: A cyclist was observed on Calshot Road



Photograph 6: Cyclists on Bedhampton Road

Consultation with Key Stakeholder

- 2.37 Consultation has occurred with local residents and key stakeholders, including the local planning and highway authorities as part of the previous planning application process. Hampshire County Council have not inputted into the scope of this WCHAR, however given the limited opportunities to travel west from the site, all suitable routes north, east and south have been included as part of this report.

3. EXISTING WALKING, CYCLING AND EQUESTRIAN FACILITIES- UNNAMED ROAD & FITZWYGRAM WAY

Pedestrian and Cycle Conditions

- 3.1 Units 400, 600 and 601 are located in the northern part of Dunsbury Park. The following section reviews the pedestrian and cycle conditions within Dunsbury Park.

Unnamed Road

- 3.2 As discussed, the access to the proposed units will be taken via an unnamed access road off Fitzwygram Way which currently provides access to Unit 5 (Biopure Technology) solely. Footways measuring at least 2m wide, which is in line with the Inclusive Mobility, MfS and HCC TG10 minimum footway width of 2m, are provided on both sides of the carriageway (**Photograph 7**), with the existing access, which is currently gated, shown in **Photograph 8**.



Photograph 7: Footways leading up to gated access



Photograph 8: Gated access to proposed Unit 400 location

- 3.3 The footway along the eastern side measures 3m wide (**Photograph 9**) and therefore may also be an extension of the footway/cycleway that is present on Fitzwygram Way. Due to the incomplete nature of the road network this is not currently clear, however there is no corduroy paving or continuation signage in place north of the Fitzwygram Way shared footway/cycleway to indicate the end or continuation of the route. (**Photograph 10**)



Photograph 9: Footway on the eastern side of the unnamed road



Photograph 10: Access Road off Fitzwygram Way towards Unit 400

Fitzwygram Way

- 3.4 Fitzwygram Way runs in an east-west alignment in the vicinity of the junction to Unit 400, 600 and 601 and benefits from a 3m shared footway/cycleway on the northern side of the carriageway (**Photograph 11**) which meets the requirements in HCC TG10 and LTN 1/20 for routes with under 300 cyclist flows per hour. Whilst a footway is provided on the southern side of the carriageway (**Photograph 12**) that varies in width but measures least 2m wide in line with the Inclusive Mobility, MfS and HCC TG10



Photograph 11 Shared footway/cycleway within Dunsbury Park



Photograph 12: Existing Conditions on Fitzwygram Way (West of the proposed site on the southern side of the carriageway)

- 3.5 Where crossing facilities are provided within Dunsbury Park these have been constructed to a high standard in the form of uncontrolled crossing points, accompanied by tactile paving and dropped kerbs shown in **Photographs 13** and **14**.



Photograph 13: Crossing point across the Fitzwygram Way to the south of unnamed road



Photograph 14: Crossing Point across the access road to the north of Fitzwygram Road towards proposed site

West of Unit 400, 600 and 601

- 3.6 As noted above Fitzwygram Way travels east/west through Dunsbury Park. To the west of the existing gated access for Unit 400, 600 and 601 the shared use footway/cycleway continues along the northern side of the carriageway, whilst the footway continues along the southern side, up to the roundabout junction with Brooklime Way, at which point the off-road provision around the roundabout is 3m wide and supports shared footway/cycleway provision across all arms (**Photographs 15** and **16**). The footway on the southern side of the Fitzwygram Way ends with corduroy paving, whilst the shared footway/cycleway provision around the roundabout terminates to the immediate west of the roundabout, with dropped kerbs providing access onto the carriageway.



Photograph 15-16: Existing conditions in Dunsbury Park where the shared footway/cycleway terminates to the west

3.7 At the time of the site visit, the footway on the southern side of the Fitzwygram Way ended with corduroy paving at the roundabout with Brooklime Way, whilst the shared footway/cycleway provision on the northern side of the road, around the roundabout, terminated to the immediate west of the roundabout.

3.8 Since the site visit, a new shared footway/cycleway has been installed along the south-eastern side of Fitzwygram Way providing a continuous connection west, to the Hulbert Road roundabout. This infrastructure will be further supported in the future, with the proposed connection along Hulbert Road as part of a recent outline planning approval (ref: APP/20/00441) for a residential site on Hulbert Road, which will travel between Fitzwygram Way (Hulbert Road roundabout) and the Purbrook Way roundabout, further improving the non-car connectivity within the local area.

East of Unit 400, 600 and 601

3.9 Heading to the east from the unnamed road, along Fitzwygram Way, the shared footway/cycleway provision on the northside continues, as does the footway provision on the southern side. Existing conditions of these footways are shown in **Photographs 17** and **18**.



Photograph 17: Footway connection on the northern side of the carriageway towards Woolston Road (Heading East from Dunsbury Park)



Photograph 18: Footway connection on the southern side of the carriageway towards Woolston Road (Heading East from Dunsbury Park)

- 3.10 Approximately 300m east of the junction with the unnamed Road, Fitzwygram Way terminates at the Calshot Road/Woolston Road/Freeley Road roundabout (**Photograph 19**).
- 3.11 Shortly before the roundabout however there are bollards in place preventing through traffic from using Fitzwygram Way, from the roundabout (**Photograph 20**). These bollards also extend over the footway and shared footway/cycleway preventing their full use. The plan however is for a bus gate to be implemented on this section of Fitzwygram Way, by Summer 2026, with the shared footway/cycleway then formalised near the roundabout.



Photograph 19: Footway on Fitzwygram Way heading towards Woolston Road (Facing west towards Dunsbury Park)



Photograph 20: Bollards to the south of Dunsbury Park near the roundabout (Calshot Road/Woolston Road/Freeley Road/Fitzwygram Way) & where Fitzwygram Way shared footway/cycleway terminates

- 3.12 At the location of the bollards, the shared footway/cycleway is understood to end with footways provided onto the roundabout. Footways are then present on all arms of the roundabout, which are also supported with dropped kerbs accompanied by tactile paving and refuge islands, with examples shown in **Photograph 21** and **22**. These footways measure between 1.5m and 2m wide, which is in line with the Inclusive Mobility, MfS and HCC TG10 minimum footway width of 2m and the constrained minimum width of 1.5m states in Inclusive Mobility.



Photograph 21: Crossing Point on the roundabout (Calshot Road/Woolston Road/Freeley Road/Fitzwygram Way) across Freeley Road



Photograph 22: Crossing Point on the roundabout (Calshot Road/Woolston Road/Freeley Road/Fitzwygram Way) Woolston Road

4. NORTHERN ROUTE TO CONVENIENCE STORE VIA PARK LANE & ROUTE TO LOCAL BUS STOP

- 4.1 To the north of the site is the residential area of north WaterlooVille and a Tesco express, along with further amenities, which can be reached via the bridleway known as Park Lane. To reach Park Lane pedestrians and cyclists would also travel past the closest bus stop to the site, 'Larkwhistle' on Calshot Road. This northern route therefore travels the route shown in **Figure 7**.



Figure 7: Park Lane Assessment Route

Within Dunsbury Park

- 4.2 For those travelling north from Unit 400, 600 and 601 this review will consider the formal route to access Park Lane, however there are multiple informal access points onto Park Lane from Dunsbury Park, which were noted to be utilised during the site visit. The proposed scheme would also include a formal connection to Park Lane, with the inclusion of a Pegasus crossing to support movements along the bridleway, as part of the requirements for the access road that will serve units 600 and 601.

- 4.3 One is located adjacent to the current gated access to Unit 400, 600 and 601 which is shown in **Photographs 23 and 24**, providing access from the unnamed road to Park Lane.



Photographs 23-24: Informal access link onto Park Lane off the unnamed Road to the north of Fitzwygram Way

- 4.4 From Unit 400, 600 and 601, both pedestrian and cyclists use Fitzwygram Way, as discussed in **Section 3**. However, there is a further informal connection to Park Lane, from the shared footway/cycleway, which is located near the proposed location of the bus gate, as shown in **Photograph 25**.



Photograph 25: Informal route from Fitzwygram Way onto Park Lane

Calshot Road

- 4.5 At the eastern end of Fitzwygram Way the off-road cycle provision ends, whilst pedestrians can continue along the provided footways, described in **Section 3**. For those travelling north onto Calshot Road, pedestrians can utilise the footway on the southwestern side of the carriageway, which is a continuation of provision from Fitzwygram Way.
- 4.6 Approximately 75m from the roundabout the footway on the southwestern side of Calshot Road provides access to the Larkwhistle Way Bus Stop (**Photograph 26**) before the footway on that side of the road terminates and becomes grass verge. Pedestrians wishing to continue north can use an uncontrolled crossing supported with dropped kerbs and tactile paving, approximately 20m south of the bus stop (shown in **Photograph 27**). This crossing provides access to the northeastern footway, which aids pedestrian movement travelling north on Calshot Road.



Photograph 26: Footway and bus stop condition on Calshot Road (Southern edge of carriageway)



Photograph 27: Footway leading to the bus stop on Calshot Road & crossing point across carriageway (Southern edge of carriageway)

- 4.7 The footway on the northeastern side of Calshot Road varies in width, measuring between 1-1.5m wide and is separated from the carriageway by a grass verge, with signage in place to ensure no parking occurs on the grass verge. Whilst the footway width varies it is considered that it meets Inclusive Mobility guidance, as any sections that are 1m wide cover distances shorter than 6m, whilst the majority of the route is at least 1.2m to 1.5m wide.

- 4.8 Approximately 100m north of the pedestrian crossing point is the access to Park Lane, which is on the western side of Calshot Road. There is no pedestrian crossing provision in the vicinity of the Park Lane access although Park Lane is on the same level as the carriageway and was noted to be utilised by pedestrians during the site visit. The access is opposite an area of dedicated car parking therefore a pedestrian crossing in this location would be challenging to deliver, without impacting on the current parking area.
- 4.9 An alternative could be to extend the footway from the Larkwhistle Way bus stop, north to the Park Lane access.
- 4.10 Cyclist using Calshot Road will do so on-carriageway. This is considered acceptable as the road measures over 6m wide and therefore is sufficient to accommodate the 1.5m minimum overtaking clearance stated with LTN 1/20 for a 30mph road. Cyclists are also able to cycle onto Park Lane, which is surfaced at its entrance. Although the entrance is gated to prevent motor vehicle access, and both cyclists and pedestrians must manoeuvre past this feature (**Photograph 28**) It is also noted within the HBC LCWIP that Calshot Road (section 362.2.4) should be upgraded to include appropriate traffic calming and allow for mixed traffic within a 20mph speed limit.



Photograph 28: Park Lane access from Calshot Road.

Park Lane

- 4.11 Park Lane a continuous bridleway which facilitates safe movement for pedestrians and cyclists. The bridleway varies in width, in part due to vegetation growth (**Photograph 29**). As well as this, as shown in **Photograph 30** sections can measure less than 3 metres, which is below LTN1/20 and TG10 guidance for shared use. It is noted however that this is a rural route, supported by the unbound surface, and the loss of boarding vegetation would need to be managed by Hampshire's Public Rights of Way Team.



Photograph 29: Park Lane existing conditions



Photograph 30: Park Lane existing conditions & signage

- 4.12 Along this route a number of further PRoW routes and bridleways are provided to the east, examples of which are shown in **Photographs 31** and **32**.



Photograph 31: Access onto a PRoW/Bridleway (Facing onto Park Lane)



Photograph 32: Access onto a PRoW/Bridleway

- 4.13 Park Lane continues to the northwest with a wide route provided across the A3(M) bridge, barriers are in place to encourage cyclists to demount and slow down while crossing the bridge. The existing conditions of this section of the route are shown in **Photograph 33-35**.



Photographs 33-34: Park Lane existing conditions heading onto bridge across A3(M) (Heading West)



Photograph 35: Park Lane existing conditions heading over the bridge

- 4.14 Once on the western side of the A3(M) Park Lane continues to provide a route towards Grassmere Way (**Photograph 36**), where the route terminates. Along this section there are connections provided along Park Lane to neighbouring residential roads, further enhancing connections to the neighbouring residential area. Whilst Park Lane is a bridleway these connections are designed for pedestrian use, as shown in **Photograph 37**.



Photograph 36: Existing conditions of Park Lane on the western side of the A3(M)



Photograph 37: Example of a residential link off Park Lane

- 4.15 At the end of Park Lane there is a dropped kerb arrangement across Grassmere Way, which connects to a dropped kerb on the north-eastern side of the access road into The Westbrook Centre car park (**Photographs 38 and 39**). There is also a dropped kerb on the north-western side of the access road for pedestrian movements.



Photograph 38: Access of Park Lane onto Grassmere Way (Facing onto Grassmere Way)



Photograph 39: Access of Park Lane onto Grassmere Way (Facing towards Park Lane Route)

- 4.16 The Westbrook Centre at Grassmere Way includes a Tesco Express, Pharmacy and hairdressers amongst other amenities and therefore includes footway provision of between 1.5-2m wide which is in line with the Inclusive Mobility, MfS and HCC TG10 minimum footway width of 2m and the constrained minimum width of 1.5m states in Inclusive Mobility.

- 4.17 Cyclists are able to connect onto the wider road network, which is residential in nature measuring over 5m wide and therefore is sufficient to accommodate the 1.5m minimum overtaking clearance stated with LTN 1/20 for a 30mph road.
- 4.18 As shown above there is a direct and continuous route via Park Lane to nearby amenities and facilities, as well as residential areas. The path is of a sufficient width and noted to provide a safe route, with it noted that no tactile paving is provided at the junction with Grassmere Way. However, visibility at the junction was assessed and considered appropriate, given that the route is currently already in use as observed during the site visit.
- 4.19 Within the HBC LCWIP it is noted that Park Lane (section 362.2.3) could be widened with an improved surface for pedestrians and cyclists, utilising bollards and barriers if needed. As well as this it is indicated about the potential to increase lighting along the route.

Equestrian Facilities

- 4.20 There was no equestrian use while attending the site visit, though there was equestrian infrastructure in place along Park Lane with signage provided as shown in **Photographs 29** and **30** for routes heading east of Park Lane. Further to this, equestrian use is unlikely for the proposed use, therefore the infrastructure is deemed sufficient.

5. SOUTH-EASTERN ROUTES TO LOCAL FACILITIES

- 5.1 As discussed, the scope of the assessment takes into consideration the routes to the local facilities within the vicinity of the proposed development, with this section focusing on those to the south-east. This includes heading south-east of Dunsbury Park via Woolston Road and Middle Park Way to initially access local facilities including the One Stop, The Swallow Pub, Dunsbury Way Family shopper before reaching Leigh Park centre. The route assessed is shown in **Figure 8**.

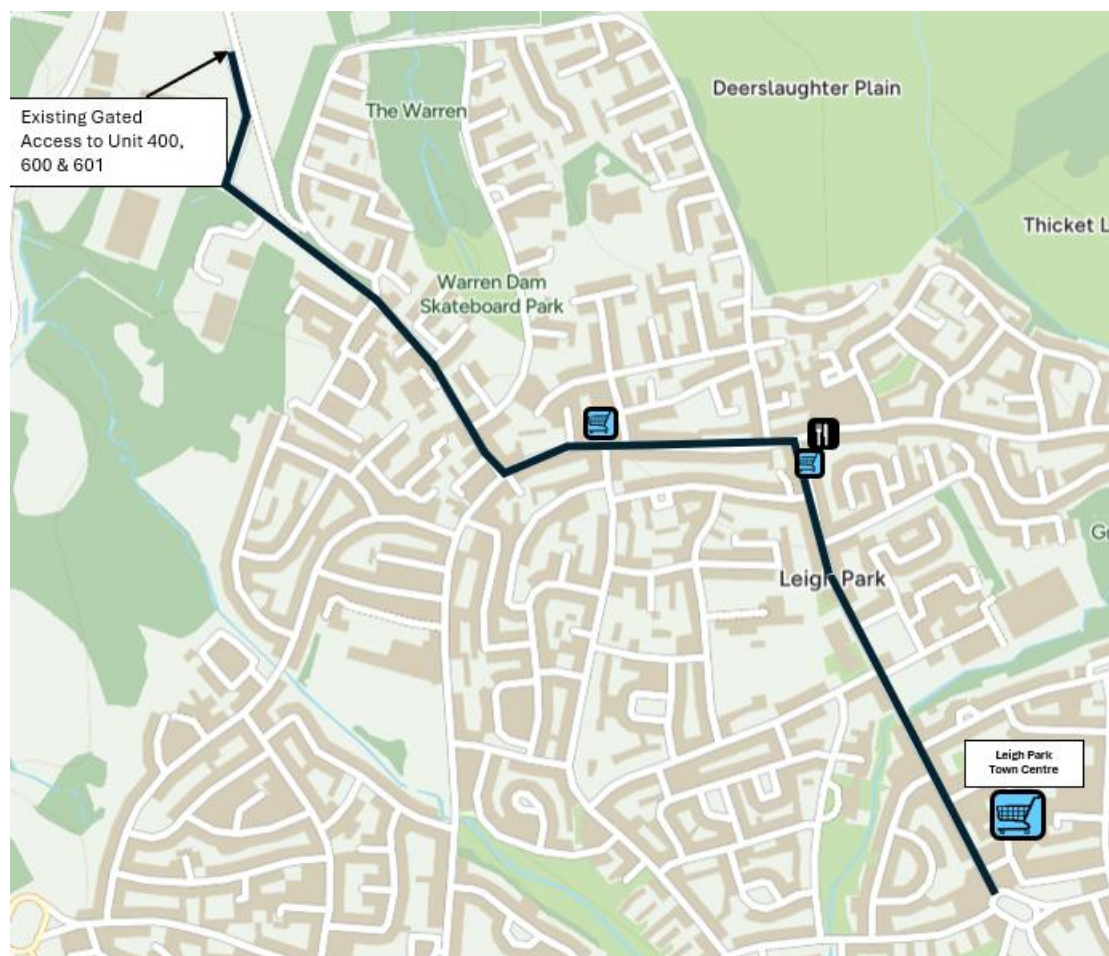


Figure 8: Route to facilities to the east of Dunsbury Park

Woolston Road

- 5.2 From the information provided in **Section 3** the conditions on Fitzwygram Way have been discussed and the footways and crossings points are suitable. Pedestrians would need to cross from the northern footway on Fitzwygram Way to the footway on Woolston Road which runs in a northwestern-southeastern alignment.

- 5.3 Footways are provided along both sides of the carriageway on Woolston Road which are of sufficient width (**Photograph 40**) measuring approximately 1.2-1.5m wide and are separated from the carriageway by a grass verge and this is in excess of the minimum width of 1m required by Inclusive Mobility guidance. Further to this, along the southern edge of the carriageway a section of the footway is provided as shared footway/cycleway measuring c.2.5m between the grass verges (**Photograph 41**). This should measure 3m wide to meet the requirements in HCC TG10 and LTN 1/20 for routes with under 300 cyclist flows per hour.



Photograph 40: Footway on Woolston Road (Heading towards Fitzwygram Way)



Photograph 41: Shared footway/cycleway on Woolston Road

- 5.4 Travelling south, the crossing of side roads is supported by dropped kerbs and tactile paving crossing points to aid safe movement to the local shops and additional bus stops. Approximately 250m south of the Woolston Road/Calshot Road/Freeley Road/Fitzwygram Way Roundabout there is an LTN1/20 compliant crossing including dropped kerb/tactile paving and a refuge island to support movements across Woolston Road (**Photograph 42**), with visibility at each junction assessed and considered appropriate. The image also shows on-road cycle markings, supporting carriageway cycling.



Photograph 42: Crossing Point and refuge island across Woolston Road

- 5.5 Approximately 50m south of the LTN1/20 crossing point cyclists travelling south are directed onto the footway, whilst cyclists heading north are directed onto the carriageway (**Photograph 43**). This location also includes a cycle crossing point including tactile paving and dropped kerbs (without central refuge island) to support cyclist travelling off-road to or from the south, towards the Woolston Road/Middle Park Way roundabout junction.



Photograph 43: Road markings on Woolston Road for cyclists to rejoin the carriageway

- 5.6 The junction of Amport Court, on the western side of the Woolston Road and c. 35m north of the roundabout junction is supported with dropped kerbs, tactile paving and give way lines on the shared footway/cycleway to support off-carriageway cycle use.

- 5.7 Within HBC LCWIP it was noted that a potential segregated cycle track or stepped cycle lanes could be provided along the full extent of Woolston Road (section 362.2.5). However, within the document it was noted that this would need to be confirmed regarding land availability. Therefore, it was proposed that upgrades may be preferable of the carriageway to make it more appropriate for mixed traffic, such as traffic calming features and 20mph speed limit.

Middle Park Way

- 5.8 Footways (on the eastern side) and shared footway/cycleways (on the western side) continue from Woolston Road onto Middle Park Way. Pedestrians can utilise the crossing in **Photograph 44** to cross from the south-western footway on Woolston Road to the north-eastern footway (which then continues northeast) along Middle Park Way. The crossing point is in good condition accompanied by a pedestrian refuge island with dropped kerbs and tactile paving, with suitable visibility achieved and provides a safe connection for pedestrians.



Photograph 44: Crossing Point across Woolston Road junction with Middle Park Way

- 5.9 Cyclists are provided with off-road provision when travelling westbound on Middle Park Way and wishing to turn north onto Woolston Road. On-road markings are also utilised, directing cyclists off the carriageway on the eastern arm of Middle Park Way, to utilise the shared footway/cycleway. Following this cyclist are directed to cross Middle Park Way on the south-western arm of the roundabout, which is supported with a refuge island, dropped kerbs, tactile paving and give way markings on the southern side of the junction. Southbound cyclists are assumed to be encouraged to either use this provision or remain on-road, particularly as there is currently no off-carriageway cycle infrastructure provided on Middle Park Way, after the roundabout junction.
- 5.10 Continuing on Middle Park Way heading northeast from Woolston Road provides pedestrians access to the One Stop, utilising the footway provided on the northeastern side of the carriageway as shown in

Photographs 45-46. The footway is of suitable width measuring c.1.5m-2m and the surfacing is in good condition. With the footway measuring at a minimum c.1.5m it is considered to be in line with the minimum width of 1.5m stated within Inclusive Mobility.

- 5.11 Middle Park Way also supports a 20mph speed limit, with speed cushions present along its length and appropriate lining included along the route. Cyclists are also directed to use the carriageway for travel along Middle Park Way.
- 5.12 The pedestrian footway on the northern side of Middle Park Way, travelling east to the One Stop Convenience Store is accompanied by dropped kerbs across junctions, with double yellow lines in place to ensure the crossing points are not obstructed. Tactile paving is absent from the Locksheath Close/Middle Park Way junction(Photograph 47).



Photograph 45-46: Middle Park Way Footway (Northern side of carriageway leading on from Woolston Road)



Photograph 47: Dropped kerbs across Locksheath Close junction on Middle Park Way

5.13 The pedestrian route continues along Middle Park Way with the footways in good conditions and of suitable width to reach the One Stop convenience store (**Photograph 48**) located on the corner of Middle Park Way and Swaythling Road.

5.14 Once at the One Stop a signalised pedestrian crossing is provided across Middle Park Way to allow pedestrians a safe place to cross Middle Park Way (**Photograph 49**).



Photograph 48: One Stop on Middle Park Way



Photograph 49: Signalised crossing point across Middle Park Way near One Stop

5.15 Pedestrians are expected to use the signalised crossing to move onto the southern footway, which runs along Middle Park Way. Pedestrians then travel east towards Dunsbury Road which is c. 30m away. This section of Middle Park Way is still 20mph and supported by speed cushions, however the footway accommodates on-footway parking (**Photograph 50**). There is also a c1.5m footway present supporting pedestrian movements, which complies with Inclusive Mobility.

5.16 The route is seen to be sufficient as cyclists can cycle on-road with signage provided (**Photograph 50**). However, as aforementioned HBC LCWIP (section 362.3.1) suggested the desire to provide corridor improvements in this area such as a two-way cycle track or stepped cycle lanes, however it is noted this may require the removal of trees and existing footway parking.



Photograph 50: Signage to indicate cyclists can utilise the carriageway on Middle Park Way and on-footway parking

- 5.17 There are no side roads along the southern side of Middle Park Way, between the signalised pedestrian crossing point by the One Stop and the Dunsbury Way junction, although vehicular accesses are present.

Dunsbury Way

- 5.18 To the south of Middle Park Way, Dunsbury Way provides a route to Leigh Park Centre which benefits from various local facilities.
- 5.19 At its junction with Middle Park Way (on the south-eastern corner) is The Swallow Pub. Crossing from the south-western side of Middle Park to the pub is supported by dropped kerbs and tactile paving provided at the junction. Behind the pub, c 50m south of the junction with Middle Park Way is the Dunsbury Way Family Shopper located at the junction with Middle Park Way (**Photograph 51 & 52**) therefore pedestrians would be expected to use the provided crossing point to access both services.



Photographs 51: The Swallow Pub (looking south)



Photograph 52: Dunsbury Way Family Shopper

- 5.20 Dunsbury Way provides a connection south from Middle Park Way, towards the centre of Leigh Park, approximate 800m south. The road supports 20mph vehicle speeds with speed cushions and signage. Cyclists are expected to travel on carriageway with signage and lining to support this. Parking is a mix of on and off-street, with some parking occurring on verges and there are footways provided on both sides of the carriageway (**Photograph 53**).



Photograph 53: Dunsbury Way

- 5.21 Footway widths vary but generally measure between c.1.5-2m, which is in line with the minimum width of 1.5m stated within Inclusive Mobility. Along the route, side roads are supported by dropped kerbs to aid safe pedestrian movement. The route using the eastern carriageway includes tactile paving on all crossings except Great Copse Drive.
- 5.22 A dropped kerb/tactile paving pedestrian crossing point with refuge island is also provided across Dunsbury Way approximately 500m south of the Middle Way Park junction to facilitate the safe movement between the footways (**Photograph 54**) and support access to Leigh Park shops for those who travelled along the western footway.



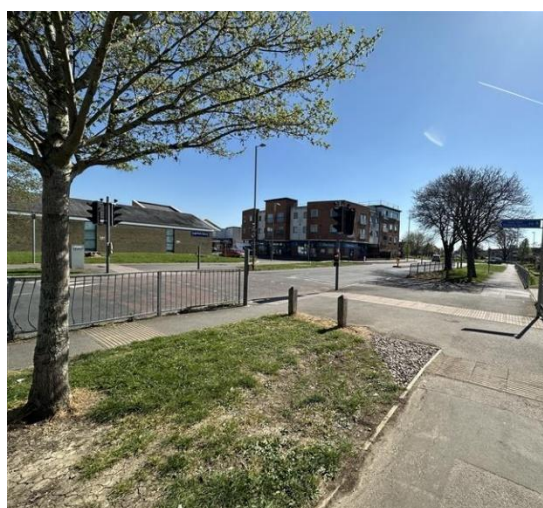
Photograph 54: Crossing point on Dunsbury Way

5.23 Pedestrians are then expected to travel south using the eastern footway. Side roads with High Lawn Way and Bishopstoke Road (**Photograph 55**) benefit from tactile paving and dropped kerbs whilst the footway south of the High Lawn Way junction is sign-posted as a shared footway/cycleway. This sees the footway widen from 1.5m plus verge to 2.5m plus verge. This should measure 3m wide to meet the requirements in HCC TG10 and LTN 1/20 for routes with under 300 cyclist flows per hour, however the provision does widen after the Bishopstoke Road junction.

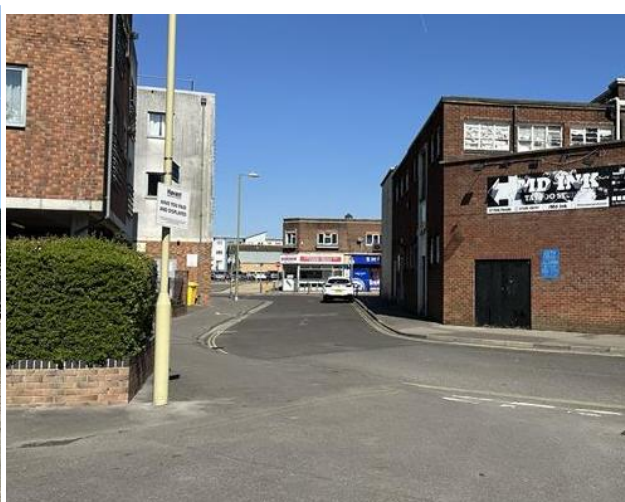


Photograph 55: Crossing point on Bishopstoke Road

5.24 A toucan signalised crossing is then provided on Dunsbury Road (**Photograph 56**), just north of the turning to Park Parade where pedestrians and cyclists can access Leigh Park's shopping area, which is pedestrianised from the Basing Road junction (c. 50m east of Dunsbury Way). Off-road pedestrian and cycle provision is afforded on the northern side of Park Parade (which travels east-west between Dunsbury Park and Leigh Park's pedestrianised area as shown in (**Photograph 57**) which includes appropriate crossing of Basing Road.



Photograph 56: Toucan Crossing on Dunsbury Way (looking south-east)



Photograph 57: Park Parade (looking east)

- 5.25 The above roads provide a safe route for pedestrians to access facilities, with visibility assessed at each junction along the routes, and was considered appropriate.

Equestrian Facilities

- 5.26 No equestrian facilities were observed on the local highway network, within the study area.

6. SOUTHWESTERN ROUTES TO LOCAL FACILITIES- ASDA SUPERCENTRE

- 6.1 Park House Farm Way and Purbrook Way provide a route towards Asda Supercentre and further amenities such as B&Q leading on from Middle Park Way and have been considered within this section, with the route undertaken shown in **Figure 9**.

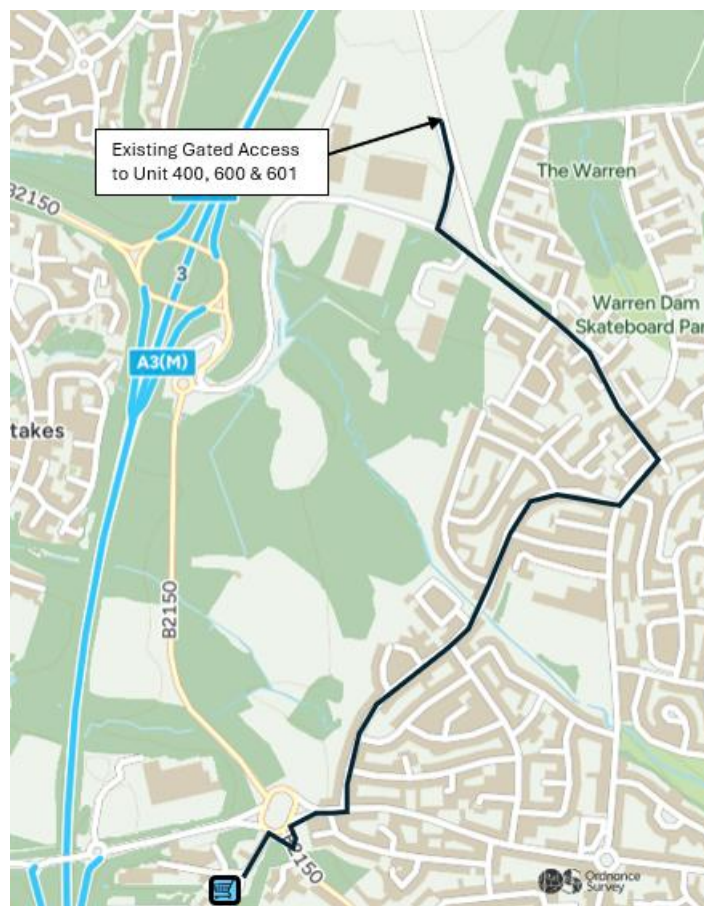


Figure 9: Route to facilities to the southwest of Dunsbury Park

- 6.2 From the information provided in **Section 3** the conditions on Fitzwygram Way have been discussed and the footways and crossings points are suitable. **Section 5** then provided details of Woolston Road and the Woolston Road/Middle Park Way roundabout junction. This section therefore commences travelling south-west of the Middle Park Way roundabout junction.

Middle Park Way

- 6.3 To the west of the junction Middle Park Way supports 30mph vehicle. Cyclists and pedestrians benefit from a shared footway/cycleway along the northern side of the carriageway, which enables access to Park House Farm Way approximately 120m south of the Woolston Road/Middle Park Way roundabout junction.

- 6.4 The north-western footway/cycleway measures approximately 2.5m wide. There is a bus stop shortly after the roundabout junction however the shared provision reduces to c. 1.5m wide for the length of the bus stop (which is supported by a shelter), as shown in **Photograph 58**, meaning the provision is less than 3 metres, which is below LTN1/20 and TG10 guidance for shared use.



Photograph 58: Middle Park Way (looking west)

- 6.5 The shared footway/cycleway then continues west and weaves to the rear of an area of on-footway car parking before reaching the junction with Park House Farm Way. This junction is supported with dropped kerbs and tactile paving; however, this is also the end of the shared footway/cycleway, with cyclists now required to move onto the carriageway to use Park House Farm Way.

Park House Farm Way

- 6.6 Park House Farm Way provides access to various facilities including a local convenience store and Asda supercentre. This route has been assessed as it is likely that staff of the development may also utilise this route to access these amenities.
- 6.7 Park House Farm Way measures approximately 6m wide and has a 30mph speed limit. This is considered acceptable as the road measures over 6m wide and therefore is sufficient to accommodate the 1.5m minimum overtaking clearance stated with LTN 1/20 for a 30mph road. Footways are provided on both sides of the carriageway which are of a sufficient width measuring at least c.1.5m in width which is in line with the Inclusive Mobility guidance.

- 6.8 It is noted the footway connection from Middle Park Way to Park House Farm Way, along the northern side of the junction, uses a footway that crosses diagonally over a grassed area in front of houses, on the corner (**Photograph 59**), as the footway terminates along the northern side of Park House Farm for a distance of approximately 25m to allow for on-street parking. This footway measures at least 1m wide which is the absolute minimum accepted by Inclusive Mobility guidance. No corduroy paving is provided on this route, however corduroy paving is provided on the northern footway (where the footway terminates for on-street parking) and southern footway of Park House Farm Way, after the junction with Middle Park Way, confirming the end of the shared footway/cycle way from Middle Park Way.



Photograph 59: Footway between Middle Park Way and Park House Farm Way.

- 6.9 The footways provide a continuous route for pedestrians towards Purbrook Way (approximately 1km south-west of the Middle Park Way/Park House Farm Way junction) with pedestrian expected to use the north-western footway. Existing conditions along Park House Farm Way are shown in **Photographs 60 and 61**.



Photograph 60: Crossing point on Park House Farm Way heading towards Purbrook Way (western side of the carriageway across Quarely Road)



Photograph 61: Footway on Park House Farm Way heading towards Purbrook Way (eastern side of the carriageway)

- 6.10 Along the route dropped kerbs accompanied by tactile paving are provided across junctions to aid movement as shown in **Photographs 62** and **63**. The only exception to this on the western side of the carriageway is at Sparsholt Close/Park House Farm Way junction where the northern side of the junction is missing a dropped kerb.



Photograph 62: Crossing point on Park House Farm Way across Ramsdale Avenue (looking north)



Photograph 63: Crossing point on Park House Farm Way across the Learning Centre entrance (looking north)

- 6.11 At its southern extent Park House Farm Way connects with Purbrook Way via a priority junction, support with a pedestrian refuge island and dropped kerbs. Tactile paving is not provided at this junction. Pedestrians travelling from Dunsbury Park are expected to use the north-western footway along Park House Farm Way and therefore would not need to use the crossing at the Purbrook Way junction.

Purbrook Way

- 6.12 To access Asda supercentre pedestrians, continue west on Purbrook Way with in a 30mph road with footways provided on both sides of the carriageway.
- 6.13 Immediately to the west of the Purbrook Way/Park House Farm Way junction is an unsignalised pedestrian crossing with dropped kerbs supporting north/south movements on Purbrook Way (**Photograph 64**).



Photograph 64: Crossing point on Purbrook Way near Park House Farm Way

- 6.14 Along the northern side of Purbrook Way (to the west of the junction) is a shared use footway/cycleway that is part of a wider network of routes around the roundabout with Hulbert Road (B2150), approximately 80m west of the Park House Farm Way junction.
- 6.15 Shortly before the roundabout is a signalised toucan crossing which provides a connection to the refuge island on the eastern Purbrook Way arm of the junction (**Photograph 65**). A shared footway/cycleway that measures over 3m wide (in compliance with LTN1/20) is then provided, with associated crossing points both across the roundabout to access onward connections on the northern side of Purbrook Way to Waterlooville, and to the south of the roundabout on the B2150 Hulbert Road (southern arm). The southern Hulbert Road arm is supported with a toucan crossing enabling east/west movements. Pedestrians and cyclists then continue west to the Larchwood Avenue arm of the roundabout where they can continue south-east on Larchwood Avenue using the continuous footway/cycleway, south into Asda (**Photograph 66**).



Photograph 65: Signalised crossing across the B2150



Photograph 66: Footway along access road to Asda Supercentre

Equestrian Facilities

6.16 No equestrian facilities were observed on the local highway network, within the study area.

7. ROUTE TO BEDHAMPTON TRAIN STATION - CYCLE ONLY

- 7.1 As aforementioned, the closest train station is Bedhampton Train Station located approximately a 9-minute cycle from Dunsbury Park and 3.6km south of Unit 400, 600 and 601. This station provides rail connections to a number of locations that are further afield including onto Havant Train Station, Portsmouth and Chichester.
- 7.2 There are a number of routes which can be utilised to access Bedhampton Train Station, however the route which utilises Woolston Road, Middle Park Way/Park Lane, B2150 (Hulbert Road) and Bedhampton Road has been assessed. The route is shown in **Figure 10**.

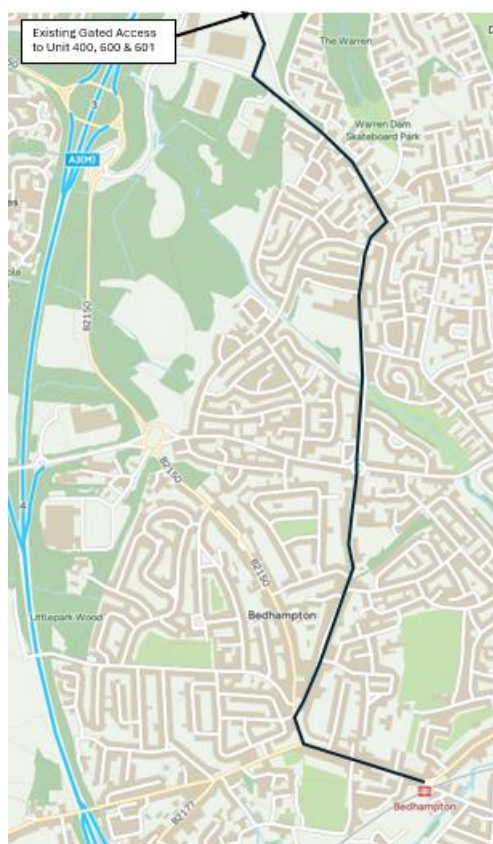


Figure 10: Route to Bedhampton Train Station

- 7.3 The routes along Woolston Road and Middle Park Way have been detailed in **Sections 5** and **6**. Due to the distance required for travel this route has been considered for cycle travel only.

Middle Park Way

- 7.4 Continuing along Middle Park Way leading on from the junction with Park House Farm Way, a shared footway/cycleway is provided along the western edge of the carriageway (**Photograph 67**), which provides a continuous off-road route to the roundabout with Purbrook Way/Park Lane/Middle Park Way (**Photograph 68**). The shared footway/cycleway measures at least 2.5m wide, which is below the 3m width required by LTN1/20, although there are points where the provision is closer to 3m.



Photograph 67: Shared footway/cycleway on Middle Park Way (Heading north across the access to amenities including Co-op)



Photograph 68: Shared footway/cycleway on Middle Park Way near the Purbrook Way/Park Lane/Middle Park Way roundabout

- 7.5 All side roads between Woolston Road and the Purbrook Way/Park Lane/Middle Park Way roundabout include dropped kerbs and tactile paving.
- 7.6 Once at the four-arm roundabout (Purbrook Way/Park Lane/Middle Park Way) an on-road cycle lane is provided on the approaches, with signage provided on Middle Park Way (**Photograph 69**) and around the circumference (**Photograph 70-72**) of the roundabout, which aids cycle movement across the roundabout. This includes the use of coloured road markings and barriers/refuges to ensure cyclist can travel on-road.



Photograph 69: Cycle signage on Middle Park Way leading onto Middle Park Way/Purbrook Way/Park Lane roundabout



Photograph 70: Cycle infrastructure on Middle Park Way leading onto Middle Park Way/Purbrook Way/Park Lane roundabout



Photograph 71: Cycle infrastructure on Purbrook Way (E) leading on from Middle Park Way/Purbrook Way/Park Lane roundabout



Photograph 72: Cycle infrastructure on Purbrook Way (W) leading on from Middle Park Way/Purbrook Way/Park Lane roundabout

7.7 It is noted within the HBC LCWIP (section 362.3.2) thought that potential upgrades are suggested for this roundabout given that cyclists are not given priority across the exits from the roundabout. It is suggested that greater priority should be given to cyclists, potentially with a Dutch style roundabout.

Park Lane

- 7.8 Heading south onto Park Lane the marked on-road cycle lane continues until after the BP garage where it then terminates (**Photograph 73**), a cyclist was noted during the site visit to utilise the cycle lane along Park Lane heading northwest whereby they carried on along the cycle route onto Purbrook Way (W) (**Photograph 73**). Cyclists can then continue along the carriageway with it considered suitable given the 30mph posted speed limit, the residential nature of the road and because the carriageway measuring c.7m which will accommodate for the 1.5m cycle clearance for a 30mph road in LTN 1/20, with a cyclists noted during the site visit to utilise the cycle lane along Park Lane and then continue south along the carriageway (**Photograph 75**).



Photograph 73: Cycle lanes terminate on Park Lane – looking north



Photograph 74: Cyclist utilising the cycle lane leading on from Park Lane onto Purbrook Way (W)



Photograph 75: Cyclists travelling along the carriageway on Park Lane – looking south

- 7.9 Continuing along Park Lane signage is provided near Jessie Road which provides an indication which direction additional routes are located, to enable those less familiar with the area to access their preferred cycle routes and facilities including Havant Town Centre and Leigh Park. This is shown in **Photograph 76**.



Photograph 76: Signage for cycle routes heading northwest across from Jessie Road

- 7.10 Regarding Bedhampton Train Station, cyclists can continue heading south on Park Lane towards Hulbert Road (B2150) utilising the carriageway, with the existing conditions shown in **Photograph 77 and 78**.



Photograph 77: Existing Conditions near Hooks Lane



Photograph 78: Existing Condition heading towards Hulbert Road (B2150)

Hulbert Road (B2150)

- 7.11 As aforementioned, at the southern extent of Park Lane, the road meets Hulbert Road (B2150) (**Photograph 79**), along which cyclists can continue to travel along the carriageway, which provides a continuous route onto Bedhampton Road towards the train station. The existing condition of the carriageway is shown in **Photograph 80**. Whilst the carriageway is wide enough to accommodate for the 1.5m cycle clearance for a 30mph road in LTN 1/20 the section of Hulbert Road is only 120m long, before the junction with Bedhampton Road (B2149)



Photograph 79: Existing condition on Hulbert Road (B2150) (looking north heading towards Park Lane junction on right)



Photograph 80: Existing condition on Hulbert Road (B2150) towards Bedhampton Road

- 7.12 The junction of Hulbert Road/Bedhampton Road is signalised and includes on the Bedhampton Road arms pedestrian call buttons, whilst on the Hulbert Road arm there is tactile paving, dropped kerbs and a refuge island, but no pedestrian call button (**Photograph 81**).



Photograph 81: Signalised crossing across Hulbert Road (B2150)

7.13 Cyclists would continue on the carriageway and would respect the signalised junction.

Bedhampton Road (B2149)

7.14 Bedhampton Road (B2149) leads on from Hulbert Road (B2150) and heading east provide a direct route to Bedhampton Train Station.

7.15 Heading east along Bedhampton Road no formalised cycle infrastructure is in place on Bedhampton Road (B2149) however the carriageway measures in excess of 10m wide for much of its length to the station turning (c. 470m) which is enough to accommodate for the 1.5m cycle clearance for a 30mph road in LTN 1/20.

7.16 Continuing east along Bedhampton Road (B2149) towards Bedhampton Train Station it is observed that on-street parking takes place (**Photograph 82**). As well as this, during the site visit cyclists were noted to utilise the carriageway heading towards the train station (**Photograph 83**).



Photograph 82: Existing conditions on Bedhampton Road (B2149)



Photograph 83: Cyclist utilising the carriageway on Bedhampton Road heading towards the train station

7.17 Upon reaching the junction on Bedhampton Road for the train station (on West Street), a right turn lane is provided off Bedhampton Road to turn onto West Street to reach Bedhampton Train Station, which cyclists can utilise (**Photograph 84**).



Photograph 84: Existing conditions on Bedhampton Road heading towards the train station (B2149)

7.18 Bedhampton Station is reached from West Street, with the access (pedestrian) to platform 1 to the north of the level crossing (**Photograph 85**), and the access to platform 2 and the on-platform cycle storage is to the south of the level crossing. With cyclists noted during the site visit to utilise the carriageway as shown in **Photograph 86**.



Photograph 85: Access to Platform 1



Photograph 86: A cyclist utilising the carriageway to cross the train track.

7.19 Within Bedhampton Train Station there is cycle parking provided in the form of Sheffield stands (**Photograph 87**).



Photograph 87: Cycle Parking at Bedhampton Train Station

7.20 Therefore, based on the review of the route for cyclists to Bedhampton Train Station from Dunsbury Park the route is seen to be sufficient as cyclists can cycle on-road, with some instance whereby off-road routes are also provided, therefore no enhancements are required. As well as this the HBC LCWIP suggests there is a desire to improve the cycle lanes at the roundabout with Middle Park Way/Park Lane/Purbrook Way (section 362.3.2).

Equestrian Facilities

7.21 No equestrian facilities were observed on the local highway network, within the study area.

8. OPPORTUNITIES FOR IMPROVEMENT

8.1 As part of the wider Dunsbury Park a number of enabling and supporting works have been undertaken which included:

- Fitzwygram Way – the primary spine road providing strategic access to the business park with the inclusion of a shared footway/cycleway (northern side) and a footway (southern side);
- A bus gate at the eastern end of Fitzwygram Way to support cross-borough bus connectivity (Bus route expected to be implemented Summer 2026); and
- Capacity improvements at the ASDA roundabout (Purbrook Way/Hulbert Road/Larchwood Avenue).

8.2 These works would have accounted for the whole development which was proposed as part of the original hybrid application and thus would have accounted for Unit 400, 600 and 601 within the application. Whilst this proposal would include for the continuation of the pedestrian and cycle connections from Fitzwygram Way to serve the proposed units, and the implementation of a Pegasus crossing and connections to Park Lane, associated with the Unit 600/601 application, no additional improvements are proposed outside of the application boundary.

8.3 This WCHAR however has noted a number of locations where improvements could be delivered in the future. This includes:

- Resolving pedestrian and cycle connections to support Unit 400, 600 and 601's operation, including corduroy paving at the unnamed road/Fitzwygram Way junction (western side).
- Extending footway along the eastern side of Calshot Road from the Larkwhistle Bus Stop to Park Lane's access if no connection is provided within Dunsbury Park to Park Lane;
- LCWIP improvements to Park Lane.
- LCWIP improvements to Woolston Road
- LCWIP improvements to Park Lane/Middle Park Way roundabout
- Implementing tactile paving on
 - Grassmere Way junction with Park Lane
 - Locksheath Close/Middle Park Way junction
 - Great Copse Drive/Dunsbury Way junction
 - Sparsholt Close/Park House Farm Way junction (northern side only)
 - Purbrook Way pedestrian crossing to west of Park House Farm Way junction

- 8.4 In addition to this, a recent outline planning approval (ref: APP/20/00441) on Hulbert Road has the requirement to implement a pedestrian connection along Hulbert Road, between Fitzwygram Way and the Purbrook Way roundabout, which will further improve the connectivity within the local area.

9. WALKING, CYCLING AND HORSE-RIDING ASSESSMENT STATEMENT

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

Walking, Cycling & Horse-Riding Lead Assessor

Eleanor Geary
BA(Hons), AMCIHT
Assistant Transport Planner
Paul Basham Associates

Signed: E. Geary

Date: 11.05.26

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

Walking, Cycling & Horse-Riding Assessor

Kim Hammonds
BA (Hons), MSc, CTPP
Associate Transport Consultant
Paul Basham Associates

Signed: K. Hammonds

Date: 11.05.26



Key

Ownership Boundary	291.25 ac	117.86 ha
Plot 4 Area	8.25 ac	3.34 ha

Schedule of Accommodation Unit 400

Warehouse	141,750 m ²	13,169 m ²
2-Storey Office	7,460 m ²	693 m ²
Total	149,210 m ²	13,862 m ²

Level Access Doors	2
Dock Loading Doors	14
HGV Parking	34
Parking	
Standard Car Parking Spaces	131
Accessible Spaces Included In Total	8
EVC Spaces Included In Total	16
Total Parking Provision	155

Cycle Spaces	10
--------------	----

Clear Internal Height	12.5 m
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Unit 400, Site Plan_1:500

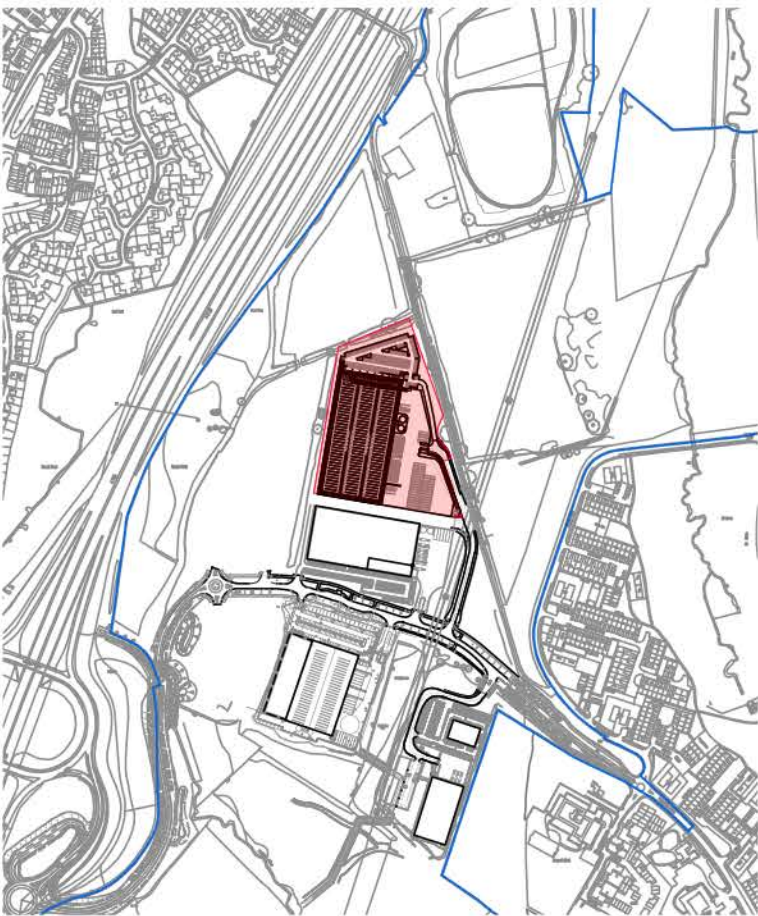
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- Scaling is for planning purposes.

North



Document Scale(s)



Key Plan_ 1:10,000

Layout subject to confirmation of site levels and undertaking of cut and fill assessment to site.

Steelwork shown indicatively only.
Refer to Structural Engineers Design & specification for Details.

Project Name

Plot 4, Dunsbury Park, Portsmouth

Employer	Project Address		
Portsmouth City Council	Dunsbury Park Havant, Portsmouth		
RIBA Workstage	Suitability		
3 - Spatial Coordination	S3 - Review & Comment		
Drawn	Checked	Created	Size
KS	DS	29.09.2025	A1
UMC Project Reference		Scale	LOD LOI
25101		As Indicated	1 1

Document Title

Plot 4, Site Plan

Document Reference

DP - UMC - 0400 - SI - DR - A - 0603

Revision Note

Clear internal height amended from 15 metres to 12.5 metres at Client's request

Issue Date Status Current Revision

13.10.2025 PLANNING



Key

Ownership Boundary	291.25 ac	117.86 ha
Plot 6 Area	8.13 ac	3.29 ha

Schedule of Accommodation Plot 6

Unit 600		
Warehouse	21,750 m²	2,021m²
Mezzanine Office [inc. GF Core]	2,415 m²	224 m²
Total	24,165 m²	2,245 m²

Level Access Doors	3
--------------------	---

Parking	
Standard Car Parking Spaces	30
Accessible Spaces Included In Total	2
EVC Spaces Included In Total	4
Total Parking Provision	36

Cycle Spaces	10
--------------	----

Clear Internal Height	12.5 m
-----------------------	--------

Unit 601		
Warehouse	95,000 m²	8,826 m²
Mezzanine Office [inc. GF Core]	5,000 m²	465 m²
Total	100,000 m²	9,290 m²

Level Access Doors	2
--------------------	---

Dock Loading Doors	8
--------------------	---

HGV Parking	25
-------------	----

Parking	
Standard Car Parking Spaces	85
Accessible Spaces Included In Total	5
EVC Spaces Included In Total	10
Total Parking Provision	100

Cycle Spaces	10
--------------	----

Clear Internal Height	12.5 m
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North

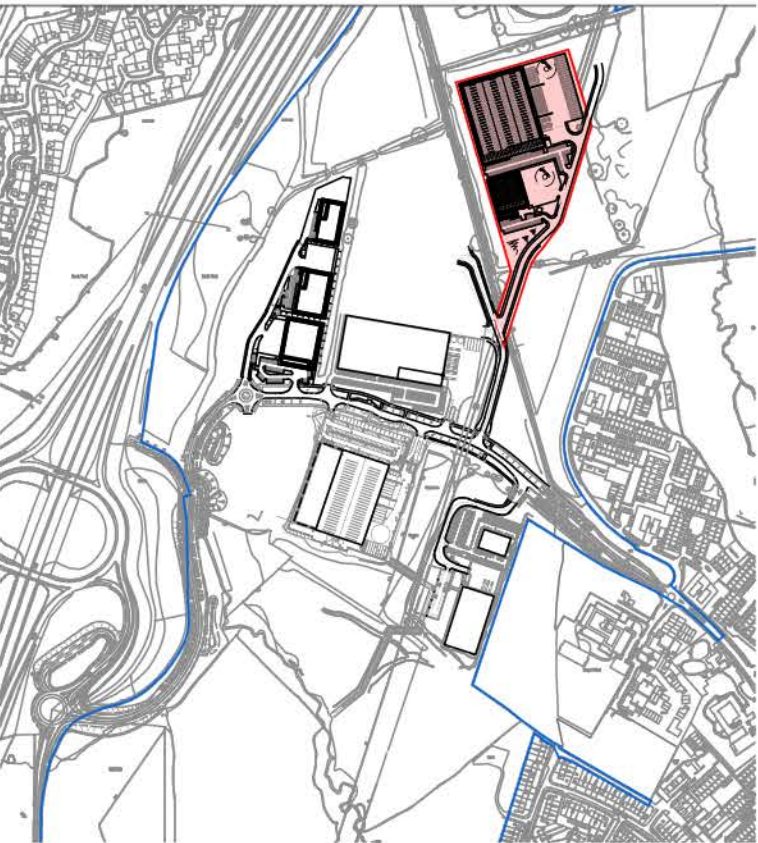


Document Scale(s)

10m SCALE 1:500

100m SCALE 1:10000

Key Plan



Project Name

Plot 6, Dunsbury Park, Portsmouth

Employer Project Address

Portsmouth City Council Dunsbury Park Havant, Portsmouth

RIBA Workstage

Status

3 - Spatial Coordination

S3 - Review & Comment

Drawn Checked Created Size

KS DS 26.09.2025 A1

UMC Project Reference Scale LOD LOI

25102 As Indicated 1 1

Document Title

Plot 6, Site Plan

Document Reference

DP - UMC - 0600 - SI - DR - A - 0601

Revision Note

Clear internal height amended at Clients request

Issue Date Package Current Revision

13.10.2025 PLANNING

P1.1

Accidents between dates **01/03/2020 and 28/02/2025** (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
FITZWGRAM CRESCENT, HAVANT BACS/SR/1025/161")

Selected Polygon:AW FITZWGRAM CRESCENT, HAVANT BACS/SR/1025/161

Accidents between dates 01/03/2020 and 28/02/2025 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW FITZWGRAM CRESCENT, HAVANT BACS/SR/1025/161")

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 01/03/2020 and 28/02/2025 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
FITZWGRAM CRESCENT, HAVANT BACS/SR/1025/161")

Vehicle Reference	1	Car	Going ahead other
Vehicle movement from	NE to SW	No tow / articulation	Leaving the main road
On main carriageway		No skidding, jack-knifing or overturning	
Location at impact	Not at, or within 20M of Jct	First impact	Nearside
Hit object in road	None	Off road:	None
Nearside		Age of Driver	48
Not hit and run	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 **01/03/2020 and 28/02/2025** (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
FITZWGRAM CRESCENT, HAVANT BACS/SR/1025/161")

44200348970 26/08/2020 Time 1123 Vehicles 2 Casualties 1 Slight
E:469456 N: 108921 First Road: (M) 3 Road Type 1
Speed limit: 60 Junction Detail: Roundabout Give way or controlled B 2150
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 1 (VAN) TRAVELLING N ALONG A3 (M) OFFSLIP TO JUNCTION 3 FAILS TO SLOW IN TIME AND COLLIDES WITH REAR OF VEH 2 (CAR) IN FRONT STATIONARY IN QUEING TRAFFIC.

Occurred on A3 (M) JUNCTION 3 NORTHBOUND OFFSLIP JUNCTION WITH B2150, WATERLOOVILLE, HAMPSHIRE

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

Vehicle Reference 2 Car Going ahead but held up
Vehicle movement from 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 65 Female
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 65 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/03/2020 and 28/02/2025 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
FITZWGRAM CRESCENT, HAVANT BACS/SR/1025/161")

Notes:

44200331077 28/08/2020 Time 1151 Vehicles 2 Casualties 1 Slight
E:469456 N: 108909 First Road: (M) 3 Road Type Dual carriageway
Speed limit: 70 Junction Detail: Roundabout Give way or controlled B 2150
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING N ALONG A3M OFFSLIP FAILS TO SLOW IN TIME FOR STATIONARY TRAFFIC
AHEAD AND COLLIDES WITH REAR OF VEH 2 (CAR) IN FRONT.

Occurred on A3(M) NORTHBOUND OFFSLIP AT JUNCTION WITH B2150, WATERLOOVILLE, HAMPSHIRE

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

Vehicle Reference 2 Car Going ahead but held up
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back 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 Not requested
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 72 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/03/2020 and 28/02/2025 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
FITZWGRAM CRESCENT, HAVANT BACS/SR/1025/161")

Notes:

44200377760 29/09/2020 Time 0900 Vehicles 2 Casualties 1 Slight
E:469427 N: 109036 First Road: B 2150 Road Type Single carriageway
Speed limit: 30 Junction Detail: Roundabout Give way or controlled A(M) 3
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:		

VEH2 (CAR) TRAVELLING E ALONG B2150 HULBERT ROAD COLLIDED WITH THE REAR OF VEH1 (CAR)
TRAVELLING E IN FRONT, STATIONARY IN TRAFFIC WAITING TO ENTER RBT.

Occurred on B2150 HULBERT ROAD AT JUNCTION WITH A3(M), HAVANT, HAMPSHIRE.

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 Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 42 Female
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 42 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 Jct Approach 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 01/03/2020 and 28/02/2025 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
FITZWGRAM CRESCENT, HAVANT BACS/SR/1025/161")

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:

Causation

	Factor:	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 01/03/2020 and 28/02/2025 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
FITZWGRAM CRESCENT, HAVANT BACS/SR/1025/161")

Notes:

44200495342 25/12/2020 Time 0030 Vehicles 1 Casualties 1 Slight
E:469636 N: 108938 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 Frost/Ice
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:	Slippery road (due to weather)	Vehicle 1	Possible
2nd:	Travelling too fast for conditions	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

VEH1 (M/CYCLE) TRAVELLING SE AROUND THE ROUNDABOUT ATTEMPTED TO EXIT TO TRAVEL SE
ALONG HULBERT ROAD BUT STRUCK THE KERB, CAUSING RIDER TO FALL OFF.
Occurred on A3(M) SLIP ROADS AT JUNCTION WITH HULBERT ROAD, WATERLOOVILLE, HAMPSHIRE.

Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Going ahead left bend
Vehicle movement from N to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road Kerb 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: 1 Age: 21 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/03/2020 and 28/02/2025 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
FITZWGRAM CRESCENT, HAVANT BACS/SR/1025/161")

Notes:

44210074563 27/02/2021 Time 1607 Vehicles 2 Casualties 1 Slight
E:469453 N: 108936 First Road: (M) 3 Road Type Slip road
Speed limit: 70 Junction Detail: Roundabout Give way or controlled B 2150
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH1 (CAR) TRAVELLING NE ALONG A3 OFF SLIP, STATIONARY WAITING TO ENTER JUNCTION. VEH2 (CAR) TRAVELLING NE ALONG A3 OFF SLIP STATIONARY BEHIND. VEH1 PULLS AWAY BUT STOPS SUDDENLY. VEH2 PULLS AWAY & COLLIDES WITH THE REAR OF VEH1.

Occurred on A3(M) NORTHBOUND JUNCTION 3 OFFSLIP AT JUNCTION WITH B2150 HULBERT ROAD, WATERLOOVILLE, HAMPSHIRE.

Vehicle Reference 1 Car Stopping
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 69 Female
Not hit and run Breath test Negative
Left hand drive: No

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

Front seat

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 Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 54 Female
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates 01/03/2020 and 28/02/2025 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
FITZWGRAM CRESCENT, HAVANT BACS/SR/1025/161")

Notes:

44210080717 03/03/2021 Time 2343 Vehicles 2 Casualties 1 Serious
E:470278 N: 108982 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 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:	Impaired by drugs (illicit or medicinal)	Vehicle 1	Very Likely
2nd:	Impaired by alcohol	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH 1 (P/CYCLE) TRAVELLING S ALONG LARKWHISTLE WALK HAS ENTERED CALSHOT ROAD AND BEEN STRUCK BY VEH 2 (CAR) TRAVELLING SE ALONG CALSHOT ROAD. VEH 2 FAILED TO STOP AT THE SCENE.

Occurred on CALSHOT ROAD, 108 METRES NW OF THE JCT WITH NEWMIEW COURT, HAVANT, HAMPSHIRE.

Vehicle Reference 1 Pedal Cycle Turning left
Vehicle movement from N to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering main road First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 41 Male
Not hit and run Breath test Not applicable
Left hand drive: No

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

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

Accidents between dates 01/03/2020 and 28/02/2025 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
FITZWGRAM CRESCENT, HAVANT BACS/SR/1025/161")

Notes:

44210090400 09/03/2021 Time 0655 Vehicles 2 Casualties 1 Slight
E:469614 N: 108899 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 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:			

VEH2 (VAN) TRAVELLING N ALONG HULBERT ROAD COLLIDED WITH THE REAR OF VEH1 (CAR)
TRAVELLING N ALONG HULBERT ROAD IN FRONT, STATIONARY WAITING TO ENTER RBT.
Occurred on A3(M) SLIP ROADS AT JUNCTION WITH HULBERT ROAD, BEDHAMPTON, HAMPSHIRE.

Vehicle Reference 1 Car Going ahead but held up
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 23 Female
Not hit and run Breath test Driver not contacted
Left hand drive: No

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

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under Going ahead other
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact 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 Driver not contacted
Left hand drive: No

Accidents between dates 01/03/2020 and 28/02/2025 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
FITZWGRAM CRESCENT, HAVANT BACS/SR/1025/161")

Notes:

44210117287 29/03/2021 Time 1100 Vehicles 2 Casualties 1 Slight
E:469613 N: 108903 First Road: B 2150 Road Type Single carriageway
Speed limit: 60 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	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING N ALONG HULBERT ROAD COLIDED WITH THE REAR OF VEH2 (CAR)
TRAVELLING N ALONG HULBERT ROAD IN FRONT, STATIONARY WAITING TO ENTER ROUNDABOUT.
Occurred on B2150 HULBERT ROAD ROUNDABOUT AT JUNCTION WITH HULBERT ROAD,
WATERLOOVILLE, HAMPSHIRE.

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

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

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

Accidents between dates 01/03/2020 and 28/02/2025 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
FITZWGRAM CRESCENT, HAVANT BACS/SR/1025/161")

Notes:

44210149450 20/04/2021 Time 1316 Vehicles 2 Casualties 1 Slight
E:469603 N: 108900 First Road: B 2150 Road Type Single carriageway
Speed limit: 60 Junction Detail: Roundabout Give way or controlled B 2150
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 2 (VAN) TRAVELLING NW ALONG B2150 HULBERT ROAD, FAILS TO GIVE WAY AND COLLIDES WITH
THE REAR OF VEH 1 (CAR) STATIONARY WAITING TO ENTER THE RBT AT THE GIVE WAY LINE.

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

Vehicle Reference 1 Car Going ahead but held up
Vehicle movement from S to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 25 Female
Not hit and run Breath test Negative
Left hand drive: No

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

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under Going ahead left bend
Vehicle movement from S to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact 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

Accidents between dates 01/03/2020 and 28/02/2025 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
FITZWGRAM CRESCENT, HAVANT BACS/SR/1025/161")

44210149298 20/04/2021 Time 1142 Vehicles 3 Casualties 3 Slight
E:469537 N: 108987 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: Illness or disability, mental or physical	Vehicle 1	Possible	
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING NE ALONG A3(M) IN LANE 3, THE DRIVER POTENTIALLY HAD MEDICAL EPISODE, WHICH CAUSED VEH 1 TO COLLIDE WITH VEH 2 (CAR) IN FRONT. VEH 1 LEAVES CARRIAGEWAY TO NEARSIDE AND COLLIDES WITH VEH 3 (GOODS VEH) STATIONARY ON THE HARD SHOULDE

Occurred on A3(M) NORTHBOUND MARKER POST 3.7, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road Parked Vehicle Off road: Near / off crash barrier
Nearside Age of Driver 68 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 68 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Worn but not i Cycle helmet: Not a cyclist

Casualty Reference: 2 Vehicle: 1 Age: 70 Female Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Front seat

Vehicle Reference 2 Car Going ahead other
Vehicle movement from SW 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 Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 30 Male
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates 01/03/2020 and 28/02/2025 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
FITZWGRAM CRESCENT, HAVANT BACS/SR/1025/161")

Vehicle Reference	3	Goods 7.5 tonnes mgw and over	Going ahead other
Vehicle movement from	Park to	Parked	No tow / articulation
On main carriageway			Leaving the main road
Location at impact	Not at, or within 20M of Jct	First impact	Back
Hit object in road	None	Off road:	None
Did not leave carr		Age of Driver	61
Not hit and run	Breath test	Negative	Male
		Left hand drive:	No

Casualty Reference:	3	Vehicle:	3	Age:	61	Male	Driver/rider	Severity:	Slight
Not a pupil									
Seatbelt	Not Applicable		Cycle helmet:	Not a cyclist					

Accidents between dates 01/03/2020 and 28/02/2025 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW FITZWGRAM CRESCENT, HAVANT BACS/SR/1025/161")

44210154740 23/04/2021 Time 1831 Vehicles 2 Casualties 2 Slight
E:469456 N: 108934 First Road: (M) 3 Road Type Slip road
Speed limit: 60 Junction Detail: Roundabout Give way or controlled B 2150
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING N ALONG A3(M) OFF SLIP, APPROACHING JUNCTION AND THE DRIVER BELIEVES THAT VEH 2 (CAR) STATIONARY AT RBT HAS MOVES OFF, HOWEVER VEH 1 COLLIDES WITH THE REAR OF VEH 2 AS STOPPED AT GIVE WAY MARKINGS FOR A SECOND TIME.

Occurred on A3(M) NORTHBOUND JUNCTION 3 OFFSLIP AT JUNCTION WITH B2150 HULBERT ROAD, WATERLOOVILLE, HAMPSHIRE

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

Casualty Reference: 1 Vehicle: 1 Age: 43 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead but held up
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back 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 Not applicable
Left hand drive: No

Casualty Reference: 2 Vehicle: 2 Age: 68 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/03/2020 and 28/02/2025 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
FITZWGRAM CRESCENT, HAVANT BACS/SR/1025/161")

Notes:

44210188046 15/05/2021 Time 1255 Vehicles 2 Casualties 1 Slight
E:469452 N: 108933 First Road: (M) 3 Road Type Dual carriageway
Speed limit: 60 Junction Detail: Slip Road Give way or controlled B 2150
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING N ALONG A3M SLIP ROAD WAS STATIONARY, WAITING TO JOIN THE RBT JCT.
VEH 2 (CAR) TRAVELLING N ALONG A3M SLIP ROAD HAS FAILED TO NOTICE VEH 1 AND COLLIDED WITH
THEIR REAR.

Occurred on A3M NORTHBOUND SLIP ON TO B2150 HULBERT ROAD (JUNCTION 3 ROUNDABOUT),
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 37 Female
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 37 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car 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 18 Female
Not hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates 01/03/2020 and 28/02/2025 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
FITZWGRAM CRESCENT, HAVANT BACS/SR/1025/161")

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 **01/03/2020 and 28/02/2025** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents
 within selected Polygons -HC - RPU Statistics Request ("AW
 FITZWGRAM CRESCENT, HAVANT BACS/SR/1025/161")

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 01/03/2020 and 28/02/2025 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
FITZWGRAM CRESCENT, HAVANT BACS/SR/1025/161")

Notes:

44210365370 11/09/2021 Time 1924 Vehicles 2 Casualties 1 Slight
E:469607 N: 109036 First Road: (M) 3 Road Type Slip road
Speed limit: 70 Junction Detail: Roundabout Give way or controlled B 2150
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: no street lighting Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 002	Very Likely
2nd:	Following too close	Vehicle 002	Possible
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING N TO S ON A3 IS HIT IN THE REAR BY VEH 2 (CAR) WHICH FAILS TO SLOW IN
TIME, ALSO TRAVELLING N TO S ON SAME ROAD
Occurred on A3(M) SOUTHBOUND OFF SLIP JUNCTION 3

Vehicle Reference 1 Car Stopping
Vehicle movement from N to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering from slip road First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 24 Male
Not hit and run Breath test Not requested
Left hand drive: No
Casualty Reference: 1 Vehicle: 1 Age: 24 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Stopping
Vehicle movement from N to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering from slip road First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 32 Male
Not hit and run Breath test Not requested
Left hand drive: No

Accidents between dates 01/03/2020 and 28/02/2025 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
FITZWGRAM CRESCENT, HAVANT BACS/SR/1025/161")

Notes:

44210431107 27/10/2021 Time 1130 Vehicles 2 Casualties 1 Slight
E:470283 N: 109279 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 1 (P/CYCLE) TRAVELLING SW ON CALSHOT ROAD IS STRUCK BY VEH 2 (CAR) TRAVELLING NW
PULLING INTO JUNCTION FROM HOCKHAM COURT
Occurred on JUNCTION OF CALSHOT ROAD/HOCKHAM COURT

Vehicle Reference 1 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 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 21 Female
Not hit and run Breath test Not applicable
Left hand drive: No

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

Vehicle Reference 2 Car Starting
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 Entering main road 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 01/03/2020 and 28/02/2025 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
FITZWGRAM CRESCENT, HAVANT BACS/SR/1025/161")

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 01/03/2020 and 28/02/2025 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
FITZWGRAM CRESCENT, HAVANT BACS/SR/1025/161")

Notes:

44220109278 18/03/2022 Time 1700 Vehicles 2 Casualties 1 Slight
E:469456 N: 108938 First Road: M 27 Road Type 1
Speed limit: 70 Junction Detail: Roundabout Give way or controlled Motorway 27
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING NORTH TOWARDS RBT AT JUNCTION 3 M27 IS STRUCK IN THE BACK BY VEH 2 (CAR) ALSO TRAVELLING NORTH AND FAILING TO SLOW
Occurred on ON SLIP AT ROUNDABOUT JUNCTION 3 WATERLOOVILLE

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

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

Vehicle Reference 2 Car 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 Female
Not hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates 01/03/2020 and 28/02/2025 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
FITZWGRAM CRESCENT, HAVANT BACS/SR/1025/161")

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 01/03/2020 and 28/02/2025 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
FITZWGRAM CRESCENT, HAVANT BACS/SR/1025/161")

Notes:

44220301209 07/07/2022 Time 1917 Vehicles 2 Casualties 1 Slight
E:469457 N: 109044 First Road: (M) 3 Road Type Single carriageway
Speed limit: 50 Junction Detail: Roundabout Give way or controlled B 2147
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:			

VEH1 (CAR) TRAVELLING E ALONG B2147 HULBERT ROAD FAILED TO SLOW IN TIME ON APPROACH TO THE ROUNDABOUT AND COLLIDED WITH THE REAR OF VEH2 (CAR) TRAVELLING E ALONG B2147 HULBERT ROAD IN FRONT.

Occurred on A3(M) AT JUNCTION WITH B2147 HULBERT 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 Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 41 Female
Not hit and run Breath test 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 Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 42 Male
Not hit and run Breath test Negative
Left hand drive: No

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

Accidents between dates 01/03/2020 and 28/02/2025 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
FITZWGRAM CRESCENT, HAVANT BACS/SR/1025/161")

Notes:

44220377972 16/09/2022 Time 1410 Vehicles 2 Casualties 1 Slight
E:469609 N: 109032 First Road: (M) 3 Road Type Slip road
Speed limit: 70 Junction Detail: Roundabout Give way or controlled B 2150
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: Impaired by alcohol	Vehicle 001	Very Likely	
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING S ALONG A3M OFF SLIP, FAILED TO SLOW IN TIME AND COLLIDED WITH THE
REAR OF VEH2 (CAR) WHICH WAS STATIONARY IN FRONT, WAITING TO ENTER THE ROUNDABOUT.
Occurred on A3M JUNCTION 3 OFF SLIP, AT JUNCTION WITH B2150 HULBERT ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from N to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 36 Male
Not hit and run Breath test Positive
Left hand drive: No
Casualty Reference: 1 Vehicle: 1 Age: 36 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead but held up
Vehicle movement from N to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 64 Male
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates 01/03/2020 and 28/02/2025 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
FITZWGRAM CRESCENT, HAVANT BACS/SR/1025/161")

Notes:

44220392474 26/09/2022 Time 1911 Vehicles 2 Casualties 2 Slight
E:469455 N: 109044 First Road: B 2150 Road Type Dual carriageway
Speed limit: 50 Junction Detail: Roundabout Give way or controlled A(M) 3
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: Elsewhere DfT Special Projects:

Causation

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

VEH2 (CAR) TRAVELLING SE ALONG B2150 HULBERT ROAD, FAILED TO SLOW IN TIME ON APPROACH TO THE ROUNDABOUT AND COLLIDED WITH THE REAR OF VEH1 (CAR) TRAVELLING SE IN FRONT, STATIONARY WAITING TO ENTER THE ROUNDABOUT.

Occurred on B2150 HULBER ROAD AT JUNCTION WITH A3(M) SLIP ROADS, 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:
Hit object in road None Off road: None
Did not leave carr Age of Driver 69 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 69 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Casualty Reference: 2 Vehicle: 1 Age: 14 Male Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Front seat

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

Accidents between dates 01/03/2020 and 28/02/2025 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
FITZWGRAM CRESCENT, HAVANT BACS/SR/1025/161")

44230039770 29/01/2023 Time 1345 Vehicles 2 Casualties 1 Slight
E:469800 N: 107765 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Roundabout Give way or controlled B 2150
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) WAS WAITING AT TRAFFIC LIGHTS ON THE R/BT TO GO SW WHEN VEH 2 (CAR) FAILED TO STOP AND COLLIDED WITH THE REAR OF VEH 1.

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

Vehicle Reference 1 Car Going ahead but held up
Vehicle movement from NE to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 36 Female
Not hit and run Breath test Driver not contacted
Left hand drive: No

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

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

Accidents between dates 01/03/2020 and 28/02/2025 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
FITZWGRAM CRESCENT, HAVANT BACS/SR/1025/161")

44230095946 09/03/2023 Time 1735 Vehicles 2 Casualties 1 Slight
E:469831 N: 107802 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 Wet/Damp
Daylight Raining without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 2 (M/CYCLE) TRAVELLING SE ALONG PURBROOK WAY RBT OFFSLIP FAILED TO SLOW IN TIME FOR
TRAFFIC AHEAD AND COLLIDED WITH THE REAR OF VEH 1 (CAR).

Occurred on PURBROOK WAY 33 METRES SOUTHEAST OF HULBERT ROAD ROUNDABOUT, 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 Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 24 Female
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 24 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Worn but not i Cycle helmet: Not a cyclist

Vehicle Reference 2 Motorcycle over 500cc 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 26 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates 01/03/2020 and 28/02/2025 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
FITZWGRAM CRESCENT, HAVANT BACS/SR/1025/161")

Notes:

44230308997 01/08/2023 Time 1036 Vehicles 2 Casualties 1 Slight
E:469454 N: 108933 First Road: (M) 3 Road Type Slip road
Speed limit: 60 Junction Detail: Roundabout Give way or controlled B 2150
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 2	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH2 (VAN) TRAVELLING N ALONG A3(M) SLIP ROAD FAILED TO STOP IN TIME AND COLLIDED WITH
VEH1 (CAR) TRAVELLING N ALONG A3(M) SLIP ROAD, WAITING TO ENTER THE ROUNDABOUT
Occurred on A3(M) NORTHBOUND SLIP ROAD AT ROUNDABOUT WITH B2150 HULBERT ROAD,
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 34 Male
Not hit and run Breath test Negative
Left hand drive: No

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

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under Going ahead other
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 29 Male
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates 01/03/2020 and 28/02/2025 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
FITZWGRAM CRESCENT, HAVANT BACS/SR/1025/161")

Notes:

44230375946 14/09/2023 Time 2147 Vehicles 2 Casualties 1 Slight
E:469446 N: 108953 First Road: (M) 3 Road Type 1
Speed limit: 50 Junction Detail: Roundabout Give way or controlled B 2150
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: no street lighting Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING N FROM A3(M) JUNCTION 3 OFFSLIP SLOWED AND ENTERED THE RBT
INTENDING TO TAKE THE FIRST EXIT FOR B2150 HULBERT ROAD. VEH 2 (CAR) TRAVELLING W ON THE
RBT THEN COLLIDED WITH THE REAR OF VEH 1.

Occurred on A3(M) JUNCTION 3 ROUNDABOUT AT JUNCTION WITH B2150 HULBERT ROAD, PURBROOK,
HAMPSHIRE

Vehicle Reference 1 Car Turning left
Vehicle movement from S to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 59 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 59 Female 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 i 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

Accidents between dates 01/03/2020 and 28/02/2025 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
FITZWGRAM CRESCENT, HAVANT BACS/SR/1025/161")

Notes:

44230378636 16/09/2023 Time 1707 Vehicles 2 Casualties 1 Slight
E:469452 N: 108935 First Road: (M) 3 Road Type Slip road
Speed limit: 70 Junction Detail: Roundabout Give way or controlled B 2150
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 N ALONG A3(M) SLIP ROAD BELIEVED THAT VEH2 (CAR) TRAVELLING N ALONG A3(M) SLIP ROAD AHEAD WAS GOING TO ENTER THE ROUNDABOUT. VEH1 CONTINUED FORWARD AND COLLIDED WITH THE REAR OF VEH2 WHO HAD STOPPED AT THE ENTRANCE TO THE ROUNDABOUT

Occurred on A3(M) NORTHBOUND EXIT SLIP ROAD AT ROUNDABOUT WITH B2150 HULBERT ROAD, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 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 Jct Approach 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 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 27 Male
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates 01/03/2020 and 28/02/2025 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW FITZWGRAM CRESCENT, HAVANT BACS/SR/1025/161")

Notes:

44230414894 10/10/2023 Time 1453 Vehicles 2 Casualties 1 Serious
E:469454 N: 108935 First Road: (M) 3 Road Type Slip road
Speed limit: 70 Junction Detail: Roundabout Give way or controlled B 2150
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:			

VEH 1 (CAR) TRAVELLING N ALONG A3(M) JUNCTION 3 OFFSLIP MOVED FORWARD SLIGHTLY AT THE RBT AT THE TOP OF THE OFFSLIP. VEH 2 (CAR) THINKING VEH 1 HAD MOVED OFF, THEN COLLIDED WITH THE REAR OF VEH 1.

Occurred on A3(M) NORTHBOUND JUNCTION 3 OFFSLIP AT JUNCTION WITH B2150 HULBERT ROAD ROUNDABOUT, 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 33 Male
Not hit and run Breath test Negative
Left hand drive: 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 Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 41 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 41 Female Driver/rider Severity: Serious
Not a pupil
Seatbelt Worn and ind Cycle helmet: Not a cyclist

Accidents between dates 01/03/2020 and 28/02/2025 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
FITZWGRAM CRESCENT, HAVANT BACS/SR/1025/161")

Notes:

44230467389 15/11/2023 Time 1351 Vehicles 2 Casualties 1 Slight
E:469739 N: 107742 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 2	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH2 (CAR) TRAVELLING NE ALONG LARCHWOOD AVENUE FAILED TO GIVE WAY AT THE
ROUNDAABOUT AND PULLED OUT INTO THE PATH OF VEH1 (M/CYCLE) TRAVELLING W ALONG
PURBROOK WAY, ALREADY ON THE ROUNDAABOUT, CAUSING A COLLISION
Occurred on PURBROOK WAY AT ROUNDAABOUT WITH LARCHWOOD AVENUE, HAVANT, HAMPSHIRE

Vehicle Reference 1 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 Leaving roundabout First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 23 Male
Not hit and run Breath test Negative
Left hand drive: No

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

Vehicle Reference 2 Car 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 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 Negative
Left hand drive: No

Accidents between dates 01/03/2020 and 28/02/2025 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
FITZWGRAM CRESCENT, HAVANT BACS/SR/1025/161")

44230484716 27/11/2023 Time 0913 Vehicles 2 Casualties 2 Slight
E:469675 N: 107903 First Road: B 2150 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 Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH1 (VAN) TRAVELLING NW ALONG HULBERT ROAD BRAKED SUDDENLY DUE TO AN ONCOMING VEHICLE ON THE WRONG SIDE OF ROAD. VEH2 (CAR) TRAVELLING NW ALONG HULBERT ROAD BEHIND WAS UNABLE TO STOP IN TIME AND COLLIDED WITH THE REAR OF VEH1

Occurred on B2150 HULBERT ROAD, 109 METERS NW OF ROUNDABOUT WITH PURBROOK WAY, HAVANT, HAMPSHIRE

Vehicle Reference 1 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 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 49 Male
Not hit and run Breath test Not requested
Left hand drive: No

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

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

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

Accidents between dates 01/03/2020 and 28/02/2025 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
FITZWGRAM CRESCENT, HAVANT BACS/SR/1025/161")

44240054074 06/02/2024 Time 1111 Vehicles 2 Casualties 2 Serious
E:469633 N: 108919 First Road: B 2150 Road Type Single carriageway
Speed limit: 40 Junction Detail: Roundabout Give way or controlled A(M) 3
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:	Illegal turn or direction of travel	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING N ALONG HULBERT ROAD APPROACHED THE ROUNDABOUT ON THE WRONG SIDE OF THE ROAD AND COLLIDED HEAD ON WITH VEH2 (CAR) TRAVELLING S ALONG HULBERT ROAD, JUST EXITING THE ROUNDABOUT.

Occurred on B2150 HULBERT ROAD AT JUNCTION 3 ROUNDABOUT WITH A3(M), WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Car Going ahead right bend
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering roundabout First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 64 Female
Not hit and run Breath test Not requested
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 64 Female Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

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

Casualty Reference: 2 Vehicle: 2 Age: 43 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/03/2020 and 28/02/2025 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW FITZWGRAM CRESCENT, HAVANT BACS/SR/1025/161")

44240136192 31/03/2024 Time 1941 Vehicles 2 Casualties 1 Slight
E:469599 N: 108904 First Road: B 2150 Road Type Single carriageway
Speed limit: 40 Junction Detail: Roundabout Give way or controlled A(M) 3
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:	Illness or disability, mental or physical	Vehicle 1	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING NW ALONG HULBERT ROAD ENTERED THE ROUNDABOUT IN LANE 1 AND CUT ACROSS THE LANES TO GET TO LANE 2 ACROSS THE PATH OF VEH2 (CAR) TRAVELLING NW ALONG HULBERT ROAD ENETERING THE ROUNDABOUT IN LANE 2, CAUSING A COLLISION
Occurred on B2150 HULBERT ROAD AT JUNCTION 3 ROUNDABOUT WITH A3(M), WATERLOOVILLE, HAMPSHIRE

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

Casualty Reference: 1 Vehicle: 1 Age: 82 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead other
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering roundabout 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

Accidents between dates 01/03/2020 and 28/02/2025 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
FITZWGRAM CRESCENT, HAVANT BACS/SR/1025/161")

44240154529 13/04/2024 Time 0910 Vehicles 2 Casualties 1 Serious
E:469457 N: 109046 First Road: B 2150 Road Type Single carriageway
Speed limit: 50 Junction Detail: Roundabout Give way or controlled A(M) 3
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 B2150 HULBERT ROAD STOPPED AT THE A3(M) JUNCTION 3 RBT. VEH
2 (CAR) FAILED TO STOP IN TIME AND COLLIDED WITH THE REAR OF VEH 1.

Occurred on B2150 HULBERT ROAD AT JUNCTION WITH A3(M) JUNCTION 3 ROUNDABOUT,
WATERLOOVILLE, HAMPSHIRE

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 Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 62 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 62 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Unknown 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 Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Male
Hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates **01/03/2020 and 28/02/2025** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
FITZWGRAM CRESCENT, HAVANT BACS/SR/1025/161")

Notes:

44240255108 17/06/2024 Time 1845 Vehicles 2 Casualties 1 Slight
E:469740 N: 107806 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
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	Possible
2nd:	Inadequate/Masked signs or road markings	Vehicle 1	Possible
3rd:	Poor turn or manoeuvre	Vehicle 1	
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING NE ON PURBROOK WAY RBT CHANGED LANES. ROAD MARKINGS WERE SIGNIFICANTLY RUBBED OUT. VEH 2 (M/CYCLE) THEN COLLIDED WITH THE REAR OF VEH 1.

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

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

Vehicle Reference 2 Motorcycle over 500cc 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 32 Male
Not hit and run Breath test Negative
Left hand drive: No

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

Accidents between dates 01/03/2020 and 28/02/2025 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW FITZWGRAM CRESCENT, HAVANT BACS/SR/1025/161")

44240404256 20/09/2024 Time 0936 Vehicles 2 Casualties 1 Serious
E:469548 N: 108041 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:	Impaired by alcohol	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

VEH1 (TAXI) TRAVELLING S ALONG HULBERT ROAD HAS OVERTAKEN VEH2 (P/CYCLE) TRAVELLING S ALONG HULBERT ROAD, CAUSING A COLLISION AND RIDER TO FALL FROM BIKE
Occurred on B2150 HULBERT ROAD, 300 METERS NORTH WEST OF ROUNDABOUT, PURBROOK, HAMPSHIRE

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

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

Casualty Reference: 1 Vehicle: 2 Age: 40 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: No

Accidents between dates 01/03/2020 and 28/02/2025 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
FITZWGRAM CRESCENT, HAVANT BACS/SR/1025/161")

Notes:

44240422187 28/09/2024 Time 1925 Vehicles 2 Casualties 1 Slight
E:469806 N: 107785 First Road: B 2150 Road Type 1
Speed limit: 30 Junction Detail: Roundabout Automatic traffic signal Unclassified
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: DfT Special Projects:

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

VEH1 (M/CYCLE) TRAVELLING SE ALONG HULBERT WAY HAS ENTERED THE RBT IN THE LEFT LANE
WHEN VEH2 (CAR) TRAVELLING SE ALONG RBT IN THE RIGHT LANE HAS DRIFTED INTO THE LEFT LANE
AND COLLIDED WITH VEH1.

Occurred on B2150 HULBERT WAY ON ROUNDABOUT TOWARDS PURBROOK WAY, HAVANT, HAMPSHIRE

Vehicle Reference 1 Motor Cycle over 125 cc and up to 500cc Going ahead right 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 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 Driver not contacted
Left hand drive: No
Casualty Reference: 1 Vehicle: 1 Age: 20 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

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

Accidents between dates 01/03/2020 and 28/02/2025 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
FITZWGRAM CRESCENT, HAVANT BACS/SR/1025/161")

44240454138 18/10/2024 Time 1535 Vehicles 2 Casualties 1 Slight
E:469715 N: 107782 First Road: U Road Type Single carriageway
Speed limit: 40 Junction Detail: Roundabout Automatic traffic signal B 2150
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:	Failed to look properly	Vehicle 1	Possible
2nd:	Careless/Reckless/In a hurry	Vehicle 2	Possible
3rd:	Failed to look properly	Vehicle 2	Possible
4th:	Failed to judge other persons path or speed	Vehicle 2	Possible
5th:	Disobeyed pedestrian crossing facility	Vehicle 2	Possible
6th:			

VEH 1 (CAR) TRAVELLING E ALONG PURBROOK WAY IN LANE 3 MOVED OFF AT THE B2150 HULBERT ROAD RBT ASND COLLIDED WITH VEH 2 (P/CYCLE) AT LOW SPEED TRAVELLING S ON THE PEDESTRIAN CROSSING.

Occurred on PUBROOK WAY AT JUNCTION WITH B2150 HULBERT ROAD ROUNDABOUT, HAVANT, 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 44 Male
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 Jct Approach First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 16 Female
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 16 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: No

Accidents between dates 01/03/2020 and 28/02/2025 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
FITZWGRAM CRESCENT, HAVANT BACS/SR/1025/161")

44240505616 20/11/2024 Time 1054 Vehicles 2 Casualties 1 Slight
E:469460 N: 109044 First Road: B 2150 Road Type Dual carriageway
Speed limit: 70 Junction Detail: Roundabout Give way or controlled A(M) 3
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: DfT Special Projects:

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

VEH 1 (CAR) TRAVELLING SE ON HULBERT ROAD, HAVANT, SOUTHAMPTON STOPPED AT ROUNDABOUT ONTO A3M. VEH 2 (VAN) ALSO TRAVELLING SE FAILED TO STOP IN TIME AND RAN UP THE BACK OF VEH 1

Occurred on HULBERT RD AT JUNCTION WITH A3M, 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:
Hit object in road None Off road: None
Did not leave carr Age of Driver 39 Female
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 39 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Worn and ind Cycle helmet: Not a cyclist

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

Accidents between dates 01/03/2020 and 28/02/2025 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
FITZWGRAM CRESCENT, HAVANT BACS/SR/1025/161")

Notes:

44250072949 17/02/2025 Time 1154 Vehicles 2 Casualties 1 Slight
E:469452 N: 108936 First Road: (M) 3 Road Type Slip road
Speed limit: 70 Junction Detail: Roundabout Give way or controlled B 2150
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 1	Possible
3rd:	Sudden braking	Vehicle 2	
4th:			
5th:			
6th:			

VEH 1 (VAN) TRAVELLING N ALONG A3(M) NORTHBOUND JUNCTION 3 OFFSLIP FAILED TO BRAKE IN TIME AND COLLIDED WITH THE REAR OF VEH 2 (CAR) WHICH WAS STOPPING TO GIVE WAY AT THE B2150 HULBERT ROAD RBT.

Occurred on A3(M) NORTHBOUND JUNCTION 3 OFFSLIP AT JUNCTION WITH B2150 HULBERT ROAD ROUNDABOUT, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Going ahead other
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact 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 Not requested
Left hand drive: No

Vehicle Reference 2 Car Stopping
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 33 Female
Not hit and run Breath test Not requested
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 33 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Worn but not i Cycle helmet: Not a cyclist

Accidents between dates **01/03/2020 and 28/02/2025** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW FITZWGRAM CRESCENT, HAVANT BACS/SR/1025/161")

Notes:

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	3	25	28
2-wheeled motor vehicles	0	1	6	7
Pedal cycles	0	3	3	6
Horses & other	0	0	0	0
Total	0	7	34	41

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	3	27	30
Passenger	0	0	4	4
Motorcycle rider	0	1	5	6
Cyclist	0	3	3	6
Pedestrian	0	0	3	3
Other	0	0	0	0
Total	0	7	42	49