

EASTLEIGH STRATEGIC TRANSPORT STUDY

North Bishopstoke Bypass and Allbrook Hill Relief Road

Feasibility Options Report

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PLEASE NOTE

This report is a working document which should not be released into the public domain or shared with third parties at this time. The report is intended to provide supporting information to help inform the allocation of development sites by Eastleigh Borough Council and to help support the purposes of Hampshire County Council as Highway Authority and Eastleigh Borough Council as Local Planning Authority in their deliberations concerning site allocation and the need for associated mitigation in the form of highway works.

The feasibility designs presented within this report constitute initial options for assessment purposes only and do not constitute formal preferred options of the County Council, as they have not been approved by the Executive Member for Economy Transport and Environment.

EXECUTIVE SUMMARY

The main objective of the feasibility study is to identify potential route options for a North Bishopstoke Bypass and provide initial cost estimates.

In advance of the completion of the Issues and Options Consultation on the Eastleigh Local Plan and the subsequent allocation of sites for development, it would be premature to definitively identify a preferred scheme as unless development sites are allocated in this area a scheme may not be necessary. However in order to provide an initial steer, this report indicates route options which could be required to mitigate potential new development in the context of the previous design work undertaken to date.

A review has been undertaken of previous work undertaken by Paul Basham Associates for the Highwood Group.

As part of this study consideration is to be given to three separate elements:

- The Allbrook Hill Relief Road
- Highbridge Road Improvements, and
- The North Bishopstoke Bypass

The Allbrook Hill Relief Road crosses agricultural land, identified for possible development. There is a steep downhill gradient between the start of the Relief Road on the A335, Allbrook Way and the end at the junction with Pitmore Road. Three options have been considered for this section with indicative costs in the order of £5-6m.

Highbridge Road is narrow and bendy. Five options have been looked at for various different lengths of improvement along this section. Option H2 provides the compromise between the desire to improve as much of the road as possible whilst keeping costs down and having the least impact on the flood plain. Indicative costs are in the order of £2-6m.

The North Bishopstoke Bypass provides a connection between Highbridge Road and Winchester Road, passing through a potential development site. Three options have been considered for this section with Option 2A, having been recommended by the Highwood Group who have an interest in developing the land. Indicative costs range between £15.5m and £32m.

Assuming that development sites around this scheme become allocated following the Local Plan Issues and Options consultation a preferred route will be identified and any necessary revisions will be made. Further work will also be required in the form of detailed topographical, geotechnical and environmental surveys in order to ensure that there are no fundamental issues with the identified preferred route. In addition the Environment Agency requires the River Itchen floodplain to be modelled to

ensure that there is no adverse impact on the hydrology of the area. Approval will then be sought from the Executive Member for Economy, Transport and Environment for recommendations to be made to the Borough Council to formally safeguard the route in the emerging Local Plan. Further scheme development work would be required by the developer/s in relation to the progression of any allocated sites.

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1 INTRODUCTION

1.1 Brief

The Brief for the North Bishopstoke Bypass feasibility work forms part of the Eastleigh Strategic Transport Study Feasibility Design Brief Task Order, which is provided at Appendix A. Consideration is to be given to three separate elements:

- The Allbrook Hill Relief Road
- Highbridge Road Improvements, and
- The North Bishopstoke Bypass

The key tasks are:

- Undertake a review of the concept design work undertaken by The Highwood Group/Paul Basham Associates
- Liaise with the Environment Agency
- Liaise with ITS re the signal-controlled junctions
- Investigate alternative routes for the bypass in conjunction with Eastleigh BC
- Provide initial configurations for all of the required junctions along each route
- Provide initial high level cost estimates for all scheme options, and construction cost estimates for the preferred options along with suitable risk allowances.

1.2 Exclusions

The brief for this study specifically excludes the following:

- Traffic modelling
- Junction modelling
- Land ownership information
- Liaison with interested parties
- Ecological or environmental impacts

1.3 Objectives

The objective of the feasibility study is to identify Route Options for the North Bishopstoke Bypass, including Allbrook Hill Relief Road and improvements to Highbridge Road, and provide cost estimates.

This report provides an indication of route choices based upon data available and criteria reviewed to date in advance of the consideration of responses to the Issues and Options Consultation for Eastleigh Local Plan and further work to consider detailed topographical, geotechnical and environmental surveys etc. A further report identifying preferred options will be issued should adjacent development sites be allocated and also following any modification required once the consultation has been completed in February 2016.

2 EXISTING CONDITIONS

2.1 Topography and Land Use

Lidar data has been acquired to provide level information throughout the sites.

2.1.1 Allbrook Relief Road

The proposed Allbrook Relief Road passes through agricultural land, which is currently used for grazing horses, see Figure 2.1, below.



Figure 2.1: View from Top of A335, Allbrook Way Cutting looking East

Although the land is not currently allocated for development there is developer interest in building on this land, and the site is being considered in the emerging Eastleigh Local Plan. In order to fully assess the site the potential access arrangements need to be considered alongside other issues.

Site F, as shown on the Highwood Land masterplan provided at Appendix B, provides the development aspirations as promoted by the Highwood Group. The potential development site is bordered by existing houses to the east, on Pitmore Road, and to the south, on the B3335 Allbrook Hill. To the west of the site is the A335 Allbrook Way. Allbrook Hill is narrow with parked cars encroaching onto the footways.

The A335 Allbrook Way is on a downward slope, in a large cutting, between the M3 to the north, and the B3335 to the south. There is a level difference of over 20m between the proposed location of junctions with the A335 and the B3335.

2.1.2 Highbridge Road Improvement

Highbridge Road is narrow and bendy, and although there is a significant “dip” as it passes under the railway bridge, to the east of the bridge it is relatively flat as it crosses the River Itchen flood plain. These existing bridges provide constraints at the western end of the scheme. The road changes speed limit from 30 mph to derestricted just before a left-hand bend, see Figure 2.2 below.



Figure 2.2: Highbridge Road looking East from River Crossing

2.1.3 North Bishopstoke Bypass

Alternative alignments for the North Bishopstoke Bypass cross agricultural land between Highbridge Road to the west and Winchester Road to the east. The area in-between is quite hilly, with high points at Hill’s Farm; just to the east of the caravan site off Bishopstoke Lane (wrongly labelled Bishopstoke Road on the OS plans); and between Upperbarn and Crowdhill Copses. This hilliness is evident from the 5m interval contours shown on Figure C1 at

Appendix C, and as seen on Figure 2.3 below. There are various areas of woodland that break up the agricultural land.



Figure 2.3: View from Winchester Road at Crowdhill, looking West

Residential property is scarce between Highbridge Road and Winchester Road. There are a few scattered properties along Lordswood, off Wardle Road/Highbridge Road, the caravan site off Bishopstoke Lane and the farmsteads of Highbridge Farm, Hill's Farm, Leyland's Farm and Stoke Park Farm.

There is a fish farm just to the west of the Stoke Park farmstead, immediately south of Brick Kiln Copse.

The Highwood Group/Paul Basham Associates are promoting a potential development area between Bishopstoke Lane and Winchester Road, Site A on the Highwood Land masterplan, provided at Appendix B. Although this is not currently allocated in the Eastleigh Local Plan it is being considered as part of the Issues and Options Consultation.

2.2 Environmental Constraints

2.2.1 Environmental Designations

Highbridge Road crosses the River Itchen Special Area of Conservation (SAC) and Site of Special Scientific Interest (SSSI) in two places: immediately to the east of the railway crossing, and a little to the east of Highbridge Farm. The SAC and SSSI area extends to the south of Highbridge Road to incorporate all the watercourses between the various channels of the River Itchen. SACs are strictly protected sites designated under the EC Habitats Directive, having a higher level of protection than the nationally designated SSSIs.

Sites of Importance for Nature Conservation (SINC) are locally designated areas. There are several SINC within the area of interest, although none are directly impacted by the alternative routes investigated, including:

- Lord's Wood
- Breach Sling Copse and Stoke Common Copse
- Brick Kiln Copse
- Judges Gulley Meadow and Judges Gulley Copse
- Poplar Plantation and Stoke Park Wood
- Crowdhill Copse
- Upperbarn Copse
- Hill Copse

The Park Pale at Marwell Scheduled Monument is sited approximately 200m to the east of the B3354 Winchester Road, immediately east of Fielders Farm Meadows SINC.

There are several listed buildings within the area of interest:

- Allbrook Farmhouse, just to the west of the railway bridge on Highbridge Road
- Highbridge Farmhouse and The Chapel House, opposite each other on Highbridge Road
- Hill Farmhouse and Woodcroft Lodge, opposite each other on Bishopstoke Lane
- Keeper's Cottage, on the north side of Church Lane

The designated sites and listed buildings are shown on Figure C1 at Appendix C.

2.2.2 Flood Zones

The River Itchen has a large flood plain; Flood Zones 2 and 3 are shown on Figure C2 at Appendix C.

2.3 Geotechnical Desk Study

All the figures are provided at Appendix D.

2.3.1 Geology

As can be seen in Figure D1 the bedrock geology beneath the proposed route is the Thames Group London Clay Formation. Within this Formation there are sandy channel infill deposits – in this case the Whitecliff Sand Member. This may be water bearing. The London Clay Formation is a shrinkable clay which may be soft in areas of high groundwater or near surface waters (i.e. below or adjacent to watercourses). The London Clay Formation overlies the Lambeth Group (Reading Formation). Plastic soils will have an equilibrium CBR value no greater than 5% and are likely to be unsuitable for infiltration drainage.

The proposed route crosses a significant river floodplain associated with the lower River Itchen and tributaries and the superficial geology, see Figure D2, reflects this with a broad swathe of alluvium across the floodplain flanked by River Terrace Deposits. Whilst the River Terrace Deposits may generally be sands and gravels suitable for shallow foundations, infiltration drainage and have high CBR values they may have an elevated fines content, be water bearing and of limited depth. The alluvium and river floodplain is likely to be soft and unsuitable as a founding medium, requiring deeper foundations and possibly piles (given that underlying clays may also be softened).

The proposed route may encroach upon or pass close to areas of worked out and/or infilled ground resulting from brickworks' clay pits and gravel extraction pits, see Figure D3. Infilled ground has the potential to be contaminated or unsuitable as a founding medium, whilst worked out ground may need infilling to reinstate levels.

2.3.2 Flood Risk

As suggested above, the alluvium picks out the river floodplain but the EA flood zones also encompass some areas of the River Terrace Deposits as below. The flood zone 2 is an extreme flood area with a low (1 in 1000) risk of flooding, see Figure D4.

The EA flood zone 3, see Figure D5, indicates the moderate (1 in 100) flood risk area. It will be noted there is little difference between the two zones with respect to the proposed highway alignment.

Where the highway and/or structures are to be built across flood zone areas there may be requirements to ensure that flood risk is not exacerbated and some form of mitigation to ensure flood storage areas are not reduced, as well as other environmental and ecological considerations.

2.3.3 Groundwater Protection

In terms of the bedrock geology, the impermeable London Clay is considered 'unproductive strata', whilst the Whitecliff Sand is considered a 'secondary A' aquifer which is a permeable layer capable of supporting water supplies at a local rather than strategic scale, and in some cases forming an important source of base flow to rivers. These are generally aquifers formerly classified as minor aquifers. See Figure D6.

The superficial deposits are also considered to be secondary A aquifers, see Figure D7.

In terms of groundwater vulnerability, see Figure D8, the EA considers that the aquifers (all labelled as minor rather than secondary in this regard) variably range from low to high leaching potential. The high leaching potential areas are generally flood plain/zone areas.

2.3.4 Summary

There is little available existing ground condition information and given the anticipated clay soils and floodplain presence investigation along the route will be required to determine foundation requirements for structures and pavement. It is likely structures will need piled foundations and that infiltration drainage will not be possible.

2.4 Designated Rights of Way

The area of interest is crossed by a network of public footpaths and bridleways as shown on Figure 2.4 below.

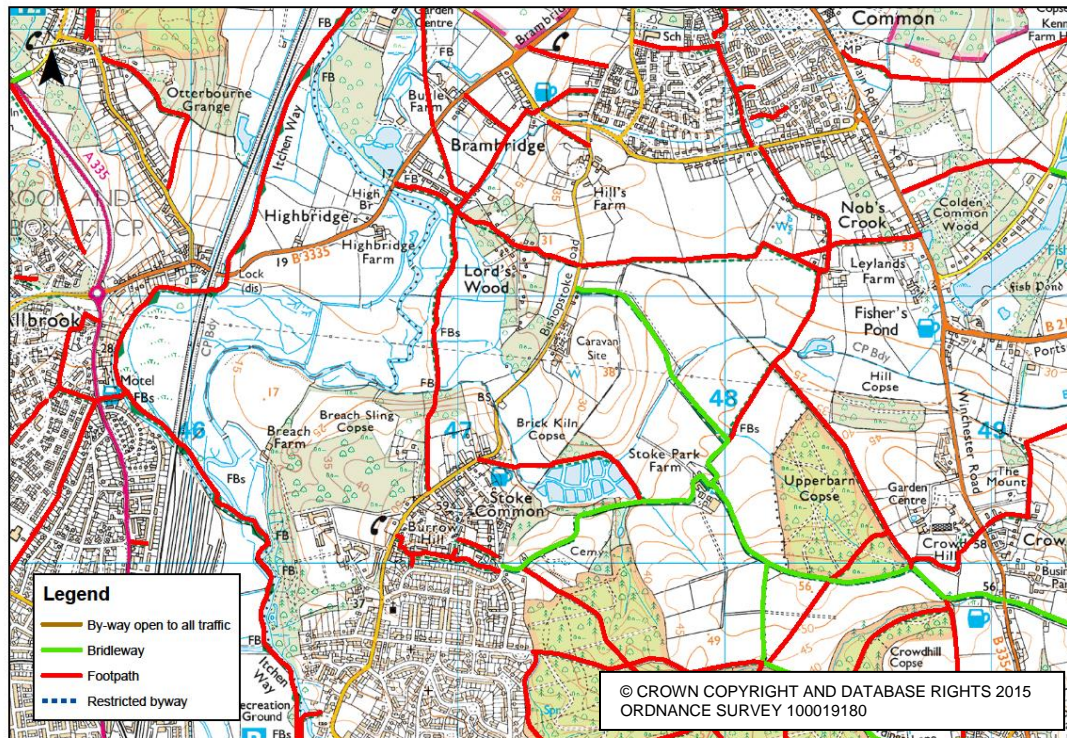


Figure 2.4: Designated Rights of Way

2.5 Accident Data

Personal Injury Accident (PIA) data has been collated for the five year period from 1 July 2010 to 30 June 2015 for Allbrook Way, Allbrook Hill, Highbridge Road, Bishopstoke Lane, and the B3354 Main Road/Winchester Road. Within that time and that area there have been thirty seven PIAs of which six were ranked serious and thirty one were ranked slight. Of these thirty seven accidents three pedestrians, seven motorcyclists (one seriously injured) and five cyclists (one seriously injured) were involved.

Sixteen PIAs occurred on the A335 Allbrook Way between the roundabouts of Twyford Road and the M3 junction 12. The results showed that 50% of the accidents were rear end shunts whilst three were head on collisions. The other collisions were made up from below:

- Vehicles collide on roundabout (x2)
- Collision with cyclist (x1)
- Vehicle collides with multiple vehicles whilst trying a U turn manoeuvre (x1)
- Motorcycle loses control (x1)

Five PIAs were recorded on Highbridge Road where there was little pattern regarding the collisions. The accidents were as follows:

- Collision with Pedestrian (x1)
- Collision with Bicycle (x1)
- Rear end collision (x1)
- Collision on junction (x1)
- Vehicle loses control on bend (x1)

Another five collisions were recorded on Bishopstoke Lane. Four of the PIAs took place on the junction with Church Lane. Either as a rear end shunt, pulling across a vehicle or misjudging the distance and coming out on to Church Lane without stopping. The one other accident on Bishopstoke Lane involved a collision between a vehicle and a pedestrian.

Eleven PIAs were recorded with just shy of 50% (5) of the crashes being a rear end shunt involving 2 or more vehicles. The other accidents are as follows:

- Collision with Bicycle (x1)
- Collision with Pedestrian (x1)
- Collision on junction (x2)
- Motorcycle colliding with a stray Deer (x1)
- Motorcycle losing control (x1)

The accident data is provided at Appendix E.

2.6 Traffic Data

Strategic Transport has advised that forecast peak hour traffic levels can be accommodated efficiently by a 7.3m single carriageway road and a dual carriageway is not considered appropriate in this location.

2.7 Utilities

The Hampshire County Council Geographic information System has been used to obtain some data on public utilities, this is shown at Appendix F.

In addition to water mains and sewers running along the existing roads there is a water main running approximately north-south some 200m to the west of the B3354 Winchester Road.

There is an overhead electricity cable which runs east-west between the A335, south of the B3335, Highbridge Road, and the B3354, Winchester Road, between Fisher's Pond and Crowdhill.

There are low pressure gas mains running along Highbridge Road and Winchester Road.

No data is available on GIS for communications cables.

3 STAKEHOLDER LIAISON

3.1 Environment Agency

A meeting was held with a representative from the Environment Agency (EA) on 10 September 2015, at which the crossing of the River Itchen was discussed, the notes are provided at Appendix G.

The EA have provided advice on the design of bridges in a flood plain. The documents “Flood Risk Management: Bridges – advice for Development and Flood Risk activities” and “Flood Risk Management: considering the use of flood plain compensatory storage (England)” are also provided at Appendix G.

4 OPTIONS CONSIDERED

The options drawings are provided at Appendix H. Drawing Number EC/RJ567621/01/001 is an overview drawing showing all of the options considered. The options are numbered to be consistent with the Highwood Group/Paul Basham report, where appropriate.

4.1 Allbrook Hill Relief Road

4.1.1 Option 1A with Five Arm Roundabout on Allbrook Hill

Option 1A is shown on Drawing Number EC/RJ567621/01/011. A five arm roundabout is provided with Allbrook Hill Relief Road, Pitmore Road, Highbridge Road, Osborne Mews and Allbrook Hill. Allbrook Hill is made one-way, accommodating traffic travelling up the hill in a westerly direction. A disadvantage of this scheme is that the roundabout is quite small and five arm roundabouts are known to be at a higher risk of accidents.

4.1.2 Option 1B with Priority Junction at Allbrook Hill

Option 1B is shown on Drawing Number EC/RJ567621/01/012. Priority junctions are provided off the Relief Road/Highbridge Road for Pitmore Road and Osborne Mews. Allbrook Hill is made one-way, off an extended Osborne Mews, accommodating traffic travelling up the hill in a north-westerly direction. This would provide a simplified highway layout and also safety and environmental benefits for Allbrook Hill.

4.1.3 Option 1C Closing Allbrook Hill

Option 1C is shown on Drawing Number EC/RJ567621/01/013. Allbrook Hill is closed at its eastern end so that all traffic from Allbrook Hill and Osborne Mews must initially travel westwards. A priority junction is provided with Pitmore Road.

4.2 Highbridge Road Improvement

4.2.1 Option H1

Option H1 is shown on Drawing Number EC/RJ567621/01/021. The S-shaped bend of the road, after the crossing of the River Itchen is smoothed out a little. The sharp left hand bend between the railway bridge and the river crossing remains. A new road is provided for approximately 250m, tying in to the existing road just to the west of Roselea on the north side of Highbridge Road.

4.2.2 Option H2

Option H2 is shown on Drawing Number EC/RJ567621/01/022. The S-shaped bend of the road, after the crossing of the River Itchen is taken out completely. The sharp left hand bend between the railway bridge and the river crossing remains. A new road is provided for approximately 500m, tying in to the existing road to the west of Highbridge Farm on the south side of Highbridge Road.

4.2.3 Option H3

Option H3 is shown on Drawing Number EC/RJ567621/01/023. A new bridge is provided over the River Itchen, and the alignment is smoothed out somewhat, whilst minimising the impact on the floodplain to the south. A new road is provided for approximately 700m, tying in to the existing road just to the east of the Highbridge Farm buildings.

4.2.4 Option H4

Option H4 is shown on Drawing Number EC/RJ567621/01/024. A new bridge is provided over the River Itchen, and the alignment is smoothed out completely, including the bend at Highbridge Farm, but has a greater impact on the floodplain to the south. A new road is provided for approximately 700m, tying in to the existing road just to the east of the Highbridge Farm buildings.

4.2.5 Option H5

Option H5 is shown on Drawing Number EC/RJ567621/01/025. The S-shaped bend of the road, after the crossing of the River Itchen is taken out completely, including the bend at Highbridge Farm, but has a greater impact on the floodplain to the south. The sharp left hand bend between the railway bridge and the river crossing remains. A new road is provided for approximately 700m, tying in to the existing road just to the east of the Highbridge Farm buildings.

4.3 North Bishopstoke Bypass

4.3.1 Option 2A

Option 2A is shown on Drawing Number EC/RJ567621/01/031, and is the Highwood Group/Paul Basham's proposed route for a North Bishopstoke Bypass. The developer's bypass leaves Highbridge Road at a signal-controlled junction just to the north of Wardle Road heading south-east across agricultural land to cross Bishopstoke Lane approximately half way between Church Lane and the caravan park to the south. It then turns south to pass immediately to the west of Stoke Park Farm before turning east again to pass

between Upperbarn Copse, to the north, and Crowdhill Copse, to the south, and joining the B3354, Winchester Road with a new roundabout.

A priority junction is provided for the south section of Bishopstoke Lane; the north section of Bishopstoke Lane is closed off to make a cul-de-sac.

A new roundabout is provided at Stoke Park Farm to connect to the Highwood Group development.

4.3.2 Option 2B

Option 2B is shown on Drawing Number EC/RJ567621/01/032. For this option the new bypass leaves Highbridge Road at a signal-controlled junction immediately to the east of the River Itchen bridge, heading approximately south-east across the agricultural flood plain to cross Bishopstoke Lane just south of the caravan park and Stoke Common Farm workshops and yard. The bypass continues to pass immediately to the west of Stoke Park Farm before turning east to pass between Upperbarn Copse, to the north, and Crowdhill Copse, to the south, and joining the B3354, Winchester Road with a new roundabout, as for Option 2A.

A priority junction is provided for the south section of Bishopstoke Lane; the north section of Bishopstoke Lane is closed off to make a cul-de-sac.

A new roundabout is provided at Stoke Park Farm to connect to the Highwood Group development.

For this option Highbridge Road would not need any improvement works.

4.3.3 Option 2C

Option 2C is shown on Drawing Number EC/RJ567621/01/033. For this option the new bypass leaves Highbridge Road at a signal-controlled junction just to the north of Wardle Road heading south-east across agricultural land to cross Bishopstoke Lane approximately half way between Church Lane and the caravan park to the south. This part of the route is similar to Option 2A. The bypass then maintains its south-easterly direction to join Winchester Road at the location of the existing signal-controlled junction at Fisher's Pond.

A roundabout is provided on Bishopstoke Lane for connecting to the new road provided with the Highwood Group development. A priority junction is shown for Bishopstoke Lane connecting to the new development road; the north section of Bishopstoke Lane is closed off to make a cul-de-sac.

5 HIGHWAYS CONSIDERATIONS

5.1 Departures from Standard

Allbrook Hill Relief Road will require a Departure from Standard for the gradient, which is 10%, a maximum 8% would be required to comply to standard.

A departure from standard may be required for Highbridge Road Option H1, depending on the location of the change in speed limit from 30mph to derestricted. Some relaxations from standard are also required for all options with regard to the horizontal alignments for Highbridge Road.

No geometric departures from standard or relaxations have been identified for the bypass at this stage. As the design develops some relaxations may be required at the junctions to minimise land-take.

5.2 Drainage

It is assumed that the drainage strategy for the Highbridge Road Improvement and the bypass will be to use balancing ponds to take the run-off and discharge into existing watercourses at a rate of 5l/sec, designed for a 100yr storm plus 30% for climate change. From the geotechnical desk study it is unlikely that soakaways would be an option. The balancing ponds would have a hydro-brake and pollution control before discharge.

The provisional drainage design is for kerb on one or other side of the road with gullies every 20m, connected to a swale with bagwork headwalls. The balancing ponds would each provide approximately 200m³ capacity.

For the Allbrook Hill Relief Road the gradient of the ground is such that a balancing pond would not be appropriate. In this case oversized pipes will be used to restrict the flow in to the existing watercourses.

5.3 Earthworks

Side slopes of 1:3 have been assumed for the main cut and fill.

Side slopes for a 500m long, 2m high noise bund are assumed to be 1:4.

5.4 Pavement Design

The pavement construction considered at this stage is shown in Table 5.1 below.

Table 5.1: Pavement Construction

Layer	Material*	Thickness
Surface Course	HRA CL 911 7kN PSV 65	45
Binder Course	AC20 HDM CL 929	55
Base	AC32 HDM CL 929	200
Sub Base	CL 891AR / 892AR / 893AR	150
Capping	6F1/6F2	350
Total		800

* the materials are described in full in the HCC Model Contract Specification.

5.5 Structures

The following structures have been included in the designs:

Highbridge Road – a new bridge for crossing the River Itchen for Options H3 and H4.

Bypass – one culvert for Option 2A, two river crossings plus four culverts for Option 2B, no structures required for Option 2C.

5.6 Non-Motorised Users

A 2.5m wide shared use facility, plus 1.5m wide grassed margin is included on the south side of the carriageway as a standard road cross-section. No special provision has been considered at this stage for the public footpath crossings or diversions that may be required.

5.7 Feasibility Road Safety Audit

The Road Safety Team raised the following issues with regard to the initial options presented to them:

- Steep descent to roundabouts on Allbrook Hill Relief Road and the Bypass resulting in inappropriate vehicle entry speed
- Five-arm roundabouts result in greater road user conflict
- Careful consideration of NMU provision needed as the design progresses.

5.8 Buildability and Disruption during Construction

The vast majority of the construction for all three sections will be green field. There is a short section at the eastern end of Allbrook Hill Relief Road that will

need some consideration with regard to maintaining traffic flows during construction, and also on Highbridge Road at the western end where the route interfaces with the existing river crossing.

For the Highbridge Road Improvement it would be easier to maintain traffic flows for Options H3 and H4 as the new river crossing could be built without affecting the existing road, however the cost of providing a new structure when the existing is sound is likely to be prohibitive.

It is estimated that Allbrook Hill Relief Road would take just under a year to construct; Highbridge Road Improvement would take about four to five months to construct, and the bypass would take about a year and a half to construct.

6 CONSIDERATION OF ROUTES

In advance of any formal position regarding the allocation or otherwise of land in the vicinity of this scheme and also material changes which could arise out of the Issues and Options Consultation for the Eastleigh Local Plan, preferred scheme options cannot be identified. The layouts for the route options as identified at this stage are provided at Appendix H. Options assessment tables are provided at Appendix J, with salient points discussed below.

6.1 Allbrook Hill Relief Road

At this stage the option for Allbrook Hill Relief Road which appears to offer the best solution in transport and design terms is Option 1C which closes Allbrook Hill at the eastern end, and provides a priority junction with Pitmore Road. The main reason for this choice is the need to provide a steep, non-standard, downhill gradient towards the junction(s), so a roundabout would not be favourable, and closing off Allbrook Hill reduces the possible conflict with turning traffic.

6.2 Highbridge Road Improvement

All of the options are wholly within the Zone 3 Flood Zone.

Option H1, at approximately 250m, is the shortest, and therefore the cheapest, of the five options. This option improves the first left-hand and right-hand bends heading east from the existing river crossing, however much of Highbridge Road remains sub-standard. The existing road would be returned to agriculture, compensating for the new alignment across the flood plain.

Option H2 is about 450m long and removes the reverse kerbs heading east from the existing river crossing. However, in order to do it crosses more of the flood plain and runs closer to the River Itchen SAC and SSSI.

Options H3 and H4 provide standard alignments from the railway bridge, requiring new bridges for the River Itchen. Both encroach slightly into the River Itchen SAC close to the new bridge. Option H3 is a slightly more bendy alignment in order to reduce the impact on the agricultural land and maximise the distance from the SAC.

Option H5 is about 600m long and takes out all the reverse curves between the existing river crossing and Highbridge Farm.

At 450m long Option H2 provides the compromise between the desire to improve as much of the road as possible whilst keeping costs down and having the least impact on the flood plain. Therefore at this stage Option H2 for the Highbridge Road Improvement appears to offer the best solution in transport and design terms.

6.3 North Bishopstoke Bypass

Option 2A for the Bishopstoke Bypass is as recommended by the Highwood Group to serve their potential development site. It provides a connection between Highbridge Road and Winchester Road, passing through the proposed development site.

Although Option 2B provides a more direct route between Highbridge Road, through the potential development site to Winchester Road, it crosses the River Itchen SAC and SINC. This is the most expensive of the options as it requires a significant number of structures to cross the River Itchen flood plain. The SAC is a European designated site and the Environment Agency would strongly oppose route 2B as there is a reasonable alternative that avoids the designated area.

Route 2C has been considered because it provides the shortest route between Highbridge Road and Winchester Road. However, the length of Winchester Road between the bypass junction at Fisher's Pond and the proposed development junction at Crowdhill is narrow and substandard with several side roads and private accesses. In addition the development area would probably still need a spine road to connect to the existing road network.

Therefore at this stage Option 2A for the North Bishopstoke Bypass appears to offer the best solution in transport and design terms.

7 COST ESTIMATES

The costs for the options which at this stage appear to offer the best solution in transport and design terms are summarised in Table 7.1 below. The breakdowns of the preliminary costs for all options considered are provided at Appendix K. The Risk Register is provided at Appendix L.

Table 7.1: Summary of Cost Estimates

	Allbrook Hill Relief Road (£)	Highbridge Road Improvements (£)	North Bishopstoke Bypass (£)	Totals (£)
Civils Works	2,222,504	1,199,881	8,534,473	11,956,858
Civils Contingency (15%)	333,376	179,982	1,280,171	1,793,529
Supplementary Works	57,785	31,197	306,896	395,878
Fees, Supervision, Support, Investigations @ 23.5%	761,438	411,084	2,943,918	4,116,440
Risk Allowance	626,498	338,233	2,405,769	3,370,500
Optimism Bias* @ 44%	1,760,705	950,566	6,807,340	9,518,610
Scheme Total	5,762,306	3,110,942	22,278,567	31,151,815

**Based on DfT document TAG Unit A1.2 Scheme Costs, Table 8.*

8 NEXT STAGES

The following activities have been identified for progressing the next stages of the scheme:

- Review of whether development sites and associated transport mitigation are to be taken forward/allocated following the Issues and Options Consultation for Eastleigh Local Plan
- Review of route preferences following the completion of the Issues and Options Consultation for Eastleigh Local Plan
- Full topographical survey for Allbrook Hill, Highbridge Road and the route of the bypass
- Full ground investigation
- Additional geotechnical information to provide design criteria e.g. CBR, batter slope angles, soakage rates
- Ecological surveys
- Full environmental assessment, including archaeology
- Flood modelling, required by the EA for crossing the flood plain
- C3 estimates from the statutory undertakers
- Radar survey and slot trenches to confirm locations of utilities
- Contacts for third party land (for surveys)
- Liaison with HCC stakeholders – Strategic Transport, Estates, Planning, Ecology, Landscaping, Flood Water Management, Asset Management, Passenger Transport
- Land ownership and adoption status of estate roads, Allbrook Hill
- Wider NMU consideration and completion of missing links
- Consideration of the issues raised by the feasibility stage road safety audit.
- Identification of preferred route based upon the outputs from the above and seek confirmation of preferred route from the Executive Member for Economy, Transport and Environment.

APPENDIX B

DRAWINGS FROM THE HIGHWOOD GROUP/ PAUL BASHAM HIGHWAYS STATEMENT

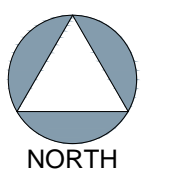


NOTES

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5. ALL MAPPING INFORMATION PROVIDED BY THIRD PARTY, PAUL BASHAM ASSOCIATES CANNOT ACCEPT RESPONSIBILITY FOR ITS ACCURACY.

KEY

- INDICATIVE ROAD ALIGNMENT
- - - LAND WITH HIGHWOOD CONTROL



PROPOSED ROUNDABOUT WHERE PROPOSED ROAD ALIGNMENT MEETS EXISTING A335 ALLBROOK WAY

INDICATIVE ROAD ALIGNMENT

A335 ALLBROOK WAY

PITMORE RD

PROPOSED ROUNDABOUT IMPROVEMENTS AT EXISTING PITMORE ROAD / ALLBROOK HILL / HIGHBRIDGE ROAD JUNCTION

EXISTING FOOTWAY WIDENED WHERE POSSIBLE

CARRIAGEWAY WIDTH REDUCED FOLLOWING INTRODUCTION OF ONE WAY SYSTEM.

OPPORTUNITIES TO FORMALISE PARALLEL PARKING ALONG ALLBROOK HILL

ALLBROOK HILL TO BE MADE ONE WAY FOR WESTBOUND VEHICLE MOVEMENTS. NO ENTRY FROM A335 ROUNDABOUT

B335 ALLBROOK HILL

B335 HIGHBRIDGE RD

B335 HIGHBRIDGE RD

PROPOSED REALIGNMENT OF B3335 HIGHBRIDGE ROAD

REVISED MAPPING	MS	P2	25.02.15
PRELIMINARY ISSUE	MS	P1	20.02.15

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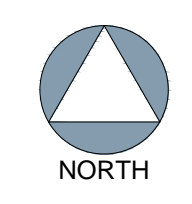
Project Name
 HIGHWOOD EASTLEIGH ALLOCATIONS

Title
 ALLBROOK HILL RELIEF ROAD

Project Phase PRELIMINARY			
Checked By	Checked Date	Drawn By	Drawn Date
MS	20.02.15	CL	20.02.15
Scale NOT TO SCALE			(AT A1 SIZE)
Drawing No.	Revision		
024.0026.001	P2		



- NOTES**
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 2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER IN WRITING FOR CLARIFICATION.
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 5. ALL MAPPING INFORMATION PROVIDED BY THIRD PARTY, PAUL BASHAM ASSOCIATES CANNOT ACCEPT RESPONSIBILITY FOR ITS ACCURACY.
 6. PROPOSED BYPASS ROAD TO BE 7.3m IN WIDTH WITH 2m FOOTWAYS ON BOTH SIDES OF THE ROAD.
 7. FOR INSETS SEE DRAWING NO. 024.0026.004.



REVISED DESIGN	MS	P3	25.02.15
REVISED DESIGN	MS	P2	24.02.15
PRELIMINARY ISSUE	MS	P1	20.02.15

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Project Name
HIGHWOOD EASTLEIGH ALLOCATIONS

Title
**NORTH BISHOPSTOKE BYPASS
 MASTERPLAN**

Project Phase
PRELIMINARY

Checked By	Checked Date	Drawn By	Drawn Date
MS	20.02.15	CL	20.02.15

Scale	(AT A1 SIZE)
NOT TO SCALE	
Drawing No.	Revision
024.0026.002	P3

MASTERPLAN - NORTH BISHOPSTOKE BYPASS



INSET 1 - REALIGNMENT OF B3335 HIGHBRIDGE ROAD



INSET 2 - 4-WAY SIGNALISED JUNCTION AT B3335 HIGHBRIDGE ROAD



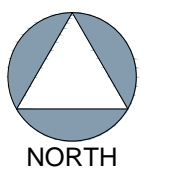
INSET 3 - PROPOSED BYPASS INTERSECTION WITH BISHOPSTOKE LANE



INSET 4 - PROPOSED ROUNDABOUT AT B3354 WINCHESTER ROAD

NOTES

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6. PROPOSED BYPASS ROAD TO BE 7.3m IN WIDTH WITH 2m FOOTWAYS ON BOTH SIDES OF THE ROAD
7. MASTERPLAN FOR INSETS CAN BE SEEN IN DRAWING NO. 024.0026.002.



PRELIMINARY ISSUE MS P1 25.02.15

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Project Name
 HIGHWOOD EASTLEIGH ALLOCATIONS

Title
 NORTH BISHOPSTOKE BYPASS
 INSETS

Project Phase
 PRELIMINARY
 Checked By MS Checked Date 20.02.15 Drawn By CL Drawn Date 20.02.15
 Scale

NOT TO SCALE (AT A1 SIZE)
 Drawing No. 024.0026.004 Revision P1



KEY

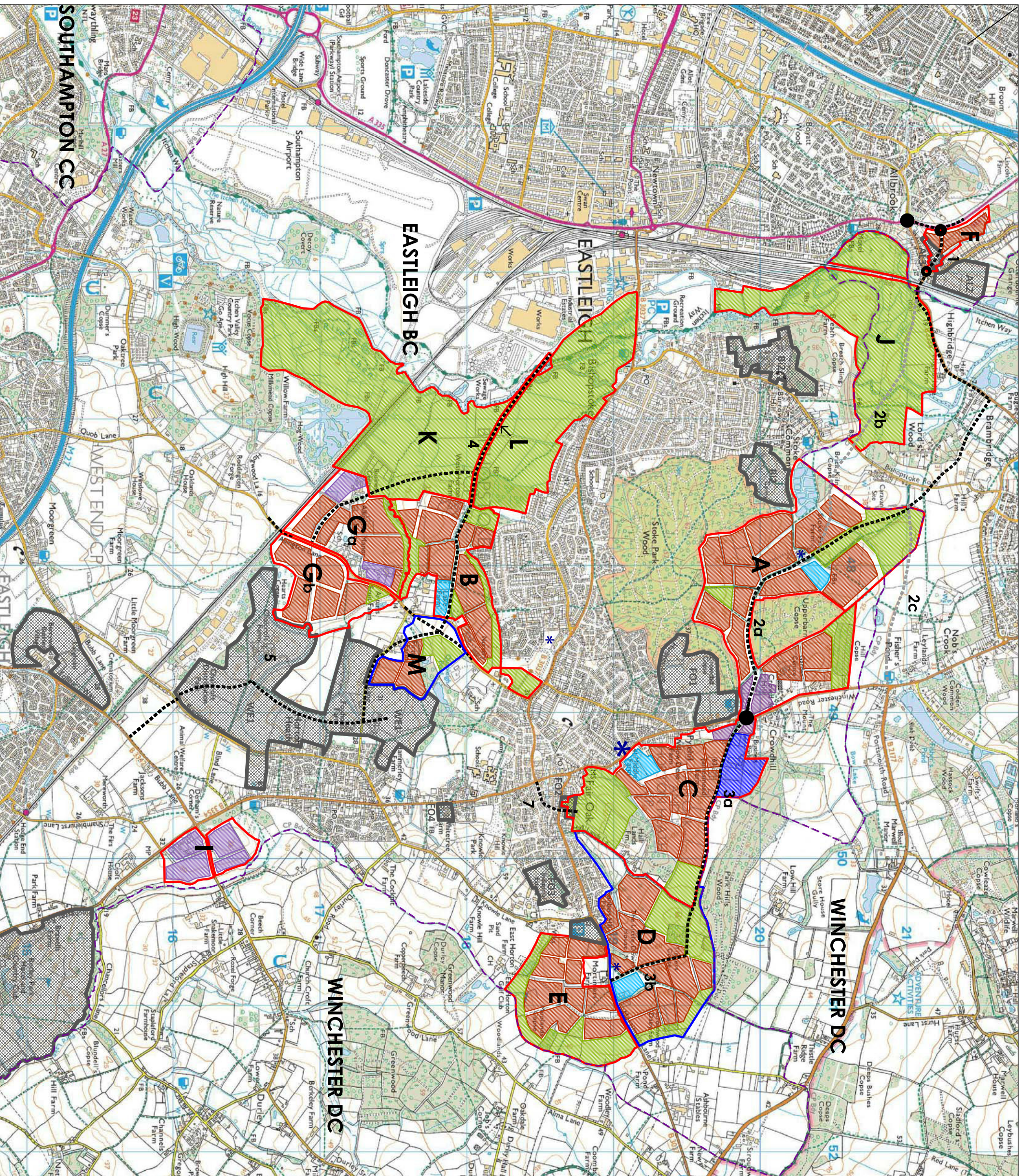
- Site boundary (Highwood Land)
- Site boundary (Third party land)
- Allocated site / planning consent / application
- Proposed housing development
- Proposed primary school
- Proposed secondary school
- Proposed employment
- Proposed / enhanced local centre
- Proposed / enhanced public open space
- Proposed strategic road links
- Alternative strategic road alignment
- Local Authority Administrative Boundary

KEY TO SITES

- A. Stoke Park Farm
- B. Allington Lane North
- C. Land east of Winchester Road
- D. Land north of Mortimers Lane
- E. Land south of Mortimers Lane
- F. Allbrook Hill
- Ga. Allington Manor Farm (west)
- Gb. Allington Manor Farm (east)
- I. Snckemoor Lane
- J. Open space North
- K. Open space South
- L. Land for Chickehall Lane - Allington Lane Link
- M. Land north of Fir Tree Farm

KEY TO HIGHWAY COMPONENTS

- 1. Allbrook Hill link
- 2a. Stoke Park Link (preferred route)
- 2b. Stoke Park Link (alternative route)
- 2c. Stoke Park Link (original Fishers Pond route)
- 3a. Winchester Road Link (Phase 1)
- 3b. Winchester Road - Mortimers Lane Link (Phase 2)
- 4. Chickenhall Lane - Allington Lane Link
- 5. Allington Lane - Burnetts Lane / Bubb Lane Link



APPENDIX C

ENVIRONMENTAL CONSTRAINTS

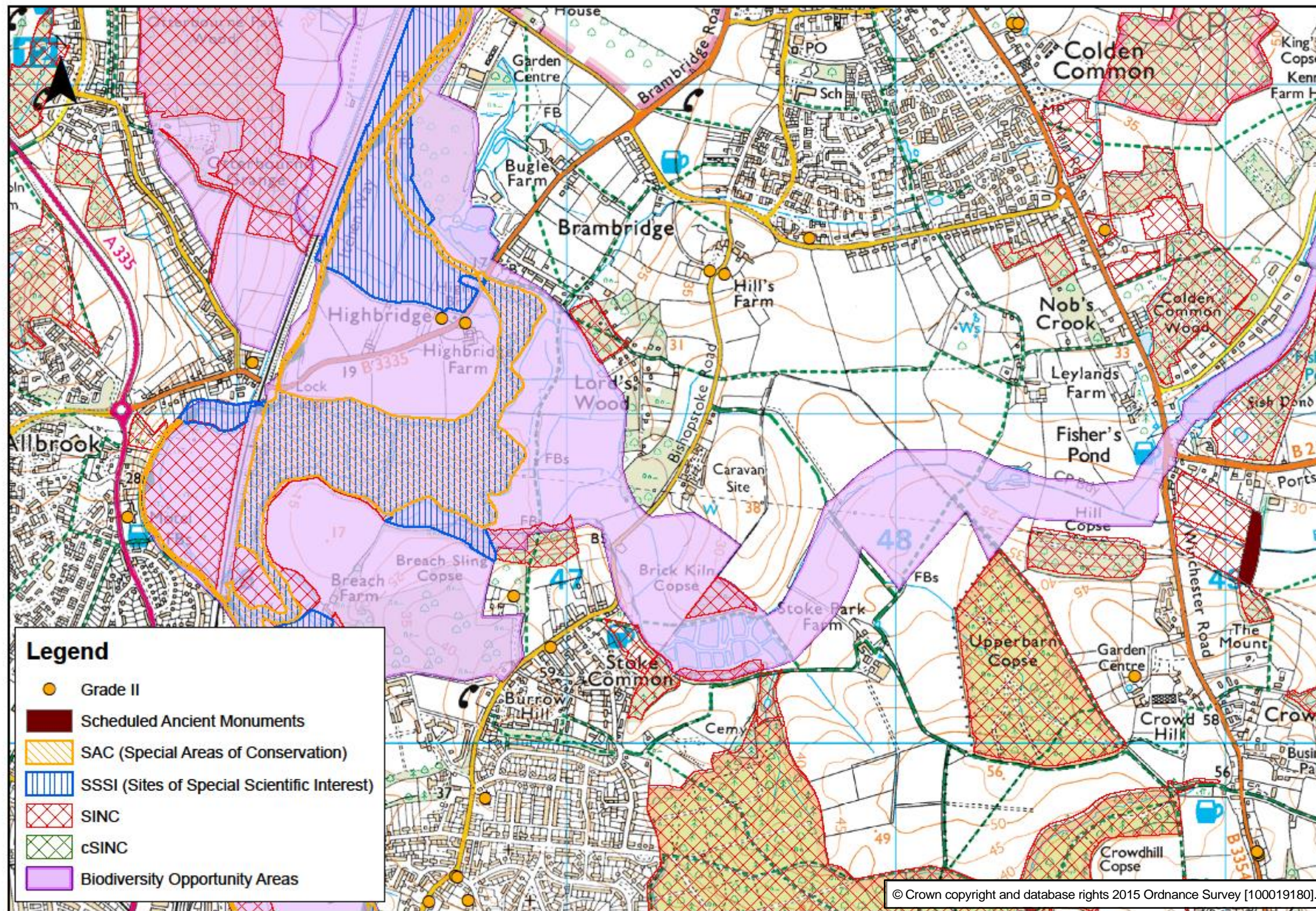


Figure C1: Environmental Designations



Figure C2: Flood Zones

APPENDIX D

GEOTECHNICAL FIGURES

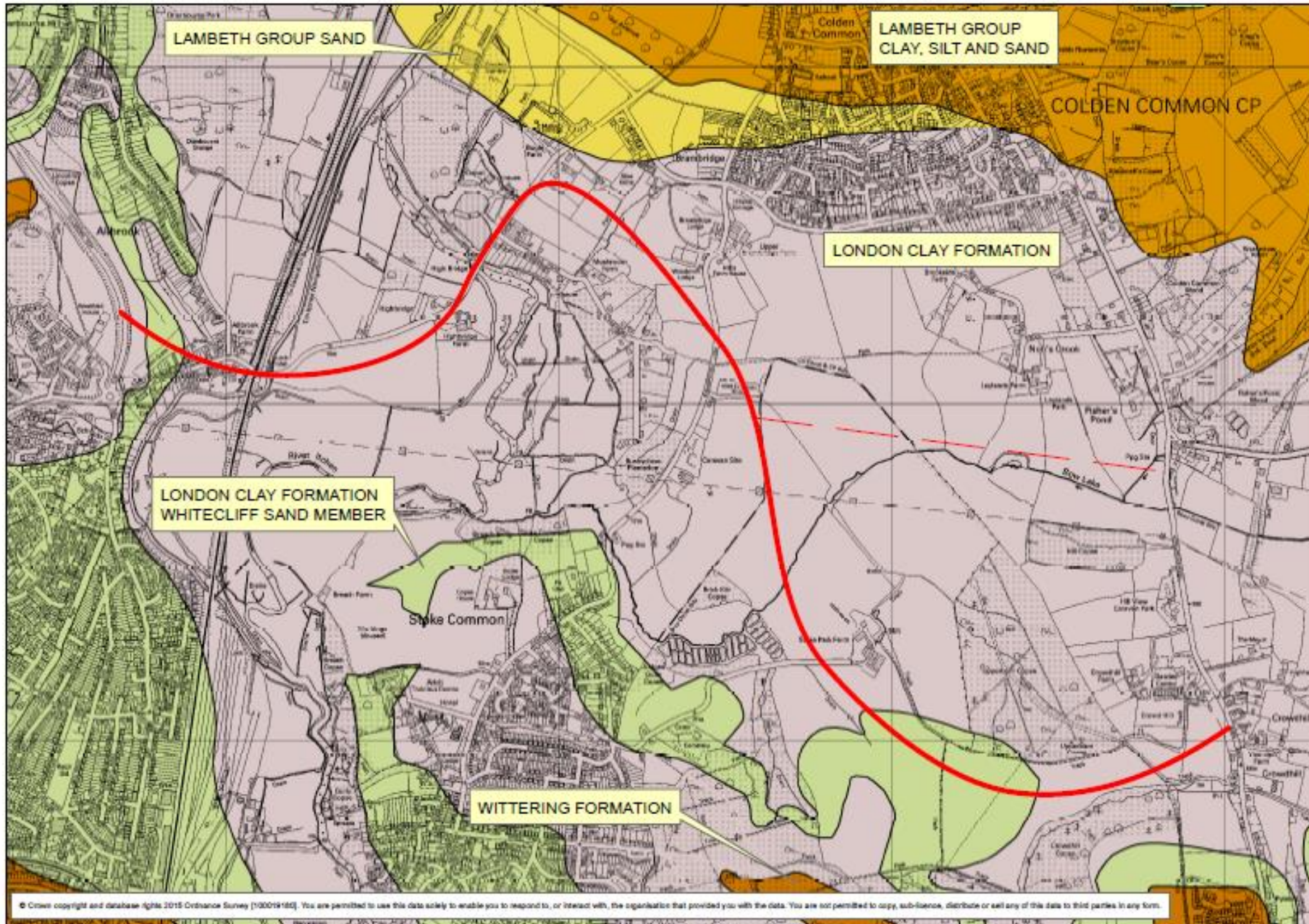


Figure D1: Bedrock Geology

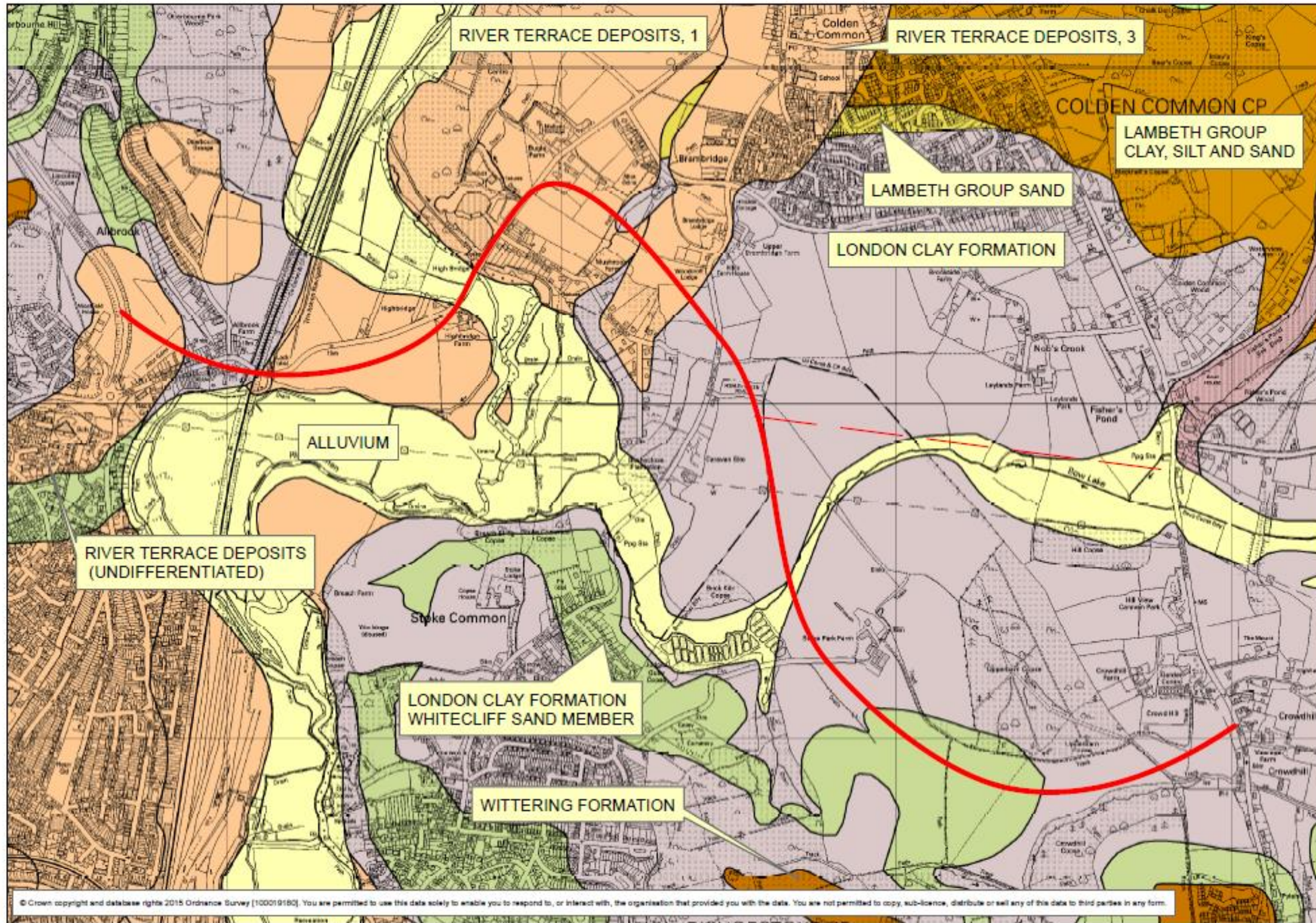


Figure D2: Superficial Geology

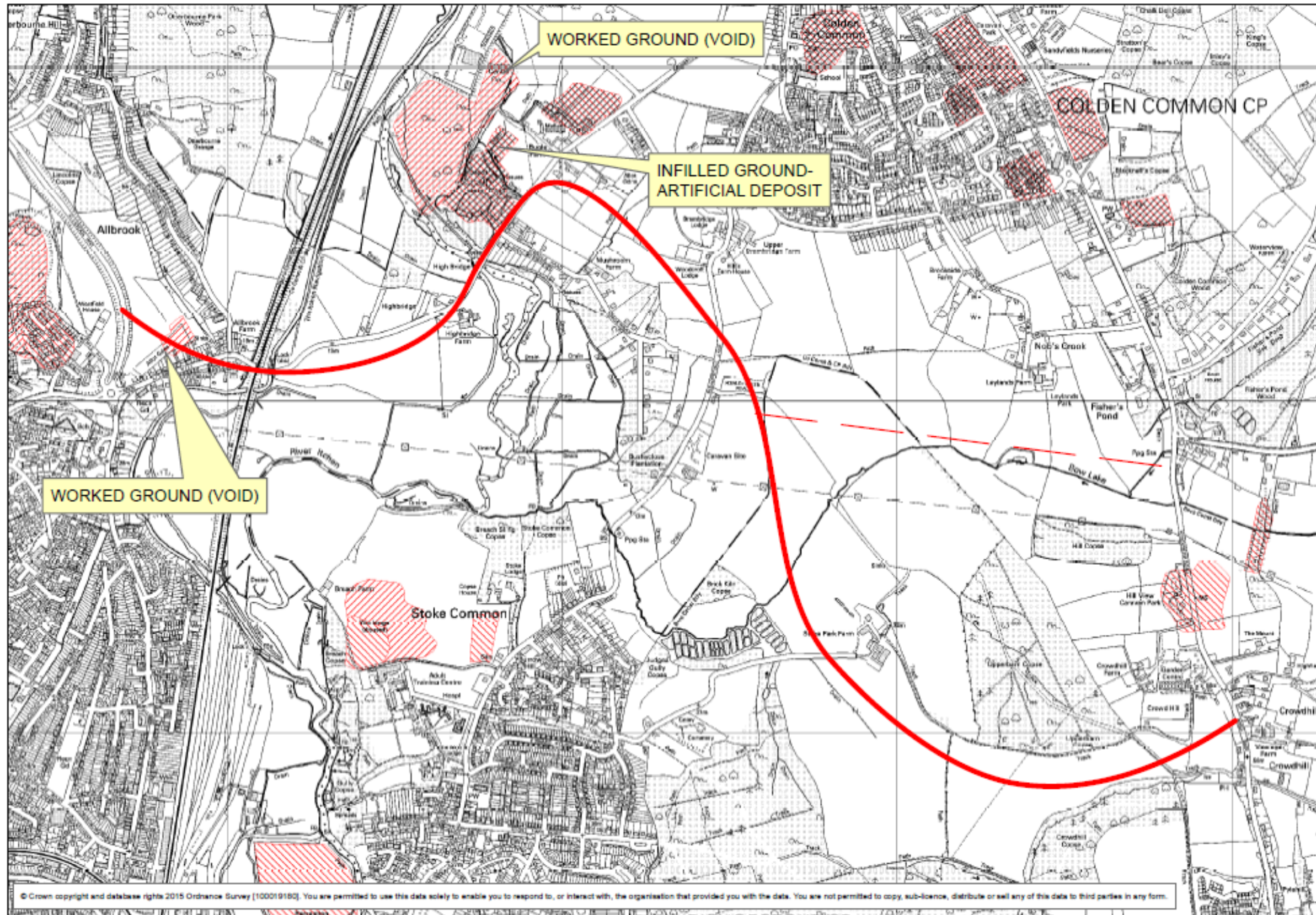


Figure D3: Worked Ground

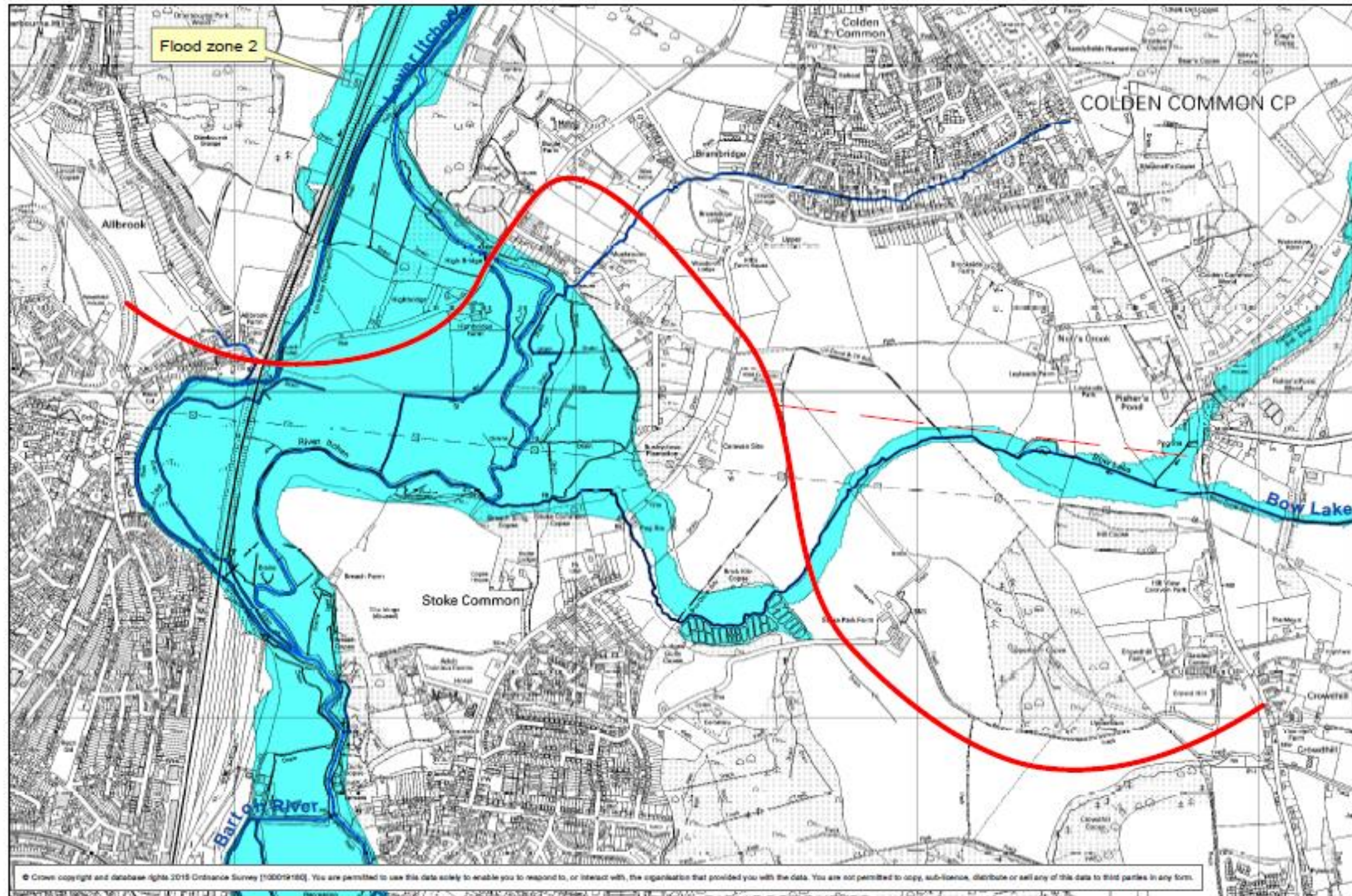


Figure D4: Flood Zone 2

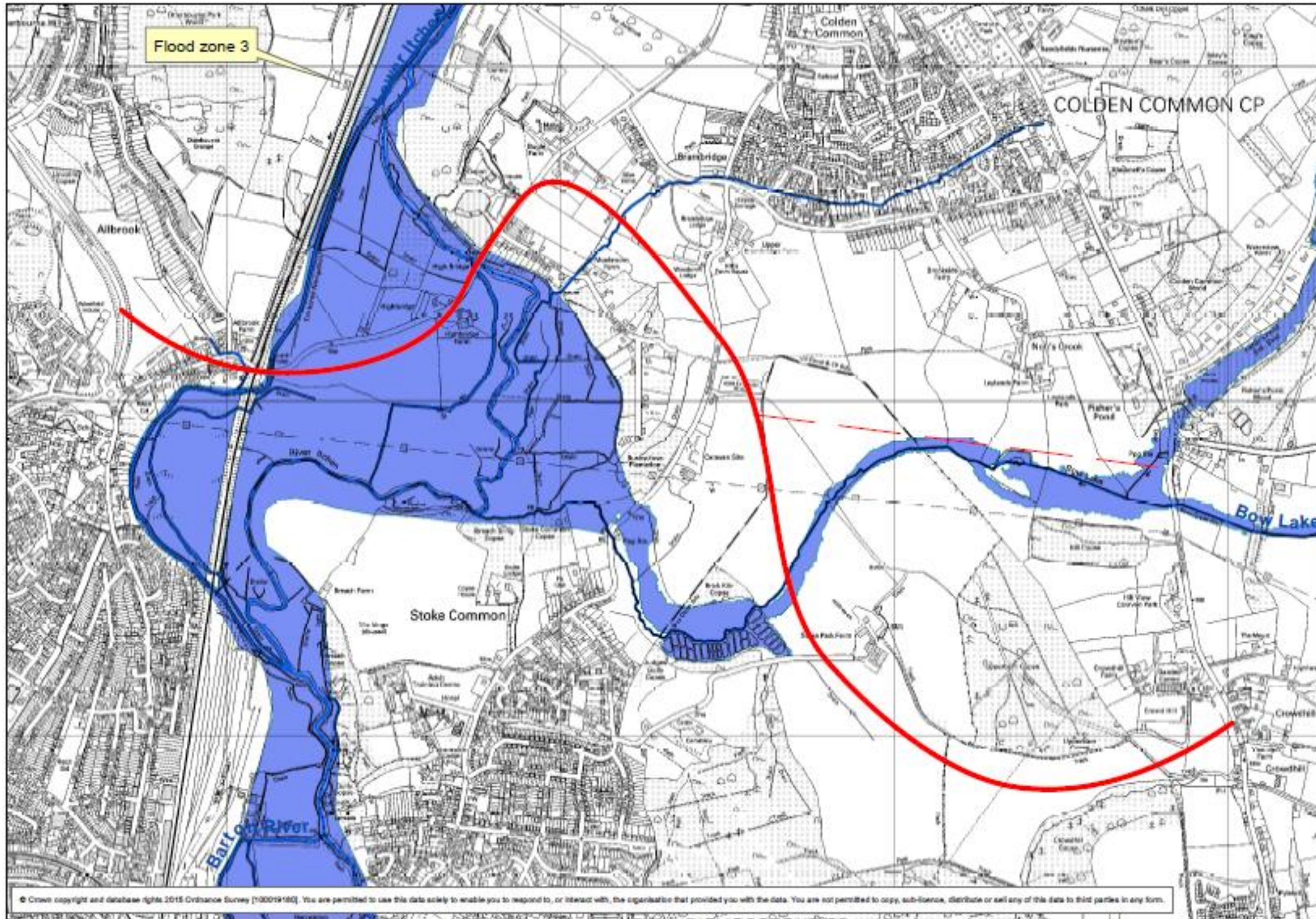


Figure D5: Flood Zone 3

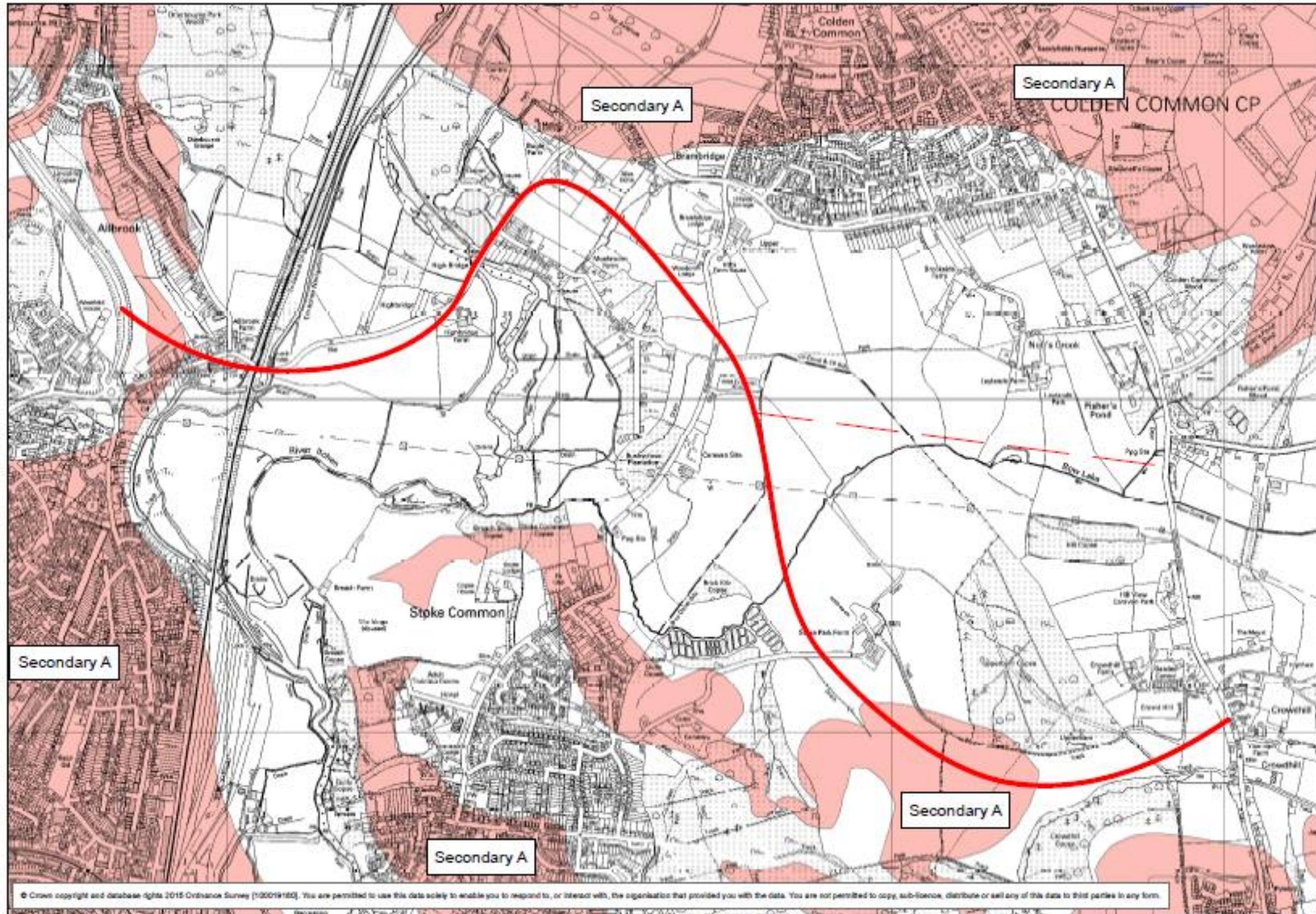


Figure D6: Bedrock Geology - Aquifers

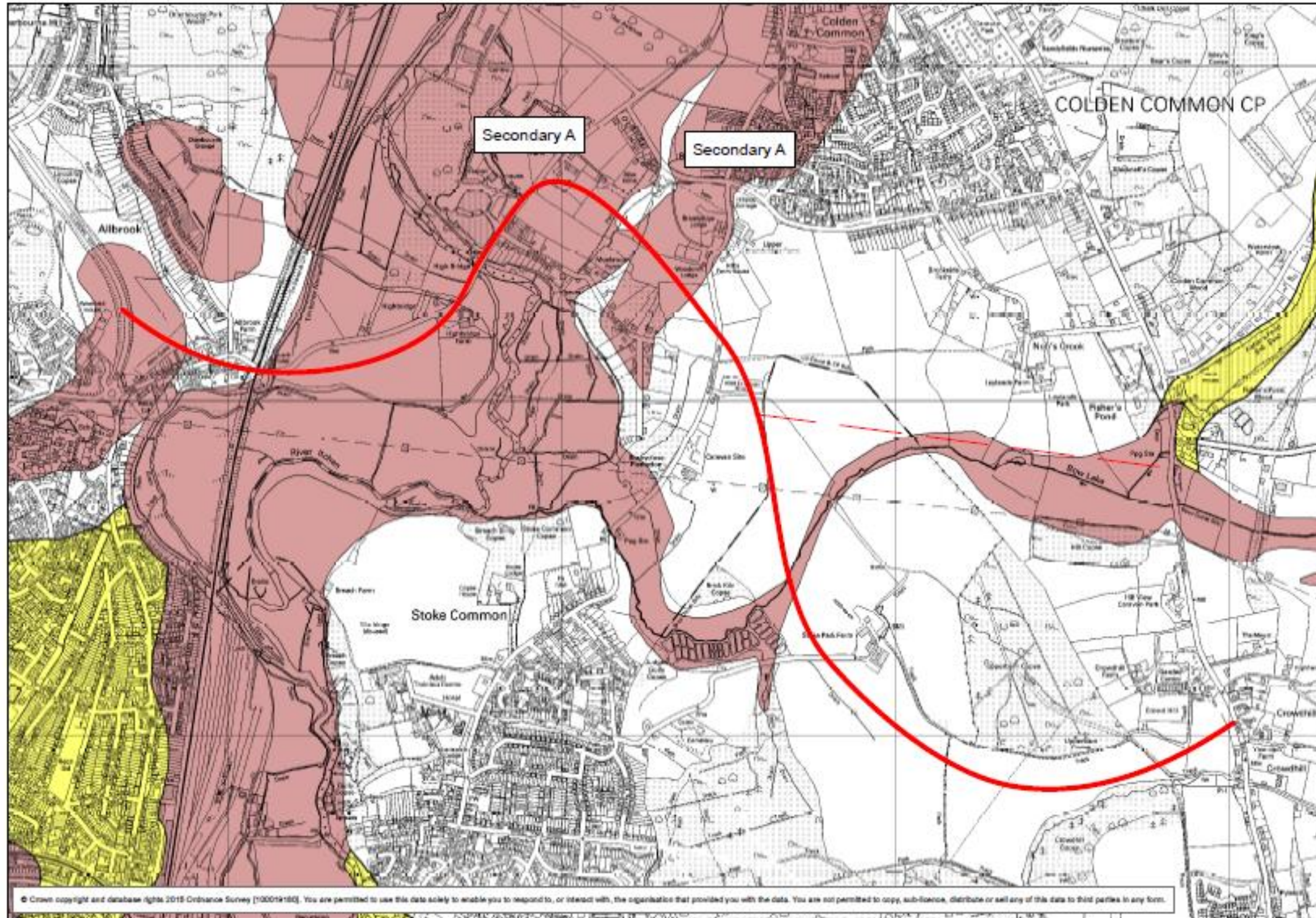


Figure D7: Superficial Deposits - Aquifers

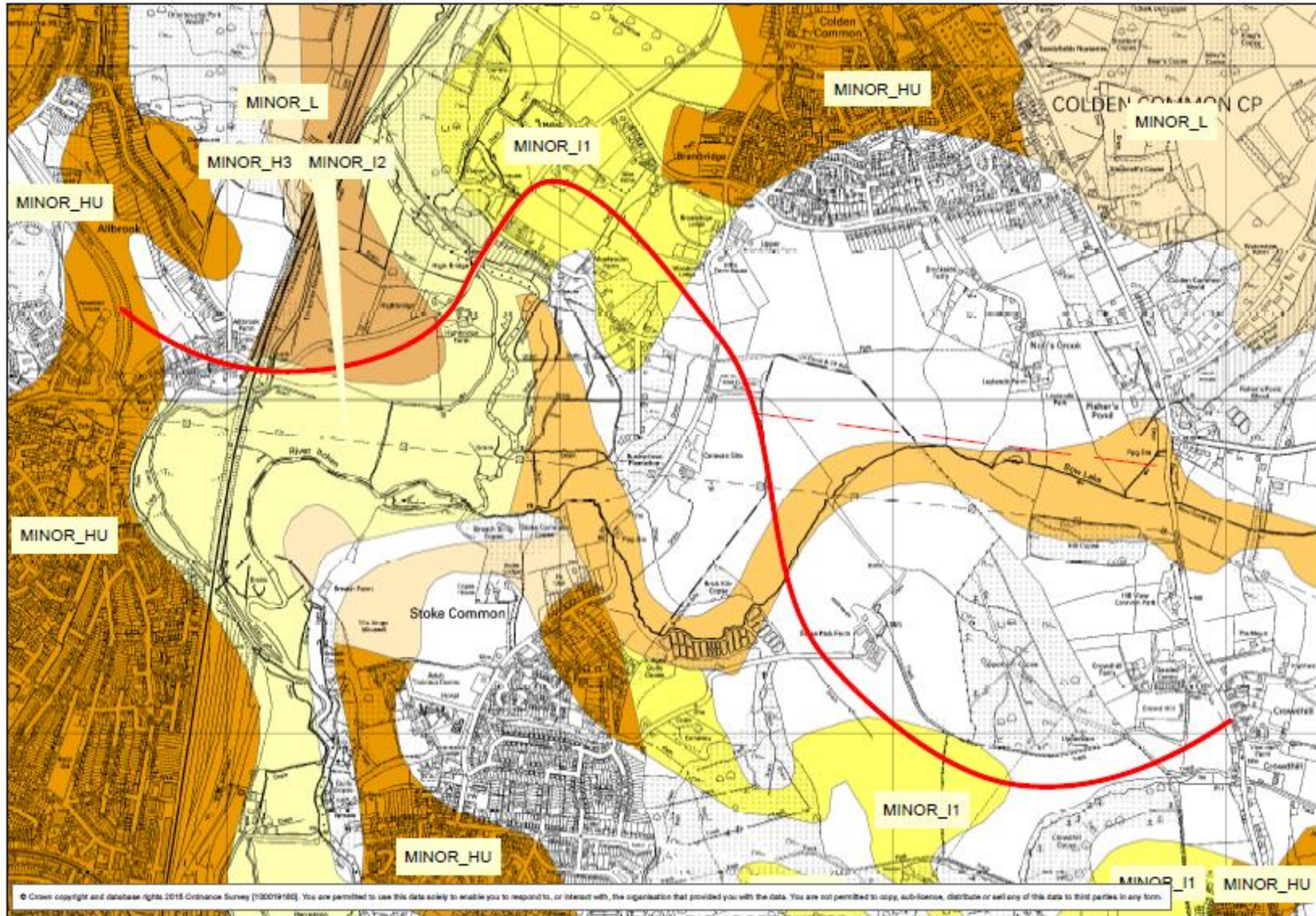


Figure D8: Groundwater Vulnerability

APPENDIX E

ACCIDENT DATA

Highbridge Road from jw Brambridge to jw Pitmore Road
Accident Date BETWEEN '01-Jul-2010' AND '30-Jun-2015'

100388561 SLIGHT 446138/121088 12/09/2010 09:35
LOCATION B3335 ALLBROOK HILL BEND 140M SOUTHEAST OF PITMORE RD COLDEN COMMON
DESCRIPTION CAR1 TRAV EAST B3335 ALLBROOK HILL NEG L/HAND BEND PEDI TRAV SOUTH ACROSS ALLBROOK HILL STEPPED INTO PATH OF CAR1

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Female	39 1 Pedestrian	SLIGHT 1 Male	29

110103564 SERIOUS 446748/121394 11/03/2011 16:54
LOCATION B3335 HIGHBRIDGE ROAD 130 METRES SW OF WARDLE ROAD WINCHESTER
DESCRIPTION CAR1 WAS TRAV NE ALONG HIGHBRIDGE ROAD WHEN P/C2 TRAV NE ALONG THE NEARSIDE PAVEMENT TURNED OUT INTO THE ROAD INTO CAR1'S PATH CAR1 CONSEQUENTLY STRUCK THE OFFSIDE OF P/C2 CAUSING THE RIDER TO FALL

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Male	25 1 Driver/Rider	SERIOUS 2 Male	22
2 Pedal Cycle	Male	22		

110389136 SLIGHT 447194/121874 12/09/2011 18:44
LOCATION B3335 HIGHBRIDGE RD JW CHURCH LN WINCHESTER
DESCRIPTION MC1 TRAV NORTHWEST ALONG CHURCH LANE INTENDING TO TURN LEFT INTO HIGHBRIDGE ROAD MOVED FORWARD AT THE JUNCTION TO GET A BETTER VIEW THINKING MC1 WAS MOVING OFF CAR2 COLLIDED WITH REAR OF MC1

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 M/cycle <= 50cc	Male	16 1 Driver/Rider	SLIGHT 1 Male	16
2 Car	Female	29 2 Driver/Rider	SLIGHT 2 Female	29

120312964 SLIGHT 447192/121879 11/08/2012 13:25
LOCATION B3335 HIGHBRIDGE RD JW BRAMBRIDGE
DESCRIPTION CAR1 TRAV NORTHEAST ALONG HIGHBRIDGE ROAD TURNED RIGHT INTO BRAMBRIDGE ACROSS PATH OF CAR2 TRAV SOUTHWEST ALONG HIGHBRIDGE ROAD CAR2 HIT CAR3 WAITING TO TURN RIGHT AT JUNCTION OF CHURCH LANE CAR3 THEN HIT CAR4 FOLLOWING CAR1

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Female	27 1 Driver/Rider	SLIGHT 1 Female	27
2 Car	Female	46		
3 Car	Male	62		
4 Car	Male	86		

150041258 SLIGHT 446665/121278 05/02/2015 10:14
LOCATION B3335 HIGHBRIDGE RD BEND O/S HIGHBRIDGE FARM BRAMBRIDGE
DESCRIPTION VAN TRAV SOUTHWEST FROM COLDEN COMMON TOWARDS ALLBROOK NEG RH BEND DRIVER LOST CONTROL DUE TO SLIPPERY MUD ON C/WAY CAUSING VEH TO STRIKE KERB ON N/S THEN OVERTURN

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Van/Goods < 3.5t	Male	29 1 Driver/Rider	SLIGHT 1 Male	29
		2 Passenger	SLIGHT 1 Male	21

Allbrook Hill Eastleigh from A335 rbt to Pitmore Road
Accident Date BETWEEN '01-Jul-2010' AND '30-Jun-2015'

100291817 SLIGHT 445662/121039 12/07/2010 09:20
LOCATION A335 TWYFORD RD RBT JW B3335 ALLBROOK WAY EASTLEIGH
DESCRIPTION CAR1 TRAV S ENTERS RBT OF ALLBROOK WAY TURNING LEFT FOR ALLBROOK HILL CAR2 TRAV BEHIND FAILS TO SLOW IN TIME AND COLLIDES INTO REAR CAR1

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Female	39 1 Driver/Rider	SLIGHT 1 Female	39
2 Car	Male	Unk		

110312579 SLIGHT 445668/121026 25/07/2011 17:00
LOCATION A335 ALLBROOK RD/WOODSIDE AVE RBT EASTLEIGH
DESCRIPTION CAR1 TRAV SOUTH NEG INSIDE OF RBT TURNING RIGHT FROM ALLBROOK RD TOWARDS WOODSIDE AVE STRUCK ON N/S BY CAR2 TRAV SOUTH NEG OUTSIDE OF RBT THAT CHANGED LANES CAR2 FAILED TO STOP

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Male	60 1 Driver/Rider	SLIGHT 1 Male	60
2 Car	Female	58 2 Passenger	SLIGHT 2 Female	58

110388686 SLIGHT 445691/121029 12/09/2011 13:47
LOCATION B3335 ALLBROOK HILL APPROACH JW A335 TWYFORD RD RBT EASTLEIGH
DESCRIPTION MINIBUS1 TRAV EAST B3335 ALLBROOK HILL FROM RBT LOST CONTROL VEERED ACROSS C/WAY COLLIDED HEAD-ON WITH CAR2 TRAV WEST CAR3 ALSO TRAV WEST COLLIDED WITH REAR CAR2

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Minibus	Male	28 1 Driver/Rider	SLIGHT 2 Female	58
2 Car	Female	58		
3 Car	Female	61		

120151895 SLIGHT 445661/121051 19/04/2012 19:15
LOCATION A335 TWYFORD RD RBT A335 ALLBROOK WAY APPROACH EASTLEIGH
DESCRIPTION CAR3 TRAV SW A335 ALLBROOK WAY FAILED TO BRAKE COLLIDED WITH REAR CAR2 AHEAD WHICH SHUNTED REAR CAR1

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Male	61 1 Driver/Rider	SLIGHT 2 Male	32
2 Car	Male	32		
3 Car	Male	20		

120462059 SLIGHT 445662/121053 27/11/2012 17:30
LOCATION A335 ALLBROOK WAY JW B3335 ALLBROOK HILL RBT EASTLEIGH
DESCRIPTION CAR1 TRAV SOUTH ALONG A335 ALLBROOK WAY SLOWED DUE TO HEAVY TRAFFIC CAR2 FAILED TO SLOW IN TIME AND COLLIDED WITH REAR OF CAR1

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Female	71 1 Driver/Rider	SLIGHT 2 Female	51
2 Car	Female	51		

140037104 SLIGHT 445637/121006 31/01/2014 17:20
LOCATION A335 TWYFORD RD/WOODSIDE AVE RBT EASTLEIGH
DESCRIPTION CAR1 TRAV NORTH ALONG A335 TWYFORD ROAD AROUND ROUNDABOUT COLLIDED WITH PC2 TRAV IN SAME DIRECTION CAUSING THE RIDER TO FALL FROM VEHICLE CAR1 RAN OVER RIDERS FOOT

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Female	Unk 1 Driver/Rider	SLIGHT 2 Male	40
2 Pedal Cycle	Male	40		

A335 Allbrook Way from Allbrook Hill rbt to M3 rbt
Accident Date BETWEEN '01-Jul-2010' AND '30-Jun-2015'

100291817 SLIGHT 445662/121039 12/07/2010 09:20
LOCATION A335 TWYFORD RD RBT JW B3335 ALLBROOK WAY EASTLEIGH
DESCRIPTION CAR1 TRAV S ENTERS RBT OF ALLBROOK WAY TURNING LEFT FOR ALLBROOK HILL CAR2 TRAV BEHIND FAILS TO SLOW IN TIME AND COLLIDES INTO REAR CAR1

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Female	39 1 Driver/Rider	SLIGHT 1 Female	39
2 Car	Male	Unk		

110312579 SLIGHT 445668/121026 25/07/2011 17:00
LOCATION A355 ALLBROOK RD/WOODSIDE AVE RBT EASTLEIGH
DESCRIPTION CAR1 TRAV SOUTH NEG INSIDE OF RBT TURNING RIGHT FROM ALLBROOK RD TOWARDS WOODSIDE AVE STRUCK ON N/S BY CAR2 TRAV SOUTH NEG OUTSIDE OF RBT THAT CHANGED LANES CAR2 FAILED TO STOP

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Male	60 1 Driver/Rider	SLIGHT 1 Male	60
2 Car	Female	58 2 Passenger	SLIGHT 2 Female	58

110388686 SLIGHT 445691/121029 12/09/2011 13:47
LOCATION B3335 ALLBROOK HILL APPROACH JW A335 TWYFORD RD RBT EASTLEIGH
DESCRIPTION MINIBUS1 TRAV EAST B3335 ALLBROOK HILL FROM RBT LOST CONTROL VEERED ACROSS C/WAY COLLIDED HEAD-ON WITH CAR2 TRAV WEST CAR3 ALSO TRAV WEST COLLIDED WITH REAR CAR2

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Minibus	Male	28 1 Driver/Rider	SLIGHT 2 Female	58
2 Car	Female	58		
3 Car	Female	61		

110420615 SLIGHT 445696/121234 03/10/2011 17:30
LOCATION A335 ALLBROOK WAY 190 METRES NORTH OF B3335 ALLBROOK HILL EASTLEIGH
DESCRIPTION CAR2 TRAV NORTH A335 ALLBROOK WAY CROSSED OVER CENTRE LINES AND COLLIDED WITH ONCOMING M/C1. CAR2 FAILED TO STOP.

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 M/cycle > 500cc	Male	28 1 Driver/Rider	SLIGHT 1 Male	28
2 Car	Not known	Unk		

120151895 SLIGHT 445661/121051 19/04/2012 19:15
LOCATION A335 TWYFORD RD RBT A335 ALLBROOK WAY APPROACH EASTLEIGH
DESCRIPTION CAR3 TRAV SW A335 ALLBROOK WAY FAILED TO BRAKE COLLIDED WITH REAR CAR2 AHEAD WHICH SHUNTED REAR CAR1

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Male	61 1 Driver/Rider	SLIGHT 2 Male	32
2 Car	Male	32		
3 Car	Male	20		

120408901 SLIGHT 445230/121912 19/10/2012 14:30
LOCATION M3 SOUTHBOUND OFF SLIP/A335 ALLBROOK WAY RBT A335 ALLBROOK WAY APPROACH EASTLEIGH
DESCRIPTION CAR TRAV NORTHWEST APPROACHING RBT FROM ALLBROOK STRUCK IN REAR BY FOLLOWING HGV WHICH SKIDDED ON WET ROAD SURFACE

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Male	41 1 Passenger	SLIGHT 1 Female	72
2 Goods > 7.5t	Male	47 2 Driver/Rider	SLIGHT 1 Male	41

A335 Allbrook Way from Allbrook Hill rbt to M3 rbt
Accident Date BETWEEN '01-Jul-2010' AND '30-Jun-2015'

120444198 SLIGHT 445624/121016 14/11/2012 12:00
LOCATION A335 TYWFORD RD RBT C354 WOODSIDE AVE APPROACH EASTLEIGH
DESCRIPTION CAR1 TRAV EAST WOODSIDE AVE APPROACHES RBT BUT BRAKES FOR VEH FROM RIGHT
 AT SPEED CAR2 BEHIND COLLIDES REAR CAR1

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Female	37 1 Driver/Rider	SLIGHT 1 Female	37
2 Car	Male	30		

120462059 SLIGHT 445662/121053 27/11/2012 17:30
LOCATION A335 ALLBROOK WAY JW B3335 ALLBROOK HILL RBT EASTLEIGH
DESCRIPTION CAR1 TRAV SOUTH ALONG A335 ALLBROOK WAY SLOWED DUE TO HEAVY TRAFFIC CAR2
 FAILED TO SLOW IN TIME AND COLLIDED WITH REAR OF CAR1

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Female	71 1 Driver/Rider	SLIGHT 2 Female	51
2 Car	Female	51		

130456658 SLIGHT 445214/121964 04/12/2013 19:20
LOCATION M3 SOUTHBOUND OFF SLIP/A335 ALLBROOK WAY JUNCTION 12 RBT J/W M3 SOUTHBOUND
 OFF SLIP EASTLEIGH
DESCRIPTION P/C TRAV EAST NEG RBT STRUCK BY CAR TRAV SOUTHEAST ENTERING RBT FROM M/WAY
 OFF SLIP DRIVER FAILED TO GIVE WAY

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Pedal Cycle	Male	33 1 Driver/Rider	SLIGHT 1 Male	33
2 Car	Female	Unk		

140020921 SLIGHT 445240/121950 18/01/2014 19:34
LOCATION M3 SOUTHBOUND OFF SLIP/A335 ALLBROOK WAY JUNCTION 12 RBT WINCHESTER RD
 APPROACH EASTLEIGH
DESCRIPTION CAR1 TRAV SOUTHWEST APPROACHING RBT FROM OTTERBOURNE STRUCK IN REAR BY
 FOLLOWING UNKNOWN CAR2

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Female	24 1 Driver/Rider	SLIGHT 1 Female	24
2 Car	Not known	Unk		

140023129 SERIOUS 445349/121792 20/01/2014 17:15
LOCATION A335 ALLBROOK WAY 174 METRES SOUTH EAST OF M3 JUNCTION 12 EASTLEIGH
DESCRIPTION CAR1 TRAV NW A335 ALLBROOK WAY FAILS TO STOP IN TIME AND COLLIDES WITH THE
 REAR OF CAR2 SLOWING TO STOP DUE TO QUEUEING TRAFFIC AHEAD

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Male	80 1 Driver/Rider	SERIOUS 2 Male	66
2 Car	Male	66 2 Passenger	SERIOUS 2 Female	25
		3 Passenger	SERIOUS 2 Male	1

140037104 SLIGHT 445637/121006 31/01/2014 17:20
LOCATION A335 TWYFORD RD/WOODSIDE AVE RBT EASTLEIGH
DESCRIPTION CAR1 TRAV NORTH ALONG A335 TWYFORD ROAD AROUND ROUNDABOUT COLLIDED WITH
 PC2 TRAV IN SAME DIRECTION CAUSING THE RIDER TO FALL FROM VEHICLE CAR1 RAN
 OVER RIDERS FOOT

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Female	Unk 1 Driver/Rider	SLIGHT 2 Male	40
2 Pedal Cycle	Male	40		

A335 Allbrook Way from Allbrook Hill rbt to M3 rbt
 Accident Date BETWEEN '01-Jul-2010' AND '30-Jun-2015'

140075336 SERIOUS 445630/121420 03/03/2014 12:15
LOCATION A335 ALLBROOK WAY 390 METRES NORTH OF B3335 ALLBROOK HILL, EASTLEIGH,
 HAMPSHIRE
DESCRIPTION VAN1 TRAV SOUTH A335 ALLBROOK WAY SWERVES INTO PATH OF ONCOMING CAR2
 CAUSING HEAD ON COLLISION. CAR2 LEAVES ROAD TO NEAR SIDE. VAN1 SPINS AND
 COLLIDES WITH REAR OF CAR3 TRAV NORTH

VEHICLES	DRIVER	CASUALTIES			VEH	SEX	AGE
1 Van/Goods < 3.5t	Male	18	1	Driver/Rider	SLIGHT	1 Male	18
2 Car	Male	66	2	Passenger	SERIOUS	1 Male	23
3 Car	Female	65	3	Driver/Rider	SERIOUS	2 Male	66
			4	Passenger	SERIOUS	2 Female	66

150047944 SERIOUS 445239/121948 10/02/2015 15:10
LOCATION A335 ALLBROOK WAY AT JUNCTION WITH WINCHESTER ROAD, CHANDLER'S FORD,
 HAMPSHIRE
DESCRIPTION VEH 1 (CAR) TRAVELLING SW ALONG WINCHESTER ROAD FAILED TO STOP IN TIME AND
 COLLIDED WITH THE REAR OF VEH 2 (CAR) WAITING AT THE RBT AT A335 ALLBROOK WAY.

VEHICLES	DRIVER	CASUALTIES			VEH	SEX	AGE
1 Car	Male	24	1	Driver/Rider	SERIOUS	2 Female	84
2 Car	Female	84					

150061203 SLIGHT 445455/121649 21/02/2015 13:50
LOCATION A335 ALLBROOK WAY 352 METRES SOUTHEAST OF M3 SOUTHBOUND JUNCTION 12 ONSLIP,
 EASTLEIGH, HAMPSHIRE
DESCRIPTION VEH 1 (CAR) FACING NW IN LAYBY ALONG A335 ALLBROOK WAY, INTENDED TO TRAVEL S
 AND PERFORMED A U TURN ACROSS PATH OF VEH 3 (CAR) TRAVELING NW ALONG A3335
 ALLBROOK WAY. VEH 3 BRAKED HARD CAUSING FOLLOWING VEH 2 (CAR) TO HIT REAR OF
 VEH 3.

VEHICLES	DRIVER	CASUALTIES			VEH	SEX	AGE
1 Car	Not known	Unk	1	Driver/Rider	SLIGHT	3 Male	31
2 Car	Male	37	2	Passenger	SLIGHT	3 Female	22
3 Car	Male	31					

150165475 SLIGHT 445242/121908 16/05/2015 22:45
LOCATION A335 ALLBROOK WAY AT JUNCTION WITH M3 JUNCTION 12 EASTLEIGH NORTH,
 EASTLEIGH, HAMPSHIRE
DESCRIPTION VEH 1 (M/CYCLE) TRAVELLING NW ALONG A335 ALLBROOK WAY APPROACHING M3 RBT,
 LOSES CONTROL ON OFFSIDE GRAVEL CAUSING THE RIDER TO FALL OFF.

VEHICLES	DRIVER	CASUALTIES			VEH	SEX	AGE
1 M/cycle > 500cc	Male	38	1	Driver/Rider	SLIGHT	1 Male	38

Bishopstoke Lane from Stoke Common Road to Church Lane
Accident Date BETWEEN '01-Jul-2010' AND '30-Jun-2015'

100532425 SLIGHT 447499/121653 20/12/2010 16:56
LOCATION C73 CHURCH LN JW C117 BISHOPSTOKE LN BRAMBRIDGE
DESCRIPTION CAR1 TRAV EAST ALONG CHURCH LANE TURNED RIGHT INTO BISHOPSTOKE LANE ACROSS PATH OF AND COLLIDED WITH PC2 TRAV WEST ALONG CHURCH LANE IN DARKNESS AND NOT DISPLAYING LIGHTS

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Male	22 1 Driver/Rider	2 Male	52
2 Pedal Cycle	Male	52		

120170790 SLIGHT 447436/121015 03/05/2012 22:00
LOCATION C117 BISHOPSTOKE LN OUTSIDE FRESH FIELDS
DESCRIPTION CAR1 TRAV NORTH ALONG BISHOPSTOKE LANE COLLIDED WITH PEDESTRIAN WALKING NORTH ALONG BISHOPSTOKE LANE ON OFFSIDE OF ROAD WITH BACK TO TRAFFIC CAR1 FAILED TO STOP

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Not known	Unk 1 Pedestrian	1 Male	20

120351229 SLIGHT 447499/121658 07/09/2012 14:45
LOCATION C73 CHURCH LN JW C117 BISHOPSTOKE LN BRAMBRIDGE
DESCRIPTION CAR1 TRAV EAST ALONG CHURCH LANE FAILED TO SLOW IN TIME COLLIDED WITH REAR OF CAR2 WAITING TO TURN RIGHT INTO BISHOPSTOKE LANE

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Male	20 1 Driver/Rider	1 Male	20
2 Car	Male	Unk		

140395066 SLIGHT 447492/121655 02/11/2014 12:00
LOCATION BISHOPSTOKE LANE AT JUNCTION WITH CHURCH LANE, COLDEN COMMON, HAMPSHIRE
DESCRIPTION VEH 1 (CAR) TRAVELLING N ALONG BISHOPSTOKE LANE FAILED TO STOP AT THE JUNCTION WITH CHURCH LANE AND COLLIDED WITH THE NEAR SIDE OF VEH 2 (CAR) TRAVELLING W ALONG CHURCH LANE.

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Female	30 1 Passenger	2 Male	3
2 Car	Male	21		

150204595 SLIGHT 447493/121655 17/06/2015 08:35
LOCATION CHURCH LANE AT JUNCTION WITH BISHOPSTOKE LANE, WINCHESTER, HAMPSHIRE
DESCRIPTION VEH 1 (VAN) TRAVELLING N ALONG BISHOPSTOKE LANE TURNED LEFT ONTO CHURCH LANE INTO PATH OF VEH 2 (CAR) TRAVELLING W ALONG CHURCH LANE. VEH 2 COLLIDED WITH OFFSIDE VEH 1 CAUSING VEH 2 TO OVERTURN AND VEH 1 TO LEAVE THE ROAD TO THE NEAR SIDE.

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Van/Goods < 3.5t	Male	25 1 Driver/Rider	2 Male	49
2 Car	Male	49		

Main Road and Winchester Road from jw Church Lane to jw Sandy Lane
Accident Date BETWEEN '01-Jul-2010' AND '30-Jun-2015'

100273258 SLIGHT 448571/121593 01/07/2010 16:45
LOCATION B3354 PORTSMOUTH ROAD OUTSIDE NUMBER 140, COLDEN COMMON, HAMPSHIRE
DESCRIPTION VEH 1 (CAR) TRAVELLING N ALONG B3354 PORTSMOUTH ROAD COLLIDED WITH CAS 1 (PEDESTRIAN) TRAVELLING E ACROSS B3354 PORTSMOUTH ROAD WHO CROSSED WITHOUT LOOKING.

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Female	21 1 Pedestrian	SLIGHT 1 Male	13

110101281 SLIGHT 448677/121368 10/03/2011 09:05
LOCATION B3354 WINCHESTER ROAD 35 METRES NORTH OF ASHBROOK STABLES, COLDEN COMMON, HAMPSHIRE
DESCRIPTION VEH 1 (CAR) TRAVELLING S ALONG B3354 WINCHESTER ROAD, FAILS TO NOTICE QUEING TRAFFIC IN FRONT AND COLLIDES INTO REAR OF VEH 2 (CAR) SHUNTING IT FORWARD INTO VEH 3 (CAR).

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Male	58 1 Driver/Rider	SLIGHT 2 Female	75
2 Car	Female	75		
3 Car	Female	41		

110416956 SLIGHT 448805/121071 01/10/2011 10:40
LOCATION B3354 MAIN ROAD AT JUNCTION WITH HENSTING LANE, WINCHESTER, HAMPSHIRE
DESCRIPTION VEH 1 (M/CYCLE) TRAVELLING N ALONG B3354 MAIN ROAD OVERTAKING SLOW MOVING TRAFFIC AND RIDER ANGRY DUE TO JUST BEING CUT UP BY ANOTHER DRIVER, HITS OFFSIDE VEH 2 (CAR) TRAVELLING N ALONG B3354 MAIN ROAD AND TURNING RIGHT INTO HENSTING LANE.

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 M/cycle 125 - 500cc	Male	30 1 Driver/Rider	SLIGHT 1 Male	30
2 Car	Female	42 2 Driver/Rider	SLIGHT 2 Female	42

120194526 SLIGHT 448906/120261 04/05/2012 14:20
LOCATION B3354 WINCHESTER RD J/W WYEVALE GARDEN CENTRE FAIR OAK
DESCRIPTION CAR2 TRAV NORTH TOWARDS FISHERS POND NEG SLIGHT RH BEND COLLIDED WITH CAR1 TURNING RIGHT FROM GARDEN CENTRE TO TRAV SOUTHEAST FAIR OAK

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Male	79 1 Passenger	SLIGHT 1 Female	45
2 Car	Male	45		

120287979 SLIGHT 448609/121510 26/07/2012 02:39
LOCATION B3354 MAIN ROAD OUTSIDE VICARAGE, COLDEN COMMON, HAMPSHIRE
DESCRIPTION VEH 1 (M/CYCLE) TRAVELLING NW ALONG B3354 MAIN ROAD WHEN A DEER RAN OUT FROM THE HEDGE AND COLLIDED WITH VEH 1 CAUSING RIDER TO FALL FROM VEH AND SKID ALONG THE ROAD.

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 M/cycle > 500cc	Male	48 1 Driver/Rider	SLIGHT 1 Male	48

130167190 SLIGHT 448873/120450 09/05/2013 07:26
LOCATION B3354 WINCHESTER ROAD OUTSIDE HILLVIEW MANOR PARK, FAIR OAK, HAMPSHIRE
DESCRIPTION VEH 2 (M/CYCLE) TRAVELLING N ALONG B3354 WINCHESTER ROAD, WEAVING THROUGH AND OVERTAKING QUEUE OF TRAFFIC, FAILS TO JUDGE VEH 1 (CAR) IN FRONT HAD STOPPED AND COLLIDES INTO REAR OF VEH 1.

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Female	54 1 Driver/Rider	SLIGHT 1 Female	54
2 M/cycle > 500cc	Male	30 2 Driver/Rider	SLIGHT 2 Male	30

Main Road and Winchester Road from jw Church Lane to jw Sandy Lane
Accident Date BETWEEN '01-Jul-2010' AND '30-Jun-2015'

130383686 SERIOUS 448774/121166 09/10/2013 15:45
LOCATION B3352 MAIN ROAD OUTSIDE OF NUMBER 180, COLDEN COMMON, HAMPSHIRE
DESCRIPTION VEH 4 (CAR) TRAVELLING S ALONG B3352 MAIN ROAD IN PURSUIT OF VEH 1 (CAR) IN FRONT, SKIDS AND COLLIDES WITH QUEUE OF STATIONARY VEH'S AT TEMPORARY LIGHTS, VEH 2 AND 3 (BUS), VEH 5, 6 AND 7 (CAR) UNSURE OF ORDER.

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Car	Male	19 1 Driver/Rider	SLIGHT	1 Male	19
2 Bus or Coach	Male	46 2 Passenger	SLIGHT	1 Male	16
3 Bus or Coach	Male	67 3 Passenger	SERIOUS	1 Male	21
4 Car	Male	Unk 4 Driver/Rider	SLIGHT	7 Male	44
5 Car	Female	53			
6 Car	Male	49			
7 Car	Male	44			

130395724 SLIGHT 448592/121543 18/10/2013 19:00
LOCATION B3354 MAIN ROAD OUTSIDE NUMBER 148, COLDEN COMMON, HAMPSHIRE
DESCRIPTION VEH 1 (CAR) TRAVELLING NW ALONG B3354 MAIN ROAD BRAKED FOR TRAFFIC DUE TO ROADWORKS AHEAD. VEH 2 (CAR) FAILED TO REACT IN TIME AND COLLIDED WITH THE REAR OF VEH 1.

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Car	Female	55 1 Driver/Rider	SLIGHT	1 Female	55
2 Car	Female	21 2 Driver/Rider	SLIGHT	2 Female	21

130445396 SLIGHT 448600/121535 26/11/2013 09:36
LOCATION B3354 WINCHESTER ROAD OUTSIDE HOLY TRINITY CHURCH, COLDEN COMMON, HAMPSHIRE
DESCRIPTION VEH 4 (CAR) TRAVELLING SE ALONG B3354 WINCHESTER ROAD FAILED TO STOP IN TIME FOR TRAFFIC WAITING AT TEMPORARY TRAFFIC LIGHTS AND COLLIDED WITH THE REAR OF VEH 3 (CAR), PUSHING VEH 3 INTO VEH 2 (CAR) AND VEH 2 INTO VEH 1 (CAR).

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Car	Female	47 1 Driver/Rider	SLIGHT	4 Female	51
2 Car	Male	38			
3 Car	Male	53			
4 Car	Female	51			

140088415 SLIGHT 448825/120822 12/03/2014 12:00
LOCATION B3354 WINCHESTER RD OUTSIDE THE CROFT COLDEN COMMON
DESCRIPTION CAR1 TRAV N ALONG B3354 WINCHESTER ROAD CLIPPED PC2 WITH NEARSIDE WING MIRROR WHILST OVERTAKING

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Car	Male	78 1 Driver/Rider	SLIGHT	2 Female	47
2 Pedal Cycle	Female	47			

150019595 SERIOUS 448530/121691 18/01/2015 20:55
LOCATION B3354 MAIN ROAD AT THE JUNCTION WITH CHURCH LANE, COLDEN COMMON, HAMPSHIRE
DESCRIPTION VEH 1 (MCYCLE) TRAVELLING SE ALONG B3354 MAIN ROAD WHEN RIDER LOST CONTROL OF M/CYCLE ON ICY SLIPPERY ROAD CAUSING RIDER AND PILLION TO FALL TO THE GROUND.

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 M/cycle > 500cc	Male	35 1 Driver/Rider	SERIOUS	1 Male	35
		2 Passenger	SLIGHT	1 Female	21



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Personal Injury Accidents
Highbridge Road from jw Brambridge to jw Pitmore Road
01-07-10 to 30-06-15

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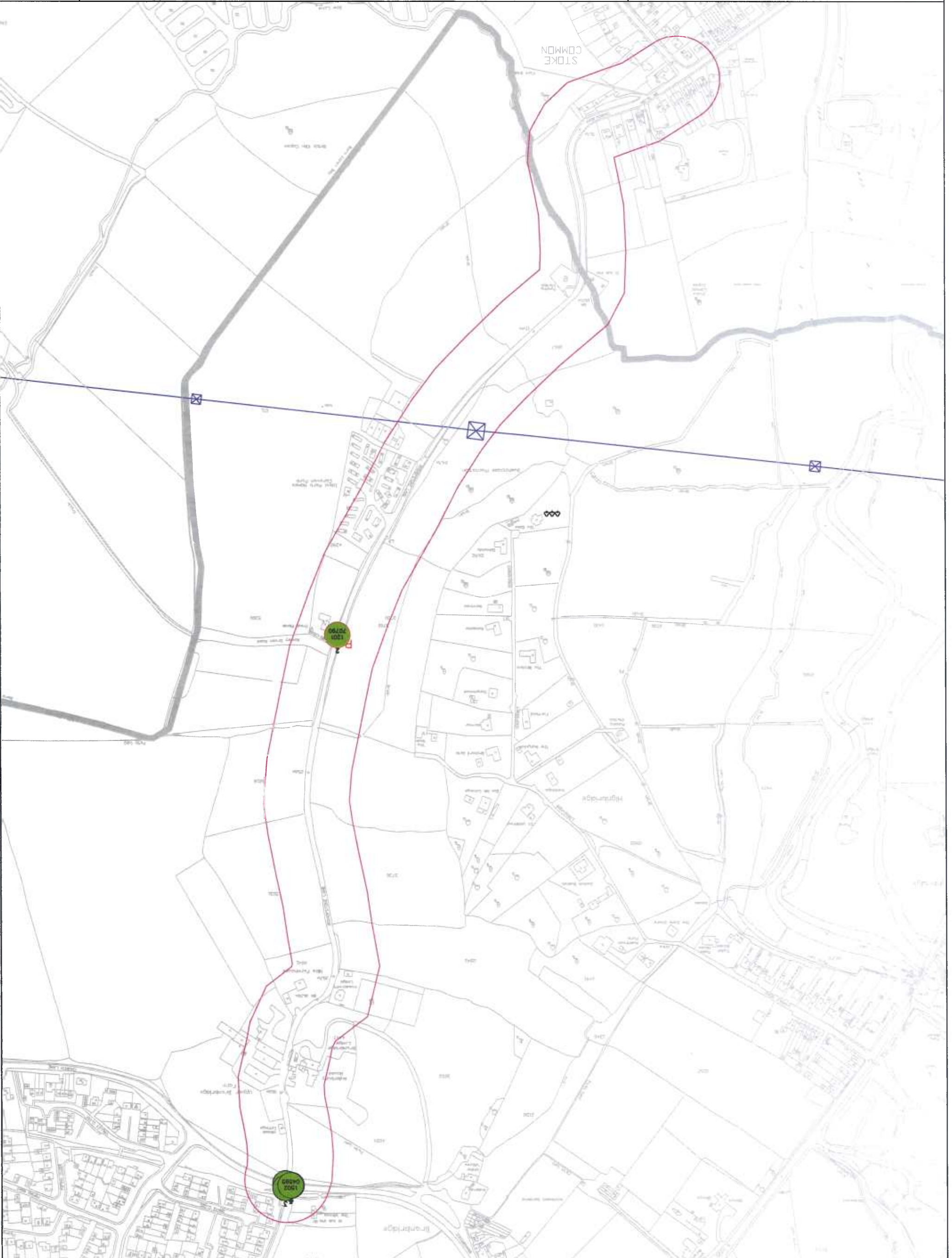
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Ordnance Survey
 OMT No. JS 21845

Personal Injury Accidents
 Bishopstoke Lane from Stoke Common Road to Church Lane
 01-07-10 to 30-06-15

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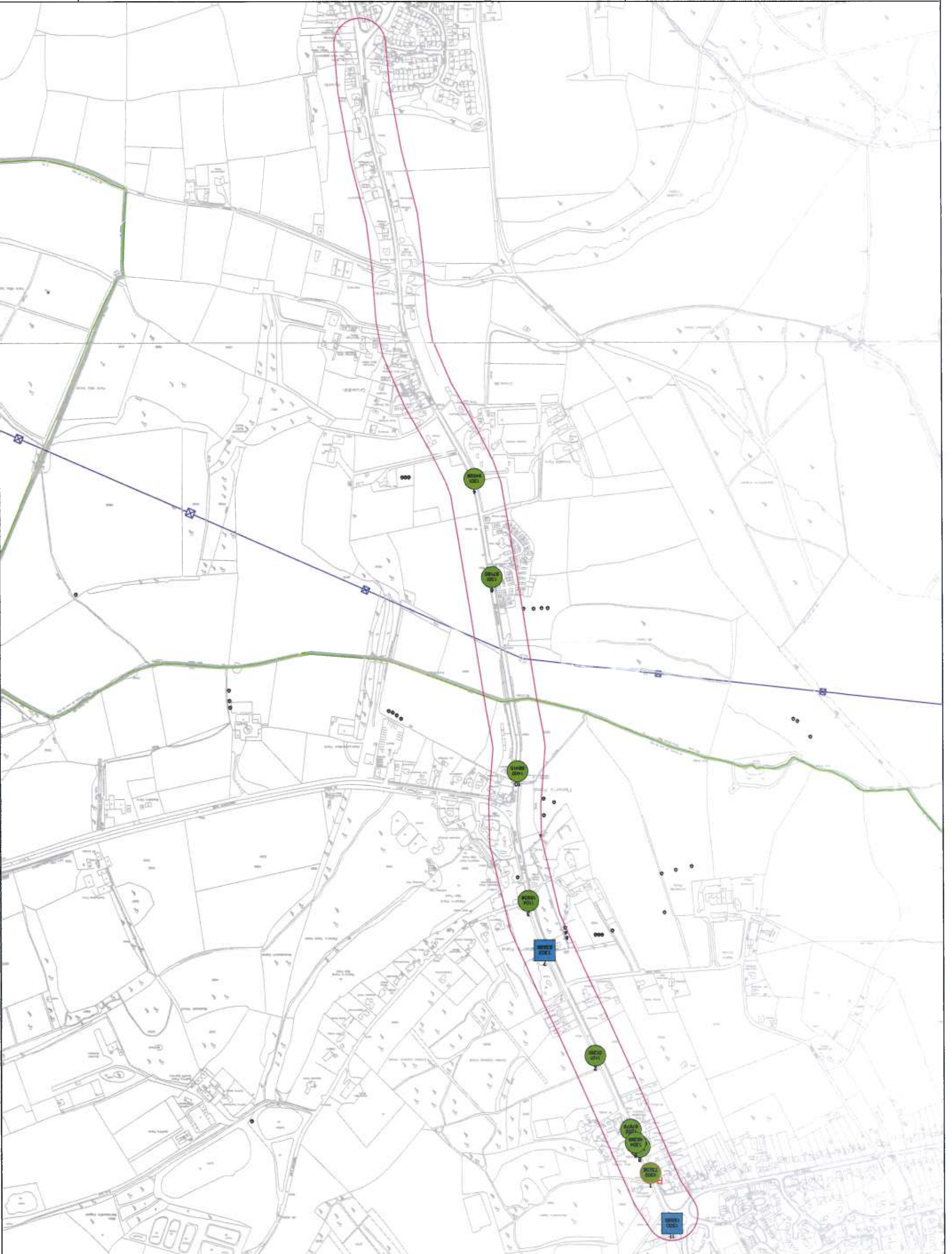
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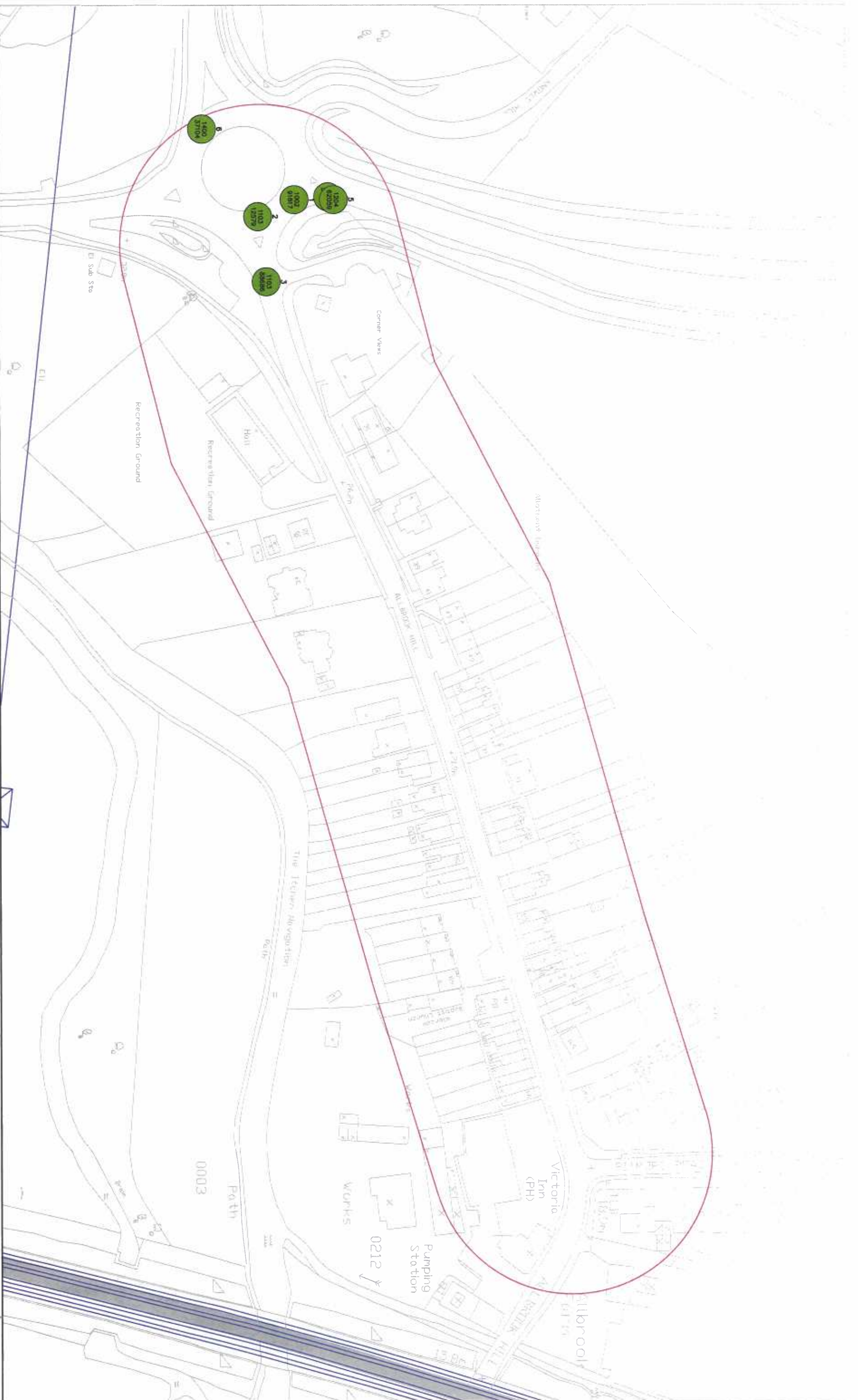


Cart No. FS 21845

Personal Injury Accidents
 Main Road and Winchester Road from jw Church Lane to
 jw Sandy Lane
 01-07-10 to 30-06-15

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Personal Injury Accidents
Allbrook Hill Eastleigh from A335 rbf to Pimmore Road
 01-07-10 to 30-06-15





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Ordnance Survey Map No. JS 21845

Personal Injury Accidents
 A335 Allbrook Way from Allbrook Hill Jct to M3 Jct
 01-07-10 to 30-06-15

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