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Various Works to East Horton Golf Club

Transport Statement

February 2025

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1. Introduction

- 1.1. This Transport Statement has been commissioned by East Horton Golf Club in support of a planning application for various works at the Golf Club to include reprofiling and landscaping the existing Driving Range to improve existing drainage and to improve the 1st Hole with re-profiling, drainage improvements and landscaping.
- 1.2. The application site is located to the south of Mortimers Lane and approximately 1.3km west of Lower Upham and 1.7km east of Fair Oak centre. The location of the site is shown below.



- 1.2. This TS was accompanied by a site visit conducted in February 2025 and considers the existing conditions of the site and operation of the golf club, a review of the surrounding highways network, details of access arrangements and visibility splays and a construction traffic management strategy and routing plan.

2. Existing Site Conditions

- 2.1. East Horton Golf Club is set in approximately 260 acres and is located between Lower Upham to the east and Fair Oak to the west. It is served by a Ghost Island Right Turn Lane junction with Mortimers Lane to the north of the site, which is demonstrated below.
- 2.2.



Golf Club Access Looking East



Golf Club Access Looking West

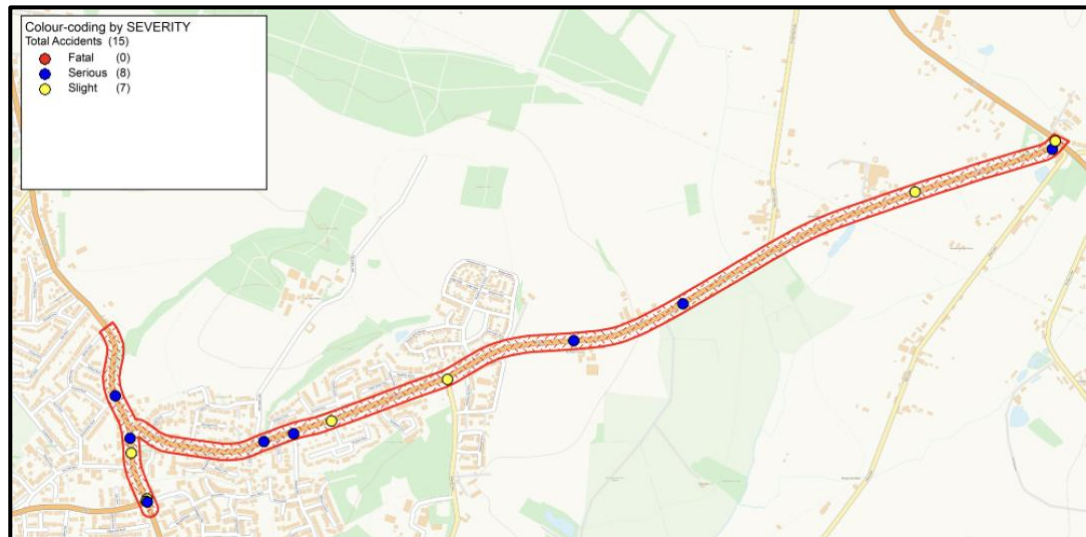
- 2.3. Mortimers Lane is classified as the B3037 and is at this point subject to the National Speed Limit, although additional information relating to traffic speeds and volumes is discussed further within this TS.
- 2.4. To the east Mortimers Lane forms a Ghost Island Right Turn Lane junction with the B2177 Winchester Road whilst Winchester Road itself runs north-westerly to where it forms a signalised junction with the B3354 at Fishers Pond. The B3354 then runs north through Colden Common and Twyford and joins the Hockley Link and Junction 11 of the M3. To the southeast the B2177 passes through Bishops Waltham, Waltham Chase and Wickham, to where it connects with the M27 at junctions 10 and 11.
- 2.5. The B3354 runs south through Fair Oak, Horton Heath and Borley Green where there is a considerable amount of residential development currently taking place.
- 2.6. The section of Mortimers Lane within the vicinity of the site has very little development frontage and does not benefit from any pedestrian footways, although observed pedestrian traffic is limited in this area. To the west, the road becomes more urban as it passes through Fair Oak and the speed limit is reduced to 30mph before it reaches the recently constructed Pambers Hill residential development. Footways are then prevalent throughout the surrounding highway network including the B2177, and the B3354.

3. Existing Operation of the Golf Club

- 3.1. The club consists of 2 championship 18-hole courses namely the Parkland Course and Greenwood Course and a shorter 9-hole course, the Marwell Course which are open from around 7:00 am until dusk all year round. It benefits from a Golf shop and Club house which was created in 1999 through the conversion of an existing barn whilst the Greenwood Course was extended in 2009 through the acquisition of additional land which falls within the Winchester District.
- 3.2. The Club is a significant local employer with 50 permanent members of staff, plus seasonal support staff.
- 3.3. The Club has over 800 members and has a yearly average of between 75,000 and 85,000 tee times booked between members and visitors.
- 3.4. The clubhouse facilities also offer wedding and event facilities and again over the last 12 months, the facility has hosted 58 weddings and 120 other events.
- 3.5. Since the release of Covid 19 restrictions, the Club has seen an unprecedented demand for both golf and events such as weddings and conferences with bookings in place for as many as 3 years in advance. The increase in demand has therefore resulted in a requirement for significant investment to enhance the existing facilities.

4. Personal Injury Accident Data

- 4.1. In order to assess the Personal Injury Accident (PIA) history for this area, Hampshire Constabulary have provided latest PIA data from 01/04/2019 until 30/04/2024. The extent of the search data is shown below and extends from the B3354 at Fair Oak to the B2177 Winchester Road.



4.2. It is evident that there have been a number of recorded accidents on Mortimers Lane as well as on the B3354 and details of these incidents are given below.

Date	Location	Description	Casualties
25/05/19	B3047 Outside Broadoak Stables	Car travelling SW on Mortimers Lane Crashed onto bushes on nearside verge	1 Serious
28/08/19	Mortimers Lane Lower Upham	Veh1 travelling NE on Mortimers Lane attempts to overtake Veh2 travelling in same direction where Veh2 pulls out and brakes causing Veh1 to collide with rear of Veh2	1 Slight
16/12/19	Mortimers Lane junction with Winchester Road	Van travelling NE on Mortimers Lane turns left onto B2177 into path of Veh2 travelling NW on Winchester Rd	3 Slight
15/04/21	Outside No.46 Mortimers Lane	Pedestrian crossing Mortimers Lane struck by HGV which was reversing into a private drive	1 Serious
27/05/21	B3354 junction with Stubbington Way	Veh1 travelling on Botley Road collides with rear of Veh2 who fails to pull away at green traffic signal	1 Slight
08/06/21	B3354 outside St Thomas Church	Veh1 travelling N on B3354 stops at pelican crossing and is struck in the rear by a cyclists who fails to stop in time	1 Slight
09/07/21	Mortimers Lane junction with Michaels Way	Pedestrian travelling along Mortimers Lane crosses Michaels Way and is struck by Veh1 travelling on Michaels Way, who leaves the scene	1 Serious
04/04/22	Alma Lane junction with Mortimers Lane	Veh1 travelling W along Alma Lane overtakes a cyclist and turns left across the path of the cyclist knocking rider off	1 Serious
07/06/22	B3343 junction with Summerlands Rd	Veh1 travelling S on Winchester Road fails to stop in time and collides with Veh2 and is deflected across the road and strikes a motorcyclist travelling N	1 Serious

16/06/22	Mortimers Lane junction with Scotland Close	Veh1 travelling NE on Mortimers Lane turns right into Scotland Close without giving way to cyclist travelling SW on B3037	1 Slight
16/07/22	B3354 junction with B3037	Veh1 travelling S on Botley Road turns right into Fair Oak Road and collides with Veh2 travelling N	1 Slight
28/10/22	B3354 junction with Stubbington Way	Veh1 travelling NW on B3354 turns right into Stubbington Way without giving way to a Motorcyclist travelling SE on Botley Road	1 Serious
14/05/23	B3037 junction with Knowle Lane	Veh1 travelling SW on Mortimers Lane overtakes cyclist then turns left into Knowle Lane causing Veh2 to collide with nearside of Veh1	1 Slight
23/07/23	B3354 junction with Exit of Tesco Express	Veh1 travelling out of Tesco Express turns right across path of a Motorcyclist travelling N on Winchester Road	2 Serious
31/03/24	Mortimers Lane east of Pembers Farm Avenue	Veh1 travelling on Mortimers Lane loses control and collides with a tree and telegraph pole	1 Serious

- 4.3. From the above accident data, it can be seen that for the latest 5-year period there have been a total of 7 incidents on Mortimers Lane, 2 of which involved single vehicles. Of all recoded incidents just 1 involved an HGV who when reversing struck a pedestrian crossing Mortimers Lane. The Police comment on this incident suggested that the Driver of the HGV failed to look properly whilst the pedestrian failed to judge the vehicles path and speed.
- 4.4. It is evident from the PIA Data that there is no common theme or reason for the recorded accidents and that most are related to driver error rather than any deficiency in the safety of the surrounding highway network. The PIA data is included as [Appendix 1](#) to this Statement.

5. Development Proposals

- 5.1. The three Golf Courses all suffer from extensive waterlogging and ponding which results in partial and complete closures for much of the winter months. This arises for different reasons and with different impacts, and whilst some might be avoidable, other drainage impacts are simply from poor surface water management.
- 5.2. The Parkland Course is the northern 18-hole course which is generally very low lying with flat with wet areas and has poorly draining sub-soils. It falls within an extensive flood zone associated with the Watercourse and alterations to the Parkland Course to accommodate the proposed new Driving Range are proposed.

- 5.3. The Greenwood Course is the southern 18-hole course with undulating terrain and with a variety of sub-soils. It has better general seasonal resilience but with specific low-lying areas that suffer from poor drainage and standing water. The proposal seeks to address some of the worst-impacted areas – primarily the 1st Fairway and Green which is the most prominent part of the Course given its proximity to the Clubhouse and Greenside Bar but is exceptionally wet and muddy year-round, being largely within Flood Zone, shaded by the Ancient Woodland copse and very flat with poor drainage qualities.
- 5.4. The Marwell Course is the par-3 Course which is also very flat with poorly drainage sub-soils but does not form part of these proposals.
- 5.5. The Driving Range has surface runoff from the adjacent Landfill discharges straight onto the Range which is poorly drained and suffers heavily from surface running water and standing water. Water drains overland into the watercourse with no attenuation/ filtration. Alterations to the Driving Range will address this and will improve attenuation and water quality.
- 5.6. The development proposals now sought fall into two separate phases with Phase 1 falling within the Borough of Eastleigh and Phase 2 falling within the Winchester District. Phase 1 seeks full planning consent whilst Phase 2 is submitted in Outline form. The two Phases are set out below:

6. Proposed Golf Course Improvements

- 6.1. As above, all the Golf Courses struggle significantly with waterlogging, leading to:
- Frequent complete closures
 - Very frequent partial closures of some holes
 - Very frequent ‘ban’ on use of buggies and trolleys
 - Overall poor quality and a wet, muddy experience for much of the year
- 6.2. Even when open, usage drops significantly as East Horton is known to be a ‘wet’ course.
- 6.3. Most Golf Courses achieve a large proportion of their revenue through their Driving Ranges. These tend to be all-weather facilities and offer a lot of resilience during Winter months when members will still visit solely to use the driving range. Other businesses locally – such as at Hedge End – are very successful whilst only offering a Driving Range and no courses.
- 6.4. At East Horton, the Driving Range is extremely under-utilised, even in peak Summer months for several reasons:
- Poor quality range
 - Poor quality landscape setting
 - Cross-camber and waterlogging
 - Small driving range shelter/ building
 - Frequently not possible to collect balls due to waterlogging and muddiness
 - Not possible to install target greens

- 6.5. The Club sells on average 250 Driving Range tokens per week. 1 token equals 35 balls, and individuals may use one or two tokens – so there is not a direct correlation between tokens issued and footfall. General and visitor footfall to the Driving Range is highest on weekends, with a lot of the tokens issued being Members warming up before a round. This equates to an average of less than 35 visitors to the Driving Range per day, although in practice the usage fluctuates weekdays / weekends and Seasons. Overall, this usage is very low for a facility of this nature and much lower than would be expected.
- 6.6. The improvements are therefore proposed to be split between two phases, and these are set out below:

PHASE 1

Greenwood Course – 1st Hole

The 1st Hole of the Greenwood Course is a key source of complaint from members. The narrow fairway sits between Ancient Woodland and the Watercourse, predominantly within flood zone. As such, it is permanently waterlogged and muddy. It rarely receives direct sunlight even during summer months and the surface is always poor with grass struggling to establish and frequent large muddy patches and puddles at all times of the year. It is one of the most frequently closed holes of the Greenwood Course due to flooding and muddy surfacing, meaning that members often have to start from the 2nd Hole which is a long walk from the Clubhouse and Greenside Barn. When open, the 1st hole is still severely limited in the quality of gameplay. The Tee Box position means that golfers have to cross the 18th Green when starting, causing interruptions to gameplay. The initial drive is at an angle to the fairway, meaning that if the drive is not shortened the ball enters the Ancient Woodland and is frequently lost. After a successful first drive, the fairway is narrow, shaded and muddy. Overall, therefore, the 1st hole is a compromise. Constraints in the area mean that very little can be done to improve its quality in situ.

It is therefore proposed to relocate the 1st Tee Box and fairway. The new fairway would be created on the other side of the river, along part of the existing driving range. The new Tee Box(es) would be positioned closer to the Greenside Barn and North of the 18th Green so that there is no interference between the two. This allows a full 300-yard drive with front Tee Boxes provided to allow shorter drive distances as well. The new fairway has a natural camber toward the watercourse, meaning that players can aim 'high' and towards the new garden and landform to be created on the existing golf course. Follow up shots from the new fairway will cross the river to the existing 1st Green; players will cross the river by an existing footbridge.

This will allow offer significant improvement to the 1st hole. The new 1st hole will have much greater weather resilience and should suffer far less from waterlogging.

The shots will be much more open and linear. The new Tee Boxes will be directly in front of the Greenside Bar, meaning players start and finish next to the Bar/ Café, and that the 1st Tee and 18th Green are overlooked, creating an attractive setting for players and spectators. The existing 1st fairway can be given over to planting which will soften and enhance the existing Ancient Woodland edge. It will also prevent balls being lost within the Woodland and players entering the woods to search for them. Finally, the alterations support enhancement of the 18th Green.

Greenwood Course – 18th Green

The 18th hole is the last on the Greenwood Course, dropping down from the ridge adjacent the woodland and finishing on the 18th Green directly in front of the Greenside Bar. The 18th is generally a good hole but with some limitations around the green. The proximity to the Bar and crossover with the 1st Tee means that gameplay is frequently interrupted by pedestrians.

The proposed arrangement moves the 1st Tee beyond the 18th Green, meaning that players do not have to walk across/ around the 18th Green when starting out. The 18th Green can be enlarged to further improve the quality of the hole. The proposal also allows the introduction of some landforms and planting which introduce a degree of separation between 1st Tee and 18th Green, and which serve as a backstop for stray balls.

The first and last holes are arguably the most crucial to the overall experience, allowing players to start and finish with a good quality game and course. Collectively, the proposal will result in substantial improvements to these holes which enhance seasonal resilience and the experience of gameplay on offer. At the same time, they avoid all key constraints and offer the opportunity for extensive landscape planting and wildlife enhancements which will also contribute to the course setting.

Existing Driving Range

As above, part of the existing driving range will be given over to a new fairway. The remainder is proposed for new landforms, formal and informal gardens. Use as a venue for conferences, weddings and other events is a key offering at East Horton Golf Course. The venue is extremely popular for weddings given its attractive parkland setting. At the same time, the availability of garden space is a significant limitation with events unable to stray-over onto the Golf Course which is generally in use. The proposal will therefore create a series of open spaces suiting a variety of purposes and users. Closest to the Clubhouse and venue buildings will be an attractive, flat, formal garden which is accessible to all. Moving away from the Clubhouse, this will gradually change to increasingly informal garden area with a circular walkway terminating at a local high spot.

This will provide an opportunity for seating and to watch players on the new 1st green from a safe distance. Further still, the remaining area will be given over to landscape planting and wildlife enhancements.

Collectively, the proposed landform serves a number of important functions:

- It allows creating of a new swale along the boundary with the existing Landfill site. This will contain surface water runoff from both directions, controlling flows to the existing watercourse and providing a naturalised opportunity to filtration, sediment and water management.
- It screens the edge of the new 1st fairway, 'capturing' stray balls and also serving an important landscape and visual function by enclosing the area.
- It screens unsightly views of the Landfill area and boundary with the same.
- It allows creation of a level garden area which is accessible to and overlooked by the three venues on offer.

PHASE 2

The proposal is to create a new Driving Range to replace the existing. The location has been selected for a number of reasons:

- Sufficient scale to accommodate a full driving range
- Very limited impacts arising from the proposal – few constraints
- The area is oversized for the holes it currently contains. These holes are compromised by the slopes and waterlogging
- Proximity to the access road for those wishing to use the driving range only

The new driving range is set outside of the existing flood zone. The driving range building area would be lifted so that the whole driving range is along a gradual upward gradient. The range itself would be within a shallow depression so that raised edges and associated planting screen the range from other views, as well as helping to trap stray balls. The landform edges give the opportunity to create new swales, again controlling surface water runoff as well as sediment management. The driving range building is to be in Outline with parameters set for position, maximum footprint and height. The range will reuse the existing footpaths and river crossings, and an accessible pathway is proposed.

7. Access Arrangements

- 7.1. It is intended to utilise the existing access onto Mortimers Lane which takes the form of a ghost island right turn lane with a wide bell mouth junction and has previously been utilised for various earthwork operations including the extension to the Greenwood Course in 2009.

- 7.2. Whilst Mortimers Lane is subject to the National Speed limit; in order to ascertain the actual traffic speeds and volumes on this section of road, two Classification automatic traffic counters were installed on 7th January 2025 approximately 200m east and west of the access and were left in situ for a total of 7 days. The results of the traffic surveys are included within the tables below, whilst the traffic surveys data is included as [Appendix 2](#) to this Statement.

Mortimers Lane Automatic Traffic Counts 7 th – 13 th January 2025							
ATC 1 West of Access				ATC 2 East of Access			
Speed (85 th %ile)		Volume		Speed (85 th %ile)		Volume	
Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound
49.1mph	49.9mph	2695	2579	53.5mph	56mph	2633	2516

- 7.3. In this instance, the eastbound speed from ATC 1 would be required to ascertain the required Y distance to the left on exit and the westbound speed from ATC 1 for the Y distance to the right on exit.
- 7.4. Using the formular set out within the Hampshire County Council Sight Stopping Distance Calculator where a reaction time of 2 seconds is applied together with a deceleration rate of 0.25g, a Y distance of 167.0m is required to the west and a distance of 180.0m required to the east.
- 7.5. Drawing numbered NJC-001 is included as [Appendix 3](#) to this Statement which shows the existing access together with the required visibility splays. Given the wide verges fronting the site, together with the relatively straight nature of Mortimers Lane, the minimum visibility splay requirement can be easily achieved and, in this case, exceeded.
- 7.6. The existing access and junction arrangements are therefore considered to be acceptable for the likely traffic that the proposals will generate.

8. Trip Generation and Highway Impact

- 8.1. It is anticipated that the site will be operational between the hours of 07:30am and 17:00pm Monday to Friday and between 08:00am and 1:00pm on occasional Saturdays. Such working ours tie in with usual site operating hours generally imposed by Planning Authorities when granting consents for commercial and residential development, which require soil excavation.
- 8.2. Phase 1 is likely to generate the need for approximately 39,000 m³ of material whist Phase 2 would require approximately 166,000m³. It is anticipated that the site will generate approximately 50 loads per day (100 two-way movements) although this will be largely dependent on the availability of material within a viable distance of the Golf Course. It is likely that some days would see fewer movements whilst other days could see slightly more. Over the course of a 10-hour day however, such an operation would see an average of just 5 vehicles per hour.
- 8.3. The tipper lorries importing the material would be operated exclusively by a single contractor (i.e. no third parties) and these vehicles have access to communication equipment and are fitted with trackers so that drivers and transport managers in the site offices can control and manage the arrival and departure of construction vehicles.

- 8.4. In terms of timescales, it is anticipated that Phase 1 would take approximately 6 to 9 months to complete with Phase 2 to follow with a programme of 18 to 24 months.
- 8.5. Vehicle Routing would largely be dependant on location of source material however the surrounding areas have seen considerable amounts of construction taking place over the last 5 years, particularly in the residential field, with many more houses still planned, or yet to be built out. This includes site such as One Horton Heath, Welborne Garden Village and North Whiteley. It is given however that to reach the site, vehicles will either come from the east via the B2177 or via the west from the B3354. It has been established that both these routes link up to the wider highway network via similar standard roads which themselves lead to the strategic road network.
- 8.6. In terms of large OGV1 and OGV2 vehicles, the table below provides details of the existing recorded flows of traffic on Mortimers Lane, together with the existing number of OGV's currently recorded.

Mortimers Lane	7-Day Average OGV 1 and 1	7-Day Average OGV 1 and 2 Percentage
Eastbound	264	4.7%
Westbound	253	4.5%
Total Daily Flows	5600	9.2%

- 8.7. From the above it can be seen that based on the recorded traffic volumes by type, Mortimers Lane currently experiences 9.2% of exiting traffic flows by OGV1 and OGV2 vehicles. By adding a further 100 vehicles per day this will increase by just 2% to the total daily traffic flows. It should be noted however that it is the surrounding construction sites that generate the surplus material that creates the HGV movements (not the receiver site such as East Horton Golf Club). In the absence of the development at the Golf Club much of this additional traffic would travel on Mortimers Lane, the B3354 and B2177 in any event enroute from existing development sites such as One Horton Heath, Welborne Garden Village and North Whiteley. The proposal will therefore not create any additional traffic movements, but will absorb trips already on other parts of the network.
- 8.8. Given the minor number of additional trips generated by the development proposals and the nature of the surrounding highway network it is not considered that the proposed development would have a significant impact upon the surrounding highway network.

9. Construction Traffic Management Strategy

- 9.1. All construction traffic will use the existing Ghost Island Right Turn Lane access from Mortimers Lane which has sufficient junction geometry and visibility to serve the type of vehicles that will be generated. Material will be transported via temporary access tracks within the site to various tipping points depending on which part of the Phase is being worked on at any one time.

- 9.2. As previously confirmed, all construction traffic would be operated by a single contractor and would be fitted with radio communication and trackers so that drivers and transport managers in the site offices can control and manage the arrival and departure of construction vehicles from the site.
- 9.3. The site will be in operation from 07:30 – 17:00 Monday to Friday with occasional Saturdays between 08:00 and 13:00 although all operations are only undertaken during daylight hours which will limit the use in Winter months. No deliveries will be undertaken on Sundays or Bank Holidays.
- 9.4. To ensure that no mud and debris is carried onto the surrounding highway network, wheel washing facilities will be provided on site. The wheel washing station will be located as close to the site access as possible to reduce dirt and dust. A vehicle marshal will inspect the wheels of all vehicles prior to leaving the site and to hose off mud, dirt or silt contaminate prior to vehicles leaving the site.

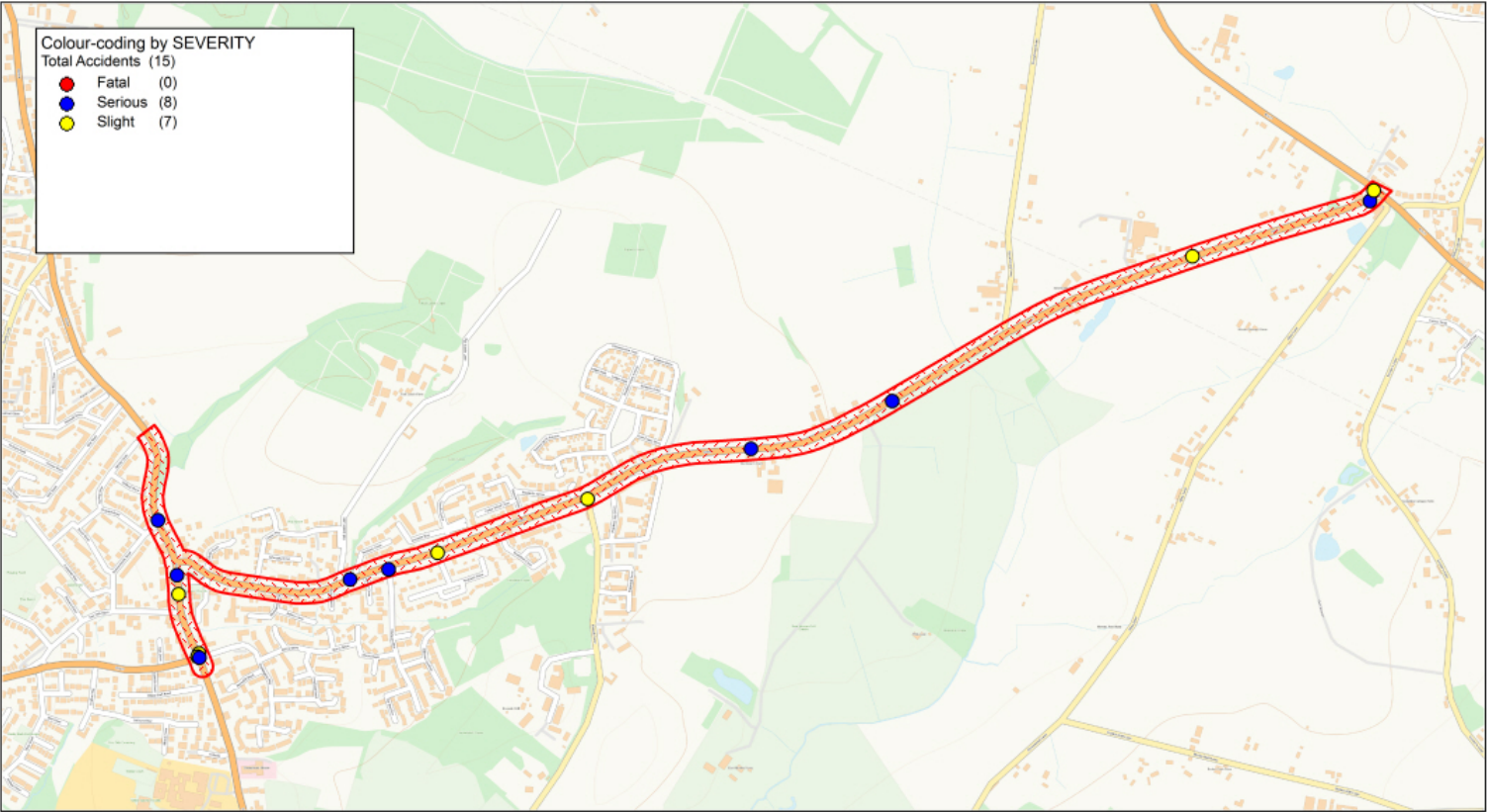
10. Summary and Conclusion

- 10.1. This Transport Statement has been commissioned on behalf of East Horton Golf Club in support of a planning application to include reprofiling and landscaping the existing Driving Range to improve existing drainage and to improve the 1st Hole with re-profiling, drainage improvements and landscaping. The works will be undertaken in two phases with Phase 1 lasting 6 to 9 months and Phase two last between 18 and 24 months.
- 10.2. The site is accessed from Mortimers Lane which is classified as the B3037 and is at this point subject to the National Speed Limit, although traffic surveys have shown that actual 85th percentile speeds are less than the posted speed limit. The existing access is to be utilised which benefits from adequate junction geometry and visibility in excess of recorded traffic speeds.
- 10.3. A review the latest 5-year personal injury accident data has established that just 1 incident occurred involving an HGV which the Police concluded was due to both the driver of the HGV and the pedestrian that was struck being equally to blame. Other than this there are no underlying issues that this development would exacerbate.
- 10.4. The development will generate around 100 two-way traffic movements on Mortimers Lane which represents a 2% increase on a daily basis. These movements are not new to the network however as if they were not travelling to and from the Golf Club, they would be delivering to another site within the area.
- 10.5. Even if this site was considered in isolation, there is no adverse effects on the Highways network due to traffic arising. In practice, the site would be acting as a receptor to excavation material from existing construction sites which would otherwise be taken to alternative receptor sites likely to be outside of the borough / district. Therefore, the proposal generates very little additional traffic and potentially relieves and reduced travel distances already taking place
- 10.6. A Construction Management Strategy will be put in place which will manage vehicle deliveries and will ensure that all vehicles will have been washed before exit to minimise any possibility that mud or debris is carried onto the public highway.

- 10.7. Given the minor number of additional trips generated by the development proposals and the nature of the surrounding highway network it is considered that the proposed development would not have a significant impact upon the surrounding highway network.
- 10.8. This TA has demonstrated that the proposed development would not have a severe impact on the safe operation and capacity of the local highway network during the two phases and it is hoped that Hampshire County Council can look favourably on the proposals presented.

Appendix 1

Personal Injury Accident Data



B3057 Mortimers Lane, Fair Oak

© Crown copyright. All rights reserved
Hampshire Police
Licence No. 01021C 2025

1 : 12500
17/01/2025

Accidents between dates 01/04/2019 and 30/04/2024 (61) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("MC
B3057 Mortimers Lane")

Selected Polygon:MC B3057 Mortimers Lane

44190179745 25/05/2019 Time 1052 Vehicles 1 Casualties 1 Serious
E:451119 N: 119086 First Road: B 3037 Road Type Single carriageway
Speed limit: 60 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:			
3rd:			
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING SW ALONG B3037 MORTIMERS LANE CRASHED INTO TEH BUSHES ON THE NEARSIDE VERGE.

Occurred on B3037 MORTIMERS LANE, OUTSIDE BROADOAK STABLES, FAIR OAK, HAMPSHIRE.

Vehicle Reference 1 Car Going ahead other
Vehicle movement from NE to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact 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 Positive Left hand drive: No

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

Accidents between dates 01/04/2019 and 30/04/2024 (61) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("MC B3057 Mortimers Lane")

Notes:

44190305335 28/08/2019 Time 0932 Vehicles 2 Casualties 1 Slight
E:451830 N: 119428 First Road: U Road Type Single carriageway
Speed limit: 60 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:	Exceeding speed limit	Vehicle 1	Possible
2nd:	Sudden braking	Vehicle 1	Possible
3rd:	Careless/Reckless/In a hurry	Vehicle 1	Possible
4th:	Failed to judge other persons path or speed	Vehicle 2	Possible
5th:			
6th:			

VEH 1 (CAR) TRAVELLING NE ALONG MORTIMERS LANE, OVERTAKING MOVING VEHICLES TRAVELLING IN THE SAME DIRECTION. VEH 2 (CAR) HAS PULLED OUT INTO MOVING TRAFFICE TRAVELLING NE. VEH 1 (CAR) HAS OVERTAKEN VEH 2 (CAR AND THEN BRAKED SHARPLY CAUSING VEH 2 TO
Occurred on MORTIMERS LANE, LOWER UPHAM, HAMPSHIRE

Vehicle Reference 1 Car Overtaking moving vehicle O/S
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 34 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Car Going ahead other
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact 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 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 01/04/2019 and 30/04/2024 (61) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("MC
B3057 Mortimers Lane")

Notes:

44190451641 16/12/2019 Time 1637 Vehicles 2 Casualties 3 Slight
E:452259 N: 119584 First Road: B 2177 Road Type Single carriageway
Speed limit: 40 Junction Detail: T & Stag Jct Give way or controlled B 3037
Crossing: Control None Facilities: Central reservation Road surface Wet/Damp
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 1	Very Likely	
3rd: Nervous/Uncertain/Panic	Vehicle 1		
4th:			
5th:			
6th:			

VEH1 (VAN) TRAVELLING NE ALONG B3037 MORTIMERS LANE TURNS LEFT TO TRAVEL NW ALONG B2177 WINCHESTER ROAD INTO THE PATH OF VEH2 (CAR) TRAVELLING NW ALONG WINCHESTER ROAD.

Occurred on B2177 WINCHESTER ROAD AT JUNCTION WITH B3037 MORTIMERS LANE, LOWER UPHAM, HAMPSHIRE

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Turning left
Vehicle movement from SW 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 T First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 28 Female
Not hit and run Breath test Negative
Left hand drive: No

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

Casualty Reference: 2 Vehicle: 1 Age: 28 Female Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
Not car passenger

Accidents between dates 01/04/2019 and 30/04/2024 (61) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("MC
B3057 Mortimers Lane")

Vehicle Reference	2	Car	Going ahead other
Vehicle movement from	SE	to NW	No tow / articulation
On main carriageway			Leaving the main road
Location at impact	Mid Junction - on roundabout or i	First impact	No skidding, jack-knifing or overturning
Hit object in road	None	Off road:	Front
Did not leave carr		Age of Driver	48
Not hit and run	Breath test	Negative	Male
		Left hand drive:	No

Casualty Reference:	3	Vehicle:	2	Age:	48	Male	Driver/rider	Severity:	Slight
Not a pupil									
Seatbelt		Not Applicable		Cycle helmet: Not a cyclist					

Accidents between dates 01/04/2019 and 30/04/2024 (61) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("MC B3057 Mortimers Lane")

44210141923 15/04/2021 Time 1024 Vehicles 1 Casualties 1 Serious
E:449836 N: 118664 First Road: B 3037 Road Type Single carriageway
Speed limit: 30 Junction Detail: Pri Drive Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

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

CAS 1 (PEDESTRIAN) CROSSING B3037 MORTIMER LANE SOUTH TO NORTH WAS STRUCK BY VEH 1 (HGV) WHICH WAS MANOEUVRING SOUTH IN ORDER TO REVERSE NORTH INTO A PRIVATE DRIVE.
Occurred on B3037 MORTIMER LANE, OUTSIDE NUMBER 46, FAIR OAK, EASTLEIGH, HAMPSHIRE.

Vehicle Reference 1 Goods 7.5 tonnes mgw and over Reversing
Vehicle movement from N to S No tow / articulation Leaving the main road
On lay-by or hard shoulder No skidding, jack-knifing or overturning
Location at impact Leaving main road First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 49 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 94 Female Pedestrian Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

In carr elsewhere N bound

Driver's nearside

Accidents between dates 01/04/2019 and 30/04/2024 (61) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("MC
B3057 Mortimers Lane")

Notes:

44210206092 27/05/2021 Time 1552 Vehicles 2 Casualties 1 Slight
E:449478 N: 118489 First Road: B 3354 Road Type Single carriageway
Speed limit: 30 Junction Detail: Crossroads Automatic traffic signal Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELING SE ALONG B3354 BOTLEY ROAD, THE TRAFFIC LIGHTS TURNED TO GREEN AND
VEH 1 HAS MOVED OFF PREMATURELY AND COLLIDED WITH THE REAR OF VEH 2 (CAR) STATIONARY
TRAVELLING IN THE SAME DIRECTION AHEAD.

Occurred on B3354 BOTLEY ROAD AT JUNCTION WITH STUBBINGTON WAY, FAIR OAK, HAMPSHIRE

Vehicle Reference 1 Car Starting
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 37 Female
Not hit and run Breath test Negative
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 Starting
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 21 Male
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates 01/04/2019 and 30/04/2024 (61) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("MC
B3057 Mortimers Lane")

Notes:

44210224142 08/06/2021 Time 1245 Vehicles 2 Casualties 1 Slight
E:449430 N: 118629 First Road: B 3354 Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: Pelican, puffin, toucan etc. Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

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

VEH 1 (CAR) TRAVELLING N ALONG B3354 WINCHESTER ROAD HAS STOPPED AT THE PELICAN CROSSING. VEH 2 (P/CYCLE)) TRAVELLING N ALONG B3354 HAS FAILED TO STOP IN TIME AND COLLIDED WITH THE REAR OF VEH 1.

Occurred on B3354 WINCHESTER ROAD, OUTSIDE ST THOMAS CHURCH, FAIR OAK, EASTLEIGH, HAMPSHIRE.

Vehicle Reference 1 Car Stopping
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 59 Female
Not hit and run Breath test Driver not contacted
Left hand drive: No

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 27 Male
Not hit and run Breath test Not applicable
Left hand drive: No

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

Accidents between dates 01/04/2019 and 30/04/2024 (61) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("MC
B3057 Mortimers Lane")

44210272104 09/07/2021 Time 0715 Vehicles 1 Casualties 1 Serious
E:449927 N: 118688 First Road: B 3037 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:			

CAS1 (PEDESTRIAN, TRAVELLING E ALONG B3037 MORTIMERS LANE ON THE SOUTH PAVEMENT
CROSSES THE END OF MICHAELS WAY. VEH 1 (CAR) TRAVELLING N ALONG MICHAELS WAY COLLIDES
WITH CAS 1, IN THE MIDDLE OF THE CARRIAGEWAY TURNS LEFT ON TO B3037 AND LEAVES THE SCENE
Occurred on B3037 MORTIMERS LANE AT THE JUNCTION WITH MICHAELS WAY, FAIR OAK, EASTLEIGH,
HAMPSHIRE.

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

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

In carr elsewhere E bound
Driver's nearside

Accidents between dates 01/04/2019 and 30/04/2024 (61) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("MC
B3057 Mortimers Lane")

Notes:

44220133096 04/04/2022 Time 1730 Vehicles 2 Casualties 1 Serious
E:452250 N: 119559 First Road: U Road Type Single carriageway
Speed limit: 40 Junction Detail: T & Stag Jct Give way or controlled B 3037
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

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

VEH2 CAR TRAVELLING W ALONG ALMA LANE, OVERTAKES VEH1 P/CYCLE ALSO TRAVELLING W ALONG ALMA LANE ON APPROACH TO JUNCTION WITH B3037. VEH2 TURNS LEFT AT THE JUNCTION, ACROSS VEH1 PATH AND KNOCKS RIDER OF VEH1 OFF.

Occurred on ALMA LANE AT JUNCTION WITH B3037 MORTIMERS LANE, LOWER UPHAM, HAMPSHIRE

Vehicle Reference 1 Car Turning left
Vehicle movement from E to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact 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 Driver not contacted
Left hand drive: No

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from E to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 39 Male
Not hit and run Breath test Not applicable
Left hand drive: No

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

Accidents between dates 01/04/2019 and 30/04/2024 (61) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("MC
B3057 Mortimers Lane")

44220225576 07/06/2022 Time 1746 Vehicles 3 Casualties 1 Serious
E:449381 N: 118804 First Road: B 3354 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

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

VEH1 (CAR) TRAVELLING S ALONG WINCHESTER ROAD FAILED TO STOP IN TIME AND COLLIDED WITH
VEH2 (CAR) TRAVELLING S ALONG WINCHESTER ROAD. VEH1 DEFLECTED ACROSS THE CARRIAGEWAY
INTO THE PATH OF VEH3 (M/CYCLE) TRAVELLING N ALONG WINCHESTER ROAD CAUSING A COLLI
Occurred on B3354 WINCHESTER ROAD AT JUNCTION WITH SUMMERLANDS ROAD, FAIR OAK,
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 40 Female
Not hit and run Breath test Negative
Left hand drive: No

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

Accidents between dates 01/04/2019 and 30/04/2024 (61) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("MC
B3057 Mortimers Lane")

Vehicle Reference 3 Motor Cycle over 125 cc and up to 500cc 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
Nearside Age of Driver 32 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 3 Age: 32 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/04/2019 and 30/04/2024 (61) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("MC
B3057 Mortimers Lane")

Notes:

44220238550 16/06/2022 Time 0803 Vehicles 2 Casualties 1 Slight
E:450043 N: 118727 First Road: B 3037 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH1 (CAR) TRAVELLING NE ALONG B3037 MORTIMERS LANE TURNED RIGHT INTO SCOTLAND CLOSE
WITHOUT GIVING WAY TO VEH2 (P/CYCLE) TRAVELLING SW ALONG B3037 MORTIMERS LANE.
Occurred on B3037 MORTIMERS LANE, AT JUNCTION WITH SCOTLAND CLOSE, FAIR OAK, HAMPSHIRE.

Vehicle Reference 1 Car Turning right
Vehicle movement from SW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 56 Female
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from NE to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Nearside Age of Driver 51 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 51 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Yes

Accidents between dates 01/04/2019 and 30/04/2024 (61) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("MC
B3057 Mortimers Lane")

Notes:

44220286199 16/07/2022 Time 2312 Vehicles 2 Casualties 1 Slight
E:449475 N: 118482 First Road: B 3354 Road Type Single carriageway
Speed limit: 30 Junction Detail: Crossroads Automatic traffic signal B 3037
Crossing: Control None Facilities: Ped. phase at traffic signal junction Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 001	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 001	Very Likely
3rd:	Inexperienced or learner driver/rider	Vehicle 001	
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING SOUTH ALONG BOTLEY RD TURNS RIGHT ONTO FAIR OAK ROAD AND
COLLIDES WITH VEH 2 (CAR) TRAVELLING NORTH ALONG BOTLEY ROAD
Occurred on B3354 BOTLEY ROAD AT JUNCTION WITH B3037 FAIR OAK ROAD, FAIR OAK, HAMPSHIRE

Vehicle Reference 1 Car Turning right
Vehicle movement from N to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 39 Female
Not hit and run Breath test Negative
Left hand drive: No

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

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

Accidents between dates 01/04/2019 and 30/04/2024 (61) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("MC
B3057 Mortimers Lane")

Notes:

44220438672 28/10/2022 Time 1612 Vehicles 2 Casualties 1 Serious
E:449479 N: 118479 First Road: B 3354 Road Type Single carriageway
Speed limit: 30 Junction Detail: Crossroads Automatic traffic signal Unclassified
Crossing: Control None Facilities: Ped. phase at traffic signal junction Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 001	Very Likely
2nd:	Careless/Reckless/In a hurry	Vehicle 002	Possible
3rd:			
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING NW ALONG B3354 BOTLEY ROAD, TURNED RIGHT INTO STUBBINGTON WAY,
WITHOUT GIVING WAY TO VEH2 (M/CYCLE) TRAVELLING SE ALONG B3354 BOTLEY ROAD.

Occurred on B3354 BOTLEY ROAD, AT JUNCTION WITH STUBBINGTON WAY, FAIR OAK, HAMPSHIRE

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

Vehicle Reference 2 Motor Cycle over 50 cc and up to 125cc Going ahead other
Vehicle movement from 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 29 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 29 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/04/2019 and 30/04/2024 (61) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("MC
B3057 Mortimers Lane")

44230190234 14/05/2023 Time 1615 Vehicles 2 Casualties 1 Slight
E:450398 N: 118854 First Road: B 3037 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: DfT Special Projects:

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

VEH 1 (CAR) TRAVELLING SW ALONG B3037 MORTIMERS LANE OVERTOOK VEH 2 (P/CYCLE) AND THEN
TURNED LEFT INTO KNOWLE LANE, CAUSING VEH 2 TO COLLIDE WITH THE NEARSIDE OF VEH 1.
Occurred on B3037 MORTIMERS LANE AT JUNCTION WITH KNOWLE LANE, FAIR OAK, HAMPSHIRE

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

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

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

Accidents between dates 01/04/2019 and 30/04/2024 (61) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("MC
B3057 Mortimers Lane")

Notes:

44230296687 23/07/2023 Time 1939 Vehicles 2 Casualties 2 Serious
E:449426 N: 118674 First Road: B 3354 Road Type Single carriageway
Speed limit: 30 Junction Detail: Pri Drive Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

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

VEH1 (CAR) TRAVELLING E OUT OF TESCO EXPRESS TURNED RIGHT ONTO WINCHESTER ROAD ACROSS
THE PATH OF VEH2 (M/CYCLE) TRAVELLING N ALONG WINCHESTER ROAD CAUSING A COLLISION
Occurred on B3354 WINCHESTER ROAD AT JUNCTION WITH EXIT OF TESCO EXPRESS, FAIR OAK,
HAMPSHIRE

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

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

Vehicle Reference 2 Motor Cycle over 50 cc and up to 125cc Going ahead other
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 19 Male
Not hit and run Breath test Not applicable
Left hand drive: No

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

Accidents between dates 01/04/2019 and 30/04/2024 (61) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("MC B3057 Mortimers Lane")

44240135570 31/03/2024 Time 0735 Vehicles 1 Casualties 1 Serious
E:450785 N: 118973 First Road: B 3037 Road Type Single carriageway
Speed limit: 60 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:	Exceeding speed limit	Vehicle 1	Very Likely
3rd:	Impaired by drugs (illicit or medicinal)	Vehicle 1	
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING E ALONG B3037 MORTIMERS LANE LOST CONTROL AND COLLIDED WITH A TREE ON THE NEARSIDE, FOLLOWED BY A TELEGRAPH POLE.

Occurred on B3037 MORTIMERS LANE 312 METRES EAST OF PEMBERS FARM AVENUE, FAIR OAK, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Not at, or within 20M of Jct First impact Nearside Hit vehicle:
Hit object in road None Off road: Tree
Nearside Age of Driver 19 Male
Not hit and run Breath test Positive
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 19 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Worn but not i Cycle helmet: Not a cyclist

Accidents between dates **01/04/2019 and 30/04/2024** (61) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
 within selected Polygons -HC - RPU Statistics Request ("MC
 B3057 Mortimers Lane")

Notes:

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	4	4	8
2-wheeled motor vehicles	0	3	0	3
Pedal cycles	0	1	3	4
Horses & other	0	0	0	0
Total	0	8	7	15

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	2	6	8
Passenger	0	0	1	1
Motorcycle rider	0	3	0	3
Cyclist	0	1	3	4
Pedestrian	0	2	0	2
Other	0	0	0	0
Total	0	8	10	18

Appendix 2

Traffic Survey Data

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-738

Site Name - NICFAI01

Description - MORTIMERS LANE - EAST OF EAST HORTON GOLF ACCESS

Direction - East

Virtual Week (1)

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
Mon	3205	33	2731	19	369	21	13	0	10	4	5	43.2	49.4	6.7
Tue	3002	29	2601	9	322	15	11	0	4	7	4	44	50.2	6.7
Wed	2796	20	2407	11	304	20	16	2	4	7	5	42.5	48.4	6.1
Thu	2890	16	2507	7	305	14	24	1	7	4	5	44.1	50.2	6.5
Fri	2913	22	2522	7	315	18	13	2	3	4	7	43.7	50.2	6.5
Sat	2162	30	1980	6	132	3	6	0	5	0	0	43.7	50.4	7.3
Sun	1903	27	1784	6	80	0	4	0	1	0	1	44.3	50.9	7.3
--	18871	177	16532	65	1827	91	87	5	34	26	27	43.6	49.9	6.7

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-738

Site Name - NICFAI01

Description - MORTIMERS LANE - WEST OF EAST HORTON GOLF ACCESS

Direction - West

Virtual Week (1)

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
Mon	2941	25	2517	16	334	18	20	0	7	1	3	42.4	48.7	7
Tue	2696	20	2321	13	297	11	16	0	6	5	7	43	49.4	6.9
Wed	2758	19	2370	10	309	13	21	0	8	5	3	41.8	47.6	6.5
Thu	2732	14	2355	12	306	11	16	5	6	1	6	43.3	49.4	6.3
Fri	2858	20	2475	11	303	13	22	2	3	4	5	43.2	50	6.9
Sat	2198	32	2011	8	136	1	4	0	4	1	1	42.5	49	6.9
Sun	1872	25	1761	6	76	0	4	0	0	0	0	42.7	49.2	7.3
--	18055	155	15810	76	1761	67	103	7	34	17	25	42.7	49.1	6.8

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-740

Site Name - NICFAI02

Description - MORTIMERS LANE - EAST OF EAST HORTON GOLF ACCESS

Direction - West

Virtual Week (1)

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
Mon	2866	26	2410	12	365	21	20	0	8	2	2	48.6	55.9	7.8
Tue	2674	20	2269	12	328	8	15	3	7	5	7	49.4	56.4	7.7
Wed	2710	16	2284	11	355	11	18	0	7	4	4	47.9	54.8	7.2
Thu	2707	11	2303	14	327	11	19	5	10	2	5	48.9	55.7	7.2
Fri	2807	19	2409	8	323	10	19	2	4	7	6	49.1	56.8	7.8
Sat	2085	23	1893	7	154	1	1	0	4	1	1	48.8	55.9	7.6
Sun	1764	26	1641	6	88	0	2	0	0	0	1	49.4	57.3	8.8
--	17613	141	15209	70	1940	62	94	10	40	21	26	48.8	56	7.7

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-740

Site Name - NICFAI02

Description - MORTIMERS LANE - WEST OF EAST HORTON GOLF ACCESS

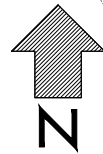
Direction - East

Virtual Week (1)

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
Mon	3131	34	2690	19	340	21	12	0	7	4	4	46.8	53.4	6.9
Tue	2993	27	2608	12	305	13	11	0	6	8	3	47	53.5	6.7
Wed	2741	20	2381	11	283	17	14	1	2	7	5	45.4	51.2	6.2
Thu	2859	13	2496	6	286	13	24	1	9	6	5	47.2	53.8	6.6
Fri	2861	21	2499	7	285	20	14	3	2	5	5	47.1	53.8	6.9
Sat	2037	27	1875	6	116	3	5	1	4	0	0	47.7	54.1	7.5
Sun	1810	30	1705	8	64	0	2	1	0	0	0	48.1	55.3	7.7
--	18432	172	16254	69	1679	87	82	7	30	30	22	47	53.5	6.9

Appendix 3

Access and Visibility



Client

**Nick Culhane**
Highway Consultant

Project

EAST HORTON GOLF CLUB

Drawing Title

ACCESS AND VISIBILITY

Drawing Status

FOR INFORMATION

Date FEB 2025	Scale 1:500	Size A1
Drawing No. NJC-001	Rev -	