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Kings Somborne Parish Council Neighbourhood Development Plan
Potential Sites Access Study

Introduction

Nick Culhane has been appointed by Kings Somborne Parish Council to undertake an independent review of a number of sites that have been put forward as possible sites to be considered as being included within their Neighbourhood Development Plan.

Eight potential sites have been identified, some of which have potential restrictions in terms of access. Nick Culhane has therefore visited each site and has made an assessment of their ability to be developed with access that would be compliant with the Highway Authority requirements.

Scope

The work has been undertaken using a combination of desktop assessment and on-site inspections. Then following is a list of specific requirements for the consultant to consider.

- Suitability of Site Access
- Potential Improvements required or preferred alternatives
- The number of vehicles assumed to utilise each access
- Suitability of access to accommodate Fire Appliances and Refuse Freighters
- Limitations to the design in respect of access
- Limitation on the number of dwellings
- Correctly designed access to conform with statutory and Hampshire County Council Highway Regulations.

The list below sets out the 8 sites to be considered, their approximate location and suggested number of dwellings to be accommodated.

Site Number	Location	No. of Dwellings
KS1	Cow Drove Hill north of A3057 Romsey Road	4
KS3	Cow Drove Hill north of A3057 Romsey Road	15
KS6	Winchester Road opposite Riverside Gardens	4
SHELAA 55	Land at The Gorrings	15
SHELAA 80	New Lane north of Winchester Road	7
SHELAA 81	Winchester Road south west of New Road	7
SHELAA 148b	South of A3057 and west of Muss Lane	15
SHELAA 168	East of Eldon Road	15

Traffic Impact

In order to determine the likely traffic impact that each site would have on the surrounding highway network, the TRICS database has been interrogated. TRICS is a nationally recognised database that can accurately predict the likely traffic generation from development through comparison with sites of similar locations and size.

A recent planning application for residential development at Furzedown Road was submitted for planning and the highway implications were considered by HCC as highway authority. The submission included a Transport Statement with TRICS data which was agreed by HCC. It is therefore considered appropriate to use this data in this instance and the agreed trips rates are shown below whilst the TRICS output data is included as Appendix 1.

Trip Rates Houses Privately Owned			
	Arrivals	Departures	Two-way Total
AM Peak Hour	0.221	0.535	0.746
PM Peak Hour	0.352	0.127	0.479
Daily Traffic	2.578	2.915	5.493

It is therefore now possible to estimate the likely additional traffic movements that each of the sites would generate onto the highway network.

Personal Injury Accidents

A review of the vehicular accidents involving personal injury over the last 5 year period has been undertaken using the Crashmaps website. It would appear that in the last 5 years, just 3 accidents involving personal injury have occurred within the Village and within the vicinity of the subject sites. Two of these involved serious injuries and one in a slight injury. The locations of the accidents are below whilst a description of the incidents is also included.

Accident 1 - Occurred in January 2018 on the A3057 Romsey Road north of the Village in the vicinity of SHELAA 148b. This incident involved just one vehicle which appears to have lost control and struck an object outside of the carriageway. The incident resulted in one serious injury.

Accident 2 – Occurred in July 2019 on the A3057 at the junction with Church Lane. This incident involved a car waiting to turn right from the A3057 into Church Lane being struck in the rear by a following car. The incident resulted in one serious injury.

Accident 3 – Occurred at The Cross and involved two vehicles resulting in one slight injury. At the time of writing, the exact details of the incident are not known. The accident details are included as Appendix 2 to this report.

From the above, it would appear that there are no overarching accident trends within the Village.

Locations of Accidents in relation to Subject Sites

Site Assessments

KS1 – Access to KS1 is proposed to be taken from a private drive known as Highfield which serves three detached dwellings and forms a junction with Cow Drove Hill to the east. Cow Drove Hill inclines from its junction with the A3057 to the south and is subject to a 30 mph speed limit. Observed traffic speeds and volumes are relatively low, however visibility at this junction is currently limited to the north by third party vegetation which appears to be within the ownership of Highfields on the north west corner. This is demonstrated below.


Visibility to North


Hedge in third party ownership

Based on the posted speed limit of 30mph, visibility splays of 2.4m by 43.0m would be required at the junction with Cow Drove Hill. It is evident however that such a splay cannot be achieved in the northerly direction due to the third party ownership.

Based on the TRICS data above, this site would be likely to generate an additional 3 traffic movements in the AM peak, 2 in the PM peak and 22 daily traffic movements.

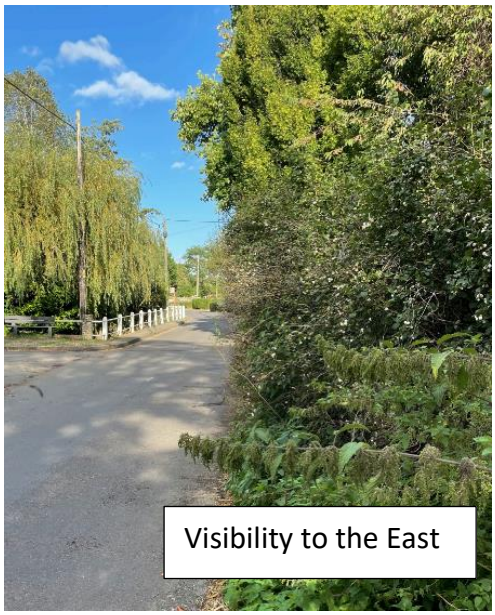
Highfield does not appear to have any existing turning facilities fir a refuse vehicle, so service vehicle provision would need to be considered. It is unlikely that given the available size of the proposed site, such a turning area could be provided within the limitations of the development area.

KS3 – Access to KS3 is also proposed to be taken from Highfield and this is a site that is suggested to accommodate up to 15 units. Based on the TRICS data above, this site would be likely to generate an additional 11 traffic movements in the AM peak, 7 in the PM peak and 82 daily traffic movements.

The same issues apply with regards to visibility in so. Much as the northern splay is obscured by third party land. If this issue could be overcome, the site would certainly need to provide an adequate turning area for an 11.2m long refuse vehicle, given the number of dwelling proposed.

In conclusion, it is unlikely that the highway authority would look favourably upon either of these site, unless the visibility issue could be adequately resolved.

KS6 – KS6 is located on Winchester Road which at this point is subject to a 30mph speed limit, and the road benefits from a pedestrian footway on the northern side that links into the Village centre. The site is already served by a gated access although at the time of inspection, this did not appear to be in use. Based on the posted speed limit of 30mph, visibility splays of 2.4m by 43.0m would be required, and given the verge fronting the site, these appear to be achievable, see below.



Visibility to the East

Visibility to the West

The site is being promoted for 4 dwelling and based on the TRICS data, this site would be likely to generate an additional 3 traffic movements in the AM peak, 2 in the PM peak and 22 daily traffic movements.

The site would not be expected to accommodate the on-site turning requirements of a refuse freighter, although fire appliance access may be required, subject to Building Regulations approval. The site should however accommodate the turning requirements of a grocery type delivery van.

SHELAA 55 - SHELAA 55 is located in a field to the west of The Gorrings, which is a fairly modern residential housing estate road. The Gorrings is of conventional design and construction with a wide carriageway with verges and pedestrian footways. It also benefits from Street lighting. This theme continues throughout the estate where it meets Eldon Road and Furzedown Road where there is then a footway that leads down to the Village centre. A public footpath also links the Village with The Gorrings through the Kings Somborne Recreation Ground to the north.

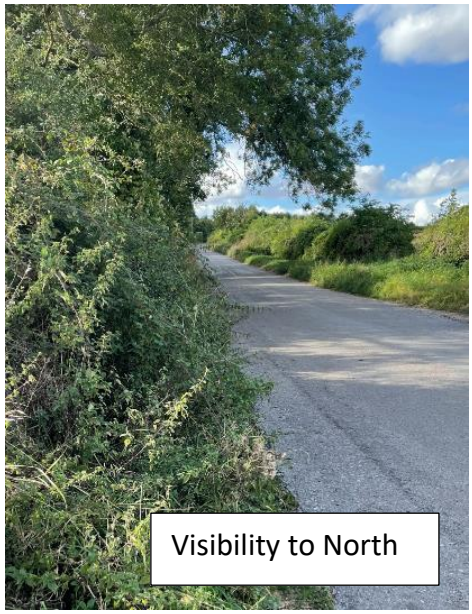
This site is proposed to accommodate up to 15 units and based on the TRICS data, this site would be likely to generate an additional 11 traffic movements in the AM peak, 7 in the PM peak and 82 daily traffic movements. It is considered that such movements can easily be accommodated on the local estate roads.

The site can be accessed through the existing turning head at the end of The Gorrings and given the size of the site and the number of units proposed, turning provision would need to be made for a large refuse freighter. The position of the access is shown below.

SHELAA 80 – SHELAA 80 is a small site for 7 dwellings located on the south western side of New Lane which forms a junction with Winchester Road to the south east. There is a ford at this junction although a pedestrian bridge is provided on the south west side of the junction to allow safe pedestrian passage.

New Lane is at this point subject to the National speed limit, although on-site observation noted that traffic speeds and volumes were fairly low. It is likely that a speed survey would show that traffic speed are around 30mph on both approaches, therefore visibility splays of 2.4m by 43.0m would be required. Given the available site frontage, these appear to be achievable subject to some cutting back and trimming of the existing hedge, see below.


Visibility to South


Visibility to North

Based on the TRICS data, this site would be likely to generate an additional 5 traffic movements in the AM peak, 3 in the PM peak and 38 daily traffic movements.

There is no pedestrian footway along New Lane or the initial section of Winchester Road linking the site to the Village centre, however Footpath 14 runs along the northern boundary of the site which links through to Muss Lane, and the Village centre. This would give a safe and convenient passage for pedestrians.

Given the size of the site and the number of units proposed, it would be expected to accommodate the turning requirements of a refuse freighter.

SHELAA 81 – SHELAA 81 is located on the southern side of Winchester Road and is proposed to accommodate 7 units. Based on the TRICS data, this site too would be likely to generate an additional 5 traffic movements in the AM peak, 3 in the PM peak and 38 daily traffic movements.

Winchester Road at this point is subject to a 30mph speed limit, and the road benefits from a pedestrian footway on the northern side linking into the Village centre. Based on the posted speed limit of 30mph, visibility splays of 2.4m by 43.0m would be required, and given the verge fronting the site together with the alignment of the carriageway, these would appear to be achievable subject to some removal and trimming of the existing hedge, see below.

Given the size of the site and the number of units proposed, it too would be expected to accommodate the turning requirements of a refuse freighter.

SHELAA 148b – SHELAA 148b lies to the south of the A3057 and east of Muss Lane and is proposed to accommodate 15 dwellings.

Access is proposed to be taken directly from the A3057 Romsey Road, and the location of the access is within the 30mph limit, but just outside of a stretch of road that is subject to the National speed limit. Cars approaching from the north east are also travelling down an incline. Observations on site noted that whilst within the 30 mph limit, vehicular speeds were considerably higher than 30mph. Visibility to the north east is limited due to a mature hedge and the alignment of the carriageway, which would require a considerable amount of vegetation to be removed to achieve any acceptable visibility splay. See below.

The likely traffic speeds approaching the site will invariably result in a visibility splay requirement that would have a significant impact on the site frontage which may be detrimental from a planning point of view. Visibility in the southern direction is acceptable however.

It has been suggested that an alternative access could be achieved from Muss Lane, although it is noted that the Parish Council have previously objected to a residential development of 5 dwellings served by Muss Lane, with particular regard to highway safety, given the width, alignment and on-street parking that occurs on this access road.

This section of Romsey Road also has no pedestrian footways and no street lighting, although it is understood that pedestrian access could be achieved through Muss Lane to link with the Village centre. Based on the TRICS data, this site would be likely to generate an additional 11 traffic movements in the AM peak, 7 in the PM peak and 82 daily traffic movements.

The size of the site and the number of dwellings proposed would also require the ability for a refuse freighter to be able to enter the site, turn and leave in forward gear.

Given the visibility restrictions onto the A3057 and the potential impact by accessing the site from Muss Lane, this site does not appear to be acceptable from a highway perspective.

SHELAA 168 – SHELAA 168 is a site which lies to the east of Eldon Road and is a proposal for 15 dwellings. Eldon Road is a residential estate road of conventional design and construction having a wide carriageway and a continuous pedestrian footway that links to Furzedown Road to the north, and on to the Village centre. In recent years a residential development known as Hunters Close has been constructed, and the proposed access to this site lies just to the south of this development.

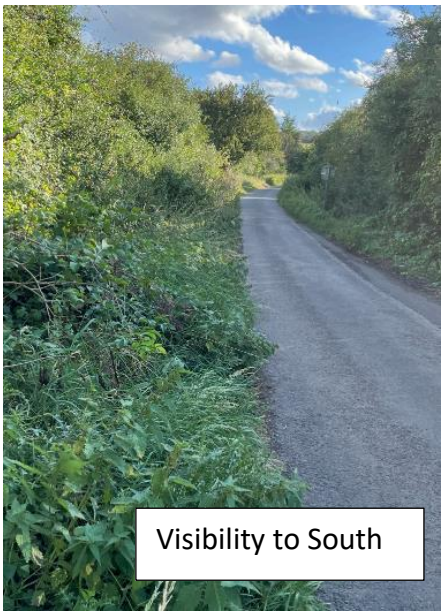
Eldon Road beyond Hunters Close is restricted in width, however a wide verge exists on the eastern side which would allow for some localised widening, including installation of a short section of pedestrian footway, to link in with Hunters Close.

The site access will be located within a 30mph zone, and traffic speeds and volumes were observed to be relatively low. Based on the posted speed limit of 30mph, visibility splays of 2.4m by 43.0m would be required, and given the verge fronting the site together with the alignment of the carriageway, these would appear to be achievable subject to some removal and trimming of the existing hedge.

This site is proposed to accommodate up to 15 units and based on the TRICS data, this site would be likely to generate an additional 11 traffic movements in the AM peak, 7 in the PM peak and 82 daily traffic movements. It is considered that such movements can easily be accommodated on the local estate roads.

Given the size of the site and the number of dwellings proposed, the site should accommodate the turning requirements of a refuse freighter.

Visibility to North



Visibility to South

Summary and Conclusion

This report forms an independent review of 8 possible sites to be considered for inclusion within their Kings Somborne Neighbourhood Development Plan.

The review has assessed the suitability of the accesses and surrounding highway network to accommodate the type and amount of traffic that each site would be likely to generate.

This report concludes that with the exception of sites KS1, KS3 and SHELAA 148b which have issues relating to the ability to provide adequate visibility, the remaining sites would be acceptable in principle for residential development subject to detailed design.

Nick Culhane September 2021

Appendix 1

TRICS Data

Calculation Reference: AUDIT-405201-210928-0941

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA		
	SF	SUFFOLK	1 days
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 days
08	NORTH WEST		
	CH	CHESHIRE	1 days
	MS	MERSEYSIDE	1 days
09	NORTH		
	TW	TYNE & WEAR	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
Actual Range: 7 to 22 (units:)
Range Selected by User: 7 to 22 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/12/10 to 07/10/13

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Tuesday	3 days
Friday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	5

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	5

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C3	5 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

75,001 to 100,000	2 days
100,001 to 125,000	1 days
250,001 to 500,000	2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	5 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	5 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

The 'browse and select' feature in TRICS was used to choose the sites to be included in this selected set. The TRICS user browsed the full list of sites for this land use category and selected directly from this list.

1 CH-03-A-08 DETACHED CHESHIRE
WHITCHURCH ROAD
CHESTER
BOUGHTON HEATH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 11
Survey date: TUESDAY *22/05/12* *Survey Type: MANUAL*

2 LN-03-A-03 SEMI DETACHED LINCOLNSHIRE
ROOKERY LANE
LINCOLN
BOULTHAM
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 22
Survey date: TUESDAY *18/09/12* *Survey Type: MANUAL*

3 MS-03-A-03 DETACHED MERSEYSIDE
BEMPTON ROAD
LIVERPOOL
OTTERSPOOL
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 15
Survey date: FRIDAY *21/06/13* *Survey Type: MANUAL*

4 SF-03-A-04 DETACHED & BUNGALOWS SUFFOLK
NORMANSTON DRIVE
LOWESTOFT

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 7
Survey date: TUESDAY *23/10/12* *Survey Type: MANUAL*

5 TW-03-A-02 SEMI-DETACHED TYNE & WEAR
WEST PARK ROAD
GATESHEAD

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 16
Survey date: MONDAY *07/10/13* *Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	14	0.042	5	14	0.394	5	14	0.436
08:00 - 09:00	5	14	0.211	5	14	0.535	5	14	0.746
09:00 - 10:00	5	14	0.141	5	14	0.197	5	14	0.338
10:00 - 11:00	5	14	0.183	5	14	0.127	5	14	0.310
11:00 - 12:00	5	14	0.197	5	14	0.268	5	14	0.465
12:00 - 13:00	5	14	0.310	5	14	0.268	5	14	0.578
13:00 - 14:00	5	14	0.197	5	14	0.211	5	14	0.408
14:00 - 15:00	5	14	0.085	5	14	0.183	5	14	0.268
15:00 - 16:00	5	14	0.268	5	14	0.197	5	14	0.465
16:00 - 17:00	5	14	0.254	5	14	0.183	5	14	0.437
17:00 - 18:00	5	14	0.352	5	14	0.127	5	14	0.479
18:00 - 19:00	5	14	0.338	5	14	0.225	5	14	0.563
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.578			2.915			5.493

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	7 - 22 (units:)
Survey date date range:	01/12/10 - 07/10/13
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Appendix 2

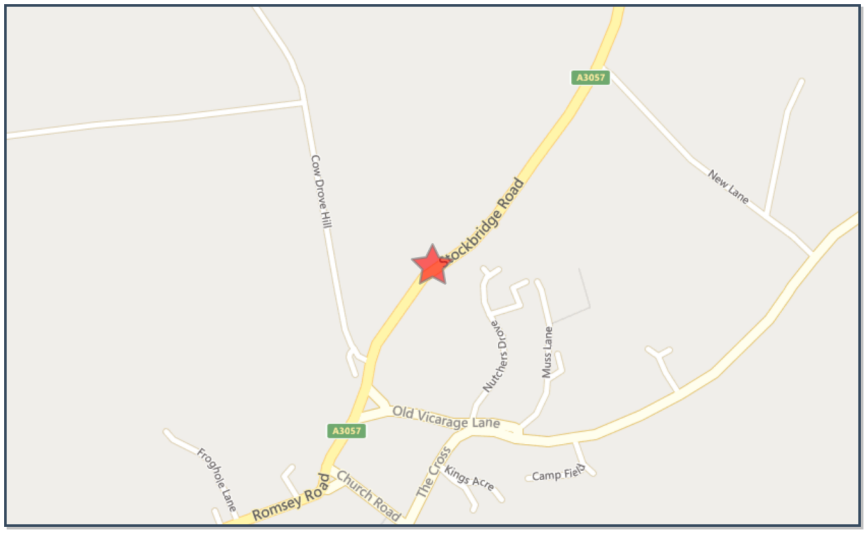
Crashmap Data

crashmap.co.uk

Validated Data

Crash Date:	Friday, January 05, 2018	**Time of Crash:**	7:34:00 AM	**Crash Reference:**	**2018440005249**

Highest Injury Severity:	Serious	**Road Number:**	A3057	**Number of Casualties:**	1
Highway Authority:	Hampshire			**Number of Vehicles:**	1
Local Authority:	Test Valley Borough			**OS Grid Reference:**	436161 131331
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Darkness: street lighting unknown				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: *www.crashmap.co.uk/home/Faq*
To subscribe to unlimited reports using CrashMap Pro visit *www.crashmap.co.uk/Home/Premium_Services*

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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	1	Female	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	Other permanent object

Casualties

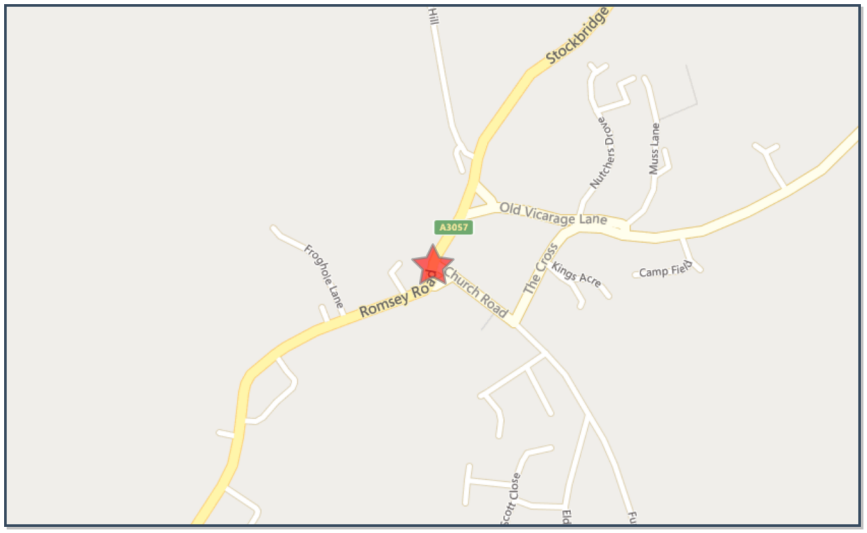
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Female	56 - 65	Unknown or other	Unknown or other

crashmap.co.uk

Validated Data

Crash Date:	Wednesday, July 31, 2019	**Time of Crash:**	9:42:00 AM	**Crash Reference:**	**2019440269049**

Highest Injury Severity:	Serious	**Road Number:**	A3057	**Number of Casualties:**	1
Highway Authority:	Hampshire			**Number of Vehicles:**	2
Local Authority:	Test Valley Borough			**OS Grid Reference:**	436006 131034
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	5	Female	26 - 35	Vehicle is waiting to turn right	Back	Other	None	Tree
2	Van or goods vehicle 3.5 tonnes mgw and under	1	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None

Casualties

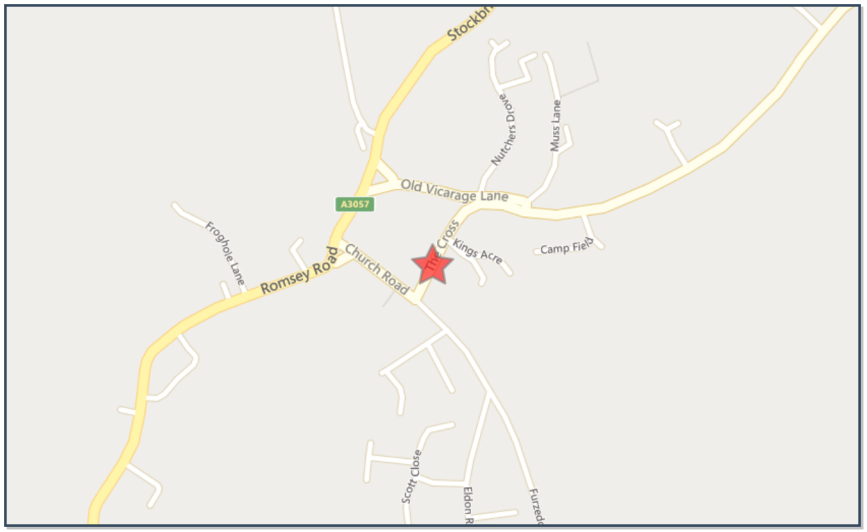
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other

crashmap.co.uk

Provisional Data does not include vehicle and casualty records

Crash Date:	Tuesday, February 11, 2020	**Time of Crash:**	3:15:00 PM	**Crash Reference:**	**2020440053336**

Highest Injury Severity:	Slight	**Road Number:**	U0	**Number of Casualties:**	1
Highway Authority:	Hampshire			**Number of Vehicles:**	2
Local Authority:	Test Valley Borough			**OS Grid Reference:**	436153 131006
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Unknown				



For more information about the data please visit: *www.crashmap.co.uk/home/Faq*
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Provisional Data does not include vehicle and casualty records