

NORWICH: A1270 BROADLAND NORTHWAY


STAGE 4 SAFETY AUDIT

REPORT REF: GEN/188
September 2019

Report Prepared for: **Infrastructure and Major Highways Projects**
Highways and Waste
Norfolk County Council

Report Author: **Nevil Calder** BSc(Hons) CEng MICE MCIHT MSoRSA,
Holder of Certificate of Competency (SoRSA Cert no 23)

Report Status:

Issue	Status	Purpose	Name/Signature	Date
1	Stage 4 Safety Audit Report	Client Issue	Nevil Calder 	03/10/19

1 INTRODUCTION

1.1 This report contains the results of a Road Safety Audit Stage 4 (12 month post-opening monitoring). The report has been produced as part of routine accident monitoring/Road Safety Audit process.

1.2 The Audit Team membership was as follows:-

Nevil Calder Bsc(Hons) CEng MICE MCIHT MSoRSA
Holder of Certificate of Competency (SoRSA cert no. 23)
(Audit Team Leader)

Principal Engineer
Highway Safety
WSP

Kevin Allen BEng(Hons) IEng MCIHT MSoRSA

Project Engineer
Network Safety
Norfolk County Council

1.3 The terms of reference are as described in Community and Environmental Services Highways Service Manual Procedure SP03-07-P01. The Auditors have examined and reported only on the road safety implications of the scheme and have not verified the compliance of the design to any other criteria.

1.4 A site visit was undertaken on 26 July 2019, during which the weather was bright/cloudy and the road surface was slightly damp; traffic conditions were moderate and free flowing. A further night-time visit was undertaken on 03 September 2019 at 20:00hrs. During the night-time site visit the weather was overcast and the road surface dry.

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2 SCHEME DETAILS

- 2.1 The audited scheme is a new 70mph speed limit dual carriageway distributor road approximately 19km long around the north of Norwich, with frequent at-grade roundabout junctions (unlit); a grade-separated interchange is provided at A140. The scheme also includes single carriageway links, Non-motorised user (NMU) routes and overbridges.
- 2.2 The road was opened in phases with the whole route becoming trafficked in April 2018. After initial accident concerns at some roundabouts, further countdown signing and road marking works were undertaken in late September & November 2018.

3 ANALYSIS OF ACCIDENTS

3.1 Whole Route Overview (See Appendix A for stick diagrams)

Note: a multiple vehicle pia (stick diag 6) was found to have occurred on A140 due to a large fuel spillage on the carriageway. It is unrelated to the scheme and has therefore been excluded from the following analysis.

- 3.1.1 During the 12 month period (17/04/18 - 16/04/19) since full route opening a total of 28 personal injury accidents (pias) (2 serious, 26 slight) were recorded throughout the scheme.

Accident Trend: downward - marked drop in last quarter (9 in Q1, 9 in Q2, 8 in Q3, 2 in Q4)

Accident Rate: high* - 244 pias/Bvkm (cf 72 on modern D2 roads with hard strips – source WebTAG COBALT 3)

Severity Index: low - 7% (cf 15% on modern D2 roads with hard strips – source WebTAG COBALT 3)

Key factors:

4 (14%) wet road low (cf 31% on non built-up roads – source RRCGB 2017).

10 (36%) darkness elevated** (cf 28% on non built-up roads – source RRCGB 2017)

10 (36%) motorcyclists very high*** (8% on non built-up A-roads – source RRCGB 2017)

Ksi casualties (Safe System considerations):

2 ksi casualties (serious) occurred in 2 accidents:-

- both resulting from riding motorcycles (vehicle not Safe System compliant).

Accident distribution:

25 pias (89%) occurred at roundabout junctions; 3 (11%) non-junction mainline.

3.1.2 *The accident rate is high for a modern D2 road but this is considered misleading as 89% of the accidents are at junctions (more normally around 25% on a modern D2 road) due in part no doubt to the high frequency of junctions. Since those junctions are all roundabouts this also helps explain the low severity index (a much smaller proportion of the accidents are at high-speed on the mainline carriageway). However, not all of the roundabouts have a significant accident record - 75% of total accidents occurred at only 4 roundabouts.

3.1.3 **The elevated proportion of dark accidents (at those frequent roundabouts) results from approximately 2 more dark accidents than might be expected (value of prevention £290,128 - source WebTAG).

3.1.4 ***The proportion of accidents involving motorcycles is very high and mostly (90%) at roundabouts. However, the causation is mixed:-

- 4 motorcyclist blameworthy (2 overshoot, 1 loss of control, 1 tail-end)
- 2 cars blameworthy (fail to give way on entering) and
- 3 unclear blame (2 lane change on exit, 1 circulatory sideswipe).

No specific problem is suggested other than inappropriate speed and a possible lack of conspicuity in this environment.

3.1.4 Due to the phased opening, earlier sections have had longer to 'bed in' and more accident data is available. Each phase is therefore considered separately in more detail below:-

3.2 Western Section (A1067 to A140)

Opened 11 Nov 2017; Length: 6.7km (4 mainline roundabouts; 2 grade-separated roundabouts).

- 3.2.1 During the initial 12 month monitoring period (11/11/17 - 10/11/18) a total of 7 personal injury accidents (1 serious, 6 slight) were recorded; in the following 7 months a further 1 pia (slight) was recorded - total 8 pias:-

Accident Trend: declining – only 1 pia in last 9 months	
Severity Index: in line - 13% (cf 15% on modern D2 roads – source WebTAG)	
Key factors:	
3 (38%) wet road	In line (cf 31% on non built-up roads – source RRCGB 2017).
4 (50%) darkness	High (cf 28% on non built-up roads – source RRCGB 2017)
3 (38%) pedal cyclists	High (cf 11% on roundabouts - source RRCGB 2017)
3 (38%) motorcyclists	High (cf 9% on non-built-up roundabouts - source RRCGB 2017)
Ksi casualties (Safe System considerations):	
1 ksi casualty (serious) occurred in 1 accident:-	
<ul style="list-style-type: none"> NMU (pedal cyclist) struck by car/trailer on roundabout. 	
Accident distribution:	
6 pias occurred at four roundabouts, 2 non-junction	

- 3.2.2 Low severity, declining trend, no clusters; however -

- 6pias (75%) involve 2-wheelers, of which 5 on roundabouts (3 pedal cyclist, 2 motorcyclist) including 3 failure to give way to 2-wheelers in darkness - suggests low conspicuity of 2-wheelers on unlit roundabouts.

3.3 Central Section (A140 to A1151)

Opened 21 Dec 2017; Length: 7.4km (3 mainline roundabouts).

- 3.3.1 During the initial 12 month monitoring period (21/11/17 - 20/12/18) a total of 14 personal injury accidents (all slight) were recorded; in the following 5 months a further 5 pias (all slight) were recorded – total 19 pias:-

Accident Trend: gentle rise overall – but some reduction in last 6 months	
Severity Index: very low - 0% (cf 15% on modern D2 roads – source WebTAG)	
Key factors:	
4 (21%) wet road	Low (cf 31% on non built-up roads – source RRCGB 2017).
9 (47%) darkness	High (cf 28% on non built-up roads – source RRCGB 2017)
5 (26%) motorcyclists	High (cf 9% on non-built-up roundabouts – source RRCGB 2017)
Ksi casualties (Safe System considerations):	
None.	
Accident distribution:	
17 pias (89%) occurred at three roundabouts; 2 non-junction (1 drunk driver).	

- 3.3.2 Trend unclear, very low severity, but high number of dark accidents, and high proportion involve motorcyclists. Almost 90% of pias occurred at 3 roundabout clusters which needs further consideration:-

5 at Airport roundabout

- 3 NEbound overshoot in dark (only 1 since countdown signs/ enhanced markings in Sep 2018);
- 2 loss of control (1 motorcyclist on wet circulatory and 1 involving police pursuit);
- suggests excessive speed of approach, perhaps due to low likelihood of needing to give way on entry.

5 at North Walsham Rd roundabout

- only 1 since countdown signs/ enhanced markings installed in November 2018;
- all daylight; 4 on mainline (2 on entry, 2 on exit); 2 motorcyclist;
- mixed causation (2 fail to give way, 1 tail-end, 2 lane change on exit);

7 at Wroxham Rd roundabout

- 5 since countdown signs/ enhanced markings in September 2018;
- 4 dark; 6 on mainline (4 on entry, 2 on exit); 2 motorcyclist;
- mixed causation (1 overshoot, 1 fail to give way, 3 tail-end, 2 lane change on exit);
- dark & speed/close following implicated; 1 involved peak-hour mainline queuing.

3.4 Eastern Section (A1151 to Postwick Business Park)

Opened 17 April 2018; Length: 5.2km (2 mainline roundabouts).

- 3.3.1 During the initial 12 month monitoring period (17/04/18 - 16/04/19) a total of 8 personal injury accidents (all slight) were recorded; in the following 2 months no further pias were recorded – total 8 pias:-

Accident Trend: steep decline overall – only 1pia in last 6 months Severity Index: elevated - 25% (cf 15% on modern D2 roads – source WebTAG)	
Key factors: 1 (13%) wet road Low (cf 31% on non built-up roads – source RRCGB 2017). 1 (13%) darkness Low (cf 28% on non built-up roads – source RRCGB 2017) 3 (38%) motorcyclist High (cf 8% on roundabouts – source RRCGB 2017)	
Ksi casualties (Safe System considerations): 2 ksi casualties (serious) occurred in 2 accidents:- <ul style="list-style-type: none"> • both resulting from riding motorcycles (non safe system compliant vehicle) 	
Accident distribution: 8 pias occurred at two roundabouts.	

- 3.3.2 Clear downward trend, elevated severity, but 1 roundabout cluster:-

6 at Salhouse Rd roundabout

- 3 SEbound overshoot in dark (none since countdown signs/ enhanced markings installed November 2018);

- 3 other mixed causation (1 very elderly driver tail end, 1 sideswipe on circulatory, 1 merging on exit).

Also 2 at Norwich Rd roundabout - both motorcyclists (1 sideswipe on roundabout, 1 loss of control on entry).

3.5 Summary

- High accident rate, very high junction involvement and low severity all appear to reflect the character of the road with frequent roundabout junctions;
- Accident trend appears to be downwards in western and eastern sections, less clear in central section;
- Elevated dark proportion;
- High motorcyclist involvement but no common type;
- 75% of all accidents in the first year occurred at 4 specific roundabouts (consecutive in the NE quadrant):-
 - Airport roundabout
 - North Walsham Road
 - Wroxham Road
 - Salhouse Road.

4 TRAFFIC CONDITIONS

- 4.1 Post-opening traffic monitoring was undertaken in 2018 (within the first year of opening) which showed flows along the route ranging from 7,000 to 22,000 vehicles per day (average 16,500 vehicles per day). On the western and eastern sections these were around 60% of the predicted opening year flow, and on the central section around 85% of predicted.
- 4.2 The road generally operates under free-flow conditions, however peak-hour queuing is reported on mainline approaches to A1151 Wroxham Road roundabout.

5 SAFETY ISSUES AND PROBLEMS

5.1 Review of Issues from Previous Stage 3 Road Safety Audit

Western Section (A1067 to A140)

- 5.1.1 All issues raised at the stage 3 RSA were resolved and closed-out at 27/07/18. At that time some of the agreed works were yet to be implemented, however there have been no recorded pias since the close-out date.

Central Section (A140 to A1151)

- 5.1.2 All issues raised at the stage 3 RSA were resolved and closed out at 09/02/18. At that time some of the agreed works were yet to be implemented; however, they do not appear to be implicated in the subsequent accident record, with the possible exception of Problem 3.1 where overshoot concerns were raised at the Airport Roundabout and it was agreed to add a further chevron sign on the roundabout. Due to subsequent accidents at the Airport and A1151 roundabouts further enhanced signing was added in late September 2018.

Eastern Section (A1151 to Postwick Business Park)

- 5.1.3 All issues raised at the stage 3 RSA were resolved and closed out at 24/07/18. At that time some of the agreed works were yet to be implemented, however they do not appear to be implicated in the subsequent accident record.

5.2 Concerns Raised by Public post-opening

- 5.2.1 Since opening, numerous damage-only accidents at the roundabouts have been reported in the local press, with comments regarding roundabout conspicuity and layout. These have been supplemented by public reports expressing concern over position of chevron signs being out of drivers' direct field of view, reducing roundabout conspicuity and also about the lack of lighting (or road studs) on the roundabouts. The police have also commented on the low conspicuity of the roundabouts in darkness/bad weather.

Comment - 39% of roundabout accidents involve overshoot/losing control/tail-end collision suggesting inappropriate speed of approach. This could be due to lack of

awareness of a roundabout, or simply poor driver judgement (considered further at specific cluster site roundabouts in 5.3.5 below). The specific issue of lighting is considered further in 5.3.3 below.

- 5.2.2 The police have raised the issue of lane designation on roundabouts with 3-lane entries. They have suggested designating the nearside lane for left-turns-only in order to avoid drivers in the outside lane of the roundabout crossing an exit ahead of them. The potential for this kind of exit conflict has also been raised by others.

Comment – the rationale for this suggestion appears attractive, however it is not possible to tell if this scenario is implicated in the accident record, although there have been 4 pias involving lane changes at exit on roundabouts with 3-lane entries. This type of conflict typically involves sideswipe collision which is more likely to have a non-injury outcome. Further consideration of this issue would entail the need for a conflict study (video surveillance) and a check on any capacity implications.

- 5.2.3 Concern has been raised about the safety of the uncontrolled pedestrian/cyclist crossing point of the dual carriageway at the Salhouse Road roundabout. This concern was subsequently extended to include all mainline NMU crossing points at roundabouts. A request has been made for signs warning of pedestrians crossing.

Comment - this is not implicated in the current accident record; however, TA91/05 notes that informal at-grade NMU crossings are normally not appropriate on dual carriageways with flows above 25,000 AADT. Current crossing demand appears to be very low, suggesting that controlled facilities are unlikely to be viable. It is suggested that this issue be kept under review as traffic and NMU flows increase.

5.3 Problems Identified at this Stage 4A audit

- 5.3.1 A high accident rate, with predominant junction involvement and low severity have been identified, which all appear to reflect the character of the road and its frequent roundabout junctions. Together they may illustrate an inherent tension between a non-built-up 70mph dual carriageway road and yet a frequent need to give way and potentially stop (note: average roundabout spacing on Broadland Northway is very similar to A11 Thetford bypass, however there are more than twice as many

roundabouts on Broadland Northway than A11). There may also perhaps be mismatched driver expectations for the route - it mirrors the A47 southern bypass and has a similar appearance between junctions. However, it should be noted that 75% of all accidents in the first year occurred at only 4 roundabouts (see 5.3.5 below).

- 5.3.2 The accident trend appears to be downwards in the western and eastern sections, less clear in the central section. This may be due to a degree of 'bedding in' and some improvement due to the subsequent roundabout signing/ marking enhancements; however, the current period is too short to be confident about this.
- 5.3.3 The somewhat elevated proportion of dark accidents is likely to be due to above average night-time activity in an urban fringe location, coupled with the lack of roundabout lighting on a high-speed road. However, provision of lighting at the roundabouts would entail significant cost and would not conform to the planning consent granted for construction of Broadland Northway on environmental grounds. It is therefore recommended that this issue should be subject to monitoring/evaluation over a longer period, of at least 3 years.
- 5.3.4 High motorcyclist involvement but with no common accident type - does not highlight a specific problem other than this type of vehicle's safety shortcomings and rider vulnerability in a high-speed environment.
- 5.3.5 Although the large majority of accidents occurred at roundabouts, only four of the nine at-grade roundabouts account for 75% of all accidents in the first year. This suggests focussing on those problem locations:-

Airport roundabout

- Accidents may be diminishing.
- Record suggests excessive speed of approach, perhaps due to low likelihood of needing to give way on entry.
- Site inspection identified:
 - eastbound mainline approach - median visibility screening not fully effective due to spacing of 'baffles' and screen ends too far from roundabout (due to VRS terminating at that point);
 - westbound mainline approach – suffers from excessive approach visibility of circulatory traffic across flat central island; planting does not currently obstruct

this and will take several years to mature; the area of planting does not appear to be maximised.

B1150 North Walsham Rd roundabout

- Only 1 accident since countdown signs/ enhanced markings introduced.
- Mixed causation; all daylight.
- Site inspection identified:
 - westbound mainline approach – chevrons too far to the left for optimum conspicuity at the stopping sight distance.

A1151 Wroxham Rd roundabout

- 5 pias since countdown signs/enhanced markings September 2018, of which 4 dark.
- 86% on mainline (4 on entry, 2 on exit).
- Mixed causation; dark & speed/close following implicated; 1 involved peak-hr mainline queuing.
- Site inspection identified:
 - westbound mainline approach - chevrons too far to the left for optimum conspicuity at the stopping sight distance;
 - both mainline approaches suffer from excessive approach visibility and see-through across flat central island, planting does not currently obstruct this and will take several years to mature, the area of planting does not appear to be maximised;
 - coupled with the straight approach alignment, the above may result in headlight dazzle/ driver confusion at night-time.

C283 Salhouse Rd roundabout

- No accidents since countdown signs/ enhanced markings installed.
- Site inspection identified no issues which relate to the accident record.

5.3.6 General Comments:

- The auditors noted that a considerable number of roundabout chevron signs are showing deterioration in the form of widespread mottling of the surface, which may affect their reflectivity/conspicuity. This suggests a defective batch of signs.
- Considerable loose red gravel was noted on circulatory carriageway at the Airport roundabout and originates from a surface treatment to the farm access road.

6 OPTIONS FOR TREATMENT

6.1 Measures at Roundabouts

6.1.1 Airport roundabout

Measures to reduce excessive approach/entry visibility:-

- improved spacing of 'baffles' on the median visibility screens is recommended (closer spacing is needed nearer the roundabout).
- due to the difficulty in extending the length of screening nearer to the roundabout (VRS terminates too soon for this purpose), reducing excessive visibility across the central island is also recommended. Doming the central island would be expensive and may not conform with the project Development Consent Order due to a change in approved ground levels. Instead, alternative methods of screening should be explored on a short to medium term basis until the existing planting matures. The area within should be maximised commensurate with maintaining 50m entry/circulatory visibility (TD16 table 8/1). This would enable additional planting, particularly some evergreen species (more driving in darkness occurs during winter).

6.1.2 B1150 North Walsham Rd roundabout

Measures to improve roundabout conspicuity:-

- the westbound mainline approach would benefit from an additional chevron sited to the right of existing to improve roundabout conspicuity at the stopping site distance.

6.1.3 A1151 Wroxham Rd roundabout

Measures to improve roundabout conspicuity:-

- the westbound mainline approach would benefit from an additional chevron sited to the right of existing to improve roundabout conspicuity at the stopping site distance.

Measures to reduce excessive approach/entry visibility and potential headlight dazzle/confusion across the flat central island:-

- Doming the central island would be expensive and may not conform with the project Development Consent Order due to a change in approved ground levels.. Therefore, alternative semi-permanent screening methods are recommended to obstruct visibility until planting matures sufficiently. The area within should be maximised commensurate with maintaining 50m entry/circulatory visibility (TD16 table 8/1). This would enable additional planting, particularly some evergreen species (more driving in darkness occurs during winter).
- Also hedge planting on NE and SW quadrants is recommended to screen minor road approaches from mainline traffic.

6.1.4 Salhouse Rd roundabout

Further measures are not considered justified at this stage, and monitoring should continue.

6.2 Economic Assessment

6.2.1 Ten of the recorded accidents at the three roundabouts are considered treatable by the recommended measures. A collision saving of 30% is deemed appropriate, suggesting an annual saving of 3 accidents per year, which is equivalent to £435,192 based on the national average value of prevention of £145,064 (source: *TAG Data Book May 2019, Table A4.1.4*).


6.2.2 The First Year Rate of Return (FYRR) for an investment of say £50,000 is therefore estimated to be 870%

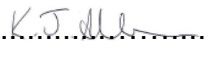
7 CONCLUSIONS/RECOMMENDATIONS

- 7.1 The first year's data indicate a high accident rate, high junction involvement and low accident severity which all appear to reflect the character of the road with frequent roundabout junctions and perhaps some mismatched driver expectations of the road.
- 7.2 The accident trend appears to be downwards, perhaps due to a degree of 'bedding in' and subsequent enhancements to roundabout signing/markings implemented in late 2018; however, the current period is too short to be confident about this. In view of the very low severity of accidents, a wait-and-see approach can be taken. Further monitoring is therefore recommended to provide a better indication of safety performance of the scheme when a full 3 years' 'after' data is available.
- 7.3 In the meantime, some targeted measures are recommended at three roundabouts with a significant accident record, potentially offering a good First Year Rate of Return.

AUDIT TEAM STATEMENT

We certify that this audit has been carried out in accordance with Norfolk County Council
Community and Environmental Procedure SP03-07-P01

















Signed (ATL)  Nevil Calder
Dated 03 October 2019

Signed  Kevin Allen
Dated 3 October 2019

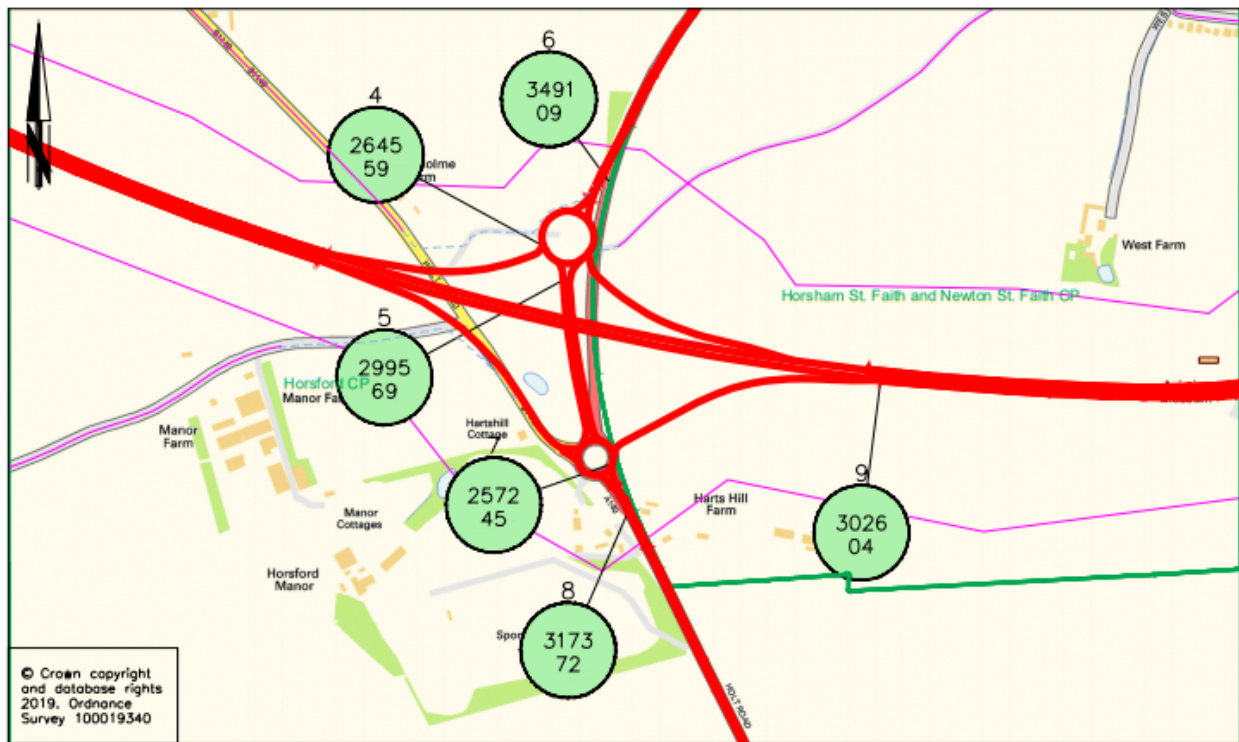
APPENDIX A: Stick Diagrams

A1067 to B1149



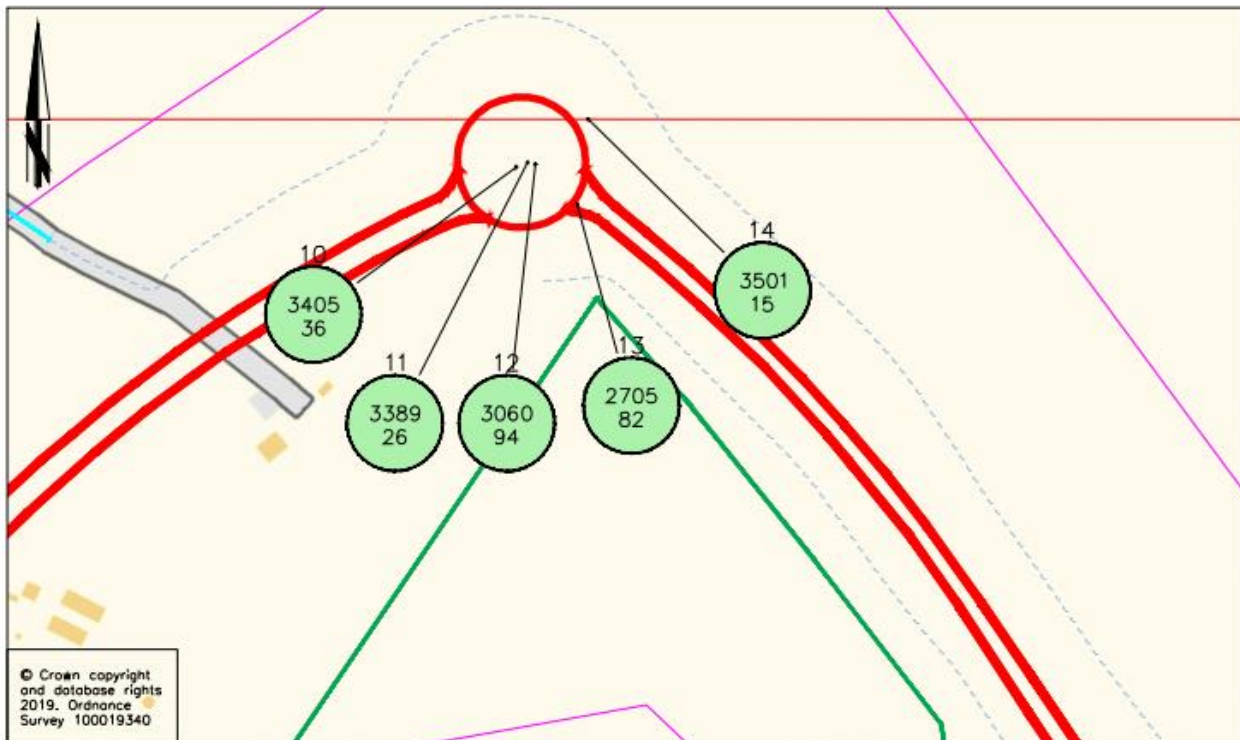
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Year	2018	2018	2019
Time	1540	2015	2210
Severity	Se		
Dark  / Lit 			
Weather Conditions			
Road Surface			
Special Conditions			
Carriageway Hazards			
Vehicle Manoeuvres			
Vehicle 1 5 e			
Vehicle 2 6 t			
Vehicle 3 7 c			
Vehicle 4 8			
Casualty /age			
Failed to Give-Way 			
Signal Ignored 			
Loss of Control			
Hit Object <u>IN</u> C'way			
Hit Object <u>OFF</u> C'way			
Vehicle Left C'way			
Breath Test			
Contributory Factors 1/2	V1**V1** 407 602	V1**V1** 406 409	V2 *V2 * 507 506
3/4		V1 *V1 * 607 707	V1 *V1 * 405 402
* possible, ** very likely 5/6			C1 *V1 * 105 105
School No./Ref			
User fields:			
1			
2			
3			
4			



























A140 Interchange



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Month	Nov	May	Nov		Dec	Jul	May
Year	2017	2018	2018		2017	2018	2018
Time	1814	1910	0820		1653	1020	0740
Severity	SI	SI	SI		SI	SI	SI
Dark / Lit	Dark				Dark		
Weather Conditions	Wet				Wet		
Road Surface							
Special Conditions							
Carriageway Hazards							
Vehicle Manoeuvres							
Vehicle 1	5						
Vehicle 2	6						
Vehicle 3	7						
Vehicle 4	8						
Casualty /age							
Failed to Give-Way							
Signal Ignored							
Loss of Control							
Hit Object IN C'way							
Hit Object OFF C'way							
Vehicle Left C'way							
Breath Test							
Contributory Factors	1/2						
	3/4						
* possible, ** very likely	5/6						
School No./Ref.							
User fields:							

Airport Roundabout



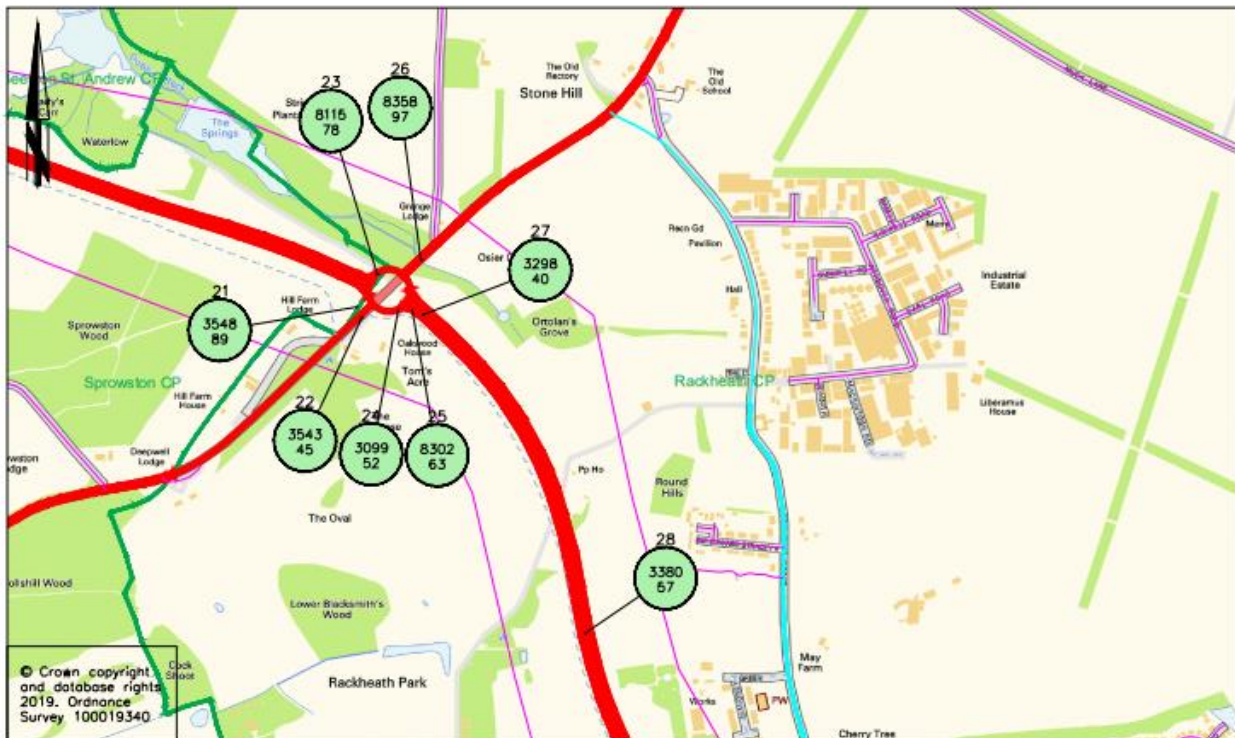
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Th11 Oct 2018 0825	Su07 Oct 2018 1951	Fr15 Jun 2018 2159	Sa03 Feb 2018 1840	Su18 Nov 2018 0034	
Severity	SI	SI	SI	SI	SI
Dark  / Lit 					
Weather Conditions					
Road Surface					
Special Conditions					
Carriageway Hazards					
Vehicle Manoeuvres					
Vehicle 1 5 e					
Vehicle 2 6 t					
Vehicle 3 7 c					
Vehicle 4 8					
Casualty /age					
Failed to Give-Way 					
Signal Ignored 					
Loss of Control					
Hit Object <u>IN</u> C'way					
Hit Object <u>OFF</u> C'way					
Vehicle Left C'way					
Breath Test					
Contributory Factors 1/2	V1** 103	V1** 405	V1**V1** 403 406	V1**V1** 104 703	V1**V1** 306 307
3/4				V1** 408	V1**V1** 403 401
* possible, ** very likely 5/6					V1** 901
School No./Ref.					
User fields:					
1					
2					
3					
4					





B1150 Roundabout



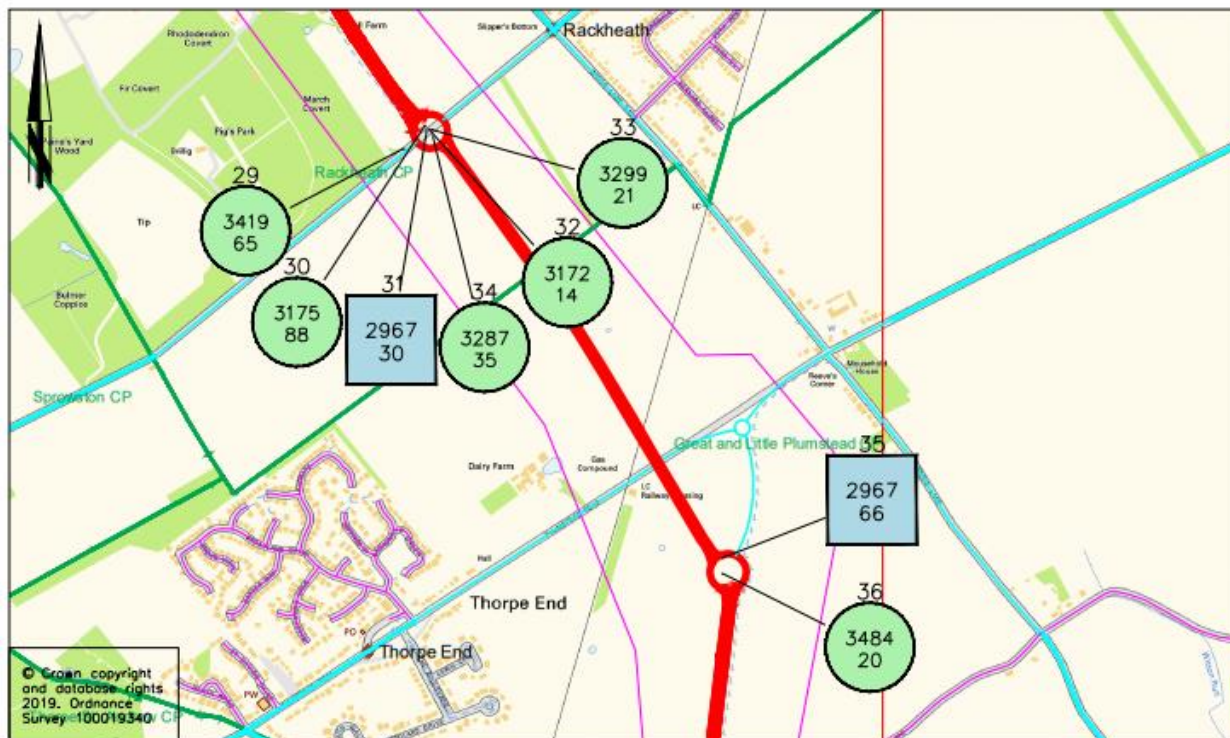
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Year	2018	2018	2018	2018	2018	2019
Time	0800	1556	1642	1250	0820	1817
Severity	SI	SI	SI	SI	SI	SI
Dark / Lit						
Weather Conditions						
Road Surface						
Special Conditions						
Carriageway Hazards						
Vehicle Manoeuvres						
Vehicle	1 5 e	2 6 t	3 7 c	4 8		
Casualty / age						
Failed to Give-Way						
Signal Ignored						
Loss of Control						
Hit Object IN C'way						
Hit Object OFF C'way						
Vehicle Left C'way						
Breath Test						
Contributory Factors	1/2	3/4	5/6			
* possible, ** very likely						
School No./Ref.						
User Fields:						

A1151 Roundabout



Reference Number	21	22	23	24	25	26	27	28
	3548 89	3543 45	8115 78	3099 52	8302 63	8358 97	3298 40	3380 57
Date / Day	Mo17	Th13	Mo07	Su17	Mo25	Mo22	Mo03	Mo01
Month	Dec	Dec	Jan	Jun	Mar	Apr	Sep	Oct
Year	2018	2018	2019	2018	2019	2019	2018	2018
Time	1552	1700	2340	1120	1900	1615	1748	1723
Severity								
Dark  / Lit 								
Weather Conditions								
Road Surface								
Special Conditions								
Carriageway Hazards								
Vehicle Manoeuvres								
Vehicle 1	5	e						
Vehicle 2	6	t						
Vehicle 3	7	c						
Vehicle 4	8							
Casualty / age								
Failed to Give-Way 								
Signal Ignored 								
Loss of Control								
Hit Object <u>IN</u> C'way								
Hit Object <u>OFF</u> C'way								
Vehicle Left C'way								
Breath Test								
Contributory Factors	1/2							
	3/4							
* possible, ** very likely	5/6							
School No./Ref.								
User fields:	1							
	2							
	3							
	4							

Salhouse Road/Plumstead Road



Reference Number	29	30	31	32	33	34	35	36
3419 65	3175 88	2967 30	3172 14	3299 21	3287 35	2967 66	3484 20	
Date / Day	Fr 12	Tu 10	Su 13	Mo 16	Th 06	Mo 20	Sa 19	Mo 12
Month	Oct	Jul	May	Jul	Sep	Aug	May	Nov
Year	2018	2018	2018	2018	2018	2018	2018	2018
Time	1735	1118	2028	1641	1900	0102	1150	1411
Severity	SI	SI	Se	SI	SI	SI	Se	SI
Dark / Lit								
Weather Conditions								
Road Surface								
Special Conditions								
Carriageway Hazards								
Vehicle Manoeuvres								
Vehicle 1	5	e						
Vehicle 2	6	t						
Vehicle 3	7	c						
Vehicle 4	8							
Casualty / age								
Failed to Give-Way								
Signal Ignored								
Loss of Control								
Hit Object IN C'way								
Hit Object OFF C'way								
Vehicle Left C'way								
Breath Test								
Contributory Factors	1/2							
	402 605	V1** V1**	V1** V1**	V1** V2**	V1** V1**	V1** V1**	V1** V1**	V1**
	406	401 410	410	405 108	403 406	108 104	406 403	410
		V1**		V1**		V1** V1**		
		306		403		306 408		
						V1**		
						602		
* possible, ** very likely	5/6							
School No./Ref								
User fields:	1							
	2							
	3							
	4							