Proposed Strategic Site Allocation
Land North East of Aylsham

Transport Feasibility Appraisal

for

Westmere Homes

motion

Document Control Sheet

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Westmere Homes

This document has been issued and amended as follows:

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Executive Summary

In 2014, Broadland District Council, Norwich City Council and South Norfolk Council adopted a Joint Core Strategy (JCS) for the 'Greater Norwich Area' (GNA). The JCS plans for the growth requirements of the area to the 2026, which were predicated on the assumption a further 37,000 new homes would be delivered. However, in the time that has elapsed since the JCS was adopted the need for housing has grown. Indeed, the GNA now has a need to provide circa 43,000 homes by 2036.

In this regard, the Joint Councils have started to prepare a new local plan (i.e. *Greater Norwich Local Plan*) that will shape and control development up to and including 2036. As part of the development of this plan, a Regulation 18 Consultation was launched on the 8th January 2018. With this in mind, Westmere Homes, which controls land located to the North East of Aylsham, has appointed a design team to outline the opportunities and constraints associated with delivering a residential lead mixed use scheme in Aylsham.

As part of this design team, Motion has been instructed to provide highways and transportation advice with respect to the construction of up to 300 residential dwellings and a two form entry primary school. Following a review of the emerging Evidence Base for the GNLP it is evident that the suite of transport documents that normal support a Local Plan have not yet been published.

This Transport Feasibility Appraisal (TFA), which should be read in conjunction with the representations prepared by Armstrong Rigg, has therefore been prepared to set out the potential highways and transportation implications associated with constructing a residential lead mixed use scheme on the Land North East of Aylsham site. In summary, this TFA shows:

- The site is well located to encourage people to travel by modes of transport other than the private car;
- Safe and suitable access for all can be delivered from the A140 and an existing residential area located to the south (i.e. Bure Meadows); and,
- The potential impact of the development proposals considered to date are unlikely to lead to any demonstrable harm to the local highway network, let alone the severe impact referred to in the NPPF as being the only legitimate reason to resist a proposed development on highways and transportation grounds.

Indeed, it should be noted that the Land North East of Aylsham site benefits from access to a comprehensive range of local amenities that can be accessed by a range of modes of transport. In this regard, it is worthy to note that 2011 Census results indicate that there is a higher propensity for existing residents of North East Aylsham to walk and cycle to work than those located to the south and west.

This is an important distinction in the context of the other potential Aylsham sites that have been identified within the emerging Local Plan, especially given the pedestrian and cycle infrastructure in the immediate vicinity of the site have been enhanced in recent years by the adjacent Bure Meadows development. As the Land North East of Aylsham site is able to make direct connections to Bure Meadows, it is evident that future residents will be able to take advantage of these links.

However, it should be noted that the Land North of Aylsham site will also provide reciprocal benefits to Bure Meadows and the existing community more widely. For example:

- **The internal layout provides an alternative route to the existing drop off area that is associated with Aylsham High School, thereby reducing traffic flows along the A140 and through the Bure Meadows site.**
- **The provision of an alternative access to the Mill Road Water Treatment Works will ensure large maintenance vehicles are no longer required to travel through one of the oldest sections of the town.**
- **Future residents will benefit from direct access to Dunkirk Industrial Estate and the Town Centre, which are the two main employment areas of Aylsham.**
- **Development at this site will enhance the overall attractiveness of a pedestrian route to Dunkirk Industrial Estate from Bure Meadows.**

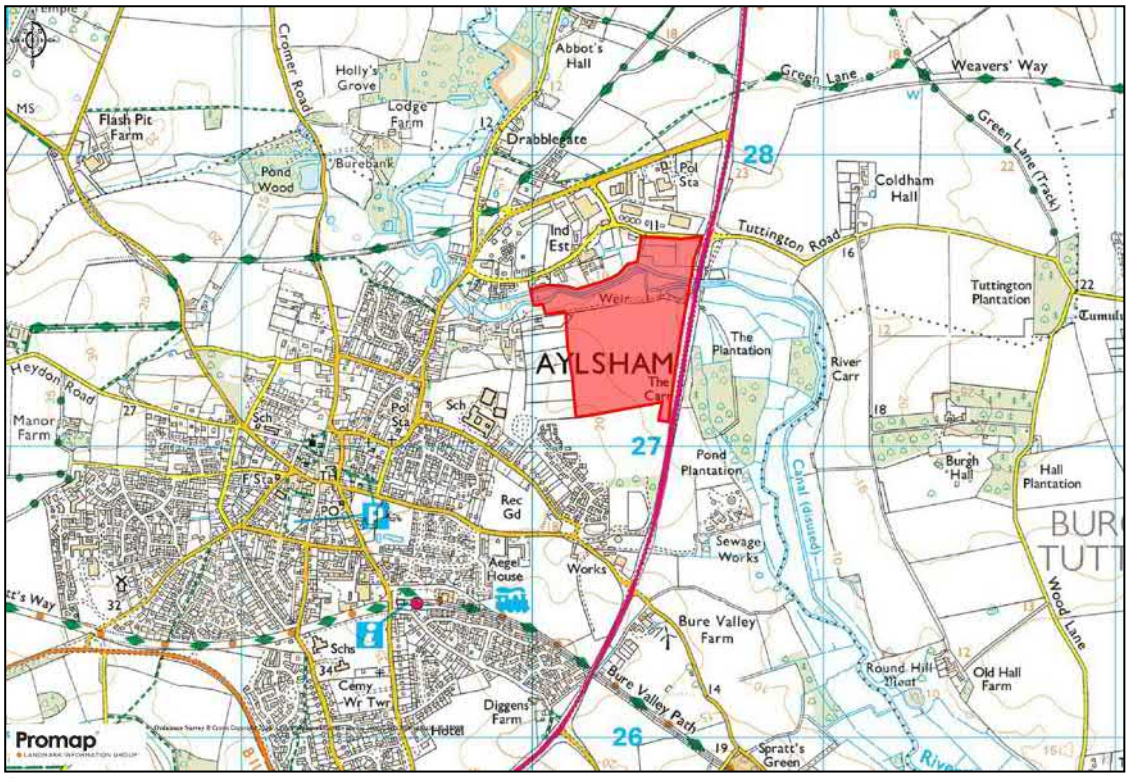
- **The Land North East of Aylsham site is the only site that has been identified in the draft Greater Norwich Local Plan that has the potential to enhance the accessibility of existing residents to bus services.**
- **It will minimise increases in the amount of traffic using the Town Centre and along the A140.**
- **It has the potential to more evenly distribute traffic associated with Aylsham High School across several routes.**
- **It has the potential to reduce the number of vehicle trips that exit Bure Meadows in order to access the existing Nursery and Primary schools located to the west of the site.**

It is thus considered that there is strong justification and legitimate transport sustainability reasons why the Land North East of Aylsham should be included in the emerging Greater Norwich Local Plan as an allocated housing site.

1.0 Introduction

1.1 This Transport Feasibility Appraisal (TFA) has been prepared on behalf of Westmere Homes to set out the potential highways and transportation implications associated with constructing a residential lead mixed use scheme on land located to the North East of Aylsham in Norfolk.

1.2 The Land North East of Aylsham site, which covers a total area of circa 20.5 hectares, is located to the north of Bure Meadows approximately 1 kilometre east of the centre of Aylsham within the administrative boundaries of the Broadlands District Council (BDC) and Norfolk County Council (NCC). A plan showing the location of the site in relation to the local highway network and existing built-up areas of Aylsham is provided below.



Site Location

1.3 Since July 2016, when The Greater Norwich Development Partnership (GDNP) issued a 'Call for Sites' as part of its review of the Joint Core Strategy, Westmere Homes has been promoting the Land North East of Aylsham site for a residential lead mixed use scheme. Indeed, in the time that has elapsed since the 'Call for Sites' exercise was concluded, Westmere Homes has undertaken a detailed engagement process with key stakeholders, including (but not limited to) BDC; GNDP, and NCC.

1.4 On the basis of the feedback received from stakeholders, Westmere Homes has instructed Motion to provide highways and transportation advice with respect to the construction of up to 300 residential dwellings and a two form entry primary school, with a particular emphasis upon responding to questions raised by NCC to date. Having regard to the current and emerging planning policy position, and taking into consideration recent planning applications submitted in the local area, this TFA has therefore been prepared to demonstrate how the development quantum currently being considered by Westmere Homes complies with the three central planning tests of the National Planning Policy Framework; which require local authorities to consider:

- *Whether the opportunities for sustainable transport can be taken up?*
- *Whether safe and suitable access to the site be achieved for all people?*
- *Whether the residual impact of the proposed development be severe*?

1.5 Following this introduction, the TFA is split into five sections as follows:

- Section 2 outlines the transport planning policies that are pertinent to this site.
- Section 3 reviews the accessibility of the site by all modes of transport.
- Section 4 outlines the emerging access strategy.
- Section 5 summarises the outcome of an initial high level review of the potential impact of the emerging development proposals.
- Section 6 summarises the key findings and conclusions of the report.

1.6 The information presented in this TFA, which should be read in conjunction with the representations prepared by Armstrong Rigg, demonstrates the Land North East of Aylsham site is well located to a range of transport modes that will encourage less reliance upon the private car. It has also been shown that it is possible to deliver a safe and suitable access strategy, whilst the residual impact of the quantum of development being considered is unlikely to lead to any demonstrable harm to the local highway network. Indeed, its access strategy offers significant wider benefits to the town as a whole that the other Aylsham sites identified within the draft Greater Norwich Local Plan are not able to deliver.

1.7 It is therefore concluded that (subject to the outcome of a future planning application) a development of this nature could be accommodated without reliance upon any significant off-site mitigation highway works, and that there are justifiable highways and transportation reasons why this site should be allocated within the emerging Local Plan.

2.0 Transportation Planning Policy Context

Overview

2.1 There are a number of documents that contain planning policies relevant to transport. The key policy documents which set the context for the South Witney site are as follows:

- National Planning Policy Framework – March 2012;
- National Planning Policy Guidance – March 2014; and,
- Broadland District Council Local Development Plan Documents.

National Planning Policy Framework

2.2 The National Planning Policy Framework (NPPF), which was published on 27th March 2012, sets out a presumption in favour of sustainable development that recognises the importance of transport policies in facilitating sustainable development, and that planning decisions should have regard to local circumstances. In this regard, paragraph 29 on the NPPF states:

"*… the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas*."

2.3 Similarly, paragraph 30 states that:

"*… local planning authorities should therefore support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport*."

2.4 Moreover, paragraph 34 notes:

"*Plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. However this needs to take account of policies set out elsewhere in this Framework, particularly in rural areas*."

2.5 Paragraph 35 therefore requires developments (where practical to do so) to be located and designed to:

"*...give priority to pedestrian and cycle movements, and have access to high quality public transport facilities...*"

2.6 Ultimately, the NPPF requires local planning authorities to:

"*…consider whether:*

- *The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
- *Safe and suitable access to the site can be achieved for all people; and,*
- *Improvements can be undertaken within the transport network that cost effectively limit the impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe*" (NPPF, paragraph 32)

Planning Practice Guidance

2.7 In March 2014 the Department for Communities and Local Government (DCLG) launched the Planning Policy Guidance (PPG) that supports the overarching aims of the National Planning Policy Framework (NPPF). Highways and transportation matters associated with the development of new Local Plans are dealt with at Section ID54 of the NPPG under the heading of "*Transport evidence bases in plan making and decision taking*".

2.8 Paragraph 003 of ID54 considers the following key issues should be considered when developing a transport evidence base, which is used to inform a new Local Plan:

- *assess the existing situation and likely generation of trips over time by all modes and the impact on the locality in economic, social and environmental terms*
- *assess the opportunities to support a pattern of development that, where reasonable to do so, facilitates the use of sustainable modes of transport*
- *highlight and promote opportunities to reduce the need for travel where appropriate*
- *identify opportunities to prioritise the use of alternative modes in both existing and new development locations if appropriate*
- *consider the cumulative impacts of existing and proposed development on transport networks*
- *assess the quality and capacity of transport infrastructure and its ability to meet forecast demands*
- *identify the short, medium and long-term transport proposals across all modes.*

Broadland District Council Local Plan Development Plan Documents

2.9 The Joint Core Strategy (JCS), shared between BDC, Norwich City Council and South Norfolk Council, provides the policy framework for the delivery of sustainable development across the district, alongside the Development Management DPD (DM DPD). From a transportation perspective its main objectives are to reduce the need to travel; promote the use of sustainable modes of travel; and make sure new developments make appropriate provision for necessary infrastructure that provide effective sustainable choices for future residents and businesses.

2.10 To ensure that these objectives are successfully realised, both the JCS and Development Management DPD contain transport policies. Those policies that are pertinent to the Land North East of Aylsham site are outlined below:

- JCS Policy 6, which seeks to ensure development is located in close proximity to essential services so that the use of sustainable transport is encouraged.
- DM DPD Policy TS3, which seeks to prevent development in locations where it would result in significant impact on the functioning or safety of the highway network.
- Policy TS4, which seeks to ensure suitable parking provision within new developments.

2.11 In addition to this, the JCS includes a series of area based policies. Policy 13 identifies Aylsham as a 'Main Town' expected to accommodate new housing.

Summary

2.12 Having regard to the above, an initial high level review of the Land North East of Aylsham site has been undertaken. A summary of the outcome of this review is provided in the subsequent sections of this report.

3.0 Sustainable Transport Accessibility

Overview

3.1 The following text has therefore been prepared to evaluate how development at the Land North East of Aylsham site would ensure:

"*The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure*" (NPPF, paragraph 32)

Guidance

3.2 It is generally accepted that walking and cycling provide important alternatives to the private car, and should also be encouraged to form part of longer journeys via public transport. Indeed, it is noteworthy that the Institution of Highways and Transportation (IHT) has prepared several guidance documents that provide advice with respect to the provision of sustainable travel in conjunction with new developments.

3.3 Within these documents it is suggested that:

- Most people will walk to a destination that is less than one mile (*Planning for Walking, 2015*);
- The bicycle is a potential mode of transport for all journeys under five miles (*Planning for Cycling, 2015*); and,
- Walking distances to bus stops should ideally not exceed 400 metres, with people being prepared to walk twice as far to rail stations (*Planning for Walking, 2015*).

3.4 Notwithstanding the above, it should be noted that the NPPF recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural locations. Moreover, Manual for Streets (MfS) identifies 'walkable neighbourhoods' as being:

"*characterised by having a range of facilities within 10 minutes (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot*".

3.5 However, it is important to recognise that MfS does not consider 800 metres to be a maximum walking distance. Indeed, MfS and TD91/05 of the Design Manual for Roads and Bridges contend that walking can be used to access a variety of destinations within a range of up to 2 kilometres and 2 miles respectively. It is also important to recognise that two thirds of all trips that cover a maximum distance of 1 mile are completed on foot (National Travel Survey, 2016). Finally, there have been numerous appeal decisions where the 400 metres referenced above have been disregarded[1].

Opportunities to walk and cycle

3.6 The site is well located to an existing network of pedestrian and cycle routes that have the potential to encourage future residents to make use of these important modes of transport. These include:

- Existing footway and shared surface streets through the recent Bure Meadows development to the south of the site;
- A continuous footway link along Sir Williams Lane and Gashouse Hill providing access to the centre of Aylsham; and,
- Dedicated pedestrian crossing facilities on key desire lines, which typically incorporate dropped kerbs.

[1] Sites adjoining Tattenhall, Cheshire (APP/A0665/A/12/2180958; APP/A0665/A/12/2185667; APP/A0665/A/12/2188464) and Land south of North Common Road, Wivelsfield Green (APP/P1425/A/14/2215421)

3.7 In order to assess the relative attractiveness of the existing pedestrian and cycle infrastructure that the site has access to, the 2011 Census Data results associated with people living in Aylsham has been interrogated (see **Appendix A**). A summary of the results is provided in Table 3.1 together with the other areas that have been provisionally identified as potentially being suitable for residential development within Aylsham; namely South Aylsham (i.e. Land off Norwich Road) and West Aylsham (i.e. Land North of Marriotts Way). Given the overlap that exists with the 'Land to the South of Burgh Road' sites, the North East Aylsham study area also includes these parcels of land.

Mode	North East Aylsham	South Aylsham	West Aylsham
Pedal Cycle	5.4%	8.6%	5.9%
On foot	13.8%	7.8%	11.3%
Total	**19.2%**	**16.4%**	**17.2%**

Table 3.1 – 2011 Census Travel to Work Mode Shares (Walking and Cycling)

3.8 The information presented above demonstrates that there is a higher propensity for existing residents of North East Aylsham to walk and cycle to work than those located to the south and west. Indeed, it is considerably higher than the wider Broadland's average of circa 11%. It is therefore considered reasonable to assume that the Land North East of Aylsham site is **better situated to encourage trips by these important modes of transport than the sites located off Norwich Road and North of Marriotts Way**.

3.9 This is particularly evident when considering the 2011 Census results pre-dates the pedestrian and cycle infrastructure that has been provided by the Bure Meadows development, which is located immediately to the south of the Land North East of Aylsham site. As the infrastructure provided by the Bure Meadows development to date has enhanced accessibility to the town centre, it is not unreasonable to assume that the pedestrian and cycle statistics recorded for the 'North East Aylsham' study area will have increased since the time of the 2011 Census.

Opportunities to travel by public transport

3.10 The site is located within recognised walk distances to existing bus stops located on Burgh Road and Sir William's Lane. Whilst these bus stops do not benefit from shelters, it is worthy to note that circa 3% of all trips to work from the 'North East Aylsham' study area are currently completed by bus and that this is the second highest rating of the study areas that have been assessed. Indeed, the propensity of existing residents to travel by public transport is almost twice as high as that associated with the 'South Aylsham' study area.

Mode	North East Aylsham	South Aylsham	West Aylsham
Train	0.6%	0.0%	0.8%
Bus	2.7%	1.9%	2.9%
Total	**3.3%**	**1.9%**	**3.8%**

Table 3.2 – 2011 Census Travel to Work Mode Shares (Public Transport)

3.11 On the basis of the information presented in Table 3.2, it is considered that the bus services that operate from these stops (i.e. Sanders Coaches Routes 18 and 43) provide a viable alternative to the private car. This is as to be expected given that the plan provided at **Appendix B** demonstrates they follow routes that incorporate key local employment and retail centres, including those provided within Cromer and Norwich.

Local Amenities

3.12 Having regard to the above review of sustainable transport options, consideration has been given to the proximity of the application site to the key local services including education, employment, retail and health facilities. As is shown on the Armstrong Rigg Planning figure provided at **Appendix C**, the application site is well located with respect to a range of facilities and services that can be accessed by walking, cycling and public transport in accordance with the guiding principles of the NPPF.

3.13 From a transportation sustainability perspective it is therefore difficult to justify the exclusion of this site from the Greater Norwich Local Plan. This is particularly evident given that it is the only one of the sites that have been identified within Aylsham as having the potential to deliver a significant quantum of housing whilst at the same time providing sufficient space to accommodate a new Primary School. From a transportation perspective this is considered a unique characteristic of this site as it has the potential to cater for the needs of future residents of the Land North East of Aylsham site and those associated with the adjacent Bure Meadows development, which is largely constructed.

Summary

3.14 The above review demonstrates Land North East of Aylsham site's positioning enables it to readily integrate with the range of sustainable transport options which already exist in Aylsham and which provide residents that live in close proximity to the Site with the potential to travel for all journey purposes by modes other than the private car. It is therefore considered that its location accords with the guiding principles of the NPPF.

3.15 The Site is also well located with respect to a full range of facilities and services including employment, education, health, leisure, library and food / non-food retail. Infrastructure is already in place enabling these facilities and services to be accessed by walking and cycling in accordance with the guiding principles of the NPPF.

3.16 Having regard to the above, it is evident that the Site is spatially well located in terms of safe and suitable accessibility by all modes of transport and is able to connect to and integrate with existing transport infrastructure. Details of how this will be achieved are provided in Section 4.

4.0 Access and Movement Framework

Overview

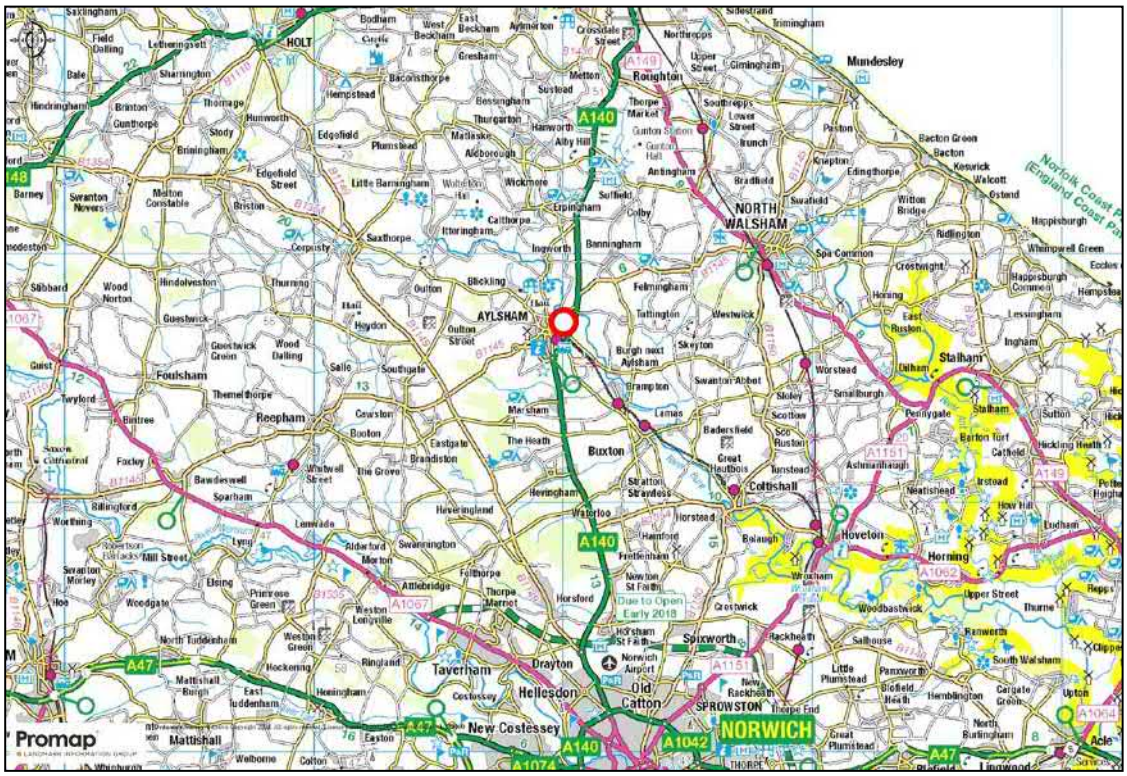
4.1 The Access and Movement framework for the Site seeks to integrate with the excellent sustainable transport opportunities already present in the local area: building and enhancing on these where possible to the benefit of new and existing communities. Having regard to feedback received to date from the Greater Norwich Development Partnership (GNDP), BDC and NCC, the following text therefore sets out how safe and suitable access to the Site could be achieved by all modes of transport.

Development Details

4.2 The site is considered appropriate to accommodate up to 300 residential units together with a two form entry primary school. The following text outlines the emerging access strategy for the site having regard to the guiding principles of paragraph 32 of the NPPF, which requires all new developments to provide safe and suitable access for all people.

Vehicular Access Strategy

4.3 The local highway network is focused around the A140, which is a single carriageway road that provides connections to Cromer to the north and Norwich to the south. The A140 also provides links to the B1145 to the east and Aylsham town centre (via Norwich Road). Given the strategic importance of the A140, it is evident that the site is well connected to key local centres. A plan showing the location of the site in relation to the wider highway network is shown below.



Highway Network

Preferred Access Strategy

4.4 At this stage, it is envisaged that vehicular access to the Site will be provided the creation of a new three arm roundabout on the A140 and through the creation of a vehicular link into the Bure Meadows development, which was granted consent in 2013 and is largely constructed (see **Appendix D**). The final design of these junctions will be guided by the results of detailed junction capacity analyses; and the outcome of safety audits. As such they are subject to change as the proposals evolve with input from NCC as required.

4.5 However, both of the potential access junctions are contained entirely within either land controlled by Westmere Homes or else which is adopted highway. This enables a significant degree of unrestrained flexibility in the end design of the junctions in order to arrive at an agreed solution with NCC. It should also be noted that the design of the junctions provided at **Appendix D** accord with current design guidance documents and can accommodate the types of vehicles that will access the site on a regular basis.

4.6 From a highways perspective they therefore provide a suitable means of access to the site in accordance with the NPPF. Indeed, the proposed site access roundabout provides a natural traffic calming feature. In this regard it will deliver safety improvements over the existing situation, albeit should be noted the information presented at **Appendix E** indicates that the local highway network is not subject to an abnormally high accident rate.

4.7 Notwithstanding the above, it is understood that the local highway authority has expressed some reservations about the use of roundabouts and pointed to the fact that they introduce accidents. Whilst it is not clear where these concerns originate from, it is important to note that the site access roundabout included at **Appendix D** benefits from forward visibility splays that accord with the posted speed limit of 60 miles per hour.

4.8 In this regard, vehicles travelling north and south along the A140 will benefit from sufficient time to slow down before reaching the give-way line; thereby reducing the likelihood of any 'rear shunt' type accidents. Indeed, the approaches benefit from sufficient visibility to see the back of any queue that may occur on the A140 approaches, which based on the analyses presented in Section 5 will be modest given the worst case scenario queue equates to just two vehicles. Similarly, there will be sufficient gaps in traffic to allow vehicles to make a safe judgement about when to join the circulatory carriageway.

4.9 It is acknowledged that the access is shown encroaching into an area that the Environment Agency has identified as being susceptible to flooding. However, it is considered that there are opportunities to ensure that any adverse impact from a drainage perspective can be minimised. For example, the inclusion of culverted pipes within the embankments that will be provided to allow water to flow from the high to low sides of the adjacent land. The exact details of this will be confirmed having regard to the outcome of detailed flood modelling prior to a future planning application being submitted.

Alternative Access Options

4.10 At the request of the local highway authority, consideration has also been given to potential alternative access options. As is shown at **Appendix F** these are predicated upon the provision of an access located in the north east corner of the site, and comprise:

- *Drawing 1802070-01*: A potential signalised crossroads.
- Drawing 1802070-03: A potential roundabout.

4.11 Whilst it has been shown that there are no technical highway reasons that would preclude the construction of an access in this location, it should be noted that they all result in a road crossing the River Bure and associated tributaries. In this regard, there would be a need to construct a circa 300 metre long access road together with a clear span bridge or a viaduct to maintain the rivers flow.

4.12 At this stage it is considered the costs associated with constructing this infrastructure would bring the viability of any development on the Land North East of Aylsham into question. This is particularly evident when considering the road would sterilise large sections of land, which in itself could not be developed to fund the costs associated with the necessary highway infrastructure due to its presence within the floodplain.

4.13 Notwithstanding this, the flood plain compensation budget required to deliver the road and bridge/viaduct would be far greater than that associated with preferred strategy outlined above. This would have an adverse effect upon the overall developable area of the site, thereby diminishing the overall contribution this site can make towards ensuring the Greater Norwich Local Plan delivers the amount of growth that has been identified as being necessary up to 2036.

Internal Access Strategy

4.14 A central spine road will be provided to connect the proposed site access on the A140 and the Bure Meadows development. At this stage it is intended that this road will be designed in accordance with the principles of a 'Link' as outlined in Manual for Streets (MfS). In this regard, its design will ensure users, including buses, can pass through the development in a timely manner with limited disruption.

4.15 It is important to note that emerging masterplan includes provision for future access to the Aylsham High School Expansion Zone, which was secured as part of the Bure Meadows development. In this regard, **the layout will enable a potential alternative route to the existing drop off area that is associated with Aylsham High School**. Whilst it has been established that the local highway network is not subject to any capacity constraints (see Section 5), this is considered to represent an overall positive aspect of the Land North East of Aylsham site as **it will provide a potential alternative route to the school for people that have an origin and destination from the north of Aylsham**.

4.16 In a similar manner, the emerging site layout also makes provision for a link to the Mill Road Water Treatment Works located to the north of the site. It is intended that this would replace the current vehicular access point, which is accessed via Mill Row. Given the current route is characterised by historic country lanes that are narrow, it is considered **the provision of an alternative access will ensure large maintenance vehicles are no longer required to travel through one of the oldest sections of the town**. This is a further positive aspect of the access strategy for the Land North East of Aylsham site as it is understood that the maintenance of the Treatment Works can lead to periods of disruption, especially when there is a need for larger vehicles to visit the site.

4.17 Owing to the location of this site in relation to both Aylsham High School and Mill Road Water Treatment Works, the benefits outlined above are unique to the Land North East of Aylsham site. In this regard, **it offers wider benefits to the town that the other sites identified in the draft Greater Norwich Local Plan are unable to offer**.

4.18 Away from the central spine road there will be a network of secondary streets and shared surfaces that will be designed in accordance with the sense of 'Place' that is outlined in Manual for Streets, which is based on the concept of 'Living Streets'. As such, the side roads will be seen as a destination in their own right for a variety of activities, including providing access to open space. On this basis these roads will be designed to ensure pedestrians and cyclists taking precedence over vehicles.

4.19 Careful consideration would be given to designing an efficient network for refuse collection (including street geometry and the location of refuse collection points) such that the movement of refuse collection vehicles within the Site would not undermine the Living Streets principle yet still accord with the maximum carry distances outlined within Part H of Schedule 1 to the Building Regulations.

Pedestrian/Cycle Strategy

4.20 The provision of pedestrian and cycle routes and facilities associated with the development of the Site would seek to build on the existing routes and facilities in order to integrate the development into the existing environment, providing a high level of service to new residents and users of the Site. For example, Drawing 1802070-04 at **Appendix D** shows the emerging masterplan incorporates:

- Footways adjacent to the main estate roads, which connect the site with the pedestrian infrastructure associated with Bure Meadows and the Aylsham High School Expansion Site.
- Pedestrian crossings at the proposed site access, which will provide connectivity to bus stops that could be used by bus routes 18 and 43/43A.
- Connectivity to a footpath link that will improve connectivity with the Dunkirk Industrial Area. This footpath was secured as part of the Bure Meadows development, and as such provides a further connection to/from Aylsham High School and the pedestrian infrastructure set out in Section 3.

4.21 Given the location of the site in relation to the Dunkirk Industrial Estate, it is clear that it is the best placed of all sites being considered in the draft Greater Norwich Local Plan to benefit from the footpath link secured by Bure Meadows. **The site will therefore have excellent access to the two main employment areas of the town, the Town Centre being the other. The same cannot be said of the Land off Norwich Road and Land North of St Marriotts Way sites** owing to their location to the south and west of the settlement making journeys on foot to the Dunkirk Industrial Estate in particular more convoluted. Indeed, it is considered that this goes some-way to explaining why there is a higher propensity for existing residents of North East Aylsham to walk and cycle to work than those located to the south and west.

4.22 Notwithstanding this, it is considered that the development of the Land North East of Aylsham site will enhance the overall attractiveness of this route to existing residents given that the presence of further development in this location will enhance natural surveillance. Given this is a key determining factor in route choice for pedestrians, any development on this site will enhance the overall attractiveness of this link as a potential route to the Dunkirk Industrial Estate. **The inclusion of the Land North East of Aylsham site will therefore make an overall positive contribution towards encouraging less reliance upon the private car for work based rips amongst existing residents**.

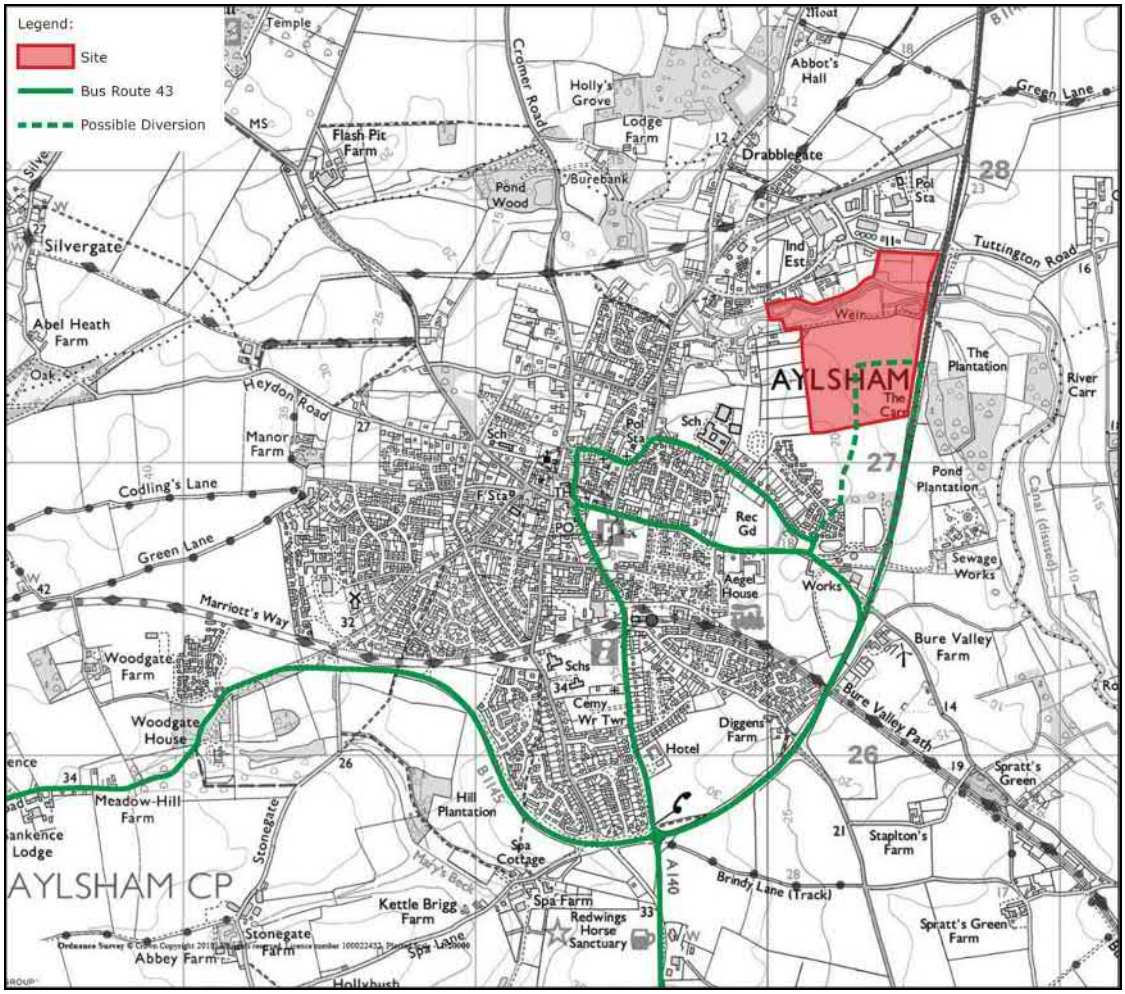
4.23 With this in mind, the indicative masterplan has been designed to be people-orientated. As such it provides a strong relationship between built form, the street and open space, to create locally distinctive streets intrinsically linked to the settlement character and pattern. To ensure that the internal routes cater for people from all groups, the internal network of roads, shared surfaces and footways will be constructed using slip resistant materials, include appropriate lighting and be free from obstacles to movement.

Public Transport Access Strategy

4.24 As outlined in Section 3, the Land North East of Aylsham site is located within recognised walking distances to several bus stops. As the proposed masterplan will form links with the footways that serve Bure Meadows it is clear that future residents will be able to access the existing bus stops. If required, these bus stops could be enhanced to ensure that the use of public transport to and from the site is encouraged. These measures could be supplemented by **providing new bus stops adjacent to the main vehicular access on the A140**.

4.25 Whist it is acknowledged that the buses that currently use the A140 are relatively infrequent, it is considered that the inclusion of bus stops in this location will ensure future residents of the Land North East of Aylsham site and those that are currently live at Bure Meadows will have access to any improved services that may run along this road in the future. Given that these measures will benefit existing residents, it is clear that any development at the Land North East of Aylsham site will have an overall positive impact upon the sustainable transport network. **Indeed, it is the only site identified in the draft Greater Norwich Local Plan that has the potential to enhance the accessibility of existing residents to bus services.**

4.26 This is further evident given **the emerging site access strategy provides the potential for Route 43 to be diverted into the Land North East of Aylsham site and Bure Meadows** with limited disruption to its current timetable. An indicative route, is shown below:



Indicative Route 43 Diversion

4.27 It should be noted that the **indicative diversion shown above would be less attractive to bus operators in the event that vehicular access was taken from the north-eastern corner of the site**. This reflects the greater journey times that would need to be built into the current timetable to accommodate this diversion. In a similar manner, the walk distances involved to the north eastern corner of the site would make the introduction of new bus stops in this location less attractive than those that are shown at **Appendix D**. **This provides further justification for the preferred access option outlined above, and reinforces the conclusion that the alternative access options that have been considered at the request of NCC do not represent the most effective form of access to this site**.

Parking Strategy

4.28 Where and how cars are parked has a significant impact on the streetscape and the subsequent visual quality of the area. It can also act as a traffic calming measure in itself. In this respect, it is proposed that provision for parking would form an integral part of development with measures such as demarcated, on-street parking spaces and groups of parking performing the dual role of formalising parking in the context of the built environment, whilst also creating a safer street environment.

4.29 The amount of car parking provided will be considered in more detail as part of a future detailed planning application, it is intended that car and cycle parking at the Site will be provided in accordance with the prevailing parking standards. The current parking standards adopted by BDC are summarised below in Table 4.1:

Land Use	Car Parking Standards
1 Bedroom Dwellings	Average of 1.5 spaces per unit
2-3 Bedroom Dwellings	2 spaces per unit
4+ Bedroom Dwellings	Minimum of 3 spaces/maximum of 4 spaces

Table 4.1:- BDC Parking standards

4.30 Notwithstanding this, the approach to car parking for the Site would be to avoid a "one system fits all" solution across the whole development site. Instead, a parking strategy would be developed which would be a responsive and dynamic solution considering the design characteristics of the masterplan and applying the most appropriate parking levels in relation to accessibility. This aligns with the approach to parking provision developed by OCC and is consistent with the ministerial statement dated March 2015, which provided clarification with respect to paragraph 39 of the NPPF. In this context, a future application would consider forecast car ownership rates in the local area having regard to historical data and anticipated increases identified by the industry standard TEMPRO database, which makes forecasts about changes in car ownership data based upon data extracted from the National Transport Model.

4.31 Cycle parking will be provided to encourage greater use of this important mode of transport in line with the guidance set out above. These will be provided in garages, and individual cycle storage boxes or sheds in the rear gardens of those dwellings that do not benefit from a garage. Cycle parking for residents of any flats will be accommodated in secure cycle stores.

Travel Plan

4.32 National and local transport planning policies require all major development proposals to be accompanied by a Travel Plan. In this context the Proposed Development at the Land North East of Alysham will be supported by Travel Plans, which will be formulated once the travel behaviour of future residents and employees of the school have been established.

4.33 The content of the Travel Plans will be prepared in support of any future planning application and agreed with the County Travel Plan Officer, as appropriate but would include, inter alia:

- A review of the sites access to sustainable travel;
- An aim and list of objectives to steer the Plan;
- Survey methodology and target setting;
- Plan management and marketing strategy;
- Measures to encourage sustainable travel; and
- Monitoring methodology.

Summary

4.34 The above review demonstrates that it is possible to deliver a safe and suitable access for all. It is therefore considered that the proposals accord with the guiding principles of NPPF.

4.35 Indeed, it has been shown that:

- **The internal layout provides an alternative route to the existing drop off area that is associated with Aylsham High School, thereby reducing traffic flows along the A140 and through the Bure Meadows site.**
- **The provision of an alternative access to the Mill Road Water Treatment Works will ensure large maintenance vehicles are no longer required to travel through one of the oldest sections of the town.**

- **Future residents will benefit from direct access to Dunkirk Industrial Estate and the Town Centre, which are the two main employment areas of Aylsham.**
- **Development at this site will enhance the overall attractiveness of a pedestrian route to Dunkirk Industrial Estate from Bure Meadows.**
- **The Land North East of Aylsham site is the only site that has been identified in the draft Greater Norwich Local Plan that has the potential to enhance the accessibility of existing residents to bus services.**

4.36 Many of these benefits are directly related to its proximity to existing residential areas, local amenities and sustainable transport infrastructure. **This places it in a unique position when compared to the other Aylsham sites identified in the draft Greater Norwich Local Plan**. **Indeed, it is considered that its access strategy offers significant wider benefits to the town as a whole that the other sites are not able to deliver**. It is therefore clear that there are legitimate transport sustainability reasons why the Land North East of Aylsham should be included in the emerging Greater Norwich Local Plan as an allocated housing site.

5.0 Highway Impact Assessment

Overview

5.1 A detailed highway impact assessment has been undertaken to consider the impact that constructing up to 300 residential dwellings and a two form primary school could have upon the local highway network. A copy of this assessment, which is intended to supplement the Local Plan evidence base, is provided at **Appendix G**. A summary of this assessment and its main findings are set out below.

Methodology

5.2 Having regard to ID42 and ID54 of the PPG, the Highway Impact Assessment provided at **Appendix G** has considered the potential impact of constructing major residential developments within Aylsham upon the following junctions:

Study Area

5.3 As is set out in the Technical Note provided at **Appendix G**, the highway impact assessment has been based upon the following:

- Traffic surveys contained within the Transport Assessment (TA) that was submitted in support of the 'Cawston Road' and 'Land off Sir William's Lane' schemes, which are both largely constructed.
- The baseline traffic surveys extracted from the TA's have been increased to reflect anticipated growth in background traffic up to and including 2036 to reflect the end of the emerging plan period.
- The inclusion of traffic associated with committed developments, which for the purposes of this report are considered to include:
  - 20110128: Cawston Road, Aylsham (*Willow Park*).
  - 20111453: Land off Sir William's Lane, Aylsham (*Bure Meadows*).

- Vehicular trip rates that have been established through reference to the industry standard TRICS database.
- Development traffic distribution profiles that are based upon 2011 Census Data.
- Two individual scenarios, which consist of the following:
  - Scenario 1: 2036 Forecast Baseline.
  - Scenario 2: 2036 Forecast Baseline with Land North East of Aylsham site.

5.4 The emerging site access strategy is expected to change the distribution of traffic flows along Burgh Road. In has therefore been necessary to adjust the assumptions that were made in the TA that was submitted in support of the 'Land off Sir William's Lane' application. As set out in **Appendix G**, it has been assumed for the purposes of this assessment that all north bound traffic associated with the Bure Meadows development would use the roundabout that will be constructed on the A140. This is considered a reasonable assumption given that this route would reduce the number of junctions residents of the Bure Meadows development would need to travel through in order to access the northbound carriageway of the A140.

5.5 In addition to the revisions that have been made to Bure Meadow development traffic, it should also be noted that it has also been assumed for the purposes of this assessment that the proposed school will not attract any vehicle trips during the morning and evening peak hours. This approach been taken to reflect the fact that the trip attracting potential of this aspect of the emerging masterplan will be largely self-contained and will thus not have any impact on the external highway network.

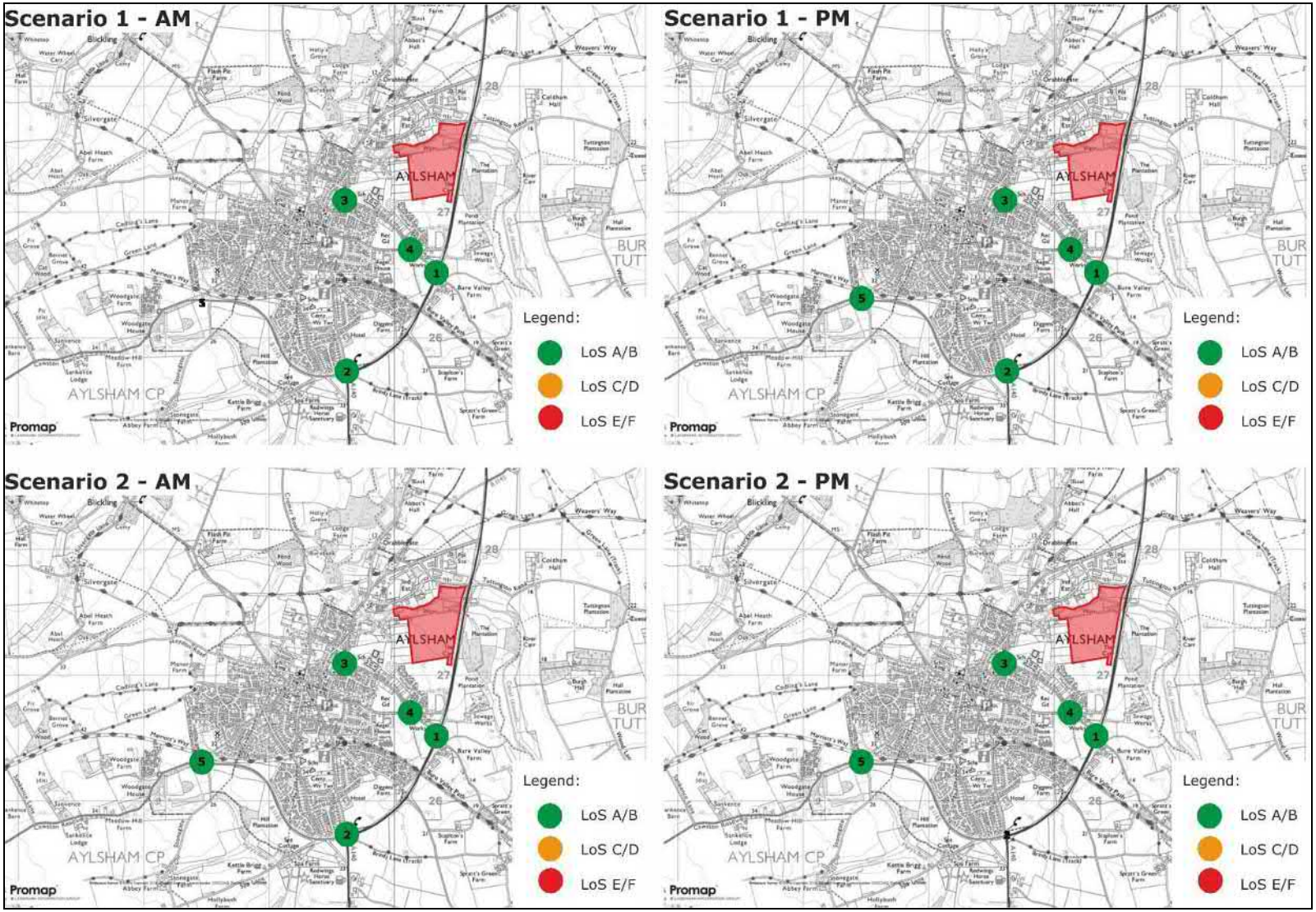
Development Impact Summary

5.6 The following tables summarise the traffic flows at each of the assessment junctions.

Junction	Morning Peak		Evening Peak	
	Scenario 1	Scenario 2	Scenario 1	Scenario 2
1	1841	1960 (*+6.5%*)	2011	2110 (*+4.9%*)
2	2124	2275 (*+7.1%*)	2184	2314 (*+6.0%*)
3	559	566 (*+1.3%*)	328	334 (*+1.8%*)
4	664	632 (-4.8%)	549	518 (-5.6%)
5	812	827 (*+1.8%*)	737	750 (*+1.8%*)

Table 5.1 – Junction Impacts

5.7 In order to evaluate whether or not the anticipated increases in traffic is likely to have a severe impact upon the junctions that make up the study area, reference has been made to the industry standard computer modelling software Junctions 9, which includes the current versions of ARCADY and PICADY. A summary of the results contained within the Highway Impact Assessment at **Appendix G** for the 2036 forecast year is provided below.



Junction Modelling Summary

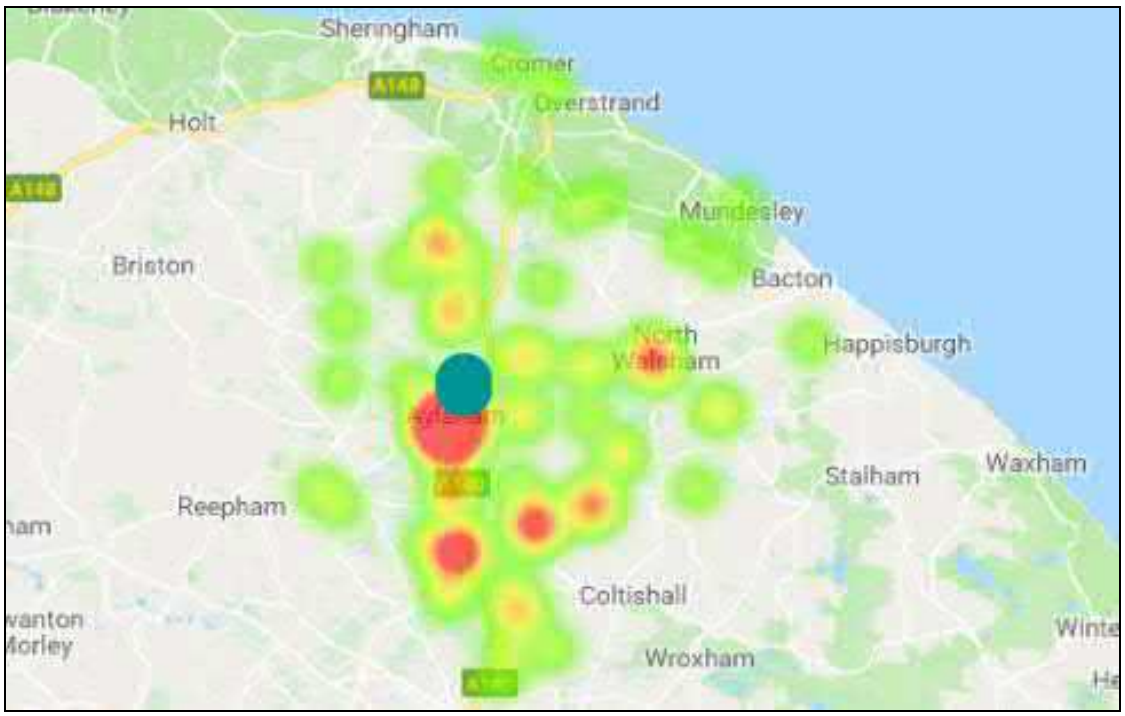
5.8 On the basis of the information presented above, which has summarised the performance of the assessment junctions using the Level of Service (LoS) measurement referred to by Hounsell and Slater, **it is evident that all of the junctions will operate under 'free flow' conditions (i.e. LoS A/LoS B) prior to any development traffic being introduced to the local highway network (i.e. Scenario 1)**. This is as to be expected given the information presented at Section 4 demonstrates that the local highway network is relatively lightly trafficked.

5.9 **The results for Scenario 2 indicate that the assessment junctions are still expected to operate under 'free flow' conditions in 2036 once development traffic is introduced to the local highway network**. Indeed, it is worthy to note that the results provided at **Appendix G** indicate that there will be only relatively minor increases in delays at the assessment junctions. This is to be expected given the lightly trafficked nature of the existing highway and that the level of development being considered at the Land North East of Aylsham site is expected to generate in the order of just 3 vehicles per minute during the peak travel periods.

5.10 The analyses presented at **Appendix G** also demonstrate the proposed site access roundabout introduced in Section 4 will also comfortably operate within accepted capacity thresholds. Indeed, it should be noted that the residual capacity of this roundabout is expected to be in excess of 50% in 2036 with queue lengths likely to be in the order of just two vehicles. It is therefore clear that the introduction of a new roundabout on the A140 will not prevent further development coming forward at a later date.

5.11 When considering the results presented above it is understood that traffic conditions within the Town Centre and along the A140 is a sensitive issue at the local level. **The GNDP should therefore be directing development towards those locations where the potential for traffic flows in the Town Centre to increase is minimised**. In stark contrast to this approach, the Land off Norwich Road and Land North of Marriotts sites will inevitably increase the number of vehicles that travel along the A140; through the town centre; and, along Palmerston Way in order to access Aylsham High School.

5.12 As set out in Section 4, the access strategy for the Land North East of Aylsham is unique in so much as it has the potential to re-distribute traffic associated with Aylsham High School. This is particularly evident given that the school catchment area information presented below demonstrates a significant proportion of trips to Aylsham High School originate from the north.



Aylsham High School Catchment Plan (Source: *SchoolGuide.co.uk*)

5.13 Against this background, it is important to recognise that the analyses undertaken to date have not taken into account the potential of the emerging access strategy to encourage a re-distribution of traffic. Whilst there is no suggestion that there are any capacity constraints on Burgh Road and Sir Williams Lane, it is clear that **the emerging access strategy has the potential to more evenly distribute traffic associated with Aylsham High School across several routes**. This will become more important in the future as Aylsham High School extends into its identified expansion area.

5.14 The analyses undertaken to date have also not taken into account the fact that **the proposed Primary School has the potential to, internalise education based trips that originate from the Bure Meadows development**. As is shown at **Appendix H**, it is considered that this could involve circa 30 vehicle movements originating from Bure Meadows in order to access the existing nurseries, infant and junior schools of Aylsham. This would increase to circa 60 movements in the event that the Land North East of Aylsham site was brought forward in the absence of an on-site Primary School. Whilst not a large number of trips, the fact that their containment within the Bure Meadows and Land North East of Aylsham site will have an overall positive impact upon the local highway network.

5.15 It is also worthy to note that traffic flows on the local highway network have remained largely static since 2001, despite Census Data indicating an overall increase in population and car ownership rates during the same period (see **Appendix I**). In this regard, **the use of growth rates to take account of anticipated increases in background traffic is likely to represent an overestimate of traffic flows in the future**. The results presented at **Appendix G** are thus representative of a worst case scenario that is unlikely to be experienced in practice.

5.16 Notwithstanding this, the growth rates that have been used for the purposes of this assessment assume that traffic associated with a further 570 households and 209 new jobs in Aylsham will be present on the local highway network in 2036. When this is taken into account, it is clear that **the local highway network has sufficient residual capacity to accommodate further development to that which is being considered at the Land North East of Aylsham site**.

5.17 On the basis that the analyses have not taken into account the positive effect the access strategy is likely to have with respect to Aylsham High School; the internalisation of primary school trips; and, are predicated on growth rates that far exceed the historical average for the A140, it is considered that they are reprehensive of a worst case scenario. **In this regard, it is considered that there are no highway capacity reasons to restrict the level of growth of Aylsham**.

5.18 This is an important distinction in the context of the housing delivery issues that are set out in the representations prepared by Armstrong Rigg, which in summary notes:

- Growth of approximately 750 homes is likely anticipated in Aylsham over the course of the period until 2036;
- More broadly, Aylsham should be considered one of the key rural growth points across the plan area; and
- The eastern side of Aylsham, our client's land at the north east in particular, represents the most appropriate and sustainable for significant additional growth at the town

5.19 The Armstrong Rigg representations also demonstrate that the Land North East of Aylsham site is the only site that has been identified in Aylsham that has sufficient capacity to accommodate up to 300 dwellings *and* a primary school. **The internalisation of education trips whilst continuing to make a positive contribution towards the level of growth that is outlined in the Greater Norwich Local Plan is something that is unique to the Land North East of Aylsham site**.

5.20 It is therefore clear that the residual impact of bringing forward residential development on the Land North East of Aylsham site will not be consistent with the 'severe' impact that the NPPF identifies to be the only justifiable highways reason to resist a proposed development. On this basis, we see no reason why this site should be excluded from the Greater Norwich Local Plan on highway capacity grounds.

Summary

5.21 It has been shown that the local highway network is expected to operate comfortably within capacity in 2036 both with and without development traffic associated with the Land North East of Aylsham being present. Indeed, it has been shown that the quantum of development being considered will result in only negligible increases in delay.

5.22 On this basis, it is considered that NCC will not require any mitigation measures to be provided in order to make development on the Land North East of Aylsham site acceptable in planning terms. However, it should be noted that the analyses presented above have demonstrates that the emerging access strategy includes design interventions that will have an overall benefit in highway capacity terms. For example, it:

- **will minimise increases in the amount of traffic using the Town Centre and along the A140.**
- **has the potential to more evenly distribute traffic associated with Aylsham High School across several routes.**
- **has the potential to reduce the number of vehicle trips that exit Bure Meadows in order to access the existing Nursery and Primary schools located to the west of the site.**

5.23 Notwithstanding this, it is acknowledged that any future planning application will require more detailed analyses to be undertaken. We therefore look forward to having the opportunity to work with NCC as the Local Plan evolves to refine the analyses we have undertaken on behalf of Westmere Homes to date.

5.24 Without prejudice to these further assessments, it is our view that the local highway work is capable to accommodate the level of development that is being considered for the Land North East of Aylsham site as the analyses presented above are representative of a worst case scenario. It is therefore evident that the quantum of development identified as being deliverable on the Land North East of Aylsham site accords with the guiding principles of the NPPF. As such, it should be included within the emerging Grater Norwich Local Plan as an allocated housing site.

6.0 Summary and Conclusions

6.1 This Transport Feasibility Appraisal has been prepared on behalf of Westmere Homes to consider the highways and transportation implications associated with the proposed development of residential lead mixed use scheme on Land to the North East of Aylsham in Norfolk.

6.2 Following a review of existing conditions in conjunction with the emerging masterplan, our conclusions are as follows:

- The site benefits from access to a good network of pedestrian and cycle links, which connect the site to the public transport network that serves the local area and a range of local facilities. On this basis, it is considered that the proposed development is ideally located to encourage people to travel to the site by more sustainable modes of transport;
- Personal injury accident data records indicate there are no significant issues associated with the local highway network that are detrimental to road safety levels;
- Vehicular access will be achieved from the A140 and Bure Meadows development. As the emerging access designs accord with the requirements of current best practice guidance, the construction of residential dwellings at the Land North East of Aylsham site will not have an adverse effect upon highway safety; and,
- The residual impact of the quantum of development being considered is unlikely to lead to any demonstrable harm to the local highway network.

6.3 Indeed, it should be that the Land North of Aylsham site will also provide reciprocal benefits to Bure Meadows and the existing community more widely. For example:

- The provision of a primary school on the site will reduce the need for residents of Bure Meadows to travel across Aylsham to the existing education establishments, thereby reducing car based education trips.
- The introduction of a new vehicular access on the A140 will enable a redistribution of traffic associated with Aylsham High School and residents of Bure Meadows, which will reduce the number of vehicles that use Burgh Road and Sir William's Lane.
- The inclusion of an alternative vehicular access to the Mill Road Water Treatment Works will overcome disruption that is often associated with larger vehicles trying to access this facility via Mill Row.
- The emerging vehicular access strategy has the potential to improve Bure Meadows residents accessibility to buses through the diversion of Route 43 within the Land North East of Aylsham site.

6.4 It is therefore our view that:

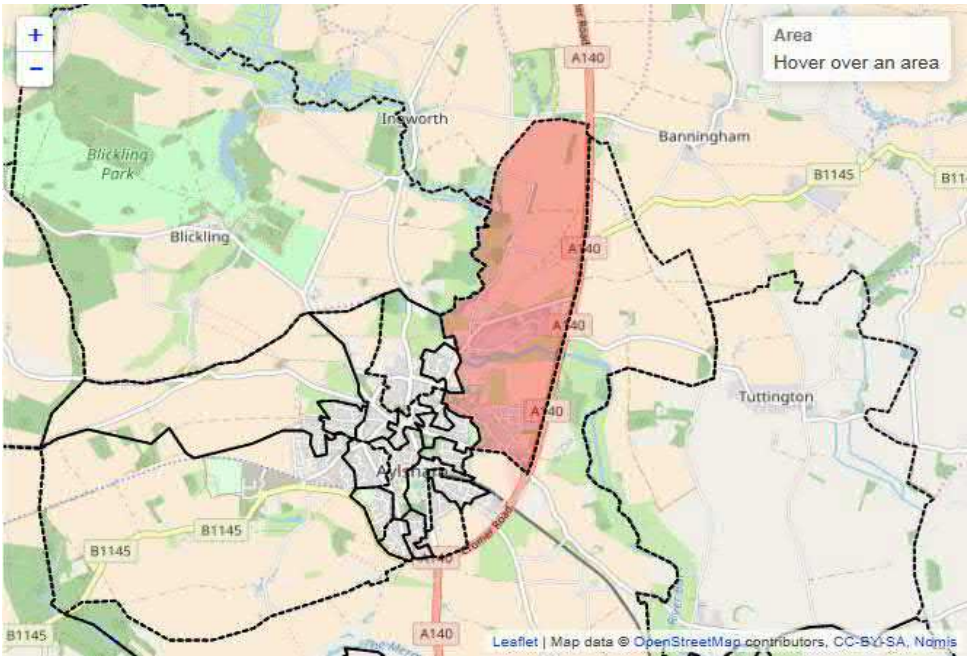
There is strong justification and legitimate transport sustainability reasons why the Land North East of Aylsham should be included in the emerging Greater Norwich Local Plan as an allocated housing site.

Appendix A

2011 Census Review

Land North East of Alysham - 2011 Census Data (Journey to Work Statistics)

Study Area:

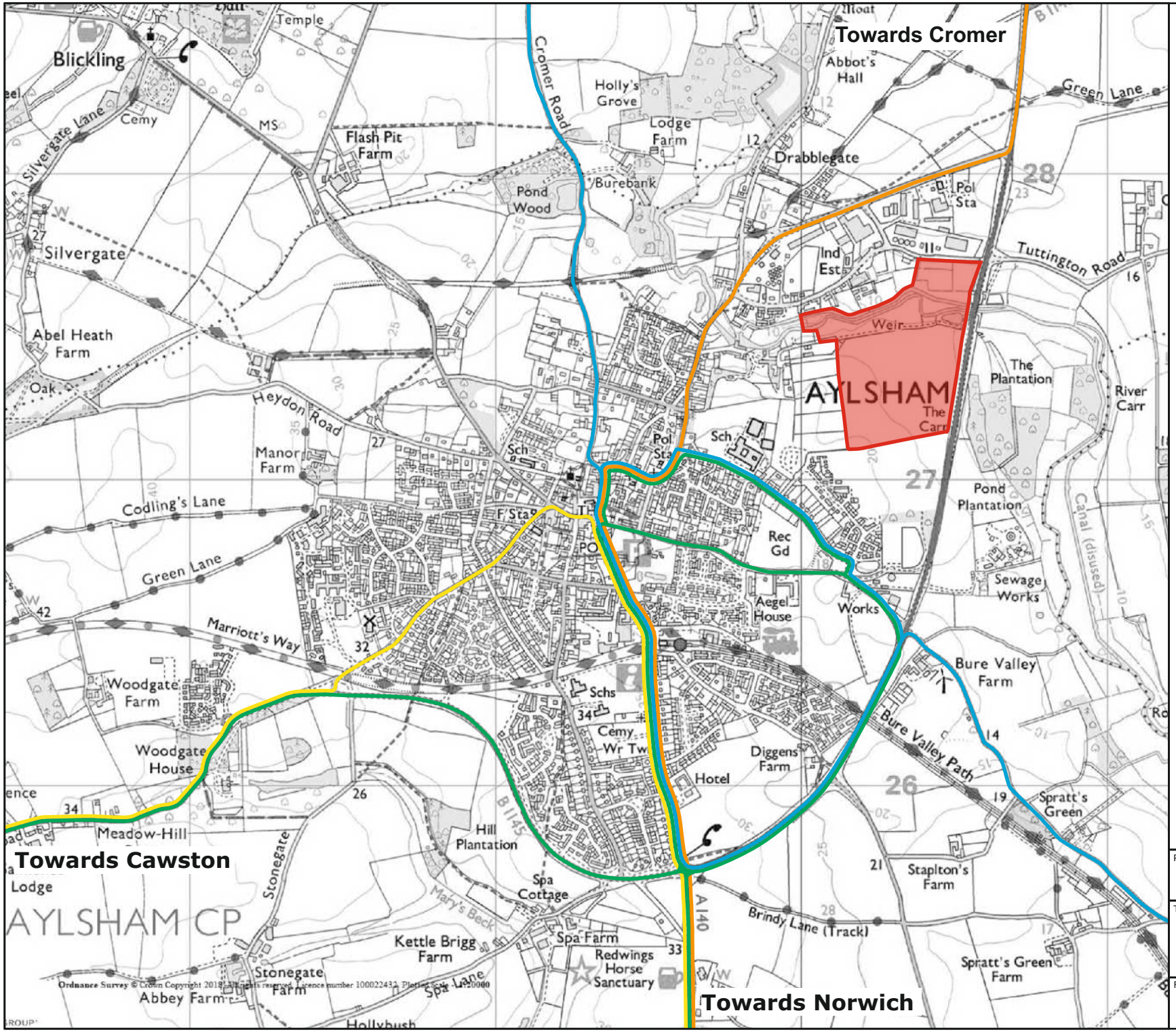


2011 Census Data

Method of Travel to Work	E00134667		Broadland	
Train	0	*0.0%*	676	*1.2%*
Bus, minibus or coach	4	*3.1%*	3,335	*5.8%*
Taxi	0	*0.0%*	164	*0.3%*
Motorcycle, scooter, moped	1	*0.8%*	828	*1.4%*
Driving a car or van	91	*70.5%*	43,109	*74.4%*
Passenger in a car or van	5	*3.9%*	2,990	*5.2%*
Bicycle	9	*7.0%*	2,441	*4.2%*
On foot	17	*13.2%*	3,911	*6.7%*
Other	2	*1.6%*	520	*0.9%*
Total	129	*100%*	57,974	*100%*

Appendix B

Public Transport Accessibility



north

Legend

- Site Location
- Bus Route 18
- Bus Route 43
- Bus Route 44/44X
- Bus Route 291

motion

9 Greyfriars Road Reading, RG1 1NU
T: 0118 206 2930

www.motion.co.uk

Project:
Land North East of Aylsham

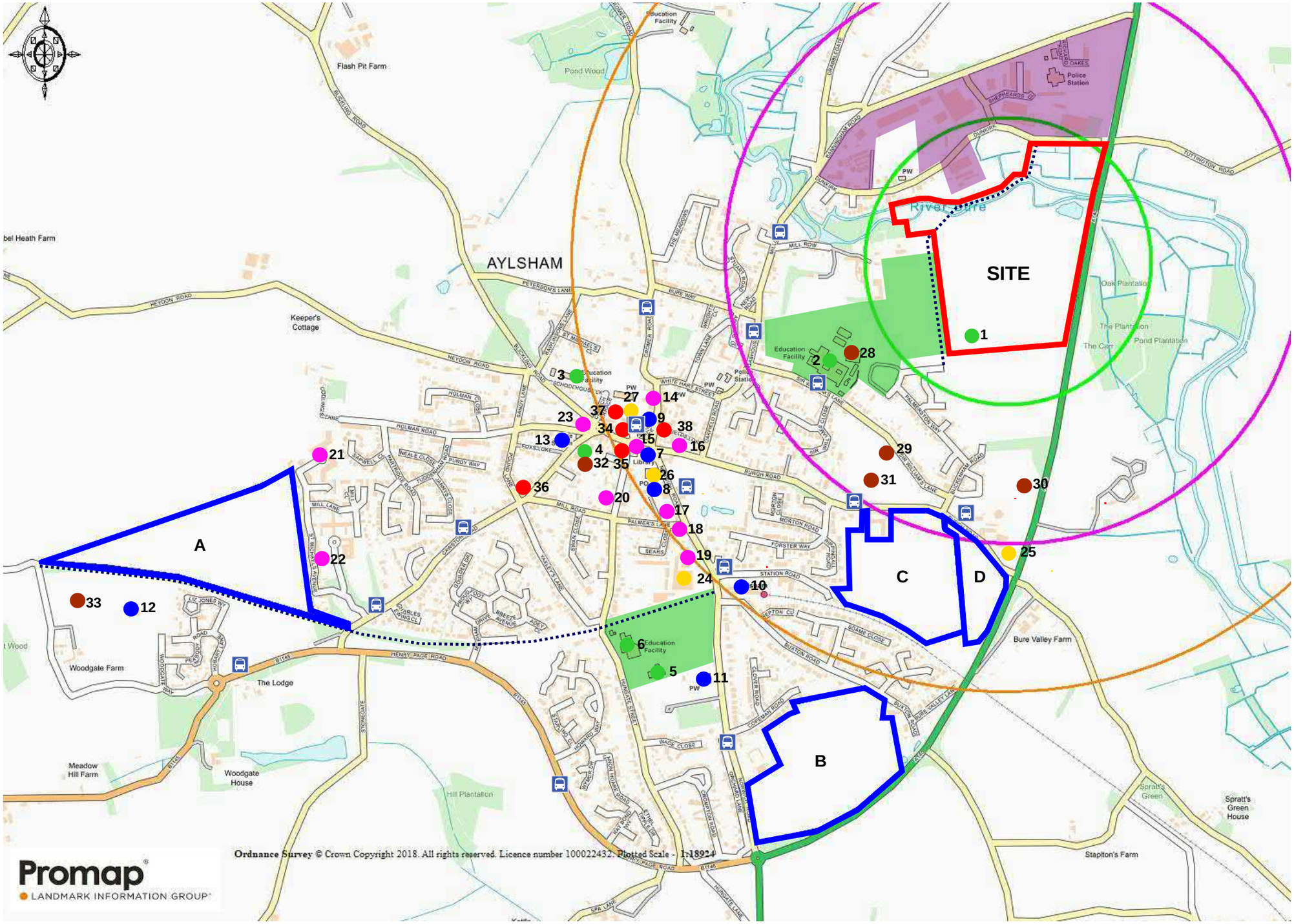
Title:
Local Bus Services

Figure:
Appendix B

Revision:
-

Appendix C

Local Amenity Plan



armstrong rigg planning

LEGEND	
Education	
1.	Proposed new Primary School site
2.	Aylsham High School and grounds
3.	St Michaels Nursery & Infant School
4.	Dawnies Little Stars Nursery
5.	John of Gaunt Infant School
6.	Bure Valley Junior School
Community Facilities	
7.	Aylsham Library
8.	Aylsham Post Office
9.	Aylsham Town Hall & Market Place
10.	Bure Valley Railway Visitor Centre
11.	Jubilee Family Centre
12.	Youngs Park
13.	County Hall
Health Facilities	
14.	Aylsham Dental Practice
15.	Lloyds Pharmacy
16.	Mydentist Dental Practice
17.	Ian Sears NHS Clinic
18.	Willows Pharmacy
19.	The Market NHS Surgery
20.	Hungate Street NHS Surgery
21.	North Norfolk CCG
22.	Aylsham Health Centre
23.	Randell's Osteopath and Podiatry
Supermarkets	
24.	Tesco
25.	Marks and Spencer
26.	Budgens
27.	Co-op
Open Space / Sport & Recreation	
28.	Aylsham High School (indoor and outdoor public facilities)
29.	Aylsham Tennis Club
30.	Allotments
31.	Playing fields
32.	Drill Hall / Community Gym
33.	Aylsham FC
Hotels / Restaurants / Public Houses	
34.	Black Boys PH & Hotel
35.	The Unicorn PH
36.	The Feathers PH
37.	Biddy's Kitchen Café
38.	Old Tea Rooms
Other	
	Bus Stops
	Existing Employment Sites (Dunkirk)
	Proposed Site
	Significant Public Rights of Way
	0-5 Minutes Walking Distance
	6-10 Minutes Walking Distance
	11-15 Minutes Walking Distance
Other SHLAA Sites	
A	Land North of Marriotts Way
B	Land at Norwich Road
C	Land to the South of Burgh Road
D	Land at Burgh Road

Project:
Land at North East Aylsham

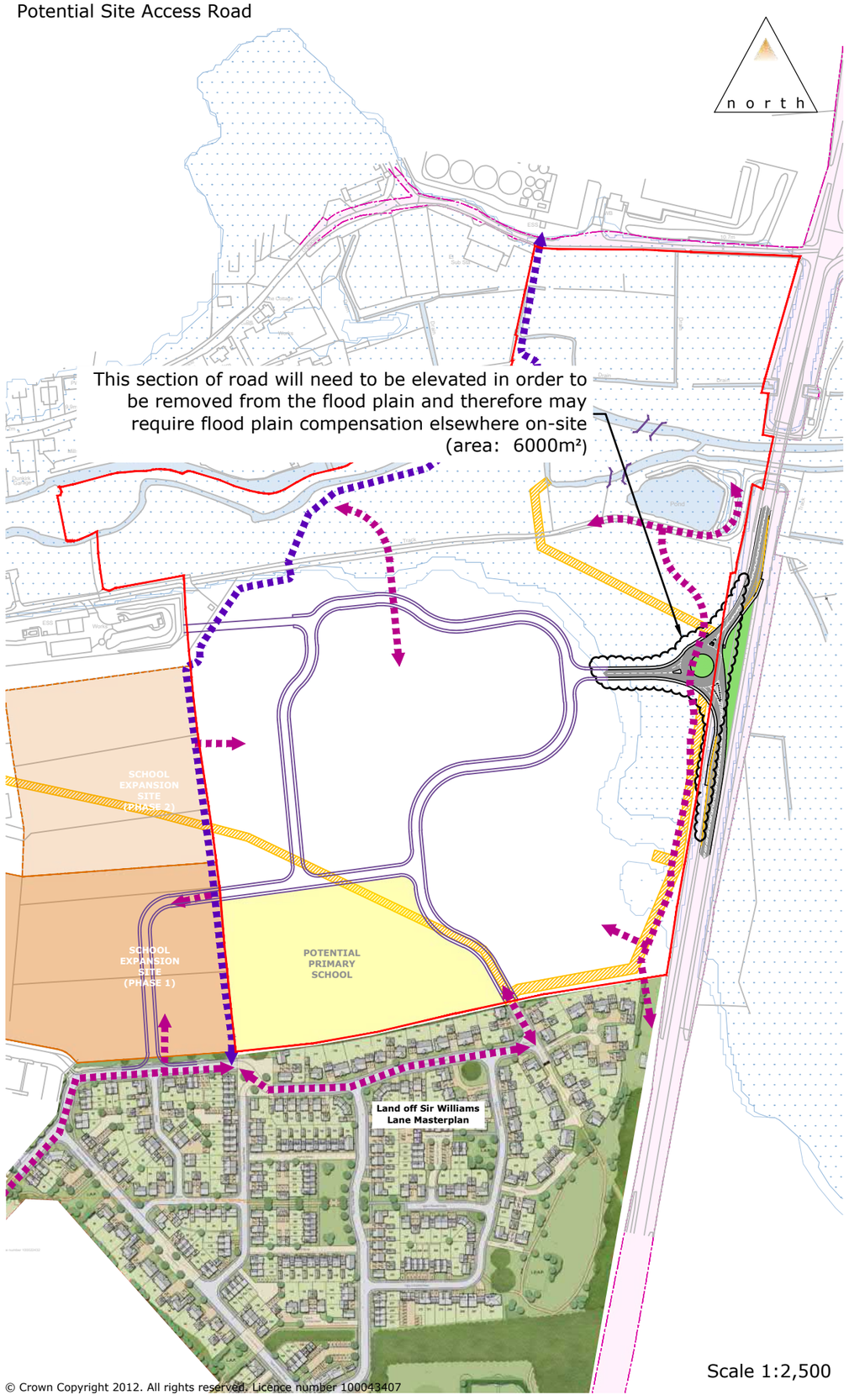
Title:
Sustainability Map

Project Ref:
03715

Appendix D

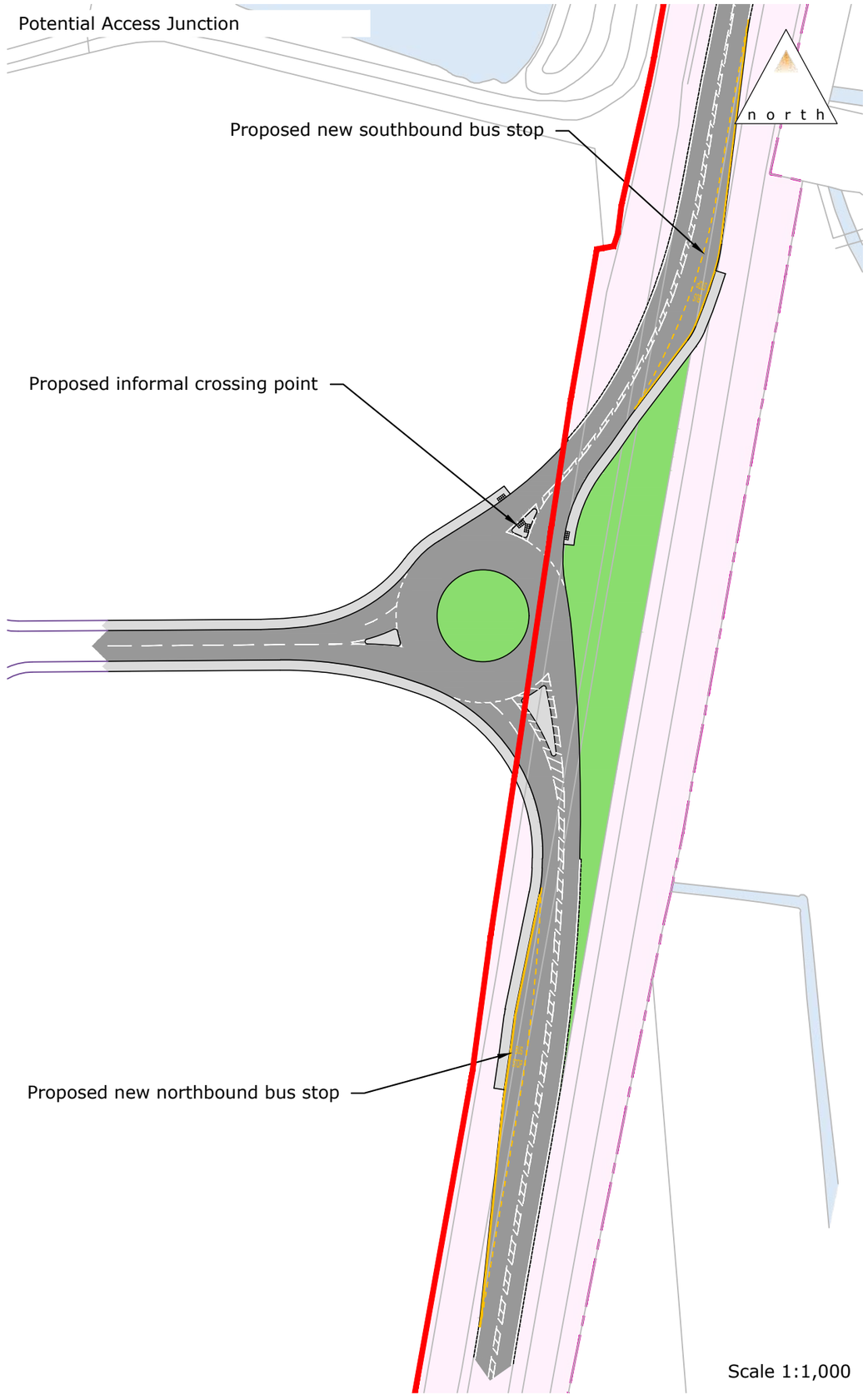
Emerging Vehicular Access Strategy

Potential Site Access Road



Scale 1:2,500

Potential Access Junction



Scale 1:1,000

Legend

- Site Boundary
- Highway Boundary (Based on INSPIRE Land Registry Boundaries, to be confirmed)
- School Expansion Area (Phase 1 and 2)
- Indicative Layout of Internal Access Road
- Flood Zone 2 (Based on EA Flood Maps)
- Flood Zone 3 (Based on EA Flood Maps)
- Potential Primary School
- Proposed Pedestrian / Cycle Links
- Land North of Sir Williams Lane Proposed Off-site Footpath Link (Based on Pegausus Drawing Bir:4413_20A dated 18/06/2015)
- Existing Easement (Based on Create Consulting Engineers Limited Drawing 500/068 dated 22/10/2014)

motion

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Golden Cross House
8 Duncannon Street
London
WC2N 4JF

T: 020 7031 8141

www.motion.co.uk

Project:
Land North East of Aylsham

Title:
Site Access Strategy
Roundabout South of River Bure

Scale: As Shown (@ A3)

Drawing: 1802070-04

Revision: C

R:\Projects\whayls 1802070\Drawings\1802070-04_C.dwg

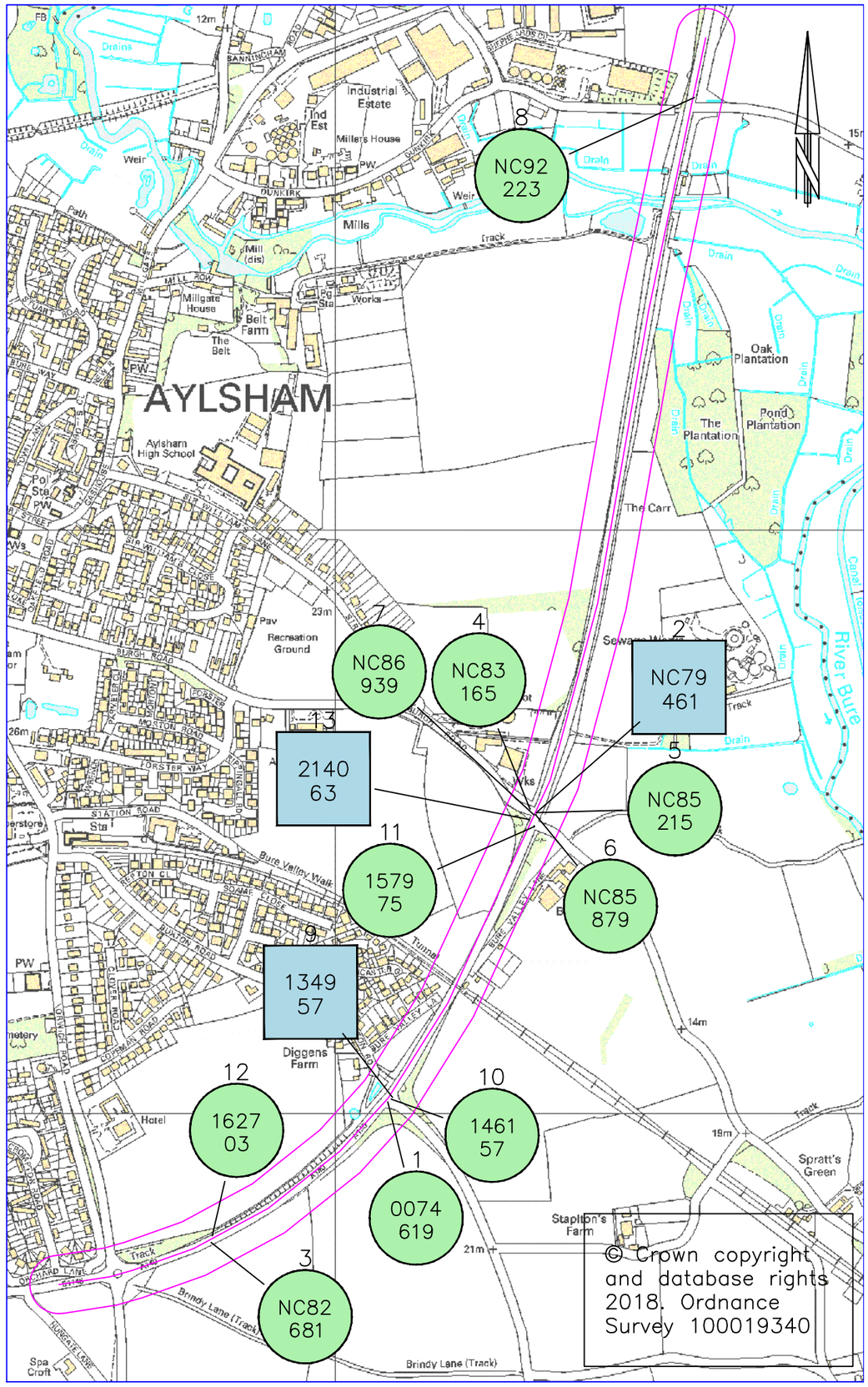
Appendix E

Road Safety Records

A140, Aylsham - Five Year Accident Record - January 2013 to December 2017

	1	2	3	4	5	6	7
Reference Number	0074 619	NC79 461	NC82 681	NC83 165	NC85 215	NC85 879	NC86 939
Date / Day	Mo 30	Fr 04	We 30	Th 21	We 05	Fr 21	Sa 27
Month	Sep	Apr	Jul	Aug	Nov	Nov	Dec
Year	2013	2014	2014	2014	2014	2014	2014
Time	2024	0743	0824	2045	1630	0822	1624
Severity	Sl	Se	Sl	Sl	Sl	Sl	Sl
Dark / Lit							
Weather Conditions							
Road Surface							
Special Conditions							
Carriageway Hazards							
Vehicle Manoeuvres							
Vehicle 1	20	21	68	48	68	20	74
Vehicle 2	21	45		52	55	55	29
Vehicle 3						50	48
Vehicle 4							
Casualty /age	21	45	68	48 40 60 15 17	68 55	20	74 29
Failed to Give–Way							
Signal Ignored							
Loss of Control							
Hit Object IN C'way							
Hit Object OFF C'way			0		0		
Vehicle Left C'way							
Breath Test							
Contributory Factors 1/2	V1 ** 404	V1 ** 405	V1 ** 410	V2 * 406	V1 ** 405	V1 ** 405	V1 ** 406
3/4	V2** 605	V1 ** 406	V1 * 505		V1 ** 403	V1 ** 406	V1 ** 405
5/6		V1 ** 302				V2** 403	V2** 404
						V1 ** 403	
* possible, ** very likely							
School No./Ref.							
User fields: 1	33						
2							
3							
4							

	8	9	10	11	12	13
Reference Number	NC92 223	1349 57	1461 57	1579 75	1627 03	2140 63
Date / Day	Tu 21	Fr 18	Su 01	Mo 23	Fr 17	Su 27
Month	Jul	Nov	Jan	Jan	Feb	Aug
Year	2015	2016	2017	2017	2017	2017
Time	0846	1630	0135	2040	1700	2300
Severity	Sl	Se	Sl	Sl	Sl	Se
Dark / Lit						
Weather Conditions						
Road Surface						
Special Conditions						
Carriageway Hazards						
Vehicle Manoeuvres						
Vehicle 1	52	73	20	??	??	30
Vehicle 2	38	24	43	52	41	
Vehicle 3				??	21	
Vehicle 4						
Casualty /age	38	24	43 14	52	21	30
Failed to Give–Way						
Signal Ignored						
Loss of Control						
Hit Object IN C'way						
Hit Object OFF C'way						N
Vehicle Left C'way						
Breath Test						
Contributory Factors 1/2	V1 ** 201	V1 ** 999	V1 ** 405	V1 * 406	V1 ** 405	V1 ** 403	V1 ** 306	V1 * 501
3/4			V1 ** 405	V1 * 308	V1 ** 107	V1 * 603	V1 ** 405	V1 ** 403		
5/6					V3** 903	V1 ** 405	V1 ** 602	V3** 409		
					V2** 107					
* possible, ** very likely										
School No./Ref.										
User fields: 1										
2										
3										
4										



Full Details Report Summary -

Accidents Found Date Range: 30/09/2013 - 27/08/2017
Grid Coordinate Range: 619787, 325779 - 620616, 327742
Accident Date BETWEEN '01-Jan-2013' AND '31-Dec-2017'

Accident Severity

	2013	2014	2015	2016	2017	Total
Serious	**0**	**1**	**0**	**1**	**1**	**3**
Slight	**1**	**5**	**1**	**0**	**3**	**10**
Total	**1**	**6**	**1**	**1**	**4**	**13**

Casualty Severity

	2013	2014	2015	2016	2017	Total
Serious	**0**	**1**	**0**	**1**	**1**	**3**
Slight	**1**	**11**	**1**	**0**	**4**	**17**
Total	**1**	**12**	**1**	**1**	**5**	**20**

Casualty KSI

	2013	2014	2015	2016	2017	Total
Adult KSI	**0**	**1**	**0**	**1**	**1**	**3**
Slight	**1**	**11**	**1**	**0**	**4**	**17**
Total	**1**	**12**	**1**	**1**	**5**	**20**

1.3 Accident Reference:0074619 Slight First Road: A140, Second Road: C494 Accident 1 of 13

1.7 Date & 1.9 Time.....Monday 30/09/2013 20:24
1.11 Grid co-ordinates.....620090/326020
1.10 Local Authority.....Broadland
1.12/1.13 1st road identity..A140
1.18/1.19 2nd road identity..C494
1.22 Weather.....Fine Wind
1.21 Light conditions.....Dark/no lights
1.20a Crossing(human).....No Human control within 50m
1.20b Crossing(physical).....No crossing facility within 5
1.15 Speed limit.....60 Mph
1.14 Road type.....Single c'way
1.16 Junction detail.....T or Staggered junction
1.17 Junction control.....Give way sign or uncontrolled
1.24 Special conditions...None
1.25 Carriageway hazards..None
1.5 Number of vehicles...2
1.6 Number of casualties.1
1.23 Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to signal/misleading signal (Driver/Rider - Error)	Vehicle 001	Very likely	Yes
Inexperienced or learner driver/rider (Driver/Rider - Behaviour)	Vehicle 002	Very likely	

Accident Description
Veh 1 (Car), turning right from Southwest to Southeast; Veh 2 (M/Cycle upto 125Cc), Overtaking Moving Veh on its Offside from Southwest to Northeast.

2 Vehicles

2.4 Veh ref no.....1
2.17 Other vehicle.....2
2.5 Vehicle class.....Car
2.10 Junction location...Leaving main road
2.9 Restricted location.On main carriageway
2.8 Movement from/to....South west South east
2.7 Manoeuvres.....Turning right
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way
2.6 Towing.....No
2.28 Foreign vehicle.....Not foreign
2.16 First impact.....Offside
2.12 Hit object in c'way..None
2.14 Hit object off c'way.None
2.18 Parts damaged..... / /
2.21 Driver gender.....Female
2.22 Driver age.....20
2.24 Hit and Run.....No
2.23 Breath test.....Not requested
2.29 Journey purpose.....Other

2.4 Veh ref no.....2
2.17 Other vehicle.....1
2.5 Vehicle class.....M/cycle 50 - 125cc
2.10 Junction location...Mid junction
2.9 Restricted location.On main carriageway
2.8 Movement from/to....South west North east
2.7 Manoeuvres.....O/T moving vehicle on its O/S
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way
2.6 Towing.....No
2.28 Foreign vehicle.....Not foreign
2.16 First impact.....Front
2.12 Hit object in c'way..None
2.14 Hit object off c'way.None
2.18 Parts damaged..... / /
2.21 Driver gender.....Male
2.22 Driver age.....21
2.24 Hit and Run.....No
2.23 Breath test.....Not requested
2.29 Journey purpose.....Other

1 Casualty

3.5 Cas ref no.....1
3.6 Casualty class.....Driver or Rider
3.7 Gender.....Male
3.8 Age.....21
3.9 Severity.....Slight
3.4 Vehicle no.....2
3.12 Ped Direction.....Not a pedestrian
3.15 Car passenger.....No
3.16 PSV passenger.....No
3.14 Seat belt usage.....Not applicable
3.13 School pupil.....Other
(3.19 School .....)
3.10 Pedestrian location..Not a pedestrian
3.11 Pedestrian movement..Not a pedestrian
3.19 Roadworker injured...No

1.3 Accident Reference:NC79461 Serious AYLSHAM A140 J/W BURGH ROAD Accident 2 of 13

1.7 Date & 1.9 Time.....Friday 04/04/2014 07:43
1.11 Grid co-ordinates.....620346/326517
1.10 Local Authority.....Broadland
1.12/1.13 1st road identity..A140
1.18/1.19 2nd road identity..C273
1.22 Weather.....Fine
1.21 Light conditions.....Daylight
1.20a Crossing(human).....No Human control within 50m
1.20b Crossing(physical).....No crossing facility within 5
1.15 Speed limit.....60 Mph
1.14 Road type.....Single c'way
1.16 Junction detail.....T or Staggered junction
1.17 Junction control.....Give way sign or uncontrolled
1.24 Special conditions...None
1.25 Carriageway hazards..None
1.5 Number of vehicles...2
1.6 Number of casualties.1
1.23 Surface.....Wet

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	
Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 001	Very likely	
Disobeyed give way or stop sign markings (Driver/Rider - Injudicious)	Vehicle 001	Very likely	Yes

Accident Description
V1 TURNED RIGHT OUT OF BURGH ROAD ONTO THE MAIN A140 INTO THE PATH OF V2 TRAVELLING NORTH ON THE A140

2 Vehicles

2.4 Veh ref no.....1
2.17 Other vehicle.....0
2.5 Vehicle class.....Car
2.10 Junction location...Entering main road
2.9 Restricted location.On main carriageway
2.8 Movement from/to....North west South west
2.7 Manoeuvres.....Turning right
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way
2.6 Towing.....No
2.28 Foreign vehicle.....Not foreign
2.16 First impact.....Offside
2.12 Hit object in c'way..None
2.14 Hit object off c'way.None
2.18 Parts damaged..... / /
2.21 Driver gender.....Male
2.22 Driver age.....21
2.24 Hit and Run.....No
2.23 Breath test.....Negative
2.29 Journey purpose.....Commuting to/from work

2.4 Veh ref no.....2
2.17 Other vehicle.....0
2.5 Vehicle class.....M/cycle > 500cc
2.10 Junction location...Mid junction
2.9 Restricted location.On main carriageway
2.8 Movement from/to....South west North east
2.7 Manoeuvres.....Going ahead other
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way
2.6 Towing.....No
2.28 Foreign vehicle.....Not foreign
2.16 First impact.....Front
2.12 Hit object in c'way..None
2.14 Hit object off c'way.None
2.18 Parts damaged..... / /
2.21 Driver gender.....Male
2.22 Driver age.....45
2.24 Hit and Run.....No
2.23 Breath test.....Negative
2.29 Journey purpose.....Commuting to/from work

1 Casualty

3.5 Cas ref no.....1
3.6 Casualty class.....Driver or Rider
3.7 Gender.....Male
3.8 Age.....45
3.9 Severity.....Serious
3.4 Vehicle no.....2
3.12 Ped Direction.....Not a pedestrian
3.15 Car passenger.....No
3.16 PSV passenger.....No
3.14 Seat belt usage.....Not applicable
3.13 School pupil.....Other
(3.19 School .....)
3.10 Pedestrian location..Not a pedestrian
3.11 Pedestrian movement..Not a pedestrian
3.19 Roadworker injured...No

1.3 Accident Reference:NC82681 Slight AYLSHAM A140 APPROX 150MTRS NORTH EAST OF NORWICH ROAD R/ABT Accident 3 of 13

1.7 Date & 1.9 Time.....Wednesday 30/07/2014 08:24
1.11 Grid co-ordinates.....619787/325779
1.10 Local Authority.....Broadland
1.12/1.13 1st road identity..A140
1.18/1.19 2nd road identity..
1.22 Weather.....Fine
1.21 Light conditions.....Daylight
1.20a Crossing(human).....No Human control within 50m
1.20b Crossing(physical).....No crossing facility within 5
1.15 Speed limit.....60 Mph
1.14 Road type.....Single c'way
1.16 Junction detail.....Not at or within 20m of junction
1.17 Junction control.....
1.24 Special conditions...None
1.25 Carriageway hazards..None
1.5 Number of vehicles...1
1.6 Number of casualties.1
1.23 Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Loss of control (Driver/Rider - Error)	Vehicle 001	Very likely	Yes
Illness or disability, mental or physical (Driver/Rider - Impairment)	Vehicle 001	Possible	

Accident Description
V1 TRAVELLING NORTH EAST ON THE A140 WHEN IT LOST CONTROL LEFT ROAD TO OFFSIDE AND HIT TREES

1 Vehicle

2.4 Veh ref no.....1
2.17 Other vehicle.....0
2.5 Vehicle class.....Car
2.10 Junction location...Not at junction
2.9 Restricted location.On main carriageway
2.8 Movement from/to....South west North east
2.7 Manoeuvres.....Going ahead other
2.11 Skidding.....No
2.13 Left c'way.....Left c'way Offside
2.6 Towing.....No
2.28 Foreign vehicle.....Not foreign
2.16 First impact.....Front
2.12 Hit object in c'way..None
2.14 Hit object off c'way.Tree
2.18 Parts damaged..... / /
2.21 Driver gender.....Male
2.22 Driver age.....68
2.24 Hit and Run.....No
2.23 Breath test.....Negative
2.29 Journey purpose.....Other

1 Casualty

3.5 Cas ref no.....1
3.6 Casualty class.....Driver or Rider
3.7 Gender.....Male
3.8 Age.....68
3.9 Severity.....Slight
3.4 Vehicle no.....1
3.12 Ped Direction.....Not a pedestrian
3.15 Car passenger.....No
3.16 PSV passenger.....No
3.14 Seat belt usage.....Worn and independently
3.17 Sch pupil.....Other
(3.19 School .....)
3.10 Pedestrian location..Not a pedestrian
3.11 Pedestrian movement..Not a pedestrian
3.19 Roadworker injured...No

1.3 Accident Reference:NC83165 Slight AYLSHAM CROMER ROAD J/W BURGH ROAD Accident 4 of 13

1.7 Date & 1.9 Time.....Thursday 21/08/2014 20:45
1.11 Grid co-ordinates.....620334/326522
1.10 Local Authority.....Broadland
1.12/1.13 1st road identity..A140
1.18/1.19 2nd road identity..C273
1.22 Weather.....Fine
1.21 Light conditions.....Dark/unknown
1.20a Crossing(human).....No Human control within 50m
1.20b Crossing(physical).....No crossing facility within 5
1.15 Speed limit.....30 Mph
1.14 Road type.....Single c'way
1.16 Junction detail.....T or Staggered junction
1.17 Junction control.....Give way sign or uncontrolled
1.24 Special conditions...None
1.25 Carriageway hazards..None
1.5 Number of vehicles...2
1.6 Number of casualties.5
1.23 Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 002	Possible	No - reported over the counter

Accident Description
V1 ON BURGH ROAD HEADING SOUTH EAST TOWARDS JUNCTION WITH MAIN CROMER ROAD STOPPED AT GIVEWAY. V2 TRAVELLING BEHIND RAN INTO REAR OF V1

2 Vehicles

2.4 Veh ref no.....1
2.17 Other vehicle.....0
2.5 Vehicle class.....Car
2.10 Junction location...Approaching or parked on approach
2.9 Restricted location.On main carriageway
2.8 Movement from/to....North west North east
2.7 Manoeuvres.....Waiting to turn left
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way
2.6 Towing.....No
2.28 Foreign vehicle.....Not foreign
2.16 First impact.....Back
2.12 Hit object in c'way..None
2.14 Hit object off c'way.None
2.18 Parts damaged..... / /
2.21 Driver gender.....Female
2.22 Driver age.....48
2.24 Hit and Run.....No
2.23 Breath test.....Not contacted
2.29 Journey purpose.....Other

2.4 Veh ref no.....2
2.17 Other vehicle.....0
2.5 Vehicle class.....Car
2.10 Junction location...Approaching or parked on approach
2.9 Restricted location.On main carriageway
2.8 Movement from/to....North west North east
2.7 Manoeuvres.....Going ahead other
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way
2.6 Towing.....No
2.28 Foreign vehicle.....Not foreign
2.16 First impact.....Front
2.12 Hit object in c'way..None
2.14 Hit object off c'way.None
2.18 Parts damaged..... / /
2.21 Driver gender.....Male
2.22 Driver age.....52
2.24 Hit and Run.....No
2.23 Breath test.....Not contacted
2.29 Journey purpose.....Unknown

5 Casualties

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Female	3.14 Seat belt usage.....Worn but not independently
3.8 Age.....48	3.17 Schol pupil.....Other (3.19 School .....)
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....1	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

3.5 Cas ref no.....2	3.15 Car passenger.....Front
3.6 Casualty class.....Passenger	3.16 PSV passenger.....No
3.7 Gender.....Female	3.14 Seat belt usage.....Worn but not independently
3.8 Age.....40	3.17 Schol pupil.....Other (3.19 School .....)
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....1	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

3.5 Cas ref no.....3	3.15 Car passenger.....Rear
3.6 Casualty class.....Passenger	3.16 PSV passenger.....No
3.7 Gender.....Male	3.14 Seat belt usage.....Worn but not independently
3.8 Age.....40	3.17 Schol pupil.....Other (3.19 School .....)
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....1	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

3.5 Cas ref no.....4	3.15 Car passenger.....Rear
3.6 Casualty class.....Passenger	3.16 PSV passenger.....No
3.7 Gender.....Male	3.14 Seat belt usage.....Worn but not independently
3.8 Age.....15	3.17 Schol pupil.....Other (3.19 School .....)
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....1	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

3.5 Cas ref no.....5	3.15 Car passenger.....Rear
3.6 Casualty class.....Passenger	3.16 PSV passenger.....No
3.7 Gender.....Female	3.14 Seat belt usage.....Worn but not independently
3.8 Age.....17	3.17 Schol pupil.....Other (3.19 School .....)
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....1	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

1.3 Accident Reference:NC85215 Slight AYLSHAM A140 J/W BURGH ROAD Accident 5 of 13

1.7 Date & 1.9 Time.....Wednesday 05/11/2014 16:30
1.11 Grid co-ordinates.....620345/326516
1.10 Local Authority.....Broadland
1.12/1.13 1st road identity..A140
1.18/1.19 2nd road identity..C273
1.22 Weather.....Rain
1.21 Light conditions.....Dark/no lights
1.20a Crossing(human).....No Human control within 50m
1.20b Crossing(physical).....No crossing facility within 5
1.15 Speed limit.....60 Mph
1.14 Road type.....Single c'way
1.16 Junction detail.....Crossroads
1.17 Junction control.....Give way sign or uncontrolled
1.24 Special conditions...None
1.25 Carriageway hazards..None
1.5 Number of vehicles...2
1.6 Number of casualties.2
1.23 Surface.....Wet

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	Yes
Poor turn or manoeuvre (Driver/Rider - Error)	Vehicle 001	Very likely	

Accident Description
V1 ON BURGH ROAD PULLED OUT ONTO MAIN A140 TURNING RIGHT TO HEAD SOUTH INTO PATH OF V2 ON A140 HEADING NORTH TOWARDS CROMER COLLISION OCCURRED

2 Vehicles

2.4 Veh ref no.....1
2.17 Other vehicle.....0
2.5 Vehicle class.....Car
2.10 Junction location...Entering main road
2.9 Restricted location.On main carriageway
2.8 Movement from/to....North west South west
2.7 Manoeuvres.....Turning right
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way
2.6 Towing.....No
2.28 Foreign vehicle.....Not foreign
2.16 First impact.....Offside
2.12 Hit object in c'way..None
2.14 Hit object off c'way.None
2.18 Parts damaged..... / /
2.21 Driver gender.....Female
2.22 Driver age.....68
2.24 Hit and Run.....No
2.23 Breath test.....Not requested
2.29 Journey purpose.....Commuting to/from work

2.4 Veh ref no.....2
2.17 Other vehicle.....0
2.5 Vehicle class.....Car
2.10 Junction location...Mid junction
2.9 Restricted location.On main carriageway
2.8 Movement from/to....South west North east
2.7 Manoeuvres.....Going ahead other
2.11 Skidding.....No
2.13 Left c'way.....Left c'way Offside
2.6 Towing.....No
2.28 Foreign vehicle.....Not foreign
2.16 First impact.....Front
2.12 Hit object in c'way..None
2.14 Hit object off c'way.None
2.18 Parts damaged..... / /
2.21 Driver gender.....Female
2.22 Driver age.....55
2.24 Hit and Run.....No
2.23 Breath test.....Not requested
2.29 Journey purpose.....Commuting to/from work

2 Casualties

3.5 Cas ref no.....1
3.6 Casualty class.....Driver or Rider
3.7 Gender.....Female
3.8 Age.....68
3.9 Severity.....Slight
3.4 Vehicle no.....1
3.12 Ped Direction.....Not a pedestrian
3.15 Car passenger.....No
3.16 PSV passenger.....No
3.14 Seat belt usage.....Unknown
3.13 School pupil.....Other
(3.19 School .....)
3.10 Pedestrian location..Not a pedestrian
3.11 Pedestrian movement..Not a pedestrian
3.19 Roadworker injured...No

3.5 Cas ref no.....2
3.6 Casualty class.....Driver or Rider
3.7 Gender.....Female
3.8 Age.....55
3.9 Severity.....Slight
3.4 Vehicle no.....2
3.12 Ped Direction.....Not a pedestrian
3.15 Car passenger.....No
3.16 PSV passenger.....No
3.14 Seat belt usage.....Unknown
3.13 School pupil.....Other
(3.19 School .....)
3.10 Pedestrian location..Not a pedestrian
3.11 Pedestrian movement..Not a pedestrian
3.19 Roadworker injured...No

1.3 Accident Reference:NC85879 Slight AYLSHAM A140 J/W BURGH ROAD Accident 6 of 13

1.7 Date & 1.9 Time.....Friday 21/11/2014 08:22
1.11 Grid co-ordinates.....620344/326512
1.10 Local Authority.....Broadland
1.12/1.13 1st road identity..A140
1.18/1.19 2nd road identity..C273
1.22 Weather.....Fine
1.21 Light conditions.....Daylight
1.20a Crossing(human).....No Human control within 50m
1.20b Crossing(physical).....No crossing facility within 5
1.15 Speed limit.....60 Mph
1.14 Road type.....Single c'way
1.16 Junction detail.....T or Staggered junction
1.17 Junction control.....Give way sign or uncontrolled
1.24 Special conditions...None
1.25 Carriageway hazards..None
1.5 Number of vehicles...3
1.6 Number of casualties.1
1.23 Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	Yes
Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 001	Very likely	
Poor turn or manoeuvre (Driver/Rider - Error)	Vehicle 002	Very likely	
Failed to signal/misleading signal (Driver/Rider - Error)	Vehicle 002	Very likely	

Accident Description
V1 ON A140 HEADING SOUTH AT J/W BURGH ROAD TURNED RIGHT ACROSS PATH OF V2 WHO HAD BEEN INDICATING TO TURN RIGHT BUT CHANGED MIND. COLLISION OCCURRED. V3 WHO WAS WAITING IN BURGH ROAD WAS HIT BY DEBRIS

3 Vehicles

2.4 Veh ref no.....1
2.17 Other vehicle.....0
2.5 Vehicle class.....Car
2.10 Junction location...Leaving main road
2.9 Restricted location.On main carriageway
2.8 Movement from/to....North east North west
2.7 Manoeuvres.....Turning right
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way
2.6 Towing.....No
2.28 Foreign vehicle.....Not foreign
2.16 First impact.....Nearside
2.12 Hit object in c'way..None
2.14 Hit object off c'way.None
2.18 Parts damaged..... / /
2.21 Driver gender.....Female
2.22 Driver age.....20
2.24 Hit and Run.....No
2.23 Breath test.....Negative
2.29 Journey purpose.....Journey as part of work

2.4 Veh ref no.....2
2.17 Other vehicle.....0
2.5 Vehicle class.....Car
2.10 Junction location...Mid junction
2.9 Restricted location.On main carriageway
2.8 Movement from/to....South west North east
2.7 Manoeuvres.....Going ahead other
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way
2.6 Towing.....No
2.28 Foreign vehicle.....Not foreign
2.16 First impact.....Front
2.12 Hit object in c'way..None
2.14 Hit object off c'way.None
2.18 Parts damaged..... / /
2.21 Driver gender.....Male
2.22 Driver age.....55
2.24 Hit and Run.....No
2.23 Breath test.....Negative
2.29 Journey purpose.....Journey as part of work

2.4 Veh ref no.....3
2.17 Other vehicle.....0
2.5 Vehicle class.....Car
2.10 Junction location...Approaching or parked on approach
2.9 Restricted location.On main carriageway
2.8 Movement from/to....North west South west
2.7 Manoeuvres.....Waiting to turn right
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way
2.6 Towing.....No
2.28 Foreign vehicle.....Not foreign
2.16 First impact.....Did not impact
2.12 Hit object in c'way..None
2.14 Hit object off c'way.None
2.18 Parts damaged..... / /
2.21 Driver gender.....Male
2.22 Driver age.....50
2.24 Hit and Run.....No
2.23 Breath test.....Not requested
2.29 Journey purpose.....Journey as part of work

1 Casualty

3.5 Cas ref no.....1
3.6 Casualty class.....Driver or Rider
3.7 Gender.....Female
3.8 Age.....20
3.9 Severity.....Slight
3.4 Vehicle no.....1
3.12 Ped Direction.....Not a pedestrian
3.15 Car passenger.....No
3.16 PSV passenger.....No
3.14 Seat belt usage.....Worn and independently
3.17 Sch pupil.....Other
(3.19 School .....)
3.10 Pedestrian location..Not a pedestrian
3.11 Pedestrian movement..Not a pedestrian
3.19 Roadworker injured...No

1.3 Accident Reference:NC86939 Slight AYLSHAM A140 J/W BURGH ROAD Accident 7 of 13

1.7 Date & 1.9 Time.....Saturday 27/12/2014 16:24
1.11 Grid co-ordinates.....620341/326512
1.10 Local Authority.....Broadland
1.12/1.13 1st road identity..A140
1.18/1.19 2nd road identity..C273
1.22 Weather.....Fine
1.21 Light conditions.....Dark/no lights
1.20a Crossing(human).....Controlled by SXP
1.20b Crossing(physical).....No crossing facility within 5
1.15 Speed limit.....60 Mph
1.14 Road type.....Single c'way
1.16 Junction detail.....T or Staggered junction
1.17 Junction control.....Give way sign or uncontrolled
1.24 Special conditions...None
1.25 Carriageway hazards..None
1.5 Number of vehicles...3
1.6 Number of casualties.2
1.23 Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 001	Very likely	
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	
Poor turn or manoeuvre (Driver/Rider - Error)	Vehicle 001	Very likely	Yes

Accident Description
V1 ON A140 HEADING TOWARDS AYLSHAM AT J/W BURGH ROAD HAS TURNED RIGHT ACROSS PATH OF V2 ON A140 TOWARDS CROMER COLLISION OCCURRED. V2 HAS THEN SPUN OFF V1 AND COLLIDED WITH V3 WHO WAS TRAVELLING BEHIND V1 ALSO TRAVELLING TOWARDS AYLSHAM

3 Vehicles

2.4 Veh ref no.....1
2.17 Other vehicle.....0
2.5 Vehicle class.....Car
2.10 Junction location...Leaving main road
2.9 Restricted location.On main carriageway
2.8 Movement from/to....North east North west
2.7 Manoeuvres.....Turning right
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way
2.6 Towing.....No
2.28 Foreign vehicle.....Not foreign
2.16 First impact.....Nearside
2.12 Hit object in c'way..None
2.14 Hit object off c'way.None
2.18 Parts damaged..... / /
2.21 Driver gender.....Male
2.22 Driver age.....74
2.24 Hit and Run.....No
2.23 Breath test.....Negative
2.29 Journey purpose.....Unknown

2.4 Veh ref no.....2
2.17 Other vehicle.....0
2.5 Vehicle class.....Car
2.10 Junction location...Mid junction
2.9 Restricted location.On main carriageway
2.8 Movement from/to....South west North east
2.7 Manoeuvres.....Going ahead other
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way
2.6 Towing.....No
2.28 Foreign vehicle.....Not foreign
2.16 First impact.....Front
2.12 Hit object in c'way..None
2.14 Hit object off c'way.None
2.18 Parts damaged..... / /
2.21 Driver gender.....Female
2.22 Driver age.....29
2.24 Hit and Run.....No
2.23 Breath test.....Negative
2.29 Journey purpose.....Unknown

2.4 Veh ref no.....3
2.17 Other vehicle.....0
2.5 Vehicle class.....Car
2.10 Junction location...Approaching or parked on approach
2.9 Restricted location.On main carriageway
2.8 Movement from/to....North east South west
2.7 Manoeuvres.....Going ahead other
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way
2.6 Towing.....No
2.28 Foreign vehicle.....Not foreign
2.16 First impact.....Offside
2.12 Hit object in c'way..None
2.14 Hit object off c'way.None
2.18 Parts damaged..... / /
2.21 Driver gender.....Female
2.22 Driver age.....48
2.24 Hit and Run.....No
2.23 Breath test.....Negative
2.29 Journey purpose.....Unknown

2 Casualties

3.5 Cas ref no.....1
3.6 Casualty class.....Driver or Rider
3.7 Gender.....Male
3.8 Age.....74
3.9 Severity.....Slight
3.4 Vehicle no.....1
3.12 Ped Direction.....Not a pedestrian
3.15 Car passenger.....No
3.16 PSV passenger.....No
3.14 Seat belt usage.....Worn but not independently
3.17 Sch pupil.....Other
(3.19 School .....)
3.10 Pedestrian location..Not a pedestrian
3.11 Pedestrian movement..Not a pedestrian
3.19 Roadworker injured...No

3.5 Cas ref no.....2
3.6 Casualty class.....Driver or Rider
3.7 Gender.....Female
3.8 Age.....29
3.9 Severity.....Slight
3.4 Vehicle no.....2
3.12 Ped Direction.....Not a pedestrian
3.15 Car passenger.....No
3.16 PSV passenger.....No
3.14 Seat belt usage.....Worn but not independently
3.17 Sch pupil.....Other
(3.19 School .....)
3.10 Pedestrian location..Not a pedestrian
3.11 Pedestrian movement..Not a pedestrian
3.19 Roadworker injured...No

1.3 Accident Reference:NC92223 Slight AYLSHAM, A140 J/W TUTTINGTON ROAD Accident 8 of 13

1.7 Date & 1.9 Time.....Tuesday 21/07/2015 08:46
1.11 Grid co-ordinates.....620616/327742
1.10 Local Authority.....Broadland
1.12/1.13 1st road identity..A140
1.18/1.19 2nd road identity..C274
1.22 Weather.....Fine
1.21 Light conditions.....Daylight
1.20a Crossing(human).....No Human control within 50m
1.20b Crossing(physical).....No crossing facility within 5
1.15 Speed limit.....60 Mph
1.14 Road type.....Single c'way
1.16 Junction detail.....T or Staggered junction
1.17 Junction control.....Give way sign or uncontrolled
1.24 Special conditions...None
1.25 Carriageway hazards..None
1.5 Number of vehicles...2
1.6 Number of casualties.1
1.23 Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Tyres illegal, defective or under inflated (Vehicle Defects)	Vehicle 001	Very likely	Yes
Other (Special Codes)	Vehicle 001	Very likely	

Accident Description
V2 ON A140 HEADED SOUTH. V1 HEADED NORTH WHEN WHELL CAME OFF V1 AND HIT V2

2 Vehicles

2.4 Veh ref no.....1
2.17 Other vehicle.....0
2.5 Vehicle class.....Bus or Coach
2.10 Junction location...Cleared junction or parked at junc
2.9 Restricted location.On main carriageway
2.8 Movement from/to....South North
2.7 Manoeuvres.....Going ahead other
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way
2.6 Towing.....No
2.28 Foreign vehicle.....Not foreign
2.16 First impact.....Did not impact
2.12 Hit object in c'way..None
2.14 Hit object off c'way.None
2.18 Parts damaged..... / /
2.21 Driver gender.....Male
2.22 Driver age.....52
2.24 Hit and Run.....No
2.23 Breath test.....Negative
2.29 Journey purpose.....Journey as part of work

2.4 Veh ref no.....2
2.17 Other vehicle.....0
2.5 Vehicle class.....Car
2.10 Junction location...Approaching or parked on approach
2.9 Restricted location.On main carriageway
2.8 Movement from/to....North South
2.7 Manoeuvres.....Going ahead other
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way
2.6 Towing.....No
2.28 Foreign vehicle.....Not foreign
2.16 First impact.....Front
2.12 Hit object in c'way..None
2.14 Hit object off c'way.None
2.18 Parts damaged..... / /
2.21 Driver gender.....Female
2.22 Driver age.....38
2.24 Hit and Run.....No
2.23 Breath test.....Negative
2.29 Journey purpose.....Commuting to/from work

1 Casualty

3.5 Cas ref no.....1
3.6 Casualty class.....Driver or Rider
3.7 Gender.....Female
3.8 Age.....38
3.9 Severity.....Slight
3.4 Vehicle no.....2
3.12 Ped Direction.....Not a pedestrian
3.15 Car passenger.....No
3.16 PSV passenger.....No
3.14 Seat belt usage.....Worn and independently
3.17 Sch pupil.....Other
(3.19 School .....)
3.10 Pedestrian location..Not a pedestrian
3.11 Pedestrian movement..Not a pedestrian
3.19 Roadworker injured...No

1.3 Accident Reference:134957 Serious AYLSHAM A140 BUXTON ROAD Accident 9 of 13

1.7 Date & 1.9 Time.....Friday 18/11/2016 16:30
1.11 Grid co-ordinates.....620098/326028
1.10 Local Authority.....Broadland
1.12/1.13 1st road identity..A140
1.18/1.19 2nd road identity..U
1.22 Weather.....Fine
1.21 Light conditions.....Daylight
1.20a Crossing(human).....No Human control within 50m
1.20b Crossing(physical).....No crossing facility within 5
1.15 Speed limit.....60 Mph
1.14 Road type.....Single c'way
1.16 Junction detail.....T or Staggered junction
1.17 Junction control.....Give way sign or uncontrolled
1.24 Special conditions...None
1.25 Carriageway hazards..None
1.5 Number of vehicles...2
1.6 Number of casualties.1
1.23 Surface.....Wet

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	No - reported over the counter
Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 001	Possible	

Accident Description
Lack of concentration/observation at junction, has pulled across the path of motorcycle in clear good conditions.
No apparent contributing factors other than failure to see oncoming motorcycle before pulling out from junction.

2 Vehicles

2.4 Veh ref no.....1
2.17 Other vehicle.....0
2.5 Vehicle class.....Car
2.10 Junction location...Mid junction
2.9 Restricted location.On main carriageway
2.8 Movement from/to....South east North east
2.7 Manoeuvres.....Turning right
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way
2.6 Towing.....No
2.28 Foreign vehicle.....Not foreign
2.16 First impact.....Offside
2.12 Hit object in c'way..None
2.14 Hit object off c'way.None
2.18 Parts damaged..... / /
2.21 Driver gender.....Male
2.22 Driver age.....73
2.24 Hit and Run.....No
2.23 Breath test.....Not contacted
2.29 Journey purpose.....Unknown

2.4 Veh ref no.....2
2.17 Other vehicle.....0
2.5 Vehicle class.....M/cycle 50 - 125cc
2.10 Junction location...Approaching or parked on approach
2.9 Restricted location.On main carriageway
2.8 Movement from/to....North east South west
2.7 Manoeuvres.....Going ahead other
2.11 Skidding.....Yes & Overturned
2.13 Left c'way.....Did not leave c'way
2.6 Towing.....No
2.28 Foreign vehicle.....Not foreign
2.16 First impact.....Front
2.12 Hit object in c'way..None
2.14 Hit object off c'way.None
2.18 Parts damaged..... / /
2.21 Driver gender.....Male
2.22 Driver age.....24
2.24 Hit and Run.....No
2.23 Breath test.....Not contacted
2.29 Journey purpose.....Unknown

1 Casualty

3.5 Cas ref no.....1
3.6 Casualty class.....Driver or Rider
3.7 Gender.....Male
3.8 Age.....24
3.9 Severity.....Serious
3.4 Vehicle no.....2
3.12 Ped Direction.....Not a pedestrian
3.15 Car passenger.....No
3.16 PSV passenger.....No
3.14 Seat belt usage.....Not applicable
3.13 School pupil.....Other
(3.19 School .....)
3.10 Pedestrian location..Not a pedestrian
3.11 Pedestrian movement..Not a pedestrian
3.19 Roadworker injured...No

1.3 Accident Reference:146157 Slight AYLSHAM ROAD UNSPECIFIED ROAD OR LOCATION A140 Accident 10 of 13

1.7 Date & 1.9 Time.....Sunday 01/01/2017 01:35
1.11 Grid co-ordinates.....620096/326025
1.10 Local Authority.....Broadland
1.12/1.13 1st road identity..U
1.18/1.19 2nd road identity..A140
1.22 Weather.....Fine
1.21 Light conditions.....Dark/no lights
1.20a Crossing(human).....No Human control within 50m
1.20b Crossing(physical).....No crossing facility within 5
1.15 Speed limit.....60 Mph
1.14 Road type.....Single c'way
1.16 Junction detail.....T or Staggered junction
1.17 Junction control.....Give way sign or uncontrolled
1.24 Special conditions...None
1.25 Carriageway hazards..None
1.5 Number of vehicles...2
1.6 Number of casualties.2
1.23 Surface.....Wet

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	No - reported over the counter
Following too close (Driver/Rider - Injudicious)	Vehicle 001	Possible	

Accident Description
V2 WAS TRAVELLING ALONG AYLSHAM ROAD, FROM BUXTON IN THE DIRECTION OF AYLSHAM. V1 WAS TRAVELLING BEHIND V2. THE DRIVER OF V2 STOPPED AT THE GIVE WAY T-JUNCTION AT THE A140 JUNCTION. THE DRIVER OF V1 COLLIDED WITH THE REAR OF V2, CAUSING DAMAGE TO THE BACK OF V2 & SLIGHT INJURY TO THE REAR SEAT PASSENGER OF V2.

2 Vehicles

2.4 Veh ref no.....1
2.17 Other vehicle.....0
2.5 Vehicle class.....Car
2.10 Junction location...Approaching or parked on approach
2.9 Restricted location.On main carriageway
2.8 Movement from/to....South east North west
2.7 Manoeuvres.....Going ahead other
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way
2.6 Towing.....No
2.28 Foreign vehicle.....Not foreign
2.16 First impact.....Front
2.12 Hit object in c'way..None
2.14 Hit object off c'way.None
2.18 Parts damaged..... / /
2.21 Driver gender.....Male
2.22 Driver age.....20
2.24 Hit and Run.....No
2.23 Breath test.....Not contacted
2.29 Journey purpose.....Unknown

2.4 Veh ref no.....2
2.17 Other vehicle.....0
2.5 Vehicle class.....Car
2.10 Junction location...Approaching or parked on approach
2.9 Restricted location.On main carriageway
2.8 Movement from/to....South east North west
2.7 Manoeuvres.....Waiting to go ahead but held up
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way
2.6 Towing.....No
2.28 Foreign vehicle.....Not foreign
2.16 First impact.....Back
2.12 Hit object in c'way..None
2.14 Hit object off c'way.None
2.18 Parts damaged..... / /
2.21 Driver gender.....Female
2.22 Driver age.....43
2.24 Hit and Run.....No
2.23 Breath test.....Not contacted
2.29 Journey purpose.....Unknown

2 Casualties

3.5 Cas ref no.....1
3.6 Casualty class.....Driver or Rider
3.7 Gender.....Female
3.8 Age.....43
3.9 Severity.....Slight
3.4 Vehicle no.....2
3.12 Ped Direction.....Not a pedestrian
3.15 Car passenger.....No
3.16 PSV passenger.....No
3.14 Seat belt usage.....Unknown
3.13 School pupil.....Other
(3.19 School .....)
3.10 Pedestrian location..Not a pedestrian
3.11 Pedestrian movement..Not a pedestrian
3.19 Roadworker injured...No

3.5 Cas ref no.....2
3.6 Casualty class.....Passenger
3.7 Gender.....Female
3.8 Age.....14
3.9 Severity.....Slight
3.4 Vehicle no.....2
3.12 Ped Direction.....Not a pedestrian
3.15 Car passenger.....Rear
3.16 PSV passenger.....No
3.14 Seat belt usage.....Unknown
3.13 School pupil.....Other
(3.19 School .....)
3.10 Pedestrian location..Not a pedestrian
3.11 Pedestrian movement..Not a pedestrian
3.19 Roadworker injured...No

1.3 Accident Reference:157975 Slight AYLSHAM CROMER ROAD A140 Accident 11 of 13

1.7 Date & 1.9 Time.....Monday 23/01/2017 20:40
1.11 Grid co-ordinates.....620341/326492
1.10 Local Authority.....Broadland
1.12/1.13 1st road identity..A140
1.18/1.19 2nd road identity..
1.22 Weather.....Unknown
1.21 Light conditions.....Dark/unknown
1.20a Crossing(human).....No Human control within 50m
1.20b Crossing(physical).....No crossing facility within 5
1.15 Speed limit.....60 Mph
1.14 Road type.....Single c'way
1.16 Junction detail.....Not at or within 20m of junction
1.17 Junction control.....
1.24 Special conditions...Roadworks
1.25 Carriageway hazards..None
1.5 Number of vehicles...3
1.6 Number of casualties.1
1.23 Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Temporary road (Road Environment Contrib)	Vehicle 001	Very likely	No - reported over the counter
Nervous/Uncertain (Driver/Rider - Behaviour)	Vehicle 001	Possible	
Emergency vehicle on call (Special Codes)	Vehicle 003	Very likely	
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	
Temporary road (Road Environment Contrib)	Vehicle 002	Very likely	

Accident Description
Vehicle 002 was travelling along the A140 towards Cromer direction and had entered the contraflow near Burgh where there is a coned contra flow in operation at the road works for the NDR project. A vehicle in front of V002 has braked and reversed into V002. As an unmarked police vehicle with blue flashing lights has come through from the Cromer end, against the red light - causing V001 to stop and reverse, and consequently reverse into vehicle 002 causing damage and injury to driver. Alleged police vehicle did not stop.

3 Vehicles

2.4 Veh ref no.....1
2.17 Other vehicle.....0
2.5 Vehicle class.....Car
2.10 Junction location...Not at junction
2.9 Restricted location.On main carriageway
2.8 Movement from/to....North South
2.7 Manoeuvres.....Reversing
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way
2.6 Towing.....No
2.28 Foreign vehicle.....Not foreign
2.16 First impact.....Back
2.12 Hit object in c'way..None
2.14 Hit object off c'way.None
2.18 Parts damaged..... / /
2.21 Driver gender.....Female
2.22 Driver age.....-1
2.24 Hit and Run.....No
2.23 Breath test.....Not contacted
2.29 Journey purpose.....Unknown

2.4 Veh ref no.....2
2.17 Other vehicle.....0
2.5 Vehicle class.....Car
2.10 Junction location...Not at junction
2.9 Restricted location.On main carriageway
2.8 Movement from/to....South North
2.7 Manoeuvres.....Waiting to go ahead but held up
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way
2.6 Towing.....No
2.28 Foreign vehicle.....Not foreign
2.16 First impact.....Front
2.12 Hit object in c'way..None
2.14 Hit object off c'way.None
2.18 Parts damaged..... / /
2.21 Driver gender.....Female
2.22 Driver age.....52
2.24 Hit and Run.....No
2.23 Breath test.....Not contacted
2.29 Journey purpose.....Unknown

2.4 Veh ref no.....3
2.17 Other vehicle.....0
2.5 Vehicle class.....Car
2.10 Junction location...Not at junction
2.9 Restricted location.On main carriageway
2.8 Movement from/to....East West
2.7 Manoeuvres.....Going ahead other
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way
2.6 Towing.....No
2.28 Foreign vehicle.....Not foreign
2.16 First impact.....Did not impact
2.12 Hit object in c'way..None
2.14 Hit object off c'way.None
2.18 Parts damaged..... / /
2.21 Driver gender.....Male
2.22 Driver age.....-1
2.24 Hit and Run.....Non-stop vehicle, not hit
2.23 Breath test.....Not contacted
2.29 Journey purpose.....Journey as part of work

1 Casualty

3.5 Cas ref no.....1
3.6 Casualty class.....Driver or Rider
3.7 Gender.....Female
3.8 Age.....52
3.9 Severity.....Slight
3.4 Vehicle no.....2
3.12 Ped Direction.....Not a pedestrian
3.15 Car passenger.....No
3.16 PSV passenger.....No
3.14 Seat belt usage.....Not applicable
3.13 School pupil.....Other
(3.19 School .....)
3.10 Pedestrian location..Not a pedestrian
3.11 Pedestrian movement..Not a pedestrian
3.19 Roadworker injured...No

1.3 Accident Reference:162703 Slight CROMER ROAD A140 400 METRES SOUTH OF JUNCTION WITH TUTTINGTON TURN OFF Accident 12 of 13

1.7 Date & 1.9 Time.....Friday 17/02/2017 17:00
1.11 Grid co-ordinates.....619789/325791
1.10 Local Authority.....Broadland
1.12/1.13 1st road identity..A140
1.18/1.19 2nd road identity..
1.22 Weather.....Fine
1.21 Light conditions.....Daylight
1.20a Crossing(human).....No Human control within 50m
1.20b Crossing(physical).....No crossing facility within 5
1.15 Speed limit.....60 Mph
1.14 Road type.....Single c'way
1.16 Junction detail.....Not at or within 20m of junction
1.17 Junction control.....
1.24 Special conditions...None
1.25 Carriageway hazards..None
1.5 Number of vehicles...3
1.6 Number of casualties.1
1.23 Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	Yes
Poor turn or manoeuvre (Driver/Rider - Error)	Vehicle 001	Very likely	
Careless/Reckless (Driver/Rider - Behaviour)	Vehicle 001	Very likely	
Swerved (Driver/Rider - Error)	Vehicle 003	Very likely	

Accident Description

VEHICLE 002 WAS IN A STATIONARY LINE OF TRAFFIC TRAVELLING TOWARDS NORWICH ALONG A140. VEHICLE 001 WAS BEHIND VEHICLE 002 BUT DECIDED NOT TO WAIT AND DID A U-TURN. VEHICLE 003 WAS TRAVELLING ON THE OUTSIDE OF THE LINE OF TRAFFIC (VEHICLE 003 IS A MOTORBIKE) AND WHEN VEHICLE 001 COMPLETED THE U-TURN, VEHICLE 003 HAD TO TAKE EVASIVE ACTION TO AVOID A COLLISION BUT UNFORTUNATLEY AS A RESULT, COLLIDED WITH VEHICLE 002.

3 Vehicles

2.4 Veh ref no.....1
2.17 Other vehicle.....0
2.5 Vehicle class.....Car
2.10 Junction location...Not at junction
2.9 Restricted location.On main carriageway
2.8 Movement from/to....North west North
2.7 Manoeuvres.....Going ahead other
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way
2.6 Towing.....No
2.28 Foreign vehicle.....Not foreign
2.16 First impact.....Did not impact
2.12 Hit object in c'way..None
2.14 Hit object off c'way.None
2.18 Parts damaged..... / /
2.21 Driver gender.....Not known
2.22 Driver age.....-1
2.24 Hit and Run.....Non-stop vehicle, not hit
2.23 Breath test.....Not contacted
2.29 Journey purpose.....Unknown

2.4 Veh ref no.....2
2.17 Other vehicle.....0
2.5 Vehicle class.....Car
2.10 Junction location...Not at junction
2.9 Restricted location.On main carriageway
2.8 Movement from/to....South South
2.7 Manoeuvres.....Going ahead other
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way
2.6 Towing.....No
2.28 Foreign vehicle.....Not foreign
2.16 First impact.....Back
2.12 Hit object in c'way..None
2.14 Hit object off c'way.None
2.18 Parts damaged..... / /
2.21 Driver gender.....Female
2.22 Driver age.....41
2.24 Hit and Run.....No
2.23 Breath test.....Negative
2.29 Journey purpose.....Unknown

2.4 Veh ref no.....3
2.17 Other vehicle.....0
2.5 Vehicle class.....M/cycle > 500cc
2.10 Junction location...Not at junction
2.9 Restricted location.On main carriageway
2.8 Movement from/to....South South
2.7 Manoeuvres.....Going ahead other
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way
2.6 Towing.....No
2.28 Foreign vehicle.....Not foreign
2.16 First impact.....Front
2.12 Hit object in c'way..None
2.14 Hit object off c'way.None
2.18 Parts damaged..... / /
2.21 Driver gender.....Male
2.22 Driver age.....21
2.24 Hit and Run.....No
2.23 Breath test.....Negative
2.29 Journey purpose.....Unknown

1 Casualty

3.5 Cas ref no.....1
3.6 Casualty class.....Driver or Rider
3.7 Gender.....Male
3.8 Age.....21
3.9 Severity.....Slight
3.4 Vehicle no.....3
3.12 Ped Direction.....Not a pedestrian
3.15 Car passenger.....No
3.16 PSV passenger.....No
3.14 Seat belt usage.....Not applicable
3.13 School pupil.....Other
(3.19 School .....)
3.10 Pedestrian location..Not a pedestrian
3.11 Pedestrian movement..Not a pedestrian
3.19 Roadworker injured...No

1.3 Accident Reference:214063 Serious A140 AT JN WITH BURGH ROAD Accident 13 of 13

1.7 Date & 1.9 Time.....Sunday 27/08/2017 23:00
1.11 Grid co-ordinates.....620333/326504
1.10 Local Authority.....Broadland
1.12/1.13 1st road identity..A140
1.18/1.19 2nd road identity..U
1.22 Weather.....Fine
1.21 Light conditions.....Dark/no lights
1.20a Crossing(human).....No Human control within 50m
1.20b Crossing(physical).....No crossing facility within 5
1.15 Speed limit.....60 Mph
1.14 Road type.....Roundabout
1.16 Junction detail.....Roundabout
1.17 Junction control.....Give way sign or uncontrolled
1.24 Special conditions...None
1.25 Carriageway hazards..None
1.5 Number of vehicles...1
1.6 Number of casualties.1
1.23 Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Exceeding speed limit (Driver/Rider - Injudicious)	Vehicle 001	Very likely	Yes
Impaired by alcohol (Driver/Rider - Impairment)	Vehicle 001	Possible	

Accident Description
V1 WAS TRAVELLING ON A140, AYLSHAM IN THE DIRECTION OF NORWICH AND HAS COLLIDED WITH A TREE.

1 Vehicle

2.4 Veh ref no.....1
2.17 Other vehicle.....0
2.5 Vehicle class.....Car
2.10 Junction location...Mid junction
2.9 Restricted location.On main carriageway
2.8 Movement from/to....North South
2.7 Manoeuvres.....Going ahead other
2.11 Skidding.....Yes & Overturned
2.13 Left c'way.....Left c'way near-side
2.6 Towing.....No
2.28 Foreign vehicle.....Not foreign
2.16 First impact.....Front
2.12 Hit object in c'way..None
2.14 Hit object off c'way.Tree
2.18 Parts damaged..... / /
2.21 Driver gender.....Male
2.22 Driver age.....30
2.24 Hit and Run.....No
2.23 Breath test.....Not provided
2.29 Journey purpose.....Other

1 Casualty

3.5 Cas ref no.....1
3.6 Casualty class.....Driver or Rider
3.7 Gender.....Male
3.8 Age.....30
3.9 Severity.....Serious
3.4 Vehicle no.....1
3.12 Ped Direction.....Not a pedestrian
3.15 Car passenger.....No
3.16 PSV passenger.....No
3.14 Seat belt usage.....
3.13 School pupil.....Other
(3.19 School .....)
3.10 Pedestrian location..Not a pedestrian
3.11 Pedestrian movement..Not a pedestrian
3.19 Roadworker injured...No