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Project:	<b>Highways England Spatial Planning Arrangement 2016-2020</b>	Job No:	<b>60600479 / DF006.003</b>
Subject:	<b>Aquind Interconnector – Review of Collision Analyses</b>		
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## 1. Introduction

- 1.1. On behalf of Highways England, this Briefing Note (BN01) documents AECOM's review of the 'Highway Safety' chapter of the Transport Assessment (TA) contained within the Environmental Statement (ES) at Appendix 22.1 (dated November 2019), and the 'Collision Analysis' chapter of the Supplementary Transport Assessment (STA) contained within the Environmental Statement Addendum (dated October 2020), both produced by WSP, for the proposed Aquind Interconnector. The ES (November 2019) document has been accessed from the Planning Inspectorate (PINS) website as part of the documentation accompanying an application for a Development Consent Order (DCO) with PINS Reference: EN020022. The ES Addendum (dated October 2020) has been received directly from the developers consultant, WSP.
- 1.2. The Aquind Interconnector is a proposed cross-channel electricity cable, which will make landfall at Southsea (Portsmouth) and access the National Grid at a converter station at Lovedean, to the north of Denmead. The cable will cross the A27 Trunk Road to the east of its junction with the A2030 Eastern Road.
- 1.3. AECOM understand that the engineering aspects of providing a cable crossing at this point are to be dealt with by Highways England's maintaining agent and that AECOM's input into the process will relate primarily to the traffic capacity and road safety implications of the wider project on the Strategic Road Network (SRN).
- 1.4. The purpose of this BN01 is to undertake a review of the collision analyses held within the 'Highway Safety' chapter of the TA (November 2019) and the 'Collision Analysis' chapter of the STA (October 2020), and comment as appropriate to allow Highways England to take an informed view of the suitability of the collision reviews and the conclusions made.
- 1.5. The SRN in this vicinity comprises the following:
  - The M27 Motorway;
  - The A27 Trunk Road; and
  - The A3(M) north of its junction with the A27.
- 1.6. AECOM assume that the whole of the following form part of the Local Road Network (LRN), managed by either Hampshire County Council or Portsmouth City Council:
  - The M275 Motorway; and
  - The A3 throughout the study area.
- 1.7. The recommendations in this BN are identified by the use of **bold underlined text**.

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## 2. Review of Highway Safety (TA) Chapter and Collision Analysis (STA) Chapter

- 2.1. As part of the TA, WSP have undertaken a collision review using Personal Injury Collision (PIC) data for the local highway network within the study area using data for the five-year period from January 2014 to December 2018 inclusive. The data was obtained from Hampshire Constabulary and was provided within Appendix E of the TA.
- 2.2. As part of the STA, WSP have undertaken a collision review using Personal Injury Collision (PIC) data for the local highway network within the study area using data for the five-year period from October 2014 to September 2019 inclusive. The data was also obtained from Hampshire Constabulary but was not provided within the STA appendices.
- 2.3. The 'Collision Analysis' chapter of the STA provides an update to the collision analysis set out in Chapter 1.7 of the TA and therefore this review covers both.
- 2.4. The collision reviews within TA and STA has been divided over 12 zones in the study area and the construction traffic zone, as follows:
  - Construction Traffic Zone
  - Zone 1 – Lovedean Substation
  - Zone 2 – Denmead / Anmore
  - Zone 3 – Hambledon Road
  - Zone 4 – Waterlooville
  - Zone 5 – A3 Purbrook
  - Zone 6 – Portsdown Hill Road
  - Zone 7 – Drayton
  - Zone 8 – A2030 / Havant Bypass
  - Zone 9 – Eastern Road (Marshes)
  - Zone 10 – Eastern Road (Milton Common)
  - Zone 11 – Milton
  - Zone 12 – Eastney
- 2.5. The collision review zones that are considered to be of interest to Highways England are as follows:
  - Construction Traffic Zone (including A3(M) Junction 2, Dell Piece West, a section of the A3, Lovedean Lane and Day Lane)
  - Zone 8 – A2030 / Havant Bypass (Sainsbury's to Farlington Roundabout (inclusive))
- 2.6. As a result of the Scheme, the general impacts at the locations of interest to Highways England are understood to be as follows:
  - Traffic flows are likely to increase at A3(M) Junction 2 during the construction of the Converter Station as a result of construction movements and staff movements being routed through this junction. The collisions that occurred at A3(M) Junction 2 have been reviewed within the Construction Traffic Zone collision analyses in both the TA and STA.
  - Traffic flows are likely to increase at A3(M) Junction 3 as a result of scheme construction and due to traffic redistribution as a result of the traffic management measures to be introduced as part of the scheme. However this junction has been omitted from the collision analysis completely.
  - It is understood that the impacts of the scheme at A3(M) Junctions 4 and 5 will be negligible and therefore collision reviews are not required.

- Although there is anticipated to be a slight reduction in traffic flows at the Farlington Roundabout (A27/ A2030 junction), there will be a change in traffic composition associated with the increased HGV movements associated with the proposed Horizontal Directional Drilling compound 3 (HDD3) and other work sites served off the A2030 during the construction phase of the Development. It is considered that vehicular activity associated with HDD 3 and other work sites may have the potential to exacerbate any existing collision clusters or patterns. The collisions that occurred at the Farlington roundabout have been reviewed within the Zone 8 collision analysis in the TA.

### Construction Traffic Zone Collision Review A3(M) Junction 2

- 2.7. The TA reviews the collision data for the Construction Traffic Zone described above as a whole (i.e. includes A3(M) Junction 2, but also Dell Piece West, a section of the A3, Loveday Lane and Day Lane), and therefore does not interrogate the data for the A3(M) Junction 2 exclusively and in enough detail to allow any meaningful conclusions to be drawn at this particular location. The TA does identify that 'most collisions occurred on and around the Dell Piece East and Dell Piece West slips' indicating that there may be collision clusters or patterns at these locations, however the TA does not go into enough detail to determine how many collisions occurred at individual locations within the junction (or at the junction as a whole), what the severity of the collisions were, or what the collision types, vehicles involved, or causation factors were. As a result, no collision patterns or clusters have been identified at this location within the TA.
- 2.8. The updated collision review for the Construction Traffic Zone as part of the STA (using more up-to-date data) provides a similar level of detail to the TA collision review and does not interrogate the data in adequate detail to determine whether there are any collision patterns or clusters at A3(M) Junction 2. Plate 13 within the STA provides an image showing the recorded collision locations, and although the image is unclear, it appears that collision clusters may be present on all approaches to the roundabout, and in particular both the A3(M) northbound and southbound off-slips. These collisions should be interrogated further to determine whether there are any collision clusters or patterns present at this location that could be exacerbated by the Proposals.
- 2.9. Therefore, based on the current collision reviews provided, Highways England cannot be sure that there are no existing collision patterns or clusters that may be exacerbated by the Proposals.
- 2.10. **It is recommended that the collision data is interrogated further for A3(M) Junction 2 in its entirety, and at individual conflict points such as approaches/ exits/ circulatory carriageway etc. within the wider junction, to identify any existing collision patterns and clusters (regardless of collision severity) that may be exacerbated by the increased traffic flows as a result of the Proposals.**

### A3(M) Junction 3 Collision Review

- 2.11. Collision data has not been obtained for A3(M) Junction 3 for either the TA or STA and therefore a collision review has not been undertaken at this location. Based on an initial high-level review of the Crashmap database ([www.crashmap.co.uk](http://www.crashmap.co.uk)), it appears that there may be existing collision clusters or patterns at this location, particularly at the A3(M) northbound off-slip (where it appears that in excess of 10 collisions have occurred in the last five year period), but also A3(M) southbound off-slip and Hulbert Road approaches (where a number of collisions have occurred on each approach).
- 2.12. **It is recommended that a full collision review is undertaken at A3(M) Junction 3 in its entirety, and at individual conflict points such as approaches/ exits/ circulatory carriageway etc. within the wider junction, to identify any existing collision patterns and clusters that may be exacerbated by the increased traffic flows as a result of the Proposals.**

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**Farlington Roundabout (A2030/ A27) Collision Review**

- 2.13. The TA provides a review of the collision data for Zone 8 described above as a whole (i.e. including a significant stretch of the A2030 Eastern Road north of the junction, as well as the junction), and therefore does not interrogate the data for the A27/ A2030 junction exclusively and in enough detail to allow any meaningful conclusions to be drawn. Although the TA does identify that 'collision clusters occurred on the Farlington roundabout, particularly on the Eastern Road southern approach' and '9 collisions involving cyclists occurred at the Farlington Roundabout', it does not detail how many collisions occurred at individual locations within the junction (or at the junction as a whole), what the severity of the collisions were, what vehicle types were involved, or what the collision types or causation factors were. As a result, no clear collision patterns or clusters have been identified at this location and these collisions should be interrogated further to determine whether there are any collision clusters or patterns present at this location that could be exacerbated by the Proposals.
- 2.14. An updated analysis of the Farlington Roundabout was not provided within the STA; it is stated that the collision review of the roundabout in the previous TA was included erroneously. AECOM do not agree that it was erroneous to include this review in the TA.
- 2.15. Therefore, based on the collision review provided, Highways England cannot be sure that there are no existing collision patterns or clusters that may be exacerbated by the Proposals.
- 2.16. **It is recommended that the updated collision data is interrogated further for the A27/ A2030 junction in its entirety, and at individual conflict points such as approaches/ exits/ circulatory carriageway etc. within the wider junction, to identify any existing collision patterns and clusters that that may be exacerbated by the additional HGV movements as a result of the Proposals.**