

Transport Statement

Land at Barrow Hill

Sellindge

Ashford

TN25 6JQ

RMB Consultants (Civil Engineering) Ltd

November 2017

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1. Introduction

RMB Consultants (Civil Engineering) Ltd has been appointed to produce a Transport Statement to support a planning application for proposed development on land at Barrow Hill, Sellindge, Ashford, TN25 6JQ.

1.1 Site Location

The site is located to the south of Sellindge, between Ashford and Hythe, Figure 1.



Figure 1. Site location with site highlighted.

1.2 Existing Site Use

The site is situated to the east of Barrow Hill. It is a greenfield site covering 0.72ha, Figure 2.



Figure 2. Existing site.

1.3 Proposed Site Use

An outline planning application is being made with all matters reserved except for access for the construction of 11 houses, Figure 3.



2. Scope

The report considers the transport effects of the existing and proposed development as follows:

Chapter 3 reviews the current national and local transport policy framework as applicable to the site.

Chapter 4 assesses the existing transport conditions.

Chapter 5 considers future traffic flows excluding the proposed development.

Chapter 6 considers transport conditions as a result of the proposed development.

Chapter 7 considers Travel Plan initiatives that could be implemented to limit the use of cars and promote more sustainable travel options.

Chapter 8 assesses parking and the internal layout within the proposed development site.

Chapter 9 assesses the impact of the proposed development on the transport network and compliance with the national and local policy framework.

Chapter 10 considers how the proposed development impacts on the safety of existing transport network users and development site users.

Chapter 11 provides a summary of and conclusion to the report.

3. Policy Framework

National Planning Policy Framework

The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to be applied. It provides a set of core land-use planning principles should underpin both plan-making and decision-taking. This includes the principle to;

- *actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.*

The NPPF gives the following guidance in promoting sustainable transport:

- *All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of 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 significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.*
- *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.*
- *Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to;*
 - *accommodate the efficient delivery of goods and supplies;*
 - *give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;*
 - *create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians; and*
 - *consider the needs of people with disabilities by all modes of transport.*
- *A key tool to facilitate this will be a Travel Plan. All developments which generate significant amounts of movement should be required to provide a Travel Plan.*

The NPPF recognises that opportunities to maximise sustainable transport solutions will vary from urban to rural areas:

- *Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce*

the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, 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.

- *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.*

These policies include the following:

- *To promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities.*

Local Transport Plan for Kent 2016-31

Local Transport Plan 4 sets out Kent's vision for 2016-2031. It identifies five policies that are targeted at delivering specific outcomes:

Outcome 1: Economic growth and minimised congestion

Policy: *Deliver resilient transport infrastructure and schemes that reduce congestion and improve journey time reliability to enable economic growth and appropriate development, meeting demand from a growing population.*

Outcome 2: Affordable and accessible door-to-door journeys

Policy: *Promote affordable, accessible and connected transport to enable access for all to jobs, education, health and other services.*

Outcome 3: Safer travel

Policy: *Provide a safer road, footway and cycleway network to reduce the likelihood of casualties, and encourage other transport providers to improve safety on their networks.*

Outcome 4: Enhanced environment

Policy: *Deliver schemes to reduce the environmental footprint of transport, and enhance the historic and natural environment.*

Outcome 5: Better health and wellbeing

Policy: *Provide and promote active travel choices for all members of the community to encourage good health and wellbeing, and implement measures to improve local air quality.*

Shepway District Council Core Strategy Local Plan 2013

Shepway District Council's Core Strategy Local Plan was adopted in September 2013.

Policy SS3 - Place-Shaping and Sustainable Settlements Strategy requires that a design-led and sustainable access approach should be taken to density and layout, ensuring development is suited to the locality and its needs, and transport infrastructure (particularly walking/cycling).

Policy SS5 - District Infrastructure Planning requires that the location, design or management of development provides a choice of means of transport and allows sustainable travel patterns, for pedestrians, cyclists and/or public transport and that all major trip-generating uses will provide Travel Plans.

Policy CSD9 - Sellindge Strategy sets out parameters for development of 250 dwellings in Sellindge.

There are a number of 'saved' Shepway District Local Plan Review (2006) policies that continue to apply after the adoption of the Core Strategy which are relevant to transport. These include:

POLICY TR5 which requires the provision of secure and practically located facilities for cyclists in all new developments which are expected to generate a regular flow of traffic.

POLICY TR6 requires new development to consider the needs of pedestrians by providing safe, attractive and convenient pedestrian routes, particularly to public transport routes.

POLICY TR11 states that proposals which involve the formation of a new access, or would result in the intensification of the use of an existing access, will only be permitted where the access is not detrimental to the safety of vehicle traffic, cyclists and pedestrians or the access can alternatively be improved to a standard acceptable to the Highway Authority or the proposal will not increase the risk of accidents or create delays.

POLICY TR12 states that new development, redevelopment or a change of use will only be permitted if it makes provision for off-street parking.

POLICY TR13 requires a travel plan to be submitted where development proposals are considered likely to have significant transport implications including development where there is a particular local traffic problem.

Places and Policies Local Plan, Preferred Options

The Shepway Places and Policies Local Plan is a planning document that will, when adopted, form part of the statutory Development Plan for the district. The allocations and policies within the plan cover the whole district and, when adopted, will be used to consider the suitability of development proposals.

The plan states that:

Sellindge is a socially active community and the parish has one of the greatest range of facilities in the North Downs Area, including a doctors' surgery, primary school, village shop with integrated post office, busy village hall, residents' association, sports and social club, a few shops and a public house.

A number of smaller sites are allocated for residential development in Policy ND5: General Sellindge Policy. This includes the site at Barrow Hill which is the subject of this application:

The Barrow Hill part of the parish is physical divided from the main village by the motorway and railway. This site is located in Barrow Hill to the south of Sellindge, adjoining the settlement boundary and fronting onto the A20. Barrow Hill has a footpath along both sides of the road; the facilities in the central area are therefore considered walkable and in addition there are bus stops on both sides of the road.

The land is a grassed field, bounded by a hedgerow, trees and fencing in part. The west of the site fronts onto the A20 with houses across from this; the properties are mostly two-storeys with a mixture of housing types and ages. There is also limited residential development to the south, although the houses are more modern detached bungalows, with Barrow Hill Farm lying beyond to the south east. To the north is The Mount, a two-storey detached dwelling on a sizeable plot with a Bronze Age burial mound in the grounds. To the east are farm buildings and agricultural fields. The site has residential development on either side of it as well as on the opposite side of the road, it is therefore forms a gap in the built form.

The site is 0.69ha in size and is considered suitable for 15 dwellings, depending on the size and layout.

4. Existing Transport Conditions

4.1 Local Transport Network

Local Road Network

The site is accessed from Barrow Hill which forms part of the A20. Access to the M20 is available at junction 11, 4km east of the site. The site has good access to the local and national road network. The local road and rail network is shown in Figure 4.



Figure 4. Local road and rail network.

Rail Connections

The closest railway station to the site is at Westenhanger, 3.4km east of the site. Westenhanger railway station gives local rail access to Folkestone and Ashford. Ashford International has high speed services to London. The journey time from Westenhanger to London is 61 minutes.

Bus Connections

Sellindge is served by the 10 bus route from Folkestone to Ashford. This operates an hourly service Monday to Saturday with a less frequent service on Sunday. The nearest stops to the site are at Barrow Hill Farm, 120m south of the site, Figure 5.



Figure 5. Local bus stops.

Pedestrian and Cycle Connections

A public bridleway runs along the eastern site boundary giving access to the wider footpath and bridleway network, Figure 6.

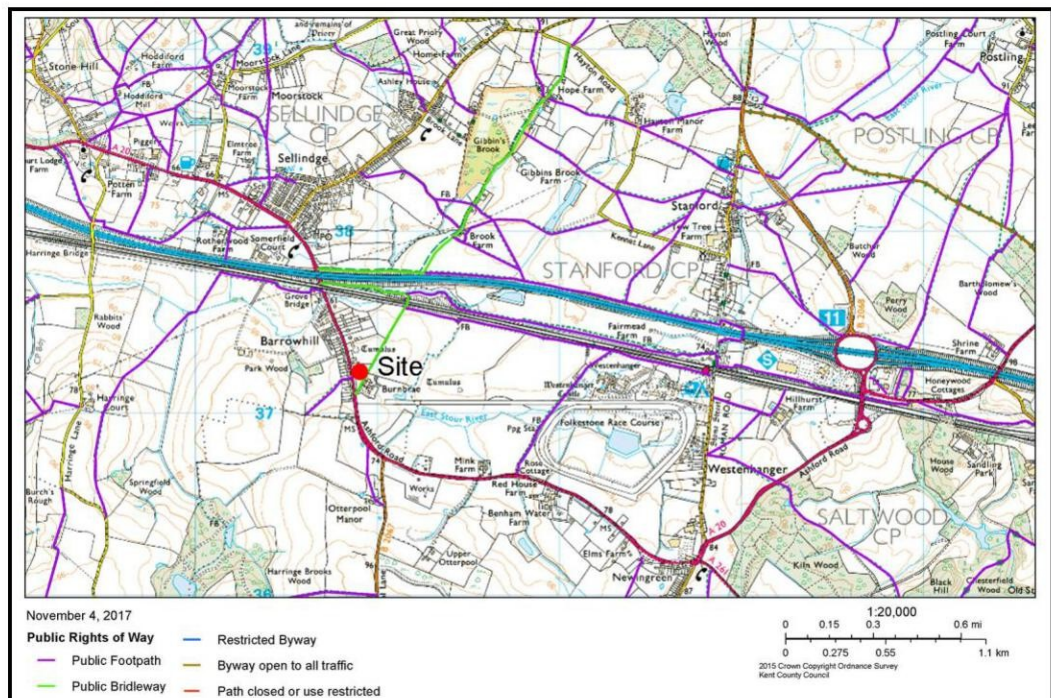


Figure 6. Local footpaths (purple) and brideways (green).

4.2 Accessibility

Shepway District Council's Core Strategy defines the settlement hierarchy for the district as follows:

<i>Sub-Regional Town</i>	<i>Folkestone</i>
<i>Strategic Towns for Shepway</i>	<i>Hythe and New Romney</i>
<i>Service Centres for Shepway</i>	<i>Lydd and Hawkinge</i>
<i>Rural Centres</i>	<i>Dymchurch, Elham, Lyminge and Sellindge</i>
<i>Primary Villages</i>	<i>St Mary's Bay, Greatstone-on-Sea, Brookland, Brenzett, Lympe, Saltwood, Stanford/Westenhanger</i>
<i>Secondary Villages</i>	<i>Ivychurch, Newchurch, Burmarsh, Stelling Minnis, Densole, Etchinghill</i>

Sellindge is defined as a Rural Centre, Figure 7:

Rural Centres: To develop – consistent with enhancing the natural and historic environment – in a manner that supports their role as integrated tourist and local centres providing shops and services for a significant number of residents, visitors, and also for other villages in the North Downs or Romney Marsh.

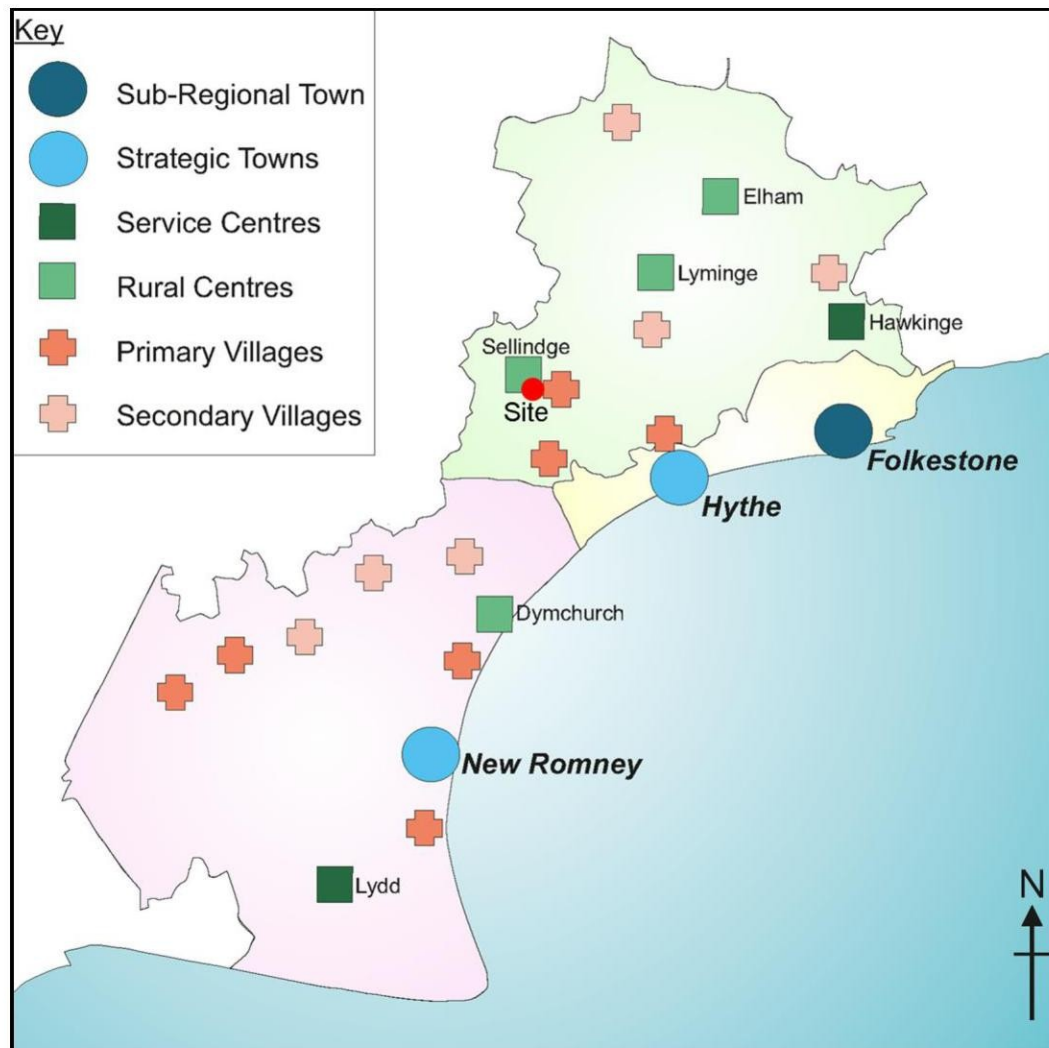


Figure 7. Shepway settlement hierarchy. (© Shepway District Council)

TRACC, a leading multi-modal transport accessibility tool which was developed in conjunction with the Department for Transport, local authorities and transport planners, has been used to identify travel times from the site by various transport modes.

Sellindge and Hythe are accessible within 30 minutes of the site using public transport, Figure 8. Ashford is accessible within 45 minutes and Folkestone within 60 minutes. These times include the time taken to walk from the site to the bus stop plus the bus journey time.

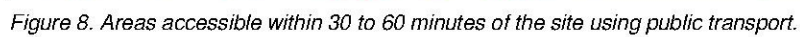


Figure 9. Areas accessible within 30 minutes of the site by bicycle.

TRACC has also been used to identify the areas that are within 400m to 1,200m walk distance using roads and public footpaths. Local bus stops are within 400m of the site. Local services within Sellindge are within 1,200m walk distance from the site, Figure 10.

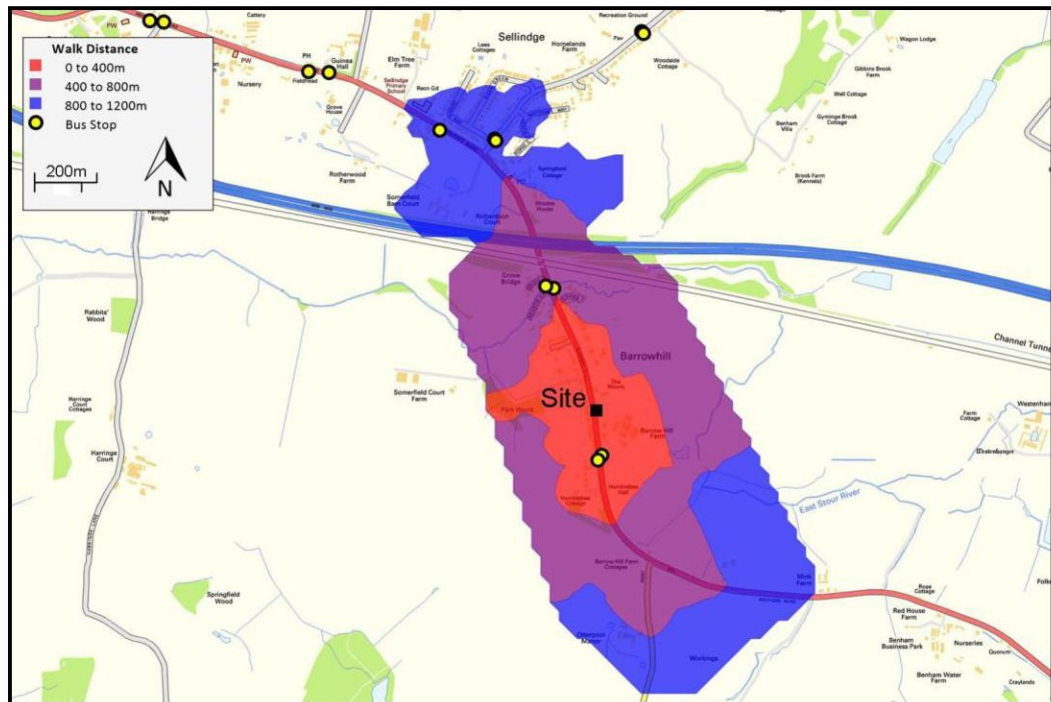


Figure 10. Areas accessible within 400m to 1,200m of the site.

The above demonstrates that the site is in an accessible location and sustainable in terms of transport options.

4.3 Traffic Generation from the Existing Site

The existing site is a greenfield site and generates minimal traffic associated with agricultural use.

4.4 Existing Site Access

There is currently no access to the site from Barrow Hill.

4.5 Crash Data

Crash data has been obtained from Crashmap. Over the last five years there have been four crashes recorded in the vicinity of the site, Figure 11. The crash reports are attached at Appendix A.



Figure 11. Crash record (© Crashmap).

4.6 Traffic Data

Vehicle flows along the A20 are measured at a Department for Transport traffic count point west of Sellindge, Figure 12. The Annual Average Daily Flow (AADF) of traffic is shown in Table 1.



Figure 12. DfT Count Point.

Count Ref. No.	Pedal Cycles	Motor- cycles	Cars	Buses	LGVs	HGVs	Total Motor Vehicles
16234	31	107	6,658	76	1,446	300	8,586

Table 2. AADF traffic counts along the A20, 2016.

5. Future Traffic Flows Excluding Proposed Development

Future traffic growth has been assessed using TEMPro. The growth factors have been applied to the 2016 traffic flows along the A20 to estimate the number of vehicle movements in 2031, Table 2.

AADF	Growth Factor	AADF
2017	2017 - 2031	2031
8,586	1.11	9,530

Table 2. Future traffic growth along the A20.

6. Trip Generation

6.1 Proposed Development

The proposed development consists of 11 houses.

The potential traffic generation from the development is based on typical trip rates from TRICS. Trip rates generated by residential development are shown in Table 3.

Time	Rate per house	Trips
AM peak hour	0.6	7
PM peak hour	0.6	7
Daily	5.0	55

Table 3. Trip rates for the proposed development.

The development of 11 houses would be expected to generate seven peak hour movements and 55 daily movements. This equates to less than 1% of traffic movements along the A20 and is within the daily fluctuation of traffic along this route. The impact of the development is considered to be negligible in terms of traffic generation.

7. Travel Plan

Kent County Council has published 'Guidance for Planning Officers on Transport Assessment and Travel Plans' (October 2008) and this advises that the need for a residential travel plan will be *individually assessed for any proposal over 100 units.*

Whilst a Travel Plan is not required under those criteria the following initiatives could be implemented as part of any development to limit the use of cars and promote more sustainable travel options;

- secure cycle storage can be provided for all dwellings;
- information on cycle routes, public footpaths, and local bus and rail services can form part of any home buyer's welcome pack; and
- broadband internet connections can facilitate home working.

8. Parking and Internal Layout

8.1 Car Parking

The proposed development will incorporate car parking in accordance with Policy TR11 and Kent Design Guide Review: Interim Guidance Note 3 (IGN3) on Residential Parking, published in November 2008.

The minimum parking standards based on a suburban edge/village/rural development location are shown in Table 4. The guidance indicates that;

- garages are only acceptable as additional parking to the minimum spaces required;
- open car ports or car barns acceptable at all locations, subject to good design;
- spaces are best provided side by side, or in another independently accessible form as tandem parking arrangements are often under-utilised;
- visitor parking is required at the rate of 0.2 spaces per unit.

House/Flat	Spaces per unit	
	total	allocated
1/2 bed flat	1	0
2 bed house	1.5	1
3 bed house	2	1 or 2
4+ bed house	2	2

Table 4. Kent County Council minimum parking standards.

The total number of spaces required for the development is shown in Table 5.

House/Flat	Units	Spaces per unit	Spaces required
1/2 bed flat	0	1	0
2 bed house	0	1.5	0
3 bed house	0	2	0
4+ bed house	11	2	22
House Total	11	-	22
Visitor spaces	11	0.2	3
Space Total	11	-	25

Table 5. Development parking requirements.

The submission is for outline planning permission. As such the layout is illustrative. It shows two parking spaces for each unit plus three visitor parking spaces, Figure 13. The total parking provided is in accordance with IGN3.

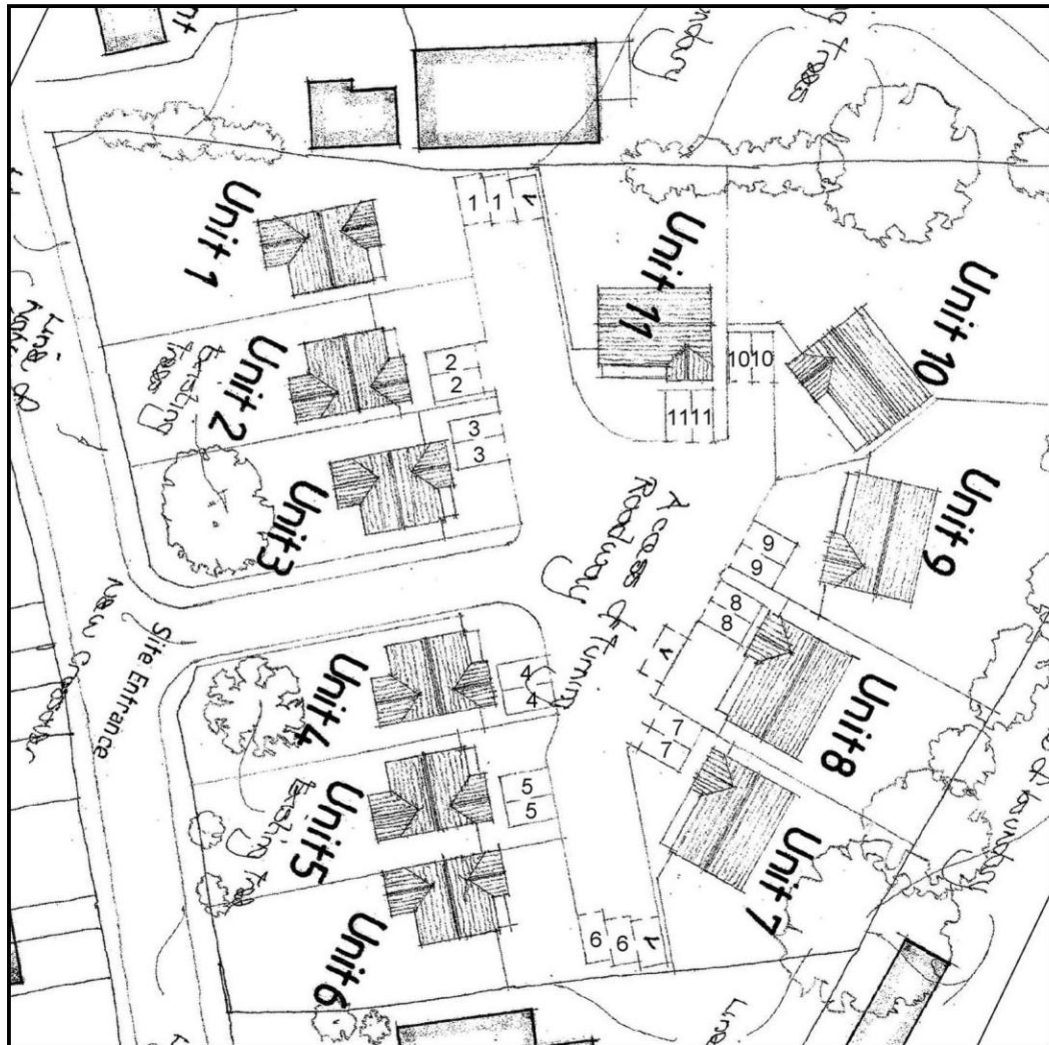


Figure 13. Development parking layout.

8.2 Cycle Parking

Kent County Council's advice is that secure, covered cycle parking should be provided at a minimum of one space per bedroom for houses and 1 space per flat. The parking should be independently accessible and at grade, i.e. cycles should not have to be carried through dwellings or up/down stairs.

Cycle parking will be provided within a secure cycle storage shed in the rear garden. Cycle parking will meet the requirements of Kent County Council.

8.3 Internal Layout

The development will create a new access onto Barrow Hill. Barrow Hill is subject to a 40mph speed limit.

Visibility at the proposed accesses has been assessed based on the requirements of the Design Manual for Roads and Bridges (DMRB). The visibility splays required are 2.4m x 120m.

These splays are available as shown in Figure 14. The visibility splays are shown on drawing 694/204.



Figure 14. Visibility splays at the access.

Swept path analysis has been undertaken to assess entrance to the development and turning within it for an 11.2m long refuse vehicle, Figures 15 - 17. The swept paths are shown on drawings 694/201 - 203.

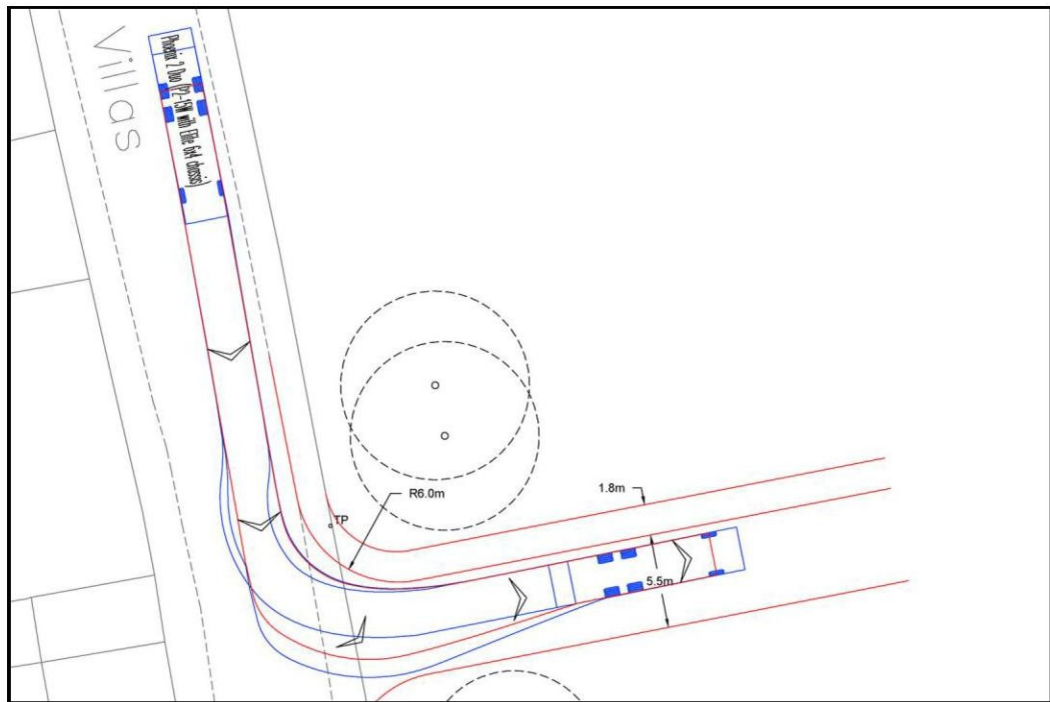


Figure 15. Swept path analysis - Entrance from the north.

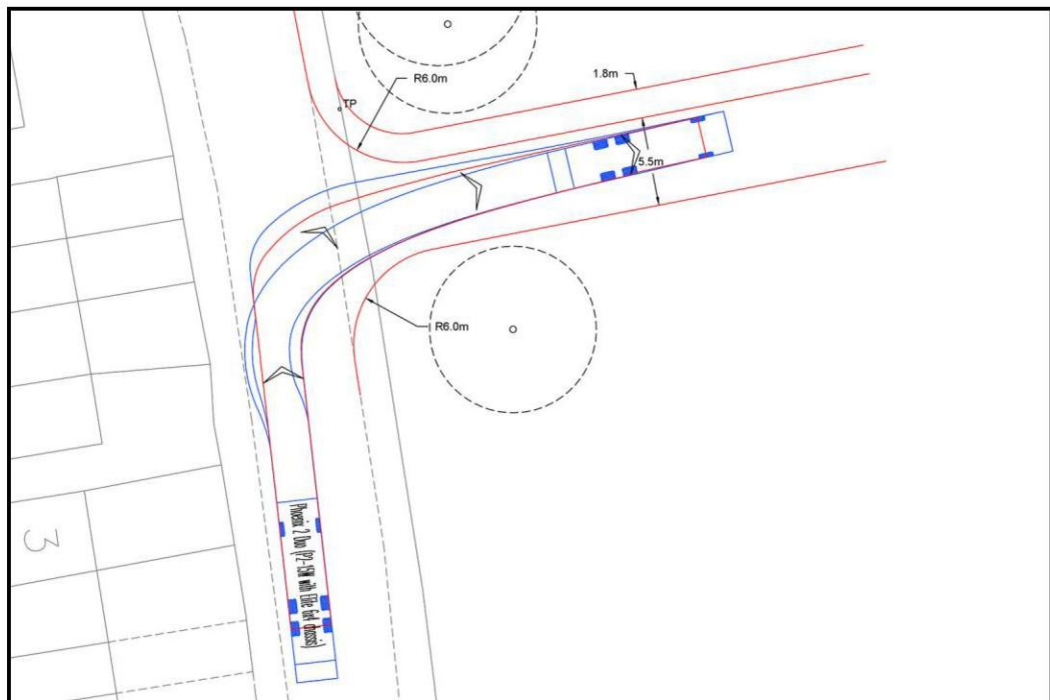


Figure 16. Swept path analysis - Entrance from the south.



Figure 17. Swept path analysis - Turning.

9. Impact on the Transport Network and Compliance with Transport Policy

9.1 Impact on the Local Transport Network

The proposed development will generate an estimated 55 daily traffic movements.

Junction Capacity

TD 42/95 Geometric Design of Major/Minor Priority Junctions, part of the DMRB indicates the approximate capacity for T-junctions based on annual average daily traffic (AADT) flow along each arm.

TD 42/95 states:

Simple junctions are appropriate for most minor junctions on single carriageway roads, but must not be used for wide single carriageways or dual carriageways. For new rural junctions they shall only be used when the design flow in the minor road is not expected to exceed about 300 vehicles 2-way AADT, and that on the major road is not expected to exceed 13,000 vehicles 2-way AADT.

The proposed side flows from the development are less than 300 movements per day and the flows along Barrow Hill are less than 13,000 vehicles per day, therefore a simple priority junction is appropriate.

Wider Network

The development is assessed as having a negligible impact on traffic flows along Barrow Hill.

9.2 Compliance with Transport Policy

The proposed development is considered alongside the requirements of national and local transport policy.

National Planning Policy Framework

The NPPF includes the principle to;

- *actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.*

Shepway District Council's Core Strategy identifies Sellindge as a Rural Centre with the potential *to develop in a manner that supports their role as integrated tourist and local centres providing*

shops and services for a significant number of residents, visitors, and also for other villages in the North Downs.

Sellindge and Hythe are accessible within 30 minutes of the site using public transport. Ashford is accessible within 45 minutes and Folkestone within 60 minutes. These times include the time taken to walk from the site to the bus stop plus the bus journey time. By bicycle, Sellindge is accessible within 10 minutes and Westenhanger railway station within 20 minutes. Local bus stops are within 400m of the site. Local services within Sellindge are within 1,200m walk distance from the site.

The proposed development is in a sustainable location with respect to transport and meets the requirements of the NPPF.

The NPPF states that:

- *Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.*

The development of 11 houses would be expected to generate seven peak hour movements and 55 daily movements. This equates to less than 1% of traffic movements along the A20 and is within the daily fluctuation of traffic along this route. The impact of the development is considered to be negligible in terms of traffic generation.

The development will create a new access onto Barrow Hill. Barrow Hill is subject to a 40mph speed limit. Visibility splays of 2.4m x 120m are available at the site access in accordance with the DMRB. Pedestrian links are provided from the development to existing footways giving access to local bus stops and local services within Sellindge.

The impacts of the development are not considered to be severe and therefore the proposals are acceptable under the NPPF.

Local Transport Plan for Kent 2016-31

The site is within 400m of bus stops and has access to the local footway network. Residents will be able to access local services by walking within Sellindge and district services by public transport. This promotes active travel choices to encourage good health and wellbeing in accordance with Outcome 5: Better health and wellbeing of Kent County Council's Local Transport Plan 4 2016-2031.

Shepway District Council Core Strategy Local Plan 2013

The proposals are in accordance with Policy SS3 as the development is suited to the locality and its needs, and transport infrastructure (particularly walking/cycling). It provides a choice of means of transport and allows sustainable travel patterns, for pedestrians, cyclists and/or public transport in accordance with Policy SS5.

The development provides cycle facilities in accordance with Policy TR5 and provides footway connections in accordance with Policy TR6. The new access is not detrimental to the safety of vehicle traffic, cyclists and pedestrians in accordance with Policy TR11 and makes provision for parking in accordance with Policy TR12.

The site has been identified as suitable for development under Policy ND5 of Shepway District Council's Places and Policies Local Plan.

10. Impacts of Development on Safety

Two aspects of the impact of the development on safety have been considered, firstly internal layout and secondly the impact on the wider transport network.

10.1 Internal Layout

The access meets the requirements of DMRB with visibility splays suitable for the 40mph speed limit along Barrow Hill. Swept path analysis shows that the development is accessible to an 11.2m long refuse vehicle with sufficient space to allow it to turn within the development.

10.2 Wider Transport Network

Visibility at the site access meets the requirements of the DMRB. The traffic generated by the development is assessed as having a negligible impact on the local highway network. The development provides pedestrian access to existing footways along Barrow Hill.

The development is considered to have a negligible impact on the wider transport network.

11. Conclusion

This Transport Statement has been commissioned to assess the transport impact of proposed development on land at Barrow Hill, Sellindge, Ashford, TN25 6JQ.

The site is situated to the east of Barrow Hill. It is a greenfield site covering 0.72ha.

An outline planning application is being made with all matters reserved except for access for the construction of 11 houses.

Shepway District Council's Core Strategy identifies Sellindge as a Rural Centre with the potential *to develop in a manner that supports their role as integrated tourist and local centres providing shops and services for a significant number of residents, visitors, and also for other villages in the North Downs.*

Sellindge and Hythe are accessible within 30 minutes of the site using public transport. Ashford is accessible within 45 minutes and Folkestone within 60 minutes. These times include the time taken to walk from the site to the bus stop plus the bus journey time. By bicycle, Sellindge is accessible within 10 minutes and Westenhanger railway station within 20 minutes. Local bus stops are within 400m of the site. Local services within Sellindge are within 1,200m walk distance from the site. The proposed development is in a sustainable location with respect to transport and meets the requirements of the NPPF.

The development of 11 houses would be expected to generate seven peak hour movements and 55 daily movements. This equates to less than 1% of traffic movements along the A20 and is within the daily fluctuation of traffic along this route. The impact of the development is considered to be negligible in terms of traffic generation.

The development will create a new access onto Barrow Hill. Barrow Hill is subject to a 40mph speed limit. Visibility splays of 2.4m x 120m are available at the site access in accordance with the DMRB. Pedestrian links are provided from the development to existing footways giving access to local bus stops and local services within Sellindge.

Car parking is provided in accordance with the requirements of IGN3. Cycle parking will be provided in accordance with the requirements of Kent County Council.

Swept path analysis shows that the development is accessible to an 11.2m long refuse vehicle.

The development is in accordance with the requirements of national and local policies. The development is acceptable under the NPPF which states that *development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.*

Appendix A - Crash Reports



crashmap.co.uk

Crash Date: Wednesday, January 02, 2013 **Time of Crash:** 7:57:00 AM **Crash Reference:** 2013460222668

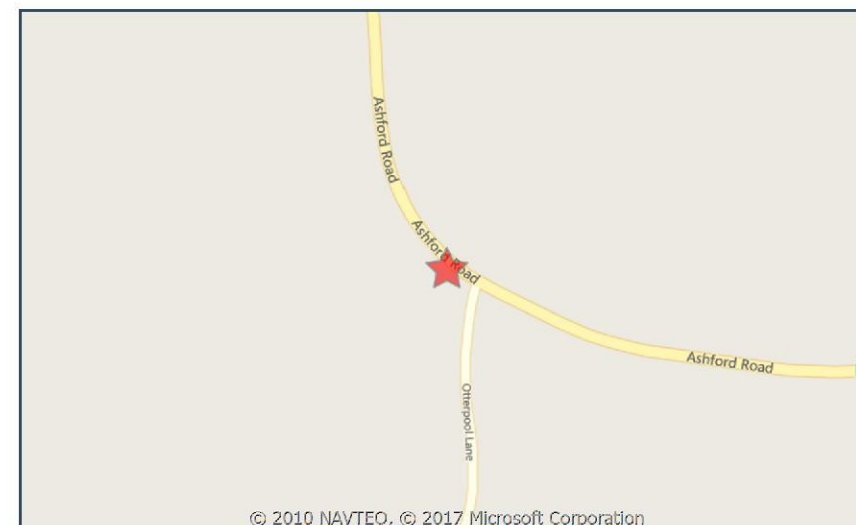
Highest Injury Severity: Serious
Highway Authority: Kent exc Medway Towns
Local Authority: Shepway District
Weather Description: Fine without high winds
Road Surface Description: Frost or Ice
Speed Limit: 60
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: Not at or within 20 metres of junction
Junction Pedestrian Crossing: Pedestrian phase at traffic signal junction
Road Type: Single carriageway
Junction Control: Not Applicable

Road Number: A20

Number of Casualties: 1

Number of Vehicles: 1

OS Grid Reference: 610990 136780



For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions



Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Other vehicle, whether motorised or not	2	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	Other permanent object

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other

Accident Description:

Accident description text currently unavailable for this highway authority / police force

For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions



crashmap.co.uk

Crash Date: Tuesday, January 14, 2014 **Time of Crash:** 4:00:00 PM **Crash Reference:** 2014460236948

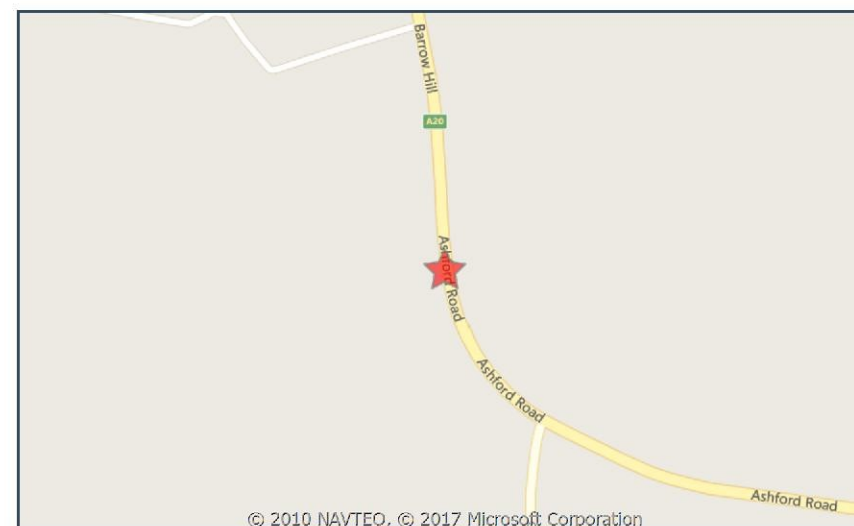
Highest Injury Severity: Slight
Highway Authority: Kent exc Medway Towns
Local Authority: Shepway District
Weather Description: Fine without high winds
Road Surface Description: Wet or Damp
Speed Limit: 50
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: Not at or within 20 metres of junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Not Applicable

Road Number: A20

Number of Casualties: 1

Number of Vehicles: 3

OS Grid Reference: 610880 136980



For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions



Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	12	Female	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None
2	Car (excluding private hire)	4	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Back	Commuting to/from work	None	None
3	Car (excluding private hire)	4	Female	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Back	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

Accident Description:

Accident description text currently unavailable for this highway authority / police force

For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions



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Crash Date: Friday, July 11, 2014 **Time of Crash:** 12:10:00 PM **Crash Reference:** 2014460244062

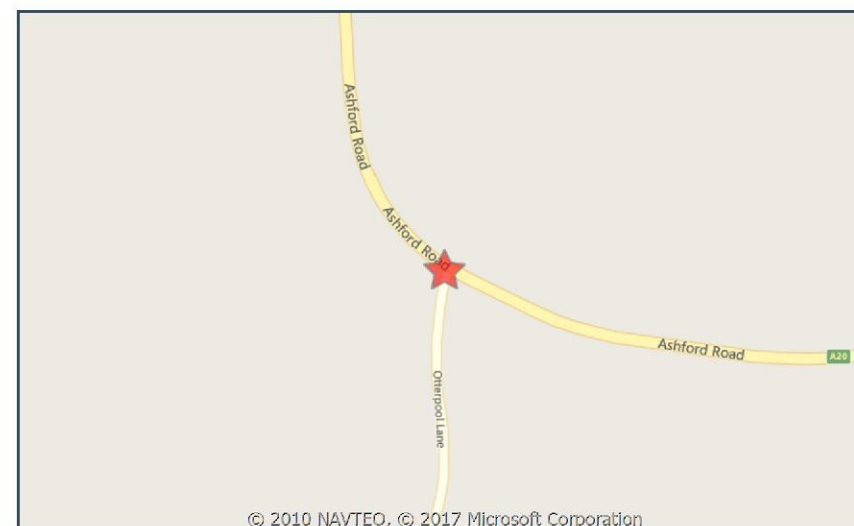
Highest Injury Severity: Slight
Highway Authority: Kent exc Medway Towns
Local Authority: Shepway District
Weather Description: Raining without high winds
Road Surface Description: Wet or Damp
Speed Limit: 50
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: T or staggered junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Auto traffic signal

Road Number: A20

Number of Casualties: 1

Number of Vehicles: 1

OS Grid Reference: 611030 136760



For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions



Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Motorcycle 50cc and under		1 Male	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Did not impact	Pupil riding to/from school	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other

Accident Description:

Accident description text currently unavailable for this highway authority / police force

For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions



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Crash Date: Friday, March 11, 2016 **Time of Crash:** 5:59:00 PM **Crash Reference:** 2016460055724

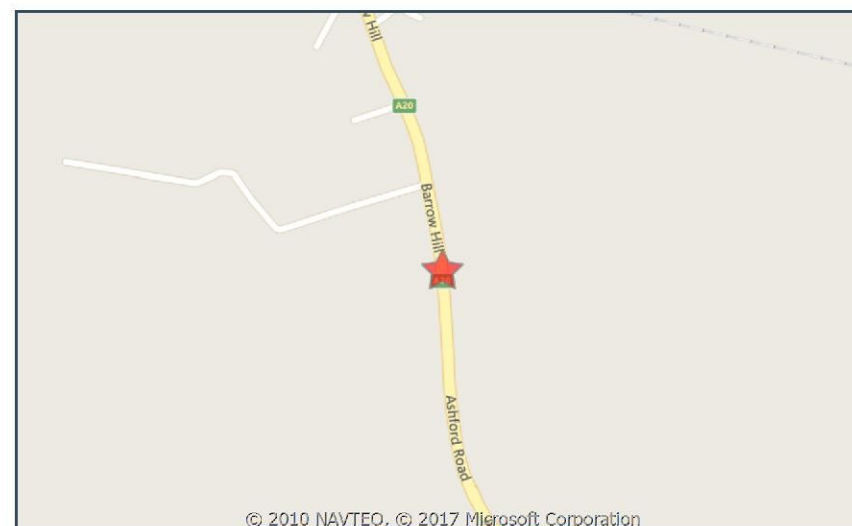
Highest Injury Severity: Slight
Highway Authority: Kent exc Medway Towns
Local Authority: Shepway Dsitrict
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 40
Light Conditions: Darkness: no street lighting
Carriageway Hazards: None
Junction Detail: Not at or within 20 metres of junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Not Applicable

Road Number: A20

Number of Casualties: 1

Number of Vehicles: 2

OS Grid Reference: 610860 137203



For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions



Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	12	Male	46 - 55	Vehicle is moving off	Offside	Taking pupil to/from school	None	None
2	Car (excluding private hire)	-1	Female	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Taking pupil to/from school	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other

Accident Description:

Not Available

For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions