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1. Introduction

1.1 Proposed Project

- 1.1.1 The Sea Link Project (hereafter referred to as the 'Proposed Project') is a proposal by National Grid Electricity Transmission plc (hereafter referred to as National Grid) to reinforce the transmission network in the South East and East Anglia. The Proposed Project is required to accommodate additional power flows generated from renewable and low carbon generation, as well as accommodating additional new interconnection with mainland Europe.
- 1.1.2 National Grid owns, builds and maintains the electricity transmission network in England and Wales. Under the Electricity Act 1989, National Grid holds a transmission licence under which it is required to develop and maintain an efficient, coordinated, and economic electricity transmission system.
- 1.1.3 This would be achieved by reinforcing the network with a High Voltage Direct Current (HVDC) Link between the proposed Friston substation in the Sizewell area of Suffolk and the existing Richborough to Canterbury 400 kV overhead line close to Richborough in Kent.
- 1.1.4 The Kent Onshore Scheme comprises:
- A landfall point on the Kent coast at Pegwell Bay.
 - A Transition Joint Bay (TJB) approximately 800 m inshore to transition from offshore HVDC cable to onshore HVDC cable, before continuing underground for approximately 1.7 km to a new converter station (below).
 - A 2 GW HVDC converter station (including a new permanent access off the A256), up to 28 m high plus external equipment such as lightning protection, safety rails for maintenance works, ventilation equipment, aerials, and similar small scale operational plant near Minster. A new substation would be located immediately adjacent.
 - Removal of approximately 2.2 km of existing HVAC overhead line, and installation of two sections of new HVAC overhead line, together totalling approximately 3.5 km, each connecting from the substation near Minster and the existing Richborough to Canterbury overhead line.

1.2 Report Scope and Purpose

- 1.2.1 This Transport Assessment Note (TAN) forms **Application Document 6.3.3.7.A Appendix 3.7.A Kent Transport Assessment Note** and has been prepared to identify where the information that would typically form part of a standalone Transport Assessment (TA) can be found in other chapters and reports that have been prepared for the Kent Onshore Scheme. This approach is designed to reduce repetition between documents. This TAN also includes further information where necessary, including in response to feedback received from National Highways.

- 1.2.2 The majority of the information that would typically be contained within a standalone TA is set out within **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport** of the Environmental Statement (ES). **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport** is also supported by **Application Document 7.5.1.2 Outline Construction Traffic Management and Travel Plan – Kent (Outline CTMTP – Kent)**, as well as **Application Document 7.5.9.2 Outline Public Rights of Way Management Plan – Kent (Outline PRowMP – Kent)**. This TAN cross-refers to these other parts of the ES where necessary.
- 1.2.3 This TAN has been informed by consultation with Kent County Council (KCC) as the local highway authority, and National Highways which manages the Strategic Road Network (SRN). Further details of the discussions and meetings held, as well as meeting minutes etc. are provided within **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport**. A summary is also provided in Section 2 of this TAN.
- 1.2.4 The focus of the traffic and transport assessment within **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport** is the construction phase. The Proposed Project is expected to generate a low level of vehicle movements during the operational and maintenance phase, and a review of operational phase transport effects has been excluded from the scope of the assessment. This is consistent with the advice received from the Planning Inspectorate in the Scoping Opinion published in December 2022 (**Application Document 6.15 Scoping Opinion 2022**).

2. Consultation

- 2.1.1 A transport scoping meeting was held with KCC Highways on 12 April 2023 when it was proposed to incorporate the majority of the TA within **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport**, rather than preparing a separate standalone TA document, to reduce repetition between documents. This was confirmed as being a reasonable approach by KCC Highways who subsequently confirmed by email (on 27 April 2023) that they were satisfied that the TA could largely be incorporated within the ES, assuming that assessment methodologies would follow the TA guidelines. In addition, KCC noted that the KCC PRoW Officer should be included in any discussion regarding the management of PRoW including information to be contained within **Application Document 7.5.9.2 Outline PRoWMP – Kent** and/ or **Application Document 7.5.1.2 Outline CTMTP – Kent**.
- 2.1.2 Comments were received from KCC Highways and National Highways during Statutory Consultation that took place between 24 October and 18 December 2023. The comments are considered within this TAN as well as the aforementioned submission documents.
- 2.1.3 A transport thematic meeting was subsequently held with KCC Highways, Thanet District Council (TDC) and Dover District Council (DDC) on 16 April 2024 to review the proposed content for the TAN, following the agreed approach to produce this document in place of a full TA (and as an alternative to incorporating the contents of a TA into **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport**). It was agreed that the TAN would include additional information where necessary but would otherwise direct the reader towards the relevant sections of other documents to reduce duplication between them.
- 2.1.4 As confirmed by email on 21 October 2024, National Highways also agreed that the production of this TAN is appropriate in place of a full TA. This TAN includes further details relating to the SRN in Section 7 in response to feedback received from National Highways.
- 2.1.5 In view of the above, this TAN has been prepared to identify where the information that would typically form part of a standalone TA can be found based on the other chapters and reports which have been prepared for the Kent Onshore Scheme. An assessment of PRoW closures and diversions is set out within **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport** and **Application Document 7.5.9.2 Outline PRoWMP – Kent**.

3. Transport Assessment Guidelines

- 3.1.1 **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport** includes a section on National Policy and references the National Planning Practice Guidance (NPPG), which provides advice on when a TA or Transport Statement is required and what they should contain. A summary of the most relevant paragraphs of that section of the NPPG (Travel Plans, Transport Assessments and Statements), and where they are addressed in **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport** is provided below.
- 3.1.2 Paragraph 002 of the NPPG states that “*Travel Plans, Transport Assessments and Statements are all ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development. They are required for all developments which generate significant amounts of movements*”. Details of the embedded mitigation designed to minimise any impacts of the Proposed Project from the outset, and the assessment of the impacts and likely significant effects with this embedded mitigation in place are provided in Sections 7.8 and 7.9 respectively in **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport**.
- 3.1.3 Paragraphs 004 and 005 of the NPPG state that “*Transport Assessments and Statements are ways of assessing the potential transport impacts of developments (and they may propose mitigation measures to promote sustainable development. Where that mitigation relates to matters that can be addressed by management measures, the mitigation may inform the preparation of Travel Plans)*”. Details of the embedded mitigation designed to minimise any impacts of the Proposed Project from the outset, and the assessment of the impacts and likely significant effects with this embedded mitigation in place are provided in Sections 7.8 and 7.9 respectively in **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport**.
- 3.1.4 Paragraph 006 of the NPPG states that TAs “*Support national planning policy which sets out that planning should actively manage patterns of growth in order 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*”. Section 9 of the National Planning Policy Framework (NPPF) provides details of the elements of the NPPF that are relevant to **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport** and where these are covered, whilst **Application Document 7.5.1.2 Outline CTMTP – Kent** outlines the measures of implementing sustainable travel in the construction phase as well as road safety considerations in Section 7.
- 3.1.5 Paragraph 007 of the NPPG states that TAs should be “*Established at the earliest practicable possible stage of a development proposal*” and “*be tailored to particular local circumstances*”. In addition, they should “*be brought forward through collaborative ongoing working between the local planning authority/transport authority, transport operators, rail network operators, Highways Agency [now National Highways] where there may be implications for the strategic road network and other relevant bodies*”. Details regarding scoping meetings held with KCC Highways to agree the scope of the Traffic and Transport chapter and the approach for the supporting deliverables are held in **Application Document 6.3.3.7.B Appendix 3.7.B Traffic and Transport Thematic Meeting Minutes**. In terms of addressing feedback received from National Highways in the Scoping Opinion, the Proposed Project is not expected to result in any adverse

impacts on the SRN as set out within Section 7.3 of **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport** and Section 7 of this TAN.

- 3.1.6 Paragraphs 013 to 015 of the NPPG provide further details of when a TA is required, how the need and scope of a TA should be established and what information should be included. **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport** includes the components which typically form part of a TA, and this TAN signposts where the information that would typically form part of a standalone TA can be found based on the other chapters and reports which have been prepared for the Kent Onshore Scheme. This TAN has been informed by consultation with KCC as the local highway authority, as well as National Highways.

4. Transport Assessment Component Index

- 4.1.1 There is no standard structure for a Transport Assessment set out in the NPPG guidance. However, the following list sets out a typical report structure for a TA based on previous experience of preparing such documents. The list identifies where the information that would typically be provided under these headings in a standalone TA can be found within the ES as a whole:
- Site location and existing use – **Application Document 6.2.1.1 Part 1 Introduction Chapter 1 Introduction**;
 - Policy context:
 - **Application Document 6.2.1.2 Part 1 Introduction Chapter 2 Regulatory and Planning Policy Context**;
 - **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport, Section 7.2 Regulatory and Planning Context**;
 - **Application Document 7.5.1.2 Outline CTMTP – Kent, Section 4 Best Practice and Policy**;
 - **Section 5** of this TAN, with respect to National Planning Practice Guidance (NPPG) and when a TA or Transport Statement is required and what they should contain.
 - Consultation:
 - **Application Document 6.2.1.6 Part 1 Introduction Chapter 6 Scoping Opinion and EIA Consultation**;
 - **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport, Section 7.3 Scoping Opinion and Consultation (supported by Application Document 6.3.3.7.B Appendix 3.7.B Traffic and Transport Thematic Meeting Minutes)**; and
 - Section 2 of this TAN, with respect to agreeing the approach for this TAN.
 - Accessibility appraisal:
 - **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport, Section 7.7 Baseline Conditions**;
 - **Application Document 7.5.1.2 Outline CTMTP – Kent, Section 2 Existing Conditions**; and
 - **Application Document 6.4.3.7.4 Walking and Cycling Routes (including PRoW)** and **Application Document 6.4.3.7.6 Road Link and Road Junction Receptors**.
 - Collision review:
 - **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport, Section 7.7 Baseline Conditions** includes a review of collisions across the study

area and a comparison of collision rates with national road safety statistics. The full collision data is held in **Annex A** of this TAN; and

- Section 6 of this TAN provides commentary on the locations assessed as part of **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport** that recorded five or more collisions within the five-year period (representing at least one collision per year).
- Development proposals:
 - **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**; and
 - **Application Document 7.5.1.2 Outline CTMTP – Kent**, which includes further details of the proposals during the construction phase, including access points. The locations of the additional permanent (operational) access points are summarised in Section 8 of this TAN.
- Future baseline:
 - **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport**, Section 7.7 Baseline Conditions (supported by **Application Document 6.3.3.7.D Appendix 3.7.D Baseline Traffic Movements**); and
 - **Application Document 7.5.1.2 Outline CTMTP – Kent**, Section 3 Future Highway Network.
- Trip attraction and distribution including construction vehicle routing:
 - **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport**, Section 7.9 Assessment of Impacts and Likely Significant Effects (supported by **Application Document 6.3.3.7.E Appendix 3.7.E Construction Worker Trip Distribution**, **Application Document 6.3.3.7.F Appendix 3.7.F Saturday Trip Generation Tables** and **Application Document 6.3.3.7.G Appendix 3.7.G Traffic Flow Diagrams**);
 - **Application Document 7.5.1.2 Outline CTMTP – Kent**, Section 5 Construction Movements and Section 6 Site Access and Vehicle Routing;
 - Section 7 of this TAN with respect to estimating peak construction vehicle trips on the SRN (including **Annex B** for the construction worker trip distribution); and
 - **Application Document 6.4.3.7.2 HGV Routing Plan and Application Document 6.4.3.7.3 Abnormal Load Routing Plan**.
- Committed development:
 - **Application Document 6.2.3.13 Part 3 Kent Chapter 13 Kent Onshore Scheme Inter-Project Cumulative Effects** contains the cumulative assessment; and
 - Section 9 of this TAN provides further details of the developments which have been included as part of the cumulative assessment, including the approach for identifying forecast vehicle trips and potential impacts on the walking and cycling network.
- Assessment methodology:

- **Application Document 6.2.1.5 Part 1 Introduction Chapter 5 EIA Approach and Methodology**; and
- **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport**, Section 7.4 Approach and Methodology, Section 7.5 Basis of Assessment and Section 7.6 Study Area.
- Pedestrians and cyclists:
 - **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport**, Section 7.7 Baseline Conditions, Section 7.8 Proposed Project Design and Embedded Mitigation and Section 7.9 Assessment of Impacts and Likely Significant Effects;
 - **Application Document 7.5.1.2 Outline CTMTP – Kent**, Section 2 Existing Conditions and Section 7 Management and Mitigation; and
 - **Application Document 7.5.9.2 Outline PRoWMP – Kent** (full document).
- Highway assessment – **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport**, Section 7.9 Assessment of Impacts and Likely Significant Effects (supported by **Application Document 6.3.3.7.H Appendix 3.7.H Preliminary Highway Impact Assessment** and **Application Document 6.3.3.7.J Appendix 3.7.J Traffic and Transport Assessments**).
- Junction modelling – the Proposed Project is not expected to result in any significant traffic and transport effects including, with regard to Driver Delay, at junctions (see **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport**, Section 7.9 Assessment of Impacts and Likely Significant Effects). Therefore, it is not considered that any junction modelling is necessary and, as a result, none has been undertaken;
- Access layouts, visibility splays and vehicle swept paths – details of these are provided in **Application Document 7.5.1.2 Outline CTMTP – Kent** and **Application Document 2.13.2 Design and Layout Drawings – Kent**;
- Mitigation:
 - **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport**, Section 7.8 Proposed Project Design and Embedded Mitigation and Section 7.10 Additional Mitigation and Enhancement Measures;
 - **Application Document 7.5.1.2 Outline CTMTP – Kent**, Section 7 Management and Mitigation;
 - **Application Document 7.5.3.2 Construction Environmental Management Plan Appendix B Register of Environmental Actions and Commitments**; and
 - **Application Document 7.5.9.2 Outline PRoWMP – Kent** (full document).
- Conclusion – **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport**, Section 7.11 Residual Effects and Conclusions.

5. Traffic and Transport Assessment Summary

- 5.1.1 An assessment of the peak construction phase for the Kent Onshore Scheme (2030), including for the weekday network peak hours (8am-9am and 5pm-6pm), shoulder peak hours (7am-8am and 6pm-7pm), as well as 12-hour weekday (7am-7pm), 24 hour (daily) and Saturday lunchtime (12pm-1pm) has been carried out and is reported within **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport**. The chapter includes an assessment of Severance, Pedestrian Delay, Non-Motorised User Amenity, Fear and Intimidation, Driver Delay, Road Safety, Hazardous/ Large Loads, and PRow Diversions and Closures. The assessment of Road Safety and Hazardous/ Large Loads is informed by the full set of Personal Injury Accident (PIA) data obtained from KCC Highways (see **Annex A**). The assessment of Driver Delay did not identify any significant effects at junctions and therefore no junction modelling has been carried out.
- 5.1.2 As identified above, the focus of the traffic and transport assessment is on the construction phase. The Proposed Development is not expected to have any impacts during the operational and maintenance phase, as vehicle movements associated with the operation of the site and maintenance requirements are anticipated to be infrequent and low. Therefore, additional traffic movements during the operational phase are not anticipated to have a significant effect on the transport network or receptors. As such, an assessment of the operational phase has been scoped out. This position was confirmed by the Planning Inspectorate in the Scoping Opinion published in December 2022 (**Application Document 6.15 Scoping Opinion 2022**).
- 5.1.3 The **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport** concludes that no significant effects related to traffic and transport are likely to result from the Proposed Project during any phase, with embedded mitigation in place, as all effects have either been categorised as minor adverse or negligible. As such, no additional mitigation to that already identified within **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport**, **Application Document 7.5.1.2 Outline CTMTP – Kent** and **Application Document 7.5.9.2 Outline PRowMP – Kent** is considered to be necessary.
- 5.1.4 The cumulative assessment work is reported in **Application Document 6.2.3.13 Part 3 Kent Chapter 13 Kent Onshore Scheme Inter-Project Cumulative Effects** and informed by the approach outlined within Section 9 of this TAN.

6. Collision Data Analysis

6.1 Introduction

- 6.1.1 **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport** provides a summary of the Personal Injury Accident (PIA) data obtained from KCC for the most recently available five-year period for the highway network within the agreed study area.
- 6.1.2 This section of the TAN provides further commentary on the road links or junctions where five or more collisions occurred (representing at least one collision per year), looking further into detail regarding the causes of collisions and their severity and the types of vehicles involved.

6.2 A299 Hengist Way, between the Monkton and Minster Roundabouts (K-RL1)

- 6.2.1 A total of ten collisions occurred on this link for the most recently available five-year period, eight of which were slight in severity, and two were serious in severity.
- 6.2.2 Of the ten collisions, four involved cars only, two involved cars and HGVs (of which one also involved a pedestrian), two involved motorcyclists, one involved a car and a Light Goods Vehicle (LGV) and one involved a car and a cyclist.
- 6.2.3 Out of the two serious collisions, one involved a car and cyclist and the other involved a car and motorcyclist. The causation factor of the former was attributed to a gust of wind which caused the cyclist to move onto the outside lane of the carriageway and to collide with the car. The causation of the latter was at least partly attributed to the driver of the car having a medical episode which impaired the driver and resulted in a collision with the motorcyclist.
- 6.2.4 Out of the two collisions involving a car and HGV, one was attributed to the car driver not seeing the HGV slow down due to the glare of the sun and the other collision was attributed to a car going through a red light (which also involved a collision with a pedestrian).
- 6.2.5 Overall, there were no common causation factors of the collisions recorded on this link to suggest there are safety concerns with the link. Nonetheless, this link has been attributed with a very high level of sensitivity to provide a robust approach when assessing Road Safety as part of **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport**.

6.3 A299 Hengist Way, between the Minster and Cliffsend Roundabouts (K-RL2)

- 6.3.1 A total of 13 collisions occurred on this link for the most recently available five-year period, ten of which were slight in severity and three were serious in severity.
- 6.3.2 Of the 13 collisions, eight involved cars only, two involved cars and HGVs, two involved cars and LGVs and one involved a car, taxi and LGV.

- 6.3.3 The three serious collisions either involved a car and HGV, three cars, or a car and LGV. The collision involving a car and HGV was attributed to the car stopping after suspectedly breaking down, causing the HGV to collide with the car (despite the car driver attempting to place a reflective triangle on the road). The incident involving three cars was attributed to one of the cars stopping on the carriageway to check on the welfare of a pedestrian walking in the central reservation. The collision involving the car and LGV was attributed to the LGV colliding with the car as it joined the carriageway from the roundabout.
- 6.3.4 Overall, there were no common causation factors of the collisions recorded on this link to suggest there are safety concerns with the link. Nonetheless, this link has been attributed with a very high level of sensitivity to provide a robust approach when assessing Road Safety as part of **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport**.

6.4 A256 Richborough Way, between the Sevenscore and Ebbsfleet Roundabouts (K-RL5)

- 6.4.1 A total of eight collisions occurred on this link for the most recently available five-year period, five of which were slight in severity and three were serious in severity.
- 6.4.2 Of the eight collisions, five involved cars only, one involved a tractor and motorcyclist, one involved a LGV and motorcyclist and one involved a car and LGV.
- 6.4.3 The three serious collisions either involved a tractor and motorcyclist, a motorcyclist and LGV, or a car only. Two of the collisions were attributed to a driver failing to look properly resulting in a collision with the vehicle in-front, whilst the causation factor of the other serious collision was attributed to the wet and slippery carriageway surface causing the vehicle to aquaplane.
- 6.4.4 Overall, there were no common causation factors of the collisions recorded on this link to suggest there are safety concerns with the link. This link has been attributed with a medium level of sensitivity to provide a robust approach when assessing Road Safety as part of **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport**, in consideration of the collision rate for this link which is below the national average for a rural A-road.

6.5 Sandwich Road (between Ebbsfleet Roundabout and Lord of the Manor Roundabout) (K-RL7)

- 6.5.1 A total of six collisions occurred on this link for the most recently available five-year period, five of which were slight in severity and one was serious in severity.
- 6.5.2 Of the six collisions, two involved a car and a motorcyclist, two involved a vehicle and a cyclist, one involved a car and an HGV, and one involved three vehicles (one car and two LGVs).
- 6.5.3 The serious collision involved a motorcyclist being struck by a car from behind after attempting to turn to Courtlands Close from Sandwich Road. The slight collision involving an HGV occurred after a car driver (under the influence of alcohol) lost control of their vehicle and collided with a stationary tanker.
- 6.5.4 Overall, there were no common causation factors of the collisions recorded on this link to suggest there are safety concerns with the link. This link has been attributed with a

medium level of sensitivity to provide a robust approach when assessing Road Safety as part of **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport**.

6.6 A299/ A253/ Willets Hill (Monkton Roundabout) (K-RJ1)

- 6.6.1 A total of ten collisions occurred at this junction for the most recently available five-year period, nine of which were slight in severity and one was serious in severity.
- 6.6.2 Of the ten collisions, four involved cars only, two involved a car and cyclist, and the remaining four collisions either involved a car and HGV, a car and LGV, a car and motorcyclist or an LGV only.
- 6.6.3 The serious collision involved a single car and was attributed to the car travelling at excessive speed and failing to stop at the roundabout, causing the car to flip onto its roof. The slight collision between the car and HGV was attributed to the car attempting to overtake the HGV on the roundabout with limited available space, causing the two vehicles to collide.
- 6.6.4 Overall, there were no common causation factors of the collisions recorded at this junction to suggest there are safety concerns with the link. Nonetheless, this junction has been attributed with a very high level of sensitivity to provide a robust approach when assessing Road Safety as part of **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport**.

6.7 A299/ B2190/ Tothill Street (Minster) Roundabout (K-RJ2)

- 6.7.1 A total of seven collisions occurred at this junction for the most recently available five-year period, six of which were slight in severity and one was serious in severity.
- 6.7.2 Of the seven collisions, three involved cars only, and the remaining four collisions either involved a car and HGV, a car and cyclist, a car and motorcyclist, or LGVs only.
- 6.7.3 The serious collision involved a car and cyclist and was at least partly attributed to the car driver not looking properly at the roundabout prior to colliding with the cyclist. The slight collision between the car and HGV was attributed to the HGV cutting across the car's path, causing the car to spin out of control after a collision.
- 6.7.4 Overall, there were no common causation factors of the collisions recorded at this junction to suggest there are safety concerns with the link. Nonetheless, this junction has been attributed with a high level of sensitivity to provide a robust approach when assessing Road Safety as part of **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport**.

6.8 A299/ A256/ Cottington Link Road (Sevenscore) Roundabout (K-RJ4)

- 6.8.1 A total of nine collisions occurred at this junction for the most recently available five-year period, eight of which were slight in severity and one was serious in severity.
- 6.8.2 Of the nine collisions, five involved cars only, two involved a car and motorcyclist, one involved a car and LGV and one involved a car and HGV.

- 6.8.3 The serious collision involved a car and LGV, which was at least partly attributed to the car travelling at excessive speed prior to colliding with the LGV at the roundabout when both vehicles subsequently mounted the roundabout. The slight collision between the car and HGV was at least partly attributed to the HGV being in the incorrect lane at the roundabout by trying to turn left in the right lane.
- 6.8.4 Overall, there were no common causation factors of the collisions recorded at this junction to suggest there are safety concerns with the link. Nonetheless, this junction has been attributed with a high level of sensitivity to provide a robust approach when assessing Road Safety as part of **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport**.

7. Strategic Road Network

7.1 Introduction

- 7.1.1 In response to the Statutory Consultation, which took place from 24 October to 18 December 2023, National Highways provided comments regarding the Kent Onshore Scheme on 12 December 2023. The comments and subsequent correspondence informed this assessment of the potential for effects on the SRN.

7.2 Walking, Cycling and Horse-riding Assessment Report (WCHAR)

- 7.2.1 In a letter dated 12 December 2023, National Highways requested that a Walking, Cycling and Horse-riding Assessment Report (WCHAR) should be produced. However, it was subsequently agreed (with National Highways, by email on 21 October 2024) that a WCHAR would not be necessary given that the Order Limits are sufficiently far from the SRN (see below). The Proposed Project would not result in any pedestrians or cyclists near the SRN and there are not expected to be any construction vehicle impacts on the SRN for non-motorised users. Therefore, a WCHAR has not been prepared.

7.3 Development Traffic Flow Impact on the SRN

- 7.3.1 For the Kent Onshore Scheme, the two nearest SRN junctions are the M2 Junction 7 with the A2 (circa 35 km to the east of the Order Limits) and the junction between the A2 and A256 in Dover (circa 23 km to the south of the Order Limits). Therefore, both areas fall a significant distance beyond the Order Limits and have not been assessed as part of **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport** for the Kent Onshore Scheme.
- 7.3.2 In comments received by email on 21 October 2024, National Highways requested evidence of how the Kent Onshore Scheme may affect the nearest SRN junctions (identified above). This section therefore details the forecast peak daily construction vehicle trips on the SRN, following on from the trip distribution work as described in Section 7.9 of **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport**.
- 7.3.3 Table 7.1 below presents the forecast peak daily construction movements for the Kent Onshore Scheme (as presented within **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport**) which has been used to inform the number of trips expected on the SRN.

Table 7.1 Forecast peak daily construction vehicle movements (all accesses, weekday profile, 2026)

Time	Staff		LGVs		HGVs		Total vehicles		
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Total
07:00-08:00	81	0	6	5	0	0	87	5	92
08:00-09:00	0	0	5	6	14	14	19	20	39
09:00-10:00	0	0	6	5	13	13	19	18	37
10:00-11:00	0	0	5	6	12	12	17	18	35
11:00-12:00	0	0	6	5	12	12	18	17	35
12:00-13:00	0	0	5	6	13	13	18	19	37
13:00-14:00	0	0	6	5	12	12	18	17	35
14:00-15:00	0	0	5	6	12	12	17	18	35
15:00-16:00	0	0	6	5	10	10	16	15	31
16:00-17:00	0	0	5	6	7	7	12	13	25
17:00-18:00	0	0	5	5	3	3	8	8	16
18:00-19:00	0	81	5	5	0	0	5	86	91
Total	81	81	65	65	108	108	254	254	508

- 7.3.4 In order to identify peak daily construction vehicle trips on the SRN, trip distributions were derived and then applied to the peak daily trip generations for the Kent Onshore Scheme. These were informed by 2021 Census data for construction staff, as per the approach taken for the main assessment work detailed in Section 7.9 of **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport**. The associated calculations and resulting distribution for construction workers for the SRN (A2 south and M2 west) is provided in **Annex B**.
- 7.3.5 The distribution of HGVs and LGVs on the SRN has also been taken forward from the main assessment work, which is worst-case, where the majority of trips are expected to

enter/ exit the study area via the A299 (west) and M2 (west). This is because this part of the highway network ultimately serves the majority of Kent and routes to/from London and further afield. For the A2 (south) a much lower percentage profile was adopted for HGVs and LGVs due to the limited number of routes to/ from the south.

- 7.3.6 Further details of the methodology and calculations are provided in **Application Document 6.3.3.7.E Appendix 3.7.E Construction Worker Trip Distribution**, and the adopted distribution of construction vehicle trips across the highway network is illustrated on the traffic flow diagrams held in **Application Document 6.3.3.7.G Appendix 3.7.G Traffic Flow Diagrams**.
- 7.3.7 Following this, Table 7.2 below shows the distribution assumptions for trips assigned to the SRN.

Table 7.2 Forecast SRN trip distribution

Vehicle Type	A2 (S)	M2 (W)	Non-SRN	Total
HGV	10%	80%	10%	100%
LGV	10%	65%	25%	100%
Staff	15%*	50%*	35%	100%

*values rounded up from 12% (A2 south) and 48% (M2 west) for robustness (see **Annex B** for calculations)

- 7.3.8 Based on Table 7.1 and Table 7.2, the peak daily trips on the SRN are shown in Table 7.3 and Table 7.4 below which are for the busiest day of the programme for the Kent Onshore Scheme.

Table 7.3 Forecast peak daily construction vehicle movements on the A2 (south)

Time	Staff		LGVs		HGVs		Total vehicles		
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Total
07:00-08:00	13	0	1	0	0	0	14	0	14
08:00-09:00	0	0	0	1	2	2	2	3	5
09:00-10:00	0	0	1	0	2	2	3	2	5
10:00-11:00	0	0	0	1	1	1	1	2	3
11:00-12:00	0	0	1	0	1	1	2	1	3
12:00-13:00	0	0	0	1	1	1	1	2	3
13:00-14:00	0	0	1	0	1	1	2	1	3
14:00-15:00	0	0	0	1	1	1	1	2	3
15:00-16:00	0	0	1	0	1	1	2	1	3
16:00-17:00	0	0	0	1	1	1	1	2	3
17:00-18:00	0	0	1	0	0	0	1	0	1

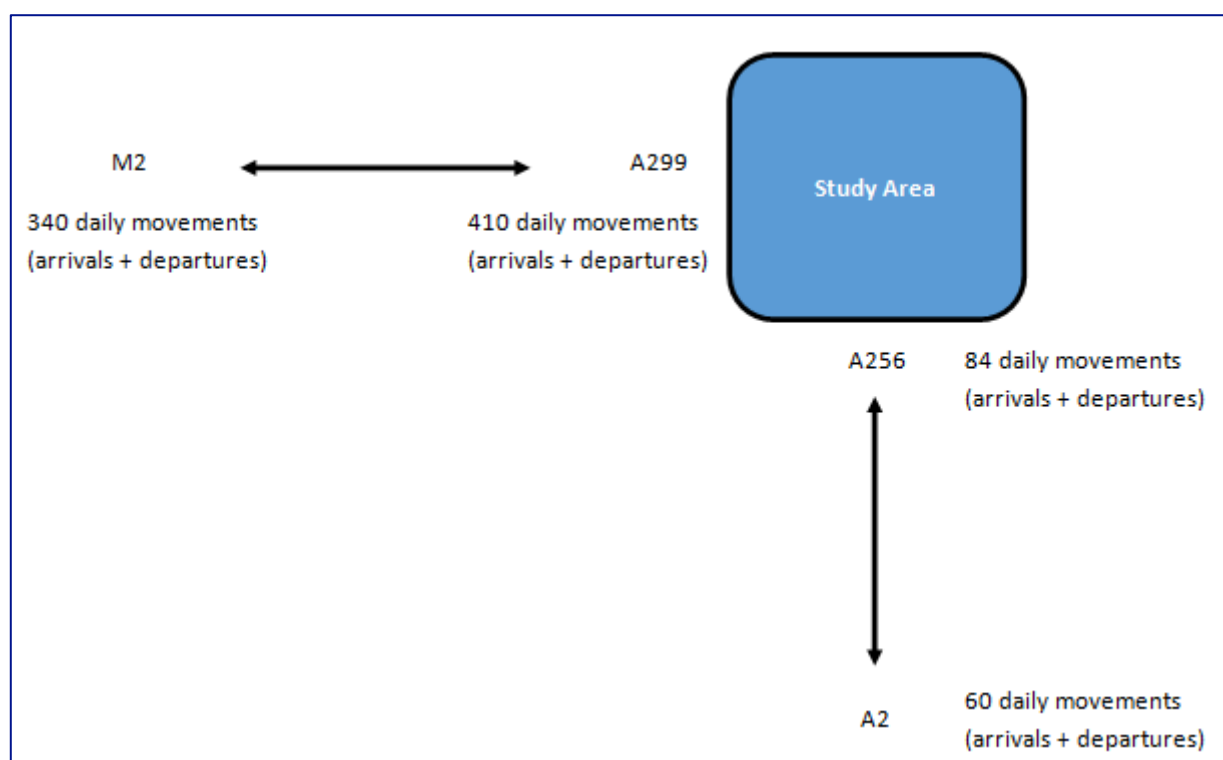
Time	Staff		LGVs		HGVs		Total vehicles		
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Total
18:00-19:00	0	13	0	1	0	0	0	14	14
Total	13	13	6	6	11	11	30	30	60

Table 7.4 Forecast peak daily construction vehicle movements on the M2 (west)

Time	Staff		LGVs		HGVs		Total vehicles		
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Total
07:00-08:00	41	0	4	3	0	0	45	3	48
08:00-09:00	0	0	4	4	11	11	15	15	30
09:00-10:00	0	0	4	4	10	10	14	14	28
10:00-11:00	0	0	3	4	10	10	13	14	27
11:00-12:00	0	0	4	3	10	10	14	13	27
12:00-13:00	0	0	3	4	10	10	13	14	27
13:00-14:00	0	0	4	3	10	10	14	13	27
14:00-15:00	0	0	3	4	10	10	13	14	27
15:00-16:00	0	0	4	3	8	8	12	11	23
16:00-17:00	0	0	3	4	6	6	9	10	19
17:00-18:00	0	0	3	3	2	2	5	5	10
18:00-19:00	0	41	3	3	0	0	3	44	47
Total	41	41	42	42	87	87	170	170	340

- 7.3.9 It is evident from Table 7.3 and Table 7.4 that construction vehicle trips on the SRN during the network peak hours of 8am to 9am and 5pm to 6pm would not exceed 30 vehicles per hour during the busiest day. Where flows exceeding this are forecast, these would occur during the development ‘shoulder’ peak hours (7am-8am and 6pm-7pm) and managed through the measures set out within **Application Document 7.5.1.2 Outline CTMTP – Kent**.
- 7.3.10 Further to the tables above, a flow diagram has been created to show the peak daily trips (12-hour weekday) travelling between the study area for the Kent Onshore Scheme and the SRN, shown in Plate 7.1 below (note peak daily traffic flows for the A299 and A256 within the study area have been taken from **Application Document 6.3.3.7.G Appendix 3.7.G Traffic Flow Diagrams**).

Plate 7.1 Forecast peak daily trips between the study area and SRN



7.3.11 The above shows that there will be fewer construction vehicle trips on the SRN than the levels assessed within **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport** for the local highway network within the study area. Therefore, based on the main assessment in **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport**, which concludes that there are not expected to be any significant effects on the highway network as a result of the Proposed Project, the lower levels of forecast construction vehicle movements on both the A2 (south) and M2 (west) are similarly not expected to have an impact on the SRN.

8. Permanent Access Points

- 8.1.1 For the Kent Onshore Scheme, the construction access point (K-BM02) on the A256 Richborough Way will be retained as a permanent (operational) access point for the future maintenance of the Substation and Converter Station. Further details of this access point are provided within **Application Document 7.5.1.2 Outline CTMTP – Kent**. The proposed location and layout of this permanent access point is also shown within **Application Document 2.13.2 Design and Layout Drawings – Kent**.
- 8.1.2 Several permanent (operational) access routes will also be used by light vehicles to access the Order Limits for the full lifespan of the Proposed Project, including for monitoring purposes and to access parcels of land for ecological mitigation and enhancement. These will utilise existing routes including the A256, the Pegwell Road access track towards landfall (via Sandwich Road), Cottington Lane to the east of the A256 and Ebbsfleet Lane North to the west of the A256, as well as Marsh Farm Road and Whitehouse Drove. Agreements will be established with the relevant landowners to access permanent works (e.g. cables passing through fields), using existing tracks and field entrances where possible.

9. Committed Developments

9.1 Introduction

- 9.1.1 The assessment of committed developments is set out within **Application Document 6.2.3.13 Part 3 Kent Chapter 13 Kent Onshore Scheme Inter-Project Cumulative Effects**. The following committed developments have been included as part of the cumulative assessment for traffic and transport, based on the developments identified on the short-list:
- Manston Airport (ID10) – construction phase (peak trips) and operational phase (50% operational trips);
 - Land on the West Side of Tothill Street (ID 329) – full operational phase;
 - Land to the East Side of Preston Road and South of Manston Court Road (ID 365) – construction phase (peak trips) and operational phase (75% operational trips);
 - Land to the East of New Haine Road (ID 366) – full operational phase;
 - Land on the North East Side of Nash Road (ID 398) – construction phase (peak trips) and operational phase (50% operational trips);
 - Land North and East of Canterbury Road (ID 441) – construction phase (peak trips) and operational phase (50% operational trips);
 - Land South of Westgate and Garlinge (ID 443) – construction phase (peak trips) and operational phase (50% operational trips);
 - Land on South Side of Manston Court Road and West Side of Haine Road (ID 447) – construction phase (peak trips) and operational phase (75% operational trips);
 - Land on the North West and South East Sides of Shottendane Road (ID 449) – full operational phase; and
 - Land at New Haine Road (Spitfire Green) (ID 511) – construction phase (peak trips), with no increase in trips expected through the study area during the operational phase.
- 9.1.1 Further details relating to the above developments in terms of the phases assessed, associated trip generations/ distributions are provided below. The overall trip generation tables for all of the cumulative schemes combined are contained within **Application Document 6.3.3.13.B Appendix 3.13.B Kent Cumulative Traffic Flows**. It should be noted that no cumulative impacts are expected on the walking and cycling network (including PRoW) as a result of these committed developments due to their location.
- 9.1.2 Further information on the schemes which have been scoped out of the assessment, including the justifications for excluding these, are provided within the relevant tables within **Application Document 6.2.3.13 Part 3 Kent Chapter 13 Kent Onshore Scheme Inter-Project Cumulative Effects**.

9.2 Manston Airport (ID10)

- 9.2.1 The Manston Airport (ID10) site is located circa 1 km to the north of the Order Limits for the Kent Onshore Scheme. The cumulative assessment of Manston Airport (ID10) includes 100% construction traffic and 50% operational traffic on the assumption that this development would be partially built out (and therefore operational) during the construction phase of the Proposed Project. This is designed to provide a robust approach by including traffic associated with both phases.
- 9.2.2 The trip generation and distribution in terms of peak hour and daily construction traffic forecasts (both total vehicles and HGVs) has been taken from Table 6.1 of the Preliminary Construction Traffic Management Plan for the construction traffic and peak hour operational traffic forecasts have been taken from the traffic flow diagrams on pages 84-86 of the Transport Assessment (TA) for the operational traffic (PINS Ref: TR020002). Daily operational trips across the network have been based on the 24-hour trip generation in Section 6.4 of the TA, when compared against the AM, PM and airport peak hour trip generations. To inform the distribution of construction traffic through the study area, it has been assumed that 50% vehicles would travel to/from the A299 (West) and 50% vehicles would travel to/from the A256 (South), with all construction vehicles using the A299 (East) to provide a robust assessment.

9.3 Land on the West Side of Tothill Street (ID 329)

- 9.3.1 The residential development, Land on the West Side of Tothill Street (ID 329) site is located circa 1.3 km to the north of the Order Limits for the Kent Onshore Scheme. The cumulative assessment of Land on the West Side of Tothill Street (ID 329) includes 100% operational traffic on the assumption that this development would be fully built out (and therefore operational) during the construction phase of the Proposed Project. This is designed to provide a robust assessment as operational trips associated with this scheme are expected to be higher than construction trips.
- 9.3.2 The trip generation and distribution in terms of peak hour forecasts (total vehicles) has been taken from the traffic flow diagrams in Appendix K of the TA (TDC Planning Application Ref: OL/TH/18/1488). Daily operational trips have been determined based on the TRICS output held in Appendix J of the TA, where a factor of 4.34 has been applied to the combined AM and PM peak hour trips.

9.4 Land to the East Side of Preston Road and South of Manston Court Road (ID 365)

- 9.4.1 The residential development, Land to the East Side of Preston Road and South of Manston Court Road (ID 365) site is located circa 2.7 km to the north of the Order Limits for the Kent Onshore Scheme. The cumulative assessment of Land to the East Side of Preston Road and South of Manston Court Road (ID 365) includes 100% construction traffic and 75% operational traffic on the assumption that this development would be largely built out (and therefore operational) during the construction phase of the Proposed Project. This is designed to provide a robust approach by including traffic associated with both phases.
- 9.4.2 The trip generation in terms of peak hour and daily construction traffic forecasts has been taken from Table D5.1 of the Construction and Environmental Management Plan (CEMP) for the construction traffic (both total vehicles and HGVs) and peak hour

operational traffic forecasts have been taken from the traffic flow diagrams held in Appendix H of the Transport Assessment for the operational traffic (TDC Planning Application Ref: OL/TH/23/1592). In the absence of a daily operational trip generation, a robust factor of 4.63 has been applied to the combined AM and PM peak hour trips to estimate daily trips across the network, which is associated with a TRICS output associated with scheme ID 447. The construction vehicle trip distribution has been informed by that adopted for the Proposed Project (based on HGVs and staff), based on trips expected to pass through the study area to/ from the A299 West and the A256 South to provide a robust assessment.

9.5 Land to the East of New Haine Road (ID 366)

- 9.5.1 The commercial and healthcare development, Land to the East of New Haine Road (ID 366) site is located circa 2.6 km to the north of the Order Limits for the Kent Onshore Scheme. The cumulative assessment of Land to the East of New Haine Road (ID 366) includes 100% operational traffic on the assumption that this development would be fully built out (and therefore operational) during the construction phase of the Proposed Project. This is designed to provide a robust assessment as operational trips associated with this scheme are expected to be higher than construction trips.
- 9.5.2 The trip generation and distribution in terms of peak hour forecasts has been taken from Table 5.3 of the TA (TDC Planning Application Ref: OL/TH/23/1606), based on zones 4-8 (representing trips travelling to/from the study area to the south). Additional trips identified in Table 2.3 of the TA Addendum have also been included for the PM peak (there was no change in trips during the AM peak). In the absence of a daily operational trip generation, a robust factor of 4.63 has been applied to the combined AM and PM peak hour trips to estimate daily trips across the network, which is associated with a TRICS output associated with scheme ID 447. The trip distribution for the network within the study area (A299 and A256) has been informed by the proposed trip distribution for the Proposed Project (based on staff). It has been assumed that all trips assigned to the A299 West and A256 South would travel through the study area to provide a robust assessment.

9.6 Land on the North East Side of Nash Road (ID 398)

- 9.6.1 The residential development, Land on the North East Side of Nash Road (ID 398) site is located circa 4 km to the north of the Order Limits for the Kent Onshore Scheme. The cumulative assessment of Land on the North East Side of Nash Road (ID 398) includes 100% construction traffic and 50% operational traffic on the assumption that this development would be partially built out (and therefore operational) during the construction phase of the Proposed Project. This is designed to provide a robust approach by including traffic associated with both phases.
- 9.6.2 The trip generation in terms of daily construction traffic forecasts has been taken from page 15 of the ES Transport chapter for the construction traffic (both HGVs and total vehicles) and peak hour operational traffic forecasts have been taken from Table 6.5 of the Transport Assessment for the operational traffic (TDC Planning Application Ref: OL/TH/23/0685). In the absence of a daily operational trip generation, a robust factor of 4.63 has been applied to the combined AM and PM peak hour trips to estimate daily trips across the network, which is associated with a TRICS output associated with scheme ID 447. The construction vehicle and operational vehicle trip distribution has been informed by that adopted for the Proposed Project (based on HGVs, LGVs and

staff for construction vehicles, and staff for operational vehicles), based on trips expected to travel through the study area to/ from the A299 West and the A256 South to provide a robust assessment.

9.7 Land North and East of Canterbury Road (ID 441)

- 9.7.1 The mixed-use development, Land North and East of Canterbury Road (ID 441) site is located circa 3.7 km to the north of the Order Limits for the Kent Onshore Scheme. The cumulative assessment of Land North and East of Canterbury Road (ID 441) includes 100% construction traffic and 50% operational traffic on the assumption that this development would be partially built out (and therefore operational) during the construction phase of the Proposed Project. This is designed to provide a robust approach by including traffic associated with both phases.
- 9.7.2 The trip generation in terms of daily construction traffic forecasts has been taken from page 12 of the ES Traffic and Transport chapter for the construction traffic (HGVs) and peak hour operational traffic forecasts have been taken from Table 6.12 of the TA for the operational traffic (TDC Planning Application Ref: OL/TH/20/1755). It has been assumed that all construction staff would arrive during the AM peak hour and depart during the PM peak hour for robustness. Daily operational trips across the network have been determined based on the TRICS output held in Appendix K of the TA, where a factor of 4.16 has been applied to the combined AM and PM peak hour trips. The construction vehicle and operational vehicle trip distribution has been informed by that adopted for the Proposed Project (based on HGVs for construction vehicles, and staff for operational vehicles), based on trips expected to travel through the study area to/ from the A299 West, A299 East and the A256 South to provide a robust assessment.

9.8 Land South of Westgate and Garlinge (ID 443)

- 9.8.1 The residential development, Land South of Westgate and Garlinge (ID 443) site is located circa 4.9 km to the north of the Order Limits for the Kent Onshore Scheme. The cumulative assessment of Land South of Westgate and Garlinge (ID 443) includes 100% construction traffic and 50% operational traffic on the assumption that this development would be partially built out (and therefore operational) during the construction phase of the Proposed Project. This is designed to provide a robust approach by including traffic associated with both phases.
- 9.8.2 The trip generation in terms of daily construction traffic forecasts) has been taken from page 26 of the ES Traffic and Transport chapter for the construction traffic (both HGVs and total vehicles) and peak hour operational traffic forecasts have been taken from Table 7-8 of the TA for the operational traffic (TDC Planning Application Ref: OL/TH/20/1400). It has been assumed that all construction staff would arrive during the AM peak hour and depart during the PM peak hour for robustness. In the absence of a daily operational trip generation, a robust factor of 4.63 has been applied to the combined AM and PM peak hour trips to estimate daily trips across the network, which is associated with a TRICS output associated with scheme ID 447. The construction vehicle and operational vehicle trip distribution has been informed by that adopted for the Proposed Project (based on HGVs, LGVs and staff for construction vehicles, and staff for operational vehicles), based on trips expected to travel through the study area to/ from the A299 East and the A256 South to provide a robust assessment.

9.9 Land on South Side of Manston Court Road and West Side of Haine Road (ID 447)

- 9.9.1 The mixed-use development, Land on South Side of Manston Court Road and West Side of Haine Road (ID 447) site is located circa 2.3 km to the north of the Order Limits for the Kent Onshore Scheme. The cumulative assessment of Land on South Side of Manston Court Road and West Side of Haine Road (ID 447) includes 100% construction traffic and 75% operational traffic on the assumption that this development would be largely built out (and therefore operational) during the construction phase of the Proposed Project. This is designed to provide a robust approach by including traffic associated with both phases.
- 9.9.2 The trip generation and distribution in terms of daily construction traffic forecasts has been taken from page 13 of the ES Transport and Access chapter for construction traffic (both HGVs and total vehicles) and peak hour operational traffic forecasts have been taken from the traffic flow diagrams provided in Appendix H of the ES Transport and access chapter for the operational traffic (TDC Planning Application Ref: OL/TH/18/0261). It has been assumed that all construction staff would arrive during the AM peak hour and depart during the PM peak hour for robustness. Daily operational trips have been determined based on the TRICS output held in Appendix B of the TA, where a factor of 4.63 has been applied to the combined AM and PM peak hour trips. The construction vehicle trip distribution has been informed by that adopted for the Proposed Project (based on HGVs and staff), based on trips expected to travel through the study area to/ from the A299 West, A299 East and the A256 South to provide a robust assessment.

9.10 Land on the North West and South East Sides of Shottendane Road (ID 449)

- 9.10.1 The residential development, Land on the North West and South East sides of Shottendane Road (ID 449) site is located circa 4.4 km to the north of the Order Limits for the Kent Onshore Scheme. The cumulative assessment of Land on the North West and South East sides of Shottendane Road (ID 449) includes 100% operational traffic on the assumption that this development would be fully built out (and therefore operational) during the construction phase of the Proposed Project. This is designed to provide a robust assessment as operational trips associated with this scheme are expected to be higher than construction trips.
- 9.10.2 The trip generation in terms of peak hour forecasts has been taken from Table 6.1 of the TA (TDC Planning Application Ref: OL/TH/20/0847). Daily operational trips have been determined based on the TRICS output held in Appendix A2 of the TA, where a factor of 4.22 has been applied to the combined AM and PM peak hour trips. The operational vehicle trip distribution has been informed by that adopted for the Proposed Project (based on staff), based on trips expected to travel through the study area to/ from the A299 East and A256 South to provide a robust assessment.

9.11 Land at New Haine Road (Spitfire Green) (ID 511)

- 9.11.1 The residential development, Land at New Haine Road (Spitfire Green) (ID 511) site is located circa 3 km to the north of the Order Limits for the Kent Onshore Scheme. The cumulative assessment of Spitfire Green (ID 511) includes 100% construction traffic on

the assumption that this development would not be fully built out/ operational during the construction phase of the Proposed Project. This is designed to provide a robust assessment as the scheme is not expected to result in an increase in operational trips within the study area (to the south) based on a comparison of the Do Minimum and Do Something traffic flow diagrams contained within the Transport Assessment.

- 9.11.2 The trip generation in terms of daily forecasts has been taken from Table 5.4 of the CEMP for the construction traffic (both HGVs and total vehicles) (TDC Planning Application Ref: F/TH/21/0417). It has been assumed that all construction staff would arrive during the AM peak hour and depart during the PM peak hour for robustness. The construction vehicle trip distribution has been informed by that adopted for the Proposed Project (based on HGVs and staff), based on trips expected to travel through the study area to/ from the A299 West and the A256 South to provide a robust assessment.

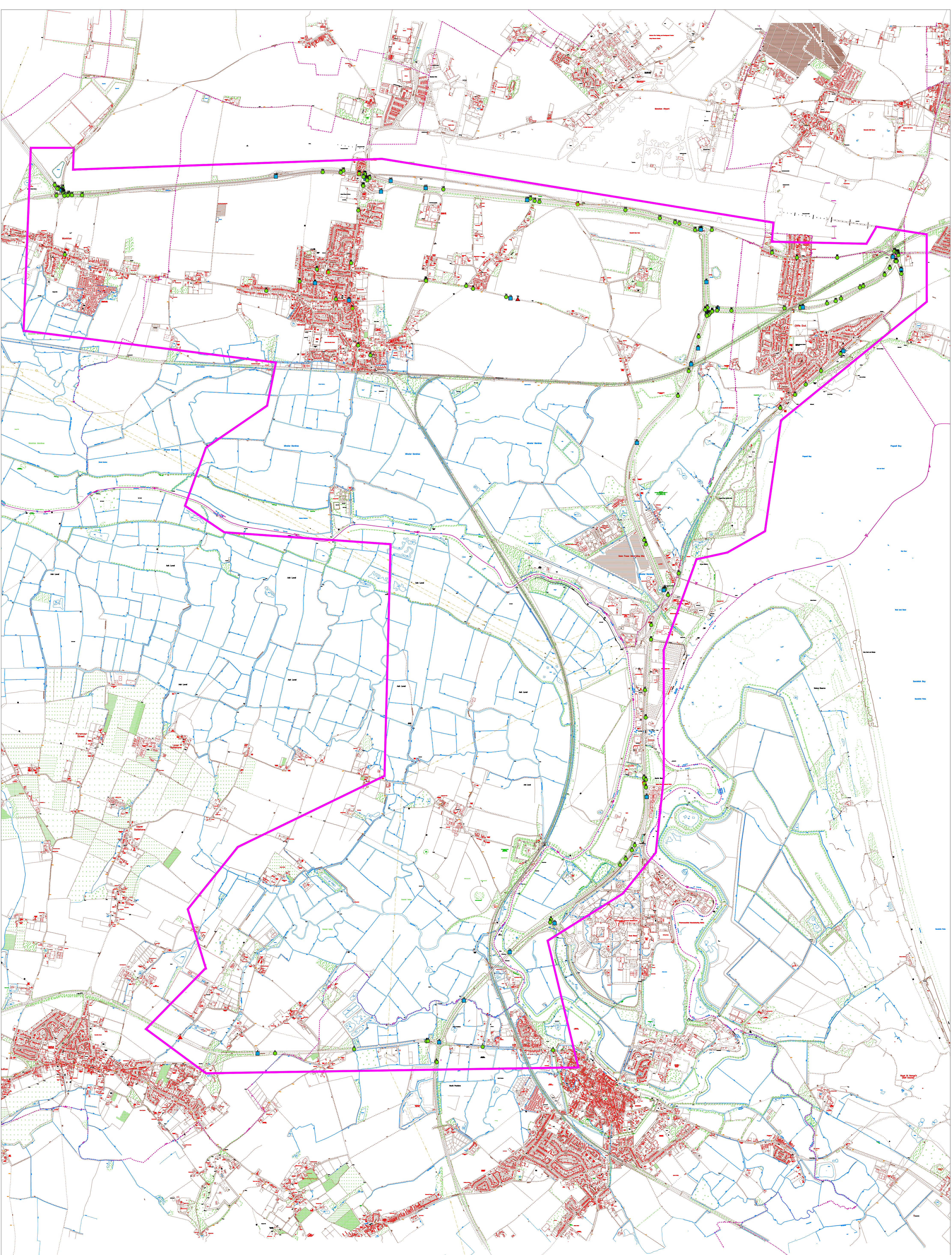
9.12 Conclusion

- 9.12.1 The assessment of committed developments within **Application Document 6.2.3.13 Part 3 Kent Chapter 13 Kent Onshore Scheme Inter-Project Cumulative Effects** is considered to be robust based on the schemes and parameters adopted to identify forecast committed development trips on the highway network within the study area. **Application Document 6.2.3.13 Part 3 Kent Chapter 13 Kent Onshore Scheme Inter-Project Cumulative Effects** concludes that no significant cumulative effects on traffic and transport are expected as a result of construction traffic associated with the Kent Onshore Scheme when combined with construction/ operational traffic associated with other committed developments in isolation or when considering all committed developments combined. In terms of PRoW closures/ diversions, all the committed developments fall outside the Order Limits for the Kent Onshore Scheme and no cumulative effects on PRoW are expected.

10. Summary

- 10.1.1 This Transport Assessment Note (TAN) forms **Application Document 6.3.3.7.A Appendix 3.7.A Transport Assessment Note** and has been prepared to identify where the information that would typically form part of a standalone Transport Assessment (TA) can be found within the other application documents that have been prepared for the Kent Onshore Scheme. This approach is designed to reduce repetition between documents. This TAN also includes further information where necessary, including in response to feedback received from National Highways and to provide further information on the collision review, permanent access points and cumulative schemes.
- 10.1.2 The approach of preparing a TAN in place of a full standalone TA has been agreed with KCC Highways and National Highways. It was agreed that the TAN would include additional information where necessary, including with respect to the Strategic Road Network (SRN), but would otherwise direct the reader towards the other documents to reduce duplication between them.
- 10.1.3 Following the additional information presented within this TAN, there are not expected to be any significant effects on the SRN as a result of the Proposed Project, with lower levels of forecast construction vehicle movements on both the A2 (south) and M2 (west) than the levels assessed within **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport** for the local highway network within the study area.
- 10.1.4 In addition, it is not considered that a Walking, Cycling and Horse-riding Assessment Report (WCHAR) is required given that the Proposed Project would not generate any pedestrians or cyclists near the SRN and there are not expected to be any construction vehicle impacts on the SRN for non-motorised users. This approach has been agreed with National Highways.
- 10.1.5 It is considered that this TAN, along with **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport**, **Application Document 7.5.1.2 Outline CTMTP – Kent**, as well as **Application Document 7.5.9.2 Outline PROWMP – Kent** include the necessary information that would be expected to be included within a TA based on the scale and nature of the Proposed Project. An assessment of cumulative schemes is also held within **Application Document 6.2.3.13 Part 3 Kent Chapter 13 Kent Onshore Scheme Inter-Project Cumulative Effects**. It is not considered that a standalone TA or any further information is required to that presented within the collective deliverables.

Annex A Full Collision Data



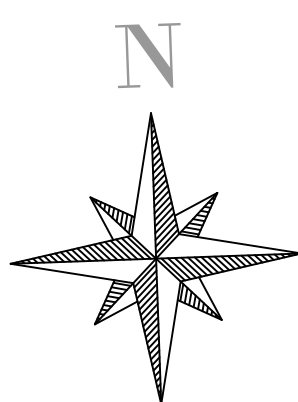
Location: East Kent

5 years personal injury crash data up to 31/03/2023

KCC Ref number: EXT/168/23

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Crash Severity	
	Slight
	Serious
	Fatal



Date: 27-September-2023

Time: 17:41:48

Title: **East Kent**

Requested output: **D - Print Crash Report**

Date: 27-September-2023

Accident Date BETWEEN '01-Apr-2018' AND '31-Mar-2023'

There were 155 reported crashes resulting in injury

D-PRINT CRASH REPORT

27-Sep-2023

17:41:48

East Kent

Accident Date BETWEEN '01-Apr-2018' AND '31-Mar-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
1	Road No A256 Grid 631699E Section 225 Ref 158438N	SLIGHT	20/11/2018	3	05:00	DRK NSL	Wet/Damp	Rain Wind		S.VEH	
	A256 SANDWICH BYPASS, SANDWICH (MAPPED TO NEW COORDINATES, ORIGINAL COORDINATES 630489, 150271)									Dover	
	D1 WAS DRIVING ALONG SANDWICH ROAD WHEN A DOG (NOT ON A LEAD) RAN OUT INFRONT OF THEM. THEY SWERVED TO AVOID HITTING THE DOG, THE CAR CAUGHT THE KERB, WHICH PUSHED THE CAR UP ONTO THE VERGE AND HIT A POLE. NO DETAILS EXCHANGED. AFTER THE ACCIDENT, D1 CONTINUED TO WORK AND BECAME AWARE THAT THEIR LOWER BACK AND LEFT SHOULDER WERE HURTING SO WENT TO ROYAL VICTORIA HOSPITAL, FOLKESTONE.						Veh1, car, S -> N			Casualties 1 Vehicles 1	
2	Road No A256 Grid 631695E Section 225 Ref 158444N	SLIGHT	10/10/2018	4	18:42	DRK NSL	Dry	Fine			M/C
	A256 SANDWICH BYPASS, SANDWICH (MAPPED TO COORDS)									Dover	
	R1 came off V1 and rolled across the carriageway. V1 then collided with the rear of V2.						Veh1, m/cycle > 500cc, SW -> NE Veh2, car, SW -> NE			Casualties 1 Vehicles 2	
3	Road No A257 Grid 630222E Section 108 Ref 158510N	SERIOUS	18/11/2022	6	16:05	L	Dry	Fine			M/C
	A257, SANDWICH RD J/W COOPER STREET DROVE, ASH.									Dover	
	V1 had pulled out into SANDWICH RD as R2 was approaching. R2 did not have enough time to brake and has gone into the back of V1.						Veh1, car, N -> S Veh2, m/cycle > 500cc, E -> W			Casualties 1 Vehicles 2	

Key Involved

PED Pedestrian
 HGV Heavy Goods Vehicle
 GV Goods Vehicle
 M/C Motor Cycle
 P/C Pedal Cycle
 PSV Bus/Coach

Street Lighting

L Daylight
 STL Street Lights
 USL Street Lights Unlit
 NSL No Street Lights
 STU Street Lights Unknown

FACTORS

+VE Positive Breath Test
 R.TURN Right Turn Manoeuvre
 O/TAKE Overtaking Manoeuvre
 S.VEH Single Vehicle

Special Conditions

ATS OUT Traffic Lights Not Working
 ATS DEF Traffic Lights Defective
 SIGNS Road Signs Defective or Obscured
 RD WRKS Road Works
 Surface Road Surface Defective

D-PRINT CRASH REPORT

27-Sep-2023

17:41:48

East Kent

Accident Date BETWEEN '01-Apr-2018' AND '31-Mar-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved	
4	Road No A257 Section	Grid 630366E Ref 158511N	SLIGHT	21/01/2022	6	06:10	DRK NSL	Dry	Fine		O/TAKE	P/C
	A257, ASH BYPASS, ASH (MAPPED TO COORDS)								Dover			
	OLR: R2 was cycling along the A257 in the direction of Canterbury about 50 ft before the Cooper Street Drove/East Street junction when a car hit handlebars knocking R2 to the ground. V1 drove off.						Veh1, car, E -> W Veh2, pedal cycle, E -> W			Casualties Vehicles	1 2	
5	Road No C480 Section 003	Grid 632657E Ref 158537N	SLIGHT	01/11/2019	6	21:53	DRK STL	Wet/Damp	Rain		S.VEH +VE	
	C480 STRAND ST J/W THE BUTTS, SANDWICH								Dover			
	A witness arrived at the scene and saw V1 damaged on the road and C1 on the ground with injuries to their hand.						Veh1, car, W -> E			Casualties Vehicles	1 1	
6	Road No A257 Section 113	Grid 631018E Ref 158545N	SLIGHT	23/06/2021	4	19:04	L	Dry	Fine		R.TURN	
	A257, ASH BYPASS J/W C220 PEDDING HILL/GUILTON, ASH.								Dover			
	D2 driving down A257 towards Wingham. D1 has pulled out of junction at Guilton and cars have collided.						Veh1, car, SE -> NE Veh2, car, NE -> SW			Casualties Vehicles	2 2	
7	Road No C480 Section 001	Grid 632077E Ref 158565N	SLIGHT	07/09/2021	3	16:32	L	Dry	Fine		R.TURN	
	C480 ASH ROAD J/W ARCHERS LOW NURSERY, SANDWICH								Dover			
	V2 was travelling west on Ash Rd when V1 turned right out of Archers Low Nursery and collided with the offside rear of V2. V2 span out of control and entered a ditch.						Veh1, car, NE -> W Veh2, car, E -> W			Casualties Vehicles	1 2	

Key

Involved
 PED Pedestrian
 HGV Heavy Goods Vehicle
 GV Goods Vehicle
 M/C Motor Cycle
 P/C Pedal Cycle
 PSV Bus/Coach

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 STL Street Lights
 USL Street Lights Unlit
 NSL No Street Lights
 STU Street Lights Unknown

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8	Road No A256 Grid 631718E Section Ref 158602N	SERIOUS	28/02/2022	2	15:05	L	Dry	Fine			
	A256, SANDWICH BYPASS RND BT J/W A257 ASH BYPASS, SANDWICH										Dover
	Collision occurred whereby V1 pulled onto the roundabout at the path of V2, V2 could not avoid and collided with V1.						Veh1, car, W -> E Veh2, car, S -> N			Casualties 1 Vehicles 2	
9	Road No A257 Grid 631614E Section 115 Ref 158611N	SLIGHT	03/12/2019	3	00:05	DRK STL	Frost/Ice	Other		S.VEH	
	A257 EACH END, RICHBOROUGH (MAPPED TO COORDS)										Dover
	V1 was travelling east on Each End when it lost control and collided with a tree to the offside of the carriageway.						Veh1, car, W -> E			Casualties 1 Vehicles 1	
10	Road No A257 Grid 631626E Section 115 Ref 158612N	SLIGHT	31/01/2023	3	06:27	L	Dry	Fine		O/TAKE	GV P/C
	A257, ASH BYPASS, ASH, (MAPPED TO COORDS).										Dover
	V1 WAS TRAVELLING ALONG A257 WHEN THEY HAVE COLLIDED WITH R2/CYCLIST. D1 SAW R2 AT THE LAST MINUTE.						Veh1, goods < 3.5t, E -> W Veh2, pedal cycle, E -> W			Casualties 2 Vehicles 2	
11	Road No A257 Grid 629584E Section Ref 158640N	FATAL	24/01/2022	2	06:50	DRK NSL	Wet/Damp	Fine	SW	S.VEH	
	A257 ASH BYPASS J/W HILLS COURT ROAD, DOVER										Dover
	V1 was travelling generally south easterly along the A257 Ash Bypass, while at the same time C1 was believed to have been crossing the road from Hills Court Road crossing generally south west towards a public right of way through an open field. At this time a collision occurred.						Veh1, car, NW -> SE			Casualties 1 Vehicles 1	

Key Involved

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HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight
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NSL No Street Lights
STU Street Lights Unknown

FACTORS

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No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
12	Road No A256 Grid 631922E Section 227 Ref 158946N	SERIOUS	01/06/2020	2	12:30	L	Dry	Fine		O/TAKE	P/C
	A256, SANDWICH BYPASS, RICHBOROUGH (MAPPED TO COORDS).								Dover		
	V2/push bike was travelling along the A256 towards the Deal Roundabout approaching the M&N Snack Bar. V1 has struck V2 from behind causing R2 to be thrown from the bike into the trees and bushes at the side of the road. V1 did not stop and the vehicle details are unknown. R2 sustained injuries.						Veh1, unknown veh type, NE -> SW Veh2, pedal cycle, NE -> SW			Casualties 1 Vehicles 2	
13	Road No A256 Grid 632300E Section 228 Ref 159345N	SERIOUS	16/11/2019	7	06:23	DRK STU	Wet/Damp	Fine		O/TAKE	M/C
	A256 SANDWICH BYPASS, RICHBOROUGH (MAPPED TO COORDS)								Dover		
	V1, TRAVELLING SOUTHWEST ON SANDWICH BYPASS, OVERTOOK AN HGV AND COLLIDED WITH THE FRONT OF V2, WHICH WAS TRAVELLING IN THE OPPOSITE DIRECTION.						Veh1, car, NE -> SW Veh2, m/cycle 50 - 125cc, SW -> NE			Casualties 1 Vehicles 2	
14	Road No U Grid 632669E Section 235 Ref 159583N	SERIOUS	29/10/2020	5	08:20	L	Dry	Fine			GV
	MONKS WAY, SANDWICH (MAPPED TO COORDS)								Dover		
	Copied from OLR: D2 was driving on the inside lane round the roundabout, V1 was driving on the outside lane. V1 crossed over to D2's lane and hit them with their trailer.						Veh1, goods < 3.5t, NW -> SE Veh2, car, NW -> SE			Casualties 1 Vehicles 2	

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight
STL Street Lights
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STU Street Lights Unknown

FACTORS

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R.TURN Right Turn Manoeuvre
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No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
15	Road No A256 Grid 632633E Section 230 Ref 159591N	SLIGHT	08/10/2018	2	19:08	DRK USL	Dry	Fog Mist		S.VEH	
	A256 SANDWICH BYPASS RNDDBT J/W MONKS WAY, RICHBOROUGH MAPPED TO DESCRIPTION, ORIGINAL COORDS 632716, 159535)									Dover	
	V1 travelling down on A256 failed to negotiate roundabout, lost control and collided with chevron boards.						Veh1, car, NE -> SW			Casualties 1 Vehicles 1	
16	Road No A256 Grid 632639E Section 230 Ref 159614N	SLIGHT	08/10/2018	2	19:42	DRK USL	Dry	Fog Mist		S.VEH	
	A256 SANDWICH RD RNDDBT J/W A256 MONKS WAY, RICHBOROUGH									Dover	
	V1 was travelling southbound from Ramsgate to Sandwich when it failed to negotiate the rndbt, travelling over the centre of it and overturning in the process.						Veh1, car, NE -> SW			Casualties 2 Vehicles 1	
17	Road No A256 Grid 633209E Section 232 Ref 160063N	SLIGHT	30/07/2020	5	18:00	L	Dry	Fine			
	A256, SANDWICH BYPASS (MAPPED TO COORDS)									Dover	
	Copied and pasted from the online report: D2 was stationary in traffic which had built up from congestion at the roundabout. There was space behind as they were the last vehicle to enter the road from the previous junction (there was a natural break in the traffic behind). They were stationary for about 15-20 seconds, looked behind and noticed a fast-moving V1 so braced for an impact. V1 collided with the rear of V2 at approx 20-30mph. The airbag did not deploy. Immediately after the collision both vehicles moved into the conned off lane and exchanged details. D1 said they had been talking on a handsfree set and had been distracted.						Veh1, car, SW -> NE Veh2, car, SW -> NE			Casualties 1 Vehicles 2	

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight
STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

FACTORS

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R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

Special Conditions

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No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
18	Road No A256 Grid 633255E Section 232 Ref 160114N	SLIGHT	08/12/2020	3	06:07	L	Frost/Ice	Fine		S.VEH	M/C
	A256 SANDWICH BYPASS, SANDWICH (MAPPED TO COORDS)								Dover		
	V1 was travelling northeast on Sandwich Bypass when it skidded on the road surface, causing R1 to fall to the ground.						Veh1, m/cycle 50 - 125cc, SW -> NE			Casualties 1 Vehicles 1	
19	Road No A256 Grid 633306E Section 232 Ref 160185N	SLIGHT	10/08/2018	6	13:59	L	Wet/Damp	Rain		S.VEH	M/C
	A256 SANDWICH BYPASS, SANDWICH (MAPPED TO COORDS)								Dover		
	R1 lost control approaching a rndbt at low speed, however, weather conditions were poor due to rain and surface water. V1 has slid from underneath R1 with R1 falling off in the other direction onto their right knee.						Veh1, m/cycle 50 - 125cc, SW -> NE			Casualties 1 Vehicles 1	
20	Road No A256 Grid 633330E Section 174 Ref 160225N	SLIGHT	22/01/2020	4	07:05	L	Wet/Damp	Fine			
	A256 SANDWICH BYPASS RND BT J/W RAMSGATE RD, GREAT STONAR								Dover		
	V2, travelling northwest on Sandwich Bypass, came to a stop at the rndbt when it was struck from behind by V1						Veh1, car, SW -> NE Veh2, car, SW -> NE			Casualties 1 Vehicles 2	
21	Road No A256 Grid 633428E Section 176 Ref 160624N	SERIOUS	17/06/2018	1	10:30	L	Dry	Fine		S.VEH	M/C
	A256, RAMSGATE RD, STONAR CUT, (MAPPED TO COORDS).								Dover		
	V1 WAS TRAVELLING IN L2 TRAVELLING TOWARDS SANDWICH. V1 APPEARS TO HAVE STRUCK A KERB, THE RIDER LOST CONTROL AND FELL OFF SUSTAINING INJURY. (NO AREA CODE)						Veh1, m/cycle > 500cc, N -> S			Casualties 1 Vehicles 1	

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight
STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

FACTORS

+VE Positive Breath Test
R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

Special Conditions

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No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
22	Road No A256 Grid 633422E Section 176 Ref 160703N	SLIGHT	22/10/2022	7	00:39	DRK STL	Dry	Fine		S.VEH	M/C
	A256, RAMSGATE RD, SANDWICH, (MAPPED TO COORDS).								Dover		
	R1 has fallen off motorcycle at low speed. This is likely due to the rider only purchasing the bike the night before.						Veh1, m/cycle > 500cc, SW -> N			Casualties 1 Vehicles 1	
23	Road No A256 Grid 633409E Section 176 Ref 160734N	SLIGHT	18/02/2020	3	17:50	DRK STL	Dry	Fine Wind	Stand		
	A256, RAMSGATE RD, SANDWICH (MAPPED TO COORDS)								Dover		PED
	Passenger in V2 has stated that a vehicle pulled out in front of them and hit the wingmirror on the car, which has caused damage. D2 pulled away to stop any further damage happening, the passenger then got out of the vehicle to tell D1 to stop what they were doing – D1 then let their car roll into the passenger, blocking them between V1 and V2. D1 then reversed - got out vehicle and then tried to hit D2 with a walking stick. Passengers in V2 were very frightened.						Veh1, car, S -> N Veh2, car, S -> N			Casualties 1 Vehicles 2	
24	Road No A256 Grid 633422E Section 176 Ref 160766N	SLIGHT	20/08/2019	3	12:00	L	Dry	Fine		S.VEH	P/C
	A256 RAMSGATE RD, RICHBOROUGH PORT (MAPPED TO COORDS)								Dover		
	R1 hit debris in the carriageway causing them to fall over the handlebars.						Veh1, pedal cycle, N -> S			Casualties 1 Vehicles 1	

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight
STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

FACTORS

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R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

Special Conditions

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25	Road No A256 Grid 633407E Section 176 Ref 160782N	SLIGHT	30/03/2021	3	14:20	L	Dry	Fine		O/TAKE S.VEH	
	A256, RAMSGATE RD, A C/WAY, SANDWICH, (MAPPED TO COORDS).									Dover	
	V1 travelling approx. 55-66 mph, moved from lane 1 to 2 in order to overtake vehs in front. In doing so, o/s has clipped kerb along central reservation, causing loss of control, spun, rolled onto roof.						Veh1, car, S -> N			Casualties 1 Vehicles 1	
26	Road No A256 Grid 633420E Section 177 Ref 161278N	SLIGHT	15/11/2018	5	18:35	DRK STL	Dry	Fine			P/C
	A256 RAMSGATE RD J/W SKIP YARD, RICHBOROUGH PORT									Dover	
	V2 WAS TRAVELLING NORTH ON RAMSGATE RD ON THE PAVEMENT ON THE SOUTHBOUND CARRIAGEWAY. V1 TURNED LEFT OUT OF THE SKIP YARD IN FRONT OF V2 CAUSING A COLLISION. D1 STATED THAT THEY COULD NOT SEE V2 DESPITE R2 WEARING FLUORESCENT CLOTHING, A HEADLIGHT AND HAVING LIGHTS ON THE VEHICLE.						Veh1, car, SE -> SW Veh2, pedal cycle, SW -> NE			Casualties 1 Vehicles 2	
27	Road No A256 Grid 633415E Section 178 Ref 161504N	SLIGHT	23/09/2019	2	16:15	L	Dry	Fine			GV
	A256 RAMSGATE RD J/W PRIVATE ROAD, SANDWICH									Dover	
	V1 turned left onto Ramsgate Rd from the private industrial estate and was struck from behind by V2.						Veh1, car, NW -> NE Veh2, goods < 3.5t, SW -> NE			Casualties 1 Vehicles 2	

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

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USL Street Lights Unlit
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FACTORS

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28	Road No A256 Grid 633464E Section 179 Ref 161921N	SLIGHT	09/02/2021	3	13:45	L	Wet/Damp	Fine			HGV
	A256 RAMSGATE RD RNDT J/W PRIVATE ROAD, RICHBOROUGH PORT									Dover	
	V2 was travelling south on Ramsgate Rd in lane 2 and entered the rndbt when they were struck by V1, which had crossed into lane 2. V2 was forced up onto the rndbt.						Veh1, goods > 7.5t, N -> S Veh2, car, N -> S			Casualties 1 Vehicles 2	
29	Road No A256 Grid 633466E Section 179 Ref 162040N	SLIGHT	17/07/2019	4	10:10	L	Dry	Fine		S.VEH	
	A256 RAMSGATE RD, RICHBOROUGH PORT (MAPPED TO DESCRIPTION, ORIGINAL COORDINATES 633479, 162032)									Dover	
	V1 WAS TRAVELLING NORTH ON RAMSGATE RD WHEN IT MOUNTED THE KERB AND COLLIDED WITH A METAL POST, WHICH WAS FORCED OUT OF THE GROUND.						Veh1, car, SW -> NE			Casualties 1 Vehicles 1	
30	Road No A256 Grid 633604E Section 180 Ref 162287N	SLIGHT	15/07/2020	4	14:10	L	Dry	Fine			M/C
	A256 EBBSFLEET RNDT J/W A256 RAMSGATE RD, RICHBOROUGH PORT									Thanet	
	V2 was travelling south on the A256 in lane 1. V1 entered the rndbt with V2 alongside them in lane 2. As V2 was about to leave the rndbt onto the dual carriageway, V1 collided with the rear offside of V2. (No age for V1 / C1).						Veh1, m/cycle 50 - 125cc, NW -> SW Veh2, car, NW -> SW			Casualties 1 Vehicles 2	

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
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M/C Motor Cycle
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Street Lighting

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No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
31	Road No A256 Grid 633569E Section 183 Ref 162327N	SERIOUS	09/07/2021	6	13:05	L	Wet/Damp	Rain			M/C
	A256 EBBSFLEET RNDDBT J/W A256 RICHBOROUGH WAY, CLIFFS END								Thanet		
	V1 and V2 were travelling northeast on Ramsgate Rd and entered Ebbsfleet Rndbt intending to travel straight ahead. V1's offside collided with the nearside of V2 as they were both exiting the rndbt.						Veh1, car, SW -> NW Veh2, m/cycle > 500cc, SW -> NW			Casualties 1 Vehicles 2	
32	Road No A256 Grid 633580E Section 183 Ref 162333N	SLIGHT	28/01/2021	5	08:30	L	Dry	Fine			
	A256, EBBSFLEET RNDDBT J/W RICHBOROUGH WAY, RAMSGATE, (MAPPED TO COORDS).								Thanet		
	V2 was going around the roundabout taking the third exit. V1 has come out of the 2nd exit thinking V2 was going to be taking 2nd exit. V1 has then collided with V2 on the roundabout.						Veh1, car, S -> E Veh2, car, W -> SW			Casualties 3 Vehicles 2	
33	Road No A256 Grid 633577E Section Ref 162343N	SLIGHT	28/01/2022	6	19:30	DRK STL	Wet/Damp	Fine			
	A256, RICHBOROUGH WAY J/W EBBSFLEET RNDDBT, CLIFFS END								Thanet		
	V1 suspected to be travelling at excess speed. V2 slowing on approach to the roundabout. V1 skidded, lost control, and collided with the rear of V2. V2 shunted across roundabout and landed on the roundabout. D1 fled from scene.						Veh1, car, NW -> SE Veh2, car, NW -> SE			Casualties 1 Vehicles 2	

Key Involved

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HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
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PSV Bus/Coach

Street Lighting

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Accident Date BETWEEN '01-Apr-2018' AND '31-Mar-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
34	Road No U Section 001 Grid 633692E Ref 162466N	SLIGHT	04/12/2018	3	16:30	DRK NSL	Wet/Damp	Fine			
	SANDWICH RD J/W EBBSFLEET LANE, RICHBOROUGH PORT								Thanet		
	V2 was travelling northeast on Sandwich Rd. V1 was travelling in the opposite direction and proceeded to turn right into Ebbsfleet Rd, not seeing V2 or allowing enough room for V2 to stop in time. Front to front contact between V1 and V2.						Veh1, car, NE -> NW Veh2, car, SW -> NE			Casualties 2 Vehicles 2	
35	Road No A256 Section 183 Grid 633422E Ref 162704N	SLIGHT	04/09/2022	1	16:44	L	Dry	Fine		S.VEH	
	A256, RICHBOROUGH WAY, RAMSGATE (MAPPED TO COORDS)								Thanet		
	D1 HAS LOST CONTROL OF THE VEHICLE LEAVING THE CARRIAGEWAY ON LEFT SIDE HITTING KERB GOING UP VERGE AND ROLLING ONTO IT'S ROOF.						Veh1, car, NW -> SE			Casualties 2 Vehicles 1	
36	Road No A256 Section 183 Grid 633409E Ref 162740N	SLIGHT	06/04/2020	2	21:19	L	Dry	Fine		S.VEH	
	A256 RICHBOROUGH WAY, MINSTER (MAPPED TO COORDS)								Thanet		
	V1 was travelling south on Richborough Way and entered a nearside bend. Just after the bend, V1 collided with the central reservation and skidded along the road for around 50 meters causing extensive damage to the offside and front of the vehicle with the front offside wheel detaching from V1 at the point of impact.						Veh1, car, NE -> SE			Casualties 1 Vehicles 1	

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight
STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

FACTORS

+VE Positive Breath Test
R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

Special Conditions

ATS OUT Traffic Lights Not Working
ATS DEF Traffic Lights Defective
SIGNS Road Signs Defective or Obscured
RD WRKS Road Works
Surface Road Surface Defective

D-PRINT CRASH REPORT

27-Sep-2023

17:41:48

East Kent

Accident Date BETWEEN '01-Apr-2018' AND '31-Mar-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
37	Road No A256 Grid 633348E Section 183 Ref 163541N	SERIOUS	06/06/2020	7	13:44	L	Wet/Damp	Rain			M/C
	A256, B CARRIAGEWAY, RICHBOROUGH, RAMSGATE.									Thanet	
	Tractor (V2) was travelling in the left hand lane. The motorbike (V1) came up the rear of V2 and had a collision with the rear of V2.						Veh1, m/cycle 50 - 125cc, S -> NE Veh2, agric veh, S -> NE			Casualties 1 Vehicles 2	
38	Road No U Grid 634529E Section 185 Ref 163829N	SLIGHT	15/05/2019	4	07:50	L	Dry	Fine			GV P/C
	SANDWICH RD J/W PETROL STATION, CLIFFS END									Thanet	
	V1 turned right out of the petrol station when R2 approached from V1's offside and the two vehicles collided. R2 came off V2 and fell to the ground.						Veh1, goods < 3.5t, SE -> NE Veh2, pedal cycle, NE -> SW			Casualties 2 Vehicles 2	
39	Road No A256 Grid 633686E Section 183 Ref 163928N	SLIGHT	01/02/2023	4	07:43	L	Dry	Fine		S.VEH	
	A256, RICHBOROUGH WAY, RAMSGATE, (MAPPED TO COORDS).									Thanet	
	D1 was travelling on A256 Dover bound at regular speed limit when the traction light in V1 started flashing. To avoid the car in front of V1, D1 applied the brakes and this is when V1's rear tyres started veering left to right and lost control. V1 then hit the barrier on the left of lane 1 damaging the front left of the car and this caused the vehicle to do a 180 degree spin.						Veh1, car, NE -> SW			Casualties 1 Vehicles 1	
40	Road No U Grid 634651E Section 001 Ref 163938N	SLIGHT	19/12/2019	5	00:40	DRK STL	Dry	Fine			HGV +VE
	SANDWICH RD, CLIFFS END, (MAPPED TO COORDS)									Thanet	
	V1 has been seen swerving down the road and eventually collided with a stationary tanker.						Veh1, car, NE -> SW Veh2, goods > 7.5t, P -> P			Casualties 1 Vehicles 2	

Key

Involved
 PED Pedestrian
 HGV Heavy Goods Vehicle
 GV Goods Vehicle
 M/C Motor Cycle
 P/C Pedal Cycle
 PSV Bus/Coach

Street Lighting

L Daylight
 STL Street Lights
 USL Street Lights Unlit
 NSL No Street Lights
 STU Street Lights Unknown

FACTORS

+VE Positive Breath Test
 R.TURN Right Turn Manoeuvre
 O/TAKE Overtaking Manoeuvre
 S.VEH Single Vehicle

Special Conditions

ATS OUT Traffic Lights Not Working
 ATS DEF Traffic Lights Defective
 SIGNS Road Signs Defective or Obscured
 RD WRKS Road Works
 Surface Road Surface Defective

D-PRINT CRASH REPORT

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East Kent

Accident Date BETWEEN '01-Apr-2018' AND '31-Mar-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
41	Road No U Section 001 Grid 634739E Ref 164022N	SLIGHT	28/02/2021	1	09:12	L	Dry	Fine		O/TAKE	P/C
	SANDWICH RD, CLIFFS END, (MAPPED TO COORDS).								Thanet		
	Cyclist was on road heading towards Sandwich. A vehicle drove past and clipped the cyclist with wing mirror. Cyclist fell onto pavement. Injuries are a cut to forehead and grazed arm. Cyclist did not know the vehicle or the registration. No witnesses saw the actual incident.						Veh1, car, NE -> SW Veh2, pedal cycle, NE -> SW			Casualties Vehicles	1 2
42	Road No A256 Section 183 Grid 633775E Ref 164132N	SLIGHT	31/12/2020	5	15:30	L	Frost/Ice	Fine		S.VEH	
	A256, RICHBOROUGH WAY, CLIFFS END, (MAPPED TO COORDS).								Thanet		
	V1 was travelling along A256 towards Thanet & hit an icy/slippery patch causing V1 to fishtail. V1 has hit barriers on both sides of the carriageway. No other vehicles were hit. V1 passenger had minor injuries. No CCTV or independent witnesses to say if any offences took place. S170 complied with.						Veh1, car, SW -> N			Casualties Vehicles	1 1
43	Road No U Section 001 Grid 634865E Ref 164135N	SLIGHT	25/07/2021	1	12:15	L	Wet/Damp	Rain		R.TURN	M/C
	SANDWICH RD J/W CLIFFS END GROVE, CLIFFS END								Thanet		
	OLR: D2 was travelling Ramsgate bound along the Sandwich Rd. V1 was travelling in the opposite direction, as V2 was travelling along, V1 turned right into Cliffs End Grove across D2's path causing them to collide with the front of V1.						Veh1, car, NE -> NW Veh2, m/cycle 125 - 500cc, SW -> NE			Casualties Vehicles	1 2

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight
STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

FACTORS

+VE Positive Breath Test
R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

Special Conditions

ATS OUT Traffic Lights Not Working
ATS DEF Traffic Lights Defective
SIGNS Road Signs Defective or Obscured
RD WRKS Road Works
Surface Road Surface Defective

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East Kent
Accident Date BETWEEN '01-Apr-2018' AND '31-Mar-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
44	Road No A256 Grid 633795E Section 183 Ref 164189N	SERIOUS	18/06/2018	2	17:45	L	Dry	Fine			GV M/C
	A256, RICHBOROUGH WAY, RAMSGATE, (MAPPED TO COORDS).									Thanet	
	V1 has collided with rear of V2 which was stationary at the end of the queue of traffic.						Veh1, m/cycle > 500cc, SW -> NE Veh2, goods < 3.5t, SW -> NE			Casualties Vehicles	2 2
45	Road No U Grid 631152E Section 183 Ref 164263N	SLIGHT	11/02/2020	3	07:40	L	Dry	Fine Wind			
	CONYNTHAM RD J/W ABBEY RD, MINSTER									Thanet	
	V1 HAS TURNED ONTO CONYNTHAM RD WHERE THE DRIVER HAS LOST THEIR GLASSES IN THE VEHICLE. V1 HAS DEVIATED TO THE OTHER SIDE OF THE ROAD AND COLLIDED WITH V2 WHICH WAS COMING IN THE OPPOSITE DIRECTION.						Veh1, car, S -> N Veh2, car, N -> S			Casualties Vehicles	1 2
46	Road No U Grid 635025E Section 001 Ref 164275N	SLIGHT	28/02/2020	6	09:28	L	Wet/Damp	Rain		R.TURN	GV
	SANDWICH RD J/W PRIVATE DRIVE, CLIFFS END									Thanet	
	V2 was travelling along road towards Ramsgate, with the viking ship on offside. V1 was stationary, stopped in road with no indicator on. As V2 approached, V1 then put indicator on to turn across road onto driveway. V2 continued, but as V2 passed V1, V1 decided to turn, clipping rear corner of V2. V2 was caused to spin 3 times across road and collided with V3, which was parked. No CCTV, no Independent witnesses.						Veh1, goods < 3.5t, NE -> NW Veh2, car, SW -> NE Veh3, goods < 3.5t, P -> P			Casualties Vehicles	1 3

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight
STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

FACTORS

+VE Positive Breath Test
R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

Special Conditions

ATS OUT Traffic Lights Not Working
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SIGNS Road Signs Defective or Obscured
RD WRKS Road Works
Surface Road Surface Defective

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East Kent

Accident Date BETWEEN '01-Apr-2018' AND '31-Mar-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
47	Road No U Section 001	Grid 635049E Ref 164297N	SERIOUS	19/04/2019	6	11:20	L	Dry	Fine		M/C
	SANDWICH RD J/W COURTLANDS CLOSE, CLIFFS END.									Thanet	
	V2 PULLED ACROSS LANE TO TURN INTO JUNCTION ON LEFT HAND SIDE, V1 NOT BEEN SEEN AND CRASHED INTO BACK END OF V2 AS IN WAY OF CARRIAGEWAY.						Veh1, m/cycle > 500cc, SW -> NE Veh2, car, SW -> NW			Casualties Vehicles	1 2
48	Road No A256 Section 183	Grid 633852E Ref 164319N	SERIOUS	10/11/2018	7	11:20	L	Wet/Damp	Rain		S.VEH
	A256 RICHBOROUGH WAY, CLIFFS END (MAPPED TO COORDS)									Thanet	
	V1 WAS TRAVELLING SOUTHBOUND ON THE A256 IN HEAVY RAIN. THERE WAS AN AREA OF SURFACE WATER JUST BEFORE WHERE THE RTC OCCURRED. V1 HAD SEEMINGLY AQUAPLANED INTO THE ARMCO ON THE NEAR SIDE.						Veh1, car, NE -> SW			Casualties Vehicles	1 1
49	Road No U Section 183	Grid 631051E Ref 164344N	SLIGHT	19/08/2018	1	23:51	DRK STL	Dry	Fine		S.VEH R.TURN +VE
	HIGH ST J/W STATION RD, MINSTER.									Thanet	
	V1 travelling North on Station Rd, Minster. V1 turns left onto High St then sharply turns to right and collides with corner wall of Minster Village Hall. V1 then rolls back and comes to stop outside of Bell Inn.						Veh1, car, SW -> N			Casualties Vehicles	1 1

Key

Involved
 PED Pedestrian
 HGV Heavy Goods Vehicle
 GV Goods Vehicle
 M/C Motor Cycle
 P/C Pedal Cycle
 PSV Bus/Coach

Street Lighting

L Daylight
 STL Street Lights
 USL Street Lights Unlit
 NSL No Street Lights
 STU Street Lights Unknown

FACTORS

+VE Positive Breath Test
 R.TURN Right Turn Manoeuvre
 O/TAKE Overtaking Manoeuvre
 S.VEH Single Vehicle

Special Conditions

ATS OUT Traffic Lights Not Working
 ATS DEF Traffic Lights Defective
 SIGNS Road Signs Defective or Obscured
 RD WRKS Road Works
 Surface Road Surface Defective

D-PRINT CRASH REPORT

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East Kent
Accident Date BETWEEN '01-Apr-2018' AND '31-Mar-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
50	Road No A256 Grid 633856E Section 183 Ref 164416N	SLIGHT	21/06/2022	3	16:45	L	Dry	Fine			GV
	A256, RICHBOROUGH WAY, RAMSGATE (MAPPED TO COORDS)								Thanet		
	V1 was approaching roundabout whilst looking at the navigation on phone. D1 did not see the queue in time, and rear ended V2.						Veh1, car, SW -> NE Veh2, goods < 3.5t, SW -> NE			Casualties 3 Vehicles 2	
51	Road No A256 Grid 633925E Section 183 Ref 164588N	SLIGHT	05/09/2020	7	11:53	L	Dry	Fine			M/C
	A256 RICHBOROUGH WAY J/W A299 SEVENSORE RND BT, CLIFFS END								Thanet		
	V1 was travelling northeast on Richborough Way on the approach to the Sevenscore Rndbt when D1 was distracted by their Satnav. As D1 looked back at the road they saw V2 directly in front of them before colliding with its rear. V2 had just changed from lane 1 to lane 2 prior to the collision.						Veh1, car, SW -> NE Veh2, m/cycle > 500cc, SW -> NE			Casualties 1 Vehicles 2	
52	Road No A256 Grid 633922E Section 183 Ref 164595N	SLIGHT	28/12/2018	6	12:00	L	Dry	Fine			
	A256, RICHBOROUGH WAY J/W SEVENSORE RND BT, CLIFFS END								Thanet		
	V2 on approach to the roundabout. V1 has misjudged and collided with the rear of V2. (AGE FOR V2/C1 NOT KNOWN)						Veh1, car, SW -> N Veh2, car, SW -> N			Casualties 1 Vehicles 2	

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight
STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

FACTORS

+VE Positive Breath Test
R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

Special Conditions

ATS OUT Traffic Lights Not Working
ATS DEF Traffic Lights Defective
SIGNS Road Signs Defective or Obscured
RD WRKS Road Works
Surface Road Surface Defective

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Accident Date BETWEEN '01-Apr-2018' AND '31-Mar-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
53	Road No A256 Grid 633939E Section Ref 164596N	SLIGHT	21/04/2022	5	12:13	L	Dry	Fine		O/TAKE	
	A256, RICHBOROUGH WAY J/W A299 SEVENSORE RNDT, RAMSGATE									Thanet	
	From ARC: V1 & V2 travelling from A299 Ramsgate. V1 was turning left on to Richborough Way A256. As V1 was turning it moved into lane 2 to avoid a lorry in lane 1 on A256. V1 was hit to the rear side causing it to swerve into Armco barrier and V2 to stop in central reservation.						Veh1, car, E -> SW Veh2, car, E -> W			Casualties 2 Vehicles 2	
54	Road No A299 Grid 633947E Section Ref 164607N	SLIGHT	04/05/2022	4	13:21	L	Dry	Fine		O/TAKE	
	A299 SEVENSORE RNDT J/W A256 RICHBOROUGH WAY, RAMSGATE									Thanet	
	V2 was travelling west on Hengist Way in the right-hand lane and V1 was in the left-hand lane. Both vehicles turned left towards Richborough Way, with V1 changing lane to the right and colliding with the nearside of V2, forcing V2 into the central crash barrier.						Veh1, car, E -> SW Veh2, car, E -> SW			Casualties 1 Vehicles 2	
55	Road No A299 Grid 633926E Section 183 Ref 164610N	SERIOUS	13/08/2022	7	06:48	L	Dry	Fine		R.TURN	GV
	A299, SEVENSORE RNDT J/W A256 RICHBOROUGH WAY, RAMSGATE.									Thanet	
	V1 was travelling along Richborough Way toward Hengist Way at speed. V2 was on the roundabout travelling from A299 toward Hengist Way. V1 collided with N/S panel of V2 causing both vehicles to mount roundabout. V2 remained on roundabout whilst V1 collided with a lamppost between Cottingham Link Road and Hengist Way.						Veh1, car, SW -> N Veh2, goods < 3.5t, E -> N			Casualties 1 Vehicles 2	

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight
STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

FACTORS

+VE Positive Breath Test
R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

Special Conditions

ATS OUT Traffic Lights Not Working
ATS DEF Traffic Lights Defective
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RD WRKS Road Works
Surface Road Surface Defective

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Accident Date BETWEEN '01-Apr-2018' AND '31-Mar-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
56	Road No A299 Grid 633967E Section 183 Ref 164623N	SLIGHT	26/08/2019	2	22:35	DRK STL	Dry	Fine		S.VEH	
	A299, HENGIST WAY J/W SEVENSORE RNDT, CLIFFS END, (RE-MAPPED TO DESC/LOCATION, OLD COORDS: 635493:165074)									Thanet	
	V1 travelling on Hengist Way towards Sevenscore roundabout. D1 corrected steering which caused V1 to swerve and lose control. V1 hit Nearside Kerb and left carriageway up the embankment and overturned.						Veh1, car, E -> W			Casualties 1 Vehicles 1	
57	Road No A299 Grid 633970E Section 183 Ref 164628N	SLIGHT	08/12/2020	3	18:07	DRK STL	Frost/Ice	Fine			
	A299 HENGIST WAY RNDT J/W A256 RICHBOROUGH WAY, CLIFFS END									Thanet	
	V2 was travelling west on Hengist Way and approached the rndt when they were struck from behind by V1. V1 did not stop at the scene.						Veh1, car, E -> W Veh2, car, E -> W			Casualties 1 Vehicles 2	
58	Road No A299 Grid 634127E Section 183 Ref 164630N	SLIGHT	05/08/2020	4	11:42	L	Dry	Fine		S.VEH	
	A299 HENGIST WAY, CLIFFS END (MAPPED TO COORDS)									Thanet	
	V1 WAS TRAVELLING WEST ON HENGIST WAY IN LANE 2 WHEN V1 ALLEGEDLY LOST TRACTION RESULTING IN THE FRONT OFFSIDE TYRE COLLIDING WITH THE KERB OF THE CENTRAL RESERVATION. V1 BOUNCED OFF THE KERB BACK INTO LANE 2 WHERE D1 TRIED TO CORRECT THEMSELVES BUT FLIPPED ONTO ITS NEARSIDE.						Veh1, car, E -> W			Casualties 2 Vehicles 1	

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight
STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

FACTORS

+VE Positive Breath Test
R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

Special Conditions

ATS OUT Traffic Lights Not Working
ATS DEF Traffic Lights Defective
SIGNS Road Signs Defective or Obscured
RD WRKS Road Works
Surface Road Surface Defective

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Accident Date BETWEEN '01-Apr-2018' AND '31-Mar-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
59	Road No A299 Grid 634009E Section 183 Ref 164632N	SLIGHT	18/11/2022	6	16:25	DRK STL	Dry	Fine		+VE	
	A299, HENGIST WAY, RAMSGATE, (MAPPED TO DESC).									Thanet	
	V1 was driving in right hand lane in front of V2. Ambulance approached on blue lights so both vehs moved to left lane to allow to pass, V1 then indicated and moved back into the right lane as they were approaching a roundabout and needed to turn right. As they did, they were hit from behind by V2 and both cars rolled over and landed correct way up.						Veh1, car, E -> W Veh2, car, E -> W			Casualties 2 Vehicles 2	
60	Road No A299 Grid 633911E Section 183 Ref 164638N	SLIGHT	27/02/2023	2	09:04	L	Dry	Fine			HGV
	A299, SEVENSORE RNDT J/W COTTINGTON LINK, RAMSGATE.									Thanet	
	OLR: V2 was in the left lane on the A299, going to go straight ahead onto Cottingham link rd and V1/ambulance was in the right lane to turn right and follow the A299. As they both went round the roundabout, V1 pulled into V2's lane, hitting the side of V2, causing V2 to lose control. V1 was in right lane to turn left onto A256 with no signal.						Veh1, goods 3.5 - 7.5t, E -> S Veh2, car, N -> SW			Casualties 1 Vehicles 2	
61	Road No A299 Grid 634014E Section 183 Ref 164647N	SERIOUS	26/02/2019	3	13:35	L	Dry	Fine			M/C
	A299, HENGIST WAY, 66 METRES FROM J/W SEVENSORE RNDT, CLIFFS END.									Thanet	
	V2 was stationary in lane 1 of the A299 Hengist Way near Sevenscore rndbt, having come from the direction of Lord of the Manor rndbt. V2 was stationary due to a flat tyre and had been for between 30-45 minutes. V1 has been travelling in Lane 1, has failed to see V2 and has collided with the rear of V2. Speed limit had just changed from 50pmh to 70mph around 10-15 metres prior to accident occurring.						Veh1, m/cycle 50 - 125cc, E -> W Veh2, agric veh, P -> P			Casualties 1 Vehicles 2	

Key

Involved
 PED Pedestrian
 HGV Heavy Goods Vehicle
 GV Goods Vehicle
 M/C Motor Cycle
 P/C Pedal Cycle
 PSV Bus/Coach

Street Lighting

L Daylight
 STL Street Lights
 USL Street Lights Unlit
 NSL No Street Lights
 STU Street Lights Unknown

FACTORS

+VE Positive Breath Test
 R.TURN Right Turn Manoeuvre
 O/TAKE Overtaking Manoeuvre
 S.VEH Single Vehicle

Special Conditions

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 SIGNS Road Signs Defective or Obscured
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East Kent

Accident Date BETWEEN '01-Apr-2018' AND '31-Mar-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
62	Road No U Section 183 Grid 631005E Ref 164649N	SLIGHT	21/05/2019	3	10:20	L	Dry	Fine	SE	S.VEH R.TURN	
	NORTON DRIVE J/W HIGH ST, MINSTER								Thanet		PED
	V1 was turning right into Norton Drive where there were parked vehicles on either side of the corner. As V1 turned in they collided with C1, who was crossing the road in a south-easterly direction, causing them to fall to the ground.						Veh1, car, NW -> SW			Casualties Vehicles	1 1
63	Road No A299 Section 001 Grid 634564E Ref 164650N	SLIGHT	25/06/2018	2	15:25	L	Dry	Fine			HGV
	A299, HENGIST WAY, TUNNEL ENTRANCE, CLIFFSEND.								Thanet		
	V1 and V2 travelling along A299 as they come into the tunnel, D1 states V2 slows slightly, swerves, then stops as V1 has tried to avoid has struck V2 at the rear and pushed V2 along the road.						Veh1, goods > 7.5t, W -> E Veh2, car, W -> E			Casualties Vehicles	1 2
64	Road No A299 Section 001 Grid 634694E Ref 164654N	SLIGHT	01/06/2021	3	16:00	L	Dry	Fine			
	A299 HENGIST WAY, CLIFFS END (MAPPED TO COORDS)								Thanet		
	V2 was travelling east on Hengist Way in lane 1 when V1 swerved into their lane, causing V2 to steer into the nearside kerb and perform an emergency stop. V1 did not stop at the scene. (No age for V2/C1).						Veh1, car, W -> E Veh2, car, W -> E			Casualties Vehicles	1 2

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight
STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

FACTORS

+VE Positive Breath Test
R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

Special Conditions

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ATS DEF Traffic Lights Defective
SIGNS Road Signs Defective or Obscured
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Surface Road Surface Defective

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Accident Date BETWEEN '01-Apr-2018' AND '31-Mar-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
65	Road No A299 Grid 633929E Section 183 Ref 164655N	SLIGHT	21/03/2020	7	11:16	L	Dry	Fine		R.TURN	M/C
	A299 SEVENSORE RNDT J/W A299 HENGIST WAY, MINSTER								Thanet		
	Both V1 & V2 have approached the roundabout in the wrong lane (lane 1). V1 has continued around the roundabout on the outside failing to take an exit. V2 has started to change to inside lane on the roundabout, passing between V1 and another vehicle (no details known). V1 has cut across V2 resulting in a collision.						Veh1, car, S -> E Veh2, m/cycle > 500cc, S -> E			Casualties 1 Vehicles 2	
66	Road No A299 Grid 634715E Section 001 Ref 164658N	SERIOUS	19/08/2021	5	22:33	DRK NSL	Dry	Fine		O/TAKE	M/C
	A299 HENGIST WAY CLIFFSEND (MAPPED TO DESCRIPTION, ORIGINAL GRIDS 632798, 165502)								Thanet		
	V2 HAS EXITED THE TUNNEL ON A299 TOWARDS RAMSGATE, V1 HAS FOLLOWED V2 THEN GONE TO OVERTAKE V2. AS D1 HAS GOT ONTO THE OFFSIDE THEY CLIPPED THE KERB WHICH CAUSED THEM TO FALL OFF THEIR BIKE CAUSING DAMAGE AND INJURIES.						Veh1, m/cycle > 500cc, W -> NE Veh2, car, W -> NE			Casualties 1 Vehicles 2	

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight
STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

FACTORS

+VE Positive Breath Test
R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

Special Conditions

ATS OUT Traffic Lights Not Working
ATS DEF Traffic Lights Defective
SIGNS Road Signs Defective or Obscured
RD WRKS Road Works
Surface Road Surface Defective

D-PRINT CRASH REPORT

27-Sep-2023

17:41:48

East Kent

Accident Date BETWEEN '01-Apr-2018' AND '31-Mar-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
67	Road No A299 Grid 634915E Section 001 Ref 164690N	SLIGHT	26/07/2019	6	18:30	L	Dry	Fine			
	A299, HENGIST WAY, CLIFFSEND, (MAPPED TO COORDS).									Thanet	
	D2 was driving with partner & friend to an address in Ramsgate. They were on the A299 Thanet Way between the roundabouts near Ramsgate. As V2 came around the first roundabout they were in the right hand lane and D2 noticed V1 was very close to V2. D2's partner shouted out to D1. V1 then began swerving toward V2 causing D2 to take evasive action. Both cars continued towards Boundary Rd. Along this road D1 slammed on their brakes, causing V2 to brake sharply. V1 started moving and so did V2. D1 then slammed on the brakes again, causing V2 to collide with the rear of V1. V1 then drove off at speed.						Veh1, car, W -> NE Veh2, car, W -> NE			Casualties 1 Vehicles 2	
68	Road No A299 Grid 634986E Section 001 Ref 164709N	SLIGHT	26/06/2022	1	15:06	L	Dry	Fine			M/C
	A299 HENGIST WAY, CLIFFSEND (MAPPED TO GRID REF BUT MOVED TO OPPOSITE CARRIAGEWAY)									Thanet	
	V1 WAS TRAVELLING LONDON BOUND ALONG HENGIST WAY. V1 HAS ATTEMPTED TO PULL UP BEHIND V2 BUT HAS FAILED TO ACHIEVE THE CORRECT SPEED AND HAS CONTACTED TO REAR OFFSIDE AREA OF V2. SUBJECT ON V1 HAS FALLEN OFF V1 LANDING ON THEIR WRIST.						Veh1, m/cycle 125 - 500cc, NE -> SW Veh2, car, NE -> SW			Casualties 1 Vehicles 2	
69	Road No U Grid 630975E Section 183 Ref 164715N	SERIOUS	20/06/2021	1	01:00	DRK STL	Wet/Damp	Rain		S.VEH	
	TOTHILL ST J/W MONKTON RD, MINSTER.									Thanet	
	R1 was on an electric scooter and has fallen off it causing slight injury. No other vehicles involved, no collisions, no third party involvement.						Veh1, Electric Scooter, N -> S			Casualties 1 Vehicles 1	

Key

Involved
 PED Pedestrian
 HGV Heavy Goods Vehicle
 GV Goods Vehicle
 M/C Motor Cycle
 P/C Pedal Cycle
 PSV Bus/Coach

Street Lighting
 L Daylight
 STL Street Lights
 USL Street Lights Unlit
 NSL No Street Lights
 STU Street Lights Unknown

FACTORS
 +VE Positive Breath Test
 R.TURN Right Turn Manoeuvre
 O/TAKE Overtaking Manoeuvre
 S.VEH Single Vehicle

Special Conditions
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 ATS DEF Traffic Lights Defective
 SIGNS Road Signs Defective or Obscured
 RD WRKS Road Works
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Accident Date BETWEEN '01-Apr-2018' AND '31-Mar-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
70	Road No U Section 183 Grid 632366E Ref 164721N	FATAL	06/10/2022	5	07:20	L	Dry	Fine			GV P/C
	GRINSELL HILL, MINSTER, RAMSGATE (MAPPED TO GRID REF)									Thanet	
	C1 WAS RIDING THEIR PEDAL CYCLE UPHILL HEADING EAST TOWARDS SEVENSORE WHEN THEY WERE STRUCK FROM BEHIND BY V1. THIS CAUSED THEM TO BE THROWN FROM THEIR CYCLE RESULTING IN AN INJURY TO THEIR BACK IN ADDITION TO SUFFERING A CARDIAC ARREST RESULTING IN C1'S DEATH.						Veh1, goods < 3.5t, NW -> SE Veh2, pedal cycle, NW -> SE			Casualties 1 Vehicles 2	
71	Road No U Section 183 Grid 630867E Ref 164725N	SLIGHT	20/11/2021	7	11:15	L	Dry	Fine			P/C
	MONKTON RD, O/S CO-OP, MINSTER. (RE-MAPPED TO DESC THAT STATES LAYBY O/S SHOP, ORIGINAL COORDS: 630283,164791)									Thanet	
	V1 was on opposite carriageway, D1 has indicated and pulled over to offside to pull into layby outside a shop. R2 was coming from opposite direction at speed. Parked vehs were blocking R2 from view of V1. V1 has pulled into path of R2. R2 has not been able to brake in time causing R2 to come off onto the bonnet of V1 hitting windscreen. SECAMB arrived, R2 had neck pain.						Veh1, car, E -> NW Veh2, pedal cycle, W -> E			Casualties 1 Vehicles 2	
72	Road No A299 Section 001 Grid 635030E Ref 164730N	SLIGHT	11/10/2021	2	07:35	L	Dry	Fine			
	A299 HENGIST WAY, CLIFFS END (MAPPED TO COORDS)									Thanet	
	V2 was travelling southwest on Hengist Way when a van overtook V2 on its nearside to merge into the right-hand lane. V2 had to slow down to allow the van to move in front when they were struck from behind by V1. V3 then collided with the rear of V2. (No age or postcode for V1).						Veh1, car, NE -> SW Veh2, car, W -> E Veh3, car, NE -> SW			Casualties 1 Vehicles 3	

Key

Involved
 PED Pedestrian
 HGV Heavy Goods Vehicle
 GV Goods Vehicle
 M/C Motor Cycle
 P/C Pedal Cycle
 PSV Bus/Coach

Street Lighting
 L Daylight
 STL Street Lights
 USL Street Lights Unlit
 NSL No Street Lights
 STU Street Lights Unknown

FACTORS
 +VE Positive Breath Test
 R.TURN Right Turn Manoeuvre
 O/TAKE Overtaking Manoeuvre
 S.VEH Single Vehicle

Special Conditions
 ATS OUT Traffic Lights Not Working
 ATS DEF Traffic Lights Defective
 SIGNS Road Signs Defective or Obscured
 RD WRKS Road Works
 Surface Road Surface Defective

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Accident Date BETWEEN '01-Apr-2018' AND '31-Mar-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
73	Road No U Section 183 Grid 632306E Ref 164732N	SERIOUS	11/07/2021	1	23:16	DRK NSL	Wet/Damp	Fine		S.VEH +VE	
	GRINSELL HILL, WAY, (MAPPED TO COORDS).									Thanet	
	V1 has been travelling towards Ramsgate and has lost control of veh causing it to roll and come to a stop in the road which has been completely blocked by the vehicle. D1 was possibly intoxicated which is why they lost control of the vehicle.						Veh1, car, NW -> SE			Casualties Vehicles	1 1
74	Road No U Section Grid 632271E Ref 164743N	SLIGHT	24/04/2022	1	12:12	L	Dry	Fine			
	GRINSELL HILL, MINSTER (MAPPED TO COORDS)									Thanet	
	V2 travelling East along GRINSELL HILL, V1 travelling West along GRINSELL HILL. This road is a very narrow road, V1 travelling in middle of carriageway, colliding with V2. V2 flipped over went onto roof and landed on 3 wheels, rear offside wheel came off.						Veh1, car, E -> W Veh2, car, W -> E			Casualties Vehicles	3 2
75	Road No C578 Section 183 Grid 630294E Ref 164794N	SLIGHT	19/05/2019	1	15:55	L	Dry	Fine			
	C578 MONKTON RD, MINSTER (MAPPED TO COORDS)									Thanet	
	V1 was travelling east on Monkton Rd. D1 has suffered a medical episode resulting in them blacking out. This caused V1 to veer to the nearside and collide with V2, which was parked at the side of the road.						Veh1, car, NW -> SE Veh2, car, P -> P			Casualties Vehicles	1 2

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight
STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

FACTORS

+VE Positive Breath Test
R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

Special Conditions

ATS OUT Traffic Lights Not Working
ATS DEF Traffic Lights Defective
SIGNS Road Signs Defective or Obscured
RD WRKS Road Works
Surface Road Surface Defective

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No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
76	Road No U Section 183 Grid 631998E Ref 164811N	SLIGHT	20/07/2021	3	13:30	L	Dry	Fine			
	GRINSELL HILL, MINSTER (MAPPED TO COORDS)									Thanet	
	V1 has veered into the path of the correctly proceeding V2, resulting in a collision between the FNS of both vehs. V1 is described travelling at between 15-20mph prior to the collision and did not appear to be reaching to any hazard when veering into V2's path. Airbags deployed on V1. Injuries sustained to both drivers, 1 passenger in V1 and 2 passengers in V2.						Veh1, car, SE -> NW Veh2, car, NW -> SE			Casualties 5 Vehicles 2	
77	Road No A299 Section Grid 635187E Ref 164821N	SLIGHT	15/06/2022	4	07:57	L	Dry	Fine			
	A299, HENGIST WAY, RAMSGATE (MAPPED TO COORDS)									Thanet	
	V1 was driving along a busy A299 in slow moving traffic. V2 was travelling in front coming to a stop when V1 went into the back of V2.						Veh1, car, SW -> NE Veh2, car, SW -> NE			Casualties 2 Vehicles 2	
78	Road No A299 Section 001 Grid 635213E Ref 164832N	SLIGHT	05/08/2020	4	22:28	DRK NSL	Dry	Fine		S.VEH	M/C
	A299 HENGIST WAY, CLIFFS END (MAPPED TO COORDS)									Thanet	
	V1 was travelling northeast on Hengist Way. As R1 accelerated, it is believed that they caught their right boot on the offside kerb and slightly raised off the surface of the road before losing control and falling off V1.						Veh1, m/cycle > 500cc, SW -> NE			Casualties 1 Vehicles 1	

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight
STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

FACTORS

+VE Positive Breath Test
R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

Special Conditions

ATS OUT Traffic Lights Not Working
ATS DEF Traffic Lights Defective
SIGNS Road Signs Defective or Obscured
RD WRKS Road Works
Surface Road Surface Defective

D-PRINT CRASH REPORT

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East Kent
Accident Date BETWEEN '01-Apr-2018' AND '31-Mar-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
79	Road No C223 Grid 631941E Section 183 Ref 164834N	SLIGHT	24/07/2018	3	21:53	DRK NSL	Dry	Fine		S.VEH	
	C223 THE LANES J/W WAY HILL, MINSTER									Thanet	
	D1 STATES THAT A SECOND VEHICLE PULLED OUT CAUSING D1 TO SWERVE AND LOSE CONTROL. A WITNESS STATED THAT THEY COULD NOT BE CERTAIN BUT THEY BELIEVE V1 OVERTOOK A SECOND VEHICLE WHICH CAUSED IT TO LOSE CONTROL.						Veh1, car, W -> SE			Casualties 1 Vehicles 1	
80	Road No U Grid 630696E Section 183 Ref 164858N	SERIOUS	11/11/2019	2	19:35	DRK STL	Wet/Damp	Fine		R.TURN	M/C
	FREEMANS RD J/W AUGUSTINE RD, MINSTER									Thanet	
	V2 WAS TRAVELLING SOUTHWEST ON FREEMANS RD WHEN V1 TURNED RIGHT ACROSS THEIR PATH TOWARDS AUGUSTINE RD AND COLLIDED WITH THEM.						Veh1, car, SW -> SE Veh2, m/cycle 50 - 125cc, NE -> SW			Casualties 1 Vehicles 2	
81	Road No A299 Grid 633921E Section 183 Ref 164866N	SERIOUS	10/04/2019	4	20:30	DRK NSL	Dry	Fine			
	A299 HENGIST WAY, CLIFFS END (MAPPED TO COORDS)									Thanet	
	V1 HAD BEEN ABANDONED HALF IN LANE 1 AND HALF ON THE GRASS VERGE WITH NO HEADLIGHTS OR HAZARD LIGHTS ON. DUE TO POOR VISIBILITY AND DARKNESS, D2 DID NOT SEE V1 AND COLLIDED WITH IT. V3, TRAVELLING BEHIND V2, COLLIDED WITH THE DEBRIS FROM THE COLLISION.						Veh1, car, P -> P Veh2, car, N -> S Veh3, car, N -> S			Casualties 1 Vehicles 3	

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight
STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

FACTORS

+VE Positive Breath Test
R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

Special Conditions

ATS OUT Traffic Lights Not Working
ATS DEF Traffic Lights Defective
SIGNS Road Signs Defective or Obscured
RD WRKS Road Works
Surface Road Surface Defective

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East Kent

Accident Date BETWEEN '01-Apr-2018' AND '31-Mar-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
82	Road No U Section 183 Grid 630569E Ref 164872N	SLIGHT	23/12/2018	1	15:08	L	Dry	Unknown		R.TURN	
	PROSPECT RD J/W AUGUSTINE RD, MINSTER									Thanet	
	V2 HAS EMERGED FROM THE JUNCTION WITH AUGUSTINE AND PROSPECT RD. V1 HAS APPROACHED AT SPEED AND NOT PAID ATTENTION TO V2. V1 HAS THEN SWERVED TO AVOID COLLIDING WITH V2 AND COLLIDED WITH A FENCE BELONGING TO NUMBER 20. R1 HAS FLIPPED OVER THE HANDLE BARS INTO A GARDEN CAUSING MINOR INJURY.						Veh1, DIRT BIKE, S -> N Veh2, car, E -> N			Casualties 1 Vehicles 2	
83	Road No U Section 183 Grid 631610E Ref 164877N	SLIGHT	17/04/2019	4	17:50	L	Dry	Fine		R.TURN	GV
	LAUNDRY RD J/W C223 THE LANES, MINSTER									Thanet	
	V1 turned right out of Bedlam Court Lane onto The Lanes and collided with V2 which was travelling west on The Lanes. D1 states that V2 was travelling at speed prior to the collision. D2 states that V1 pulled out into their path.						Veh1, car, SW -> SE Veh2, goods < 3.5t, SE -> NW			Casualties 3 Vehicles 2	
84	Road No U Section 183 Grid 631609E Ref 164886N	SLIGHT	25/07/2020	7	13:55	L	Wet/Damp	Fine		S.VEH	
	LAUNDRY RD J/W FOXBOROUGH LANE, MINSTER.									Thanet	
	V1 was travelling down Foxborough Lane in the direction away from Minster village. V1 approached a cross junction and an unknown vehicle has pulled out of Bedlam Court Lane which is the junction to the offside of V1. This has caused V1 to swerve out the way and has crashed into a grass bank adjacent to Wensley house on Laundry Rd.						Veh1, car, W -> E			Casualties 2 Vehicles 1	

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight
STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

FACTORS

+VE Positive Breath Test
R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

Special Conditions

ATS OUT Traffic Lights Not Working
ATS DEF Traffic Lights Defective
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RD WRKS Road Works
Surface Road Surface Defective

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Accident Date BETWEEN '01-Apr-2018' AND '31-Mar-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
85	Road No A299 Section Grid 635389E Ref 164926N	SLIGHT	26/02/2022	7	12:15	L	Dry	Fine			
	A299, HENGIST WAY, CLIFFS END (MAPPED TO COORDS)								Thanet		
	OLR: D2 was travelling from Canterbury Rd East and on the rndbt at Hengist Way, D2 noticed V1 getting close to V2. V1 noticeably swerved left and as V2 left the rndbt and joined the A299 Hengist Way, V1 undertook V2 and came in front of V2 without indicating. D2 slowed down and pulled back. V1 had slowed down as well. D1 made hand gestures then put on brakes sharply, which made V2 put on brakes to avoid a collision. However, V3 behind V2 braked but went into them. V1 sped off.						Veh1, car, NE -> SW Veh2, car, NE -> SW Veh3, car, NE -> SW			Casualties 2 Vehicles 3	
86	Road No U Section 001 Grid 635527E Ref 164934N	SLIGHT	26/07/2022	3	15:25	L	Dry	Fine			
	SANDWICH RD, RAMSGATE (MAPPED TO COORDS)								Thanet		
	V2 HAS STOPPED SUDDENLY, POSSIBLY DUE TO ANOTHER VEHICLE ENTERING IT'S PATH. V1 HAS APPLIED BRAKES BUT NOT QUITE STOPPED IN TIME.						Veh1, car, S -> N Veh2, car, S -> N			Casualties 2 Vehicles 2	
87	Road No U Section 183 Grid 630806E Ref 164947N	SLIGHT	13/11/2020	6	18:15	L	Dry	Fine	Stand	S.VEH	M/C
	ROSE GARDENS, MINSTER (MAPPED TO COORDS)								Thanet		PED
	C1 WAS STANDING ON THE PAVEMENT WITH THEIR DOG ON A LEAD WHEN V1 APPROACHED THEM FROM THE CYCLE PATH. THE DOG LEAD WAS CAUGHT BY THE REAR WHEEL OF V1, LAUNCHING C1 INTO THE AIR.						Veh1, m/cycle <= 50cc, NW -> SE			Casualties 1 Vehicles 1	

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight
STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

FACTORS

+VE Positive Breath Test
R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

Special Conditions

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Accident Date BETWEEN '01-Apr-2018' AND '31-Mar-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
88	Road No U Section Grid 635526E Ref 164966N	SERIOUS	06/05/2021	5	10:25	L	Dry	Fine		S.VEH	
	SANDWICH RD, CLIFFSEND (MAPPED TO COORDS)								Thanet		
	V1 WAS TRAVELLING NORTHWEST ON SANDWICH RD AND VEEERED OFF THE CARRIAGEWAY TO THE OFFSIDE BEFORE COLLIDING WITH A TREE. THERE IS NO OBVIOUS INDICATION OF ANY ATTEMPT TO BRAKE AND A SUICIDE NOTE WAS FOUND ON C1'S PERSON.						Veh1, car, SE -> NW			Casualties 1 Vehicles 1	
89	Road No U Section 183 Grid 630711E Ref 164971N	SLIGHT	04/05/2019	7	18:40	L	Dry	Fine		R.TURN	
	FREEMAN'S RD J/W EDGAR RD, MINSTER								Thanet		
	V2 was travelling southwest on Freeman's Rd when V1 turned right out of Edgar Rd and collided with the offside of V2. V1 failed to stop at the scene.						Veh1, car, NW -> SW Veh2, car, NE -> SW			Casualties 1 Vehicles 2	
90	Road No A299 Section 001 Grid 635432E Ref 164981N	SLIGHT	07/10/2021	5	12:36	L	Dry	Fine		S.VEH	
	A299 HENGIST WAY, CLIFFS END (MAPPED TO COORDS)								Thanet		
	V1 was travelling southwest on Hengist Way when it changed lane to the right and struck the offside kerb before spinning out of control and colliding with the nearside barrier.						Veh1, car, NE -> SW			Casualties 1 Vehicles 1	

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight
STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

FACTORS

+VE Positive Breath Test
R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

Special Conditions

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East Kent

Accident Date BETWEEN '01-Apr-2018' AND '31-Mar-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
91	Road No U Section 183 Grid 630993E Ref 165023N	SLIGHT	07/03/2020	7	13:29	L	Dry	Fine		+VE	
	TOTHILL ST, MINSTER (MAPPED TO COORDS)								Thanet		
	V2 was travelling north on Tothill Street, V1 was travelling south towards Minster Village. Due to parked vehicles V2 has to cross onto the opposite side of the carriageway. V2 has stopped to allow V1 to pass through at which point V1 has collided with the offside of V2. V1 then failed to stop.						Veh1, car, N -> S Veh2, car, S -> N			Casualties 1 Vehicles 2	
92	Road No A299 Section 001 Grid 635484E Ref 165036N	SLIGHT	23/02/2021	3	16:23	L	Dry	Fine			
	A299, HENGIST WAY J/W SANDWICH RD, RAMSGATE.								Thanet		
	V1 has stopped at the roundabout. V2 has entered the roundabout further up. V1 has entered the roundabout, failing to give way to V2. V1 has hit V2 on the left side.						Veh1, car, S -> N Veh2, car, E -> SW			Casualties 1 Vehicles 2	
93	Road No A299 Section 001 Grid 635478E Ref 165039N	SLIGHT	19/07/2022	3	13:28	L	Dry	Fine			
	A299, LORD OF THE MANOR RDNBT J/W SANDWICH RD, RAMSGATE								Thanet		
	OLR: D2 was in the right hand lane travelling to Dover from Ramsgate when V1 crossed solid white lines to change directions and cut across the front of V2.						Veh1, car, NE -> SW Veh2, car, NE -> SW			Casualties 2 Vehicles 2	

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight
STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

FACTORS

+VE Positive Breath Test
R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

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Surface Road Surface Defective

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Accident Date BETWEEN '01-Apr-2018' AND '31-Mar-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
94	Road No A299 Grid 635488E Section 001 Ref 165041N	SLIGHT	27/02/2021	7	09:45	L	Dry	Fine			HGV GV
	A299, HENGIST WAY/LORD OF THE MANOR RND BT J/W SANDWICH RD, RAMSGATE.								Thanet		
	V2 has approached roundabout and remained in outside lane, due to size of vehicle, on their attempt to do a full circle back to the exit they've come from. V1 has entered roundabout in inside lane to take the second exit. As V1 has attempted to exit, they've collided with V2. No CCTV. No independent witnesses. 170 Complied with.						Veh1, goods < 3.5t, SW -> S Veh2, goods > 7.5t, SW -> SW			Casualties 1 Vehicles 2	
95	Road No U Grid 634667E Section 001 Ref 165067N	SLIGHT	05/04/2018	5	17:20	L	Dry	Fine		R.TURN	
	CANTERBURY RD WEST J/W FOADS HILL (ORIGINAL COORDS - 634685,165509)								Thanet		
	V2 TRAVELLING FROM RAMSGATE TOWARDS MINSTER WHEN V1 PULLED OUT OF OFFSIDE JUNCTION HITTING NEARSIDE OF V2						Veh1, car, SW -> E Veh2, car, E -> NW			Casualties 1 Vehicles 2	
96	Road No U Grid 634999E Section 001 Ref 165067N	SLIGHT	11/05/2018	6	19:22	L	Dry	Fine			HGV GV
	CANTERBURY RD WEST, CLIFFSEND (MAPPED TO NEW COORDS - ORIGINAL COORDS 634999,165293)								Thanet		
	V1 has gone to move off at traffic lights and, for unclear reasons, has reversed at 20-25 mph into a V2 which was stationary behind. D1 states this occurred due to the vehicle having a fault/feature if there is an obstacle in front, causing it to go backwards. Driver of V2 states V1 had reverse lights on and was beeping.						Veh1, goods > 7.5t, SE -> NW Veh2, goods < 3.5t, NW -> SE			Casualties 1 Vehicles 2	

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight
STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

FACTORS

+VE Positive Breath Test
R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

Special Conditions

ATS OUT Traffic Lights Not Working
ATS DEF Traffic Lights Defective
SIGNS Road Signs Defective or Obscured
RD WRKS Road Works
Surface Road Surface Defective

D-PRINT CRASH REPORT

27-Sep-2023

17:41:48

East Kent

Accident Date BETWEEN '01-Apr-2018' AND '31-Mar-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
97	Road No A299 Grid 635457E Section 001 Ref 165074N	SERIOUS	25/07/2020	7	23:12	DRK STL	Wet/Damp	Fine		S.VEH	
	A299 LORD OF THE MANOR RNDBT J/W A256 CANTERBURY RD WEST, CLIFFSEND									Thanet	
	V1 located by police halfway in carriageway and half on kerb leading to dual carriageway (A299 Hengist way). V1 was locked and abandoned by owner. Witness stated they pulled over and spoke to the driver and passenger of V1, and driver stated they took the corner too quick and lost control of the vehicle. It is believed that upon seeing police presence the driver and passenger made off on foot away from their vehicle.						Veh1, car, SW -> NW			Casualties 1 Vehicles 1	
98	Road No A299 Grid 635502E Section 001 Ref 165087N	SLIGHT	04/02/2023	7	11:22	L	Dry	Fine			
	A299, LORD OF THE MANOR RNDBT J/W A255 CANTERBURY RD EAST, RAMSGATE, (MAPPED TO THE DESC).									Thanet	
	CAD: V2 was coming round the roundabout and was stopped by ATS. When given green light moved off however road was blocked by a van and another car. As they moved, V1 went into the back of V2. D2 states did not get D1's details as there appeared to be no damage. D2 then later called back to say that they had received injuries and damage to vehicle.						Veh1, car, E -> SW Veh2, car, E -> SW			Casualties 1 Vehicles 2	

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight
STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

FACTORS

+VE Positive Breath Test
R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

Special Conditions

ATS OUT Traffic Lights Not Working
ATS DEF Traffic Lights Defective
SIGNS Road Signs Defective or Obscured
RD WRKS Road Works
Surface Road Surface Defective

D-PRINT CRASH REPORT

27-Sep-2023

17:41:48

East Kent

Accident Date BETWEEN '01-Apr-2018' AND '31-Mar-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
99	Road No U Section 186 Grid 628634E Ref 165092N	SLIGHT	21/09/2021	3	07:40	L	Dry	Fine			P/C
	MONKTON STREET, BY PRIMARY SCHOOL, MONKTON									Thanet	
	OLR: V1 came to a stop outside the school gate, V2 started to pedal to go past them on the offside. When almost level V1 then pulled across the road immediately in front of V2 with no indication. V2 turned to the right but was unable to avoid V1 and bounced off the side of the car (rear quarter) landing on the road. (V1 age unknown)						Veh1, car, NW -> SE Veh2, pedal cycle, NW -> SE			Casualties 1 Vehicles 2	
100	Road No A299 Section 001 Grid 635499E Ref 165103N	SLIGHT	01/03/2021	2	11:34	L	Dry	Fine			HGV
	A299 HENGIST WAY RNDDBT J/W A299 CANTERBURY RD EAST, CLIFFS END									Thanet	
	D2 was travelling south on Lord of the Manor Rndbt in the left-hand lane and came to a stop at a red traffic light when they were struck from behind by V1. (No gender, age or postcode for V1).						Veh1, goods > 7.5t, NW -> S Veh2, car, NW -> S			Casualties 2 Vehicles 2	
101	Road No A299 Section 001 Grid 635493E Ref 165107N	SLIGHT	17/03/2021	4	10:03	L	Dry	Fine Wind			HGV
	A299, HENGIST WAY/LORD OF THE MANOR RNDDBT J/W CANTERBURY RD EAST, RAMSGATE									Thanet	
	V1 entered the rndbt in the outside lane & V2 in the inside lane, from A299 HENGIST WAY, both heading in east direction. V2 went to exit the roundabout heading south, second exit. V1 has gone to go around the rndbt again back in the direction they came from. V1 has hit the passenger side of V2 resulting in V2 spinning around ending up in the central reservation.						Veh1, goods > 7.5t, SW -> SW Veh2, car, SW -> S			Casualties 1 Vehicles 2	

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight
STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

FACTORS

+VE Positive Breath Test
R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

Special Conditions

ATS OUT Traffic Lights Not Working
ATS DEF Traffic Lights Defective
SIGNS Road Signs Defective or Obscured
RD WRKS Road Works
Surface Road Surface Defective

D-PRINT CRASH REPORT

27-Sep-2023
17:41:48

East Kent
Accident Date BETWEEN '01-Apr-2018' AND '31-Mar-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
102	Road No U Section 001 Grid 634461E Ref 165108N	SLIGHT	28/07/2020	3	12:00	L	Dry	Fine		O/TAKE R.TURN	
	CANTERBURY RD WEST, CLIFFSEND (MAPPED TO COORDS).								Thanet		
	Copied from OLR: R2 & friend were riding towards Ramsgate on the way back to the stables in full HiViz. They planned to turn right, so R2 extended their right arm and moved their horse towards the middle of the road. Also, so that they could see around the bend in front of them to see if it was safe to turn. V1 then came along behind them as they were then nearer to the middle of the road, which spooked the horse. V1 clipped the back of the horse's legs and the horse kicked the car in fright. V1 pulled over and they moved the horses to one side. The driver wanted R2 to input their details into D1's phone but as their horse was distressed and anxious, R2 didn't want to get off or hang about, R2 wanted to get horse off the road as soon as possible. R2 gave name, telephone number and address. R2 injured their back.						Veh1, car, NW -> E Veh2, ridden horse, NW -> S			Casualties 1 Vehicles 2	
103	Road No A299 Section 001 Grid 635496E Ref 165109N	SLIGHT	19/01/2020	1	10:34	L	Dry	Fine			P/C
	A299 HENGIST WAY RND BT J/W A299 CANTERBURY RD EAST, SAINT LAWRENCE								Thanet		
	V2 was travelling southeast on Canterbury Rd West and intended to continue south at the rndbt onto Sandwich Rd in the left-hand lane. As V2 entered the rndbt, V1 attempted to turn left onto Canterbury Rd East from the right-hand lane and collided with the offside of V2.						Veh1, car, NW -> E Veh2, pedal cycle, NW -> SE			Casualties 1 Vehicles 2	

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight
STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

FACTORS

+VE Positive Breath Test
R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

Special Conditions

ATS OUT Traffic Lights Not Working
ATS DEF Traffic Lights Defective
SIGNS Road Signs Defective or Obscured
RD WRKS Road Works
Surface Road Surface Defective

D-PRINT CRASH REPORT

27-Sep-2023
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East Kent

Accident Date BETWEEN '01-Apr-2018' AND '31-Mar-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
104	Road No A256 Grid 635486E Section 001 Ref 165110N	SLIGHT	09/08/2019	6	18:05	L	Dry	Fine			GV
	A256 SANDWICH ROAD AT JUNCTION WITH A299 HENGIST WAY									Thanet	
	V1 WAS CHASING V2, WHO WAS TRYING TO ESCAPE D1. D2 TRIED TO GET BETWEEN 2 STATIONARY VEHICLES IN TRAFFIC CAUSING DAMAGE TO 5 OTHER CARS. V2 STOPPED AT THE SCENE BUT D1 FLED THE SCENE AFTER BEING CHALLENGED BY AN OFF-DUTY POLICE OFFICER.						Veh1, car, N -> S Veh2, goods < 3.5t, N -> S Veh3, car, N -> S Veh4, car, N -> S Veh5, car, N -> S Veh6, car, N -> S Veh7, goods < 3.5t, N -> S			Casualties 1 Vehicles 7	
105	Road No A256 Grid 635470E Section 001 Ref 165120N	SLIGHT	03/11/2022	5	12:00	L	Wet/Damp	Rain			
	A256, CANTERBURY RD WEST J/W A299 HENGIST WAY, MANSTON.									Thanet	
	OLR: V2 had come from Westwood way to head towards Deal just before main roundabout where the traffic lights are. D2 had got into the right to go to Deal down the bypass, about halfway along the lanes, V1 in the left lane, without looking, decided to come across and caught the side/back of V2. D1 sped off from scene. V1 UNKNOWN.						Veh1, car, NW -> SE Veh2, car, NW -> SE			Casualties 1 Vehicles 2	
106	Road No A299 Grid 633827E Section 183 Ref 165295N	SLIGHT	13/10/2020	3	07:53	L	Wet/Damp	Rain			
	A299 HENGIST WAY, MANSTON (MAPPED TO COORDS)									Thanet	
	V1 was travelling northwest on Hengist Way in lane 1 and began to brake from a high speed. V1 started to skid and lose control before colliding with the offside of V2. V2 then collided with V3.						Veh1, car, SE -> NW Veh2, car, SE -> NW Veh3, car, SE -> NW			Casualties 2 Vehicles 3	

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight
STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

FACTORS

+VE Positive Breath Test
R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

Special Conditions

ATS OUT Traffic Lights Not Working
ATS DEF Traffic Lights Defective
SIGNS Road Signs Defective or Obscured
RD WRKS Road Works
Surface Road Surface Defective

D-PRINT CRASH REPORT

27-Sep-2023
17:41:48

East Kent

Accident Date BETWEEN '01-Apr-2018' AND '31-Mar-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
107	Road No U Section 183 Grid 633966E Ref 165296N	SLIGHT	08/10/2022	7	14:44	L	Dry	Fine		S.VEH	
	CANTERBURY ROAD WEST, RAMSGATE, (MAPPED TO COORDS).								Thanet		
	D1 STATES THAT BRAKES LOCKED CAUSING THEM TO LOSE CONTROL, COLLIDING WITH THE MUD BANK ON THE OPPOSITE SIDE OF ROAD AND SPINNING.						Veh1, car, SE -> NW			Casualties Vehicles	1 1
108	Road No A299 Section 183 Grid 633875E Ref 165298N	SERIOUS	12/11/2019	3	11:20	L	Dry	Fine		S.VEH	
	A299 HENGIST WAY RNDDBT J/W A299 HENGIST WAY, RAMSGATE (MAPPED TO COORDS)								Thanet		
	V1 was travelling southeast on Hengist Way and entered Cliffsend Rndbt, failing to slowing and colliding with the rndbt itself. V1 became airborne and flipped several times before coming to a stop on the opposite side of the rndbt.						Veh1, car, NW -> NE			Casualties Vehicles	2 1
109	Road No A299 Section 183 Grid 633866E Ref 165298N	SLIGHT	13/02/2020	5	16:12	L	Wet/Damp	Rain			
	A299, CLIFFSEND RNDDBT J/W HENGIST WAY, MINSTER.								Thanet		
	V1 and V2 were travelling down A299 Hengist Way towards the Cliffsend Rndbt. V2 had rounded the roundabout in a clockwise direction. V1 applied brakes to slow down before rounding the roundabout, however stated that due to a mechanical issue the brake did not work.						Veh1, car, S -> NW Veh2, car, SE -> NW			Casualties Vehicles	2 2

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight
STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

FACTORS

+VE Positive Breath Test
R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

Special Conditions

ATS OUT Traffic Lights Not Working
ATS DEF Traffic Lights Defective
SIGNS Road Signs Defective or Obscured
RD WRKS Road Works
Surface Road Surface Defective

D-PRINT CRASH REPORT

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East Kent

Accident Date BETWEEN '01-Apr-2018' AND '31-Mar-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
110	Road No A299 Grid 633876E Section 183 Ref 165305N	SLIGHT	31/07/2021	7	09:54	L	Dry	Fine		R.TURN +VE	
	A299, CLIFFSEND RDNBT J/W HENGIST WAY, RAMSGATE.								Thanet		
	V1 was driving along A299 Hengist Way Coastbound towards the cliffsend Roundabout. V1 has not slowed on approach to the roundabout. V2 has entered the roundabout first. V1 has then driven over the roundabout and collided with V2.						Veh1, car, W -> E Veh2, car, W -> S			Casualties 2 Vehicles 2	
111	Road No A299 Grid 633698E Section 183 Ref 165347N	SLIGHT	29/01/2019	3	15:00	DRK STL	Wet/Damp	Fine Wind			HGV
	A299, HENGIST WAY, 117 METRES FROM J/W CANTERBURY RD WEST, RAMSGATE								Thanet		
	FROM ONLINE REPORT: No injuries at the time of accident, no collision with another car, just shock. Since then, back pain and abdomen pains. D2 driving to work behind a heavy goods work truck, open topped with wood or other materials inside, top cover flapping open, was very windy and some wood came out of the lorry & was heading for D2's windscreen. D2 had to just swerve to avoid it going straight through, at which point it hit the side of their car. D2 was shaken up but carried on driving to the garage where they pulled over. Their tyre was flat where something must of hit it, but no other damage.						Veh1, goods > 7.5t, NW -> SE Veh2, car, NW -> SE			Casualties 1 Vehicles 2	
112	Road No A299 Grid 633663E Section 183 Ref 165358N	SLIGHT	11/07/2022	2	13:50	L	Dry	Fine			GV
	A299, HENGIST WAY, RAMSGATE (MAPPED TO COORDS)								Thanet		
	V1 HAS BEEN BROKEN DOWN ON THE A299 DUE TO A MECHANICAL ISSUE. V2 HAS PASSED V1 AND FOR AN UNKNOWN REASON, V1 HAS RE-STARTED AND DRIVEN OFF INTO THE SIDE OF V2.						Veh1, car, W -> E Veh2, goods < 3.5t, W -> E			Casualties 1 Vehicles 2	

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight
STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

FACTORS

+VE Positive Breath Test
R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

Special Conditions

ATS OUT Traffic Lights Not Working
ATS DEF Traffic Lights Defective
SIGNS Road Signs Defective or Obscured
RD WRKS Road Works
Surface Road Surface Defective

D-PRINT CRASH REPORT

27-Sep-2023
17:41:48

East Kent
Accident Date BETWEEN '01-Apr-2018' AND '31-Mar-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
113	Road No A299 Grid 633537E Section 183 Ref 165394N	SLIGHT	08/02/2019	6	12:13	DRK STU	Wet/Damp	Fine Wind			
	A299 HENGIST WAY, CLIFFS END (MAPPED TO COORDS)									Thanet	
	V1 stated they braked due to an object (a green bag / sheet) was in the road. V2 tried to brake but collided with the rear of V1.						Veh1, car, NW -> SE Veh2, car, NW -> SE			Casualties 1 Vehicles 2	
114	Road No C578 Grid 631052E Section 183 Ref 165456N	SLIGHT	06/04/2019	7	20:10	DRK STL	Dry	Fine		+VE	
	C578 TOTHILL ST, MINSTER (MAPPED TO COORDS)									Thanet	
	V1 was travelling southwest on Tothill St and collided with V2, which was parked, shunting it forward into V3, which was also parked unattended. V1 then continued down Tothill St where it has crashed into a small garden wall and came to a stop in the next-door neighbour's wall, causing further damage. D1 was breath tested at the roadside and arrested for EBA.						Veh1, car, NE -> SW Veh2, car, P -> P Veh3, car, P -> P			Casualties 1 Vehicles 3	
115	Road No A299 Grid 633253E Section 183 Ref 165459N	SLIGHT	26/01/2019	7	12:21	L	Dry	Fine			
	A299 HENGIST WAY, CLIFFS END (MAPPED TO COORDS)									Thanet	
	V2, travelling southeast on Hengist Way, braked in heavy traffic, causing V3 and V4 to brake behind V2. V1 then collided with V4, pushing it into V3, and V3 was pushed into V2 which then hit V5. V1 left the scene without stopping.						Veh1, unknown veh type, NW -> SE Veh2, car, NW -> SE Veh3, car, NW -> SE Veh4, car, NW -> SE Veh5, car, NW -> SE			Casualties 1 Vehicles 5	

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight
STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

FACTORS

+VE Positive Breath Test
R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

Special Conditions

ATS OUT Traffic Lights Not Working
ATS DEF Traffic Lights Defective
SIGNS Road Signs Defective or Obscured
RD WRKS Road Works
Surface Road Surface Defective

D-PRINT CRASH REPORT

27-Sep-2023

17:41:48

East Kent

Accident Date BETWEEN '01-Apr-2018' AND '31-Mar-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
116	Road No A299 Grid 632860E Section 183 Ref 165506N	SLIGHT	19/04/2019	6	17:20	L	Dry	Fine	Stand	S.VEH	
	A299, HENGIST WAY, A CARRIAGEWAY, MINSTER, (MAPPED TO COORDS).									Thanet	PED
	V1 was being driven by a learner driver. As they travelled along the A299 they've collided with a person who was on the road after pulling over due to an earlier collision they've been involved in. C1 was knocked over and seen by Secamb. C1 has minor injuries.						Veh1, car, E -> W			Casualties 1 Vehicles 1	
117	Road No A299 Grid 632545E Section 183 Ref 165527N	SLIGHT	19/10/2021	3	07:25	L	Wet/Damp	Fine			
	A299 HENGIST WAY, MINSTER (MAPPED TO COORDS)									Thanet	
	V2 was travelling west on Hengist Way when traffic suddenly slowed down in front of them. V1 then collided with the rear of V2.						Veh1, car, SE -> NW Veh2, car, SE -> NW			Casualties 1 Vehicles 2	
118	Road No A299 Grid 632505E Section 183 Ref 165535N	SLIGHT	24/07/2021	7	14:18	L	Dry	Fine			GV
	A299, HENGIST WAY, MANSTON, (MAPPED TO COORDS).									Thanet	
	V1 drives off Minster roundabout onto Hengist Way and overtakes V2. V1 then pulls back across into Lane 1 in front of V2, braking hard. V2 has pressed brakes and swerved into lane 2 to avoid V1. V2 lost traction and spun off carriageway into grass verge colliding with V3 as they were spinning.						Veh1, taxi, SE -> NW Veh2, car, SE -> NW Veh3, goods < 3.5t, P -> P Veh4, car, P -> P			Casualties 1 Vehicles 4	

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight
STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

FACTORS

+VE Positive Breath Test
R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

Special Conditions

ATS OUT Traffic Lights Not Working
ATS DEF Traffic Lights Defective
SIGNS Road Signs Defective or Obscured
RD WRKS Road Works
Surface Road Surface Defective

D-PRINT CRASH REPORT

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East Kent
Accident Date BETWEEN '01-Apr-2018' AND '31-Mar-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
119	Road No A299 Grid 632443E Section 183 Ref 165542N	SERIOUS	28/11/2019	5	08:16	L	Wet/Damp	Fine			HGV
	A299, HENGIST WAY, B CARRIAGEWAY, MINSTER, (MAPPED TO COORDS).								Thanet		
	V2 has stopped their vehicle on the A299 Thanet Way going London bound between the roundabout at top of Cliffsend and the Minster McDonalds roundabout. V2 has stopped and while attempting to place a reflective triangle on road, V1/large lorry has collided with V2 shunting it over the embankment on the nearside of the carriageway. V1 and V2 have then come to a stop some distance from the carriageway. V2 had three passengers still inside the vehicle which are recorded on this card. (POSTCODE FOR V2 NOT VISIBLE & VRM NOT VALID ON OUR SYSTEM - PLS PROVIDE IF POSSIBLE OR STATE IF UNKNOWN) KM 23120 (ALL CHECKED)						Veh1, goods > 7.5t, SE -> NW Veh2, car, P -> P			Casualties 4 Vehicles 2	
120	Road No A299 Grid 632471E Section 183 Ref 165554N	SLIGHT	27/08/2018	2	13:36	L	Dry	Fine			
	A299 THANET WAY NR JN WITH ST NICHOLAS AT WADE ROUNDABOUT (MAPPED TO NEW COORDINATES, ORIGINAL COORDINATES 632474, 165611)								Thanet		
	There has been a build up of traffic due to the approach onto the roundabout, D1 has stated they went to brake but foot got caught on the accelerator causing V1 to go into the rear of V2.						Veh1, car, W -> E Veh2, car, W -> E			Casualties 2 Vehicles 2	
121	Road No A299 Grid 628630E Section 186 Ref 165577N	SLIGHT	15/07/2019	2	17:00	L	Dry	Fine			
	A299 CANTERBURY RD WEST J/W A299 MONKTON RDNBT, MONKTON								Thanet		
	V2 WAS STATIONARY ON CANTERBURY RD WEST, WAITING TO PULL ONTO THE RDNBT, WHEN V1 COLLIDED WITH V2'S REAR.						Veh1, car, E -> W Veh2, car, E -> W			Casualties 2 Vehicles 2	

Key

Involved
PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting
L Daylight
STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

FACTORS
+VE Positive Breath Test
R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

Special Conditions
ATS OUT Traffic Lights Not Working
ATS DEF Traffic Lights Defective
SIGNS Road Signs Defective or Obscured
RD WRKS Road Works
Surface Road Surface Defective

D-PRINT CRASH REPORT

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East Kent

Accident Date BETWEEN '01-Apr-2018' AND '31-Mar-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
122	Road No A253 Grid 628564E Section 014 Ref 165579N	SLIGHT	21/09/2018	6	17:46	L	Dry	Fine			P/C
	A253, MONKTON RNDDBT J/W C224 SEAMARK RD, ST NICHOLAS AT WADE.									Thanet	
	C1 WAS TRAVELLING FROM SEAMARK RD TOWARDS MONKTON RNDDBT, WAS 3/4 OF THE WAY ACROSS RNDDBT WHEN CAR CAME FROM RAMSGATE DIRECTION (THEIR LEFT) AND DID NOT SEE THEM/SLOW DOWN/STOP. C1 MOVED THEIR BICYCLE - TOOK EVASIVE ACTION. NOT SURE IF THEY IMPACTED, CANNOT REMEMBER, NEXT THING THEY DO REMEMBER IS COMING AROUND ON THE FLOOR WITH PEOPLE STOOD OVER THEM.						Veh1, car, NE -> SW Veh2, pedal cycle, SW -> N			Casualties 1 Vehicles 2	
123	Road No A299 Grid 628658E Section 186 Ref 165580N	SLIGHT	08/08/2019	5	17:57	L	Dry	Fine			GV
	A299 CANTERBURY RD WEST, MONKTON (MAPPED TO COORDS)									Thanet	
	V1 was travelling west on Canterbury Rd West in lane 1 and was approaching Monkton Rndbt when it collided with the rear of V2, forcing it into the rear of V3.						Veh1, car, E -> W Veh2, car, E -> W Veh3, goods < 3.5t, E -> W			Casualties 2 Vehicles 3	
124	Road No A299 Grid 628692E Section 186 Ref 165582N	SLIGHT	11/10/2020	1	17:27	L	Dry	Fine		S.VEH	
	A299 CANTERBURY RD WEST, MONKTON (MAPPED TO COORDS)									Thanet	
	V1 WAS TRAVELLING EAST ON CANTERBURY RD WEST WHEN IT SWERVED TO AVOID AN OBJECT COLLIDING WITH ITS WINDSCREEN. V1 LOST CONTROL BEFORE MOUNTING THE OFFSIDE VERGE AND OVERTURNING.						Veh1, car, W -> E			Casualties 1 Vehicles 1	

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight
STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

FACTORS

+VE Positive Breath Test
R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

Special Conditions

ATS OUT Traffic Lights Not Working
ATS DEF Traffic Lights Defective
SIGNS Road Signs Defective or Obscured
RD WRKS Road Works
Surface Road Surface Defective

D-PRINT CRASH REPORT

27-Sep-2023

17:41:48

East Kent

Accident Date BETWEEN '01-Apr-2018' AND '31-Mar-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
125	Road No A299 Grid 628776E Section 186 Ref 165582N	SLIGHT	12/03/2023	1	20:20	DRK STL	Wet/Damp	Rain			
	A299, CANTERBURY ROAD WEST, MINSTER, (MAPPED TO COORDS).								Thanet		
	OLR: V2 was approaching the roundabout in the right lane, the car in front on the left lane was driving erratically and pulled across the lane in front of V2, D2 braked to give space and V1 behind hit V2 pushing it forward towards the crash barrier.						Veh1, car, E -> W Veh2, car, E -> W			Casualties 1 Vehicles 2	
126	Road No A299 Grid 628664E Section 186 Ref 165592N	SLIGHT	25/07/2019	5	17:40	L	Dry	Fine			
	A299, A CARRIAGEWAY, CANTERBURY RD WEST, 43 METRES FROM J/W MONKTON RNDBT, MONKTON.								Thanet		
	Both vehicles coming off rndbt onto A299, coast bound. V1 was in the nearside lane and V2 was in overtaking lane. The vehicles have then collided and V1's offside front had hit the passenger rear of V2. Cars stopped approx. 500m east from Minster rndbt. D1 complained of pain.						Veh1, car, NW -> E Veh2, car, NW -> E			Casualties 1 Vehicles 2	
127	Road No A299 Grid 628624E Section 186 Ref 165596N	SLIGHT	13/01/2021	4	11:45	L	Wet/Damp	Rain		O/TAKE	HGV
	A299, MONKTON RNDBT J/W CANTERBURY RD WEST, MONKTON.								Thanet		
	V1 enters roundabout in lane 1, V2 enters roundabout and attempts to overtake V1 on roundabout. As V1 turns on roundabout to continue on A299, V2 has emerged towards the front of V1 and due to lack of space V1 and V2 have collided.						Veh1, goods > 7.5t, NW -> E Veh2, car, NW -> E			Casualties 1 Vehicles 2	

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight
STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

FACTORS

+VE Positive Breath Test
R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

Special Conditions

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ATS DEF Traffic Lights Defective
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RD WRKS Road Works
Surface Road Surface Defective

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East Kent

Accident Date BETWEEN '01-Apr-2018' AND '31-Mar-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
128	Road No A299 Grid 628624E Section 080 Ref 165602N	SLIGHT	08/10/2019	3	09:45	L	Dry	Fine			P/C
	A299 MONKTON RNDDBT J/W A299 CANTERBURY RD WEST, MONKTON								Thanet		
	R2 was cycling around the rndbt having entered from Seamark Rd. Whilst passing the junction with Canterbury Rd East, R2 was knocked off V2 and slid along the road. V1 did not stop at the scene.						Veh1, car, N -> E Veh2, pedal cycle, N -> S			Casualties 1 Vehicles 2	
129	Road No A299 Grid 628625E Section 186 Ref 165602N	SLIGHT	05/04/2019	6	15:22	L	Dry	Fine			GV
	A299 MONKTON RNDDBT J/W A299 CANTERBURY RD WEST, MONKTON								Thanet		
	V1 WAS TRAVELLING SOUTHEAST IN LANE 1 ON THANET WAY TOWARDS MONKTON RNDDBT. V2 WAS TRAVELLING IN SAME DIRECTION IN LANE 2. V1 AND V2 ENTERED THE RNDDBT WITH V1 INTENDING TO TRAVEL BACK TO WHERE THEY CAME FROM AND V2 INTENDING TO TAKE THE SECOND EXIT. V1 COLLIDED WITH V2'S NEAR SIDE AS V2 WAS EXITING THE RNDDBT. THIS CAUSED V2 TO LEAVE THE CARRIAGEWAY TO THE OFFSIDE AND COLLIDE WITH A ROAD SIGN.						Veh1, goods < 3.5t, NW -> SW Veh2, car, NW -> E			Casualties 1 Vehicles 2	
130	Road No A299 Grid 628620E Section 186 Ref 165606N	SLIGHT	04/10/2022	3	17:40	L	Dry	Fine			HGV GV
	A299, MONKTON RNDDBT J/W A299 CANTERBURY ROAD WEST, MONKTON								Thanet		
	V1 & V2 WERE TRAVELLING ALONG THE A299 TOWARDS THE MONKTON RNDDBT, V2 WAS IN LANE 1 MAKING A FULL RECEPTABLE TURN TO GO BACK ALONG THE OTHER C/WAY. V1 HAS USED LANE 2 TO ENTER THE RNDDBT IN A BID TO TAKE THE SECOND EXIT ON THE A299 CUTTING ACROSS THE FRONT OF V2 CAUSING THE COLLISION.						Veh1, goods < 3.5t, E -> W Veh2, goods > 7.5t, E -> E			Casualties 1 Vehicles 2	

Key

Involved
 PED Pedestrian
 HGV Heavy Goods Vehicle
 GV Goods Vehicle
 M/C Motor Cycle
 P/C Pedal Cycle
 PSV Bus/Coach

Street Lighting

L Daylight
 STL Street Lights
 USL Street Lights Unlit
 NSL No Street Lights
 STU Street Lights Unknown

FACTORS

+VE Positive Breath Test
 R.TURN Right Turn Manoeuvre
 O/TAKE Overtaking Manoeuvre
 S.VEH Single Vehicle

Special Conditions

ATS OUT Traffic Lights Not Working
 ATS DEF Traffic Lights Defective
 SIGNS Road Signs Defective or Obscured
 RD WRKS Road Works
 Surface Road Surface Defective

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Accident Date BETWEEN '01-Apr-2018' AND '31-Mar-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
131	Road No U Section Grid 631239E Ref 165611N	SERIOUS	16/12/2021	5	14:00	L	Dry	Fine		R.TURN	HGV M/C
	LAUNDRY RD J/W CAR PARK, MINSTER.								Thanet		
	R1 has crashed into the side (passenger side) of V2 at low speed whilst V2 has turned into a car park, cutting across the road R1 was on. R1 is a motor cyclist who, as a result of the crash, was knocked from bike and onto the road and injured. Damage to bike (R1) and V2.						Veh1, m/cycle > 500cc, W -> E Veh2, goods 3.5 - 7.5t, E -> N			Casualties Vehicles	1 2
132	Road No A299 Section 014 Grid 628617E Ref 165615N	SLIGHT	22/10/2019	3	08:32	L	Dry	Fine			
	A299, MONKTON RND BT J/W SEAMARK RD, MONKTON.								Thanet		
	Copied and pasted from the online report: D2 had just entered the roundabout coming from Canterbury heading towards Ramsgate. D2 was preparing to exit the roundabout when they were struck from the side (front) by V1. V2 was pushed toward the centre of the roundabout which has a central island with a raised brick surround. The vehicle was forced up onto the brick surround and i had to regain control of the vehicle to avoid being spun onto the roof and to be able to exit the roundabout. V1 confirmed was their fault. (AGE & VRM FOR V1 NOT KNOWN)						Veh1, car, NE -> SW Veh2, car, SW -> E			Casualties Vehicles	1 2

Key Involved

PED Pedestrian
 HGV Heavy Goods Vehicle
 GV Goods Vehicle
 M/C Motor Cycle
 P/C Pedal Cycle
 PSV Bus/Coach

Street Lighting

L Daylight
 STL Street Lights
 USL Street Lights Unlit
 NSL No Street Lights
 STU Street Lights Unknown

FACTORS

+VE Positive Breath Test
 R.TURN Right Turn Manoeuvre
 O/TAKE Overtaking Manoeuvre
 S.VEH Single Vehicle

Special Conditions

ATS OUT Traffic Lights Not Working
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 SIGNS Road Signs Defective or Obscured
 RD WRKS Road Works
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Accident Date BETWEEN '01-Apr-2018' AND '31-Mar-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
133	Road No A299 Grid 628606E Section 186 Ref 165621N	SERIOUS	21/02/2023	3	10:54	L	Dry	Fine		S.VEH	
	A299, MONKTON RDNBT J/W A299 THANET WAY, MONKTON.								Thanet		
	V1 has approached MONKTON RDNBT from the direction of BIRCHINGTON along the A299. It appears to have failed to stop at the roundabout, driving into the rndbt at speed and leaving the ground, landing in front of the junction of the A299 in front of traffic travelling from the direction of MINSTER. V1 has then flipped over onto its roof as it left the road, landing in bushes.						Veh1, car, NW -> SE			Casualties 1 Vehicles 1	
134	Road No A299 Grid 631753E Section 183 Ref 165630N	SLIGHT	03/12/2019	3	17:22	DRK NSL	Dry	Fine			
	A299 HENGIST WAY, MINSTER (MAPPED TO COORDS)								Thanet		
	V1 was travelling east on Hengist Way at speed when it pulled into lane 1, forcing V2 to swerve away from them. V2 ended up leaving the carriageway to the nearside through a gate into a field before coming to a stop. V1 did not stop at the scene.						Veh1, car, NW -> SE Veh2, car, NW -> SE			Casualties 1 Vehicles 2	
135	Road No A299 Grid 628583E Section 186 Ref 165633N	SLIGHT	14/02/2023	3	15:50	L	Dry	Fine			M/C
	A299 THANET WAY J/W MONKTON RDNBT, MONKTON.								Thanet		
	OLR: R2 was traveling towards the Monkton roundabout A299 going towards Ramsgate, had to stop at the roundabout as there was traffic coming round the roundabout from the Canterbury direction. R2 was stationary at the giveaway dotted line when R2 was hit from the rear, bike went up in the air and R2 left in the road.						Veh1, car, NW -> SE Veh2, m/cycle > 500cc, NW -> SE			Casualties 1 Vehicles 2	

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight
STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

FACTORS

+VE Positive Breath Test
R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

Special Conditions

ATS OUT Traffic Lights Not Working
ATS DEF Traffic Lights Defective
SIGNS Road Signs Defective or Obscured
RD WRKS Road Works
Surface Road Surface Defective

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Accident Date BETWEEN '01-Apr-2018' AND '31-Mar-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
136	Road No A299 Grid 628571E Section 186 Ref 165636N	SLIGHT	10/01/2021	1	03:42	DRK STL	Frost/Ice	Fog Mist		S.VEH	
	A299, THANET WAY J/W MONKTON RNDTB, MONKTON.								Thanet		
	V1 was travelling on A299, Thanet Way, towards the Monkton rndbt. On approach to the rndbt, D1 was taking the second exit to A299 Canterbury Rd West. D1 lost control of the vehicle and the offside mounted the kerb. V1 then hit the central reservation, causing the vehicle to lift off the ground, landing on the other side of the carriageway on its side. As it came to a stop the car tipped onto its roof. The road conditions were icy with fog. The driver was walking wounded with a cut to hand.						Veh1, car, NW -> E			Casualties 1 Vehicles 1	
137	Road No A299 Grid 631608E Section 183 Ref 165640N	SERIOUS	21/07/2020	3	21:10	DRK STL	Dry	Fine		+VE	
	A299, HENGIST WAY, A CARRIAGEWAY, RAMSGATE (MAPPED TO COORDS).								Thanet		
	V2 SPOTTED A PEDESTRIAN WALKING IN THE CENTRAL RESERVATION, STOPPED IN LANE 2 TO CHECK ON THAT PERSON'S WELFARE WITH HAZARD WARNING LIGHTS ILLUMINATED. V1 FAILED TO OBSERVE V2 AND STRUCK THE REAR OF V2 AT SPEED.						Veh1, car, NW -> SE Veh2, car, NW -> SE Veh3, car, SE -> NW			Casualties 2 Vehicles 3	
138	Road No C224 Grid 628615E Section 186 Ref 165642N	SLIGHT	15/02/2019	6	09:05	L	Wet/Damp	Fine		S.VEH	GV
	C224, SEAMARK RD, 24 METRES FROM J/W MONKTON RNDTB, MONKTON.								Thanet		
	V1 lost control and left road to nearside hitting roadside furniture belonging to highways.						Veh1, goods < 3.5t, NE -> S			Casualties 1 Vehicles 1	

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight
STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

FACTORS

+VE Positive Breath Test
R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

Special Conditions

ATS OUT Traffic Lights Not Working
ATS DEF Traffic Lights Defective
SIGNS Road Signs Defective or Obscured
RD WRKS Road Works
Surface Road Surface Defective

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East Kent
Accident Date BETWEEN '01-Apr-2018' AND '31-Mar-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
139	Road No C578 Grid 631093E Section 183 Ref 165658N	SLIGHT	19/11/2020	5	15:30	L	Dry	Fine		R.TURN	
	C578 TOTHILL ST J/W LAUNDRY RD, MINSTER								Thanet		
	V1 was slowly turning right out of Laundry Rd and collided with V2, which was travelling southwest on Tothill St.						Veh1, car, SE -> NE Veh2, car, NE -> SW			Casualties Vehicles	2 2
140	Road No C578 Grid 631090E Section 183 Ref 165664N	SLIGHT	13/01/2020	2	20:50	DRK STL	Wet/Damp	Rain Wind		R.TURN	
	C578 TOTHILL ST J/W LAUNDRY RD, MOUNT PLEASANT								Thanet		
	V1 turned right onto Tothill St from Laundry Rd in front of V2, which was travelling north on Tothill St. V2 collided with the nearside of V1.						Veh1, car, SE -> NE Veh2, car, SW -> NE			Casualties Vehicles	2 2
141	Road No A299 Grid 628550E Section 186 Ref 165666N	SLIGHT	22/02/2021	2	14:47	L	Dry	Fine		O/TAKE	HGV
	A299, THANET WAY, MONKTON (MAPPED TO COORDS)								Thanet		
	Both V1 and V2 have been travelling along the A229, from St. Nicholas roundabout in the direction of Ramsgate. On approaching the Willetts Hill roundabout V1 has moved from lane 1 to lane 2, colliding with V2. This caused substantial damage to the nearside of V2.						Veh1, goods > 7.5t, NW -> SE Veh2, car, NW -> SE			Casualties Vehicles	1 2

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight
STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

FACTORS

+VE Positive Breath Test
R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

Special Conditions

ATS OUT Traffic Lights Not Working
ATS DEF Traffic Lights Defective
SIGNS Road Signs Defective or Obscured
RD WRKS Road Works
Surface Road Surface Defective

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Accident Date BETWEEN '01-Apr-2018' AND '31-Mar-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
142	Road No A299 Grid 631319E Section 183 Ref 165700N	SERIOUS	16/07/2018	2	16:00	L	Dry	Fine			GV
	A299, A CARRIAGEWAY, HENGIST WAY, RAMSGATE, (MAPPED TO COORDS).									Thanet	
	V1 HAS JOINED THE CARRIAGEWAY FROM THE MINSTER RNCDBT AND HEADED COASTBOUND, V1 HAS THEN COLLIDED WITH V2 WHICH CAUSED THE VEHICLES TO SPIN AND CRASH, D2 WAS INJURED AND HAD TO BE TAKEN TO HOSPITAL. BOTH VEHICLES HAD SEVERE DAMAGE AND HAD TO BE RECOVERED.						Veh1, goods < 3.5t, NW -> SE Veh2, car, NW -> SE			Casualties 1 Vehicles 2	
143	Road No C578 Grid 631125E Section 183 Ref 165705N	SLIGHT	16/11/2022	4	08:00	L	Dry	Fine			
	C578, TOTHILL ST J/W A299 MOUNT PLEASANT RNCDBT, MINSTER.									Thanet	
	OLR: D2 and D1 were queueing waiting to cross the roundabout. V2 was in front of V1. D1 deemed it to be safe to go across the roundabout and was looking right to see if there were any more cars coming, assuming D2 had naturally moved forward. At approximately 5 mph, the front of V1 went into the back of V2.						Veh1, car, S -> N Veh2, car, S -> N			Casualties 1 Vehicles 2	
144	Road No A299 Grid 631124E Section 183 Ref 165715N	SLIGHT	02/09/2020	4	08:40	L	Dry	Fine		R.TURN	HGV
	A299 MOUNT PLEASANT RNCDBT J/W C578 TOTHILL ST, MINSTER									Thanet	
	V1 was travelling west on Hengist Way and entered the rncdbt in lane with V2 to its offside in lane 2. V1 cut across V2's lane and collided with V2's nearside, causing it to spin out of control.						Veh1, goods > 7.5t, SE -> NW Veh2, car, SE -> N			Casualties 1 Vehicles 2	

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight
STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

FACTORS

+VE Positive Breath Test
R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

Special Conditions

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Accident Date BETWEEN '01-Apr-2018' AND '31-Mar-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
145	Road No A299 Grid 631112E Section Ref 165718N	SERIOUS	12/01/2022	4	15:00	L	Dry	Fine			P/C
	A299 MOUNT PLEASANT RNDDBT J/W C578 TOTHILL ST, MINSTER									Thanet	
	V1 moved off onto the rndbt from Tothill St and collided with the rear of V2, knocking R2 to the ground.						Veh1, car, SW -> N Veh2, pedal cycle, E -> W			Casualties 1 Vehicles 2	
146	Road No A299 Grid 631144E Section Ref 165725N	SLIGHT	30/04/2022	7	02:56	DRK STU	Dry	Fine		S.VEH +VE	
	A299, MINSTER RNDDBT J/W HENGIST WAY, MINSTER									Thanet	
	V1 was travelling along A299 towards roundabout heading towards Minster. V1 was travelling at speed and lost control hitting the raised roundabout causing the vehicle to flip on the roof back off the roundabout in the live lane.						Veh1, car, S -> N			Casualties 1 Vehicles 1	
147	Road No A299 Grid 631095E Section 183 Ref 165733N	SLIGHT	10/08/2020	2	15:20	L	Dry	Fine			GV
	A299 CANTERBURY RD WEST J/W A299 MOUNT PLEASANT, MINSTER									Thanet	
	V2 had just exited the rndbt lane 2, travelling west on Canterbury Rd West, when V1 was reversing towards them and steered into V2's nearside. D1, who was intoxicated, briefly spoke to D2 saying they had taken the wrong exit off the rndbt. There was no exchange of details before D1 fled the scene.						Veh1, goods < 3.5t, NW -> SE Veh2, goods < 3.5t, SE -> NW			Casualties 1 Vehicles 2	

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight
STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

FACTORS

+VE Positive Breath Test
R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

Special Conditions

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Accident Date BETWEEN '01-Apr-2018' AND '31-Mar-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
148	Road No A299 Grid 630372E Section 183 Ref 165736N	SERIOUS	06/10/2018	7	20:05	DRK NSL	Wet/Damp	Rain Wind			P/C
	A299 THANET WAY, MINSTER (MAPPED TO COORDS)								Thanet		
	R2 WAS CYCLING ON THE A CARRIAGEWAY OF THE A299 IN THE INSIDE LANE WITH ANOTHER CYCLIST. DUE TO BAD WEATHER CONDITION, A GUST OF WIND BLEW R2 INTO THE OUTSIDE LANE OF THE CARRIAGEWAY AND V2 WAS STRUCK FROM BEHIND BY V1. THE IMPACT CAUSED R2 TO BE THROWN FROM V2 AND ROLL ACROSS THE FRONT OF THE V1. V1 DROVE OFF, MAKING NO ATTEMPT TO STOP.						Veh1, car, SW -> NE Veh2, pedal cycle, SW -> NE			Casualties 1 Vehicles 2	
149	Road No A299 Grid 631108E Section 183 Ref 165757N	SLIGHT	07/11/2020	7	09:18	L	Dry	Fine			M/C
	A299 MOUNT PLEASANT RNDBT J/W B2190 MINSTER RD, MINSTER								Thanet		
	V1 ENTERED THE RNDBT FROM CANTERBURY RD WEST AND COLLIDED WITH V2 WHICH WAS TRAVELLING NORTH, KNOCKING R2 FROM V2.						Veh1, car, NW -> SE Veh2, m/cycle <= 50cc, S -> N			Casualties 1 Vehicles 2	
150	Road No A299 Grid 631105E Section 183 Ref 165757N	SLIGHT	20/03/2020	6	14:25	L	Dry	Fine			
	A299 MINSTER RNDBT J/W A299 CANTERBURY RD WEST, MOUNT PLEASANT								Thanet		
	V1 travelling from Monkton roundabout towards Minster roundabout. V1 failed to stop at the roundabout and crashed into V2 hitting it side on the nearside front. Impact sent V2 across the edge of the roundabout and down the A299 towards Ramsgate. V1 then carried on and crashed into the fence of Manston Air Field, collapsing the fence.						Veh1, car, W -> E Veh2, car, S -> N			Casualties 2 Vehicles 2	

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight
STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

FACTORS

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R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

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East Kent
Accident Date BETWEEN '01-Apr-2018' AND '31-Mar-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
151	Road No B2190 Grid 631061E Section 183 Ref 165759N	SERIOUS	29/01/2021	6	09:51	L	Dry	Fine		O/TAKE	M/C
	B2190, MINSTER RD, A C/WAY, MINSTER, (MAPPED TO COORDS).								Thanet		
	V1 was driving on A299 coastbound. Approaches Minster Roundabout, applies brakes. V1 states had a medical episode just before the roundabout. This has impaired V1 and has not seen V2 coming from the right hand side, offside. They have come side to side and come together. V1 has collided on offside and V2 on nearside. D2 and passengers fallen off moped into road.						Veh1, car, W -> SE Veh2, m/cycle 50 - 125cc, W -> SE			Casualties 3 Vehicles 2	
152	Road No A299 Grid 631059E Section 183 Ref 165759N	SLIGHT	05/09/2022	2	09:55	L	Dry	Fine	S		HGV
	A299 CANTERBURY ROAD WEST AT PED CROSSING/TRAFFIC LIGHTS NEAR MINSTER RNDBT, MINSTER								Thanet		PED
	OLR: C1 was waiting at pedestrian crossing. Lights turned red, a big lorry to their right stopped (V2), then C1 started to the cross the road and that's when V1 hit them. V1 had gone through a red light. (LIMITED INFO FOR V2)						Veh1, car, NW -> SE Veh2, goods > 7.5t, NW -> SE			Casualties 1 Vehicles 2	
153	Road No A299 Grid 630907E Section 183 Ref 165769N	SLIGHT	12/07/2019	6	15:00	L	Dry	Fine		S.VEH	M/C
	A299 THANET WAY, MINSTER (MAPPED TO COORDS)								Thanet		
	V1 WAS TRAVELLING EAST ON CANTERBURY RD WEST WHEN ITS REAR TYRE BLEW OUT. R1 ATTEMPTED TO STRAIGHTEN OUT V1 BY PRESSING THE CLUTCH BUT DIRECTED IT TOWARDS THE GRASS VERGE AND FELL OFF V1 BEFORE IT LEFT THE CARRIAGEWAY AFTER SKIDDING ACROSS THE ROAD.						Veh1, m/cycle 50 - 125cc, SE -> NW			Casualties 1 Vehicles 1	

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight
STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

FACTORS

+VE Positive Breath Test
R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

Special Conditions

ATS OUT Traffic Lights Not Working
ATS DEF Traffic Lights Defective
SIGNS Road Signs Defective or Obscured
RD WRKS Road Works
Surface Road Surface Defective

D-PRINT CRASH REPORT

27-Sep-2023
17:41:48

East Kent

Accident Date BETWEEN '01-Apr-2018' AND '31-Mar-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
154	Road No A299 Grid 630759E Section 183 Ref 165772N	SLIGHT	02/09/2019	2	10:06	L	Dry	Fine		S.VEH	
	A299 CANTERBURY RD WEST, MINSTER (MAPPED TO COORDS)								Thanet		
	V1, travelling west on Canterbury Rd West, left the carriageway to the nearside and crashed into a field.						Veh1, car, E -> W			Casualties 2 Vehicles 1	
155	Road No A299 Grid 630929E Section 183 Ref 165784N	SLIGHT	20/12/2018	5	09:05	L	Dry	Fine Wind			HGV
	A299 CANTERBURY RD WEST, MINSTER (MAPPED TO COORDS)								Thanet		
	V2 was approaching the Minster Roundabout and began to slow down. D1 did not see V1 slowing down due to the glare of the sun and drove into the rear of V2.						Veh1, car, NW -> SE Veh2, goods 3.5 - 7.5t, NW -> SE			Casualties 2 Vehicles 2	

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight
STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

FACTORS

+VE Positive Breath Test
R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

Special Conditions

ATS OUT Traffic Lights Not Working
ATS DEF Traffic Lights Defective
SIGNS Road Signs Defective or Obscured
RD WRKS Road Works
Surface Road Surface Defective

**Annex B Construction Staff Distribution
(SRN)**

Sea Link (Kent) - Forecast Construction Worker Trip Distribution - SRN - M2 (West)

TS060 - Industry

ONS Crown Copyright Reserved [from Nomis on 21 October 2024]

population

units

date

industry

All usual residents aged 16 years and over in employment the week before the census

Persons

2021

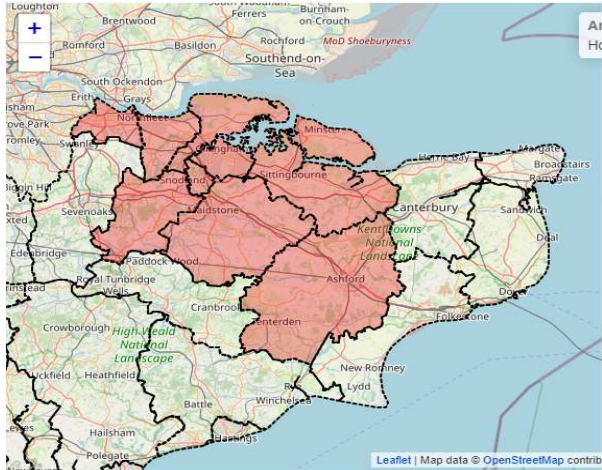
F: Construction

usual residence: local authorities - district/ unitary (as of April 2023)	usual residence: 2021 super output area - middle layer	F: Construction	Journey Time (mins)	Factored	Via M2/A299	Total
Ashford	Ashford 001	368	45	8	100%	8
	Ashford 002	461	50	9	100%	9
	Ashford 003	326	50	7	75%	5
	Ashford 011	380	55	7	100%	7
	Ashford 012	599	55	11	50%	5
	Ashford 013	448	60	7	100%	7
	Ashford 015	313	50	6	75%	5
Dartford	ALL	7,002	60	117	100%	117
Gravesham	ALL	6,803	55	124	100%	124
Maidstone	ALL	10,442	55	190	100%	190
Medway	ALL	16,803	50	336	100%	336
Swale	ALL	8,499	45	189	100%	189
Tonbridge and Malling	ALL	7,123	60	119	100%	119
Total						1,121

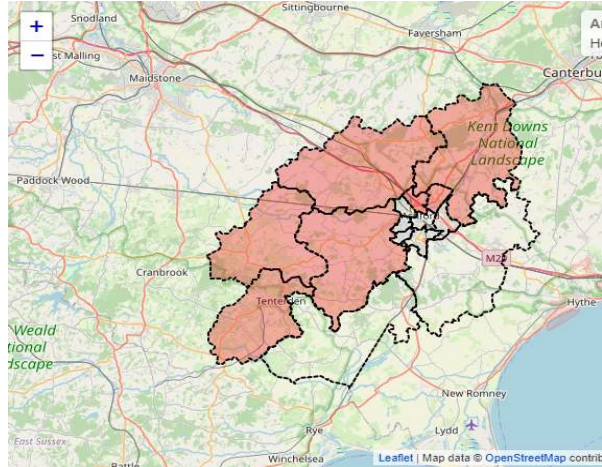
Summary

Route	#	Percentage	
SRN: M2/A299 (West)	1,121	48%	*calculated above
Other Routes	1,221	52%	*remainder (see main distribution in the ES Traffic & Transport chapter)
Total	2,341	100%	*total taken from main distribution

Maps of Included Districts (Points of Origin, within 60-Minute Catchment Area)



Maps of Included MSOAs (Ashford)



Sea Link (Kent) - Forecast Construction Worker Trip Distribution - SRN - A2 (South)

TS060 - Industry

ONS Crown Copyright Reserved [from Nomis on 21 October 2024]

population

units

date

industry

All usual residents aged 16 years and over in employment the week before the census

Persons

2021

F: Construction

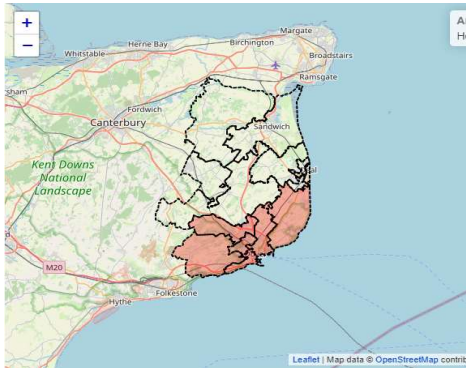
usual residence: 2021 super output area - middle layer	F: Construction	Journey Time (mins)	Factored	Via A2/A256	Total
Dover 009	234	25	9	50%	5
Dover 010	461	20	23	100%	23
Dover 011	548	25	22	100%	22
Dover 012	238	20	12	75%	9
Dover 013	345	25	14	100%	14
Dover 014	310	30	10	100%	10
Ashford 003	326	50	7	25%	2
Ashford 005	503	50	10	100%	10
Ashford 006	496	50	10	100%	10
Ashford 007	496	55	9	100%	9
Ashford 008	484	55	9	100%	9
Ashford 009	695	50	14	100%	14
Ashford 010	662	50	13	100%	13
Ashford 012	599	55	11	50%	5
Ashford 014	347	60	6	100%	6
Ashford 015	313	50	6	25%	2
Ashford 016	402	50	8	100%	8
Folkestone and Hythe 002	483	30	16	50%	8
Folkestone and Hythe 003	406	35	12	100%	12
Folkestone and Hythe 004	384	35	11	100%	11
Folkestone and Hythe 005	485	35	14	100%	14
Folkestone and Hythe 006	576	35	16	100%	16
Folkestone and Hythe 008	302	40	8	100%	8
Folkestone and Hythe 009	380	45	8	100%	8
Folkestone and Hythe 010	299	40	7	100%	7
Folkestone and Hythe 011	370	60	6	100%	6
Folkestone and Hythe 012	365	55	7	100%	7
Folkestone and Hythe 013	349	60	6	100%	6
Folkestone and Hythe 014	256	35	7	100%	7
Folkestone and Hythe 015	249	35	7	100%	7
Total					288

Summary

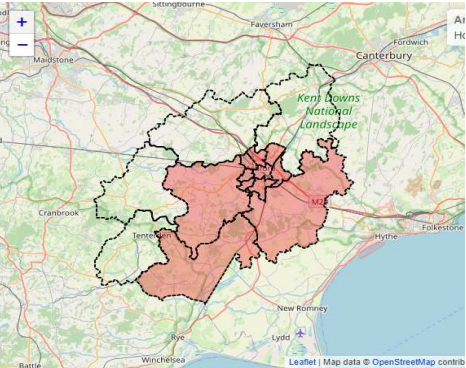
Route	#	Percentage	
SRN: A2/A256 (South)	288	12%	*calculated above
Other Routes	2,054	88%	*remainder (see main distribution in the ES Traffic & Transport chapter)
Total	2,341	100%	*total taken from main distribution

Maps of Included MSOAs (Points of Origin, within 60-Minute Catchment Area)

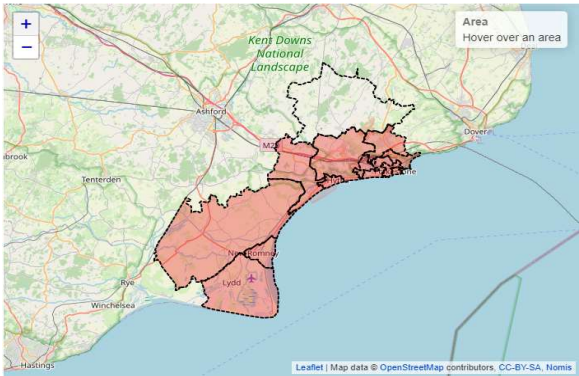
Dover



Ashford



Folkestone and Hythe



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