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LAND NORTH OF
OLD ASHFORD ROAD
LENHAM
KENT

PROPOSED RESIDENTIAL
DEVELOPMENT

AMENDED

TRANSPORT ASSESSMENT

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Registered No. FS 37624

EuroCanterbury

Land north of Old Ashford Road, Lenham, Kent

Proposed Residential Development

Transport Assessment

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APPENDICES

1.00 Introduction

- 1.01 This Transport Assessment (TA) is prepared in support of an Outline Planning Application being made on behalf of EuroCanterbury for the development of a site which lies to the east of Lenham, Kent. The development, referred to as land north of Old Ashford Road, currently involves the construction of 150 housing units together with the supporting infrastructure.
- 1.02 The TA deals with issues relating to trips generated by the proposed use as well as the proposed arrangements for accessing the site, and any effect this may have on the local highway network. It establishes the baseline conditions, looks at the particular transport characteristics of this type of development, considers how they will affect the local network and considers any measures that can be implemented to reduce traffic.
- 1.03 It is considered that the key issues that need to be addressed are:-
- Additional peak hourly flows and how they affect the local highway network;
 - Sustainability of the site.
- 1.04 The TA was initially prepared to consider this site but in the context of the other proposed and likely sites that were to be developed around Lenham currently or at some time in future. To this end MBC had commissioned an assessment of the potential traffic impact that all the developments would have on the local network and key junctions in Lenham and the TA relied on much of their findings.
- 1.05 In initial consultation, KCC requested that this TA also considers the impact of the individual site on the local network and in particular, the key junctions. It was however agreed that the survey data obtained for the Technical Note could be relied upon to inform this TA as could the trip assignment onto the network agreed on.
- 1.06 The TA should be read in conjunction with other supporting documents submitted with the planning application in particular the Design & Access Statement.
- 1.07 Monson Engineering Ltd was commissioned by Lee Evans on behalf of the applicant to prepare the TA.

2.00 Planning Policy & Context

2.01 This section presents an appraisal of the relevant planning and policy documents at national, regional and local levels. These documents are referred to in other sections of this report where relevant.

- National: - National Planning Policy Framework (2012);
National Planning Policy Guidance (NPPG) – March 2014
- Local: - Local Transport Plan for Kent (LTP4);
The Maidstone Borough Wide Local Plan (2017).

National Planning Policy Framework

2.02 The National Planning Policy Framework (NPPF) was adopted in March 2012 and sets out the Government's view of what sustainable development in England means in practice. The NPPF replaces over a thousand pages of national policy in order to allow "people and communities back into planning".

The NPPF makes clear that there is a presumption in favour of sustainable development, stating "planning should operate to encourage and not act as an impediment to sustainable growth". With regard to transport, one of the policy's objectives is to "support reductions in greenhouse gas emissions and reduce congestion". The requirement for Transport Assessments, such as this one, is retained for developments that generate significant amounts of movement. The NPPF continues that "Plans and decisions should take account of whether:

- the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
- safe and suitable access to the site can be achieved for all people;
- and improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development".

2.03 The conclusion to these points is that "development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe".

National Planning Policy Guidance (NPPG) – March 2014

- 2.04 Information contained as part of the National Planning Policy Guidance (NPPG), provides advice for travel plans, transport assessments and statements in decision-taking. This report follows the advice within the guidance and accords with providing the information which should be included as part of a Transport Statement.
- 2.05 The site is located in an area with good public transport accessibility providing opportunities for all site users to use modes other than the car.
- 2.06 The proposed re-development conforms with the ideals of NPPF being well located to the existing pedestrian network linking with the surrounding area and public transport facilities. The site is also well located to encourage cycle accessibility being adjacent to and linking with local cycle routes.

Local Transport Plan for Kent LTP4: 2016 – 2031

- 2.07 Kent's Local Transport Plan 4 for the period 2016-2031 identifies the problems and challenges that they as Highway Authority (HA) wish to solve and puts forward options. The LTP4 is a mechanism through which these options can be appraised and their effects predicted in order to priorities as well as identifying an agreed strategy to deliver the options. The plan explains how Kent will prioritise planned measures to aim for the following outcomes:-

- Outcome 1 Economic growth and minimised congestion;
- Outcome 2 Affordable and accessible door-to-door journeys;
- Outcome 3 Safer travel;
- Outcome 4 Enhanced environment;
- Outcome 5 Better health and wellbeing.

Maidstone Borough Council Local Plan 2017

2.08 The Maidstone Borough Wide Local Plan was adopted in October 2017, the period covered being up to 2031 and sets out the planning proposals and policies for the whole Maidstone Borough Council area. A number of the policies contained within the Local Plan are considered relevant to the development proposals.

- Policy SP8: Lenham Rural Service Centre;
- Policy SP23: Sustainable Transport;
- Policy H1(41): Tanyard Farm, Old Ashford Road;
- Policy DM21: Assessing the transport impact of developments;
- Policy DM23: Parking Standards.

3.00 Existing Site & the Proposal

- 3.01 The development site is located on the east edge of the village of Lenham in Kent. It is currently agricultural land but has been identified as suitable for residential development.
- 3.02 The immediate neighbours include the following:
- To the north
The A20 Ashford Road beyond which is agricultural/farmland;
 - To the west
Groom Way which serves a health centre, Lenham Community Hall and a small housing development;
 - To the east
Immediately to the east are a couple of residential properties and further farmland beyond which is a small industrial estate lying between the Ashford Rd and Old Ashford Rd;
 - To the south
Old Ashford Road beyond which is agricultural/farmland;
- 3.03 The centre of the village lies less than 0.5km to the west and has a good range of shops, health facility and services as well as a local pub. Lenham station lies to the south-west of the village approx. 1.5km from the site and there are primary and secondary school facilities in the village also within 1.5km. A public footpath also runs north-south through the site and the route of this will need to be retained.
- 3.04 There are currently no vehicular accesses to the site other than for agricultural vehicles from points off both Ashford Rd and Old Ashford Road.
- 3.05 The proposal is for a residential development of 150 dwellings with 40% of these being affordable units. At present, it is intended to carry out the development in two phases. Phase 1 will be for 48 dwellings comprising 18 x 2 bed, 14 x 3 bed and 16 x 4 bed houses. Phase 2 will be for 102 dwellings comprising 6 x 1 bed and 16 x 2 bed flats; 16 x 2 bed; 46 x 3 bed; 16 x 4 bed and 2 x 5 bed houses. These will be provided together with parking spaces in line with current standards. Secure and covered cycle parking will also be provided in line with current standards.

- 3.06 The layout plan in Appendix A shows the outline proposal for the road and layout and it can be seen that the majority of the roads will be designed to adoptable standards and include turning facility where required. Cul-de-sacs in the form of private drives will be constructed to adoptable standards as required by the APC procedure, with the provision of turning facilities for fire and refuse vehicles to current standards.
- 3.07 The proposal is for a new vehicular access to serve the development directly onto Old Ashford Road towards the middle of the site frontage. Pedestrian access will be primarily onto Old Ashford Road by means of a new footway to be constructed along the frontage to link with existing footways to the village centre.
- 3.08 This part of Old Ashford Road is currently in a derestricted zone however initial feedback from the Council suggested that 30mph be relocated at least to the new access and the developer will use their best endeavours put in place a TRO extending the 30mph limit to a point to be agreed with KCC Highways.
- 3.09 The development is likely to be constructed in two phases with the current intention to construct 48 units generally in the front of the site together with the new access and to follow this in phase 2 with a further 102 dwellings. However for the purposes of the TS the impact of the whole development has been considered.

4.00 Local Highway Network & Access

- 4.01 Although an edge of village location, the adjacent highway network is of a good standard and the site benefits from being adjacent to the A20. The Old Ashford Road is also of good standard and it is the intention to take the vehicular access from this road.
- 4.02 Old Ashford Road is a major access road linking the A20 to the centre of Lenham village. In the vicinity of the site access it is approx. 5.5m wide with a footway on the southern side. It is predominantly within a derestricted zone becoming 30 mph towards the western end of the site from where there is some street lighting running into the village centre. Towards the village centre it remains similar in width but has footways on both sides for much of its length.
- 4.03 Old Ashford Rd has a substantial junction with the A20 some 500m to the east of the site. It is a triangular junction effectively forming two points to/from the A20 making it easier for turning movements to and from this district distributor.
- 4.04 The A20 is a major road in south-east carrying traffic from London to Dover passing Swanley, Maidstone and Ashford as well as other small villages en-route. For much of its length it has now been superseded in importance buy the M20 which follows a similar line from Swanley to Folkestone.

Preliminary Comments

- 4.05 The Council have made an initial assessment of the site and made the following comments re transport:

“Site located adjacent to existing residential properties in Lenham.

Potential for access from Old Ashford Road and/or the A20 Ashford Road, although KCC’s preference would be for the principal vehicular access to be taken from Old Ashford Road to limit direct access to the strategic road network. The site has been promoted for Housing and B1a uses. The site is considered suitable for the uses proposed. It enjoys good access to the A20 via Old Ashford Road, which has a good crash record and a continuous footway link to Lenham village centre on its southern side.

Consideration should be given to extending the footway on the northern side of Old Ashford Road and the 30mph speed limit to the site access. All of the village services within Lenham are within walking and/or cycling distance of the site, including the railway station, which is served by hourly train services to Ashford, Bearsted, Maidstone, Bromley and London Victoria on weekdays. The bus stops on Old Ashford Road are served by Bus Route 10, which provides an hourly service to Ashford, Charing, Harrietsham, Bearsted and Maidstone on weekdays.

There is an existing footway along the southern side of Old Ashford Road into Lenham village.”

Other/Future Developments

4.06 The MBC Local Plan was adopted in October 2017 and the following has been identified:-
Allocated sites

Tanyard Farm (this site)	-	approx. 145 units
Glebe Gardens	-	approx. 10 units

A site at Ham Lane was in the draft plan however it is not in the adopted plan but we believe it already has planning permission and was for approx. 82 units.

The following sites were also identified in Lenham:-

The Paddock, Grove House	-	23 units
Northland and Grove Way	-	12 units
Lenham URC	-	24 units
The Old Goods Yard	-	66 units

These sites are at various stages in the planning and construction process with only Northland and Groom Way under construction

- 4.07 To help inform their assessment of the various proposed sites, MBC commissioned an assessment of the potential traffic impact that all the developments would have on the local network and in particular the six key junctions in Lenham those being:-
- Pilgrims Way/Ashford Road (A20)/Ham Lane/Ashford Road (A20)
 - Ashford Road (A20)/Maidstone Road/Ashford Road (A20)
 - Ham Lane/Old Ham Lane/Ham Lane
 - Faversham Road/Old Ashford Road/High Street/Maidstone Road
 - Ashford Road (A20)/Old Ashford Road/Ashford Road (A20)
 - Faversham Road/Ashford Road (A20)/Faversham Road/Ashford Road (A20)
- 4.08 A Technical Note was prepared which considered the sites identified in 4.13 above and the junctions were modelled for the existing year (2015) and a future year (2031). The future year was defined as 2031, in order to fall in line with the timeframe MBC had anticipated the proposed developments to be completed. The future year had two scenarios; the first 'Base', which included forecasted background traffic for the year 2031, and the second 'Design', which included forecasted background traffic for the year 2031, plus development traffic.
- 4.09 Lenham had been earmarked under Policy H1(3) of the Regulation 18 Consultation version of the MBC Local Plan 2014 as a broad location for the development of up to 1500 dwellings in the period after 2026 but the final Local Plan reduced this to 1000 dwellings. Early indications are that land could be available to the west of Ham Lane/Old Ham Lane and to the south of Old Ashford Road split roughly 50-50 between E and W of the village.
- 4.10 An addendum was prepared to the Technical Note to further consider the impact of these additional sites.
- 4.11 In initial consultation, KCC requested that this TA also considers the impact of the individual site on the local network and in particular, the key junctions. It was however agreed that the survey data obtained for the Technical Note could be relied upon to inform this TA as could the trip assignment onto the network agreed on.

5.00 Trip Generation Assessment, Trip Assignment and Traffic Impact

5.01 In considering the trip generation it is normal to compare the existing trips from the site with the likely trips that will be generated by the new proposal however in this case, there are no existing trips. It is also normal for trip generation assessments to be made using a recognized database system such as the TRICS database system.

5.02 In this instance, however, a detailed assessment has already been carried out which included this site. Traffic information was supplied by MBC by way of any existing Transport Assessments (TAs) available and a definitive list of development sites. The TAs were reviewed, and where possible, information was used to estimate traffic distribution. In the absence of information for some of the sites, estimates were made using similar assumptions on generation to that included in the existing TAs and distribution assumptions were made using existing data and the by considering the key destinations and trip attractors. The proposed generation and distribution of trips from all the developments was reviewed and agreed by MBC for both weekday AM and PM peak hours.

5.03 The Technical Note does not identify the estimate trips from individual site however we have made our own assessment of trip numbers. The site is identified for 151 units of which 30% will be affordable. We have therefore assumed the following main criteria:-

- Land Use Class - 03 – Residential
- Category - M – Mixed Private/Affordable Housing
- Regions - England excluding Greater London
- Locations taken - Edge of Town
- Survey days - Monday to Friday only, manual counts only
- Assessed on - Dwellings (max 250)

The results are shown in Appendix B.

5.04 The assessment shows a total trip generation from the proposal of 738 trips with the following during the traditional peak hours:-

	AM	PM
In	25	57
Out	<u>64</u>	<u>29</u>
Total	89 trips	86 trips

Trip Assignment

- 5.06 In preparing the Technical Note the consultants pulled together a range of available information which included the data for traffic surveys carried out specifically for the purpose of the assessment. Using this data and considering key destinations and trip attractors the proposed trips from all the developments were assigned to the network, the assignment being agreed with MBC.
- 5.07 This site lies to the north of Old Ashford Road and the trip assignment for this site is shown in Appendix C.
- 5.08 It is inevitable that some additional traffic will go to/from the village centre but realistically, this will only be if they are accessing the village centre and its various facilities or if they are heading south towards Headcorn/Sutton Valence. Otherwise there will be little point going through the village centre as the junction with the A20 to the east offers easy access to that road and on towards both Maidstone and Ashford.

Traffic Impact

- 5.09 In considering the traffic impact on the key junctions identified in 4.07 above the Technical Note carried out turning movement surveys and then added growth factors to take the figures to a design year of 2031 which we have used as the base data for this assessment given it is more than 10 years ahead and falls within the period of the Local Plan.

Pilgrims Way/Ashford Road (A20)/Ham Lane/Ashford Road (A20)

- 5.10 This is a principal junction on the A20 itself to the west of Lenham and has four arms with right turn lanes both eastbound and westbound.

AM Peak

Demand (PCU/hr)

From	To			
	A	B	C	D
A	0	66	774	0
B	38	0	156	1
C	611	149	0	0
D	6	2	0	0

Proportions

From	To			
	A	B	C	D
A	0.00	0.08	0.92	0.00
B	0.19	0.00	0.80	0.01
C	0.80	0.20	0.00	0.00
D	0.75	0.25	0.00	0.00

The additional trips from the assignment amount to 13 which represents 0.7% of the existing trips and will therefore have no material impact particularly as the trips are west to east through trips.

PM peak

Demand (PCU/hr)

From	To			
	A	B	C	D
A	0	26	582	1
B	51	0	170	1
C	750	166	0	0
D	4	0	1	0

Proportions

From	To			
	A	B	C	D
A	0.00	0.04	0.96	0.00
B	0.23	0.00	0.77	0.00
C	0.82	0.18	0.00	0.00
D	0.80	0.00	0.20	0.00

The additional trips from the assignment amount to 30 which represents 1.7% of the existing trips and will therefore have no material impact particularly as the trips are west to east through trips.

Ashford Road (A20)/Maidstone Road/Ashford Road (A20)

- 5.11 This is another principal junction on the A20 itself to the west of Lenham and has three arms with a right turn lane eastbound.

AM Peak

Demand (PCU/hr)

From	A	B	To	C
A	0	0		773
B	0	0		84
C	583	65		0

Proportions

From	A	B	To	C
A	0.00	0.00		1.00
B	0.00	0.00		1.00
C	0.90	0.10		0.00

The additional trips from the assignment amount to 32 which represents 2.1% of the existing trips and will therefore have no material impact.

PM Peak

Demand (PCU/hr)

From	A	B	To	C
A	0	1		520
B	0	0		93
C	716	92		0

Proportions

From	A	B	To	C
A	0.00	0.00		1.00
B	0.00	0.00		1.00
C	0.89	0.11		0.00

The additional trips from the assignment amount to 39 which represents 2.7% of the existing trips and will therefore have no material impact.

Ham Lane/Old Ham Lane/Ham Lane

- 5.12 This is another minor junction, has three arms and no right turn lanes. The Assignment does not identify any trips at this junction.

Faversham Road/Old Ashford Road/High Street/Maidstone Road

5.13 This is another minor junction located in the centre of Lenham, has four arms and no right turn lanes

AM Peak

Demand (PCU/hr)

From	To			
	A	B	C	D
A	0	17	75	8
B	22	0	124	45
C	75	158	0	33
D	50	49	40	0

Proportions

From	To			
	A	B	C	D
A	0.00	0.17	0.75	0.08
B	0.12	0.00	0.65	0.24
C	0.28	0.59	0.00	0.12
D	0.36	0.35	0.29	0.00

The additional trips from this assignment amount to 70.5 which represents 10% of the existing trips.

The Technical Note identified a maximum AM peak RFC of 0.40 for the base 2031 traffic. It also modelled an additional 188 trips through the junction for all the identified proposals and this resulted in the maximum RFC rising to 0.70. The additional 70.5 trips will therefore not result in a capacity issue at this junction.

PM peak

Demand (PCU/hr)

From	To			
	A	B	C	D
A	0	20	48	17
B	21	0	133	48
C	93	152	0	49
D	9	56	44	0

Proportions

	To			
From	A	B	C	D
A	0.00	0.24	0.56	0.20
B	0.10	0.00	0.66	0.24
C	0.32	0.52	0.00	0.17
D	0.08	0.51	0.40	0.00

The additional trips from the assignment amount to 71 which represents 10.3% of the existing trips.

The Technical Note identified a maximum PM peak RFC of 0.41 for the base 2031 traffic. It also modelled an additional 220 trips through the junction for all the identified proposals and this resulted in the maximum RFC rising to 0.59. The additional 71 trips will therefore not result in a capacity issue at this junction.

Ashford Road (A20)/Old Ashford Road/Ashford Road (A20)

- 5.14 This is another principal junction on the A20 itself to the east of Lenham and has three arms but no right turn lanes

AM Peak

Demand (PCU/hr)

	To		
From	A	B	C
A	0	150	768
B	89	0	15
C	614	2	0

Proportions

	To		
From	A	B	C
A	0.00	0.16	0.84
B	0.86	0.00	0.14
C	1.00	0.00	0.00

The additional trips from the assignment amount to 15.5 which represents 0.95% of the existing trips and will therefore have no material impact.

PM Peak

Demand (PCU/hr)

From	To		
	A	B	C
A	0	113	517
B	159	0	14
C	710	2	0

Proportions

From	To		
	A	B	C
A	0.00	0.18	0.82
B	0.92	0.00	0.08
C	1.00	0.00	0.00

The additional trips from the assignment amount to 15 which represents .099% of the existing trips and will therefore have no material impact.

Faversham Road/Ashford Road (A20)/Faversham Road/Ashford Road (A20)

- 5.15 This is a principal junction on the A20 itself, central to Lenham and has four arms with right turn lanes both eastbound and westbound.

AM Peak

Demand (PCU/hr)

From	To			
	A	B	C	D
A	0	24	690	36
B	55	0	11	24
C	546	9	0	24
D	67	46	72	0

Proportions

From	To			
	A	B	C	D
A	0.00	0.03	0.92	0.05
B	0.61	0.00	0.12	0.27
C	0.94	0.02	0.00	0.04
D	0.36	0.25	0.39	0.00

The additional trips from the assignment amount to 22.5 which represents 1.4% of the existing trips and will therefore have no material impact.

PM peak

Demand (PCU/hr)

	To			
From	A	B	C	D
A	0	43	464	47
B	48	0	27	47
C	648	15	0	69
D	27	20	30	0

Proportions

	To			
From	A	B	C	D
A	0.00	0.08	0.84	0.08
B	0.39	0.00	0.22	0.39
C	0.89	0.02	0.00	0.09
D	0.35	0.26	0.39	0.00

The additional trips from the assignment amount to 19 which represents 1.3% of the existing trips and will therefore have no material impact.

- 5.16 The presence of right turn lanes on the major road on several of the junctions allows vehicles to wait without blocking or inhibiting the main line through flow. This stacking ability means capacity on the mainline, which is generally where the higher traffic flows are, will not be reduced.

- 5.17 In the Addendum to the Technical Note however, it was identified that four of the junctions which were modelled were predicted to exceed design capacity, i.e. the junctions would operate over 100% (i.e. a ratio to flow capacity, RFC, of 1.0) or experience significant delays. This would be attributed to the total of 1,500 dwelling development, as without these larger residential scheme, the junction modelling results were showing all junctions within capacity. It would therefore be essential that in considering this additional development that mitigation measures to improve the junctions would have to be considered and that would depend on land availability, cost and safety. In order to accommodate the Design 2031 traffic flows, the four junctions would need to be modified which could involve extensive works, for example changing to a signalised junctions or roundabouts.

- 5.18 The Local Plan has reduced this to a level of 1,000 units and it was recommended that MBC carry out further background studies into the feasibility of this larger scheme, termed 'Lenham in the Broad Location' which would include researching possibilities of reducing the size of the scheme, researching the feasibility of splitting the scheme into smaller plots across the Borough of Maidstone, carrying out reviews of land availability for possible widening and extending of roads and junctions, including change in layout from priority to signal junctions or roundabouts at the six junctions, i.e. suitability and feasibility of land acquisition and purchase, carrying out reviews of safety, and whether the additional traffic associated with the larger scheme in Lenham would have implications (positive and/or negative) in terms of road safety and non-motorised user safety if junctions are upgraded and modified; and carrying out reviews of sustainable transport and smarter travel initiatives, and whether alternatives such as improved public transport links to key transport interchanges could reduce the number of trips generated by the development.
- 5.19 The proposals identified in 4.06 above amount to 280 units which is significantly less than the 1000 units which resulted in the capacity issues for some of the junctions.

6.00 Accident Data

- 6.01 Recent Personal Injury Accidents data in the vicinity of the site was obtained from KCC and the data is included in Appendix D. The data obtained was for a three year period and covered the six critical junctions. In the data period, 16 PIAs occurred 12 slight and 4 serious.
- 6.02 Generally, there is no significant pattern shown by the type and location of the PIAs other than the four incident at the A20/Faversham Road junction which had 3 slight and 1 serious. The trip assignment identified an additional 1.4% trips at this junction and it is unlikely to be materially affected by our development given this level of additional traffic.
- 6.03 In considering the further development of 1,500 dwellings in 2021, the Technical Note Addendum identified that capacity issues will arise if all the units are built at four of the key junctions. It will be essential in considering the additional development, now at 1,000 dwellings, that not only the capacity but the safety of all the junctions be considered as well as reviewing the safety of the network in general around Lenham.

7.00 Sustainability

7.01 The site of the proposed development is reasonably located to make use of some alternative forms of transport accessible to pedestrians. It lies a short distance from the village centre and the design of the roads and footways for the development will maximise integration with the local network. The village boasts a good range of shops and services as well as the mainline station with regular services to London and primary and secondary schools.

7.02 The village is also home to a large industrial facility at Ham Lane close to the station to the south-west of the village which will offer employment opportunities to residents and which can be easily reached on foot or by cycle. There is also a further large industrial facility to the west at Dickley Lane within 2km of the site.

Walk and Cycle

7.03 The local area offers a good opportunity for both walking and cycling to be an option for some commuting whether it be as part of a walk/train journey or whether walking/cycling to school/work.

7.04 There are several facilities and amenities accessible by foot and/or cycle from the site with Lenham Primary School and Swadelands School (secondary) located to the west of the village center and the Parish Church of St Mary is easily accessible. There is also a medical center and community hall adjacent to the site and the village center has a good variety of shops, pubs and food outlets.

7.05 The proposed development includes for the provision of secure and covered cycle parking spaces available to each dwelling in line with current standards and the railway station has facilities for secure and covered parking of commuter bikes.

7.06 Most local footways are well lit and although there are no formal cycleways in the village the roads within the village are all subject to a 30mph speed limit and the local topography means that walking and cycling are likely to be viable forms of transport in the area.

Bus

7.07 The site itself does benefit from regular bus services passing the site frontage and there are bus stops located on both sides of the road within 150m of the site. The number 10X service runs through the village taking in Old Ashford Rd, High Street Ham Lane en route between Maidstone and Ashford (in both directions).

7.08 The local service which uses Old Ashford Road is as follows:-

Table 1 - Bus route

Service Number	Operator	Route.	Frequency weekdays
10X	Stagecoach	Maidstone – Hollingbourne – Lenham – Charing – Ashford and return	hourly weekdays/Sat 5 on Sun or BH

Rail

7.09 Lenham railway station lies around 1.5km walk from the centre of the site and can be reached by means of the local cycle/footway network and cycle stands and lockers are available. It has frequent services operated by Southeastern running to locations such as London Victoria, Maidstone East, Ashford International, Dover Priory and Ramsgate. Trains also stop at Charing, Harrietsham and Hollingbourne more locally.

8.00 Conclusions

- 8.01 It can be seen from the assessment that the peak hour trips generated by the proposed development will be substantial in number although around 1.5 per minute is not excessive in traffic terms. The impact of this and various other possible developments in Lenham, has been modelled for current and future scenarios to 2031 and it has been concluded that the local highway network, in particular its key junctions, will still operate within capacity in the future design scenario with all the developments in place.
- 8.02 The proposal will include for a new access which will be built to current standards in terms of its construction, alignment and visibility splays. It will be able to accommodate the additional trips anticipated having more than enough capacity. Extension of the 30mph limit to at least the new access will also be pursued.
- 8.03 The proposed development site lies in a reasonably sustainable location with opportunities for access/egress by a variety of sustainable transport modes, as in accordance with the aims and objectives of local and national policy.
- 8.04 It is concluded that there are no grounds for refusal of the application in relation to the predicted generated travel demand.

Appendices

- Appendix A – Location & Site Plan
Appendix B – Trip Generation Assessment & Outputs
Appendix C – Trip Assignment
Appendix D - Accident Data

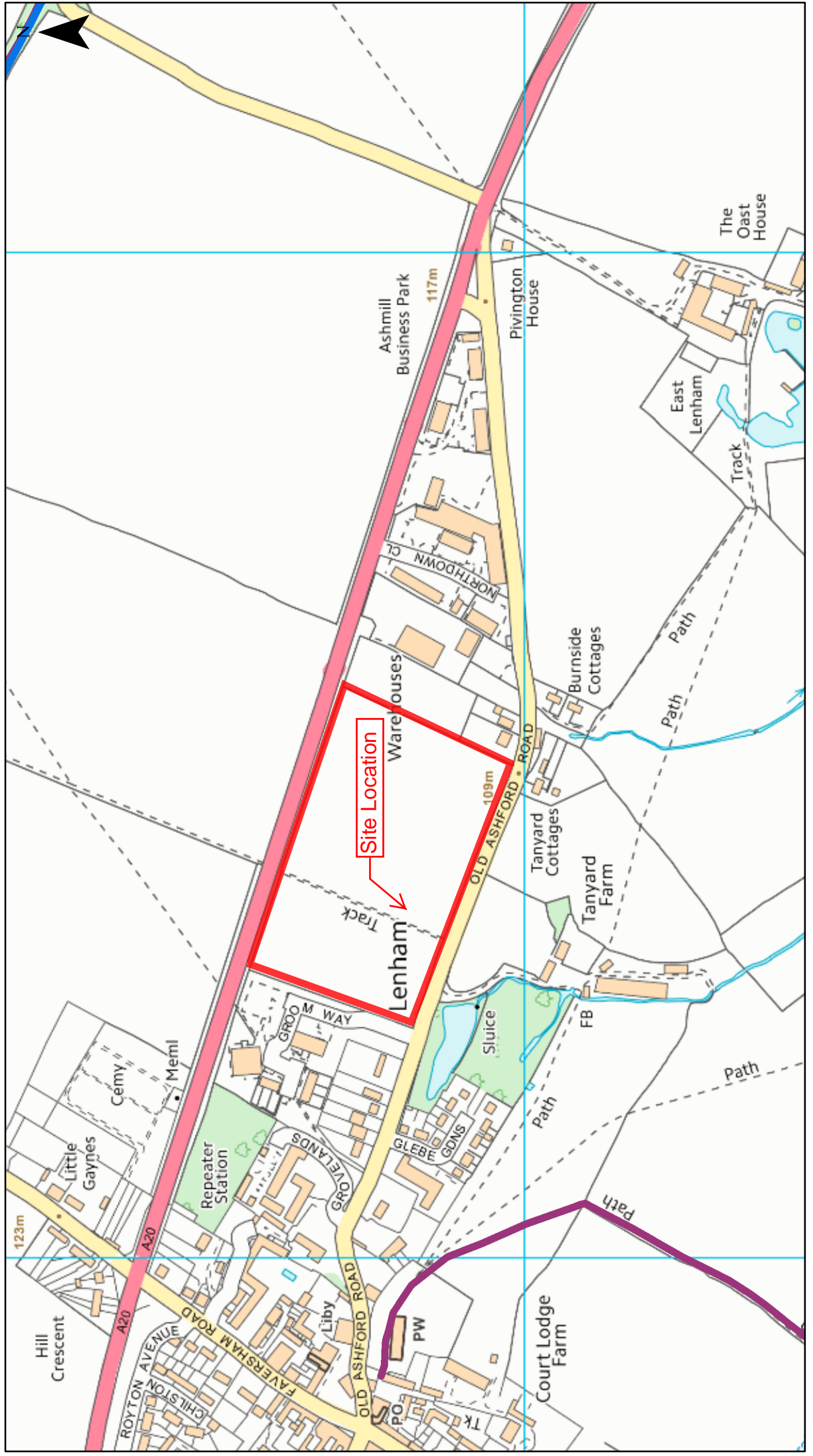
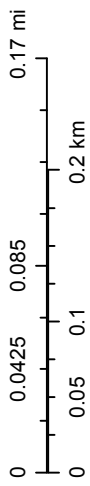
References

Technical Note: Junction capacity assessment results - July 2015 -Maidstone Borough Council
Addendum to Technical Note: Junction capacity assessment results - August 2015 -Maidstone Borough Council

Appendix A – Location & Site Plan

Lenham

1:5,000



Appendix B – Trip Generation Assessment & Output

Proposed Use: Mixed Private and Affordable housing 150 units

There are no free standing sites in the database but TRICS Guidance suggests Edge of Town may be compatible (Table 4.1).

Trip number information from TRICS database taking the following parameters:-

- Land Use Class - 03 – Residential
- Category - M – Mixed Private/Affordable Housing
- Regions - England excluding Greater London
- Locations taken - Edge of Town
- Survey days - Monday to Friday only, manual counts only
- Assessed on - Dwellings (max 250)

This gives the following two way trip generation:-

$$4.924 \text{trips/unit/day} \quad \times \quad 150 \text{ units} \quad = \quad 738 \text{ trips}$$

From the TRICS output we can assess the peak hour movements as follows:-

	AM	PM
In	25	57
Out	<u>64</u>	<u>29</u>
Total	89 trips	86 trips

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : M - MIXED PRIVATE/AFFORDABLE HOUSING
VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	3 days
	HC HAMPSHIRE	1 days
	WS WEST SUSSEX	3 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
08	NORTH WEST	
	MS MERSEYSIDE	2 days
09	NORTH	
	DH DURHAM	1 days
	TW TYNE & WEAR	1 days

Secondary Filtering selection:

Parameter: Number of dwellings
Actual Range: 16 to 236 (units:)
Range Selected by User: 9 to 250 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 17/05/17

Selected survey days:

Monday	2 days
Tuesday	3 days
Wednesday	2 days
Thursday	3 days
Friday	3 days

Selected survey types:

Manual count	13 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town	13
--------------	----

Selected Location Sub Categories:

Residential Zone	12
No Sub Category	1

LIST OF SITES relevant to selection parameters

1	DH-03-M-02 PUDSEY WALK	SEMI DET. & DETACHED		DURHAM
	DARLINGTON Edge of Town Residential Zone Total Number of dwellings:		39	
2	ES-03-M-07 SOUTH COAST ROAD	MIXED HOUSING		EAST SUSSEX
	PEACEHAVEN Edge of Town Residential Zone Total Number of dwellings:		188	
3	ES-03-M-08 FIELD END	MIXED HOUSES		EAST SUSSEX
	MARESFIELD Edge of Town Residential Zone Total Number of dwellings:		80	
4	ES-03-M-10 DITTONS ROAD	MIXED HOUSES & FLATS		EAST SUSSEX
	POLEGATE Edge of Town Residential Zone Total Number of dwellings:		108	
5	HC-03-M-07 ALDERMASTON ROAD	MIXED HOUSES & FLATS		HAMPSHIRE
	BASINGSTOKE Edge of Town No Sub Category Total Number of dwellings:		236	
6	LE-03-M-01 RYDER ROAD BRAUNSTONE FRITH LEICESTER Edge of Town Residential Zone Total Number of dwellings:	SEMI DETACHED		LEICESTERSHIRE
7	MS-03-M-02 LOVEL ROAD SPEKE LIVERPOOL Edge of Town Residential Zone Total Number of dwellings:	TERRACED		MERSEYSIDE
8	MS-03-M-03 LOVEL ROAD SPEKE LIVERPOOL Edge of Town Residential Zone Total Number of dwellings:	SEMI DETACHED/TERRACED		MERSEYSIDE
9	TW-03-M-01 WESTLANDS CHAPEL HOUSE NEWCASTLE Edge of Town Residential Zone Total Number of dwellings:	DETACHED & BUNGALOWS		TYNE & WEAR
10	WM-03-M-01 MEADOWSWEET AVENUE KINGS NORTON BIRMINGHAM Edge of Town Residential Zone Total Number of dwellings:	SEMI DETACHED		WEST MIDLANDS
			56	

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
 VEHICLES

Calculation factor: 1 DWELLS

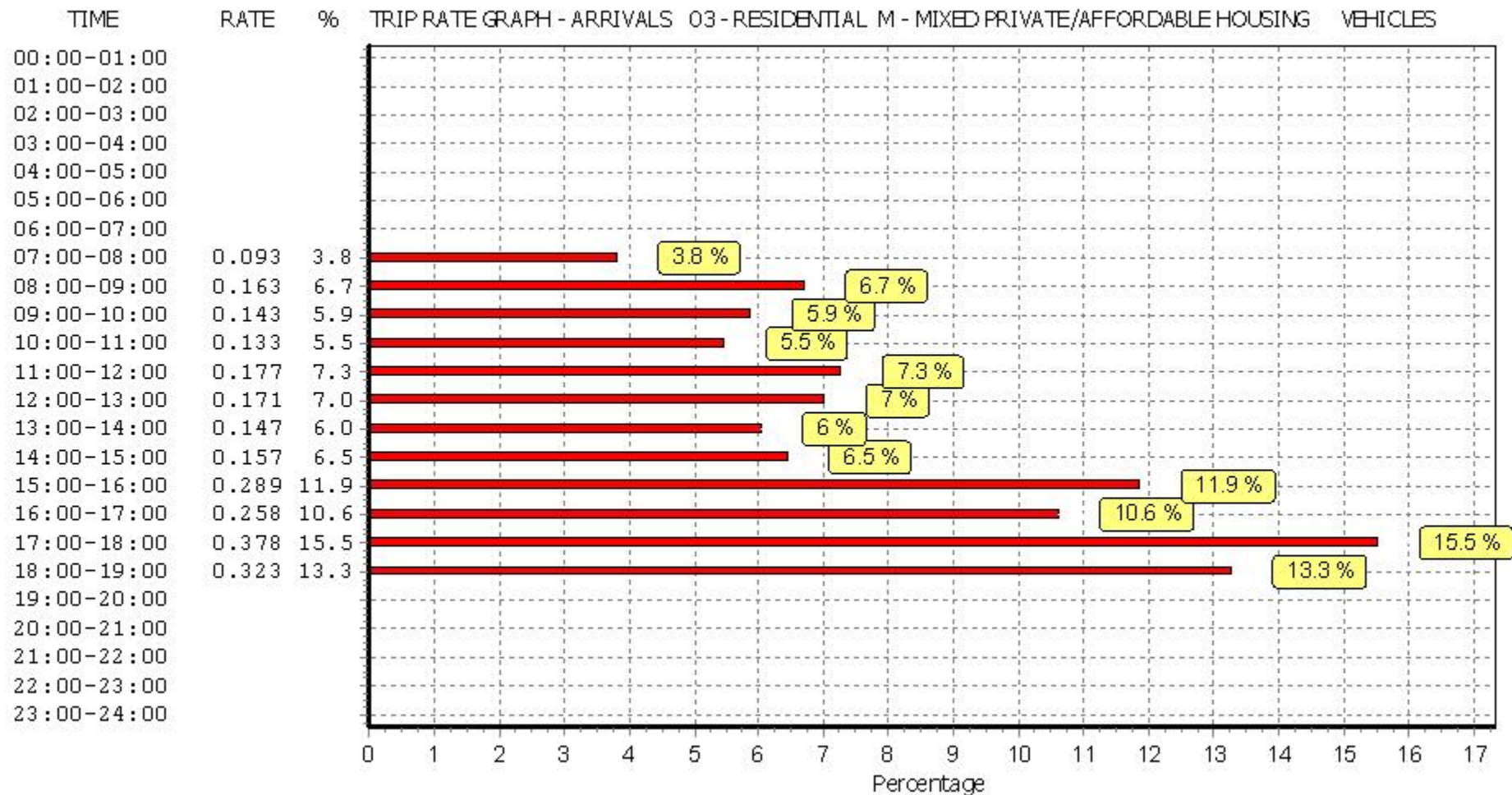
Estimated TRIP rate value per 151 DWELLS shown in shaded columns

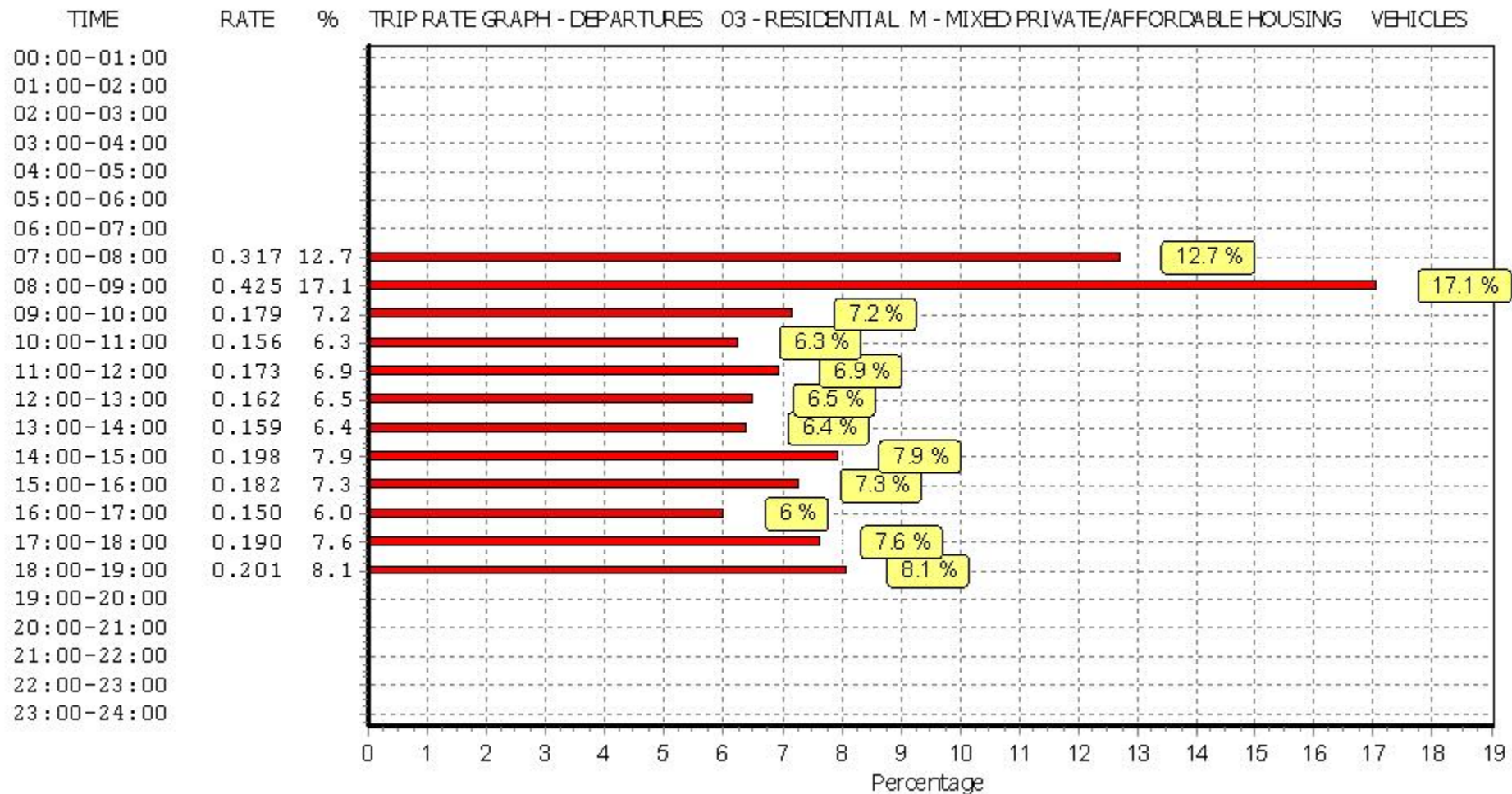
BOLD print indicates peak (busiest) period

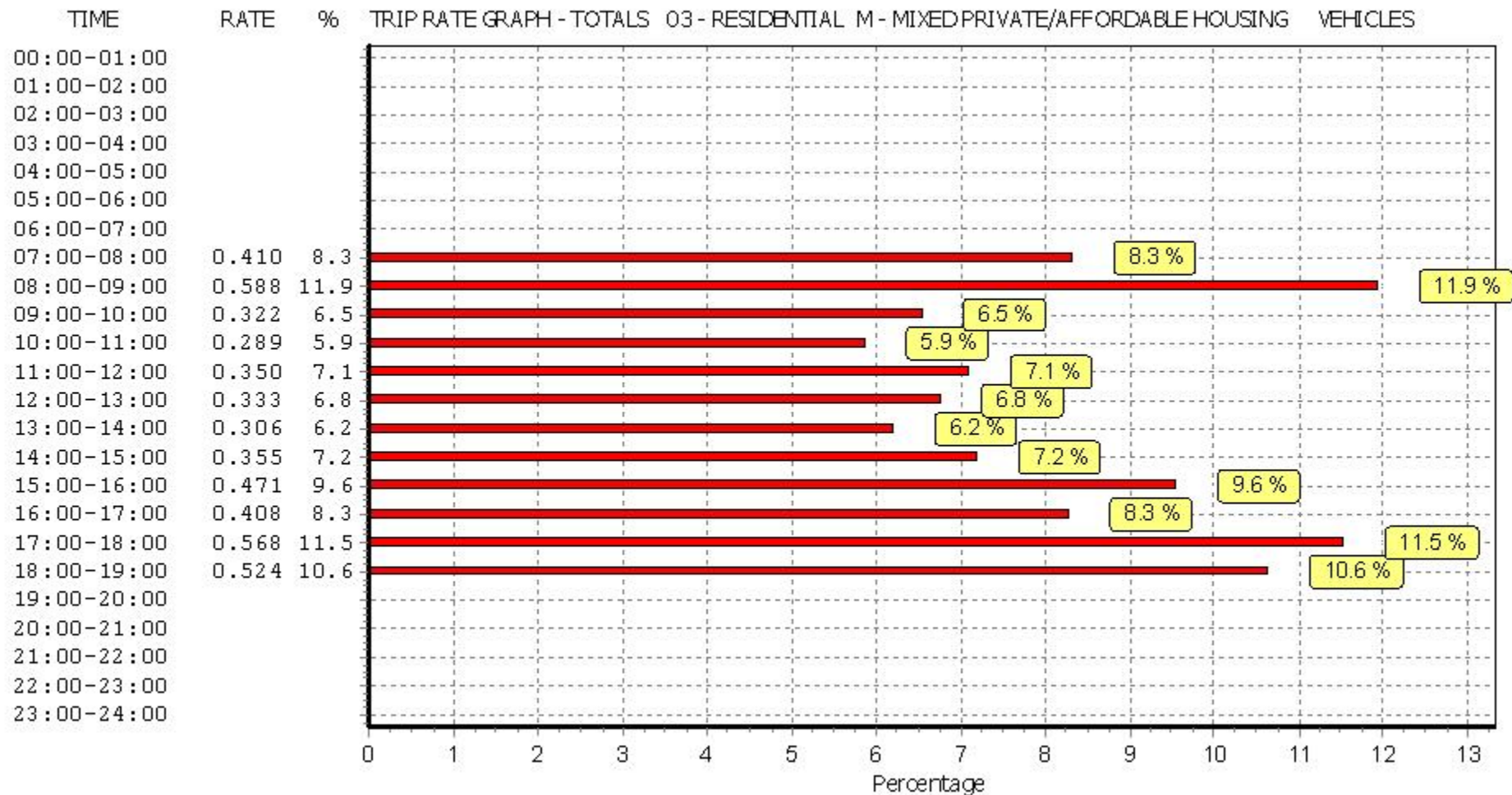
Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	13	81	0.093	14.093	13	81	0.317	47.889	13	81	0.410	61.982
08:00 - 09:00	13	81	0.163	24.591	13	81	0.425	64.139	13	81	0.588	88.730
09:00 - 10:00	13	81	0.143	21.571	13	81	0.179	27.036	13	81	0.322	48.607
10:00 - 11:00	13	81	0.133	20.133	13	81	0.156	23.585	13	81	0.289	43.718
11:00 - 12:00	13	81	0.177	26.749	13	81	0.173	26.173	13	81	0.350	52.922
12:00 - 13:00	13	81	0.171	25.886	13	81	0.162	24.448	13	81	0.333	50.334
13:00 - 14:00	13	81	0.147	22.147	13	81	0.159	24.016	13	81	0.306	46.163
14:00 - 15:00	13	81	0.157	23.729	13	81	0.198	29.912	13	81	0.355	53.641
15:00 - 16:00	13	81	0.289	43.574	13	81	0.182	27.468	13	81	0.471	71.042
16:00 - 17:00	13	81	0.258	38.972	13	81	0.150	22.578	13	81	0.408	61.550
17:00 - 18:00	13	81	0.378	57.092	13	81	0.190	28.762	13	81	0.568	85.854
18:00 - 19:00	13	81	0.323	48.751	13	81	0.201	30.344	13	81	0.524	79.095
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			2.432	367.288			2.492	376.350			4.924	743.638

Parameter summary

Trip rate parameter range selected:	16 - 236 (units:)
Survey date date range:	01/01/10 - 17/05/17
Number of weekdays (Monday-Friday):	13
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0







TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

OGVS

Calculation factor: 1 DWELLS

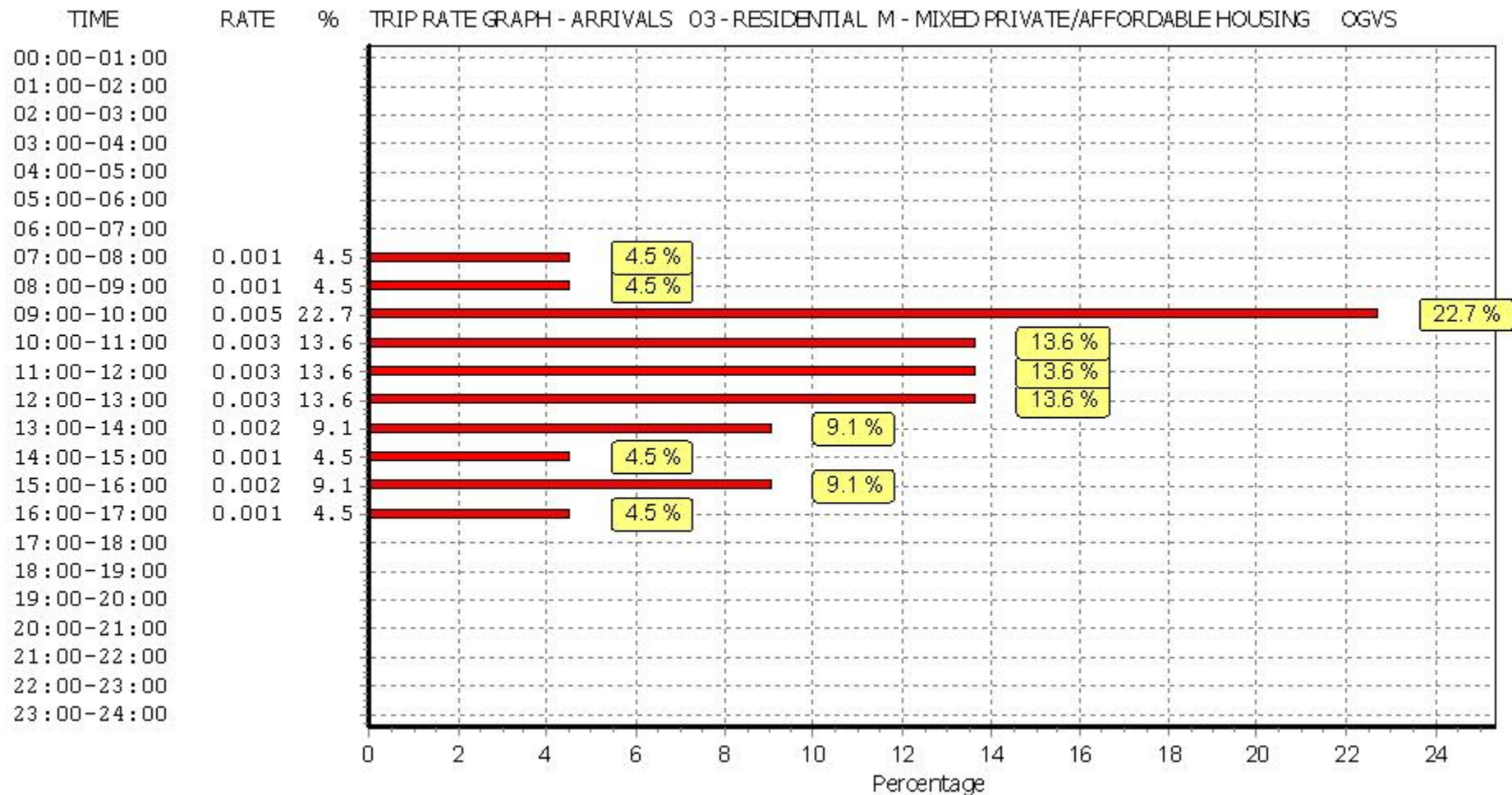
Estimated TRIP rate value per 151 DWELLS shown in shaded columns

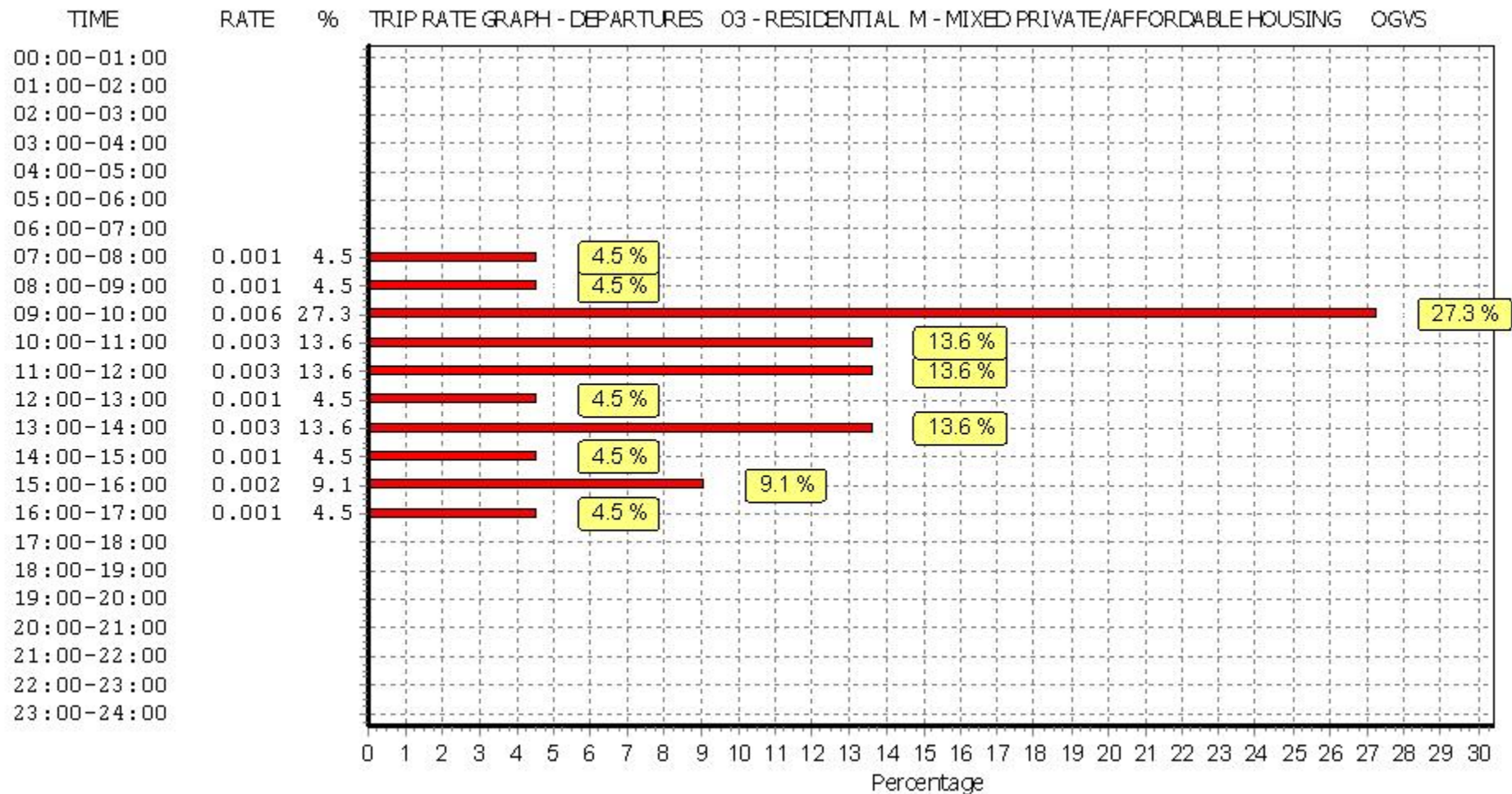
BOLD print indicates peak (busiest) period

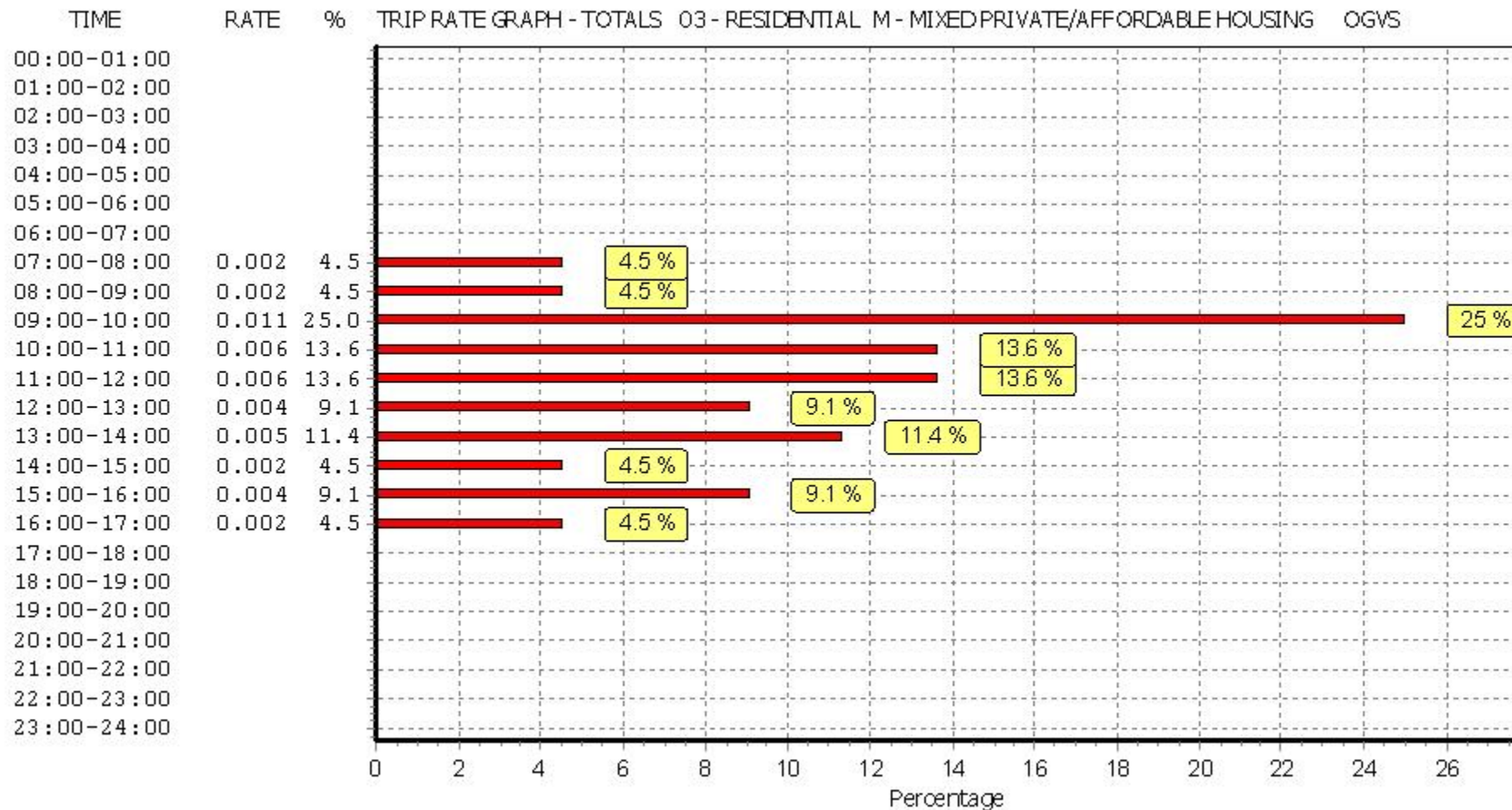
Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	13	81	0.001	0.144	13	81	0.001	0.144	13	81	0.002	0.288
08:00 - 09:00	13	81	0.001	0.144	13	81	0.001	0.144	13	81	0.002	0.288
09:00 - 10:00	13	81	0.005	0.719	13	81	0.006	0.863	13	81	0.011	1.582
10:00 - 11:00	13	81	0.003	0.431	13	81	0.003	0.431	13	81	0.006	0.862
11:00 - 12:00	13	81	0.003	0.431	13	81	0.003	0.431	13	81	0.006	0.862
12:00 - 13:00	13	81	0.003	0.431	13	81	0.001	0.144	13	81	0.004	0.575
13:00 - 14:00	13	81	0.002	0.288	13	81	0.003	0.431	13	81	0.005	0.719
14:00 - 15:00	13	81	0.001	0.144	13	81	0.001	0.144	13	81	0.002	0.288
15:00 - 16:00	13	81	0.002	0.288	13	81	0.002	0.288	13	81	0.004	0.576
16:00 - 17:00	13	81	0.001	0.144	13	81	0.001	0.144	13	81	0.002	0.288
17:00 - 18:00	13	81	0.000	0.000	13	81	0.000	0.000	13	81	0.000	0.000
18:00 - 19:00	13	81	0.000	0.000	13	81	0.000	0.000	13	81	0.000	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.022	3.164			0.022	3.164			0.044	6.328

Parameter summary

Trip rate parameter range selected:	16 - 236 (units:)
Survey date date range:	01/01/10 - 17/05/17
Number of weekdays (Monday-Friday):	13
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0







TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
 CYCLISTS

Calculation factor: 1 DWELLS

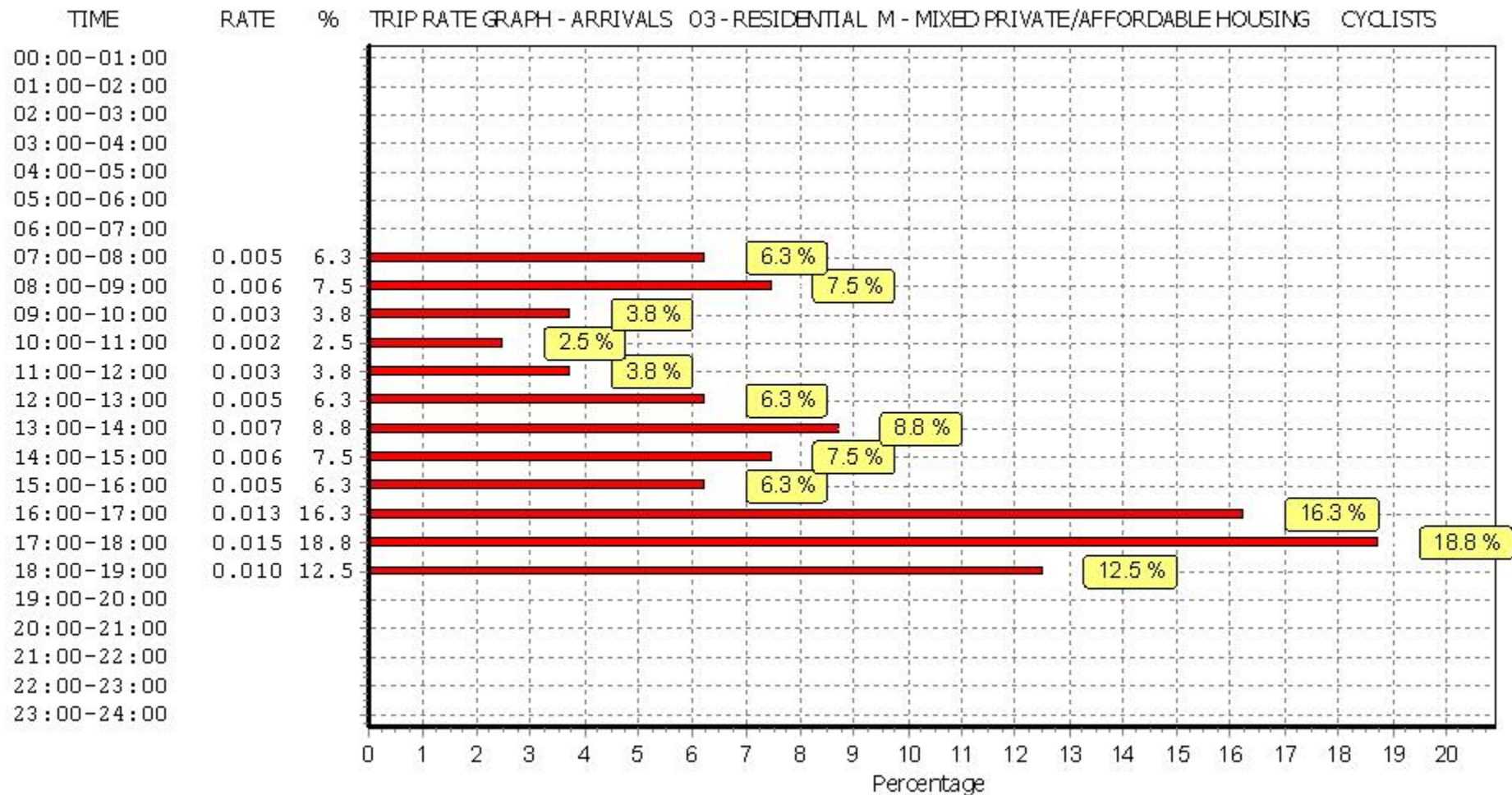
Estimated TRIP rate value per 151 DWELLS shown in shaded columns

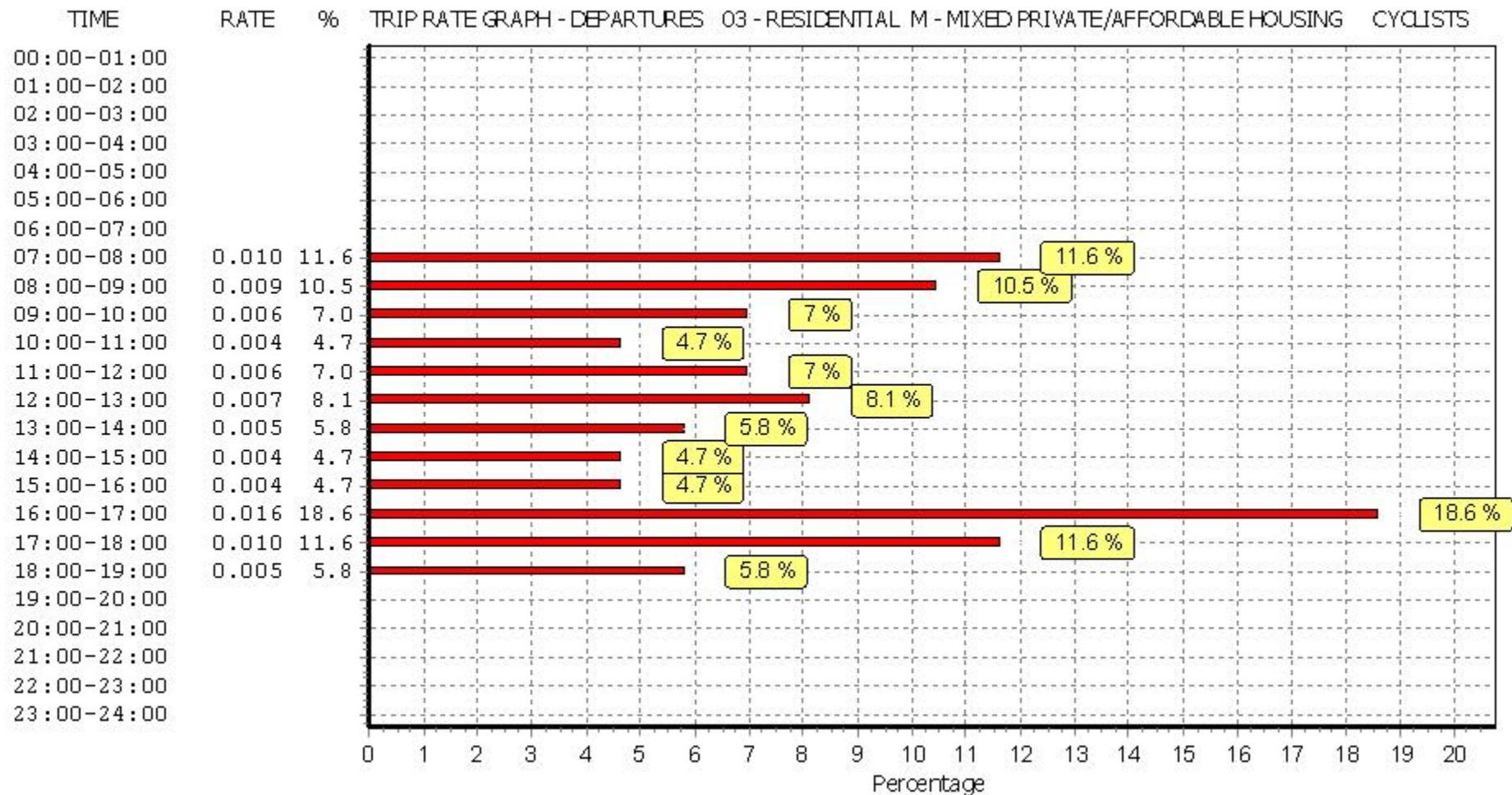
BOLD print indicates peak (busiest) period

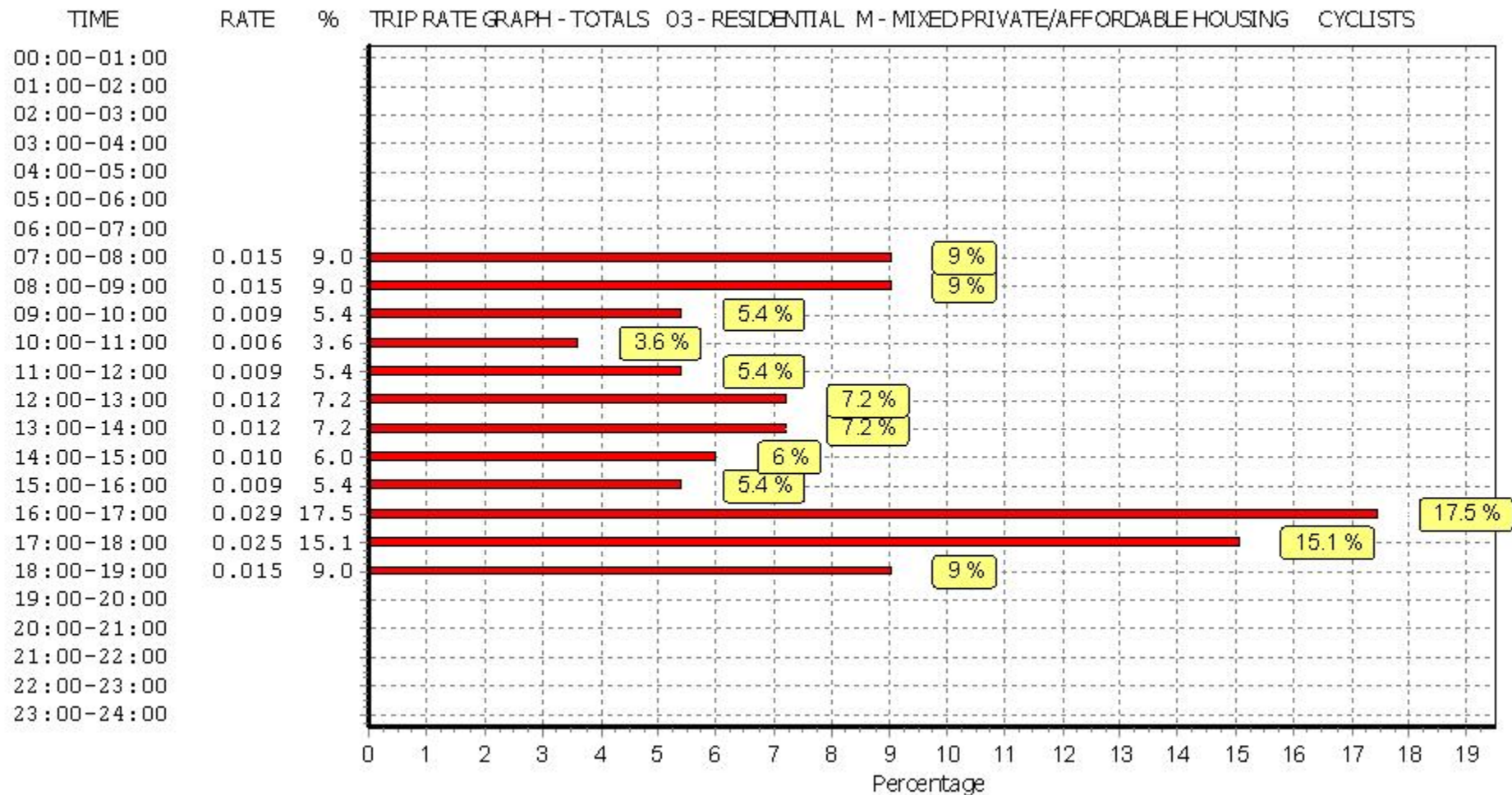
Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	13	81	0.005	0.719	13	81	0.010	1.582	13	81	0.015	2.301
08:00 - 09:00	13	81	0.006	0.863	13	81	0.009	1.294	13	81	0.015	2.157
09:00 - 10:00	13	81	0.003	0.431	13	81	0.006	0.863	13	81	0.009	1.294
10:00 - 11:00	13	81	0.002	0.288	13	81	0.004	0.575	13	81	0.006	0.863
11:00 - 12:00	13	81	0.003	0.431	13	81	0.006	0.863	13	81	0.009	1.294
12:00 - 13:00	13	81	0.005	0.719	13	81	0.007	1.007	13	81	0.012	1.726
13:00 - 14:00	13	81	0.007	1.007	13	81	0.005	0.719	13	81	0.012	1.726
14:00 - 15:00	13	81	0.006	0.863	13	81	0.004	0.575	13	81	0.010	1.438
15:00 - 16:00	13	81	0.005	0.719	13	81	0.004	0.575	13	81	0.009	1.294
16:00 - 17:00	13	81	0.013	2.013	13	81	0.016	2.445	13	81	0.029	4.458
17:00 - 18:00	13	81	0.015	2.301	13	81	0.010	1.582	13	81	0.025	3.883
18:00 - 19:00	13	81	0.010	1.438	13	81	0.005	0.719	13	81	0.015	2.157
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.080	11.792			0.086	12.799			0.166	24.591

Parameter summary

Trip rate parameter range selected:	16 - 236 (units:)
Survey date date range:	01/01/10 - 17/05/17
Number of weekdays (Monday-Friday):	13
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

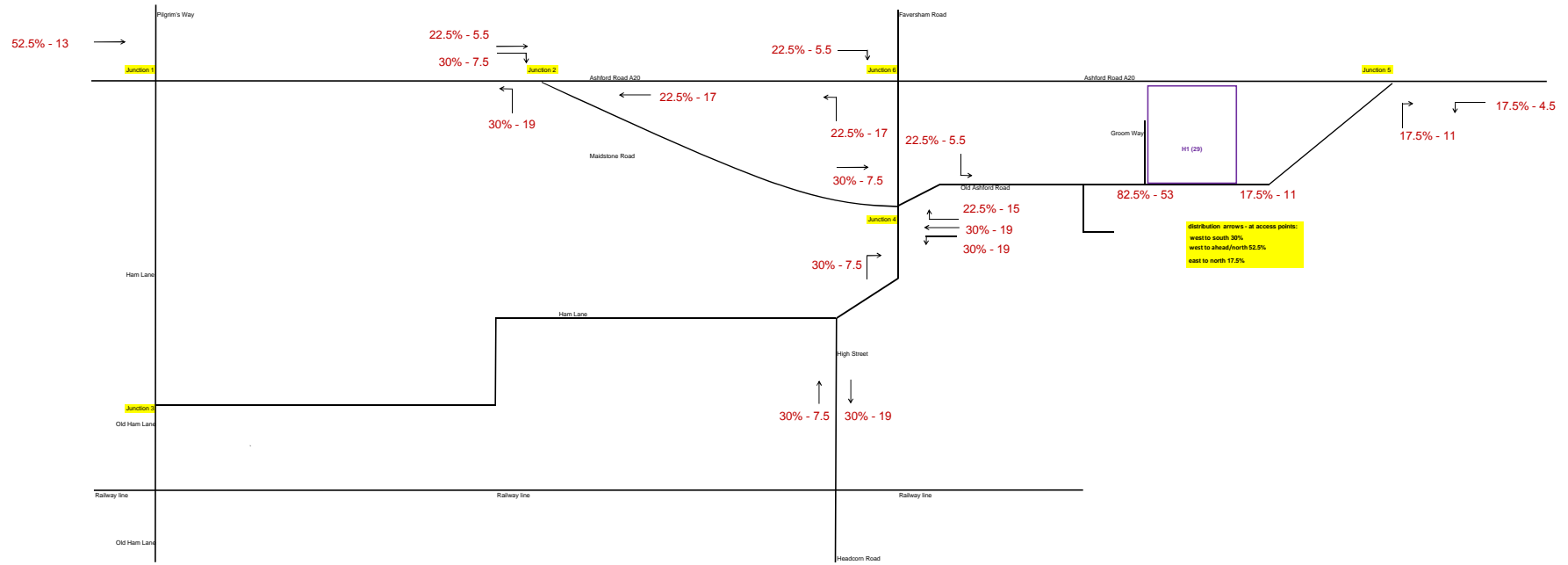




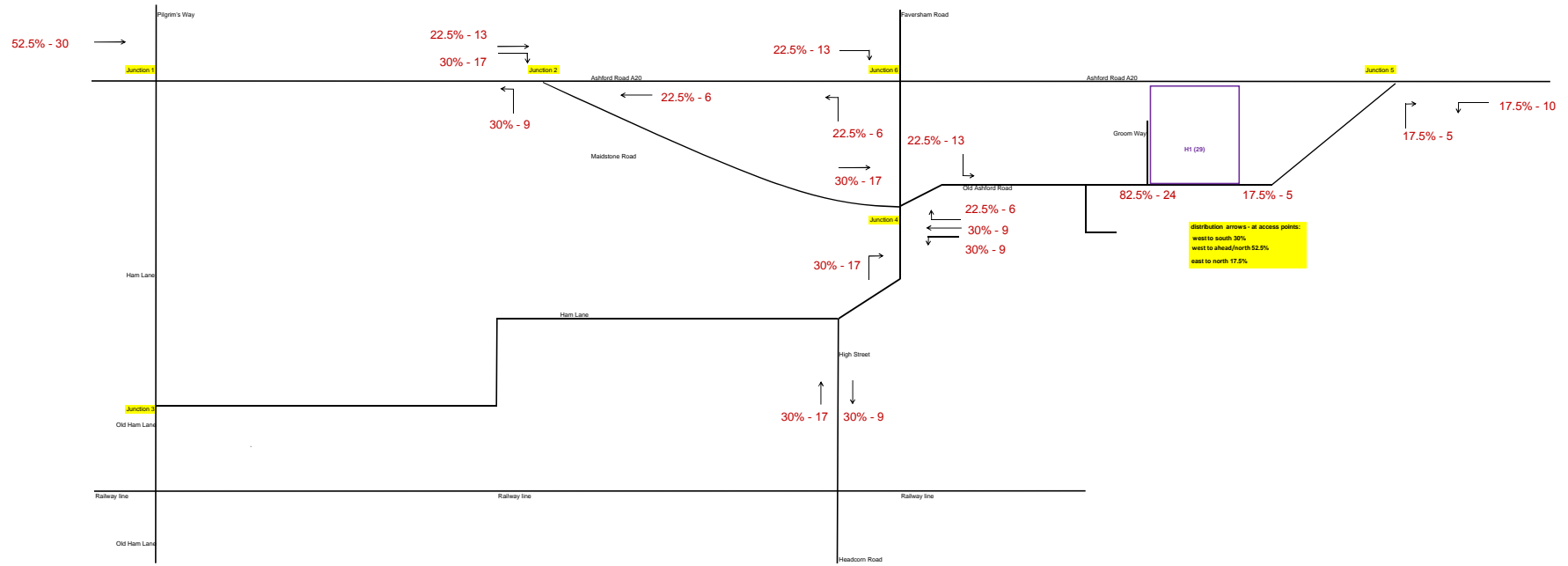


Appendix C – Trip Assignment

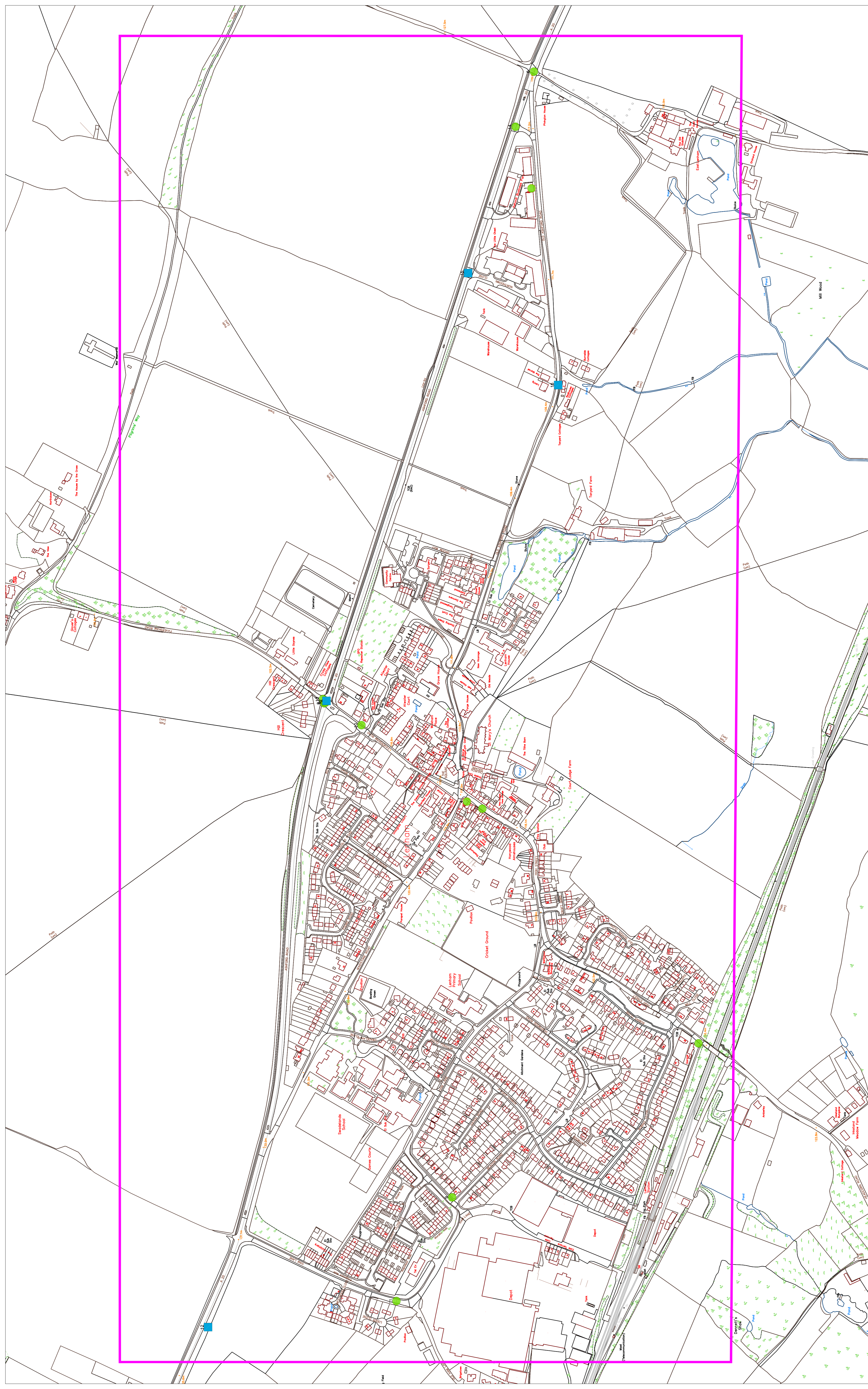
Trip Assignment - AM



Trip Assignment - PM



Appendix D – Accident Data



Location: Lenham

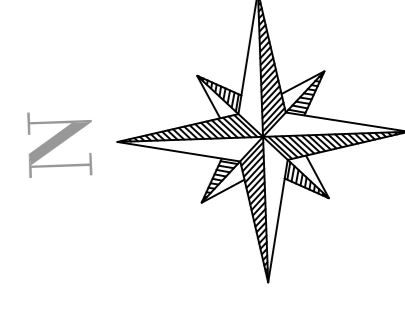
3 years personal injury crash data up to 30/09/2017

KCC Ref number: EXT/215/18

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Crash Severity

- Slight
- Serious
- ▲ Fatal



**Kent
County
Council**
kent.gov.uk



Date: 11-April-2018

Time: 12:32:38

Title: **Lenham**

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

Date: 11-April-2018

Accident Date BETWEEN '01-Oct-2014' AND '30-Sep-2017'

There were 16 reported crashes resulting in injury

D-PRINT CRASH REPORT

11-Apr-2018

12:32:38

Lenham

Accident Date BETWEEN '01-Oct-2014' AND '30-Sep-2017'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
1	Road No C259 Grid 590851E Section 011 Ref 152041N	SLIGHT	31/10/2014	6	10:00	L	Dry	Fine	E	S.VEH	
	Old Ashford Road Approaching A20 Lenham, Kent									Maidstone	PED
V1 Driving Ahead, Saw Pedestrian on left Hand Side Who Had Crossed the Road. V1 Collided with Pedestrian and Nearside Edge. Names Were Exchanged. Injury to Pedestrian.							Veh1, car, W -> E			Casualties	1
										Vehicles	1
2	Road No A20 Grid 589986E Section 304 Ref 152387N	SERIOUS	28/01/2015	4	17:48	DRK NSL	Wet/Damp	Fine			M/C
	A20 Ashford Road J/W Faversham Road, Lenham, Kent									Maidstone	
V1 was on Faversham Rd at the Cross Rds Waiting to Cross the A20 Ashford Rd Towards Lenham. as V1 Pulled Out, V2 Collided into the O/S/R of V1. the Rider of V2 Sustained a Broken left Knee.							Veh1, car, NE -> SW Veh2, m/cycle 50 - 125cc, NW -> SE			Casualties	1
										Vehicles	2
3	Road No C258 Grid 589408E Section 062 Ref 151759N	SLIGHT	16/02/2015	2	07:50	L	Dry	Fine		R.TURN	M/C
	Headcorn Road O/S Entrance to Lenham Train Station, Lenham									Maidstone	
V2 was Heading Towards Lenham. V1 was Heading in Opp Direction. V1 Suddenly Manouvered a right Hand Turn, Without Indicating in Front of V2. V2 Hit Rear of V1 and D2 Fell from Their Bike. V1 Drove Away but D2 Found Them Approx 15 Mins Later. Details Were then Exchanged but D2 Will Be Visiting Hosptial with Minor Injuries. V2 Skidded Approx 20' down the Road.							Veh1, car, NE -> NW Veh2, m/cycle 50 - 125cc, 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

+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

11-Apr-2018

12:32:38

Lenham

Accident Date BETWEEN '01-Oct-2014' AND '30-Sep-2017'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
4	Road No C258 Grid 589816E Section 071 Ref 152150N	SLIGHT	18/03/2015	4	17:45	L	Dry	Fine	NW	S.VEH R.TURN	
	High Street, 10M Sw Jw Maidstone Rd, Lenham, Kent									Maidstone	PED
V1 Travelling Se on Maidstone Road, Lenham and Stopped at the Crossroads. Pedestrian is Standing on the Footpath on High Street, Lenham. V1 Turned right onto the High Street and Has Clipped the Foot of Pedestrian.							Veh1, car, NW -> SW				Casualties 1 Vehicles 1
5	Road No A20 Grid 589983E Section 304 Ref 152389N	SLIGHT	18/07/2015	7	12:10	L	Dry	Fine			
	A20 Ashford Road Jw Faversham Road, Lenham, Kent									Maidstone	
V1 Has Been Travelling on Faversham Road Towards the A20. at the Junction V1 Has Stopped. D1 Has Looked both Ways Before Entering the Junction. another Veh was Travelling Along the A20 Towards Maidstone. as V1 Has Come over the Junction into its Path the Driver Braked. V1 Took Evasive Action to Avoid a Collision but Drove Straight into the Path of V2 Whilst Still on the Junction.							Veh1, car, SW -> NE Veh2, car, W -> E				Casualties 3 Vehicles 2
6	Road No A20 Grid 591048E Section 311 Ref 152037N	SLIGHT	21/07/2015	3	17:52	L	Dry	Fine		R.TURN	
	A20 Ashford Road, Lenham, Kent									Maidstone	
V2 was Driving on A20 Towards Lenham, when V1 Exited Hubbards Hill from V2's Offside and Collided with V2. V1 Drove off Without Making Any Effort to Stop. Damage was Considerable Indicating That V1 Would Have Clearly Known That Impact Occurred.							Veh1, car, NE -> NW Veh2, car, 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

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

11-Apr-2018
12:32:38

Lenham

Accident Date BETWEEN '01-Oct-2014' AND '30-Sep-2017'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
7	Road No C258 Grid 589804E Section 071 Ref 152124N	SLIGHT	27/08/2015	5	15:40	L	Dry	Fine		S.VEH	PSV
High Street, Maidstone, Kent (Mapped to 589802/152121)									Maidstone		
V1 a Double Decker Bus, Passenger Got off Bus with Pushchair which Passenger Parked. a Fold up Chair Has Fallen and Hit the Pushchair Occupant on the Head. a Large Bruise Had Already Formed.							Veh1, bus or coach, P -> P			Casualties	1
										Vehicles	1
8	Road No A20 Grid 589982E Section 304 Ref 152391N	SLIGHT	17/09/2015	5	14:00	L	Wet/Damp	Rain			
A20 Jw Faversham Road, Maidstone, Kent									Maidstone		
V1 Pulled out of Junction Without Properly Looking V2 Unable to Stop in Time.							Veh1, car, S -> N Veh2, car, W -> E			Casualties	1
										Vehicles	2
9	Road No F1602 Grid 589148E Section 160 Ref 152175N	SLIGHT	29/09/2015	3	03:41	DRK STU	Dry	Fine		S.VEH +VE	
Ham Lane, Lenham									Maidstone		
V1 Has Entered the Junction Approaching from the A20. the Driver Has Misjudged the Junction and Lost Control, Crashing into the Driveway of 30 Ham Lane. Cause of Accident is Likely to Being Eba And/Or Excess Speed. V1 Has Collided with and Damaged the Front Garden Wall of 30 Ham Lane.							Veh1, car, NW -> NE			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

D-PRINT CRASH REPORT

11-Apr-2018

12:32:38

Lenham

Accident Date BETWEEN '01-Oct-2014' AND '30-Sep-2017'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
10	Road No U Section	Grid 589945E Ref 152328N	SLIGHT	23/02/2016	3	09:30	L	Dry	Fine		
	FAVERSHAM ROAD J/W ROYTON AVENUE, LENHAM									Maidstone	
V2 driving along Faversham Road when V1 made a U turn in a side road and crashed into passenger side of V2. V2 driver stated V1 driver was on the phone at the time. V2 driver gained VRM of V1 and independent witnesses details.							Veh1, car, NE -> NE Veh2, car, SW -> NE			Casualties 1 Vehicles 2	
11	Road No U Section	Grid 588973E Ref 152269N	SLIGHT	02/03/2016	4	19:19	DRK STU	Wet/Damp	Rain		
	HAM LANE NORTH OF JW OLD HAM LANE, LENHAM, MAIDSTONE									Maidstone	
This is a 2 veh slight injury rtc. V1 has been driving along Ham Lane towards the A20 with V2 driving in the same direction behind. V1 has lost control, gone into a tree at side of the road and V2 has collided with the rear of V1 causing it to spin across the road. D2 has gone to William Harvey Hospital as a precaution for neck and chest pains. Passenger of V2 has soreness in left shoulder. Secamb assessed and no concern or treatment.							Veh1, car, SE -> NE Veh2, car, SE -> NE			Casualties 2 Vehicles 2	
12	Road No A20 Section 300	Grid 588929E Ref 152587N	SERIOUS	12/10/2016	4	15:25	L	Dry	Fine		HGV
	A20, ASHFORD ROAD 40 METRES WEST OF JUNCTION WITH HAM LANE									Maidstone	
V2 travelling east to west along major road, V2 has indicated to turn right into minor road. While waiting in the marked hatched area in the road, V1 which was travelling in the opposite direction has drifted over the central white line and collided with the front off side of V2 . V3 which was travelling behind V1 has sustained damage from the debris. The driver of V1 sustained serious injuries and was air lifted to Kings College Hospital.							Veh1, car, W -> E Veh2, goods > 7.5t, E -> W Veh3, car, W -> E			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

D-PRINT CRASH REPORT

11-Apr-2018

12:32:38

Lenham

Accident Date BETWEEN '01-Oct-2014' AND '30-Sep-2017'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
13	Road No A20 Grid 589989E Section 304 Ref 152393N	SLIGHT	24/02/2017	6	18:15	DRK NSL	Dry	Fine			
A20 ASHFORD RD J/W FAVERSHAM RD, LENHAM									Maidstone		
V1 at J/W Faversham Road, turning left onto the A20 Lenham. V2 travelling along A20 Ashford-bound, when V1 manoeuvred out of junction and into path of V2. Impact caused V1 to leave the road onto grass verge. V2 veered off onto opposite lane coming to a standstill in opposite lane causing extensive damage to V2.							Veh1, car, N -> E Veh2, car, W -> E			Casualties 3 Vehicles 2	
14	Road No A20 Grid 590955E Section 309 Ref 152068N	SLIGHT	06/03/2017	2	07:05	DRK STL	Dry	Fine			GV
A20 ASHFORD ROAD, AT J/W OLD ASHFORD ROAD, LENHAM									Maidstone		
V1 was pulling out of a side road onto the main road. V1's vision was limited due to low sunlight. They believed the road was clear but collided with V2. A witness confirmed the sun was a contributory factor in his opinion.							Veh1, car, W -> E Veh2, goods < 3.5t, NW -> SE			Casualties 1 Vehicles 2	
15	Road No A20 Grid 590708E Section 308 Ref 152148N	SERIOUS	25/04/2017	3	14:56	L	Dry	Fine		O/TAKE R.TURN	M/C
A20 ASHFORD ROAD, J/W NORTHDOWN CLOSE, LENHAM									Maidstone		
V1 and V2 have both been travelling along A20 in the direction of Ashford. V2 has moved into the centre of the road in order to turn right into the junction of Northdown Close. V1 (motorcycle) has attempted to overtake at the same time as the V1 manoeuvre, and has collided with the rear of V2.							Veh1, m/cycle > 500cc, NW -> SE Veh2, car, W -> E			Casualties 1 Vehicles 2	

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

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
Surface Road Surface Defective

D-PRINT CRASH REPORT

11-Apr-2018
12:32:38

Lenham
Accident Date BETWEEN '01-Oct-2014' AND '30-Sep-2017'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
16	Road No U Grid 590519E Section 160 Ref 151996N	SERIOUS	14/07/2017	6	19:10	L	Dry	Fine		+VE	GV
	OLD ASHFORD ROAD, LENHAM, MAIDSTONE (MAPPED TO CO-ORDS)								Maidstone		
	Veh 1 hit veh 2 before hitting a tree. It is believed that was a deliberate act.						Veh1, goods < 3.5t, E -> W Veh2, car, 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

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