



Sturry Link Road Transport Assessment

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Contents

1	Introduction.....	1
1.1	Overview	1
1.2	Scheme Background	2
1.3	Scope of Report	3
2	Planning Policy Context	5
2.1	National Policy	5
2.2	County Policy	6
2.3	Local Policy	7
2.4	Summary	10
3	Existing Transport Conditions	11
3.1	Location	11
3.2	Existing Highway Network	12
3.3	Traffic Movements.....	13
3.4	Sustainable Modes.....	21
3.5	Public Transport	23
3.6	Crash Analysis.....	28
3.7	Air Quality.....	31
4	Forecast Conditions.....	32
4.1	Local Plan Context.....	32
4.2	Model Background.....	34
4.3	Background Traffic Growth.....	35
4.4	Committed Transport Schemes	35
5	Development Proposals.....	37
5.1	Introduction.....	37
5.2	Route Alignment and key features	39
5.3	Construction Phasing	43
6	Forecast Travel Demand/ Development Impact	44
6.1	Introduction.....	44
6.2	Development Impact	44
6.3	Do-Minimum (DM) versus Do-Something (DS)	46
6.4	Impact of Sustainable Transport Modes.....	48
6.5	Impact on Local Accesses.....	48

6.6	Impact on Highway Safety	49
7	Construction Traffic Management.....	50
7.1	Indicative Construction Methodology	50
7.2	Site Compound.....	54
8	Conclusion.....	55
Appendix A	Canterbury Cycle Routes	
Appendix B	D Print Crash Record	
Appendix C	C & A Modelled Flow Diagrams	

1 Introduction

1.1 Overview

- 1.1.1 Amey have been commissioned by Kent County Council (KCC) to produce a Transport Assessment (TA) in support of the Planning Application for the southern link of the Sturry Link Road (i.e. the bridge over the railway and river connecting with the A28 Sturry Road in the south). The other elements, including the local road to Shalloak Rd, are part of the development planning application for Land at Sturry (Ref: CA//17/01383) submitted to Canterbury District Council in June 2017. KCC are aiming to adopt this infrastructure at a later stage.
- 1.1.2 As a TA, however, it needs to consider the whole scheme being delivered as no transport changes occur until a 'whole' scheme is delivered.
- 1.1.3 This TA draws upon previous work for the business case for the scheme (Amey report CO043000369_011). It also draws upon a capacity study of the A291 corridor through Sturry and Herne (C043000400_001). The business case was required by South-East Local Enterprise Partnership (SELEP) to obtain approval for the release of the public funds for the scheme. The capacity study was part of the Local Plan evidence with regards the housing allocations and Transport Strategy for the north-east quadrant.
- 1.1.4 The Sturry Link Road aims to provide an alternative route to Canterbury City Centre for north-east south-west traffic. This will provide a highway network which can deliver local plan sites, ease congestion through Sturry and reduce flows over the Sturry level crossing and through the village of Sturry, and improve journey quality for cyclists, pedestrians and local traffic in Sturry. The scheme location is shown in Figure 1.



- 1.2.1 Canterbury City Council (CCC) has significant growth aspirations so will require a resilient transport network to enable them. This intended growth is to contribute to the wider growth of both Kent and the SELEP.
- 1.2.2 The Sturry Link Road, together with another nearby scheme (Herne Bypass), is deemed to be required by CCC and KCC as one of the components to provide a sufficient transport network to support the emerging Canterbury Local Plan and the sites in the north-east quadrant. The scheme is listed in KCC's Local Transport Plan and cross referenced in the Canterbury District Transport Strategy 2014-2031. The Sturry Link Road scheme has been allocated Local Growth Fund (LGF) finance by SELEP and is being delivered in conjunction with developments at Sturry and Broad Oak.

- 1.2.3 C & A Consulting Engineers were commissioned by the promoters of development land at Sturry and Broad Oak, Canterbury to produce a microsimulation traffic model of the local highway network. A VISSIM model was developed with the aim of testing Local Plan proposals including development and new strategic highway infrastructure, of which the Sturry Link Road is one.
- 1.2.4 A Transport Business Case (TBC) report was developed to provide a 'proportionate' justification for the LGF funding allocated to the Sturry Link Road. As part of the Economic Case in the TBC, the relative performance of several possible scheme options was considered to determine the optimum scheme.
- 1.2.5 The link road with an additional link to Shalloak Road, north of the railway, has been selected as the preferred option. This option maintains the use of two corridors of traffic towards the City Centre. This is understood to be the basis of successful network operation, which in conjunction with other measures can help deliver the necessary infrastructure for delivering the local plan housing objectives. The scheme is also complimentary to sustainable transport objectives.

1.3 Scope of Report

- 1.3.1 Following the decision to support the preferred alignment for the Sturry Link Road a detailed Planning Application for the southern portion is now being submitted of which this Transport Assessment is an integral part. Should planning permission be granted the intention is to begin construction of the Link Road during 2020-21, subject to funding being secured and planning consent for the full route obtained.
- 1.3.2 This TA will adhere to the Department for Communities and Local Government (DCLG – now MHCLG) guidance on *Travel Plans, Transport Assessments and Statement in Decision-Taking* as much is practical. It provides a full overview of the expected impact of the Link Road on all modes of transport and presents the mitigation that is being proposed.
- 1.3.3 The content of this report has been discussed and agreed with relevant development control officers at the local highway authority, Kent County Council.
- 1.3.4 The remainder of this report is structured with the following sections:
 - Section 2 – Planning Policy Context;
 - Section 3 – Existing Transport Conditions;
 - Section 4 – Forecast Future Year Transport Network Conditions;

- Section 5 – Development Proposals;
- Section 6 – Travel Demand and Development Impact;
- Section 7 – Highway Mitigation Strategy; and
- Section 8 – Summary and Conclusions.

2 Planning Policy Context

2.1 National Policy

National Planning Policy Framework, DCLG, March 2012 and revised July 2018

2.1.1 The National Planning Policy Framework (NPPF) replaces all previous Planning Policy Guidance Notes and Statements. It sets out the Government's requirements for the planning system providing the framework for which local people and their councils can produce their own local and neighbourhood plans reflecting the needs and priorities of their communities.

2.1.2 Paragraph 14 (2012) states:

"At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking".

This is reaffirmed in paragraphs 7,10 and 11 (2018).

2.1.3 The NPPF expresses three aspects of sustainable development:

- a) **an economic objective** – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
- b) **a social objective** – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
- c) **an environmental objective** – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

2.1.4 The NPPF recognises the important role transport policies have in facilitating sustainable development whilst also contributing to wider sustainability and health

objectives. It encourages solutions which support reductions in greenhouse gas emissions and reduce congestion.

- 2.1.5 In transport terms, the scheme will improve journey time and network reliability by reducing congestion and delay, improve local transport options through improvements to provision for pedestrian and cycle users and support the level and distribution of development being proposed in the Canterbury District Local Plan, that in turn would strengthen and broaden the local labour supply, encourage new job creation and the development of new and innovative industries.

Creating Growth, Cutting Carbon: Making Sustainable Transport Happen, DfT, 2011

- 2.1.6 The White Paper 'Creating Growth, Cutting Carbon – Making Sustainable Local Transport Happen' (January 2011) sets out central Governments vision for delivering a transport system which enables economic growth but also tackles climate change by reducing carbon emissions.

- 2.1.7 Its key aim that is relevant to the proposed Sturry Link Road is:

"Encourage sustainable local travel and economic growth by making public transport and cycling and walking more attractive and effective, promoting lower carbon transport and tackling local road congestion".

- 2.1.8 The strategy encourages decision making and identification of transport solutions at the local level. The paper sets out the vehicles for decentralising economic powers such as the Regional Growth Fund and the devolution of funding to local LEP's.

- 2.1.9 The Sturry Link Road scheme supports this view as it represents a locally identified scheme to resolve existing problems and has been allocated funding from the Local Growth Fund, via the SELEP.

2.2 County Policy

KCC Local Transport Plan 4 (LTP4): Delivering Growth without Gridlock 2016–2031 (adopted Aug 2017)

- 2.2.1 Sturry Link Road is noted as a transport priority for Canterbury in the LTP4 (p45).
- 2.2.2 KCC's LTP4 has five desired 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

- 2.2.3 The Sturry Link Road fits within all five of these LTP4 outcomes. It will support the proposed Local Plan housing and employment development and reduce the impact of transport through Sturry creating a cleaner and more sustainable-transport friendly environment.
- 2.2.4 The scheme is also consistent with the targeted journey-time improvements in the previous LTP3 and the delivery document ('Growth without Gridlock'). It is also consistent with the LTP4 associated documents such as the Freight Action Plan.

2.3 Local Policy

Canterbury District Local Plan Publication, Adopted July 2017

- 2.3.1 The purpose of the Canterbury District Local Plan (CDLP) is to set 'out a spatial strategy and vision for the District for the period from 2011 to 2031.' The Plan's objectives are: -

- To strengthen and broaden the local economy
- To provide sufficient housing to meet local housing need and support economic growth
- To protect the built and natural environment
- To develop sustainable communities, and seek to ensure that adequate community facilities are provided

- 2.3.2 Policy SP3 Strategic Site Allocations Site 2 gives details about the Land at Sturry/ Broad Oak development site and associated facilities. The Sturry Link Road is mentioned under the proposed infrastructure as part of the development.
- 2.3.3 Policy T1 Transport Strategy states: -

Policy T1 Transport Strategy

In considering the location of new development, or the relocation of existing activities, the Council will always take account of the following principles of the Transport Strategy:

- a. Controlling the level and environmental impact of vehicular traffic including air quality;**
- b. Providing alternative modes of transport to the car by extending provision for pedestrians, cyclists and the use of public transport;**
- c. Reducing cross-town traffic movements in the historic centre of Canterbury;**
- d. Providing public car parking and controlling parking having regard to the Parking Strategy;**
- e. Assessing development proposals in the light of transport demands and the scope for choice between transport modes; and**
- f. Seeking the construction of new roads and/or junction improvements which will improve environmental conditions and/or contribute towards the economic well-being of the District.**

2.3.4 Policy T14 Sturry Relief Road: -

Policy T14 Sturry Relief Road

The Council will seek to implement a Sturry Relief Road as identified on the Proposals Map. Any development proposals that might prejudice this route will be resisted. Contributions to this relief road will be sought from appropriate developments as set out in Policy SP3.

- 2.3.5 The CDLP supports the proposed Sturry Link Road in order to alleviate the impact of the quantum of development proposed on this side of Canterbury and ease the congestion through Sturry and therefore provide improved journey times contributing to the economic viability of the district.
- 2.3.6 Policy T17 details that development proposals considered to have significant transport implications are to be supported by a Transport Assessment. This report aims to fulfil this policy, detailing all multi modal access options and the impact of the redistribution of traffic on existing/modified and proposed new junctions.

Canterbury District Transport Strategy 2014-2031 (Adopted 13 July 2017)

- 2.3.7 This document has been jointly prepared by CCC and KCC and provides the transport policy framework for the Canterbury District to the year 2031. It will sit alongside the Local Plan as supporting evidence. The 'headline' aim of the report is: -

The headline aim is "to improve access to services, goods and opportunities and tackle the negative impacts of traffic by promoting sustainable modes of transport, achieving reliable vehicle journey times and supporting sustainable development".

- 2.3.8 One of the key challenges recognised in the report was congestion and the resulting delay caused is highlighted as the biggest transport problem for most people. The Strategy highlights its challenge to manage economic growth and new development with increased demand to travel. As part of one of the four key strands, 'Managing the network', the Sturry Link Road is one of the actions required to 'achieve reliable journey times across the transport network'.
- 2.3.9 The Sturry Link Road is identified in this Strategy as being proposed as part of the Land at Sturry/ Broad Oak 1,000 homes development site and will travel through the Sturry site easing the delays caused by the level crossing at Sturry. In addition to this, an in-bound bus lane is seen as an *'essential transport measure....and a new access link road into the Sturry Road Park and Ride at the junction of the relief road and the A28.'*
- 2.3.10 Policy 5.2: Cycling: -
"We will encourage cycling as an alternative to the private car for local journeys through a comprehensive network of cycle friendly routes and cycle related improvements."
- 2.3.11 A 3m (minimum) wide shared un-segregated pedestrian and cycleway will be provided along the full route of the Link Road providing a continuous off-road connection for cyclists between A28 Sturry Road and A291 Sturry Hill. Additionally, a shared un-segregated pedestrian and cycleway will also be provided along the new local road link to Shalloak Road and beyond to the Broad Oak level crossing.
- 2.3.12 Policy 5.4: Rail is: -

"We will work in partnership with rail operators and Network Rail to improve public transport coverage, reliability, integration, facilities and information."

- 2.3.13 Canterbury West and Sturry railway stations are the only stations in the district to be served by the High Speed 1 services. The Strategy notes that opportunities to increase parking capacity at Sturry railway station will be considered as part of the Broad Oak/ Sturry development in order to remove some of the pressure at Canterbury West.
- 2.3.14 The Strategy proposes that a new access to the Sturry Park and Ride car park be provided off the southern A28/ Sturry Link Road junction. This is proposed in order to encourage further use of the Park and Ride, particularly due to the amount of development proposed on that side of Canterbury City Centre. Even though the Strategy identifies that there is spare parking capacity at this Park and Ride on a typical Saturday, a need for expansion will be considered to cater for the additional demand from this new development.

2.4 Summary

- 2.4.1 Congestion and the walking and cycling environment in Sturry are currently limiting journey times along the A28 towards Canterbury. In order to plan for future sustainable development, the Sturry Link Road is considered in both county and district policy as a key piece of infrastructure required to provide this. It is the infrastructure required to deliver the proposed quantum of development in the Local Plan. The Sturry Link Road aims to reduce congestion thereby improve journey times. It also provides the opportunity to improve the sustainable transport environment throughout the Sturry area.

3 Existing Transport Conditions

3.1 Location

- 3.1.1 Sturry is located approximately 3km to the north-east of Canterbury in Kent, on the A28 corridor from Thanet to East Sussex. It lies on the junction of the A291 and A28 where two main routes from the north and east join, heading to Canterbury City Centre, passing over the Sturry level crossing on the Canterbury to Ramsgate railway line which serves Canterbury via Canterbury West station.
- 3.1.2 The location of Sturry within Canterbury district is shown in Figure 2.



Figure 2 Location of Sturry, Canterbury district.

- 3.1.3 The route of the proposed Sturry Link Road lies to the north-west of Sturry passing through farmland between the A28 Sturry Road in the south to the A291 Sturry Hill on

the western fringes of Sturry, crossing the flood plain of the River Great Stour and over the Canterbury to Ramsgate railway line.

3.2 Existing Highway Network

- 3.2.1 The A28 is a primary route running from Margate in Thanet in the east and runs south west terminating at its junction with the A21, just north of Hastings in East Sussex. The A28 passes through Sturry leading on to form part of the Canterbury ring road leaving via Wincheap where there is access to the A2, Dover in the south east and the Thanet Way and Faversham in the north-west.
- 3.2.2 The A291 runs from the junction with the A28 Island Road in Sturry north to the A299 Thanet Way. It passes through Herne which is located just south of the A299 Thanet Way. To the north of the Thanet Way is the north Kent coastal town of Herne Bay. The Thanet Way provides access to Thanet in the east and the M2 providing access to west Kent towns and on to London further west.
- 3.2.1 The A291 joins the A28 in Sturry on a tight bend to the north of the railway line, close to the entrance to Sturry Railway station. The A28 then crosses the railway line at the Sturry level crossing, before bending to the west towards Canterbury. The Sturry level crossing (Network Rail ID 1778) is shown in Figure 3.



Figure 3 Sturry Level Crossing (Network Rail ID 1778)

- 3.2.2 Within this section of the route there is also a formal pedestrian crossing facility and a busy side road (High Street) which provides access to local shops/services and the

Junior King's School. A high level of pedestrian demand at the crossing and significant volumes of right turning traffic into High Street cause additional delay to mainline flow on the A28.

- 3.2.3 Significant queueing is often observed on both the A291 and A28 near the level crossing with lies on the Network Rail high speed St Pancras – Ashford – Canterbury West – Ramsgate route. The line has both normal and High-speed (HS1) domestic services. On average six trains pass each hour with five or six level crossing activations of approximately 2.5-3 minutes in length.
- 3.2.4 The level crossing at Sturry is in the top ten highest vehicle flows crossing a level crossing in the Network Rail National database. This flow is noticeably higher than other crossings in Kent. In addition of those level crossings with high vehicle flows, Sturry also has the highest frequency of trains. There are also around 900 pedestrian and cyclist movements per day.
- 3.2.5 In addition to the capacity restrictions of the level crossing itself, the proximity of the level crossing to various junctions should be noted, particularly the A291/A28 priority junction on the northern side. On the southern side there is a combination of Sturry High St, a pedestrian crossing on the A28, and the priority junction with the road to Fordwich.
- 3.2.6 There are also bus stops present in the area which serve Herne Bay via the A291 and Thanet via the A28. In addition, there are in and out movements to Sturry station just north of the level crossing opposite the A291/A28 junction.

3.3 Traffic Movements

- 3.3.1 C & A Consulting Engineers undertook a comprehensive data collection exercise in order to produce an accurate model of the traffic network and to use as validation criteria. The surveys were carried out on Tuesday 23rd June 2015 and collected for the following periods:
- 0700-1000 for the AM Peak; and
 - 1600-1900 for the PM Peak.
- 3.3.2 The following survey data was collected:
- Junction turning counts;
 - Queue length surveys;

- Operational times of the level crossings on A28 Sturry Hill and Broad Oak Road; and
- ANPR Surveys.

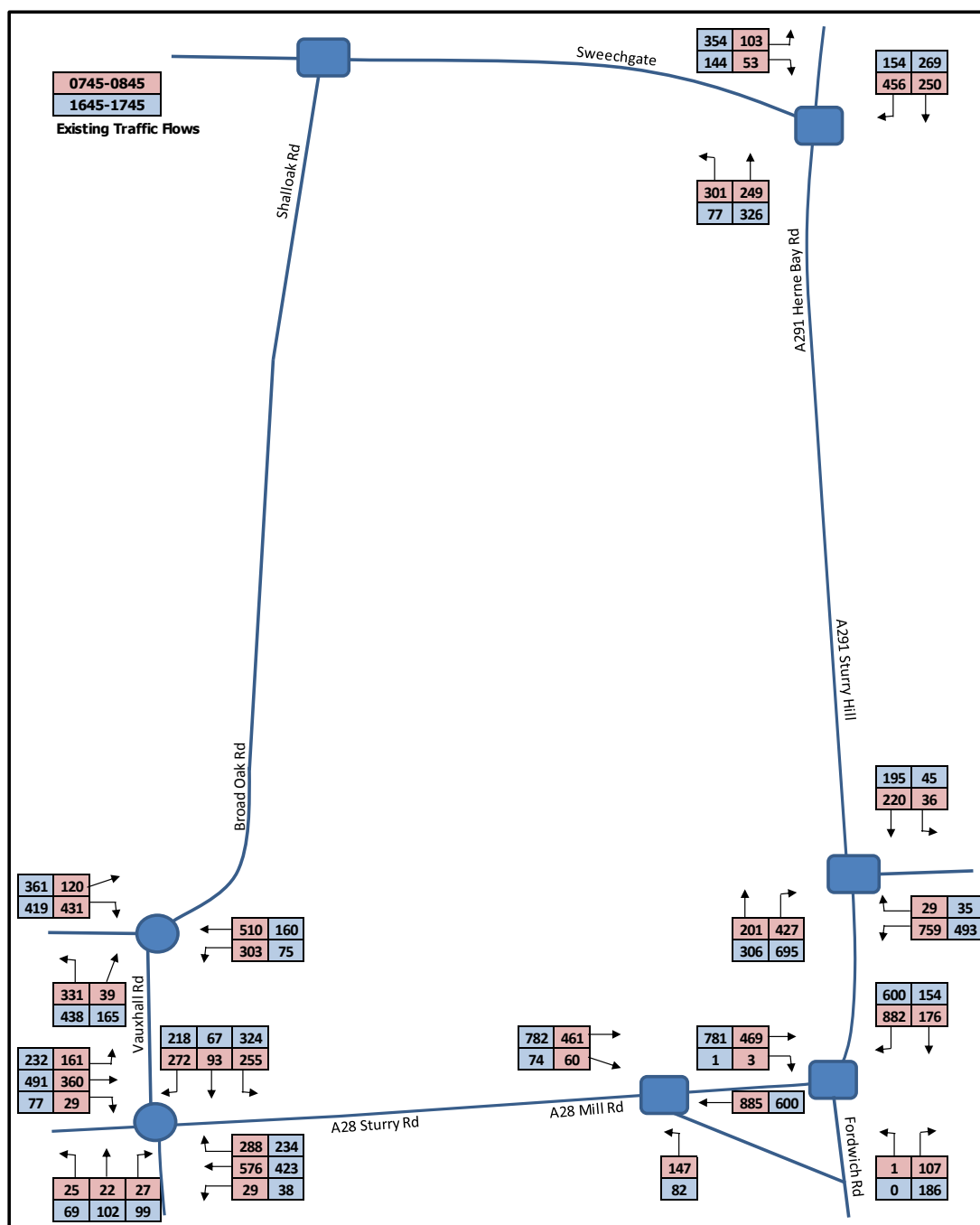
3.3.3 A review of the existing highway conditions along the corridor has been undertaken using the following indicators:

- Traffic Flows;
- Queue Lengths;
- Journey Times; and
- Delay and Congestion.

Traffic Flows

Sturry/ Broad Oak

- 3.3.4 The A291 and A28 corridors currently observe high levels of traffic demand, particularly on the A28 to the west of the junction where the two routes meet in Sturry. At this location, the level of traffic is 18,000 vehicles per day (vpd). In addition, there are the traffic movements on the alternative (non-classified) route through Broad Oak towards Canterbury. This route has a flow of around 7,000 vpd.
- 3.3.5 Peak hour turning counts are available at the junctions throughout the study area as shown in Figure 4.



3.3.7 At the A291/ A28 priority junction the majority of the westbound flow continues towards Canterbury over the level crossing in both the AM and PM peaks, 96% and 93% respectively. Of those vehicles travelling south on the A291 Sturry Hill, 81%

continue south towards Canterbury in the AM peak and 86% in the PM peak. Heading away from the Canterbury, just over 30% of the total flow in both the AM and PM peak periods leaves the A28 and heads north on the A291.

- 3.3.8 In the AM peak, the turning counts indicate a significant proportion of vehicles use the alternative route to Canterbury via Broad Oak with over 450 vehicles turning right from the A291 into Sweechgate and a further 300 turning left from the A291.

Junction Queue Lengths

- 3.3.9 In order to gain an indication of the current level of congestion and delay at key junctions within the study corridor, queue length data has been analysed. Queue length surveys were undertaken at the following junction locations: -

- A28 Island Rd/ A291 Sturry Hill;
- A291 Herne Bay Rd/ Sweechgate;
- A28 Sturry Hill/ Fordwich Rd; and
- A28 Mill Rd/ Water Lane.

- 3.3.10 The observed AM peak queue lengths are shown in Figure 5 for the minor arms of each of the junctions in addition to the A28 westbound arm approaching the level crossing. It should be noted that the survey only recorded to a maximum queue length of 25 vehicles (approx. 150 metres). Where queues were observed to exceed this threshold, they were simply recorded as '25+' and therefore the full extent of the queue is not known.

- 3.3.11 The graph indicates that the A28 / A291 junction observes a sustained queue, often exceeding 150 metres in length, on both arms during the AM peak hour. It is important to note that due to its proximity to the junction the operation of the level crossing in Sturry has a significant impact on the operation of the junction.

- 3.3.12 The observed PM peak queue lengths are shown in Figure 6. The PM has less queueing issues when compared with the AM peak. There is less queueing observed on the A28/ A291 junction and slightly more on Sweechgate and Fordwich arms. A queue of 25+ vehicles was only observed on the A291 during one 15 minute interval (16:15) and not once on the A28 arm. Queueing on the Fordwich arm of the junction does reach 25+ once during the surveyed period unlike in the AM peak when queueing here never reaches over 10 vehicles.

3.3.1 The observed queues at A291/ Sweechgate and the Fordwich Road and Water Lane junctions with the A28 are shown to be minimal with the occasional spike.

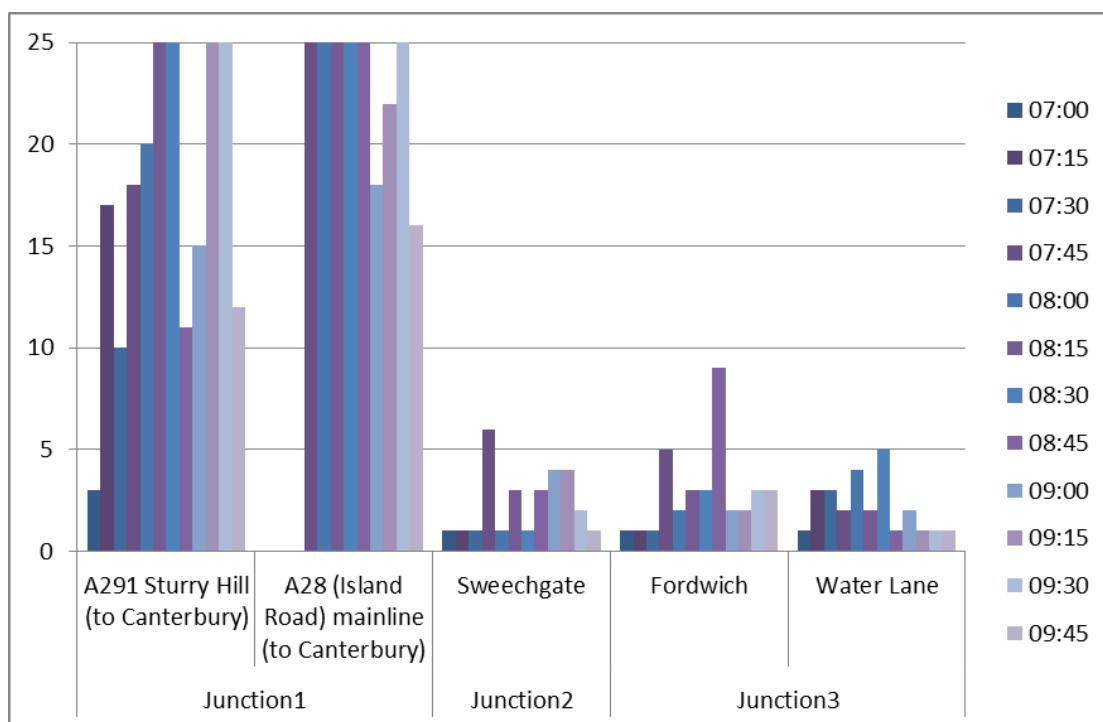


Figure 5 AM peak key junction queue lengths (Vehs)

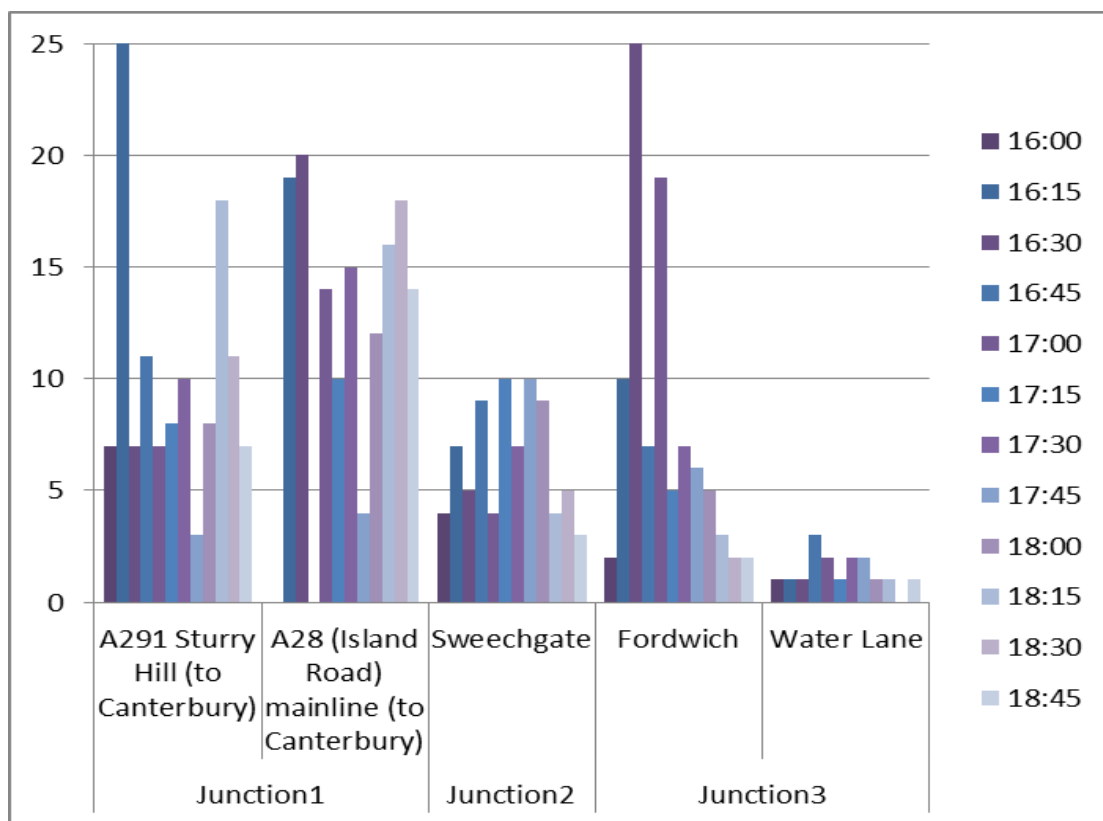


Figure 6 PM peak key junctions queue lengths (Vehs)

Journey Time Data

3.3.2 Travel times through Sturry on the A28 and A291 were extracted from ANPR data. There was one limitation as the camera on Island Rd was close to the A28/A291 junction and therefore did not capture the full queuing time. The data shows both relatively high times to cover a short distance and unreliability in the journeys recorded. This unreliability is from both capacity limitations and the periodicity of the level crossing (Figure 7 and Figure 8).

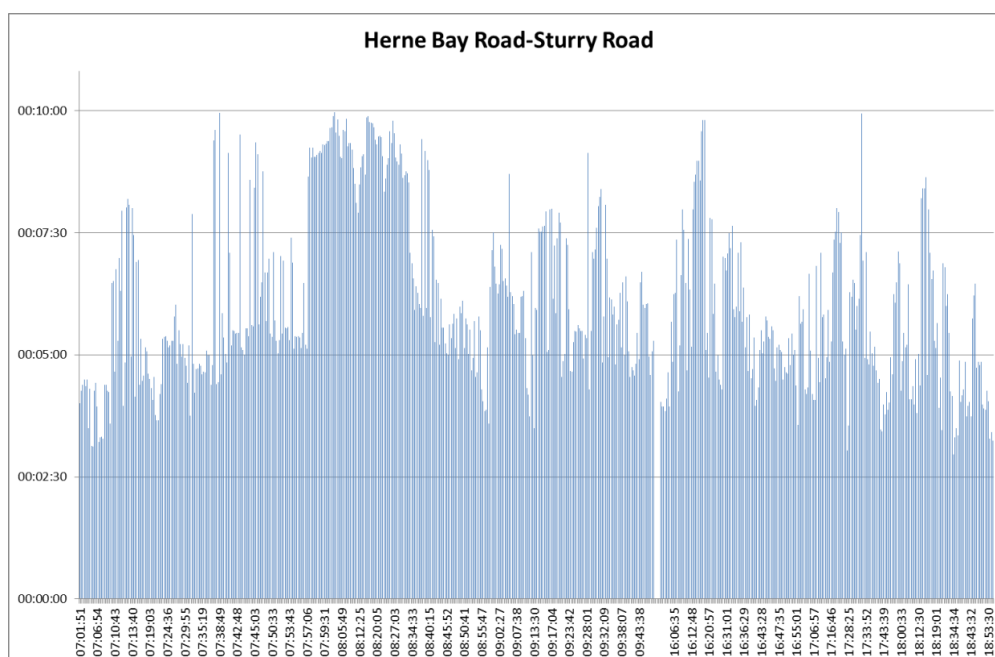


Figure 7 Journey time reliability 1 (capacity issues)

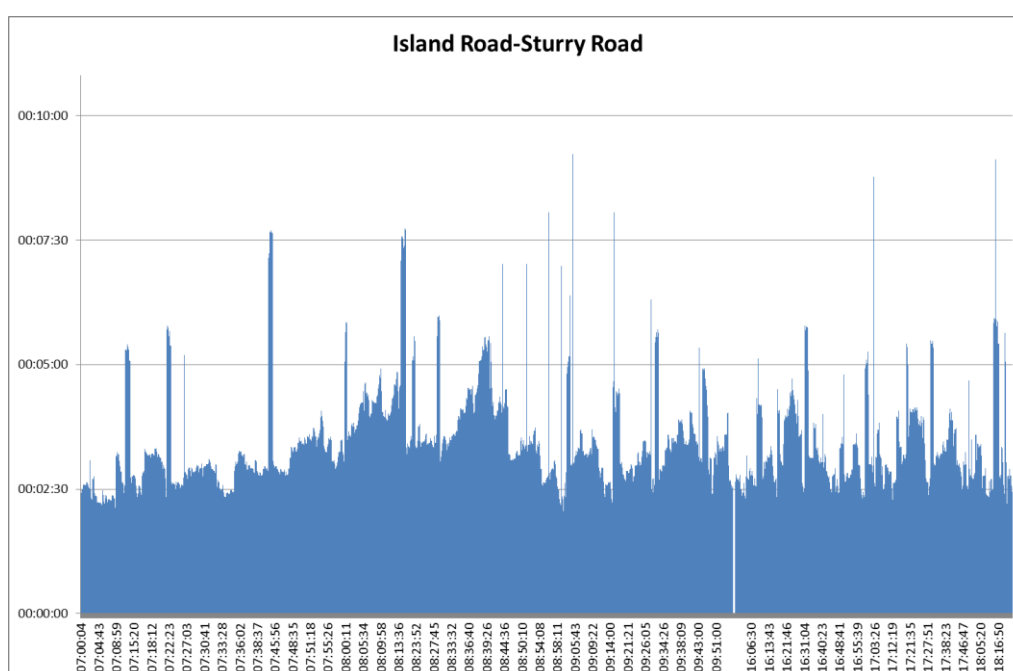


Figure 8 Journey time Reliability 2 (periodicity of level crossing)

Link Flows vs Capacity (Sturry Level Crossing)

- 3.3.3 At the Sturry level crossing, recognised as a significantly constrained location, the effective link capacity has been calculated based upon site observations of the saturation flow of unconstrained vehicles and the estimated lost time due to the operation of the level crossing.
- 3.3.4 A site visit was undertaken at the level crossing on Tuesday 15th September 2015 during the morning peak period to capture video footage of traffic behaviour at the level crossing and to record the frequency and duration of the level crossing in operation. The video footage was then analysed to determine the following: -
- a) The average saturation flow (per minute) for unconstrained vehicles at the level crossing;
 - b) The total amount of 'lost time' during the peak hour where the level crossing barriers were down and vehicles are effectively stopped; and
 - c) An estimated amount of additional 'lost time' either side of the level crossing operation where vehicles are discharging but not at full saturation flow.
- 3.3.5 The effective capacity of the level crossing would then be derived using the following calculation: -
- $a \times (60 \text{ mins} - (b + c))$
- 3.3.6 The saturation flow observed from the video footage to range between 20-25 vehicles per minute (vpm). The average saturation flow was therefore calculated conservatively at 22.5 vpm.
- 3.3.7 During the AM peak hour on the day of the survey the level crossing was called into operation five times for a total of 12.5 minutes.
- 3.3.8 It has been estimated from site observations that an additional time of 1.5 minutes over the peak hour is lost where traffic is slowing down or setting off either side of the 5 level crossing operations, and therefore traffic is not travelling at saturation flow.
- 3.3.9 Based on the formula in Section 3.3.5, the effective capacity of the Sturry level crossing can be determined as follows:
- $22.5 \text{ vpm} \times (60 \text{ mins} - (12.5 \text{ mins} + 1.5 \text{ mins})) = \mathbf{1035 \text{ one-way vehicles per hour}}$

3.3.10 The effective capacity of the level crossing has been compared with observed traffic flows in order to show the current level of flow (Canterbury bound) vs capacity at the level crossing. This is shown in the form of a graph as Figure 9.

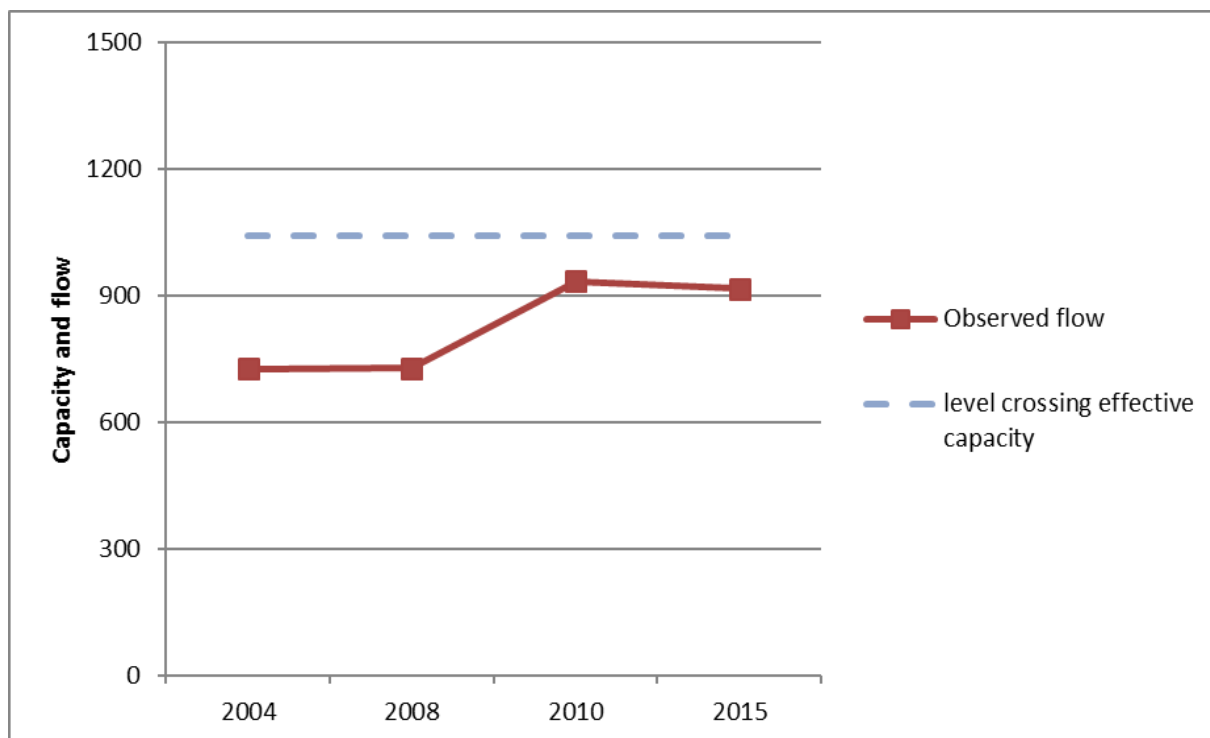


Figure 9 Sturry level crossing – link flow vs capacity (AM peak)

- 3.3.11 The presented graph is for the AM peak hour 'tidal flow' (towards Canterbury). Therefore, it also applies indicatively in the PM with the reverse tidality.
- 3.3.12 Although the observed flow at the level crossing is below that of its calculated effective capacity, the length and nature of the operation of the level crossing results in significant queues being observed for certain periods within the highway peaks.
- 3.3.13 Furthermore, the relationship between capacity and traffic demand also needs to be considered. As the Sturry level crossing is perceived as a constrained location the full traffic demand is not currently realised as alternative routes such as the Broad Oak 'rat-run' via Sweechgate and Shalloak Road are used in order to avoid peak hour delays at the level crossing. As such the capacity at the level crossing has the effect of constraining traffic demand and therefore the observed flow-to-capacity ratio is considered an underestimate.

3.4 Sustainable Modes

Pedestrian Facilities

- 3.4.1 Footways are present along the A28 throughout the study area. Pedestrians are restricted by the level crossing as no footbridge is present. A pedestrian crossing close to the High Street junction in Sturry provides access across the A28 between Fordwich Village on the south side of the A28 and Sturry village on the north side of the A28. There is also a refuge island to the east of the A28/A291 priority junction close to the eastbound railway station bus stop.
- 3.4.2 A footway is present on the western side of the A291 Sturry Hill until the junction with Sweechgate to the north of Sturry. The footway is of reasonable width and of fairly good quality. Close to Popes Lane there is also a footway on the eastern side. No formal crossing facilities are located here but just north of Popes Lane are dropped kerbs and an island refuge which provides a crossing point to access the bus stops further north on either side of the road. For bus passengers walking from the north to these bus stops, it is unlikely they would walk past the bus stop in order to cross at this location.
- 3.4.3 Footways are present along much of the length of Sweechgate to its junction with Shalloak Road. Approximately half way along the northern length of Shalloak Road, north of Dengrove Mobile Home Park, footway is present on the eastern side only and on the southern length the footway disappears until the level crossing where Shalloak Road becomes Broad Oak Road. From here the footway continues on the southern side until the mini-roundabout junction with Vauxhall Road.
- 3.4.4 The Stour Valley Walk can be accessed to the south of the study area through Fordwich. This 58 mile (93 km) walk follows the route of the River Stour from its source at Lenham, through Canterbury and down to the straits of Dover near Pegwell Bay.
- 3.4.5 To the north of the study area the Blean – Herne, Tyler Hill and Broad Oak walk follows the route of old droveways through ancient woodland before returning through open fields and historic farmsteads of the Sarre Penn Valley. This circular walking route can be accessed approximately 100 metres north west of the Sweechgate/ Shalloak Road junction.
- 3.4.6 Two Public Rights of Way (PRoW) are present locally providing recreational routes and alternative pedestrian routes between Sturry and the surrounding areas. These are

PRoW CB64, running parallel with and adjacent to the northern boundary of the railway and PRoW CB60 that traverses the northern slope of the Stour Valley across the route of the proposed Link Road.

Cycle Facilities

- 3.4.7 National Cycle Network (NCN) Route 1 is located south of the study area running through Fordwich. This long-distance cycle route connects Dover and the Shetland Islands via the east coast of England and Scotland. It also forms the majority of the British section of the North Sea Cycle Route. To the west of Fordwich this route is off road following a path along the Great Stour meeting Military Road to the north east of the City Centre. The route continues to the north of the centre of Canterbury heading north towards the University of Kent and beyond. It also meets the start of the Stour Valley Path on the western outskirts of the City Centre. East from Fordwich the route meets King Street in Fordwich and from here continues south on Well Lane and Mote Lane before heading eastwards on Stodmarsh Road towards Preston, Sandwich, Deal and terminating in Dover.
- 3.4.8 An on-road local cycle route runs roughly parallel to NCN Route 1. This is a signed on-road route which runs through the residential developments on the south of the A28 Mill Road until Reed Avenue where it joins the A28 one junction west of Vauxhall Road/ Sturry Park and Ride roundabout. The route ends on the edge of Sturry just before the bridge over the Great Stour. There are sections of bus priority lane heading westwards on the A28 from Reed Avenue to Military Road in which cyclists can be accommodated. There is no provision eastwards.
- 3.4.9 An off-road cycle path follows the path of the Great Stour river from Vauxhall Road to Pound Lane in the City Centre where it terminates and NCN Route 1 can be picked up in either east or west directions. The Canterbury District Transport Strategy (as mentioned in paragraph 2.3.6 previously) aims to complete this traffic free route all the way to Sturry and provide a good quality commuter and leisure cycle link directly into Canterbury City Centre without the need to negotiate the busy A28.
- 3.4.10 The Crab and Winkle Way is part of NCN Route 1 and links Canterbury and Whitstable. The route heads out of Canterbury to the east of Canterbury West station towards and through the University of Kent campus and also past the Westgate, on local roads adjacent to A2050 Rheims Way. It then heads north towards the western outskirts of the University of Kent campus where it meets and merges with an alternate branch of

NCN Route 1 and together head north out of Canterbury to the west of the city through Harbledown, predominantly traffic free, towards Whitstable. The route travels through Blean Woods and follows the path of an old railway line. The route ends near Whitstable railway stations but links with the Oyster Bay Trail, Regional Route Number 15 providing a link through the Harbour eastwards towards Reculver.

- 3.4.11 A map of the cycle routes in and around Canterbury can be found in Appendix A (source: www.spokeseastkent.org.uk, accessed: June 2016).

3.5 Public Transport

Bus Stops and Services

- 3.5.1 Bus stops are located throughout the study area, including along the A28 Island Road, A291 Sturry Hill, Sweechgate and Shalloak Road.
- 3.5.2 Sturry is well served by bus services travelling to and from nearby Canterbury City Centre. Stagecoach is the main operator within East Kent and provides the majority of services through Sturry. The main services that run through the study area are Stagecoach's 'Triangle' via the A291 to Herne Bay and the 'Breeze' via the A28 to Thanet.
- 3.5.3 Figure 10 shows the main bus stops and routes through the study area and Table 1 summarises the services and frequencies.

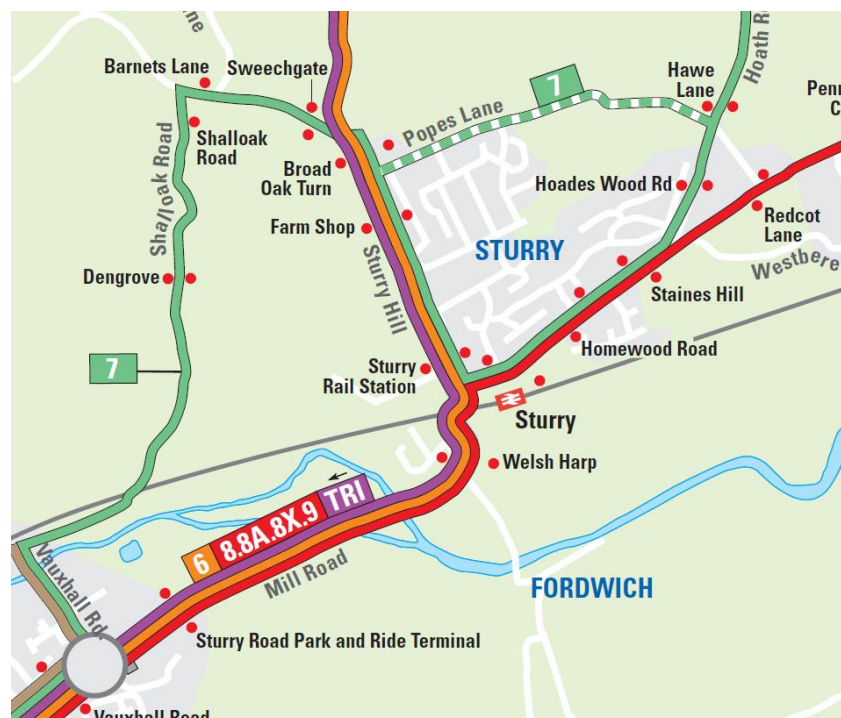


Figure 10 Bus routes (Source: <http://www.kent.gov.uk/roads-and-travel/travelling-around-kent/bus-travel/bus-routes-and-maps>, accessed: June 2016)

Bus Stop	Location & Direction	Service No.	Route	Approx. Freq.
Sturry Rail Station, Stop A	A28 Island Rd, WB	Stagecoach The Breeze 8/8A/8X	To Canterbury Bus Station	4 per hour
		Stagecoach 9/9X	To Canterbury Bus Station	0718, 1013 then 1 per hour until 1750
Sturry Rail Station, Stop D	A28 Island Rd, EB	Stagecoach The Breeze 8/8A/8X	To Westwood, Thanet via St Nicholas – Margate – Broadstairs	4 per hour
		Stagecoach 9/9X	To Sarre – Ramsgate – Broadstairs – Westwood	1 per hour from 0857 to 1827
Sturry Rail Station, Stop B	A291 Sturry Hill, NB	Stagecoach TRIANGLE	To Herne Bay – Whitstable – Canterbury	4 per hour
		Stagecoach 6	To Broomfield – Beltinge – Herne Bay – Tankerton	1 per hour then 2 per hour starting at 0911
		Stagecoach 7	To Broad Oak – Sturry Road ASDA – Canterbury Bus Station	1 per hour from 0953 to 1800
Sturry Rail Station, Stop C	A291 Sturry Hill, SB	Stagecoach TRIANGLE	To Canterbury – Whitstable – Herne Bay	4 per hour
		Stagecoach 6	To Canterbury Bus Station	2 per hour (3-4 in AM peak)
		Stagecoach 7	To Hoath – Hillborough – Herne Bay	1 per hour from 1011 to 1817

Table 1 Bus Services and Frequencies

- 3.5.4 Most of the services outlined in Table 1 begin around 07:00 and end between 17:00 and 18:00. All bus services are very similar on a Saturday with limited services on Sundays.
- 3.5.5 There are a number of School Days Only bus services that also serve the stops in the study area,

- 003: Bridge – Canterbury – Spires Academy
- 004: Chartham – Thanington – Canterbury Spires Academy
- 005/006: Herne – Herne Bay – Spires Academy
- 007: Whitstable – Herne – Spires Academy
- 908: Greenhill – Herne Bay – Sturry – St Anselm’s School
- 911: Westcliff – Herne Bay – Sturry – Simon Langton Boys’ School
- 912: Herne Bay – Sturry – Simon Langton Girls’ School
- 919: Greenhill Herne Bay – Sturry – Barton Court School
- 920: Canterbury High School – Sturry – Broad Oak
- 956: Spring Lane Estate – Canterbury – Sturry – Spires Academy

3.5.6 The Canterbury PLUSBUS ticket gives unlimited travel on participating operators’ services, around the whole urban area of Canterbury and Sturry. These tickets are accepted on Stagecoach services but the Canterbury Park and Ride services are excluded. The interchange stations available in this area are Sturry, Canterbury East and Canterbury West. Figure 11 shows the main destinations in the Canterbury PLUSBUS Bus ticketing zone.

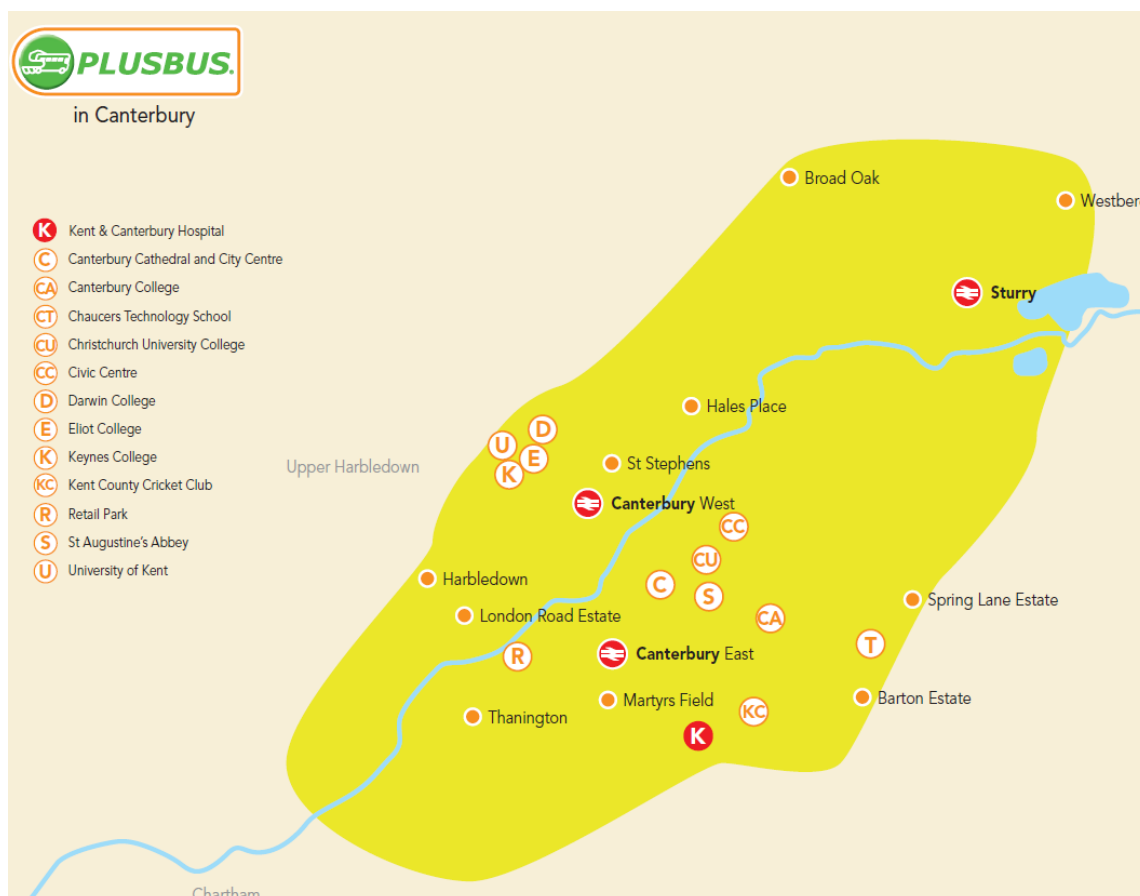


Figure 11 Canterbury PLUSBUS Ticketing Zone

- 3.5.7 The Sturry Park and Ride is located to the south-western extent of the study area. The Park and Ride, Service P1, heads west towards the City Centre on the A28 Sturry Road and serves the following stops: -
- Sturry Road, Asda;
 - Northgate, Civic Centre/ Kingsmead Roundabout;
 - Canterbury, Magistrates Court; and
 - Canterbury, Whitefriars (Stop E2).
- 3.5.8 The buses run approximately every eight minutes, Monday to Saturday (from 07:00 to 18:00) and every 15 minutes on a Sunday (from 10:00 to 18:00). After 18:00 to 23:15 customers can catch the Stagecoach Triangle services 6 and 6a which stop inside the Park and Ride site, or the 8 and 8A which stop opposite the site.

Rail Station and Services

- 3.5.9 Sturry Railway Station is located in close proximity to the A28 Island Road/ A291 Sturry Hill junction. Rail services at this station serve Ramsgate in Thanet to the north east and London via Ashford International to the south west.
- 3.5.10 Table 2 provides a route summary of the rail services to and from Sturry station, the approximate journey times and number of trains per hour (tph) in both the peak (between 06:00- 09:00, and 16:00- 19:00) and off-peak (between 09:00-16:00) hours.
- 3.5.1 Apart from the one direct train to/ from St Pancras from Sturry Railway Station, access to the High Speed 1 services to London St Pancras are available via a change at Ashford International. This service provides a shorter journey time to London of around 1 hour 15 minutes compared to the Charing Cross service and are accessible from Sturry once an hour throughout the day.
- 3.5.2 The ticket office building is located on the northern side of the railway track, adjacent to platform two, with the level crossing just to the west. The ticket office is open Monday to Friday from 06:30 to 10:00. There is very limited parking at the station with only five designated parking spaces outside the ticket office building. The station has one waiting room located on platform 1 and there are three uncovered cycle racks located on both platforms one and two. There is step free access to both platforms and in order to cross the platforms the level crossing has to be used.

Route	Approx. Journey Time	Approx. Freq. (Peak)	Approx. Freq. (Off Peak)
Sturry – Minster – Ramsgate	18mins	1-2tph	1tph
Ramsgate – Minster – Sturry	18mins	1tph	1tph
Sturry – Canterbury West – Ashford Int. – Ebbsfleet Int. – Stratford Int. – London St Pancras	1hr2mins	1 in the AM peak	No direct trains – change at Ashford Int.
London St Pancras – Stratford Int. – Ebbsfleet Int. – Ashford Int. – Canterbury West – Sturry	1hr4mins	1 in the AM peak	No direct trains – change at Ashford Int.
Sturry – Canterbury West – Ashford Int. – Tonbridge – Sevenoaks – London Bridge – London Cannon Street	1hr54mins	1 in the AM peak	0
London Cannon Street – London Bridge – Sevenoaks – Tonbridge – Ashford Int. – Canterbury West – Sturry	1hr47mins	1 in the AM peak and 1 in the PM peak	0
Sturry – Canterbury West – Ashford Int. – Tonbridge – Sevenoaks – London Waterloo East – London Charing Cross	1hr51mins	1tph	1tph
London Charing Cross – London Waterloo East – Sevenoaks – Tonbridge – Ashford Int. – Canterbury West – Sturry	1hr45mins	1tph	1tph

Table 2 Rail Provision serving Sturry Railway Station

3.6 Crash Analysis

- 3.6.1 As part of the business case evidence, five-year personal injury crash (PIC) records were provided by KCC from May 2010 to May 2015. This data, and the more recent two years subsequently, has been analysed to determine whether there are any trends in the data; geographical clusters or common themes such as turning movements or presence of cyclists that would suggest prevalent highway safety concerns within the study corridor. There were 83 crashes during the five-year assessment period and 84 accidents in the revised assessment. The KCC 'D' print crash records can be found in Appendix B.

3.6.2 Table 3 highlights the crashes by location and severity.

A291 Sturry Hill/ Herne Bay Rd	0	1	14	15
A28 Mill Rd / Sturry Rd	1	2	43	46
Shalloak Rd / Broad Oak Rd (alternative route)	1	1	19	21
Vauxhall Rd	0	0	2	2

Table 3 Number of PICs by location and severity (2012-2017)

3.6.3 The number of crashes within each section of the route has been converted to an accident rate per 100,000 vehicle kilometres as shown in Figure 12. The graph indicates that the alternative route through Broad Oak via Shalloak Rd observes a higher accident rate and a higher rate of severe accidents than the other routes within the section. This is likely due to the high volumes of traffic using this unclassified route, which is not suitable to carry such levels of flow.

3.6.4 A number of the crashes that occurred on Shalloak Road occurred on the bends located along it where drivers have misjudged them. Also, a large proportion were rear shunts where following vehicles have failed to slow down for the vehicle in front therefore going into the back of them.

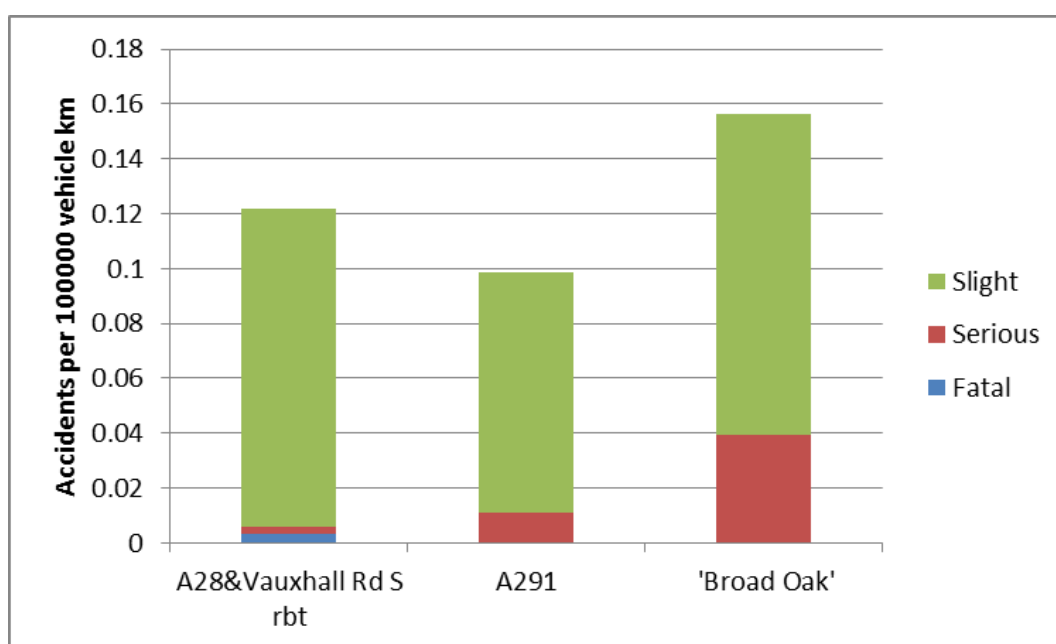


Figure 12 Accident rate & severity by route (2010-2015)

- 3.6.5 An accident cluster was noted at the A291 / Sweechgate junction where 9 PIC's have been reported as shown in Figure 13. This was deemed a little higher than would be expected from default accident rates (DfT COBALT). There were other accident clusters in the higher flow area of A28 / Fordwich Rd and A28 / Vauxhall Rd.
- 3.6.6 The majority of the crashes at the Sweechgate junction were caused by right turning vehicles either colliding with other vehicles or those that were following vehicles failed to slow down causing a rear shunt. This junction is located close to a corner where visibility to / from the junction is limited.

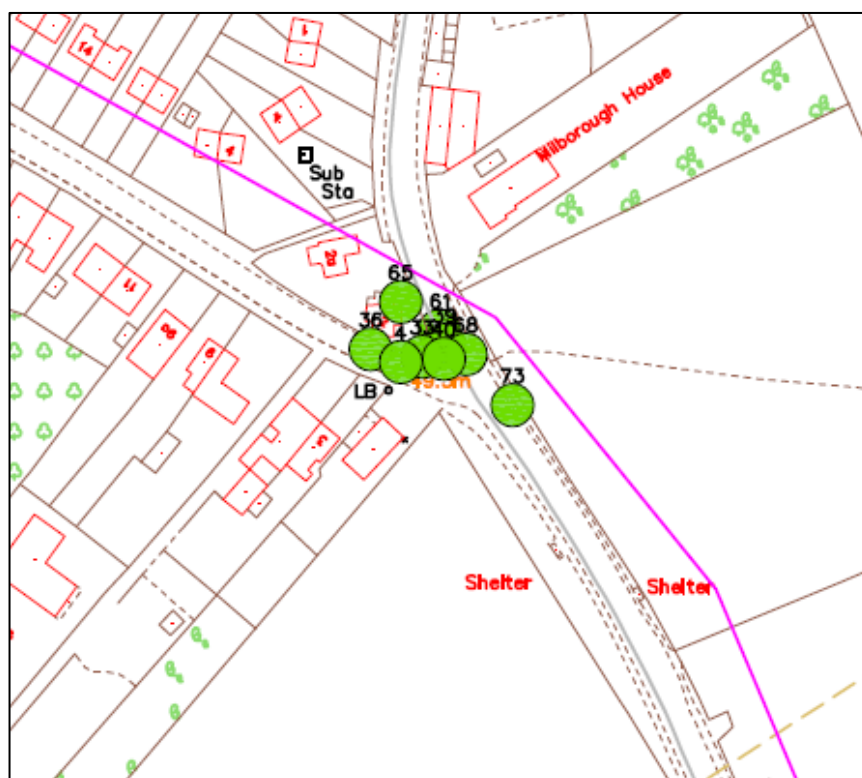


Figure 13 A291/Sweechgate accident cluster (2010-2015)

- 3.6.7 There were two fatal crashes, one involving a stolen vehicle and one a driver losing control on Shalloak Road.

Summary

- 3.6.8 In terms of road-users or themes of accidents, no particular trends are apparent; with accidents varying from involving pedestrians, cyclists, turning, stopping at shops and parked cars. The Sturry Link Road scheme would potentially alleviate some of the clusters around the junctions in this area by lowering vehicle flows at the junctions.

3.7 Air Quality

- 3.7.1 The Link Road will result in a change in the traffic flows around Sturry and to some degree on the wider road network. Sturry falls outside of the Canterbury Air Quality Management Area (AQMA) which is contained to the urban area.
- 3.7.2 A detailed air quality assessment has therefore been undertaken to examine the impact of the Link Road on air quality in the local area and beyond in Canterbury AQMA. The air quality assessment is provided in the Environmental Statement under Chapter 8, together with a detailed dust assessment to examine the impact on local residents of construction effects.

4 Forecast Conditions

4.1 Local Plan Context

4.1.1 The basic premise is that the Link Road is needed to deliver Local Plan housing objectives.

4.1.2 There are five strategic sites in the north-east quadrant which are shown in Figure 14. These sites total around 4,500 houses and are detailed in Policy SP3 of the Canterbury District Local Plan (sites 2,3,4,5,8).



Figure 14 Local Plan Housing Sites

4.1.3 The Sturry (and Broad Oak) development (site 2 in SP3) of circa 1,150 homes is being developed in conjunction with the scheme construction. Two planning applications have been submitted to Canterbury District Council with regards the Sturry (and Broad Oak) site:

- CA//17//01383 – 700 dwellings on the southern portion (Land at Sturry); and
- CA//18//00868 - 450 dwellings on the northern portion (Land at Broad Oak Farm)

- 4.1.4 These two applications have each referred to a combined Transport Assessment which was undertaken by C & A Consulting Engineers. The planning application for the 'Sturry' portion includes parts of the Link Road and a local road connecting to Shalloak Road.
- 4.1.5 The site allocation in the Local Plan has both Land at Sturry and Land at Broad Oak Farm developments contributing to the Sturry Link Road, reaffirm the role of the Sturry Link Road and the site developments being delivered in such conjunction.
- 4.1.6 The other sites have been broadly deemed non-dependent on the Link Road but discussions about appropriate financial contributions have ensued.

Site	Planning number	Canterbury District Local Plan Ref	Status
Strode Farm	CA//15/01317	SP3 – Site 3	SOS granted permission August 2018. No contribution for SLR from this site.
Herne Bay Golf Club	CA//15/00844	SP3 – Site 4	Being built out, contribution received commencing Phase 4.
Land at Hillborough	CA//17/01866	SP3 – Site 5	Taylor Wimpy element only applied for. No decision until next year expected. No funding for SLR
Land at Hersden; Hoplands Farm	CA//16/00404	SP3 – Site 8	Unallocated granted consent and commencing now. Provides £1.2 million to be used towards the SLR but then paid back for other mitigation.
Land south of the A28 – the Former Chislet Colliery	CA//16/00673		Unallocated granted consent. Provides up to £3.6m to be used towards the SLR but not yet determined when by. S106 in draft and funds are as above to be paid back for other mitigation.

- 4.1.7 In addition to the new housing in the area a road network which is sufficient for the continued sustainable growth of the employment sites in the area is important e.g. there is the existing Lakes View site on the A28 in Hersden. These sites have been seen as key in Canterbury recording a post-recession growth exceeding other areas (4.1%).

4.2 Model Background

- 4.2.1 As mentioned in Section 1.2.3, the modelling was undertaken by C & A Consulting Engineers. The modelling exercise was fully scoped with KCC and Amey and the extent of the study area was identified to include the following five junctions:

- A291 Herne Bay Rd/ Sweechgate;
- A291 Sturry Hill/ A28 Island Rd;
- A28 Sturry Hill/ Mill Rd/ Fordwich and Water Lane;
- A28 Sturry Rd/ Vauxhall Rd/ Stour Crescent Roundabout; and
- Broad Oak Rd/ Vauxhall Rd Roundabout.

- 4.2.2 The traffic models were developed using the following specification:

- VISSIM Version – 5.30-10.
- Base Year – 2015.
- Time Periods
 - AM Peak period between 07:30 and 09:00 (includes 15 minutes warm up and cool down periods); and
 - PM Peak period between 16:30 and 18:00 (includes 15 minutes warm up and cool down periods).
- Evaluation Periods
 - AM Peak period between 07:45 and 08:45; and
 - PM Peak period between 16:45 and 17:45.
- Vehicles Types

- Lights (Cars, Taxis and LGVs);
- Heavies (OGV1 and OGV2); and
- Buses.

4.2.3 Further information on the modelling processes can be found in the Local Model Validation Report (LMVR) produced by C & A Consulting Engineers.

4.3 Background Traffic Growth

4.3.1 The trip generation and distribution associated with the forecast scenario has been derived from specific site trip rates and distribution assumptions developed by KCC and CCC officers.

4.3.2 A simplified version, with a constant trip rate, was used in the Local Plan evidence. An extract of the KCC/CCC trip generation and distribution exercise for the strategic sites is shown in Table 4 below.

Trip rate	Trip distribution	Development	Target development size	Trip generation
0.55	0.23	Hillborough TW	1000	127
0.55	0.23	Hillborough AE	300	38
0.55	0.27	Golf Club	570	85
0.55	0.30	Strode Farm	800	132
0.55	0.74	Broad Oak/Sturry	1000	407
0.55	0.67	Hersden	800	295
Traffic generated through Sturry				1084

Table 4 Strategic development sites – trip generation & distribution

4.4 Committed Transport Schemes

4.4.1 As highlighted the scheme is working in tandem with a developer site (Land at Sturry) and its new road network.

4.4.2 This combined scheme can be considered as stand-alone, however there are other improvements to the local network that are identified in the Local Plan that will need to be provided as part of development of other strategic sites in the Canterbury district. This includes a new relief road for Herne and a new/improved A2 junction at Bridge,

together with a new eastbound A2 off slip at Wincheap and extended slip road off the A2 at Wincheap.

- 4.4.3 The scheme can provide a more reliable car-leg to the park and ride site at Sturry Rd located beyond Sturry towards Canterbury on the A28. To be effective in enhancing park and ride usage the bus leg needs to be addressed by measures to improve the Sturry Rd bus lanes for the journey to the city centre. This is dealt with in another LGF funded scheme ('Sturry Rd Integrated Transport Package').

5 Development Proposals

5.1 Introduction

5.1.1 The scheme will provide an alternative route for mainline traffic on the A28 (from Thanet district) and the A291 / A28 (from Herne Bay) avoiding the Sturry level crossing and Sturry village to the south of the level crossing. Traffic will then continue through the Canterbury urban area towards the city centre via the A28 or a parallel route, Broad Oak Road.

5.1.2 The main benefits of the Sturry Link Road are: -

- Provides a highway network which can deliver Local Plan sites;
- Reduces traffic flow over the Sturry level crossing and through the village; improving journey quality for cyclists, pedestrians and local traffic;
- Provides improved and appropriate provisions for Non-Motorised Users (NMU).
- Provides an alternative, safer route, to using the level crossing with a new bridge over the railway;
- Reduces delay to vehicles through Sturry;
- Improved air quality in the village;
- Reduced 'rat-running' through Broad Oak village;
- Provides a connection from the Link Road north of the railway to a secondary route into Canterbury (Broad Oak Road). This allows traffic to use a parallel route rather than funnelling all traffic through the roundabout at the junction of the A28 with Vauxhall Road. This should also reduce 'rat-running' through Broad Oak even further as the alignment becomes the best route for more destinations in the urban area; and
- Provides road space for a dedicated bus lane on approach to the park and ride site.

5.1.3 In transport terms, the scheme has four key component parts; the route of the new link road, a new bridge over the railway, a new link to Shalloak Road including some widening works to Shalloak Road and alterations to the A28 Island Road/A291 Sturry Hill junction as illustrated in Figure 15. Each component part includes appropriate provisions for NMUs including a continuous off-road cycleway shared with pedestrians over the full route of the Link Road and the link to Shalloak Road.

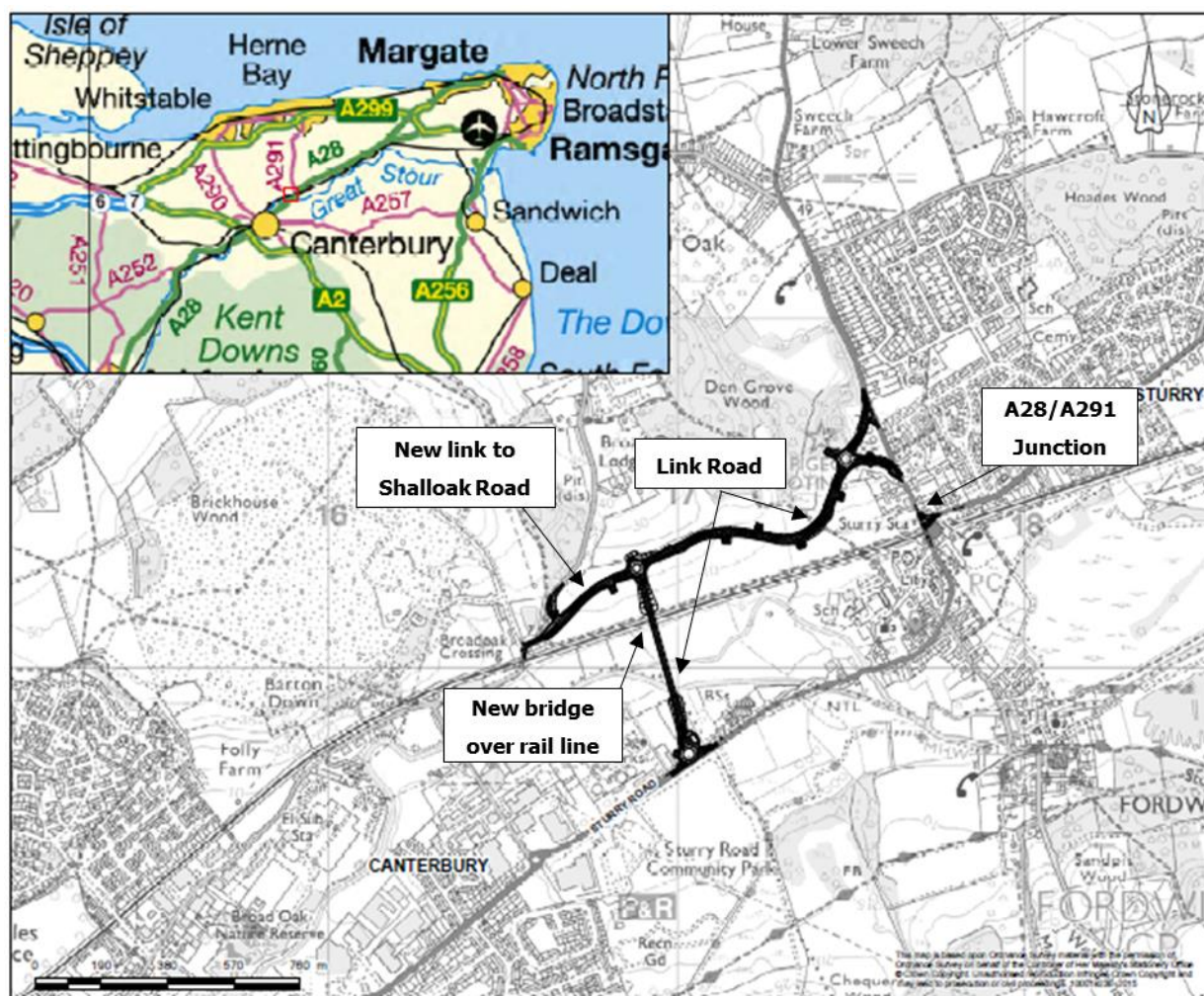


Figure 15 Key scheme elements

- 5.1.4 Alterations proposed at the A28 / A291 junction which include for full signalisation, a restriction on turning movements and a change in movement priorities will be fundamental to the distribution of traffic in the area. Its design aims to encourage significant reassignment of traffic from the A28 to the Link Road thereby easing congestion through Sturry, improving ease of access to the new housing sites and significantly reducing traffic across the Sturry level crossing.
- 5.1.5 Greater free movement of traffic at the junction during operation of the barriers at the level crossing is also a key benefit. Currently, severe disruption occurs because of frequent use of the level crossing and the opportunity now exists to relieve this long-established situation.
- 5.1.6 The opportunity to improve pedestrian crossing facilities at the junction, which are poor, will also be undertaken.

5.2 Route Alignment and key features

Route description (full scheme)

- 5.2.1 The route is predominantly suburban in character linking residential access roads and connecting with the major traffic routes.
- 5.2.2 At the scheme's southern end a new four-arm roundabout is to be constructed off the A28 on undeveloped land between the existing Vikings car showroom and the property known as Perryfield farm. Provision is made in the design to permit construction of a new means of access directly off the new roundabout to land allocated for employment together with an allowance for construction of a southern spur as part of potential improvements to the Sturry Road Park & Ride that includes an option for an access road from the new roundabout.
- 5.2.3 From the roundabout, the Link Road heads in a northerly direction for approximately 0.75Km elevated on embankment and supported on a 250m long continuous bridge structure (viaduct) crossing the Great Stour, its floodplain and the railway line.
- 5.2.4 Once over the railway a new 4-arm roundabout is proposed set within the southern slope of the Stour valley in the Land at Sturry Application Site. Here the main route changes to an easterly direction for 0.65Km towards Sturry skirting the southern edge of the Den Grove ancient woodland to join the A291 Sturry Hill via another new roundabout. In a westerly direction, a new 0.35km section of road is proposed providing a direct link to Shalloak Road to the north of the Broad Oak level crossing offering an alternative route to travel into Canterbury via Broad Oak Road.
- 5.2.5 All new junctions are at-grade including several 'T' junctions widened to include dedicated right turn lanes to allow main traffic streams to continue unimpeded and provide safe and direct access to the new development and connections to the existing road network.
- 5.2.6 Associated infrastructure includes; a continuous off-road cycleway shared with pedestrians, frequent formal pedestrian crossing points including some signalised, bus stop provisions, road lighting throughout except over the flood plain and surface water storage ponds.

Carriageway provision

- 5.2.7 The constraints inherent on the local and wider road network will continue to hamper traffic and effectively determine maximum traffic levels on the Link Road. As a basis for

design, the Design Manual for Roads and Bridges (DMRB) advise note TA 79/99 (Traffic Capacity of Urban Roads) indicates that predicted traffic levels will remain within the traffic capacities derived for Urban-all-purpose UAP2 single carriageway road types (Table 2 in TA79/99 refers). A single carriageway road is therefore considered the appropriate choice of carriageway provision.

- 5.2.8 A typical road cross-section north of the rail line is shown in Figure 16 comprising one lane in each direction with added width to include protected right turn lanes, a footway on the north side and a shared footway/cycleway on the south side both separated from the carriageway by 2m soft verges.

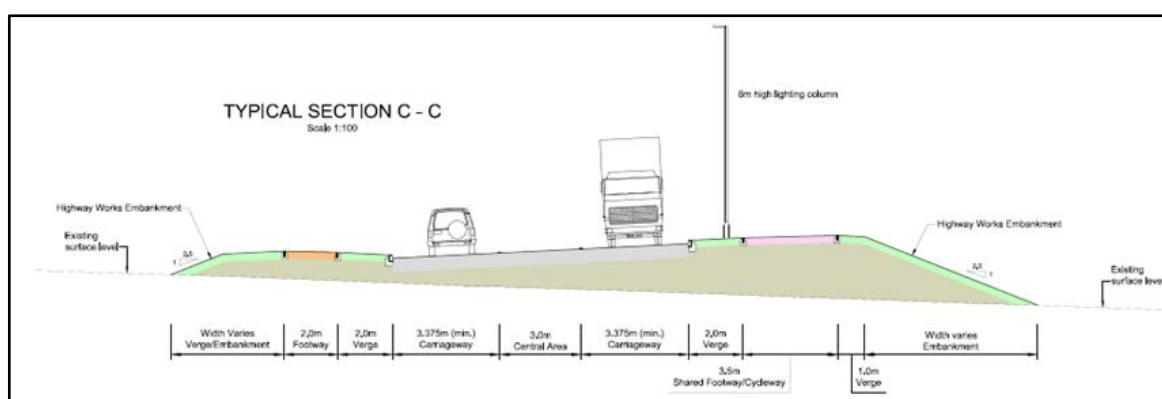


Figure 16 Typical section of link road (north of railway line)

- 5.2.9 A minimum carriageway width of 6.75m is proposed. With the likelihood of the Link Road being used as a bus route lesser widths would be too narrow for the safe passage of buses. A wider carriageway width, say to 7.3m, would potentially offer improved flow conditions however with traffic flows significantly constrained by the local roads and junctions, any increase in capacity is unlikely to be beneficial. Pedestrians will also benefit with crossing widths kept to a minimum.
- 5.2.10 The actual layout will be much wider generally throughout to allow provision for central right turning lanes, a bus lane southbound over the railway and some lane widening to compensate for the relatively 'tight' curvature adopted. Total carriageway widths will vary from 6.75m to 10.8m but will be predominately 10m or above.

Junction types

- 5.2.11 All junctions along the new route are at-grade comprising a mixture of normal roundabouts and 'T' junctions all conventional in design and compliant to the DMRB standards.

- 5.2.12 The new roundabouts serve as the key road junctions for traffic travelling to and from Canterbury allowing the addition of access spurs (stub ends) to provide access to the housing development in the Land at Sturry Application Site north of the railway and to land to enable development of future land use adjacent to the A28.
- 5.2.13 All 'T' junctions take the form of a 'ghost island' arrangement (i.e. they include a central right turn lane) providing protection to right turning traffic whilst not impeding through traffic.

Bus Services

- 5.2.14 Stagecoach, the main bus operator, has confirmed their expectation to run a frequent bus service along the Link Road to serve the Land at Sturry new development. The current 'Triangular' service will be diverted via the Link Road and will provide a bus every 15 minutes (daytime) between the new housing and Canterbury City Centre in one direction, and Herne Bay in the other.
- 5.2.15 Existing bus services would still serve Sturry on existing routes to preserve the current link between there, Herne Bay, Thanet and into Canterbury, and to provide connections into the train service at Sturry.
- 5.2.16 Six new bus stops are proposed on the Link Road and have been best located to suit catchment areas within Land at Sturry and road safety considerations (i.e. visibility and junction locations). Bus laybys, as opposed to in-lane bus cages are proposed at four locations thus minimising the impact on traffic flow.
- 5.2.17 The existing bus stop northbound on Sturry Hill opposite the railway station is to be relocated to the south side of the level crossing. This is due to the difficulties associated with safely accommodating the existing bus stop location within the new junction layout.

Pedestrian and cycle provision

- 5.2.18 To encourage alternative transport modes such as walking and cycling the proposals set out to provide an equitable balance between pedestrian and cyclist needs.
- 5.2.19 With a potential thriving new community within the Land at Sturry, including a new school where the desire for cycle trips by children or inexperienced cyclists may ultimately grow, coupled with high traffic flows predicted for the Link Road, the provision of an off-road cycle facility along the whole length of the Link Road and along

the length of the new link to Shallock Road to the Broad Oak level crossing is considered the most appropriate choice.

- 5.2.20 A 3m to 3.5m wide shared-use unsegregated footway provision is proposed. This will provide a good quality, safe and comfortable provision for the number of cyclists and pedestrians anticipated. An unsegregated provision will also benefit from being uncomplicated with street furniture kept to a minimum.
- 5.2.21 To off-set the concerns of some pedestrian groups, particularly the vulnerable such as the elderly and disabled who can feel intimidated when walking in areas where cyclists are permitted, cycle provisions will be limited to one side of the carriageway.
- 5.2.22 Frequent pedestrian crossing points are provided along the Link Road all with central pedestrian refuges for improved safety and ease of crossing including one signal controlled pedestrian crossing near to the site for the proposed new school. The signal controlled crossing also lies on the route of the PRoW CB60, which is severed by the scheme, thus enabling continuity of the PRoW across the Link Road.

Speed limits

- 5.2.23 The scheme has been designed to operate with a speed limit of 30mph through areas of the new housing development within the Land at Sturry and 40mph on the section over the railway down to the A28.
- 5.2.24 On the link to Shalloak Road, a derestricted limit is to be adopted once beyond the extent of the housing development.
- 5.2.25 These speed limits were determined with reference to Circular 01/2013 (Selecting Local Speed Limits) and are considered to reflect the individual characteristics of the road environment and the existing speed limits in the surrounding area.

Bridge crossing (viaduct)

- 5.2.26 A multi-span viaduct solution to span the River Great Stour, its flood plain and the railway is proposed based primarily on its reduced impact on the flood plain, reduced stability issues in the weak alluvium soils and costs.
- 5.2.27 The viaduct will have six spans and a total length of 248.6m with no skew angle. It will carry a 6.75m wide single lane carriageway, a 3.5m wide bus lane, a 4.0m wide shared footway/cycleway on the east side and a 0.6m wide hard verge on the west side, with a total width of 15.85m. The viaduct will involve extensive foundation piling works

comprising fifteen 750mm diameter, 23m long piles at each pier and abutment location.

5.3 Construction Phasing

- 5.3.1 Construction from the A28 Sturry Road over the railway up to and including the western roundabout will be carried out by KCC. The remaining section to the north of the railway is expected to be constructed as part of the Land at Sturry housing development phases.
- 5.3.2 At this stage, the precise phasing of the works is unknown and dependent on funding timescales and progress of the Land at Sturry and Land at Broad Oak Farm new developments. Each section of works could however be expected to be concurrent to some degree. Construction of the KCC section is anticipated to commence in Spring/summer 2020 for duration of 18 months with completion in 2022. Alterations to the A28/A291 junction will be carried out only on completion and opening of the Link Road.

6 Forecast Travel Demand/ Development Impact

6.1 Introduction

- 6.1.1 From the two strands of previous work the development impact has been addressed in two differing ways. The business case showed the benefit of the 'with-scheme' (Do-Something) compared to the 'without-scheme' (Do-minimum). The Local Plan evidence showed how the cumulative effects of the proposed sites would be to the detriment of the existing network. The VISSIM modelling was used to both feed the economic appraisal of the business case, and to provide traffic flow diagrams to aid understanding of the relief provided by the scheme.
- 6.1.2 The detriment to the existing network from the developments is explained first. This justifies the need for the scheme.

6.2 Development Impact

Junction Performance

- 6.2.1 Junction capacity assessments have been undertaken at for the A291 / Sweechgate and A28 / Fordwich Rd junctions. The A28 / A291 junction would not be suitable for a stand-alone assessment due to the interconnected nature of the junction with the level crossing. For this junction the wider network assessment in VISSIM should be considered.

A291/ Sweechgate

- 6.2.2 The A291 / Sweechgate priority 'T' junction is located to the north of Sturry which provides access to the alternative route to the city centre via Shalloack Road.
- 6.2.3 Table 5 provides a summary of the PICADY assessments undertaken at the junction to represent the baseline and 3 forecast scenarios for both the AM and PM peak periods.
- 6.2.4 The capacity assessments indicate that the right turn from the A291(N) into Sweechgate is currently busy during the AM peak and causes some queueing and delay. Conversely the Sweechgate minor arm is over capacity and observes some queueing during the PM peak. This is due to the tidal nature of traffic using the Broad Oak Road alternative route to access the City Centre.

Arm	2015 Base		All Sites	
	RFC	Max Q	RFC	Max Q
AM Peak				
A291(N) right turn	0.93	12	1.51	255
Sweechgate to A291(N)	0.22	1	9999	137
Sweechgate to A291(S)	0.32	1	9999	53
PM Peak				
A291(N) right turn	0.33	1	0.54	2
Sweechgate to A291(N)	1.07	21	1.79	173
Sweechgate to A291(S)	1.04	10	1.76	55

Table 5 – A291/ Sweechgate – Capacity Assessment Summary

- 6.2.5 The addition of flows related to the 'all sites' scenario would have a severe impact on the junction with significant increases in queueing and delay. In particular, during the AM peak the assessment indicates that the junction would completely 'lock up' which is represented with an RFC error value of 9999.

A28/ Fordwich Road

- 6.2.6 The A28/ Fordwich Road priority junction is located to the south of the railway line and provides access to the village of Fordwich.
- 6.2.7 Table 6 provides a summary of the PICADY assessments undertaken at the junction to represent the baseline and 3 forecast scenarios for both the AM and PM peak periods.

Arm	2015 Base		All Sites	
	RFC	Max Q	RFC	Max Q
AM Peak				
A28(W) right turn	0.01	0	0.04	0
Fordwich Rd	0.67	2	9999	205
PM Peak				
A28(W) right turn	0	0	0.01	0
Fordwich Rd	0.96	8	8.14	228

Table 6 – A28/ Fordwich Rd – Capacity Assessment Summary

- 6.2.8 The addition of flows related to the 'all sites' scenario would have a severe impact on the junction with significant increases in queueing and delay. In particular, during the AM peak the assessment indicates that the junction would completely 'lock-up' which is represented with an RFC error value of 9999.

Sturry Level Crossing

- 6.2.9 The impact of the forecast scenarios has been tested in terms of forecast flows (2015 base + development) vs link capacity at the level crossing in Sturry.
- 6.2.10 The link capacity for the Sturry level crossing has been extended to show the additions of the projected trips for the forecast scenarios and assuming no new infrastructure. No additional background traffic growth has been included. The updated graph is shown in Figure 17.

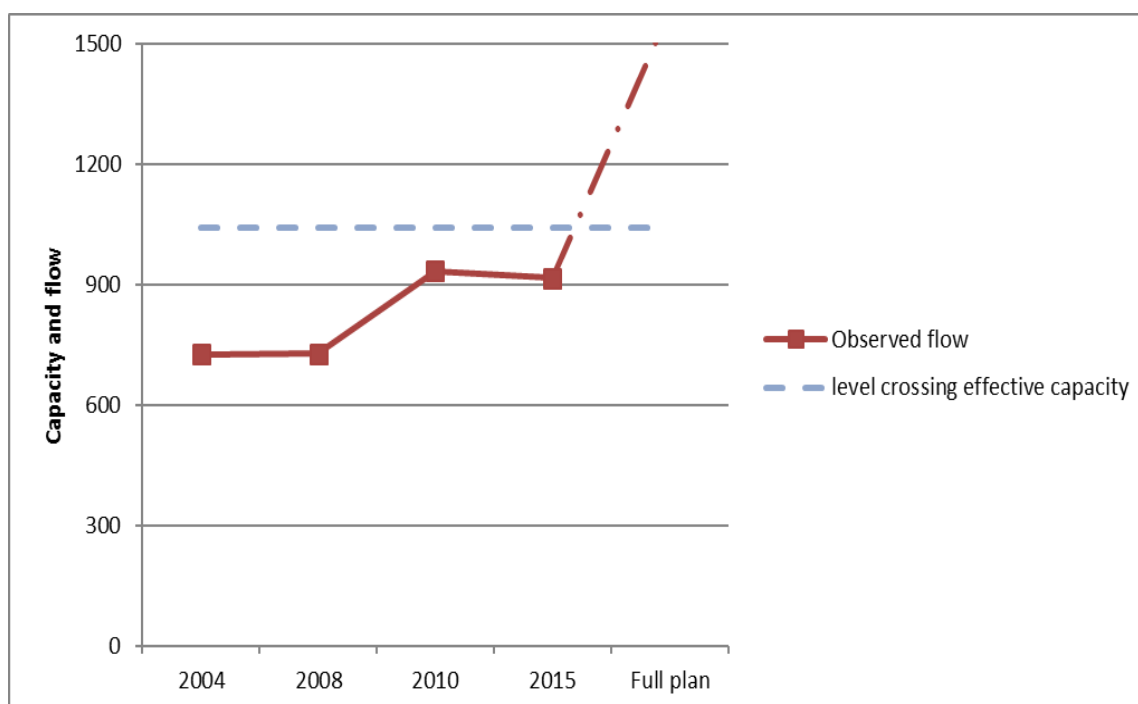


Figure 17 Sturry level crossing – link flow vs capacity (AM peak) – with forecast flows

- 6.2.11 The projected increase in traffic at Sturry associated with the forecast scenario including all strategic sites would result in the capacity at the level crossing being exceeded significantly.

6.3 Do-Minimum (DM) versus Do-Something (DS)

- 6.3.1 In order to present the impact of constructing the Link Road, two scenarios are considered (the 'without scheme' - DM and 'with scheme'- DS). There are then further variations based on including / not including the 'dependent development'. There has been a simple working assumption used, initially for the business case, that the dependent development is the Sturry / Broad Oak site. The other sites are the basis for general background growth.
- 6.3.2 The business case used a comparison between 'without-' and 'with-scheme' disregarding the dependent development. The development TAs and the subsequent traffic flows include the dependent development (in the 'with-scheme').
- 6.3.3 The forecast year 2031 has been selected as it represents the end of the current Local Plan period for Canterbury. It is noted that this is relatively arbitrary and is more pertinent to consider the build-out of the strategic allocations.
- 6.3.4 It should be noted that the following assessments have been undertaken independently of any background growth in the district. It is considered that all the strategic development sites incorporated in the preferred option forecast scenario would account for a significant proportion of expected growth in this area of the district.

Network Traffic Flows

- 6.3.5 The Modelled flows for the 'without 'and 'with-scheme' are given in Appendix C. Clearly there is a reduction in flow over the level crossing and towards the city on the A28 Mill Road. The consequence of this reduction and the benefits of the scheme, become apparent when the journey times are considered.

Network Journey Times

- 6.3.6 An assessment of the network through Sturry has been developed by extracting information from a VISSIM model which has been used in the business case to test the economic (value for money) case for the proposed Sturry Link Road scheme. The approach used, analyses journey times through the network (origin-destination) rather than specifically individual junction operation. Any delays at junctions form part of the overall journey time.
- 6.3.7 The forecast capacity issues are demonstrated by showing how the introduction of the link road (Do Something (DS) scenario) would reduce the journey times compared with forecast journey times through the existing network (Do Minimum (DM) scenario). This

is particularly noticeable in the forecast year, where the existing network limitations are clearly under extreme pressure (Figure 18 and Figure 19).

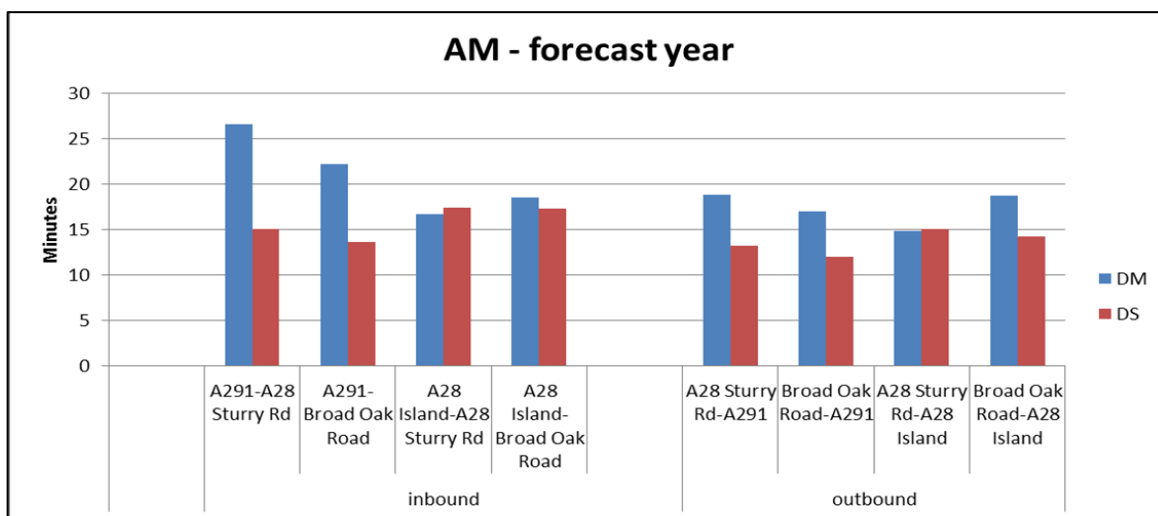


Figure 18 – Forecast Journey Times (AM Peak) with/without Sturry Link Rd

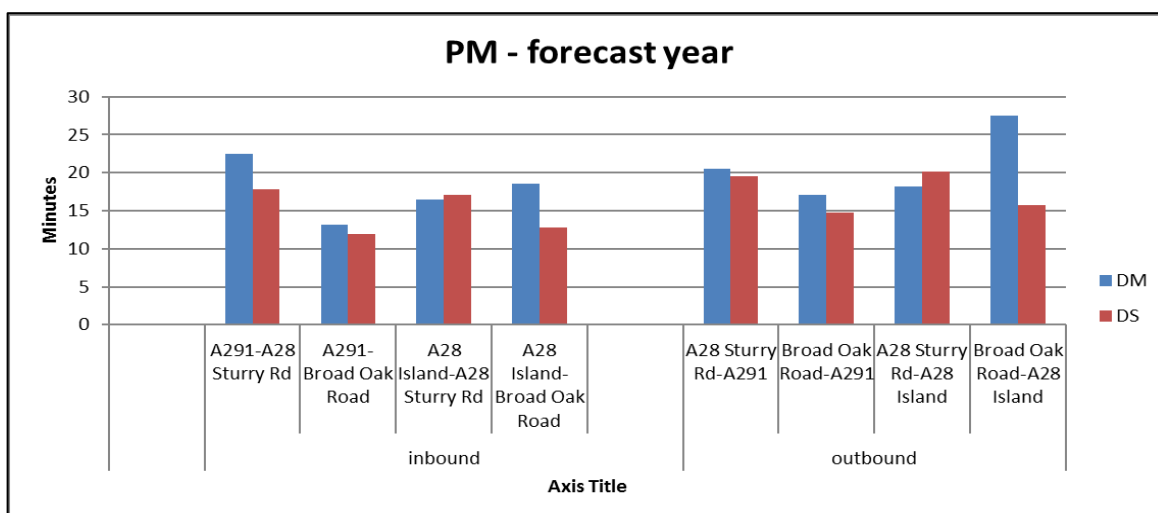


Figure 19 - Forecast Journey Times (PM Peak) with/without Sturry Link Rd

6.4 Impact of Sustainable Transport Modes

- 6.4.1 There is potential benefit from a more reliable bus service as the scheme aims to reduce congestion and delays. In addition, improvements are proposed to Sturry Station and the surrounding bus stops in keeping with a public transport hub/interchange.
- 6.4.2 Traffic flow will be moved away from the local pedestrian / cycling movements in Sturry which will provide a safer, more pleasant environment.

6.5 Impact on Local Accesses

- 6.5.1 The scheme will provide relief to existing junctions on the A28 corridor through Sturry particularly if the Local Plan objectives are to be achieved.

6.6 Impact on Highway Safety

- 6.6.1 As previously suggested the scheme can help reduce the traffic flows through the accident cluster hotspots. Furthermore, it will also reduce the risk at the level crossing, and have the higher traffic flows on better highway infrastructure.

7 Construction Traffic Management

7.1 Indicative Construction Methodology

- 7.1.1 To understand the likely construction issues that would need to be addressed an indicative construction methodology has been prepared.
- 7.1.2 The nature of the works involved with the scheme includes a high volume of earthworks materials imported and removed from the site, deliveries of construction materials for both road and bridge works and delivery of new steel beams and concrete and steel for the viaduct. It is estimated that this would generate on average up to fifty heavy goods vehicle movements per day on both the A291 and A28 accessing the site.
- 7.1.3 The following outlines how construction of the scheme might be undertaken including mitigation to minimise its impact on the surrounding environment and the local road network. The actual methodology will be as determined by the appointed contractor and any planning conditions and the specific requirements of KCC.
- 7.1.4 It is expected that KCC will require the contractor to implement an approved Code of Construction Practice and Environmental Management Plan

Access for construction traffic

- 7.1.5 Access into and out of the site is limited to three locations where the new Link Road connects with the A291 Sturry Hill, on A28 Sturry Road and Shalloak Road. Movements of plant and deliveries of materials could potentially have a major effect on traffic flows along the A28 Sturry Road and generally around the Canterbury area.
- To manage and control the impact on traffic flows the following requirements could be implemented with respect to construction traffic movements into and out of the site: Delivery and removal of earthworks materials off peak 09:30 to 15:30 hours daytime during the week with controlled access using 3-way temporary manually controlled traffic signals on both the A291 Sturry Hill and A28 Sturry Road. During off peak times the flow of construction traffic out of the site accesses should be controlled further by 'stacking' construction vehicles and not activating the signals for every individual vehicle to exit. It is considered that daytime construction traffic movements during peak times at the weekend are acceptable.

- There should be no access for construction traffic at the Shalloak Road / Broadoak Crossing end of the site to the west.
- For the purposes of access to carry out viaduct construction activities it will be necessary to provide separate vehicular access points from the A28 Sturry Road to gain access between tributaries of the Great Stour and railway line. Negotiations between KCC and the relevant owners are currently ongoing to secure these access points to facilitate suitable temporary haul routes for construction. The control of these access points will be as above.
- The most suitable route to and from the site access locations for construction deliveries and removal of materials through Canterbury City is using the A2 Dover Road, A2050 / A290 Rheims Way, A28 Pin Hill / Upper Bridge Street / Lower Bridge Street / Broad Street / Military Road / Tourtel Road. The use of other routes into the City Centre are considered unsuitable due to environmental factors, residential disturbance and potential traffic congestion. Measures to control construction vehicle movements would need to be implemented.
- The nature of the site and construction traffic within it has the potential to deposit detritus onto the public highway. At each vehicular access onto the highway there would need to be a means of effectively cleaning construction plant and vehicles prior to exiting onto the public highway. Methods to be considered are wheel washes, scrubbers and hardened bound run off areas in advance of the entry point to the public highway. There should also be mechanised road sweeping capability onsite that can be deployed immediately if a problem with road cleanliness arises.
- Where possessions are required of the railway line these may be restricted to overnight (or Sundays). On these occasions, it may be necessary for construction traffic to access the site outside normal working hours and there should be an enhanced level of public notification and engagement carried out to surrounding properties to communicate this.
- At certain times of the year there are possible traffic management embargos put in place. For the city of Canterbury this would generally be during the Christmas and New Year shopping period. During any periods the highway should be free of any traffic management affecting the flow of traffic.

General Construction Activities

- 7.1.6 Key areas of construction are discussed below.

A28 Sturry Road

- 7.1.7 To the south end where the new link road connects to the A28 Sturry Road there is a 3-arm (plus vehicular access) roundabout proposed to be constructed. The roundabout is generally at grade with most of the roundabout able to be constructed off to the north side of the existing A28 Sturry Road. There is however a need to construct carriageway and associated infrastructure to tie in to the existing road. Much of these works are such that their installation could not be achieved over relatively short term overnight road closures. The consequence of this is that construction of these tie-ins could have a potential adverse effect on the flow of traffic along the A28 if not managed correctly.
- 7.1.8 Design constraints prevent the roundabout being constructed fully off line so consideration to mitigate the effects on the public highway would include: -
- Provision of temporary carriageway construction to the south side of the existing A28;
 - Provision of temporary construction to the north side of the existing A28 in conjunction with utilising the new roundabout construction;
 - Limiting A28 road closures to overnight only or potentially weekends;
 - Avoiding underground utility service diversions if possible in favour of protection measures only;
 - Any traffic signal control required should be off peak and the signals manually controlled; and
 - Designing infrastructure requirements at the tie-ins to limit such works that could be installed quickly and effectively under traffic management constraints.

A291 Sturry Hill

- 7.1.9 The proposals include for the existing Sturry Hill just north of Old Vicarage Gardens being diverted to a new 4-arm roundabout to the west. In carrying out the construction of the tie-ins to the existing road the relevant bullet items above for the A28 Sturry Road should be considered.

Link Road to the North of Railway Line

- 7.1.10 Construction of the new earthworks embankment and bridge structure directly to the north of the existing railway can realistically only be achieved by the installation of a haul route from the A291. Ideally this haul route could be formed by the installation of the permanent works to the new carriageway of the link road in addition to some temporary works to limit potential damage to the permanent works by construction traffic. This will need to be considered in the early stages of the planning of the construction phases.

Viaduct Structure

- 7.1.11 Due to poor ground conditions within the existing flood plain the structure requires piled foundations. To install these foundations heavy piling equipment will be required. This will likely require the installation of temporary piling pads to spread any loading. Temporary works will also be required so that mobile cranes can be sited to lift the steel beams that form part of the viaduct deck.
- 7.1.12 To gain access to these locations at the viaduct temporary haul routes will be required to be constructed in between the Great Stour tributaries and the Great Stour and railway line. Further investigation could be carried out to assess whether railway cranes could be employed under a possession of the railway track so that access can be gained directly adjacent to the north end of the viaduct.
- 7.1.13 The following construction sequence would be staged along the length of the viaduct and therefore run congruently to save time: -
- Excavate to base of pile cap elevation, pile foundations, cast pile cap, cast abutment/columns, backfill as necessary, cast capping beams, install bearings and temporarily fix guided/free bearings, assemble pre-fabricated steel girders with permanent and temporary formwork for deck casting, lift beams into position starting with pier section then abutment/span sections, bolt together girder sections, once girders are connect directly to the permanent fixed bearing the temporary fixings can be released, cast the deck and coping in segments, install parapets, remove temporary formwork, lay carriageway and footway surfacing with provisional ducts for future services, finishing works and demobilisation.

7.2 Site Compound

- 7.2.1 The proposed location for the site compound is on the adjacent area of undeveloped land to the west of the new A28 roundabout which has been set aside for employment use in the Local Plan. This land has the benefit of enabling direct access from the A28 and ultimately being served by the new access spur on the new roundabout. The land is currently used for grazing only and unlikely to be subjected to flooding as it lies outside the 1% (1 in 100 year) flood risk extent. The land is also remote from large groups of residential properties with only a small number of isolated properties in the vicinity.

8 Conclusion

- 8.1.1 Whilst the planning application relates to only the north-south portion of the scheme, namely the bridge over the river and railway; the Transport Assessment has assumed the full scheme being delivered.
- 8.1.2 This Transport Assessment, as part of the wider planning application, has shown the merits of providing the Sturry Link Road to ensure Kent County Council (KCC) provide a resilient highway network to enable the growth aspirations of Canterbury City Council (CCC).
- 8.1.3 The link road, in particular, provides a reduced traffic flow over the pinch point of the level crossing on the A28 in Sturry.
- 8.1.4 The scheme provides benefits of reduced journey times, safety, and better routes for sustainable and active modes.

Appendix A **Canterbury Cycle Routes**



Map data © OpenStreetMap contributors, licensed ODbL, see www.osm.org/copyright
Contains Ordnance Survey data © Crown copyright and database right 2010 - 2012

Design © Spokes East Kent Cycle Campaign



For further details please visit www.spokeeastkent.org.uk/maps

Cycling permitted in pedestrian area before 10:30 and after 16:00

Cycle network level

None

Local

Regional

National

On road

Full key on reverse of map

Cycle path (May be shared with pedestrians)

Proposed cycle route

Bicycle shop

Bicycle parking

Toucan crossing

Pelican crossing

Zebra crossing

Up to 20 mph

Up to 30 mph

Up to 40 mph

0m

250m

500m

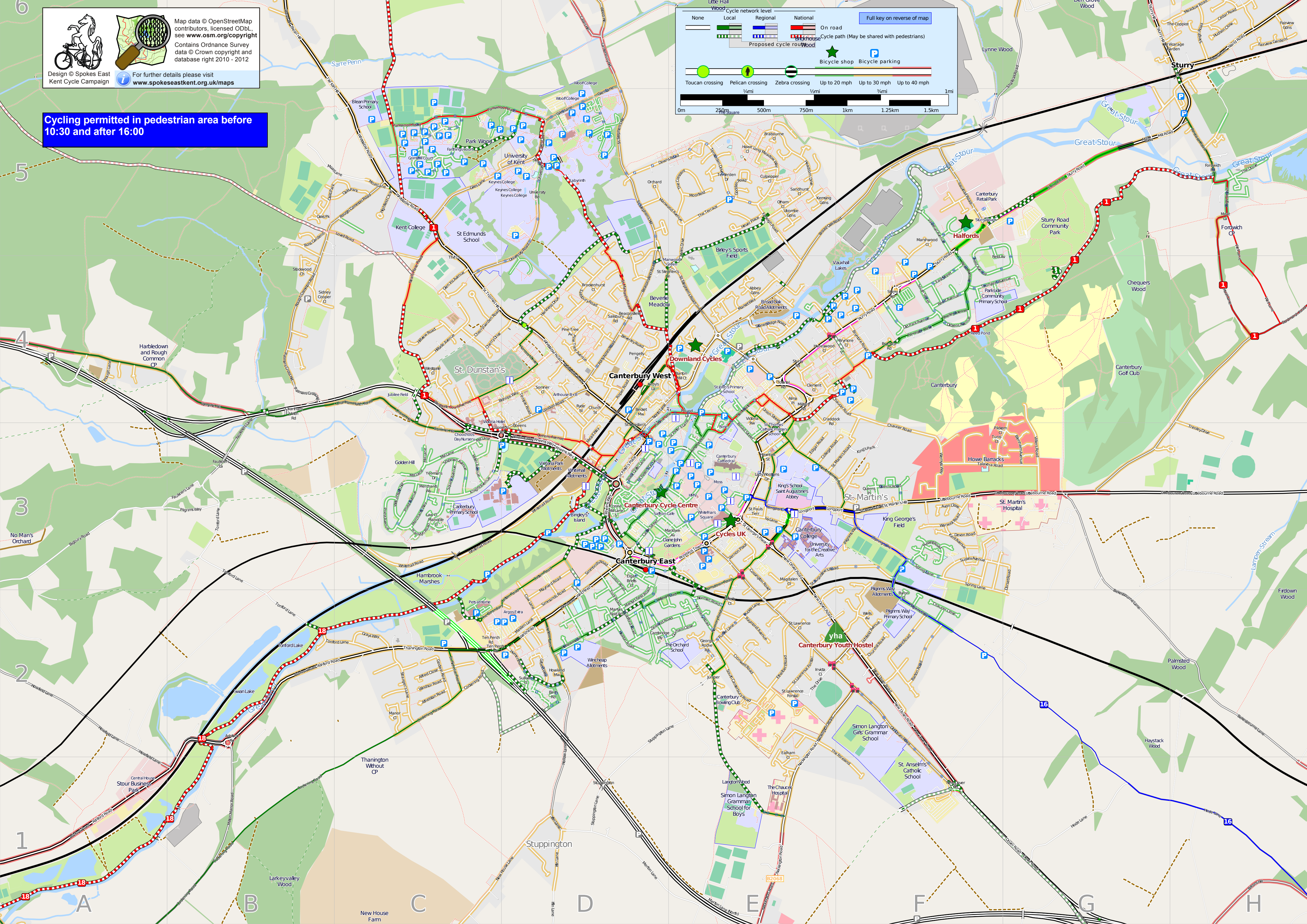
750m

1km

1.25km

1.5km

1mi





Canterbury Cycling Map

About Spokes

www.spokeseastkent.org.uk
Spokes is an active campaign group set up to encourage cycling and publicise its benefits. We are based in the East Kent area of the UK but have an interest in better conditions for cyclists everywhere.



We publish a free quarterly newsletter in which we air our views and the views of others on cycling issues and ensure its widest possible distribution. You can read the latest edition and back issues online via www.spokeseastkent.org.uk.

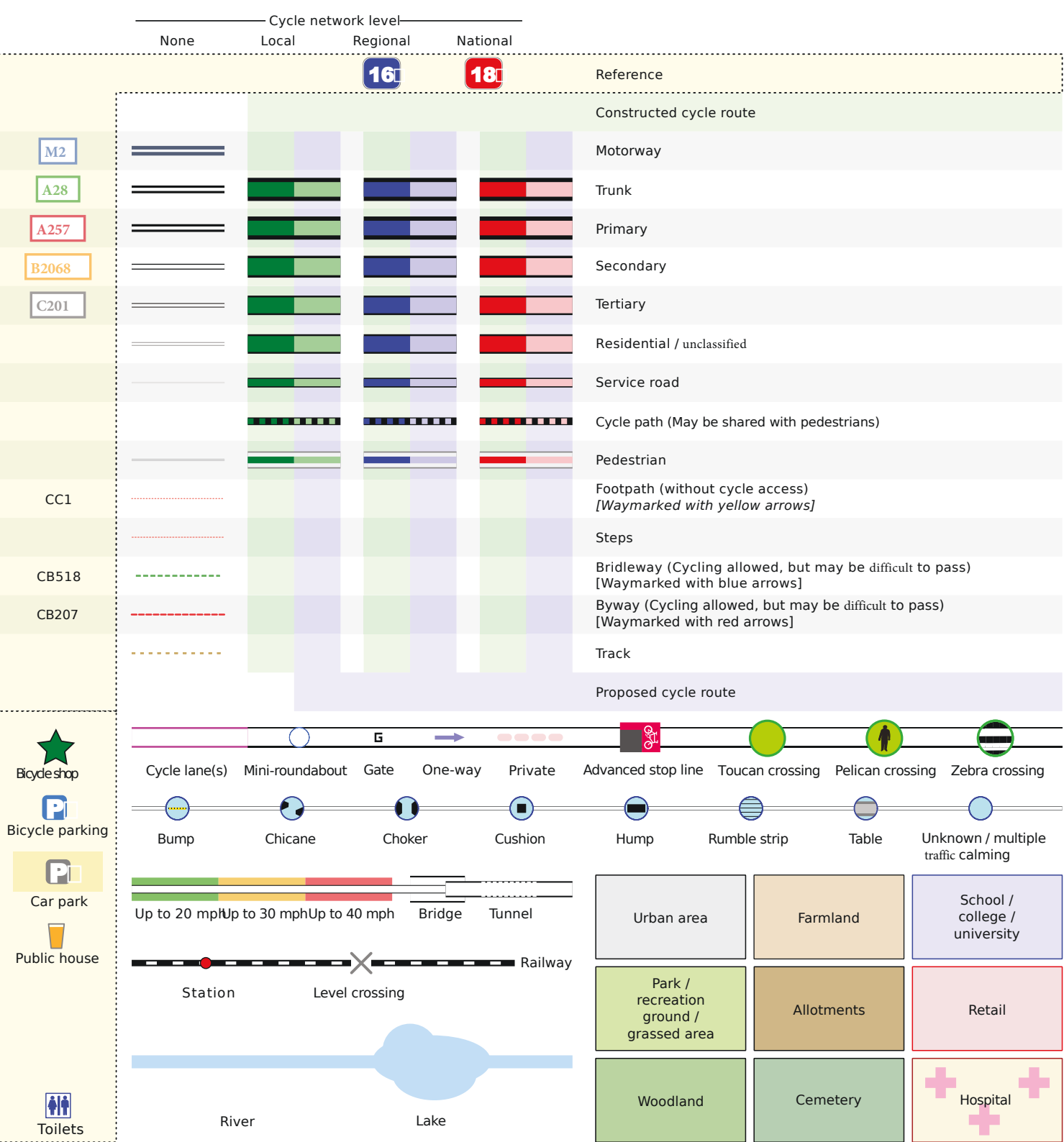
We also organise a full programme of rides and cycling events in and around Kent to be enjoyed by ordinary people.

Cycle shops
Canterbury Cycle Centre D3
22-24, Stour Street, Canterbury, CT1 2NZ
01227 787880

Cycles UK E3
St. Georges Lane, Canterbury, CT1 2SY
01227 457956

Downland Cycles E4
Malthouse Road, Canterbury
01227 479643

Halfords F5
Unit 3, Maybrook Retail Park, Vauxhall Road, Canterbury, CT1 1YU
01227 477800



Cycling tips

- Be visible**
This means bright clothing in the daytime and bright lights as well at night. A light coloured cycle helmet is visible a long way off.
- Ride positively and decisively**
Use your personality - you are in charge of a vehicle and have every right to be there. You need a 2-ton ego to make up for your lack of size. Take pride when you ride.
- Make bold, clear signals**
Always make big, exaggerated, hand signals; in good time and after checking your rear.
- Anticipate problems and situations before they arise**
Try to read the road ahead and use your height to get a better view.
- Shout a warning where necessary**
Or use a bell or horn. If the driver or pedestrian sees you anyway you've lost nothing.
- Make eye contact with drivers when moving slowly**
A driver will generally avoid eye contact if he does not intend to give way to you.
- Expect aggression and ignorant behaviour**
This is no longer unusual nor unexpected and should not upset you.
- Ride away from the kerb where you can be seen**
When moving the same speed as other vehicles, but pull over again to allow cars to overtake when you cannot keep up.
- Whenever possible, keep to quiet roads and cyclepaths**
There's no point in trying to compete with heavy traffic on roads that are not designed for cycles.
- Maintain high cycling standards**
This means stay legal, be considerate towards others (especially those most vulnerable) and load no more than your bike can safely carry.

Family-friendly cycle routes

Crab & Winkle Way



Photo credit: Simon Sturtall, licensed public domain

Start at Canterbury West station (D4) and follow NCR1 to Whitstable.

Great Stour Way



Photo credit: Gregory Williams, licensed CC BY-SA 4.0

Start at Whitehall Road (D3) and follow NCR18 to Chartham.

Index											
Abbey Gardens	E4	Craddock Drive	E4	Hunton Gardens	E5	Palmars Cross Hill	B4	St. Michael's Place	D4	West Service Yard	E3
Abbotts Barton Walk	E2, E3	Craddock Road	E3, E4, F4	Iffin Lane	D1	Parade	E3	St. Michael's Road	D4	Westwood Drive	E4
Abbotts Mill Garden	E3, E4	Cranbourne Walk	D4	Ingoldsby Road	C2	Pardoner Close	C3	St. Mildreds Place	D2	Whitefriars Passage	E3
Abbotts Place	E3	Creine Mill Lane North	D3	Invicta Close	E2	Parham Close	F4	St. Nicholas	E3	Whitefriars Square	E3
Ada Road	D2	Creine Mill Lane South	D3	Iron Bar Lane	E3	Parham Court	F4	St. Nicholas Road	C2	Whitefriars Street	E3
Adelaide Place	D3	Cronwell Road	E2	Ivy Place	D2	Parham Road	F4	St. Nicholas School	E2	Whitehall Allotments	D3
Aisne Drive	G3	Cross Street	D4	Jackson Road	D2	Park Crescent	E4	Stockwood Chase	B4	Whitehall Bridge Road	D3
Albert Mews	F4	Crossways	E5	Jessica Mews	E4	Parkside Community	F4, G4	Stonebridge Road	E4	Whitehall Close	D3
Albert Road	E3	Crown Gardens	D3, D4	Jesuit Close	E5	Primary School	F4, G4	Stour Crescent	F5, G5	Whitehall Gardens	D3
Albion Place	E3	Culpepper Close	E5	Jewry Lane	E3	Parkwood Road	C5, D5	Stour Promenade	E4	Whitehall Road	C3, D3
Albuhara Square	G3	Cumberland Avenue	F3	Jubilee Field	C4	Payton Mews	E4	Stour Street	D3, E3	Whitehorse Lane	E3
Alfred Close	C2	Cushman Road	D2, D3	Juniper Close	E2	Pengelly Place	D4	Stour Valley Walk	B2, B3, C3	White Horse Lane	E3
Alfred Road	C2	Cycles UK	E3	Keats Corner	E2	Penshurst Close	E5	Stour View	E4	Whitstable Road	C5, D4
All Saints Lane	E3	Damerham Close	D4	Keats Corner	E2	Pen Court	D2	St. Pauls Terrace	E3	Wichling Close	E5
Alma Place	E4	Dane John Gardens	D3, E3	Keats Corner	E2	Peter's Grove	D3	St. Peter's Grove	D3	Wife of Bath Hill	C3
Alma Street	E4	Dane John Mews	D3	Kensington Road	F5	Pickew Court	E2	St. Peter's Lane	D3, E3, E4	Willow Close	E4
Ambleside Place	E4	Dane John Works	D3, E3	Kent and Canterbury Hosp	E1, E2	Pilgrims Road	F3	St. Peter's Methodist	D3	Willows Court	C5
Ancress Close	E5	Darwin Road	D5	Kent Avenue	F3	Pilgrims Way	F2, F3	Primary School	F2, F3	Wincheap	C2, D2, D3
Anne Green Walk	E4, F4	Davidson Road	D4	Kent College	C4, C5	Pilgrims Way Allotments	F2, F3	St. Peter's Place	D3	Wincheap Allotments	D2
Appledown Way	F1, F2, G2	Devon Road	F3	Keyworth Mews	E4, F4	Pilgrims Way Prim Sch	F2	St. Peter's School of	E3	Wincheap Foundation	D2
Archbishop's School	D5	Dextor Close	E4	Kindown Gardens	E5	Pine Tree Avenue	D4	English for Foreign	D3	Primary School	E2
Arran Mews	F4	Dickens Avenue	F4	Kingsmead Leisure Centre	E4	Pin Hill	D3, E3	St. Peter's Street	D3, E3	Winchester Gardens	E2
Artillery Gardens	E3	Diocesan & Payne Smith	E3	Kingsmead Road	E4	Pitchell Mews	E4	St. Radigund's Place	E4	Windmill Road	F3
Artillery Street	E3, E4	Church of England Primary School	E3	King's Park	F3	Plumpton Walk	E2	St. Radigunds Street	E4	Windsor Road	C2
Ashenden Close	C2	Diocesan & Payne Smith	E3	King's School	E3	Portland Square	E4	Stranger's Close	C2	Wingate Hill	B4
Ashford Road	B2, C2	Church of England Primary School Nursery	E3	King Street	E3	Pound Lane	D3, D4, E4	Stranger's Lane	C2	Winston Close	F3
Athelstan Road	C2	Discovery Walk	F3	Kirby's Lane	D4	Pretoria Road	F3	St. Stephen's Close	E4	Wood Hill	D6
Augustine House	E3	Donegal Road	F3	Knight Avenue	C3, D3	Priest Avenue	C3	St. Stephen's Court	E4	Woodland Way	C5, D5
Avon Close	F3	Donnegal Road	G2	Knott's Lane	E3, E4	Princes Way	D3, D4	St. Stephen's Fields	E4	Woodville Close	D2
Ayrshire Court	E4	Downs Drive	E3	Knowlton Walk	E4	Priores Road	C2	St. Stephen's Green	D4	Woolmer Close	E2
Back Lane	D3	Dorset Road	G2, G3	Knowlton Walk	E4	Priory Gardens	E3	St. Stephen's Hill	D5, D6	Worthgate Place	D3
Bakers Close	E3	Douro Close	G3	Labyrinth	D5	Priory of St. Jacob	D2	St. Stephen's Hill	D4, D5, E4	Yeomans Drive	C3
Barton Court Gmr Sch	E3, F3	Dover Road	F1, G1	Lambeth Road	F5	Prospect Place	E2	St. Stephen's Road	E4	York Road	D2, D3
Barton Mill Court	E4	Dover Street	E3	Lancaster Road	D2	Providence Row	D2	St. Thomas' Catholic	E3	Ypres Court	F3
Barton Mill Road	E4	Downland Cycles	E4	Lanfranc Gardens	C3, C4	Puckle Lane	E2	Primary School	C4, D4	Zealand Road	D2, E2
Barton Post Office	F2	Downs Road	D5, E5	Langside Close	E2	Pyott Mews	E4	St. Thomas Hill	C4, D4		
Barton Road	F2	Dryden Close	F2	Langton Lane	E1	Queens Avenue	D3	St. Thomas School	C5		
Bastien Mews	F2	Drying Shed Lane	D3	Lansdown Road	E3	Querns Place	F3	St. Thomas School	E2		
Bawden Close	E5	Duck Lane	E4	Lavender Mews	D3	Querns Road	F3	Stuppington Court Farm	D1		
Beaconsfield Road	D4, D5	Dukes Meadow	C4	Law Close	C3	Ramsey Close	D4	Stuppington Lane	D1, D2, E2		
Becket Avenue	C4	Durham Close	D2, E2	Laxton Way	F3	Randolph Close	E2	Sturmer Close	F3		
Becket Mews	D4	Durnford Close	D4	Lesley Avenue	E2	Ravenscourt Road	C5	Sturry Road	E4, F4, F5		
Beech Court	E2	Durovernum Court	E2	Leycroft Close	D4, D5	Redwood Close	D4	Sturry Road Allotments	F5		
Beecroft Close	E5	Ealham Close	E1, E2	Libary Road	D5	Reed Avenue	F4, F5	Sturry Road Community Pk	G4, G5		
Beercart Lane	D3, E3	East Street	F4	Lichfield Avenue	F2	Reeves Close	C3	Suffolk Road	F3		
Bekesbourne Lane	G2, G3, H2	Edgar Road	E3	Lime Kiln Road	D2, D3	Regency Place	F4	Sullivan Close	D2		
Bellflower Mews	E2, F2	Edwards Road	E3	Lincoln Avenue	F2	Remston Mews	E4, F4	Summer Close	C3		
Best Lane	E3	Elgar Bretts Court	D3	Linden Chase	D3	Rhems Court	C4, D3, D4	Summer Hill	C3		
Beverley Road	D4	Elham Road	D2	Linden Grove	D3	Rhems Way	C3, D3	Sundridge Close	E5		
Beverly Meadow	D4, E4	Elliot Close	F4	Link Lane	E3	Rhodous Lane	E3	Sun Street	E3		
Bicknor Close	E5	Ersham Road	E3	Littlebourne Road	F3, G3	Rhodous Town	D3, E3	Surrey Road	F3		
Bigglestons Link	E3	Essex Road	F2	Little Nactington	E1	Richmond Gardens	C4	Sussex Avenue	F3, G3		
Biggleswade Passage	D2, D3	Ethelbert Road	E2	London Road	C3, D3, D4	Ringwood Close	D4	Talavera Road	F3, G3		
Bingley Court	D3	Falala Way	E4	Long Acre Close	D4	River Bend Close	E4	Tannery Square	D3		
Birch Road	C2, D2	Farleigh Road	E4, E5	Longmarket	D3	Riverdale Road	F4	Tannery Way North	D3		
Birchwood Walk	D4	Farringtons Court	C5	Longmarket Square	E3	River Dance Drive	E4	Tannery Way South	D3		
Bird Cage Walk	E5	Faulkners Lane	B3, B4	Long Meadow Way	E5	Riverside Court	D4	Teddington Close	E4, F4		
Birley's Sports Field	E4, E5	Field Avenue	F4, F5, G4, G5	Longport	E3	Rochester Avenue	D2, F3	Templeman Library	D5		
Bishops Way	C4, D4	Fiuta Walk	G5	Love Lane	E3	Roper Close	D4	Temple Mews	D3		
Blackfriars Street	E3	Firtree Close	B5	Lovell Road	B5, C5	Roper Road	D4	Temple Road	D4		
Blackfriars' Street	E3	Fisher Road	C4	Lower Bridge Street	E3	Roseacre Close	D4	Tennyson Avenue	F4, G4		
Black Griffin Lane	D3	Flagstaff Court	E3	Lower Chantry Lane	E3	Roselands Gardens	D4	Ten Perch Road	C2		
Blean Hill	B6	Forrester Close	F4	Lyndhurst Close	D4, D5	Rose Lane	E3	Tenderden Drive	E5		
Blean Primary School	C5	Forty Acres Road	D4	Magdalen Court	E3	Rosemary Lane	D3	Thanington Road	C2		
Blenheim Avenue	G3	Foxdown Close	D4	Malden Lane	D2	Rose Square	E3	The Boundary	C2, D2		
Boleyn Court	E3	Franciscan Garden & Greyfriars Chapel	D3, E3	Malthouse Road	E4	Ross Gardens	B4, B5	The Causeway	E4		
Borough	E3	Franciscan Way	D3	Mangle Close	C3	Rough Common Road	B4, B5, C5	The Chaucer Hospital	E1		
Boundary Court	F2	Franklyn Road	C3	Mandeville Road	D4	Rough Common Village	B4	The Close	C4, C5, E5		
Brabourne Close	E5	Free Library	E5	Manor Close	C2	Rushmead Close	D4	The Crescent	E5		
Bramley Avenue	C2	Frencham Close	E5	Manwood Avenue	D5, E5	Russell Road	F3	The Dene	E2		
Bramshaw Road	D4	Frinary Way	D4	Maple Close	B4	Rutland Close	F3	The Drive	E2		
Bristol Road	E2	Frmary Way	D4	March Grove	E4, F4	Rydale Close	D4	The Foreland	E2, F1, F2		
Broad Oak Road	E4, E5, F5	Gammons Yard	D4, E4	Market Way	E4	Ryde Street	D4	The Friars	D3, E3		
Broad Oak Road Altmts	E4	Garden Close	B4	Marley Court	C5	Salisbury Road	D4	The Gap	E2		
Broad Street	E3, E4	Gas Street	D3	Marlowe Arcade	D3	Sanctuary Avenue	C4	The Hoystings Close	E2, E3		
Brockenhurst Close	D4	George Roche Road	E2	Marlowe Avenue	D3, E3	Sangro Place	F3, G3	The King's School	E3		
Brymore Close	F4	Gilbert Way	D2	Marlowe Theatre	E3	Sargeants Parade	F4	The Mews Apartments	E2, F2		
Brymore Road	E3	Giles Lane	C5, D5, D6	Marshwood Close	F4, F5	School Library	F1	The Mint	C4		
Burgate	E3	Gillon Mews	E4	Martindale Close	E2	Scott Avenue	D2	The Ness	E2		
Burgate Lane	E3	Glen Iris Avenue	C4	Martyns Field Road	D2, D3	Sevastopol Place	G3	The Orchard School	D2, E2		
Burma Crescent	F3	Glen Iris Close	C4	Mary Green Walk	E4, F4	Seymour Place	D2	The Paddock	E3, F3		
Butchery Lane	E3	Glenside Avenue	E4, F4	Maryland Grove	F2	Shafesbury Road	D4	The Pines	E2		
Butter Market	E3	Godden Road	E5	Maynard Road	D2, D3	Shalloak Road	F5, G5, G6	The Precincts	E3		
Byron Close	F2	Godwin Road	C2	Meadow Road	C4	Shelley Avenue	F4	The Ridings	E4		
Cadnam Close	D4	Golden Hill	C3	Mead Way	D3	Shepherdsgate	D4	The Rope Walk	D3		
Caiais Hill	D6	Gordon Road	D3	Mercy Lane	E3	Shipman Avenue	C3	The Rose Garden	D5		
Calcraft Mews	E4, F4	Gore Mews	F4	Merchants Way	C3	Sidney Cooper Close	B4	The Spires	D4, E4		
Caledon Terrace	E2	Goudhurst Close	E5	Merton Lane	D1, E1	Simmonds Road	D2, D3	The Terrace	E5		
Cambrai Court	F3, G3	Gravel Walk	E3	Merton Lane (North)	E1	Simon Langton Girls'	E2, F1, F2	Three Gables Garden	E3		
Cambridge Road	D2, E2	Grays Way	C2	Metcalf Mews	F4	Simon Langton Grammar	E1	Tile Kiln Hill	B6, C5, C6		
Cambridge Way	D2	Great Stour Mews	D3	Military Road	E3, E4, F4	School for Boys	F1	Toddler's Cove	D3		
Canterbury Academy	C3, D3	Great Stour Place	E4	Miller Avenue	C3, E3, E4	Sobraon Way	F4, G3, G4	Tonford Lane	B2, B3, C2		
Canterbury Christ Church	E3	Great Stour Way	B2, C2, C3	Milton Close	F2	Somerset Road	F3	Toutel Road	E4		
Canterbury University	E3, F3	Greenbridge Park	F5	Milton Manor Road	B1, B2	Somme Court	G3	Tower Way	D3		
Canterbury Hill	D6	Green Cloth Mews	F4	Milton Road	E2	Sommer Close	D4	Tudor Road	D2, D3		
Canterbury Lane	E3	Green Dell	E5	Moat Lane	B5, C5	South Canterbury Road	E2	Tunis Court	F3		
Canterbury Library	E4	Greenfield Cottages	D3	Monastery Street	E3	South Street	F4	Tunstall Road	E5		
Canterbury Primary School	C3	Greenhouse Lane	D4	Monks Close	E4	Spring Gardens	D3	Turnagain Lane	E3		
Carriage Mews	D4	Greyfriars Lane	D3	Montfort Close	E5	Spring Lane	F2, F3, G2	Tyler Close	D5		
Castle Row	D3	Grove Terrace	D2, D3	Moortfield	B6	Squire Avenue	C3	Uicombe Gardens	E5		
Castle Street	D3, E3	Guilford Road	D2	Mount Pleasant	E5	St. Alphege Lane	E3	Underwood Close	E1, E2		
CATS College Canterbury	F2	Guidhall Street	E3	Mount Road	F2	St. Andrews Close	D3	Union Place	E4		
Cedarview	C4	Guidhall Street	E3	Mulberry Court	D3	Stannmore Court	E2, E3, F2, F3	Union Street	E4		
Charollais Close	E4	Guidhall Street	E3	Nackington Park	E1	St. Anselm's Catholic Sch	F1, F2	University for the Creative Arts	E3, F3		
Chartham Hatch Road	B4, C4	Hadlow College	F3	Nackington Road	E1, E2, F2	Starle Close	F1, F2	University of Kent	C4, C5, C6, D4, D5, D6		
Chaucer Close	F2	Hales Drive	E4, E5	Neal's Place Road	C4, C5	Station Road East	D3, E3	University Road	C4, D4, D5		
Chaucer Road	E4, F3, F4	Hallett Walk	E4, F4	Nethersole Close	E5	Station Road West	D4, E4	Uplands	E5		
Chaucer Technology School	F2, F3	Halslead Close	E5	New Dover Road	E2, E3, F1, F2	St. Augustine's Road	E3, F3	Upper Bridge Street	E3		
Chelsea Road	F5	Hampshire Road	F3	New House Close	D1	St. Christopher's School	E2	Upper Chantry Lane	E3		
Cherry Avenue	C4	Hanover Place	C3	New House Lane	C1, D1	St. Dunstan's Close	D4	Valley Road	D2		
Cherry Drive	C4, D4	Harbledown Park	D4	New Road	A5, B5	St. Dunstan's Court	D4	Vangrove Park	G6		
Cherry Garden Road	C4	Harcourt Drive	C4	New Ruttington Lane	E4	St. Dunstan's Street	D3, D4	Vauxhall Avenue	F5		
Chineham Way	D2, E2	Hardy Close	C4	New Street	D2, D3, D4	St. Dunstan's Terrace	D3, D4	Vauxhall Crescent	F5		
Choochoos Day Nursery	C3	Harkness Drive	D4	New Town Street	E4	St. Edmunds Road	D3	Vauxhall Road	F5		
Church Hill	C3, C4	Hassall Reach	B2	Nonsuch Close	F3	St. Edmunds School	C5	Vernon Holme School	B3		
Churchill Road	F2	Havelock Street	E3	Norfolk Road	D2	Stephenson Road	D4, D5	Vernon Place	E3		
Church Lane	D3, E3, E4	Hawe Close	E5	Norman Road	E2	St. Georges	E3	Verwood Close	D4		
Church Street	D4	Hawke Road	E3	North Downs Way	B3, C3, F2, G2	St. George's Lane	E3	Victoria Memorial	C3, D3		
Church Street (St. Pauls)	E3	Hawk's Lane	D3, E3	Northgate	E3, E4	St. George's Lane	E3	Victoria Park Allotments	D3		
Churchwood Close	B4	Hawthorn Avenue	E4	North Holmes Road	E3, F3	St. George's Place	E3	Victoria Road	D2		
City Business Park	F5	Headcorn Drive	E5	North Lane	D3, D4, E4	St. George's Street	E3	Victoria Row	E3, E4		
City View	C3	Heaton Road	D2	Notley Street	E4	St. Gregory's Street	E3	Victory Court			

Appendix B **D Print Crash Record**

Date: 16-July-2015

Time: 13:24:43

Title: **Sturry - extended**

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

Date: 16-July-2015

Accident Date BETWEEN '01-May-2010' AND '30-Apr-2015'

There were 83 reported crashes resulting in injury

D-PRINT CRASH REPORT

16-Jul-2015

13:24:42

Sturry - extended

Accident Date BETWEEN '01-May-2010' AND '30-Apr-2015'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
1	Road No A28 Grid 617390E Section 323 Ref 159936N	SLIGHT	11/05/2010	3	18:26	L	Dry	Fine			
	A28 Sturry Road, Canterbury, Kent								Canterbury		
	V1 & V2 Travelling Along A28 Sturry Road Ed, in Slow Moving Heavy Traffic when V1 'Shunted' V2 at Slow Speed. Very Minor Damage to Front of V1 & Rear of V2.						Veh1, car, SW -> NE Veh2, car, SW -> NE			Casualties Vehicles	1 2
2	Road No A28 Grid 616601E Section 319 Ref 159466N	SLIGHT	02/06/2010	4	11:50	L	Dry	Fine			P/C
	Sturry Road, at Roundabout with Vauxhall Road, Canterbury, Kent								Canterbury		
	V2 was Riding in the Cycle Lane Around the Roundabout V1 then Allegedly Indicated right to Go Around the Roundabout but then Suddenly Turned left in Front of the Push Bike. V2 Making Him Hit the Side of the Car (V1)						Veh1, car, N -> E Veh2, pedal cycle, N -> W			Casualties Vehicles	1 2
3	Road No C247 Grid 616393E Section 022 Ref 159921N	SLIGHT	15/08/2010	1	15:30	L	Dry	Fine			
	Shalloak Road, Broad Oak, Canterbury, Kent								Canterbury		
	Vehicle 1 and Vehicle 2 Travelling Along Shalloak Road Towards Broad Oak. Vehicle in Front of Vehicle 2 Went to Overtake a Cyclist, as Pulled out a Vehicle Came in the Opposite Direction Causing the Overtaking Vehicle to Slam Brakes On. Vehicle 2 Braked and Vehicle 1 Went into the Back of Vehicle2, Cyclist Overtaking Vehicle.						Veh1, car, S -> N Veh2, car, S -> N			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

16-Jul-2015

13:24:42

Sturry - extended

Accident Date BETWEEN '01-May-2010' AND '30-Apr-2015'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
4	Road No A291 Grid 617288E Section 007 Ref 161344N	SLIGHT	09/08/2010	2	13:50	L	Dry	Fine			
	A291 at J/W Sweechgate, Sturry, Kent								Canterbury		
	Driver of V2 Pulled out of the Junction After Seeing the Nearside Indicator Illuminated on V1. as Driver of V2 Pulled Out, V1 Sounded Their Horn Causing V2 to Swerve to the Nearside and Strike a Tree, Causing the Vehicle to Roll onto its Side.						Veh1, car, S -> N Veh2, car, W -> E			Casualties 1 Vehicles 2	
5	Road No A291 Grid 617710E Section Ref 160426N	SLIGHT	18/08/2010	4	12:14	L	Dry	Fine	W	S.VEH	PSV
	A291 Sturry Hill, Junction with Island Road, Sturry, Canterbury, Kent								Canterbury		PED
	Pedestrian Crossed in Front of Moving Bus Waiting to Make Turn at Junction and Collide with Bus Causing her to Fall and Hit her Head on the Road Surface.						Veh1, bus or coach, N -> S			Casualties 1 Vehicles 1	
6	Road No A28 Grid 616586E Section 319 Ref 159465N	SLIGHT	07/09/2010	3	14:55	L	Dry	Fine			
	A28 Sturry Road at J/W Vauxhall Road, Canterbury, Kent								Canterbury		
	D2 was Travelling from Asda Roundabout Towards Vauxhall Ind Estate Roundabout. V1 was Travelling Behind. V1 Nudged Rear of V2 and Collided with F/O/S, Causing Minor Damage. V1 Failed to Stop.						Veh1, car, N -> S Veh2, car, N -> 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

16-Jul-2015

13:24:42

Sturry - extended

Accident Date BETWEEN '01-May-2010' AND '30-Apr-2015'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
7	Road No C247 Grid 616645E Section 025 Ref 160214N	SERIOUS	12/09/2010	1	22:30	DRK USL	Wet/Damp	Fine		+VE	
	Shalloak Road, Canterbury, Kent								Canterbury		
	Vehicle 1 was Making a Three Point Turn in the Road on a Blind Bend in Darkness when Vehicle 2 Has Hit Vehicle 1.						Veh1, car, NE -> NE Veh2, car, NE -> SW			Casualties Vehicles	6 2
8	Road No C247 Grid 616719E Section 026 Ref 160298N	SERIOUS	10/09/2010	6	08:29	L	Dry	Fine		S.VEH	
	Shalloak Road, Broadoak, Kent (Mapped to Grid Ref)								Canterbury		
	V1 Travelling from Broadoak Village into Canterbury. Driving down Hill and Driver Lost Control. Vehicle left Road and Collided with Tree.						Veh1, car, N -> S			Casualties Vehicles	2 1
9	Road No C247 Grid 616635E Section 025 Ref 160177N	SERIOUS	07/10/2010	5	16:13	L	Dry	Fine		S.VEH	
	Shalloak Road, Broadoak, Canterbury, Kent (Mapped to Reference)								Canterbury		
	Secas Attended Rtc and Alerted Police. Rtc Occured on Shalloak Road, Canterbury, V1 Had a Driver with Head Injuries. no Other Vehicles or Persons Involved. from the Road Markings and How the Car was Situated it Appears the Car Hit the Muddy Bank and then Went across the Other Side of the Road Hitting a Tree Causing V1 to Land on its Roof, and Slide down the Hill.						Veh1, car, N -> SE			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

16-Jul-2015

13:24:42

Sturry - extended

Accident Date BETWEEN '01-May-2010' AND '30-Apr-2015'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
10	Road No A28 Grid 617153E Section 322 Ref 159809N	SLIGHT	07/10/2010	5	09:45	L	Dry	Fine			
	Sturry Road, at Junction with Providence Place (House), Canterbury, Kent								Canterbury		
	V2 Travelling Towards Canterbury V1 Travelling Towards Sturry in Opposite Direction Debris Fell from Rear of Vehicle 1 Hitting Nearside Area of Windscreen on Vehicle 2 Causing Damage and Injury to Passenger						Veh1, car, NE -> SW Veh2, car, SW -> NE			Casualties	1
										Vehicles	2
11	Road No C247 Grid 616581E Section 024 Ref 160062N	SLIGHT	18/10/2010	2	20:50	DRK NSL	Dry	Fine	U U	S.VEH +VE	
	Shalloak Road, O/S No.4, Canterbury, Kent.								Canterbury		PED
	Vehicle 1 was Driving Along Broad Oak Road, it Travelled over Broad Oak Railway Crossing onto Shalloak Road, Travelling up the Hill. V1 States That Veered Violently left to Avoid a Vehicle That was Travelling in the Opposite Direction on the Wrong Side of the Road. V1 then Hit Something on the Side of the Road Causing Veh to Shoot across the Road and Hit the Garden Wall of a House, Eventually Stopping. Casualty was in Building That was Hit by Car.						Veh1, car, SW -> NE			Casualties	2
										Vehicles	1
12	Road No A291 Grid 617651E Section 001 Ref 160532N	SLIGHT	30/11/2010	3	13:15	L	Frost/Ice	Snow			
	A291 Road, Sturry Hill, Sturry, Canterbury, Kent (Mapped to Ref)								Canterbury		
	V1 Has Come down Hill and Hit V2 and V3 That Were Stionary, Due to Ice and Severe Heavy Snow Downfall 5 Minutes Earlier. V1 Unable to Stop						Veh1, car, N -> S 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

D-PRINT CRASH REPORT

16-Jul-2015

13:24:42

Sturry - extended

Accident Date BETWEEN '01-May-2010' AND '30-Apr-2015'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
13	Road No C247 Grid 616720E Section 026 Ref 160309N	SERIOUS	31/12/2010	6	15:07	L	Dry	Fine			
	Shalloak Road, Canterbury, Kent								Canterbury		
	V1 Travelling down the Hill on Shalloak Road Towards the Railway Crossing. V2 Travelling up the Hill. V1 Loses Control and Spins Sideways and Collides with V2.						Veh1, car, N -> S Veh2, car, S -> N			Casualties 5 Vehicles 2	
14	Road No A291 Grid 617681E Section 001 Ref 160472N	SLIGHT	29/01/2011	7	09:30	L	Dry	Fine	E	S.VEH	
	A291 Sturry Hill, Canterbury, Kent								Canterbury		PED
	Casualty Walked out from in Front of Illegible Bus and was Struck by V1 on Leg. Casualty Suffered Shock and Small Cut to his Leg. Taken to Qeqm as Precaution.						Veh1, car, N -> S			Casualties 1 Vehicles 1	
15	Road No A28 Grid 616711E Section 320 Ref 159499N	SLIGHT	05/02/2011	7	11:20	L	Dry	Fine			PSV
	A28 Sturry Road Near the Junction with Stour Crescent, Canterbury, Kent								Canterbury		
	V1 was Driving Along Sturry Road when V1 Collided into the Back of Stationary Traffic. V1 Impacted with the Rear of V2 which then Collided with V3 which then was Shunted into the Back of V4. D1 Claimed to Have Cramp (Due to it Being in right Leg) Caused D1 to Not Be Able to Brake						Veh1, bus or coach, NE -> W Veh2, car, NE -> W Veh3, car, NE -> W Veh4, car, NE -> W			Casualties 4 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

16-Jul-2015

13:24:42

Sturry - extended

Accident Date BETWEEN '01-May-2010' AND '30-Apr-2015'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
16	Road No A291 Grid 617693E Section 271 Ref 160451N	SERIOUS	03/02/2011	5	07:50	L	Dry	Fine	E	S.VEH	
	A291, Sturry Hill, North of Island Road, Canterbury, Kent								Canterbury		PED
	Vehicle Stationary in Queing Traffic, Vehicles ahead Moved off Vehicle 1 Remained Static Observed by Pedestrian as Being on the Phone as Pedestrian Approached and Started to Cross in Front of Veh 1 it Pulled Forward and Run over Pedestrian Foot.						Veh1, car, N -> S			Casualties 1 Vehicles 1	
17	Road No A28 Grid 617082E Section 321 Ref 159759N	SLIGHT	08/02/2011	3	09:50	L	Dry	Fine		O/TAKE	HGV GV
	A28 Sturry Road, Outside Perry Field Farm, 500 Metres North East of Vauxhall Road Canterbury, Kent								Canterbury		
	a Stolen Vehicle was Being Pursued by Police. the Driver was Driving Very Aggreessively and Overtaking Vehicles on the Wrong Side of the Road. the Driver Tried to Overtake a Heavy Goods Vehicle, but Instead Struck the Front of it with the Front Nearside of his Vehicle.						Veh1, goods < 3.5t, W -> E Veh2, goods 3.5 - 7.5t, W -> E Veh3, car, W -> E Veh4, car, W -> E			Casualties 1 Vehicles 4	
18	Road No A28 Grid 617612E Section 325 Ref 160011N	SERIOUS	02/03/2011	4	12:10	L	Dry	Fine			P/C
	A28, Mill Road, Canterbury, Kent								Canterbury		
	Vehicle 1 Parked when Driver Opens Driver Door. Vehicle 2 Travelling Behind Swerves to Avoid. Vehicle 2 Crossed Carriageway and Hit Wall and Tree in Front Gardens of Number 5. Cyclist was Travelling Towards Heresden & was Hit by Vehicle 2 as it Crossed the Carriageway.						Veh1, car, P -> P Veh2, car, SW -> NE Veh3, pedal cycle, SW -> NE			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

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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

16-Jul-2015

13:24:42

Sturry - extended

Accident Date BETWEEN '01-May-2010' AND '30-Apr-2015'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
19	Road No A291 Grid 617386E Section 005 Ref 161182N	SLIGHT	01/03/2011	3	07:50	L	Wet/Damp	Fine			M/C
	Herne Bay Road, at Junction with Popes Lane, Canterbury, Kent.								Canterbury		
	V1 was Driving on Pope Lane Towards Herne Bay Road. as he Has Approached the Junction he Has Stopped and Looked both Ways. he Did Not See the Motorbike Driving on Herne Bay Road Going in the Direction of Canterbury. he Pulled out a Few Feet, Saw the Bike and Stopped Immediately. V2 was Unable to Stop or Swerve and Hit the Front of V1. V2 Rider Hit the Bonnet of V1 then Bounced off onto the Floor.						Veh1, car, E -> W Veh2, m/cycle > 500cc, N -> S			Casualties 1 Vehicles 2	
20	Road No A28 Grid 617702E Section 330 Ref 160271N	SLIGHT	17/04/2011	1	12:30	L	Dry	Fine			
	High Street, Sturry, Canterbury, Kent (Mapped to Ref)								Canterbury		
	Vehicle 1 was Pulling Away from a Stationary Position of the Kerb Side. Vehicle 2 was Travelling High Street into Sturry Village when Vehicle 1 Hit Vehicle 2 Along the Nearsides. Vehicle 1 then Hit Vehicle 3 which was Parked and Unattended						Veh1, car, SE -> NW Veh2, car, SE -> NW Veh3, car, P -> P			Casualties 1 Vehicles 3	
21	Road No A28 Grid 617723E Section 332 Ref 160432N	SLIGHT	07/06/2011	3	10:30	L	Dry	Fine	E	S.VEH	
	A28 Island Road Near J/W Sturry Hill, Sturry, Canterbury, Kent.								Canterbury		PED
	V1 was Leaving the Costcutters Store, Island Road, Sturry. V1 was Pulling out of the Car Park and a Visually Impaired Pedestrian Stepped out in Front of V1 to Pass. V1 was Travelling Approx 5Mph and Hit C1, Knocked Them Over.						Veh1, car, S -> N			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

16-Jul-2015

13:24:42

Sturry - extended

Accident Date BETWEEN '01-May-2010' AND '30-Apr-2015'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
22	Road No C247 Grid 616555E Section 024 Ref 160004N	SLIGHT	05/06/2011	1	18:49	L	Wet/Damp	Rain		S.VEH	
	Shalloak Road, Canterbury, Kent								Canterbury		
	V1 the Only Vehicle Involved Lost Control. Whislt Going down Hill, Vehicle Spun and Hit a Tree Stump off the Road. Vehicle Had Roof Removed by Kfrs as a Precaution						Veh1, car, N -> S			Casualties	1
										Vehicles	1
23	Road No C247 Grid 616734E Section 033 Ref 161404N	SERIOUS	07/06/2011	3	12:20	L	Dry	Fine			M/C
	Shalloak Road, Broad Oak, Canterbury, Kent. (Mapped to Police Ref 616730,161400)								Canterbury		
	Vehicle 1 was Travelling Immediately Behind V2. V2 Slowed down and Braked to Allow a Mobility Scooter to Travel Ahead. V1 Failed to Slow down in Time and Collided with the Rear of V2. this Resulted in Damage to both Vehicles and Injury to Rider 1.						Veh1, m/cycle 50 - 125cc, SE -> NW Veh2, car, SE -> NW			Casualties	1
										Vehicles	2
24	Road No C247 Grid 616301E Section 022 Ref 159898N	SLIGHT	06/06/2011	2	16:30	L	Dry	Fine			
	Broad Oak Road at Junction with Vauxhall Road, Canterbury, Kent								Canterbury		
	Veh 2 Stopped at Junction and Vehicle 1 Drove into Back of Veh 2.						Veh1, car, SW -> NE Veh2, taxi, SW -> NE			Casualties	1
										Vehicles	2
25	Road No A28 Grid 616616E Section 319 Ref 159449N	SLIGHT	05/08/2011	6	17:15	L	Dry	Fine			
	A28, Sturry Road, Junction with Stour Crescent, Canterbury, Kent.								Canterbury		
	V1 and V2 Stationary at Junction of Sturry Road and Stour Crescent. V2 Moved Forward, V1 Followed						Veh1, car, NE -> SW Veh2, car, NE -> 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
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 ATS DEF Traffic Lights Defective
 SIGNS Road Signs Defective or Obscured
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Accident Date BETWEEN '01-May-2010' AND '30-Apr-2015'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
26	Road No A28 Grid 616951E Section 321 Ref 159672N	SLIGHT	26/10/2011	4	15:30	L	Wet/Damp	Rain			
	A28, Sturry Road Outside Water Treatment Works, Canterbury, Kent (Mapped to Exact Grid Ref Provided 21/11/11 Ac)									Canterbury	
	V1 Travelling Along Sturry Road Towards Sturry. V1 Hit Rear of V2 Causing V2 to Hit Rear of V3. it Would Appear That V1 Had Not Seen That V2 Had Stopped or Slowed.						Veh1, car, SW -> NE Veh2, car, SW -> NE Veh3, car, SW -> NE			Casualties 3 Vehicles 3	
27	Road No C247 Grid 616730E Section 031 Ref 161203N	SLIGHT	03/11/2011	5	10:35	L	Wet/Damp	Rain		S.VEH	M/C
	Shalloak Road, Broad Oak, Canterbury, Kent (Mapped to Exact Grid Ref Provided 19/12/11 Ac)									Canterbury	
	V1 Slipped on Wet Road Conditions						Veh1, m/cycle <= 50cc, NE -> SW			Casualties 1 Vehicles 1	
28	Road No A291 Grid 617440E Section 004 Ref 161028N	SLIGHT	09/12/2011	6	08:00	L	Wet/Damp	Fine		R.TURN	M/C
	A291 Herne Bay Road, Sturry, Canterbury, Kent (Mapped to Police Ref 617480 160990 at Bus Stop)									Canterbury	
	V2 was Overtaking a Bus which Had Stopped to Pick up Passengers, as Drv Reached Just Beyond the Front of the Bus, V1 Pulled out of the Side Road into its Path. the Rider of V2 Applied Brakes, Back End of the Bike Swung Around and the Rider Made Contact with V1. Details Exchanged at the Time - Reported Due to Injury. Ltd Details Obtained.						Veh1, car, E -> N Veh2, m/cycle 50 - 125cc, N -> 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
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Surface Road Surface Defective

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Accident Date BETWEEN '01-May-2010' AND '30-Apr-2015'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
29	Road No A28 Grid 617738E Section 330 Ref 160335N	SLIGHT	17/11/2011	5	15:31	L	Dry	Fine		R.TURN	M/C
	A28 Sturry Hill Jw High Street, Sturry, Canterbury, Kent.								Canterbury		
	V1 was turning right out of Sturry High Street, V2 was Travelling Along the Outside of Stationary Traffic, as he Approached the Yellow Hatching V2 Collided with Vi as it Pulled out of the Junction.						Veh1, car, E -> N Veh2, m/cycle 50 - 125cc, S -> N			Casualties 1 Vehicles 2	
30	Road No C247 Grid 616611E Section 025 Ref 160096N	SLIGHT	30/01/2012	2	16:15	L	Frost/Ice	Fine			GV
	Shalloak Road Approaching J.W Broad Oak, Canterbury, Kent.								Canterbury		
	V1 was Travelling Along Shalloak Road Towards Broad Oak Road, Whilst V2 was Travelling Along the Same Road Towards Herne Bay. V1 was Travelling into a Nearside Bend but Oversteered, Resulting in V1 Making Contact with the Offside of V2.						Veh1, goods < 3.5t, NE -> S Veh2, car, S -> NE			Casualties 1 Vehicles 2	
31	Road No A28 Grid 617714E Section 332 Ref 160426N	SLIGHT	06/04/2012	6	14:45	L	Dry	Fine		R.TURN	P/C
	A28 Island Road J/W A291 Sturry Road, Canterbury, Kent								Canterbury		
	Veh 1 turning right from Island Road into Sturry Road. Veh 2 (Cyclist) Travelling in Opposite Direction: Veh 1 Collided Causing Damage and Slight Injury to Cyclist. Section 17 Complied with at Scene						Veh1, car, S -> E Veh2, pedal cycle, N -> 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
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No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
32	Road No F2711 Grid 616690E Section 271 Ref 160265N	SLIGHT	22/05/2012	3	08:29	L	Wet/Damp	Fine			
	Shalloak Road, Canterbury, Kent								Canterbury		
	V1& V2 Were Travelling down the Hill Towards Canterbury when an Animal Ran out in Front of V1. V1 Braked Heavily but V2 Did Not Stop in Time and Hit the Rear of V1.						Veh1, car, NE -> SW Veh2, car, NE -> SW			Casualties Vehicles	1 2
33	Road No A291 Grid 617295E Section 007 Ref 161347N	SLIGHT	01/06/2012	6	20:49	L	Dry	Fine		R.TURN	
	A291, Sweechgate J/W Herne Bay Road, Canterbury, Kent.								Canterbury		
	Veh 1 was Trav from Herne Towards Sturry. as Veh 1 Turned right from Sweechgate it Collided with Veh 2 Who was Trav from Sturry Towards Herne. Along the Herne Bay Road. Veh 1 was Pushed by Veh 2 into Veh 3.						Veh1, car, W -> S Veh2, car, S -> N Veh3, car, W -> N			Casualties Vehicles	5 3
34	Road No C247 Grid 616725E Section 028 Ref 160694N	SLIGHT	20/07/2012	6	13:42	L	Wet/Damp	Rain			
	Shalloak Road, Canterbury, Kent (Mapped to Police Ref 616700,160700)								Canterbury		
	Veh 2 Pulled into the Offside to Allow V1 to Pass. Veh 1 Has Not Slowed Sufficiently and Collided with the Rear of Veh 2.						Veh1, car, S -> N Veh2, car, S -> N			Casualties Vehicles	1 2
35	Road No A28 Grid 616920E Section 321 Ref 159658N	SLIGHT	26/07/2012	5	15:02	L	Dry	Fine			
	A28 Sturry Road, Canterbury, Kent (Mappe to Police Ref 616920 159690)								Canterbury		
	Veh 1 Travelling down Sturry Road, Traffic ahead Slowed, Veh 1 Collided with Veh 2, Pushing it into Veh 3.						Veh1, car, W -> E Veh2, car, W -> E Veh3, car, W -> E			Casualties Vehicles	4 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-May-2010' AND '30-Apr-2015'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
36	Road No F2711 Grid 617281E Section 271 Ref 161347N	SLIGHT	16/08/2012	5	10:14	L	Dry	Fine			
	Sweechgate, Broad Oak at Junction with Herne Bay Road								Canterbury		
	V1 was Pulling off the Car Park Area of Broad Oak Central Stores which is on the Junction of Sweechgate and Herne Bay Road. V1 Struck the Side of a Mobility Scooter Being Ridden on the Pavement by C1. Minor Injury to C1 Caused when Falling out of Scooter.						Veh1, car, E -> NW Veh2, Motor vehicle, N -> S			Casualties 1 Vehicles 2	
37	Road No A28 Grid 616602E Section 319 Ref 159467N	SLIGHT	24/08/2012	6	14:50	L	Dry	Fine		R.TURN	
	A28 Sturry Road Roundabout J/W Vauxhall Road, Canterbury								Canterbury		
	V2 Entered R/A/B at Sturry Road from Westminster Road in Direction of Canterbury. V2 Braked Sharply Due to V3 Pulling onto R/A/B from another Direction. V1 Entered R/A/B from Sturry Road and Collided into Rear of V2 Causing Slight Crash and Injury to Passenger of V2						Veh1, car, SW -> NE Veh2, car, NW -> SW Veh3, car, SE -> SW			Casualties 1 Vehicles 3	
38	Road No C247 Grid 616727E Section 031 Ref 161170N	SLIGHT	16/10/2012	3	10:21	DRK NSL	Dry	Fine			
	Shalloak Road, Canterbury, Kent.								Canterbury		
	V1 and 2 Were Travelling in Opposite Directions on Shalloak Road, V1 was on Bend on Wrong Side of Road Hitting V2 Failed to Stop.						Veh1, car, SE -> N Veh2, car, N -> 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
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Accident Date BETWEEN '01-May-2010' AND '30-Apr-2015'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
39	Road No A291 Grid 617299E Section 007 Ref 161348N	SLIGHT	15/10/2012	2	17:15	L	Dry	Fine		R.TURN	
	A291 Broad Oak J/W Sweechgate, Canterbury, Kent								Canterbury		
	Veh2 was Driving Along the A291, (Herne Bay Towards Canterbury) when They Indicated to Turn right into Sweechgate. as Veh2 Turned Right, Veh1 Turned right out of Sweechgate, into the Path of Veh2 Hitting the Side of Veh2.						Veh1, car, NW -> S Veh2, car, NE -> NW			Casualties 2 Vehicles 2	
40	Road No A291 Grid 617298E Section 007 Ref 161348N	SLIGHT	03/11/2012	7	13:20	L	Dry	Fine		R.TURN	M/C
	Herne Bay Road J/W Sweechgate, Canterbury, Kent.								Canterbury		
	V1 Travelling from Herne Bay Towards Canterbury, Turned into the Junction of Sweechgate across the Path of V2 Causing the Mototcycle Rider to Go Through the Air and Land on the Road. Rider of V2 Has Minor Injuries as a Result.						Veh1, car, N -> NW Veh2, m/cycle 125 - 500cc, S -> N			Casualties 1 Vehicles 2	
41	Road No C247 Grid 616670E Section 025 Ref 160240N	SLIGHT	12/11/2012	2	12:55	L	Wet/Damp	Unknown			
	Shallock Road 600 Metres from Broadoak Road, Broakoak, Canterbury, Kent								Canterbury		
	W1 was Travelling up Shallock Froad, Broadoak. an Ambulance was Parked on Live Lane. W1 and Three Further Vehicles Overtook the Ambulance. the Last Vehicle Has Caused V4 to Brake. V3 Collided with Rear of V4. V2 Stopped in Time. V1 then Collided with V2 Causing a Domino Effect on Cars in Front.						Veh1, car, SW -> NE Veh2, car, SW -> NE Veh3, car, SW -> NE Veh4, car, SW -> NE			Casualties 4 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

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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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Accident Date BETWEEN '01-May-2010' AND '30-Apr-2015'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
42	Road No C247 Grid 616765E Section 027 Ref 160514N	SLIGHT	10/01/2013	5	15:51	L	Wet/Damp	Fine			GV
	Shalloak Road, Canterbury, Kent (Mapped to Exact Grid Reference Provided 19/03/2013 - 616760/160500)								Canterbury		
	V3 was Reversing Slowly out of a Driveway. V1 Possibly Travelling at Access Speed and Has Swerved to Avoid V3. V1 Has then Collided Head on with V2 which was Travelling in the Opposite Direction.						Veh1, goods < 3.5t, SE -> N Veh2, car, N -> SE Veh3, car, N -> SE			Casualties 1 Vehicles 3	
43	Road No C247 Grid 616730E Section 031 Ref 161210N	SLIGHT	12/01/2013	7	09:12	L	Wet/Damp	Fine			
	Shalloak Road, Outside Number 72, Canterbury, Kent								Canterbury		
	V1 Travelling from Canterbury and Failed to Travel Around Offside Bend. as Exiting the Bend the Rear Tyre Caught the Grass Bank Causing it to Spin Sideways across the Road. this was across the Path of V2 Causing a Collision Between the Pair and then into a Fence at the Location.						Veh1, car, SE -> N Veh2, car, N -> S			Casualties 2 Vehicles 2	
44	Road No A28 Grid 617719E Section 331 Ref 160376N	SLIGHT	20/02/2013	4	00:01	DRK STL	Dry	Fine			
	A28, Sturry Hill, (Sturry Train Level Crossing), Canterbury, Kent								Canterbury		
	V2 Stopped at Train Level Crossing on Sturry Road. V1 Drove into Back of V2. 2 Males Got out of V1 - Very Aggressive and Intimidating and Claimed V2 Had "Pulled out on Them Earlier" Owner of V2 on Their Own and left Scene as Quickly as They Could.						Veh1, car, SE -> 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

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No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
45	Road No A28 Grid 617770E Section 328 Ref 160137N	SLIGHT	01/03/2013	6	18:30	DRK STL	Dry	Fine		R.TURN	
	A28 Mill Rd J/W Fordwich Road, Canterbury Kent								Canterbury		
	V2 was on the A28 Sturry Cantrbury Road. Has Indicated to Turn right into Fordwich Road when V1 Has Pulled out of Fordwich Road into V2. V1 Failed to Stop and Drove off at Speed.						Veh1, car, SE -> NE Veh2, car, SW -> SE			Casualties 2 Vehicles 2	
46	Road No A28 Grid 617698E Section 327 Ref 160050N	SLIGHT	15/03/2013	6	08:30	L	Dry	Fine			P/C
	Mill Road, Sturry, Kent (Mapped to Road at Police Ref 617600,160100)								Canterbury		
	V2 Had Come to a Halt Due to a Queue of Traffic. V1 (A Cyclist) Approached from the Rear at Speed. the Cyclist Appeared Not to Brake Before Colliding with the Nearside Rear of V2. the Cyclist Came off with Impact and Head Hit the Rear Windscreen Before Falling to the Ground.						Veh1, pedal cycle, SW -> NE Veh2, car, SW -> NE			Casualties 1 Vehicles 2	
47	Road No C247 Grid 616305E Section 022 Ref 159904N	SLIGHT	31/03/2013	1	12:35	L	Dry	Fine		O/TAKE	
	Broadoak Road, Junction with Vauxhall Road, Canterbury, Kent								Canterbury		
	V2 Had Pulled over at the Side of the Road. V1 Failed to See V2 and Collided with the Rear of It.						Veh1, car, W -> E Veh2, car, P -> P			Casualties 2 Vehicles 2	
48	Road No C247 Grid 616788E Section 030 Ref 161091N	SLIGHT	11/04/2013	5	08:05	L	Wet/Damp	Rain			
	Shalloak Road, 300M South of Chapel Lane, Broad Oak, Canterbury, Kent								Canterbury		
	V1 Negotiating Sharp left Hand Bend, Under Steered into Path of V2.						Veh1, car, SW -> NW Veh2, car, NW -> 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
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STU Street Lights Unknown

FACTORS

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R.TURN Right Turn Manoeuvre
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Special Conditions

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No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
49	Road No A28 Grid 617744E Section 332 Ref 160443N	SLIGHT	18/04/2013	5	22:45	DRK STL	Dry	Fine		S.VEH	P/C
	A28, Mill Lane 20 Metres from Sturry Road, Canterbury, Kent.								Canterbury		
	Pedal Cycle Collided with Kerb and Fell off Bicycle.						Veh1, pedal cycle, W -> E			Casualties	1
										Vehicles	1
50	Road No C247 Grid 616418E Section 022 Ref 159931N	SLIGHT	19/04/2013	6	16:25	L	Wet/Damp	Rain			
	Broadoak Road, Canterbury, Kent (Mapped to Exact Grid Reference Provided 21/05/2013 - 616410/159940)								Canterbury		
	V1 Braked but Collided with right Offside Rear of V2 then Has Gone into the Path of Oncoming V3, Front Impact on both V1 and V3.						Veh1, car, SW -> NE Veh2, car, SW -> NE Veh3, car, NE -> SW			Casualties	2
										Vehicles	3
51	Road No A28 Grid 616630E Section 319 Ref 159460N	SLIGHT	24/04/2013	4	10:00	L	Dry	Fine			
	A28, Sturry Road at Crossing Prior to J/W Stour Crescent, Canterbury, Kent								Canterbury		
	Veh 2 Stationary at Traffic Lights Prior to Roundabout. Veh 1 was Behind Veh 2 and Drivers Foot Slipped Causing the Vehicle to Jump Forward and Collide with Rear of Veh 2.						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

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

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Sturry - extended

Accident Date BETWEEN '01-May-2010' AND '30-Apr-2015'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
52	Road No A28 Grid 617780E Section 328 Ref 160158N	SLIGHT	30/04/2013	3	17:18	L	Dry	Fine		R.TURN	P/C
	A28, Island Road J/W High Street, Sturry, Kent								Canterbury		
	V1 was Travelling Along A28 Towards Canterbury. V2 (Pushbike) Travelling Behind V1. V1 Stopped in Carriageway at J/W High Street Intending to Turn Right. V2 Failed to Stop in Time and Collided with Rear of V1 Causing the Rear Window to Smash.						Veh1, car, NE -> NW Veh2, pedal cycle, NE -> SW			Casualties 2 Vehicles 2	
53	Road No A28 Grid 616618E Section 319 Ref 159453N	SLIGHT	09/05/2013	5	18:35	L	Dry	Fine Wind	N	S.VEH	
	A28, Sturry Road J/W Stour Crescent, Canterbury, Kent								Canterbury		PED
	Veh 1 Travelling Along A28 Approaching Roundabout J/W Stour Crecent. as Veh 1 Reached Roundabout Pedestrian Ran out into the Road and Collided with Veh 1.						Veh1, car, NE -> SW			Casualties 1 Vehicles 1	
54	Road No A28 Grid 616783E Section 320 Ref 159559N	SLIGHT	01/06/2013	7	10:11	L	Dry	Fine			
	A28, Sturry Road, Canterbury, Kent								Canterbury		
	V3 and V2 Had Stopped in a Queue of Traffic Along the A28 Sturry Road. V1 Did Not Stop in Time and Collided with V2 which Shunted it Forwards into V3. Drivers of V2 and V3 Have a Sore Neck and Head.						Veh1, car, SW -> NE Veh2, car, SW -> NE Veh3, car, SW -> NE			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

16-Jul-2015

13:24:42

Sturry - extended

Accident Date BETWEEN '01-May-2010' AND '30-Apr-2015'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
55	Road No A28 Grid 617721E Section 331 Ref 160375N	SLIGHT	07/06/2013	6	16:50	L	Dry	Fine			
	A28, Mill Road, Level Crossing, Ashford								Canterbury		
	Veh 2 Travelling A28 Mill Road Towards Margate. at the Level Crossing in Sturry Village. the Barriers Were Down. Driver 2 Stopped to Wait, a Moment Later Veh 1 Went into the Rear of Veh 2. both Drivers Checked for Damage, no Apparent Damage. Did Not Exchange Details. Driver 2 then Felt Neck and Shoulder Pains and Attended Hospital for Whip Lash Injuries.						Veh1, car, S -> N Veh2, car, S -> N			Casualties 1 Vehicles 2	
56	Road No A291 Grid 617382E Section 005 Ref 161183N	SLIGHT	18/07/2013	5	14:40	L	Dry	Fine		R.TURN	PSV
	A291, Herne Bay Road J/W Popes Lane, Canterbury								Canterbury		
	V1 was Approaching Junction to Turn right into Popes Lane. V2 Allowed Other Unknown Vehicles Turn out of Popes Lane and V1 Thought They Could Also Go and Turned across V2 and They Collided.						Veh1, car, SE -> NE Veh2, bus or coach, NW -> SE			Casualties 1 Vehicles 2	
57	Road No A28 Grid 617705E Section 332 Ref 160419N	FATAL	10/08/2013	7	07:30	L	Dry	Fine		S.VEH	
	A28 Island Road J/W A291 Sturry Hill, Canterbury, Kent								Canterbury		
	V1 is Believed to Be a Stolen Vehicle, Driving Along Island Road, Sturry, Towards Canterbury when Driver Failed to Negotiate a left Hand Bend and Continued Straight Ahead, Has Collided and Passing Through a Boundary High Fence and Collided with a Tree Within the Garden. Causing Damage to the Vehicle, Fence, Tree and Fatal Injuries to the Driver.						Veh1, car, E -> 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
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No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
58	Road No A291 Grid 617427E Section 004 Ref 161050N	SERIOUS	23/09/2013	2	15:37	L	Dry	Fine	U	S.VEH	
	A291 Herne Bay Road, Canterbury, Kent								Canterbury		PED
	Large Amounts of Children Crossing Road After Getting off Bus. V1 Has Slowed for One Group and as D1 Has Moved off Has Seen C1. C1 Stopped in Road as They Saw V1. V1 Has then Stopped to Allow C1 to Go but C1 Did Not Move. then both V1 and C1 Have Moved at the Same Time. V1 Has Therefore Hit C1 Who Has Gone over the Bonnet.						Veh1, car, NW -> SE			Casualties 1 Vehicles 1	
59	Road No E3108 Grid 616541E Section 001 Ref 159516N	SLIGHT	25/09/2013	4	08:04	L	Dry	Fine			M/C
	Vauxhall Road, Canterbury, Kent								Canterbury		
	V1 Needed to Reverse Due to a Car Transporter Being Parked on a Bend, Causing View to Be Restricted. as V1 Reversed it Hit V2 (Motorbike). the Bike Has Gone Under Veh 1 and Has Caused the Rider to Fall off the Bike and Hurt right Leg. S170 was Complied with and Rider was Going to Hospital to Be Checked Out.						Veh1, car, SE -> NW Veh2, m/cycle 50 - 125cc, NW -> SE			Casualties 1 Vehicles 2	
60	Road No C247 Grid 616421E Section 022 Ref 159931N	SLIGHT	28/10/2013	2	08:00	L	Wet/Damp	Rain Wind			
	Broadoak Road Near Jw Vauxhall Road, Canterbury, Kent (Mapped to Grid Reference Provided 18/12/2013 - 616410/159940)								Canterbury		
	Due to the Storm a Tree and Branch Had Fallen Partially into the Road, V2 Stopped in Vauxhall Road to Allow Oncoming Vehicles Through and Past. V1 Collided with the Rear of V2 Causing Damage and Injury to Driver.						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
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No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
61	Road No A291 Grid 617297E Section 007 Ref 161349N	SLIGHT	18/11/2013	2	18:02	DRK STL	Wet/Damp	Rain		R.TURN	
	A291 Jw Sweechgate Road, Broad Oak, Canterbury, Kent								Canterbury		
	V1 was Pulling onto Sweechgate Road by turning right from the Main A291 Herne Bay to Canterbury Road, V2 Travelling in the Opposite Direction Hit V1 as it Pulled into its Path, V3 Hit Rear of V1.						Veh1, car, N -> NW Veh2, car, S -> N Veh3, car, N -> S			Casualties 1 Vehicles 3	
62	Road No A28 Grid 617769E Section 328 Ref 160132N	SLIGHT	25/11/2013	2	18:15	DRK STL	Dry	Fine		R.TURN	
	A28, Sturry Road Jw Fordwich Road, Canterbury, Kent								Canterbury		
	Veh 2 Travelling Along A28 from Sturry Towards Canterbury. as Veh 2 Approached Fordwich Road, Sturry, Saw Veh 1 Beginning to Edge out Intending to Join on Coming Traffic. as Vehicle 2 Got Nearer, Vehicle 1 Pulled out in Front of Veh 2 Causing Loss of Control, Colliding with the Front Offside of Veh 1.						Veh1, car, SW -> NE Veh2, car, NE -> SW			Casualties 2 Vehicles 2	
63	Road No A28 Grid 617732E Section 330 Ref 160348N	SLIGHT	30/01/2014	5	15:35	L	Dry	Fine			
	A28 Sturry Road J/W High St, Canterbury, Kent								Canterbury		
	V1 Pulling out of Junction onto Main Road Traffic Flow was Heavy. V2 Travelling on Main Road. V1 Thought V2 was Giving Way for Them to Pull out & Began Manouevring. V2 was Not Giving Way & V1 Collided with V2. V2 Swerved to Avoid Being Hit & Hit V3 Head on in on Coming Traffic.						Veh1, car, SW -> NE Veh2, car, SE -> NW Veh3, car, NW -> SE			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

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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
64	Road No F2711 Grid 617644E Section 271 Ref 160480N	SLIGHT	18/03/2014	3	11:35	L	Dry	Fine		S.VEH	
	Sturry Court Mews, Sturry, Canterbury Kent								Canterbury		
	Vehicle Stopped for Passenger to Alight. as Driver Went to Switch off Their Foot Slipped and Drove into Property. Vehicle is an Automatic.						Veh1, car, NE -> SW			Casualties Vehicles	2 1
65	Road No A291 Grid 617288E Section 007 Ref 161358N	SLIGHT	23/03/2014	1	15:00	L	Wet/Damp	Fine		S.VEH	
	A291 Herne Bay Road J/W Sweechgate, Canterbury, Kent								Canterbury		
	V1 Travelling Along A291 Towards Herne Bay. Having Just Passed the Junction when V1 Has left the Road on the Nearside and Driven Through Trees Coming [Illegable] of Garden of Tollgate Cottage.						Veh1, car, SE -> N			Casualties Vehicles	1 1
66	Road No A28 Grid 617751E Section 327 Ref 160100N	SLIGHT	05/04/2014	7	10:21	L	Dry	Fine			P/C
	A28, Sturry Hill Jw Water Lane, Sturry, Kent								Canterbury		
	as V2 Has Ridden Away from a Red Light it Appears Not to Have Built up Enough Speed and Not Been Aware of Road Position Causing V2 to Be Unstable in the Middle of the Carriageway. V1 Has then Glanced the Push Bikes Handlebars Whilst Overtaking Causing the Cyclist to Fall and Graze Elbow						Veh1, car, SW -> NE Veh2, pedal cycle, SW -> NE			Casualties Vehicles	1 2

Key Involved

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HGV Heavy Goods Vehicle
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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
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67	Road No A291 Grid 617380E Section 005 Ref 161180N	SLIGHT	10/04/2014	5	06:25	L	Dry	Fine		R.TURN	M/C
	Herne Bay Road at Junction with Popes Lane Sturry Canterbury Kent								Canterbury		
	Veh 2 Travelling Along Herne Bay Road, Canterbury Coming from Herne Bay Direction Towards Canterbury. as Veh 2 Travelled Towards the Junction with Popes Lane Vehicle 1 Has Pulled out of the Junction and into the Path of Vehicle 2. Front of Vehicle 2 Hit the Offside of Vehicle 1						Veh1, car, NE -> SE Veh2, m/cycle 50 - 125cc, NW -> SE			Casualties 2 Vehicles 2	
68	Road No A291 Grid 617300E Section 007 Ref 161348N	SLIGHT	26/04/2014	7	08:30	L	Wet/Damp	Rain		O/TAKE R.TURN	M/C
	A291, Herne Bay Road Jw Sweechgate, Canterbury, Kent								Canterbury		
	V1 was Travelling from Herne Bay to Canterbury. Indicated right to Turn into Sweechgate and as it Has Done So Has Become Aware of a Vehicle Trying to Overtake. Has Thought it was Clear in Front and in a Momentary Lapse of Concertration Has Turned into Sweechgate Causing V2 to Clip Rear of Vehicle.						Veh1, car, N -> S Veh2, m/cycle 125 - 500cc, N -> NW			Casualties 1 Vehicles 2	
69	Road No A28 Grid 616926E Section 321 Ref 159655N	SLIGHT	21/05/2014	4	17:04	L	Wet/Damp	Rain			
	A28, Sturry Road, Southern Water Building, Canterbury								Canterbury		
	Vehicles Have Been in a Line of Traffic, V2 Has Stopped Due to Congestion, V1 Has Braked but Due to Wet Weather Has Skidded into Rear of V2.						Veh1, car, SW -> NE Veh2, car, SW -> NE			Casualties 1 Vehicles 2	

Key Involved

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

Street Lighting

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FACTORS

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70	Road No E3108 Grid 616573E Section 001 Ref 159470N	SLIGHT	18/06/2014	4	17:55	L	Dry	Fine			
	Vauxhall Road J/W A28 Sturry Road, Canterbury, Kent								Canterbury		
	Rush Hour Traffic, Travelling at Slow Speed Due to Amount of Traffic, Two Vehicles on Roundabout and V2 Has Started to Move off then Stopped Due to Oncoming Traffic. V1 Didn't Stop in Time and Hit Rear of V2 Causing Slight Damage. D2 Slight Injury to Chest Due to Seatbelt/Steering Wheel.						Veh1, car, NW -> SE Veh2, car, NW -> SE			Casualties 1 Vehicles 2	
71	Road No A28 Grid 616584E Section 319 Ref 159444N	SLIGHT	29/06/2014	1	16:05	L	Dry	Fine		R.TURN	
	A28, Sturry Road Jw Vauxhall Road, Canterbury, Kent								Canterbury		
	V2 on Roundabout turning right from Tk Max Car Park Towards Sturry Road Thanet Bound. V1 Has Emerged from Vauxhall Road, Fnsu V2 Contacted Fosw V1 Minor Injuries to Front Seat Passenger of V2.						Veh1, car, SW -> NE Veh2, car, SE -> NE			Casualties 1 Vehicles 2	
72	Road No A28 Grid 617755E Section 327 Ref 160112N	SLIGHT	07/07/2014	2	13:50	L	Dry	Fine		O/TAKE	
	A28, Mill Road, Outside Benjy Tyres, 20M North of Water Lane, Canterbury , Kent								Canterbury		
	V3 was Parked on the Nearside Kerb Outside Benjy's Tyres. V2 was Travelling Towards the Level Crossing Parrallel with V1. as V2 Went to Overtake Parked V3, V1 Failed to Give Enough Room and Wedged V2 Between it and V3. Driver of V2 Remonstrated with Driver of V1 Who Drove off from Scene.						Veh1, car, SW -> NE Veh2, car, SW -> NE Veh3, car, P -> P			Casualties 1 Vehicles 3	

Key Involved

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M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

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FACTORS

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73	Road No A291 Grid 617314E Section 007 Ref 161334N	SLIGHT	23/08/2014	7	17:30	L	Dry	Fine			
	A291 Herne Bay Road 30 Metres South of Sweeneygate Canterbury Kent								Canterbury		
	Veh 2 Has Decided to Turn into Sweeneygate at the Last Minute So Has Slowed Down. Veh 1 Has Not Reacted and Collided into Rear of Veh 2						Veh1, car, S -> N Veh2, car, S -> N			Casualties Vehicles	2 2
74	Road No A28 Grid 617799E Section 328 Ref 160102N	SLIGHT	27/10/2014	2	00:55	DRK STL	Dry	Fine		O/TAKE +VE	
	Fordwich Road, 20M South of Sturry Hill, Canterbury, Kent								Canterbury		
	it Appears That Veh 1 Has Struck Parked Veh 2 on the Offside, Causing Extensive Damage to both Veh 1 and Veh 2. Veh 1 was Heading in Direction of Fordwich Village from A28. Occupants Seen Leaving Scene, Located by Patrol in Sturry Village. Admits Driving and Arrested E.B.A.						Veh1, car, NW -> SE Veh2, car, P -> P			Casualties Vehicles	1 2
75	Road No A28 Grid 617070E Section 321 Ref 159750N	SLIGHT	30/10/2014	5	14:50	L	Dry	Fine			
	A28 Sturry Road, Northgate, Canterbury, Kent (Mapped to 617070,159750)								Canterbury		
	All Vehicles Moving at Slow Speed Along Sturry Road Away from Canterbury Towards Sturry. V1 Has Driven into Rear of V2 Causing V2 to Drive into V3. Slight Damage to All Vehicles.						Veh1, car, SW -> NE Veh2, car, SW -> NE Veh3, car, SW -> NE			Casualties Vehicles	1 3

Key Involved

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

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76	Road No A28 Section 319 Grid 616583E Ref 159454N	SLIGHT	30/10/2014	5	15:10	L	Dry	Unknown			P/C
	Vauxhall Road Jct with Sturry Road Canterbury Kent									Canterbury	
	Veh 2 was Crossing Roundabout Heading Towards Sturry from Canterbury in Cycle Lane when Veh 1 turning left across Path of Veh 2 Knocking Cyclist to Ground. Veh 1 then Carried on Going.						Veh1, car, SW -> NW Veh2, pedal cycle, SW -> NE			Casualties Vehicles	1 2
77	Road No A28 Section 325 Grid 617641E Ref 160023N	SLIGHT	04/11/2014	3	19:05	DRK STL	Dry	Fine			
	A28, Mill Road, Sturry, Canterbury (Mapped to 617640/160020)									Canterbury	
	V1 Travelling Along A28 Towards Canterbury. V1 Collided with V2 which was Parked & Unattended. this Has Caused V1 to Roll over on to its Roof on the Opposite Carriageway.						Veh1, car, NE -> SW Veh2, car, SW -> NE			Casualties Vehicles	1 2
78	Road No A28 Section 328 Grid 617770E Ref 160160N	SLIGHT	15/11/2014	7	08:50	L	Wet/Damp	Rain		R.TURN	
	A28 Sturry Road Junction with High Street, Sturry, Kent									Canterbury	
	Veh 1 was Travelling Along A28 Sturry Road in Direction of Canterbury Whilst Veh 2 was Travelling Along Sturry Road in Direction of Herne Bay. Veh 1 Indicated to Turn right as it Approached Junction of High Street, Sturry. Veh 1 Turned in to Box Junction to Enter High Street into Path of Oncoming Vehicle. Vehicles Collided Within Box Junction.						Veh1, car, NE -> NW Veh2, car, SW -> NE			Casualties Vehicles	1 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

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79	Road No A28 Grid 616612E Section 319 Ref 159458N	SLIGHT	12/11/2014	4	18:30	DRK STU	Dry	Fine		R.TURN	P/C
	Sturry Road Jw Stour Crescent, Canterbury, Kent								Canterbury		
	V1 was Travelling Along Sturry Road Towards the City when V1 Approached the Roundabout, Looked right and Saw the Roundabout to Be Clear, on Entering the Roundabout V1 Collided with V2, Knocking the Rider off Pedal Cycle. V1 Did Not See V2 as was Dressed in Dark Clothing and Had a Flashing Light on Head. V2 Not in the Cycle Lane, V2 Very Minor Injuries.						Veh1, car, NE -> SW Veh2, pedal cycle, NW -> SE			Casualties 1 Vehicles 2	
80	Road No A28 Grid 617624E Section 325 Ref 160018N	SLIGHT	22/11/2014	7	01:13	DRK STL	Dry	Fine		S.VEH	
	Mill Lane Just After Milner Lane, Canterbury, Kent								Canterbury		
	V1 Travelling Along Mill Lane, Canterbury, from Sturry Road, Towards Fordwich Road, Swerved to Avoid Person in the Road and Hit a Wall. Pedestrian Uninjured.						Veh1, car, W -> E			Casualties 1 Vehicles 1	
81	Road No A291 Grid 617385E Section 005 Ref 161174N	SLIGHT	22/01/2015	5	17:25	L	Dry	Fine	W	S.VEH	
	A291 Herne Bay Road 5 Metres South of Popes Lane, Sturry, Canterbury, Kent								Canterbury		PED
	Car Vs Pedestrian Pedestrian was Crossing the Road when They Were Struck by a Car on the Carriageway, Knocking Them to the Road. the Impact Has Caused a Dent to the Vehicle Bonnet and Smashed the Windscreen. Pedestrian Has a Cut to Their Forehead and a Large Bump to the Rear of Their Head.						Veh1, car, SE -> NW			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

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82	Road No F2711 Grid 616735E Section 271 Ref 161409N	SLIGHT	06/02/2015	6	18:16	DRK STL	Wet/Damp	Fine	E	S.VEH	
	Shalloak Road (Outside House Number 100), Broadoak, Canterbury, Kent									Canterbury	PED
	C1 Alighted Bus and Ran across the Road in Between Parked Cars Where They Collided with V1.						Veh1, car, N -> S			Casualties 1 Vehicles 1	
83	Road No A28 Grid 617770E Section 328 Ref 160134N	SLIGHT	27/02/2015	6	17:26	DRK STU	Dry	Fine		O/TAKE	M/C
	Sturry Hill at Jw Fordwich Road, Canterbury, Kent									Canterbury	
	V1 was Edging out of Side Road as View was Obstructed. V1 then Edges out Further as Vehicle turning left into Side Road. V2 Overtakes turning Vehicle and Collided with V1.						Veh1, car, S -> NE Veh2, m/cycle > 500cc, NE -> 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

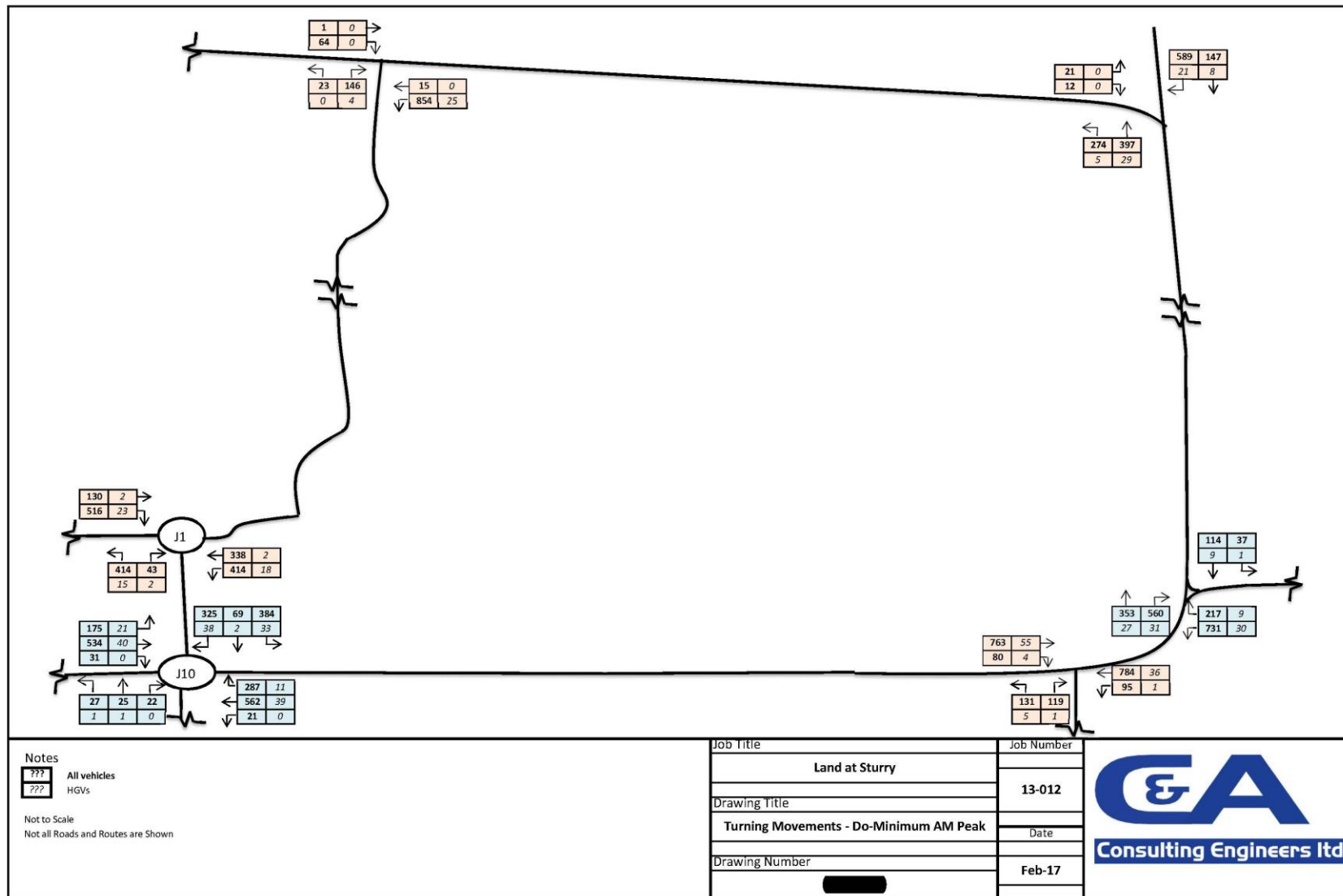
FACTORS

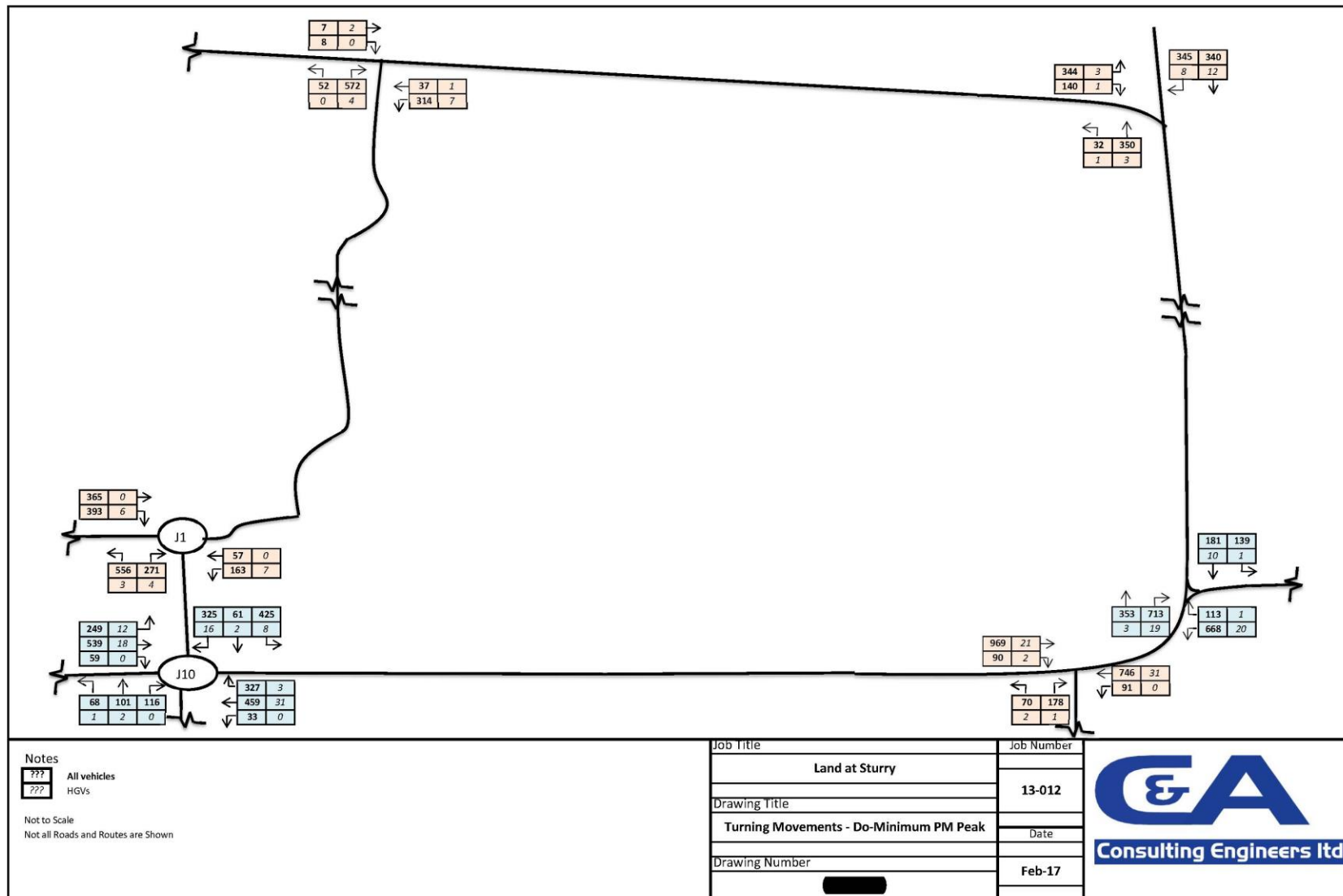
+VE Positive Breath Test
R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

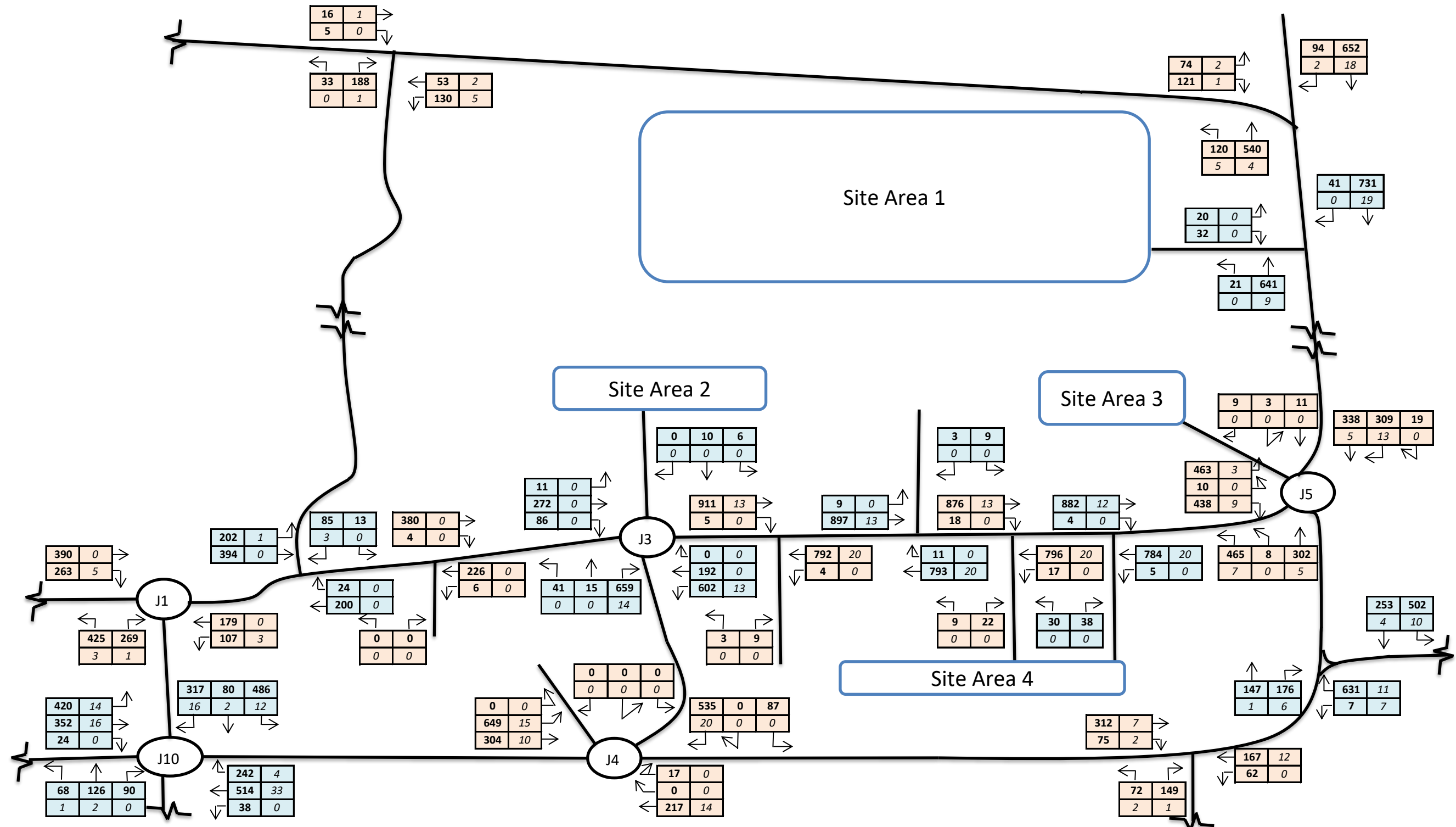
Special Conditions

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

Appendix C **C & A Modelled Flow Diagrams**







Notes

??? All vehicles
??? HGVs

Not to Scale
 Not all Roads and Routes are Shown

Job Title	Job Number
Land at Sturry	13-012
Drawing Title	Date
Turning Movements - With-Dev PM Peak	
Drawing Number	



