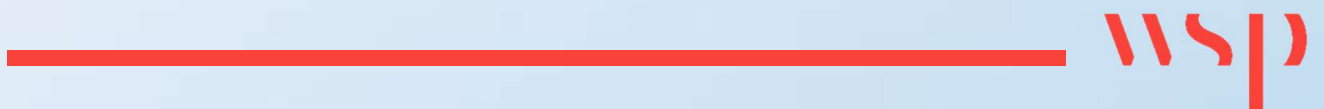


Appendix TA - G

PERSONAL INJURY ACCIDENT (PIA) DETAILED ANALYSIS





PERSONAL INJURY ACCIDENTS DETAILED ANALYSIS

DATE:	01 November 2020	CONFIDENTIALITY:	Public
SUBJECT:	London Resort – PIA Detailed Analysis		
PROJECT:	London Resort	AUTHOR:	Jess Denny
CHECKED:	Charlotte Herridge	APPROVED:	David Dixon

INTRODUCTION

A detailed PIA analysis has been conducted to review all fatal and serious accidents that have occurred along the main road corridors and junctions connecting the existing road network to The London Resort project site. This analysis also details all accidents (slight, serious and fatal) involving vulnerable road users such as cyclists or pedestrians and any notable trends that should be investigated further.

This review has been undertaken using the most recent five years' worth of accident data provided to WSP from Kent County Council and TfL between January 2015 and December 2019 and Essex County Council data provided between July 2015 and June 2020. A full accident report detailing these accidents can be made available upon request.

For the purposes of assessing The London Resort, WSP have considered accidents on key transport corridors that are likely to see increases in vehicular or pedestrian volumes as a result of the development proposals. WSP devised a detailed study area to assess the PIA impacts along key transport corridors routes such as, but not limited to; the M25, A2, A13, A1089, London Road and Thames Way. These were deemed the critical roads for assessment as these are the likely roads used when accessing The London Resort. The final study area considered and assessed is detailed in **Figure 1**.



Figure 1: PIA Detailed Analysis Area



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Accidents on the M25 north of the A13 junction (Junction 30) and south of the A2 (Junction 2) have been analysed in detail; accidents on the M25 between these two junctions, including the Dartford Crossing have been omitted from the detailed technical review. The provision of 25% visitor car and coach parking at Tilbury significantly reduces the need for any vehicles to use the Dartford crossing, as vehicles travelling clockwise around the M25 anticipated to park in Tilbury, with vehicles travelling anticlockwise around the M25 parking at the main Kent Project Site. The roads and junctions locations along key transport corridors which are forecast to see the largest increases in vehicle volumes and where PIA data has been reviewed in detail include, but not limited to:

- M25 between A127 and A13
- A13 East
- A13 West
- London Road
- Thames Way
- A1089
- M25 between A20 and A2
- A2 East
- A2 West

There totalled 1035 incidents within the determined study area over the five-year data period provided. To better understand the impacts of these accidents all serious and fatal accidents have been described below, and those that involve a vulnerable road user such as a cyclist or pedestrian.

Accidents that occurred within 50m of junctions was assessed first to highlight whether there were problem areas or trends before further assessment on surrounding links.

This review was conducted to assess whether there were any existing trends on the road network near the development that may be exacerbated by additional trips travelling to the London Resort. Overall it was found that most accidents detailed within this report were as a result of driver error and not because of the highway infrastructure.

JUNCTIONS

Accidents classified as fatal or serious were reviewed at or within 50m of key junctions within the study area defined by WSP. It was found that a total of 405 of the accidents reported over the 5-year study period were at junctions; of which 26 were accounted for by pedestrians or cyclists.

M25 J2 ROUNDABOUT, DARENTH INTERCHANGE

There were three fatal accidents reported on the M25 J2, Darent Interchange. PIA 1196 involved a goods vehicle travelling in middle lane of the A2 towards London, it has crossed to left towards fast slip to M25 South, crossed the chevron-controlled area, then lane 1 and hard shoulder before colliding with the Armco barrier. The vehicle has then left the carriageway and turned over, resulting in a fatality.

PIA 1212 occurred in similar circumstances, when a motorcycle was travelling London bound along the A2, has ridden over the chevron-controlled area separating the main carriageway from the slip road off for M25 and collided directly with the end of the Armco concrete crash barrier. The rider sustained fatal injuries and was declared deceased at scene.



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The final fatal accident PIA 1206 on the Darenth interchange occurred when a HGV has moved or began to move into lane 2 where it has struck a car; causing it to spin out of control and into the nearside barrier.

The further three serious incidents reported at this junction were likely due to driver error; PIA 1237 occurred between a car and motorbike when the car has broken heavily due to hazard ahead, and the motorbike has collided into back of the car.

A serious PIA 1075 was recorded involving a singular HGV when the driver has taken the off slip and has reported to have fallen asleep or blacked out, running the slip road at speed onto the roundabout before colliding with the Armco barrier, causing the vehicle to overturn and land on its offside. The driver blew over the legal limit of alcohol.

A serious accident noted as PIA 1016 involved a car trying to exit the M25 from lane 2 after misjudging the exit and colliding head on with the separating Armco.

The three of the fatal accidents reported at this junction occurred when a collision with the Armco barrier occurred. A further three serious incidents were reported at this junction, one involved a driver over the legal alcohol limit and two occurred when a collision with the Armco barrier took place.

BEAN LANE: B255/ A2 JUNCTION

There were nine serious incidents reported at the B255/ A2 roundabout junction. PIA 1481 involved two cars; when a car crashed into the rear of a car stopped at the junction to give way. Slight injuries were sustained and the driver at fault failed the roadside breath test.

A collision involving three cars was reported in PIA1605 when V1 travelling London bound on A2 has travelled at speed onto the slip off for Bean and hit the rear of V2 that was static in a line of traffic, causing V2 to collide with V3 ahead. The driver of the car travelling at speed (V1) was taken to Kings College Hospital with life threatening injuries and the occupants of V2 taken to Medway Hospital with minor injuries.

PIA 1267 occurred between a car and motorcyclist in the lane for the fast slip to A282; the car travelling at 30mph tried to re-enter the main carriageway, into the path of the motorbike after realising it was in the incorrect lane. The motorbike was unable to react and crashed into rear of the car.

PIA 1277 took place between three cars and a HGV, a car (V1) travelling along in lane 1 has moved into the slip lane when for unknown reasons has driven into the rear of a car travelling in lane 1 (V2). V2 has struck the rear of a car (V3) before V3 has been pushed into lane 2 before being struck by an approaching HGV.

PIA 1464 involved one car travelling along the slip road from Gravesend towards Blue Water, when the vehicle skidded on loose gravel and hit the roundabout, knocking over two signs and landing on the offside.

PIA 1470 involved a single motorbike travelling on the A2 London Bound off slip travelling in slow moving traffic the vehicle approached the junction without slowing and collided with the roundabout, throwing the rider off the bike and into the Armco barrier.

A serious PIA 1592 occurred when a motorbike left the A2 to enter the slip road when the back end of the vehicle started to kick out, as the driver tried to correct this, they lost control of the vehicle and ended up in the carriageway. The driver was not sure if they had hit a pothole or were hit by a car.

The final serious PIA 1680 recorded occurred when a car heading for the B255/A2 junction was travelling through a left-hand bend; when for reasons unknown they have lost control and collided with the kerb and other street furniture.



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After colliding with a lamp post the vehicle came to a stop, there were serious life-threatening injury sustained to the driver and front seat passenger, and moderate injury to the rear passenger.

Of the serious accidents reported at the Bean Lane/ B255 junction seven were attributed by driver or vehicle; one PIA1464 occurred due to lose gravel on the road surface, another when damp, rainy conditions caused the vehicle to aquaplane.

A2 / A2260 DUMBELLS JUNCTION

There were five serious PIA incidents recorded at the A2/ A2260 Dumbells junction with the first incident (PIA 1539) recorded to have involved three cars and a HGV; a HGV has changed lane to the left, causing the car behind to brake hard (v2), the car behind v2 (v3) then braked but collided with the car in front (v2) and the car behind v3 (v4) collided with v3.

PIA 1689 involved a car and a motorcyclist; upon approaching the roundabout from the direction of Ebbsfleet International Station the car intended to join the A2, the motorbike travelling in the same direction has overtaken the car on the roundabout and for reasons unknown they have collided.

The third PIA 1762 recorded as serious took place after a car upon leaving the roundabout changed direction and re-joined colliding with a motorbike, causing the bike to fall onto right side causing significant cosmetic damage to the frame and injury to the rider.

PIA 1534 involved a flatbed truck carrying waste, as the truck accelerated the load was not secured properly and the load has flown into the path of a motorbike, hitting the rider.

The final serious PIA (1743) recorded occurred when a motorbike approached the roundabout in the righthand lane intending on taking the first exit; a car in the left-hand lane has indicated right with intentions of taking the second exit. The car enters the motorbikes path and the two vehicles collide.

Of the accidents that occurred at A2/ A2260 junction four were attributed to by driver error in approaching or travelling around the roundabout in the incorrect lane.

A2260 EBBSFLEET GATEWAY/ B259 ROUNDABOUT

There was a serious PIA 2015 reported at the A2260 Ebbsfleet gateway/ B259 roundabout involving a singular motorbike when the motorbike travelling in the direction of Ebbsfleet station did not notice the roundabout until it was too late. The motorcyclist struck the roundabout and fell off the bike.

SWANSCOMBE STREET/ B259 STANHOPE ROAD MINI ROUNDABOUT

There was one serious accident PIA 2715 recorded on B259 Stanhope Road; this incident involved a singular car that upon approaching the roundabout has mounted the kerb, travelling 20m with 2 wheels on the ground and colliding with a signpost removing it from the ground.

A226 LONDON ROAD / A206 MCDONALDS ROUNDABOUT

There was one serious PIA and two slight PIAs involving pedestrians reported at the London Road/ A206 McDonalds Roundabout. The first serious PIA 3098 involved a motorcycle and car; upon entering the roundabout in the left hand lane with intentions of going straight the car pulls into the path of a motorbike where the vehicles collide.

PIA 3102 involved a pedestrian at the McDonalds Roundabout and occurred when a pedestrian crossed the road with red light right of way. The driver of a car began to pull off from stationary at the crossing and made slight contact with the pedestrian who was then grazed by the vehicle.



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The second slight PIA 3105 incident occurred at the same crossing, between a pedestrian and a motorcyclist. The pedestrian had paused in the central island of the crossing, the motorcyclist continued as it had green right of way; the pedestrian has stepped in the path of the motorcycle, hitting their head on the vehicle. The motorbike dropped to the floor to avoid the pedestrian, both were not hurt and left the scene.

A226 LONDON ROAD / KNOCKHALL CHASE PRIORITY JUNCTION

A fatal PIA 3151 was reported involving a pedestrian and a bus; the pedestrian had disembarked the bus and fell over into the road, where they were run over by the bus.

LONDON ROAD / HIGH STREET PRIORITY JUNCTION

A serious PIA 3170 recorded at the London Road/ High Street priority junction involved a pedestrian and a car. A pedestrian ran to cross London Road – Galley Hill Road and ran into the line of a car that was pulling off from stationary; both parties failed to stop and made contact.

The second serious PIA 3039 occurred when a pushbike cycling along the High Street in Northfleet towards the B2175 was hit by a car pulling out of the Rose Street junction. The front of cars bumper made contact with the cyclist, causing the cyclist to buckle their pedal and fall off the bike, sustaining injury.

THAMES WAY / VALE ROAD PRIORITY CONTROLLED CROSSROAD

There was a total of seven accidents recorded within 50m of the Thames Way/ Vale Road junction; one was classified as fatal and two were serious.

Fatal accident PIA2176 occurred involved a mobility scooter crossing the toucan crossing when it was hit by an approaching car that had green right of way; the rider of the scooter suffered fatal injuries.

Both serious accidents involved a pedestrian. PIA 2168 occurred when a pedestrian appeared from behind a parked car to cross the road when an oncoming car has driven through their green right of way. The car and pedestrian have collided, no serious injuries were sustained.

The second serious accident PIA 2174 occurred due to similar conditions, a pedestrian crossed when lane 1 of 2 was on red, but lane 2 was on green. In stepping into lane 2 due to view obstructed caused by stationary vehicles the pedestrian was hit by an oncoming car.

A slight accident was recorded for involving a pedestrian PIA 2166 at the crossing when the traffic light for cars had turned to amber, the pedestrian went to cross, however a car failed to stop and hit the pedestrian onto the floor.

Of the incidents reported at the Thames Way/ Vale Road controlled crossroad there presented a trend that parked cars obstructing the view of both pedestrians and vehicles attributed to the accidents.

THAMESWAY / SPRINGHEAD ROAD ROUNDABOUT

A serious PIA 2286 was recorded at the Springhead Road/ Thames Way roundabout involving a single motorcycle, whereby the rider clipped the lights and bus lane curb before flipping off the bike and into the central reservation.

THAMESWAY / A2260 EBBSFLEET GATEWAY T-JUNCTION

One serious PIA 2532 was recorded at the Thamesway / A2260 Ebbsfleet Gateway T-junction; this occurred between a motorcycle and a car, both vehicles were turning left after leaving the junction, when the car changed lane to the right-hand lane, colliding with the motorcyclist.



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THAMES WAY/ A226 THAMES WAY PRIORITY CONTROLLED

One serious accident was recorded on Thames Way/ A226 Thames Way priority-controlled junction; the PIA 2646 occurred when a passenger after disembarking a bus walked in front of the vehicle and was nearly hit by an overtaking car. The car in turn swerved and hit the wall of the Aldi carpark.

A slight PIA 2659 occurred when a cyclist crossing the lights in a cycle lane was struck offside by a crossing vehicle.

A1089/ ASDA ROUNDABOUT

Three serious PIAs occurred at the Asda roundabout. The first PIA (17210662) was recorded when a cyclist entered the road from the pavement from behind a parked car and rode into the path of a car. The cyclist fell off his bike and obtained a wrist injury.

PIA 16132838 occurred when a car stopped at the give way lines of the roundabout was ran into by a car behind who had failed to leave a sufficient gap.

The third serious PIA 1533069 involved a pedestrian and two cars, a car travelling in lane 1 slows as there are four stationary cars on the approach to the roundabout, upon slowing they see a pedestrian whom they allow to cross. The car in lane 2 fails to see the pedestrian as they are masked by the parked vehicles and hits the pedestrian. The pedestrian sustained life changing injuries.

DOCK ROAD/ A1089 ROUNDABOUT

A serious PIA 20952991 occurred at the Dock Road/ A1089 roundabout involving one vehicle. Upon approach to the junction the driver has failed to negotiate the bend of the road and continues straight mounting the roundabout colliding with a solid tree, causing the car to overturn onto its offside.

A13/A1089 OFFSLIP/ ONSLIP

There was one fatal PIA 16107209 reported at the A13/A1089 off slip involving an articulated lorry and a car, traffic was queueing on the A1089 for a mile, as traffic slowed the car failed to stop in time colliding with the rear of the lorry.

One serious PIA 16100701 occurred within 50m of the A13/A1089 off slip when an animal crossed the path of a car causing the driver to swerve to avoid the animal, in turn exiting the carriageway to the nearside and through the fence into a field.

PIA 20923272 took place on the A13/A1089 on slip road when two cars travelling in the same direction made contact and lost control.

A1012/ A13 ROUNDABOUT

The A1012 roundabout recorded nine serious accidents over the 5-year period. PIA 16137791 took place on approach to the A13 eastbound when a lorry jack knifed whilst negotiating the roundabout and collided with a car, resulting in both vehicles being pinned against the barrier.

PIA 17250219 was a serious collision involving a car and a motorbike, the car has entered the roundabout from the A13 off slip after failing to look properly and entered the path of the motorbike, colliding with its offside and causing the rider to fall on the floor.

PIA 18258728 was an incident involving a HGV and a van, the HGV had parked on the off slip with a punctured tyre, the van travelling behind failed to see the HGV and drove into the rear.



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PIA 17186680 occurred when car travelling west on the offslip has approached the roundabout coming to a stop; a motorbike travelling behind failed to stop and collided with the rear.

PIA 17201156 involved four vehicles; this accident occurred when a car (v1) was reversing on the on slip, another car (v2) entered behind and took evasive action to avoid collision. A third car entered and took evasive action, avoiding both cars, before a fourth car (v4) entered the slip and collided with the rear of v3 before continuing to drive off.

PIA 19832883 occurred on the on-slip road towards the A13 when a HGV failed to look properly and collided with the rear of the car in front; causing damage to the car.

The final PIA18286310 was recorded between a highway maintenance vehicle and motorcycle when the rear safety barrier was activated to the rear of the highway vehicle, the motorcyclist failed to look and road into the back of the vehicle. This caused the motorcyclist to come off their bike and fracture their upper thigh.

There were two serious accidents recorded at the Stifford Clays Road/ A1012 on slip roundabout; PIA 18347891 occurred when a car approached the roundabout in the right-hand lane intending to turn left and the car behind approached the roundabout in the left-hand land intending to travel straight; upon entering the roundabout the vehicles collided.

The second PIA 19864763 recorded at on slip was between a motorbike and car when the motorbike tried to exit the roundabout after passing the exit and entered the path of the car behind.

Of the accidents reported at A1202 roundabout there were five PIAs reported due to failure to look properly at the junction, three PIAs as a result of illegal manoeuvres and one accident occurred when a HGV vehicle jackknifed.

M25 J30, MAR DYKE INTERCHANGE

Three serious PIAs occurred on the Mar Dyke interchange, PIA 18337399 took place when a car approaching the roundabout and has driven into the rear of a stationary car in front; upon impact the rear car has flipped onto the driver's side. This accident occurred in the early hours of the morning and it was reported that there was a strong smell of alcohol from driver one.

PIA 20951419 involved one vehicle; a motorbike that upon entering the slip road clipped the central verge, causing the rider to lose control and fall from the vehicle, sustaining injuries to their right knee.

The final serious accident reported on the A13/ A126 junction was PIA I26290815 whereby a motorbike travelling east along the A13 in wet and windy conditions has lost control of their vehicle whilst braking and fallen to the ground.

There were four serious incidents recorded at the M25 roundabout from the A13 western approach recorded; PIA 16101506 involved two LGVs and a motorcycle. This accident occurred when an LGV travelling in lane 3 of 4 moved from lane 3 to lane 2 and into the path of a second LGV travelling behind. The LGV (2) braked suddenly to avoid a collision, however the motorcyclist travelling behind LGV 2 failed to stop in time and went into the rear; becoming dismounted from the bike.

PIA 17185945 occurred when a motorcyclist travelling towards Lakeside undertook a car travelling in the same direction; in performing this manoeuvre the motorcyclist has lost control of the vehicle and has been ejected from the vehicle before landing on the road and the bike landing on the grass verge.

The PIA 18315928 reported occurred along the north slip towards between a car and a motorbike. As traffic began to slow, a motorcyclist was filtering between lanes 1 and lane 2. A car moved from lane 2 to lane 1 and into the path of the motorcyclist, to avoid a collision the motorcyclist braked and put the bike down.

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The final serious PIA 20953131 occurred when a car travelling eastbound on the A13 lost control of their vehicle, mounting the kerb section before colliding with the rear of a motorcycle.

There were two serious accidents on the M25/ Mar Dyke Interchange from the M25 north approach; PIA 17223818 occurred on the off slip onto the M25 when a car noticed stationary traffic ahead, coming to a complete stop when the car travelling behind failed to slow and crashed into the rear of the stationary car.

PIA 19912081 was an incident involving two cars and a HGV, a car has lost control of their vehicle and clipped a second car before swerving across the carriageway and into the side of the HGV. When the car swerved across the carriageway it was reported a spare tyre rolled towards another vehicle.

LINKS

Further to the assessment at key junctions those accidents classified as fatal or serious were reviewed on key links. It was found that a total of 630 of the accidents reported over the 5 year period were on links; of which 14 were accounted for by pedestrians or cyclists.

LONDON ROAD: BETWEEN STATION ROAD AND CRAYLANDS LANE

There were two PIAs recorded as serious along the on London Road between Station Road and Craylands Lane. The first PIA 3189 involved three vehicles and occurred when a taxi driver in slow moving traffic attempted to turn around using a driveway on the opposite side of the road. There was a misjudgement of gap in traffic from the taxi driver and car 2 travelling in the opposite direction went into the rear of the taxi. Car 1 then went into the back of Car 2.

The second serious PIA 3131 recorded between two cars as a result of a mechanical fault. When the first car tried to brake; it was evident the brakes did not work causing the car to collide with the rear of another car before mounting the side of the road.

A further four slight accidents involving cyclists have been recorded over the five-year period along this section of road. PIA 3108 involved a car and a cyclist when the cyclist pulled out in front of the oncoming car and both parties failed to brake; the cyclist was hit by the car.

There were two incidents PIA 3117 and PIA 3199 that occurred as a result of cars not leaving enough clearance when overtaking cyclists on this stretch of road.

The final slight PIA 3183 recorded involved a police officer and a cyclist; when the cyclist was riding their pushbike along the centre line of London Road in during the dark without a rear light and wearing dark clothing. The police patrol vehicle illuminated their lights and drove alongside the cyclist to try and stop them riding on the wrong side of the road, the cyclist has toppled off and fell into the rear of the vehicle.

Four slight incidents recorded on the London Road between Station Road and Craylands Lane were mainly as a result of drivers failing to leave enough clearing space when overtaking the cyclists.

LONDON ROAD: BETWEEN CRAYLANDS LANE AND NORTHFLEET STATION

There was a total of five serious accidents recorded on London Road between Craylands Lane and Northfleet station, five of which involved vulnerable road users.

A serious accident PIA 2997 occurred when a pedestrian stepped out into the road without looking, and an oncoming vehicle tried to swerve and clipped the wing mirror of the opposite car. In the process the pedestrian was clipped by the car causing them to fall backwards and hit their head on the kerb. Similar conditions attributed to PIA 3054 whereby a pedestrian was crossing the High Street at the pedestrian crossing and walked into the offside front wing mirror of a passing car.

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PIA 3049 occurred when an unknown vehicle has deliberately mounted the footpath and collided with a pedestrian before leaving the scene.

The fourth serious PIA involving a vulnerable road user PIA 3162 was as a result of a car turning right out of Eagle Way, striking a motorcyclist causing it to skid, trapping the rider underneath the bike.

The final serious accident PIA 3141 occurred between two cars whilst temporary traffic lights were in place. A car was travelling towards the traffic lights when they overtook a line of waiting vehicles; as the second car has moved off from the “wait here sign” the first car has collided with the second car, causing it to flip on its roof.

A further four slight incidents involving vulnerable road users were recorded along this stretch of road, all of which involved cyclists. PIA 3002 occurred when a cyclist overtaking stationary traffic was hit by a lorry opening its door, hitting the cyclist in the head. The cyclist swerved and ducked but hit the kerb and flipped over.

PIA 3136 involved a cyclist travelling west along Stonebridge Road when a car travelling in the same direction tried to overtake the bike, the clearance space was misjudged and forced the cyclist over the drain and come off their bike.

PIA 3172 occurred between a cyclist riding on the pavement and a car travelling in the same direction; the driver of the car believes the bikes handlebars hit the near side door mirror as they drove past, it is possible the driver did not leave enough clearing space whilst overtaking the cyclist.

The final PIA 3175 occurred when a cyclist riding on the footpath entered the road to avoid pedestrians, upon entering the road they faced an oncoming lorry and lost balance as it neared, causing the cyclist to brush against the side of the lorry and obtain minor scrapes.

Of the incidents reported along the London Road between Craylands Lane and Northfleet station four were caused by motorists not leaving enough clearing space whilst overtaking cyclists. This suggests there is a recurrent issue along the London Road.

M25 (A225 TOWARDS A2)

There were twelve serious and one fatal accident recorded along the M25 between the A20 and A2 over the five-year study period.

PIA 861 was a fatal accident involving two HGV vehicles and a car; the accident occurred a car travelling in lane 1 tried to undertake a HGV whilst it was moving back into lane 1, it is unknown if there was a collision at this point or if the car swerved to avoid the HGV. The car collided with the nearside Armco crash barrier rebounding and hitting the HGV and rebounding again into a second HGV.

A serious PIA 328 occurred in lane 2 the M25 in stationary or slowly creeping traffic when a car went into the rear of a minibus.

The second serious PIA that occurred along this stretch of road was PIA 348 involving a HGV and two cars, the HGV is reported to have heard an alarm sound in the cab and failed to notice vehicles in front stopping until they were too close. The driver of the HGV has swerved right to avoid a collision but in doing so has collides with a car that then clips another car.

PIA 631 was reported to have occurred between a car and a motorbike when the car in lane 4 moved into lane 3 colliding with the motorcyclist weaving in and out of the traffic, causing the motorcyclist to fall of the bike and sustain injuries.

PIA 640 was an incident between a car and a HGV when the car claims they were hit from behind causing it to spin and collide with the HGV.

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PIA 649 occurred when a motorbike had their rear tyre blow out causing them to lose control and fall off their bike.

PIA 671 involved a car moving from lane 4 to lane 3 that collided with a motorbike that was filtering between traffic. The motorcyclist is said to have sustained a broken ankle.

PIA 753 was noted as a three-car road traffic collision whereby a car (v1) has driven into the rear of the car (v2) in front, in turn pushing the car into the rear of the car in front of them (v3).

There was a serious PIA 795 involving six vehicles record, two of which were LGVs and one was a HGV. A car (V1) driving on the M5 is in lane 1 of 4, when approaching slower vehicles moves out towards lane 2 and clips the nearside of the HGV (v2) travelling into lane 2 from lane 3. The car (v1) has lost control of the vehicle and collided with the central reservation before returning and colliding with another car travelling in lane 3 (v3). The car (v1) then moved back into lane 1, colliding with an LGV (v4) before coming to rest in the hard shoulder. The traffic was slowing and the second LGV came to a stop but the car (v6) behind collided with the rear. There was damage caused for vehicles 1-5.

A serious incident involving two LGVs was reported as PIA 809 when an LGV slowed after seeing traffic calming measures slowing traffic to 40mph, however the LGV behind did not slow and collided with the rear of the LGV in front.

PIA 913 involved three cars and a motorcyclist with a provisional licence; the motorcyclist was travelling between lanes 3 and 4 when a car (v2) has indicated to move from lane 4 to lane 3. The motorcyclist clipped the wingmirror of car 2 causing it to lose balance and collide with a second car (v3) before falling off and colliding into the tow bar of a third car (v4).

PIA 977 involved a single car travelling in wet damp conditions; it is believed after emergency brake assist caused the vehicle to lose control and collide with the central reservation.

A car travelling in lane 4/4 swerved to the nearside colliding with the nearside barrier where it rebounded across all 4 lanes before colliding with the central reservation before coming to rest. This was recorded as PIA 1001.

Accidents reported on the M25 between the A20 and A2 were largely due to driver error; of those recorded six were collisions with the rear of the vehicle in front due to lack of stopping distance.

A2 BETWEEN OLD BEXLEY LANE AND M25 ROUNDABOUT

There was one fatal accident and thirteen serious accidents recorded along the A2 between Old Bexley Lane and the M25 roundabout. The fatal accident recorded as PIA 1107 occurred for reasons unknown when a car (V1) lost control of their vehicle and collided with the central reservation. A further three cars were involved; car 3 collided with car 1 pushing it into lane 3 where car 4 then collided with it, causing the car to go onto its side and face the wrong way of traffic. The driver of car 1 was pronounced dead at the scene.

There were a further thirteen serious accidents reported; PIA 1109 involved four cars travelling east along the A2, car 1 changed from lane 3 to lane 1 and crossed along the cross hatching onto the slip road. As a result of the sudden braking to avoid a collision with car 1, car 2 collides into the rear of car 3 which in turn collides into the rear of car 4.

PIA 1114 involved a car and a motorbike when a car in slow moving traffic conducted a lane change collided with a motorcycle filtering through traffic.

PIA 1331 also involved a motorbike and car; the collision occurred when a car collided with the rear of a motorcycle filtering between lane 2 and lane 3 in slow moving traffic, causing damage to both vehicles.

PERSONAL INJURY ACCIDENTS DETAILED ANALYSIS

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The PIA 1126 recorded as a serious accident involved a car and a motorbike occurred when a car was moving from lane 1 to lane 2 and then to lane 3. This manoeuvre caused the motorbike behind to brake harshly and lock their front wheel; causing the rider to come off their bike. There was no contact made between the two vehicles.

PIA 1157 was an accident reported to involve two cars when a car lost control and struck the crash barrier, a car travelling behind has struck the vehicle as the occupants were leaving the car.

PIA 1179 involved two cars; when car 1 was travelling at excess speed in lane 3 of 3 when it has lost control and collided with car 2 travelling in lane 2, causing car 2 to hit the nearside barrier and verge before overturning and rebounding onto the carriageway.

There was a serious incident involving a car and motorbike recorded as PIA 1225, the car and motorbike braked in lane 2, in doing so the motorbike has lost control and came off the bike.

A serious accident noted as PIA 1290 involved a HGV and a car when a car travelling in lane 3 suddenly, for no clear reason moved into lane 1 and into the path of a HGV before applying their brakes causing the HGV to collide with the rear and pushing the car into the hard shoulder.

PIA 1436 was a serious accident involving a car that left the road to the nearside, travelling through a wooded area before coming to rest on a public footpath. The driver and two passengers sustained minor injuries and one passenger sustained serious injuries.

There was a serious accident recorded involving one car reported as PIA 1601 when the car went into the central reservation before leaving the carriageway onto the embankment. The driver was unconscious and unresponsive at the scene, it was later confirmed they had consumed alcohol and prescription sleeping tablets.

PIA 1659 occurred when a motorbike was filtering between traffic when a car in front changed lanes, causing the motorbike to collide with the rear offside of the car and the rear nearside of a second car before falling off their bike and landing on the road. The rider sustained injuries and all three vehicles sustained damage.

PIA 1675 also involved a motorbike filtering between traffic when a car in front did not see the motorbike undertaking, causing the vehicles to collide.

The final serious PIA 1729 reported on the A2 between Old Bexley Lane and the M25 roundabout involved a singular motorbike when coming off the slip road in wet damp conditions slipped and lost control of their vehicle.

Of the eleven serious accidents reported along the A2 between Old Bexley Lane and the M25 roundabout, seven involved a motorcyclist as a result of losing control of their vehicle or filtering between slow moving traffic. One incident was reported to have occurred due to the driver being intoxicated.

A2 BETWEEN M25 – B260

There were nineteen serious accidents were recorded along the A2 between the M25 roundabout and the B260; six of which were attributed by motorcyclists and one of which involved a pedestrian. The first PIA 1213 occurred when a car changing lanes from fastest lane to middle lane clipped a motorcyclist knocking the rider off its bike.

The second serious PIA 1258 recorded involved a car and a motorbike. The motorbike was hit by a car travelling at unknown speed, causing the rider to hit the central reservation and travel 200m into the hard shoulder.

PIA 1239 involved a goods vehicle after changing lanes collided with a motorcyclist who was filtering between traffic.

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An incident between a car and motorcycle was recorded in PIA 1289 when a car has pulled into the path of a motorcyclist, causing the motorcyclist to collide with the rear of the car.

PIA 1552 involved a car and a motorcycle; when the car moved from lane 3 to lane 4 it hit the motorbike causing the rider to sustain non serious injuries.

The final PIA 1271 involving a motorbike occurred when a light goods vehicle travelling in the third lane began braking and moved across to the first lane, in doing so hit the motorcyclist, causing the rider to slide across the slip road. The driver of the goods vehicle exited the vehicle and ran across the live carriageway, getting hit by a car.

PIA 1286 occurred when a car was stationary in lane 1 of the A2 coastbound; a second vehicle travelling in the same direction hit the first car causing it to rotate and face the wrong direction. The driver of the second vehicle sustained serious injuries.

Two cars were involved with PIA1246 when a car driving at speed cut across lanes and hit a second car; causing the second car to spin and the first car to overturn and hit central reservation.

PIA 1276 was an incident reported between two cars travelling London bound. Traffic was queuing causing a car to come to a stop in lane 3 and the car behind collided with the rear.

A car travelling the wrong direction along the A2 hit two goods vehicles and a car was reported as PIA 1282, causing large damage to the cars wing mirror, there were no casualties were reported.

PIA 1316 occurred when a HGV moved from lane 2 into lane 1, where there was a car was situated in the blind spot of the HGV, causing a collision between the two vehicles.

PIA1389 occurred in heavy traffic, when a car collided with the rear of the car in front.

There was a PIA (1522) reported as serious between two cars when a car has changed from lane 1 to 2, then 2 to 3 in a short amount of time, into the stopping space of the car behind (v2). The car travelling in lane 3 (v2) tried to swerve to avoid a collision; however it was too late causing V2 to flip onto its roof.

PIA 1536 was reported an LGV and a car, when upon entering the A2 London bound the driver of the car could not find space on the main carriageway causing it to stop on the slip road, the LGV trying to enter the carriageway then collides into the rear of the car.

A collision involving 6 vehicles was reported as PIA1538, this occurred when cars 2-6 were slowing and the HGV failed to see the vehicles had slowed, colliding with the rear of Car 2; pushing car 2 – 6 together.

PIA 1544 was a serious accident involving two cars and a HGV; the HGV travelling in lane 1 of 4 indicates right, colliding with car 2 travelling in lane 2 of which, which then loses control and is struck by car 3 travelling in lane 3. An incident involving three cars was reported in PIA1550, when vehicle 2 broke down in lane 3 of 4, the approaching car behind (v1) failed to see the stranded vehicle and collided with the rear pushing it into lane 2. V1 has then continued into lane 4 where it collects V3 causing V3 to spin out of control and come to rest in lane 2. V1 comes to rest against central reservation.

PIA 1580 occurred between two cars when a car travelling in lane 2 swerved into lane 3, hitting the central reservation barrier, the driver states this action was due to a car in front pulling into their path, this cannot be substantiated either way.

The final serious PIA1615 reported on this section of the A2 occurred when an oncoming vehicle hit three stations cars preparing to leave the scene of an earlier RTC they were involved in.

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Of the nineteen serious PIAs reported on this section of road, six were reported to involve motorcyclists and were largely due to driver error whilst motorcyclists weaving between traffic collided with a second vehicle. There were two accidents involving three or more cars and were caused due to lack of stopping distance whilst travelling along the carriageway.

A2 BETWEEN B260 – A2260

A fatal accident PIA 1563 was reported on the A2 between the B260 and A2260; when a car (v2) was broken down in lane 3 or 4 of the A2 London Bound, the 2 occupants of the vehicle exited and began to push the vehicle over towards the hard shoulder. A car travelling behind (V1) then struck the rear of V2 in lane 3 or 4. The individuals pushing the vehicle sustained fatal injuries.

A further nine serious accidents were reported, three of which involved motorcyclists. PIA 1553 was reported when a car pulled into a path of a motorcyclist causing the rider to suffer serious injuries and they were then conveyed to a London Hospital.

PIA1594 occurred when a car moving lanes failed to see a motorcyclist colliding with the nearside of the bike.

There were an additional six serious incidents recorded along this stretch of the A2; PIA1565 occurred in heavy traffic when a car braked recklessly causing the car behind to collide with the rear.

PIA1576 involved two cars, when a car broke down in lane 4/4 a second car travelling behind failed to see the stationary car before it was too late before colliding into the rear.

An incident involving three cars and a goods vehicle was reported in PIA1602, when a car traveling eastbound in lane 4 had the bonnet flip off onto the windscreen causing it to stop in lane. The goods vehicle travelling behind then braked hard, the vehicle behind the goods vehicle swerved and braked but collided into the central barrier and V2. V2 then collided with V1 and clipped V4.

PIA1604 involved three HGVs and two cars; a HGV (V1) indicated to change from lane 1 to lane 2 and moved across as a car (V2) was in their blind spot. V1 collided with the nearside of V2, causing it to spin into lane one. The HGV in lane 1 (V3) braked but was struck from behind by a car (V4) driving too close. V5 (HGV) drove over debris in the road and suffered a puncture.

A serious incident PIA1616 was reported when one car has seen to be driving erratically, encroaching on lanes 2-4. The vehicle tried to sharply turn left, crossing all lanes and hitting the barrier on the hard shoulder causing the car to flip and land on its roof.

The final serious PIA1622 recorded on this stretch of the A2 was between a HGV and car; the HGV travelling in lane 1 was overtaken by a car in lane 2. When the car went to change into lane 1 it clipped the front offside of the HGV, causing the car to spin off the main carriageway and collide with nearside barrier. There was a scuff on the bumper of the HGV and substantial damage to the car. No serious accidents were reported.

PIA1612 involved a pedestrian and a car, the pedestrian is reported to be travelling along the grass verge and slipped into the path of a car. The pedestrian was struck by the bonnet and windscreen of the car sustaining a broken nose and other injuries.

PIA 1607 occurred in damp, rainy and dark conditions and involved a car travelling in lane 3, A2 London bound. The driver lost control of their vehicle after aquaplaning in lane 3 and collided with hard shoulder reservation barrier.

Of the serious accidents reported along the A2 between B260 and Parkfield Lane most were caused as a result of driver error; when surrounding vehicles have misjudged the path of other vehicles resulting in a collision.

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A2: PARKFIELD LANE – B262 HALL ROAD/ STATION ROAD

A serious, seven car crash was recorded as PIA1298; V4 was travelling in lane 2 of the A2 when V1 pulled in front of them and braked, V4 braked harshly and skidded. V2 skidded from lane 3 into lane 1, colliding with V3. All three vehicles became stationary in lane 2 and 2 when V5 collided with the rear of V4 and V6 collided with the rear of V5, forcing V5 into the rear of V4 for the second time. V7 was also involved but no details of how were recorded, V1 made off from the scene. Conditions were dark, frosty and icy.

PIA1487 involved two cars when a car travelling in lane 4 has lost control on the offside bend and swerved into lane 2, striking another car. Both vehicles have rotated several times before coming to rest, no casualties were noted.

A2: BETWEEN B262 HALL ROAD/ STATION ROAD AND WROTHAM ROAD

There were nine serious accidents reported between Station Road and Wrotham Road; three of which involved motorcyclists. PIA807 was reported when a car moved lanes in slow moving traffic. A motorcyclist travelling in the same direction hit the car and was thrown into lane 2 of the carriageway.

PIA886 occurred when a car moved into the path of a HGV, causing the HGV to move into the path of another car which in turn swerved and hit a motorcyclist.

A third serious incident was reported between a car and motorbike PIA911 when a car weaving in and out of traffic failed to see the motorbike in front had indicated out into the path of the car; causing the car to hit the rear near side of the bike and throw the rider into the hard shoulder.

There were a further six serious PIAs recorded on this stretch of road that did not involve motorcyclists. PIA842 was recorded between two cars; a car lost control and collided with the central reservation in the process collided with another car, causing both cars to spin.

PIA866 was an incident between a car and HGV; the car stopped in live traffic in lane 1 having detailed to be experiencing a medical episode when a HGV behind collides into the rear.

The PIA869 occurred when HGV in lane 1 and moved into lane 2 colliding with rear near side of the car in lane 2.

PIA872 was reported along the A2 coastbound involving three vehicles; one of which was an LGV. A van in front of the first car (V1) changed lanes quickly resulting in the car (V1) hitting the back of the LGV (V2) and the LGV collided with the rear of the third car (V3).

One serious PIA898 was reported between a HGV and a car; the driver of the car was looking in the back of the vehicle, upon looking up they did not have time to stop and hit the rear of the HGV.

PIA1067 was a one vehicle incident reported on the A2 coastbound; the car has hit the central reservation and spun before becoming stationary in lane 1 and lane 2 with live traffic. Two people were seen to decamp from the vehicle before the police arrived.

Of the serious accidents noted on the A2 between Station Road and Wrotham Road four occurred when vehicles making a lane change failed to see another vehicle in their path. A PIA reported on the A2 between Station Road and Wrotham Road was caused when the driver experienced a medical episode.



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DOCK ROAD

Two serious PIAs are reported to have occurred on Dock Road; PIA 18300018 occurred when a motorbike turned right onto Calcutta Road across the path of a car; the car swerved to avoid the motorcyclists but the rider was thrown from the vehicle.

PIA (20924912) was a collision involving two cars travelling in the same direction; when a car went into the back of the car in front. The car at fault failed to stop at the scene and sped towards the Asda roundabout where they lost control and mounted the roundabout colliding with a tree.

There was a single slight incident involving a pedestrian PIA I29490915 recorded on Dock Road, the pedestrian crossed the road after seeing three vehicles waiting to turn right giving way to oncoming traffic, on crossing three quarters the pedestrian was nearly hit by a car; it is likely the pedestrian failed to look properly or judge the vehicles speed.

A1089 ASDA RBT - MARSHFOOT RD

There was one fatal accident PIA 18313946 reported on the A1089 between the Asda Roundabout and Marshfoot Road; a single car was travelling towards Tilbury and crossed into the right lane before clipping the kerb of the central reservation, this caused the vehicle to travel over to the left of the road, off the road and into a tree where the car caught fire.

There were four further serious PIAs reported; PIA 17183639 involved three vehicles; vehicles 1 and 3 both good vehicles were travelling south west along the A1089 towards the Port of Tilbury, vehicle 1 indicated and began to turn right, across the path of vehicle 2 travelling north west along the A1089. Vehicle 2 drives head on into the vehicle 1, which then turns 270 degrees clockwise to the offside of vehicle 3.

PIA 17200803 was a serious accident involving a single car travelling at speed along the A1089, whilst intoxicated. The conditions were damp, and the vehicle lost control impacting the metal lamp post, the car flipped on its roof.

PIA 19846860 was an accident involving two HGVs travelling in the direction of Tilbury, the first HGV exited the junction of Marshfoot Road and caused the second HGV to collide with the diesel tank area of the first HGV.

PIA 20920847 was a one car incident where it appears the car has left the carriageway for unknown reasons and turned over.

The fatal accident recorded on the A1089 between the Asda Roundabout and Marshfoot Road occurred when a driver lost control after clipping a kerb before their car caught fire. There were another four serious accidents caused due to driver error; two involved entering another vehicles path, one was as a result of the driver being intoxicated and the final accident occurred for unknown reasons.

A1089 MARSHFOOT RD – A13

There was one fatal and one serious incident recorded on the A1089 between Marshfoot Road and the A13. PIA 1689927 involved a fatality when an LGV was driving on the A1089 in the general direction of the A2 when it collided with a stationary car, the passenger of the stationary car died on the scene.

PIA1531687 was a serious collision involving two cars travelling down the straight part of the A1089 the first car has veered off to the nearside leaving the carriageway colliding with a lamppost. As it is collided with the lamppost the front offside wheel has come off and collided with the second car.

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A13: A126 – A1202

There was one fatal accident reported on the A13 between the A126 and A1202; PIA17151895 involved three cars heading London Bound; whereby vehicle 3 was at the front with vehicle 2 behind vehicle 3 and vehicle 1 behind vehicle 2. The traffic ahead slowed, vehicle 1 has failed to slow colliding with vehicle 2 which then is shunted into the rear of vehicle 3. Vehicle 2 was crushed between the two vehicles and the driver of vehicle 2 was declared dead at the scene. It was reported the driver of vehicle 1 had illicit substances in their system.

A serious PIA 1644474 involved a motorbike weaving between traffic, when a car moved into the motorbikes path colliding with the nearside causing the rider to lose control and come off his bike.

The second serious accident recorded on the A13 between A126 and A1202 was PIA 18277081; this occurred when a car travelling east lost control and collided with the central reservation before rebounding into lane 2. It was reported the driver was under the influence of alcohol.

A13: A1202 – A1089

There were three serious accidents reported PIA1533068 involved two vehicles travelling eastbound on the A13, vehicle 1 was behind vehicle 2 and for an unknown reason lost control, spinning and colliding with the rear of vehicle 2. Both vehicles have left the carriageway to the nearside.

An incident was reporting involving one car travelling along the A13 towards London in the third lane; it clipped the central reservation and travelled across the three lanes before colliding with a metal signpost. This was record as PIA18306399.

There was another serious incident PIA19842568 reported involving one vehicle that collided with the Tilbury 1089 roadside before rolling the vehicle onto its side. Police, ambulance and fire attended the scene; once the driver was stable, they were arrested for drink driving.

A13: A1306 – MAR DYKE INTERCHANGE

There were three serious accidents reported on the A13 between the A1306 junction and the M25 roundabout. PIA I31811015 involved three vehicles; a HGV, car and a motorcyclist travelling westbound along the A13. This accident occurred when a goods vehicle travelling in lane 3 has moved into lane 2 and into the path of a car in lane 2. The car swerved to avoid being hit by the goods vehicle and in turn collides with the motorcycle travelling in lane 1.

The second serious accident PIA 1690519 was reported when an LGV travelling east collided with the rear of the HGV in front.

PIA 19850198 was an incident reported when a car travelling in lane 1 of 3 collided into the rear of the car in front; pushing the car first car into the central dividing wall and the second car to the Armco barrier.

A13: WENNINGTON

Three serious accidents were reported on the A13 in the Wennington area; PIA 0115KD50189 occurred when a car lost control and hit the central reservation.

PIA 116KD50551 was reported when a car collided with a motorcyclist before driving off.

The final PIA 1160020147 reported on the A13 in Wennington when a car and HGV collided, it is unknown how.

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M25 BETWEEN A127 AND DARENTH INTERCHANGE

There were three serious accidents reported on the M25 north; the serious PIA 0116KD50536 was reported to have involved a singular motorcyclist under the influence of alcohol; travelling along the M25 lost control of their bike and fell off.

PIA 1170025188 was a serious incident occurred when a car entered the path of a van travelling along the M25 failed to judge the path or speed and a van travelling behind.

PIA 1180115549 involved a HGV and a car south junction 29 on the M25; it is not known how the collision occurred, but the passenger and driver of the car sustained serious illness.

SUMMARY

Detailed PIA analysis has been undertaken along key transport corridor which are expected to see the largest increases in vehicles from trip generation associated with The London Resort development. All fatal and serious accidents within the defined study area have been reviewed in this detailed analysis in addition to all slight incident involving a pedestrian or cyclist.

There were three serious accidents reported on the A2260 dumbbells junction; close to the proposed resort road, however all accidents were attributed to driver error and were not caused by highway conditions.

London Road highlighted a problem area for cyclists whereby there were six incidents; most as a result of cars not leaving enough clearing space whilst performing an overtaking manoeuvre. London Road is considered in detail within the Active Travel (Walking and Cycling) Strategy in Chapter 10 of the Transport Assessment and proposals seek to reduce accidents along this road, particularly those involving cyclists.

The Darenth Interchange also highlighted a problem area whereby there were three fatal accidents reported due to a collision with the Armco barrier occurred. A further three serious incidents were reported at this junction, one involved a driver over the legal alcohol limit and two occurred when a collision with the Armco barrier took place.

Overall the detailed PIA analysis demonstrates that most accidents were attributed to driver error. No incidents were caused by highway network problems. The trends demonstrated throughout this detailed analysis have been considered in detail within the Transport Assessment and subsequent strategies.