RiverOak Strategic Partners

Revised Transport Assessment: Environmental Statement Addendum

TR020002/D5/ESA

Examination Document

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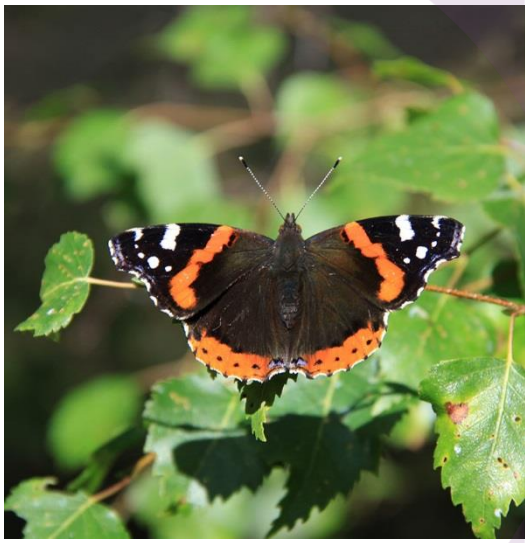
RiverOak Strategic Partners Limited

Manston Airport DCO

Chapter 14: Traffic and Transport Addendum



Wood Environment & Infrastructure Solutions UK Limited – March 2019

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14. Traffic and Transport

14.1 Introduction

14.1.1 This Chapter sets out the results of an assessment of the traffic and transport related environmental effects of the Proposed Development. It outlines the key traffic and transport aspects of the Proposed Development, relevant policy, legislation and guidance, the data gathering methodology, the baseline conditions, scope and methodology alongside the results. This Chapter should be read in conjunction with the Proposed Development description (**Chapter 3: Description of the Proposed Development**).

14.1.2 **Figure 14.1** shows the location of the Proposed Development in the context of the wider highway network with the Proposed Development site shown in **Figure 1.1** in **Chapter 1: Introduction**, which sets out the proposed masterplan layout for the site.

14.1.3 This document has been updated to reflect the post DCO submission consultation with KCC Highways which has resulted in changes to the traffic generation estimates and use of the KCC Thanet Strategic Traffic Model.

14.1.4 Further details of these changes are set out within this Chapter and within the revised Transport Assessment.

14.2 Key Traffic and Transport Aspects of the Proposed Development

Site Context

14.2.1 The Proposed Development site is well located to access key highway routes in the area which comprise: the A299 which links to the M2 and the A28 to Canterbury and the M20; and the A256 which links to Dover. Access to the A299 from the site is via the Manston Road (B2050) and the Spitfire Way (B2190) which are the roads which bound the site.

14.2.2 The key local aspects of the local highways network are set out in further detail in **Section 14.5**, which includes key local context maps showing the site and key local highways infrastructure.

Proposed Site Access Points

14.2.3 As shown in the masterplan, the following access points are proposed:

- Cargo Facility – new access onto Spitfire Way in the form of a roundabout;
- Passenger Terminal – existing access onto Manston Road will be upgraded to a signal junction;
- 'Northern Grass' area – new southern access onto Manston Road in the form of a signal junction;
- 'Northern Grass' area – new western access onto Manston Road in the form of a priority junction; and
- Fuel Farm – existing access onto Canterbury Road West will remain unchanged.

14.2.4 The accesses have been designed in accordance with the national design standards set out in the Design Manual for Roads and Bridges (DMRB) and have been based on junction modelling to

ensure that the design has capacity to accommodate the full development and future traffic flows. The following sets out the details of the proposed accesses. The detailed plans of the proposed accesses are set out in the Transport Assessment (TA) provided to support this DCO application.

Cargo Facility Access with Spitfire Way

14.2.5 The Cargo Facility and associated vehicle parking for Heavy Goods Vehicles (HGVs) and staff will be served by one access which will form a new junction off Spitfire Way. This is proposed to be a three-arm roundabout.

Passenger Terminal Access with Manston Road

14.2.6 The Passenger Terminal and associated car parking for passengers and staff will be served by one access, which remains in the existing location. The junction will be upgraded to a fully signalised junction, linked with a second new junction to the west (The 'Northern Grass' area Southern Access).

14.2.7 The junction has been designed to incorporate pedestrian crossing facilities across the Airport access arm and across Manston Road.

'Northern Grass' Area Southern Access with Manston Road

14.2.8 The 'Northern Grass' area will be served by two accesses, the main one from Manston Road, which will be a three-arm signalised junction and will be linked with the Passenger Terminal junction to optimise traffic flow throughput.

14.2.9 The junction has been designed to incorporate pedestrian crossing facilities across the Airport access arm and across Manston Road.

'Northern Grass' Area Western Access with Manston Road

14.2.10 The second access to the 'Northern Grass' area will be from Manston Road, to the west of the site. This will be a ghost island priority junction which incorporates a right turn lane.

Fuel Farm Access

14.2.11 The existing access to the fuel farm off Canterbury Road West is an established access to the facility that has been designed to accommodate large tankers hence it is not proposed to be amended.

Other Proposed Local Highways Improvements

14.2.12 As part of the Proposed Development, the Spitfire Way/Manston Road junction will be upgraded to a signalised crossroad. Both Spitfire Way and Manston Road will be widened to form a 7.3m carriageway, with pedestrian footways provided on the southern side of Manston Road and eastern side of Spitfire Way between the Cargo Facility and the Passenger Terminal junctions. Further details on the nature and design of these improvements will be provided within the TA, which forms part of the Development Consent Order (DCO) application.

14.3 Policy and Legislative Context

14.3.1 The assessment has been undertaken in accordance with relevant traffic and transport related planning policy, legislation and guidance at the national, regional and local level. This helped

identify any requirements which the Proposed Development needs to consider, aiding the process of defining the scope of assessment and informing the identification of local issues.

Policy and Guidance Context

14.3.2 Policy and guidance documents relevant to traffic and transport environmental effects of the Proposed Development are listed in **Table 14.1**.

Table 14.1 National and Local Planning Policies relevant to Traffic and Transport

Policy Reference	Policy Information Relevant to Traffic and Transport
National Planning Policy Framework (NPPF): Draft for Consultation (March 2018)[i]	Chapter 9 Promoting sustainable transport - the key changes relate to: • Transport impacts should address highway safety as well as capacity and congestion; • Designs should priorities pedestrian and cycle movement, followed by access to high quality public transport; and • The importance of creating high quality places. Paragraph 103b reflects the housing White Paper proposal that authorities should be expected to identify additional development opportunities arising from strategic infrastructure investment. Paragraph 105f sets out new policy to recognise the importance of maintaining a national network of general aviation facilities. Policy on assessing the transport impact of proposals (now at paragraphs 108-110) has been amended to refer to highway safety as well as capacity and congestion in order to make it clear that designs should prioritise pedestrian and cycle movements, followed by access to high quality public transport (so far as possible) as well as to reflect the importance of creating well-designed places.
National Planning Policy Framework (NPPF) (2012)[ii]	The NPPF outlines the Government's planning policies and how they are expected to be applied. The NPPF states that "*the purpose of the planning system is to contribute to the achievement of sustainable development*." Paragraphs 29 to 32 encourage sustainable transport modes for the movement of goods and people and for plans and decisions to take account of whether safe and suitable access to sites can be achieved for all people, whilst ensuring developments are designed to accommodate the efficient delivery of goods and supplies, give priority to pedestrian movements, and create safe and secure layouts which minimise conflicts between traffic and pedestrians. Paragraph 32 identifies that development should only be prevented or refused on transport grounds where the residual cumulative impacts of the development are severe.
Kent County Council (KCC) Local Transport Plan 4: Delivering Growth without Gridlock 2016–2031[iii]	It is identified in LTP4 that the "*elected members of KCC fully support the continued regeneration of Manston and East Kent and are supportive of a business park or an airport, depending upon the viability of such plans and their ability to deliver significant economic growth and job opportunity*." Within the local priorities, infrastructure improvements such as the A299 Thanet Way, the East Kent Access scheme and the introduction of High Speed rail services have helped to address isolation issues of Thanet district. Further improvements identified include an inner circuit of new and improved highway routes, including improved links to Westwood Cross, the Westwood Relief Strategy – Westwood Road to Margate Road Link and the Thanet Parkway railway station.
KCC Freight Action Plan (2012)[iv]	The Freight Action Plan has been produced with a vision to "*promote safe and sustainable freight distribution networks into, out of and within Kent, which support local and national economic prosperity and quality of life, whilst working to address any negative impacts on local communities and the environment both now and in the future*."

Policy Reference	Policy Information Relevant to Traffic and Transport
	Objective six encourages sustainable distribution that involves more efficient transport and warehousing. The Airport would achieve this through the co-location of the 'Northern Grass' area which will enable local storage of freight cargo.
The Thanet Local Plan Saved Policies (2006)[v]	Policy TR3 – Provision of Transport Infrastructure states that "*The district and county councils will ensure, by means of a legal agreement that proper provision is made for transport infrastructure that is necessary and relevant to the development to be permitted. Proposals for transport infrastructure will be assessed in terms of their impact on capacity and safety of the transport network together with their social and economic impacts.*"
Draft Thanet Local Plan 2031	The Local Plan sets out the strategy for growth in the district up to 2031. This includes a minimum of 5,000 additional jobs and 17,140 additional homes. The Manston Airport NSIP-DCO process is recognised in the draft Local Plan and the site is not allocated for any specific purpose. Strategic housing site allocations and infrastructure requirements are identified, with reference to the draft Transport Strategy in relation to highway links and improvements. Policy SP01 – Implementation: this sets out the requirement for all new development to fully meet its infrastructure requirements, directly on site or by contribution to that provision elsewhere, and to comply with the provisions of the Infrastructure Delivery Plan.
Draft Thanet Transport Strategy	The Strategy will replace the Thanet Transport Plan (2005). Its purpose is to provide a framework of transport policy to the year 2031 to support planned growth within the Thanet District. To address concerns regarding road network resilience, the draft Transport Strategy includes the Inner Circuit Route Improvement Strategy (ICRIS) which incorporates a new road link which affects the Airport site, known as the Manston-Haine Link Road.

Guidance Documents

14.3.3 Current guidance for assessing potentially significant environmental effects is the Institute of Environmental Assessment (IEA) publication Guidance Notes No. 1: Guidelines for the Environmental Assessment of Road Traffic[vi] (hereafter referred to as GEART). This has been utilised within this assessment.

14.4 Data Gathering Methodology

14.4.1 The following section sets out the data gathering methodology that has been used to inform the assessments within this Chapter.

Desk Study

14.4.2 The desk study included a review of the overall network, public transport and accident data. Further detail is set out in the following sections.

Network Review

14.4.3 A detailed review of the local highways network and Public Rights of Way (PRoW) was undertaken to inform an understanding of the study area, including sensitive locations such as schools, areas

with high pedestrian flows and congested sections of the local road network. This review was undertaken using street mapping, aerial photography and Google traffic.

14.4.4 For PRoW, the details of the local routes and nature of these routes has been taken from the "Public Rights of Way Map"[vii] online mapping available on the KCC website.

Local Public Transport Facility Review

14.4.5 A review of existing public transport facilities (bus/rail stops and interchanges) and routes (rail lines and bus routes) was undertaken.

14.4.6 Detailed information on the local bus stops and route has been obtained from the "Thanet Bus Map" and from the Travel Line South East journey planner website[viii].

14.4.7 Rail information on train times has been extracted from the National Rail Enquires website[ix].

14.4.8 The details of the baseline review of the public transport infrastructure locally is contained within the Transport Assessment, though that information has been used to assist in the identification of receptors in this Chapter.

Accident Data

14.4.9 Personal Injury Accident (PIA) data recorded by the police has been reviewed. The PIA data categorises whether the accident is slight, serious or fatal in nature and includes information on the location of the accident, the time it took place, the weather and light conditions, motorised and non-motorised users involved and casualty numbers. The data also sets out the causation factors of the accidents which have been identified by the police.

14.4.10 Records of the PIA have been obtained from KCC for just over a six-year period, dating from June 2011 to September 2017. Full details of the accident records are provided as **Appendix 14.1**. The accident data assessment area is shown in **Figure 14.2.**

Survey Work

14.4.11 A site visit was undertaken on 27 September 2017 and included detailed notes and photographs recorded on a GPS iPad system. The following was included during the site visit:

- All roads and junctions that formed part of the study area;
- All proposed site accesses locations;
- The PRoW affected by the Proposed Development were walked;
- Peak hour observations of traffic conditions were made on the A299;
- On-site observations of the operation of signalised junctions within the study area were recorded;
- Road width measurements of Spitfire Way and Manston Road were taken;
- Observations of sustainable transport provision such as pedestrian footways, bus stops etc. were made;
- A visit to Ramsgate train station was made, including observation of key traffic and pedestrian routes to and from the station; and
- Observations were made of key sensitive locations identified as part of the desk top review.

Baseline Traffic Data and Surveys

14.4.12 Traffic count surveys were commissioned to understand the existing traffic conditions within the study area. **Table 14.2** provides a summary of the traffic count surveys commissioned and traffic data obtained as well as provides the source of information.

Table 14.2 Summary of Traffic Surveys and Data Information

Source	Survey Information
360TSL	Manual classified turning counts (MCC), automatic traffic counts (ATC) and queue surveys commissioned on links and at junctions anticipated to be affected by the proposals – March 2017.
PCC Traffic Information Consultancy Limited	Following discussions with KCC, additional MCC counts and ATC's as well as queue surveys were commissioned on the links and at the junctions anticipated to be affected by the proposals– October 2017.
Highways England (HE)	Traffic data for the strategic HE road network has been extracted through the HE traffic data portal[x]

14.4.13 As per **Table 14.2**, 360TSL were commissioned to undertake a series of traffic counts and queue surveys. MCC traffic surveys were undertaken on Wednesday 1 March, Thursday 2 March and Thursday 9 March 2017 at the following junctions, for the period of 06:00 - 24:00:

1 – A256 / Sandwich Road;

2 – A256 / A299/Cottingham Link Road;

3 – A299 / Canterbury Road West;

4 – A299 / B2190 (Minster Road) / B2190 (Tothill Street);

5 – B2190 / Minster Road;

6 – A253 (Canterbury Road) / A299 / Willetts Hill / Seamark Road;

7 – A299 / A28 (Canterbury Road) / Potten Street Road;

8 – A28 (Canterbury Road) / The Square (Station Road);

9 – B2050 (Park Lane) / Acol Hill / B2050 (Manston Road);

10 – B2050 (Manston Road) / Shottendane Road / Margate Hill;

11 – B2190 (Spitfire Way) / Columbus Avenue;

12 – B2050 (Manston Road) / Manston Road / B2190 (Spitfire Way);

13 – B2050 (Manston Road) / Manston Court Road;

14 – A28 (Canterbury Road) / B2052 (George V Avenue);

15 – B2052 (Heartsdown Road) / B2052 (Tivoli Road) / B2052 (College Road) / Nash Road / Empire Terrace / Manston Road (Coffin Corner);

16 – A254 (Ramsgate Road) / B2052 (College Road) / B2052 (Beatrice Road);

17 – A254 (Margate Road) / A254 (Ramsgate Road)/ Star Lane/ Poorhole Lane;

18 – Star Lane Link / Manston Court Road;

19 – A256 (New Haine Road) / New Cross Road;

20 – A256 (Hain Road) / B2050 (Manston Road);

21A – A256 (Haine Road) / Canterbury Road West / A256; and

21B – A299 (Canterbury Road East) / A299 (Hengist Way) / Sandwich Road / A256 (Lord of the Manor Roundabout).

14.4.14 Following discussion with KCC, a series of additional MCC traffic counts were commissioned in October 2017 to widen the scope of assessment, undertaken by PCC Traffic Information Consultancy Limited. The counts were undertaken at the following junctions:

22 – B2052 (Tivoli Road) / Tivoli Road / B2052 (Beatrice Road);

23 – B2050 Park Lane / A28 (Canterbury Road);

24 – Star Lane / Nash Road;

25 – B2050 Manston Road / Tesco Supermarket Access;

26 – B2050 (Manston Road) / B2014 (Newington Road);

27 – B2014 (Newington Road) / A255 (High Street); and

28 – A255 (High Street) / A255 (Park Road) / Wilfred Road / Grange Road.

14.4.15 The above junction traffic counts data has been supplemented by ATC data within the area to better understand the seven-day traffic conditions. The ATC data has been collected for a period of one week starting 07 March 2017 and for a 24-hour period per day (360TSL). The ATC survey locations are as follow:

ATC1 - A256 north of Sandwich;

ATC2 – A299 near to Windermere Avenue;

ATC3 – Manston Road near to Princess Margaret Avenue;

ATC4 – A254 near Coxes Lane;

ATC4A – A256 west of Northwood Road;

ATC5 – A254 near Farley Road;

ATC6 – A254 near Connaught Road;

ATC7 – A28 near Westbrook Road;

ATC8 – A28 near Domneva Road;

ATC9 – A299 east of Grays;

ATC10 – A28 Canterbury Road east of Sarre;

ATC11 – A253 east of Sarre;

ATC12 – A299 between Minster Road and Canterbury Road West; and

ATC13 – B2190 Spitfire Way between Minster Road and Manston Road.

14.4.16 Following discussion with KCC, a series of additional ATC counts were undertaken in October 2017 to widen the scope of assessment at the following locations (PCC):

ATC 14 – Minster Road (South of Acol);

ATC 15 – Manston Road (North of Woodchurch Road);

ATC 16 – Shottendane Road between Minster Road and Park Road;

ATC 17 – Manston Road, north of junction with Bramble Lane;

ATC 18 – Manston Road, south of junction with Vincent Road;

ATC 19 – Manston Court Road, east of Valley Road;

ATC 20 – Manston Court Road, south of the junction with Preston Road; and

ATC 21 – Manston Road (East of Manston).

14.4.17 The locations of the relevant traffic counts are included in **Figure 14.3**.

14.4.18 In addition, traffic flow information for the strategic road network (M2, A2 and A20) was extracted from the Department for Transport (DfT) online traffic count system. This data, however, only provides 24-hour Annual Average Daily Traffic (AADT).

14.4.19 This data has been used to validate junction models and to review the baseline situation.

Highway Modelling

14.4.20 KCC and Thanet District Council (TDC) have commissioned a SATURN model, known as the strategic transport model, as part of the transport evidence base for the draft Local Plan and to support the Transport Strategy for the district.

14.4.21 At the time of the preparation of the DCO for submission the strategic transport model was not available for third party use until January 2018, at which point the then draft local Plan was rejected and was redrafted requiring further modelling to support this. A spreadsheet model was developed based on the 2017 traffic count surveys and growth factors which took account of the aspirational housing and employment growth within the draft Local Plan.

14.4.22 In the post DCO submission phase the strategic transport model became available for third party use and in consultation with KCC, the Applicant commissioned KCC's consultant, Amey, to undertake model runs to include the traffic generated by the Proposed Development.

14.4.23 As the KCC strategic model has been developed for the end of Local Plan period year of 2031, there was a requirement to growth the model flows to 2039, Year 20 of the Proposed Development.

Consultation

14.4.24 Since 2015, RiverOak has engaged with consultees who have an interest in potential traffic and transport effects as part of the wider scoping/consultation effort for the Proposed Development. A Scoping Report including a chapter covering traffic and transport, was produced and submitted to the Planning Inspectorate (PINS) who distributed it to stakeholders and provided a scoping opinion an Initial Preliminary Environmental Information Report (PEIR) was then submitted by the applicant for consultation and review in summer 2017. Wood has also held meetings with KCC, HE (in relation to the strategic road network) and with Network Rail (in relation to the rail network). Finally, a second PEIR consultation was undertaken in early 2018.

14.4.25 A summary of the consultation response is set out in the following tables:

Table 14.3 – Consultee responses to the Scoping Report;

Table 14.4 – PINS responses to the Scoping Report;

Table 14.5 – Responses to June 2017 statutory consultation;

Table 14.6 – Consultation with KCC – including comments on Transport Scoping Note;

Table 14.7 – Consultee response to January 2018 PEIR;

Table 14.8 – Consultation with KCC during preparation of the ES;

Table 14.9 - Discussion with KCC Post DCO Submission.

14.4.26 It should be noted that the text in the **Tables 14.3** to **14.7** refers to other documents prepared to support the DCO application, with particular reference to the TA. The TA provides the details of some of the technical background to the provision of development traffic flows as well as mitigation schemes required to support the Proposed Development. The TA needs to be read in conjunction with this Chapter to understand the traffic and transport issues associated with the development proposals. Appended to the TA are a range of other documents which also provide further background on mitigation proposals and these are set out in Table 14.9 of the TA.

Table 14.3 Consultee Responses to the Scoping Report

Consultee	Comments and Considerations	How This Has Been Addressed
Cliffsend Parish Council	The response from Cliffsend Parish Council related to the Stone Hill Park proposals, however some of the comments and observations apply to the Proposed Development. They are as follows: The existing highway network is overcrowded and the proposals need to be adequate and delivered in a timely manner. There is concern over: • Canterbury Road West becoming a rat run; • Extra traffic on the Sandwich Road and Southern Lord of the Manor roundabout; • The inadequacy of Manston Road heading towards Haine Road & Westwood Cross Roads; • The suitability of the highway network for Birchington bound traffic via Acol; • Construction haul routes; and • The location of extra bus stops.	These comments are noted and have been considered in the development of the masterplan, TA and accompanying documents. All roads mentioned in the comments are included in the study area for the Proposed Development. The development traffic will not need to use Canterbury Road west apart from a short section from the A299 and proposed fuel farm site. It is not anticipated that development traffic will use Sandwich Road along Pegwell Bay. Development traffic is anticipated to route onto the Southern Lord of the Manor Roundabout. The TA identifies the impact and mitigation requirements. The section of Manston Road along the site frontage will be improved through widening and the provision of pedestrian facilities. It is not anticipated that Manston Road east of the passenger terminal access will be a key route to and from the site as airport signage will be via Spitfire Way. However, traffic originating from Ramsgate would be anticipated to use this route as an access from Ramsgate. The TA identifies the impact and mitigation requirements. It is not anticipated that development traffic would route along Minster Road through Acol with Birchington bound traffic routeing along the B2050 (Manston Road/Park Lane) to Birchington. The details of the provision for improved or relocated bus stops are provided within the Airport Surface Access Strategy, TA and other documents.

Consultee	Comments and Considerations	How This Has Been Addressed
Highways England	There is concern about the potential impact of freight-related trips on the M2 and A2 therefore traffic impacts on these roads should be assessed during the construction and operational phases including where necessary, junction modelling. Justification of assumptions should be provided to ensure a robust assessment. The EIA and TA should be mutually compatible.	A meeting was held with HE on the 28 September 2017 and it was agreed that the TA will provide a chapter setting out the impacts on the M2/A2 and any other key parts of the strategic highways network that may be affected (such as the A20). The TA and environmental assessment will be using the same traffic flow figures based in the same methodology. Details of the environmental impacts on the HE network are set out later in this chapter for the M2, A2 and A20.
Kent County Council	There will be a requirement for a full transport assessment using any strategic transport model that KCC may have developed. This will inform a requirement for more detailed modelling processes at individual junctions. Assessments should be made on existing PRoW, historic footpaths and public access; dog walking and recreation routes.	A TA has been provided to support this DCO application. A meeting was held on the 11 September 2017 to agree a way forward with the development of the TA with KCC. Whilst it is acknowledged that the TA would normally use the KCC strategic transport model to assess the impact of the Proposed Development, this is not currently completed or available for use. It is intended that testing will be undertaken as soon as it is available, but this is likely to be post-submission of the DCO application. As is common practice in situation where detailed strategic models are not available, a robust spreadsheet model has been developed which has informed this Chapter and the TA, the methodology of which has been consulted on with KCC and comments taken onboard. In addition to the TA a PRoW Management Plan is provided to support the DCO application which will include the impacts on local PRoW and effects on public access, dog walking and recreation routes.
Minster Parish Council	Consideration of improving the road infrastructure from the Minster roundabout to the main airport entrances. Better definition of the local road network is required.	Road infrastructure proposals to accommodate the Proposed Development include widening Spitfire Way and Manston Road and improvements to the Spitfire Way/Manston Road junction are proposed to support the development. Details of these mitigation schemes will be included within the TA. This Chapter sets out a detailed breakdown of the local highways network and the scope of the assessment. This is the scope of the assessment that is proposed to be used in all the documents prepared to support the DCO application.
National Grid	The construction and operation of the Richborough Connection Proposed Development (RCP) should be considered in the cumulative assessment.	The Richborough Connection Project (RCP) is at its closest point 7.5km from the site boundary. However, the application (15/00136) for the RCP has been included within the list of considered committed developments considered within the cumulative assessments in the environmental assessments. However, related to this Chapter, according to the National Grid Development website the major construction work will be complete on the Richborough connection by August 2018 which is before the first year of construction of the Proposed Development. As such, with no cross over of RCP traffic on our construction and operational period, the RCP has not been considered further.

Consultee	Comments and Considerations	How This Has Been Addressed
Royal Mail	Concerned with disruption to Royal Mail's road operations. More information on: • Construction phase length; • The extent and phasing of the proposed employment development; • Cumulative traffic impact during the construction and operation phases; and • The disruption to major road users.	The TA prepared to support this application provides information on the issues raised by Royal Mail.
Thanet District Council	Would like the operational and junction capacity assessment to be included in the ES Chapter. A 5% threshold should be used for operational capacity of the highway.	It is not usual practice to include junction capacity assessments within the Chapter, but this is included in the TA provided to support the DCO. This Chapter has considered the assessment thresholds set out in GEART will be applied as is standard practice.
Police	Kent Police consider that the existing road infrastructure leading to and in the vicinity of the site require significant investment to allow for increased traffic volume and growth. Local roads can become congested, particularly those to the North and East of the site and a detailed road strategy and infrastructure plan would be required. Roads to the west and east would require significant work. The roads to the north of the site are wholly inappropriate for use in conjunction with a cargo hub. Traffic count locations are limited and may not present a reliable baseline at this time. Other data collection should be broadened in order to get a more accurate picture of what is required in this case. A broader, county view should be taken including the A2, M2, A256, A28 and future road infrastructure Proposed Developments such as the proposed Lower Thames Crossing. A Transport Assessment, a Travel Plan, and a Traffic Management plan are essentials for this Proposed Development from construction through to completion and daily business. Manston Airport is currently a contingency site for Operation Stack and the implications on this if the Proposed Development were to occur before Manston are no longer required.	The TA has set out the required improvements to mitigate the impact of the development traffic both locally and in the wider context for junctions or highways links. A Surface Access Strategy (SAS) and Construction Traffic Management Plan (CTMP) have also been provided to support the DCO. The roads to the east of the Passenger Terminal access are not anticipated to be used by HGVs or development traffic other than that originating from Ramsgate and environs. The HGVs to and from the Cargo area and 'Northern Grass' area are proposed to route along Spitfire Way, Minster Road and onto the A299. This route has been identified as requiring a road widening scheme from the junction of Spitfire Way and Columbus Avenue. This route was identified as key given the nature of where these HGVs are required to route to and from is predominantly to the east and the London area and Ashford or south to Dover, essentially from the A299. The data collection has been supplemented with further counts undertaken in October 2017. A broader view has now been taken after discussion with HE and KCC. Details of the impacts on the A2, M2, A28 and A256 are included in this Chapter and other supporting documents. To support the DCO application a TA, Travel Plan, CTMP and PRoW Management Plan have also been prepared. The use of the site for Operation Stack is a temporary measure, regardless of the development proposals. It should also be noted that although an agreement exists between the owner of the Site, Stone Hill Park Limited and the Secretary of State for Transport regarding the use of the Site in connection with Operation Stack, the site has never actually been used for the parking of lorries as part of Operation Stack.

Table 14.4 PINS Response to the Scoping Report

PINS Comments and Considerations	How This Has Been Addressed
The Secretary of State drew particular attention to the plan to scope out 'potential noise, vibration, visual, dust, dirt, air pollution and ecological effects as a result of traffic and transport associated with the Proposed Development. It is the opinion of the Secretary of State that they should be assessed as part of the ES but is content for them to be presented within the relevant topic chapters.	The effects scoped out will be assessed within the wider chapters as follows; • Noise and Vibration – **Chapter 12: Noise and Vibration**; • Dust, Dirt Air Pollution – **Chapter 6: Air Quality**; and • Ecological Effects – **Chapter 7: Biodiversity**.
The Secretary of State welcomes the proposed assessment of traffic related environmental effects based on the GEART as well as the preparation of a separate TA, Traffic Management Plan (TMP) and Travel Plan (TP). The study area and methodology for these assessments should be agreed with the local highways authority (KCC), TDC and Highways England, where appropriate. The assessment should include consideration of freight related trips on the strategic road network (e.g. M2 and A2).	Meetings have since taken place to agree a wider scope of assessment within Thanet District with KCC, which incorporates the same study area as that included in the strategic transport model. It was also agreed to include not just the M2 and A2, but the A20 and any other elements of the HE network that might be affected. Although not all of these routes are assessed in this Chapter, they are covered in the TA.
The Secretary of State would expect on-going discussions and agreement, where possible, with the relevant authorities regarding transport and highways proposals.	On-going consultation and meetings on traffic and transport are being undertaken and an agreement will be reached where possible. It is proposed that a Statement of Common Ground (SoCG) will be prepared with KCC Highways and HE before the examination of the DCO application commences.
The Secretary of State requires robust justification for the use of professional judgement in moderating any assessment of significant effects.	Where the assessment of effects is considered to differ from the theoretical, robust justification will be provided.
The Secretary of State supports the principle of a proportionate EIA but requires that sufficient information is presented in the ES to justify the exclusion of effects that do not trigger the thresholds and are therefore considered not significant	The ES ensures that data gathered and analysed in addition to the assessment methodology will provide sufficient justification for exclusion or inclusion.
The Applicant's attention is drawn to the comments, contained in **Appendix 3** of this Opinion, of Highways England; of KCC, in relation to the revision of their Local Transport Plan, and potential impacts on Pegwell Bay; of TDC, particularly in relation to operational and junction capacity of the area road network; and of Royal Mail, particularly in relation to potential additional vehicle movements during the operational phase of the Proposed Development, and the need for thorough consultation	See **Table 14.3**.
The Applicant should also take into account National Grid's and Royal Mail's comments, contained in **Appendix 3**, about potential cumulative effects on construction traffic routes of the Proposed Development together with the RCP	See **Table 14.3**.

14.4.27 Local stakeholders also responded to the summer 2017 (June) Section 42 consultation (PEIR) documentation and these responses are detailed in **Table 14.5**.

Table 14.5 Consultee Response to June 2017 Statutory Consultation

Consultee	Comments and Considerations	How This Has Been Addressed
Thanet District Council	We are concerned about the potential impacts on the network surrounding the site from both construction and operational phase given the likely level of traffic generated by the Proposed Development, especially regarding Spitfire Way, Spitfire Junction and Manston Court Road. At this stage in the process there is insufficient information to consider these impacts. We therefore await further information about the scope of the transport assessment, which should include any additional housing requirement (see Economic impacts section), the methodology for distributing trips on the network and physical improvements to the network as well as mitigation measures in due course.	The impacts of the construction and operational traffic on Spitfire Way, Manston Road and Manston Court Road (and associated junctions) is set out in the TA and this Chapter. This Chapter sets out the environmental impacts while the TA sets out capacity and safety issues with the local network. The study area of the TA has now been established in a local context, comprising 29 key junctions. In a wider context, impacts on the key elements of the strategic road network have also been established. The methodology of the traffic generation and distribution methodology undertaken to inform this Chapter is set out in the TA.
Thanet District Council	We request that we are directly involved in coordinating the list of committed development to be included within the future baselines with KCC.	A meeting was held on the 11 September 2017 with TDC and KCC to agree an approach for the development of the TA. Whilst it is acknowledged that the TA would normally use the KCC strategic transport model to assess the impact of the Proposed Development, this is not currently completed or available for use. It is intended that testing will be undertaken as soon as it is available, but this is likely to be post-submission of the DCO application. In the absence of the availability of the strategic transport model, a detailed traffic and transport spreadsheet model has been developed which has informed this Chapter and the TA. The methodology of this model has been consulted on with KCC and comments taken onboard. A growth rate has been applied to the study area highway network to account for the housing and employment growth identified in the draft Local Plan. This is considered to be a robust approach.
Thanet District Council	An assessment of the impact from the Proposed Development on the Thanet Transport Strategy must also be included within the submission, which should also be taken into account when agreeing modelling scenarios with KCC.	As previously identified, the strategic transport model is not currently available for developers to use and will not be available before the Manston Airport DCO submission. However, a formal request to use the model in the post submission period has been made. It is anticipated that further modelling of the local highways network will be undertaken.
Thanet District Council	Operational and junction capacity assessment should be included within the ES.	As set out above, the junction capacity analysis is set out in the TA to support the DCO.
Cogent Land LLP	CL consider that the following matters need to be considered and assessed thoroughly before any proposed plans to expand the airport are taken further: • Clarification on Multi-Modal Split; • Clarification on Travel Patterns; • Traffic Distribution; and • Committed Development/Transport Schemes.	Details on multi modal split, travel patterns, and traffic distribution are set out in the TA which also sets out the traffic generation methodology. As the local transport model is not available to use at this stage of the planning process, a growth rate has been applied across the whole highway network within the study area. This is

Consultee	Comments and Considerations	How This Has Been Addressed
		considered a robust approach and further details are set out within this Chapter.
Dover District Council	Dover District Council (DDC) supports the Applicant's intention to submit the following supporting documents as part of the formal DCO application: Operational Traffic Management Plan; Travel Plan; Public Transport Access Strategy; and Pedestrian, Cycle and Equestrian Access Strategy. The District Council is keen to engage with the Applicant as the preparation of these documents advances to ensure the provision of necessary infrastructure to accommodate visitors and staff, as well as sustainable links to the development site for residents in the Dover District.	At this stage, no further discussion has taken place with DDC. Further comments have been received on the January 2018 PEIR consultation. We note DDCs support of the documents being prepared to support the DCO application. Sustainable links to the site from the Dover District will predominantly be via rail with a proposed shuttle bus to the site. Details of this are set out in SAS, provided to support the DCO.
Kent County Council	Resilient and reliable surface access on the strategic road network will be essential for freight traffic using Manston Airport. With the anticipated increase in traffic through growth at the Port of Dover and the future demand once the Lower Thames Crossing is constructed (anticipated to be 2026), a series of wider network improvements are needed. The location of Manston gives it direct free-flow access between the M2 and the A299, but the M2 has limited capacity being only two lanes in each direction from the A299 to M2 Junction 4.	The capacity impacts on the A2 and M2 as well as other key parts of the strategic highways (A2) network are set out in the TA. Environmental impacts at three of the strategic highways network links are set out in this Chapter.
Kent County Council	Kent Highways and Transportation has not been invited by RiverOak to engage in any discussions relating to this proposal. Therefore, the County Council has not had an opportunity to discuss the relationship with an emerging Thanet Transport Strategy. KCC, as Local Highway Authority, would welcome the opportunity to discuss how these proposals could more appropriately reflect or respond to this emerging strategy in due course.	Meetings and on-going consultation has been undertaken with the KCC highways team, which has informed the study area and scope and methodology for assessment. Meetings were held on 11 September 2017 and 4 December 2017. Various responses to consultation periods and ad hoc phone conversations and email correspondence have also helped inform the development of the TA and related documents.
Kent County Council	The consultation documents suggest a significant expansion in aviation and other associated operations to those previously present on the site in its former aviation capacity. This in turn would generate a significant increased traffic demand on the surrounding highway network. Therefore, the reopening and redevelopment of this site should also be complemented by appropriate highway links. These are currently limited in the locality, particularly to the north east. Given the scale and location of the proposal, an agreed solution to delivery of key strategic improvements in the area will be essential to accommodate increased traffic activity and ensuring that highway safety and amenity is managed in future years.	Key improvements are set out in the masterplan, provided as part of the DCO application. This includes the improvements to the key links and junctions adjacent to the airport. Not included in the master plan are off-site junction and link improvements which are required. This is included within the TA.
Kent County Council	Paragraph 14.1.5 (pg. 14-1) suggests that the site has good access to the surrounding highway network. However, KCC, as Local Highway Authority, considers that access around parts of the site is not currently satisfactory and consists of local routes with constrained geometry and junctions.	Good access to the surrounding network specifically refers to an appropriate route from the site to the A299. It is understood that some of the other routes to the north and east present issues in some of the current link and junction restrictions. In this submission, a number of local and wider improvements are proposed to support the Proposed Development. Details of this are set out in the TA. It is noted, however, that widening of Spitfire Way and Manston Road from Columbus Avenue to the Airport Terminal

Consultee	Comments and Considerations	How This Has Been Addressed
		access is a key necessary improvement that's been included.
Kent County Council	It is suggested that all HGV access to the site would take place from the A299 (via the B2190 approaching the site to its northern boundary). The B2190 Spitfire Way beyond the Manston Business Park is subject to a lower standard (both in terms of restricted geometry and construction) and as such it is likely that this section of road would need to be improved to reflect the proposed uses on the site and the type of vehicle movements associated with it. It is also suggested that staff and passenger terminal vehicles will make use of the full extent of the highway network, which is a reasonable assumption to make as these trips have the potential to be more local in nature.	Airport routing for traffic and HGVs will be along appropriate roads and as such the proposed key route is from the A299 onto Minster Road and then Spitfire Way. It is proposed to widen Spitfire Way from Columbus Avenue to a new signalised junction with Manston Road. Manston Road will also be widened to the Main Airport Terminal access. The traffic and transport methodology does take into account local traffic routing to and from the north and east using Manston Road and Manston Court Road. The impacts of this traffic in capacity terms is set out in the TA, while the environmental impacts are set out in this Chapter.
Kent County Council	The proposed complementary business/ industrial uses on the Northern Grass will potentially generate more local based trips, thus rendering local routes such as Manston Court Road and Manston Road as an attractive route to certain destinations. Whilst limited transport information has been provided to date, without a comprehensive package of improvements to cater for trip origins and destinations to the north, the proposals in their current form could lead to the use of inappropriate minor highway routes for both walking and cycling and/ or a proliferation of trips by private car on roads which are not suitable for additional traffic loading.	The traffic flow methodology and associated figures included in the TA set out the proposed distribution, specifically of staff based trips and its impact on the peak hours and the Airport Peak hour on the local highways network and resultant mitigation required. The environmental impact on Manston Court Road and Manston Road, with particular regard to pedestrian and vehicular modes will be assessed within this Chapter.
Kent County Council	There is no specific reference to the need for corridor improvements aside from a new junction at Spitfire Way/ Manston Road, although a comprehensive transport assessment will be required by the applicant to provide more fully informed recommendations in relation to wider highway impacts and subsequent mitigation requirements. The emerging Thanet Local Plan seeks to introduce policy to secure an enhanced package of connected highway improvements/ routes, to complement the existing primary highway route corridors. This methodology also forms part of the emerging Local Transport Plan 4. It would appear that with some changes to the proposed layout, there is scope to provide a new highway route through the Northern Grass to connect to Manston Court Road, however an appropriate mechanism to facilitate an improved vehicle/ pedestrian and cycle route to Westwood should also form part of this methodology. This is currently absent from the proposals subject to the current consultation	Corridor improvements have now been proposed for the Manston Road/Spitfire Way corridor so a consistent 7.3m wide carriageway is provided. The TA sets out wider improvements for capacity and safety effects. A meeting was held on the 11 September 2017 with KCC to agree an approach for the development of the TA. Whilst it is acknowledged that the TA would normally use the KCC strategic transport model to assess the impact of the Proposed Development, this is not currently completed or available for use. It is intended that testing will be undertaken as soon as it is available, but this is likely to be post-submission of the DCO application. In the absence of the availability of the strategic transport model, a detailed traffic and transport spreadsheet model has been developed which has informed this Chapter and the TA. The methodology of the model has been consulted on with KCC and comments taken onboard.
Kent County Council	Paragraph 14.1.7 (pg. 14-2) indicates that some 4,300 staff could be employed at the airport (with up to 1,500 being present on site at any one time). This represents the potential for a considerable number of trips for staff alone although no modal split figures are provided. This section also suggests that a high proportion of passengers will travel to the site by private vehicle, either by parked car or drop off, although at this stage it is unclear where these figures are	Revised staff numbers split across specific jobs and sites are provided within the TA, specifically within the traffic generation methodology section**.** This includes for modal split targets. This identifies the number of staff who may wish to access the site via rail (and then a local bus service).

Consultee	Comments and Considerations	How This Has Been Addressed
	derived from. Rail travel is not listed as one of the possible modes of travel, however there is potential to promote further modal shift in view of the proposed delivery of the Thanet Parkway Railway Station (with appropriate bus shuttle services to complement it). It is considered that Thanet Parkway would significantly enhance the sustainability credentials of the site.	The TA also sets out a detailed breakdown modal split for staff trips. At this stage, Thanet Parkway station is not a committed scheme locally and not within current local transport policy. As such, it has not been included in rail calculations. This could be considered a robust worst-case approach focusing all rail trips to Ramsgate station and vehicular trips.
Kent County Council	Chapter 9 of the 2017 Consultation Overview Report makes reference to sections of the highway that could be adversely affected by the Proposed Development. The list is extremely limited and refers only to the roads immediately surrounding the site. Local impacts on Manston Court Road, Manston Road, the A299 and parts of the A256 are notably absent from this initial list with some of these links being missing from the screening assessment data tables. The nature of the uses intended on the site could have a material impact on the primary road network, which in turn feeds into the strategic road network falling under the jurisdiction of Highways England. It is anticipated that the scope of junctions and links that will need to be assessed will increase as further transport assessment work is undertaken.	The study area has been broadened following consultation with KCC and includes junctions and links in Ramsgate, Birchington and Margate. The assessment now also includes locations along the strategic road network as agreed with HE.
Kent County Council	Taken at face value, at this stage, it would appear that the proposed uses on the site would make this site a destination for many new and existing residents for work based trips. Therefore, it is essential that appropriate links (vehicular and non-vehicular) to the wider highway network are provided to reflect this anticipated demand. Until such time that further transport modelling/ assessment work has been submitted by the applicant, it would be difficult at this stage to identify the extent of any impact and the subsequent mitigation package that might be necessary.	A series of highways improvements related to access and improvements to the local highways network are proposed as part of the DCO submission within the TA. These junctions and improvements are focused on the ability to deliver the development at peak operating capacity in Year 20.
Kent County Council	It is essential that any further transport assessment work is fully scoped with Kent Highways and Transportation at an early stage to avoid potential delays later in the Development Consent Order process.	Meetings and on-going communication has been undertaken with the KCC Highways team to establish a wider study area and agree/confirm other matters, the specifics of which are detailed within **Tables 14.3** to **14.6**. It is considered that further consultation and work with KCC will be required to undertake a second set of junction modelling post DCO submission with the local strategic transport model.
Cliffsend Parish Council	Must ensure any traffic does not use Canterbury Road West.	The only traffic that would use this route would be the fuel tankers travelling to the fuel farm, as was the case when the airport was last operational. No traffic is proposed to continue past this point into the village of Cliffsend.
Spitfire and Hurricane museum	Social: improve public transport options (bus etc.)	A SAS for the Proposed Development has been submitted in support of the DCO application, as well as a Travel Plan. These documents set out in detail the anticipated future year improvements to public transport to and from the airport but also the local area improvements that may result.

Consultee	Comments and Considerations	How This Has Been Addressed
St Johns College Cambridge	Thanet and Kent Councils are proposing a new strategic route within the Local Plan which will serve the Proposed Developments within the Local Plan. It is important that the EIA which accompanies the DCO application is required to include this completed road network as one of its scenarios. The Proposed Development which is subject to this DCO application will need to proportionately and fairly contribute towards the proposed road network in the Thanet Local Plan.	Corridor improvements have now been proposed for the Manston Road/Spitfire Way. The TA prepared to support the DCO application has set out wider improvements for capacity and safety effects. A meeting was held on the 11 September 2017 with KCC to agree an approach for the development of the TA. Whilst it is acknowledged that the TA would normally use the KCC strategic transport model to assess the impact of the Proposed Development, this is not currently completed or available for use. It is intended that testing will be undertaken as soon as it is available, but this is likely to be post-submission of the DCO application. In the absence of the availability of the strategic transport model, a detailed traffic and transport spreadsheet model has been developed which has informed this Chapter and the TA. The methodology of the model has been consulted on with KCC and comments taken onboard.
Thanet Green Party	The very substantial increase in road traffic that would arise from a freight hub would aggravate both the noise and air pollution problems caused by the planes themselves. We understand that aviation fuel would have to be delivered by road as Manston is not part of the national fuel pipeline system that connects large UK airports. The need to transport such fuel and store it safely in the immediate neighbourhood of the former airport gives rise to concerns in itself, and the number of vehicle movements required would add to both noise and particulate pollution. They would also increase volumes of heavy traffic on roads not suitable for them, leading to congestion, delays and a vicious circle of further pollution.	Noise and Air quality issues will be addressed in **Chapter 6: Air Quality** and **Chapter 12: Noise and Vibration**. The proposals for fuel are as they were when the previous aviation operations were in place at the site, with tankers routing along the A299 and then a short distance along Canterbury Road West into the existing fuel farm. The majority of tanker journeys would therefore be along the strategic road network and then the A299 and only a short distance on local roads. Estimates of the HGV trips per hour to and from the fuel farm are provided in the TA. This indicates only a peak of 2 tanker movements (one in and one out) per hour.

Table 14.6 Consultation with KCC – Comments on Transport Scoping Note

KCC Comments and Considerations	How This Has Been Addressed
It is noted that 2446 parking spaces are proposed. It will be necessary for this level of parking to be justified through the final Transport Assessment.	A revised masterplan design has been provided as part of this submission with updated car parking numbers for staff and passengers. With the final design established, the TA will set out in detail the justification for all car parking spaces, the split between passenger and staff parking, the split between long stay and short stay parking, details on how the car park will operate and any other car parking matters. Details regarding car parking will also be included in the SAS for the Airport.
It is stated that it is likely that the vast majority of flights would occur between 07:00 and 23:00 hours, however the anticipated traffic flow figures appear to suggest an even split if movements across the whole 24-hour day. Further justification will be required to substantiate this approach.	A revised and detailed traffic generation methodology for the Airport has been provided in the TA. This considers a detailed breakdown of flights across the day and the times vehicles may route to and from the Airport.

KCC Comments and Considerations	How This Has Been Addressed
Flights destined for later departure times may result in some passengers arriving prior to booking in time, which in turn could coincide with road network peaks. Allowance for such occurrences should be made in peak hour trip generation figures.	A detailed breakdown of the times of arrivals and departures has now been made in the revised traffic generation methodology. It has been proposed that: • 20% of all passengers would arrive 2 hours before a flight; • 80% of passengers would arrive 3 hours before a flight; and • All passengers would depart the airport 1 hour after an arrival flight has landed. These figures are based on average travel patterns at comparable airports in the UK.
A proportionally low level of passenger numbers has been estimated within the highway network peak hours. Future operators are at this time undefined and the flight patterns unknown. Therefore, in order for an appropriately robust assessment to be provided, the maximum number of flights capable of being handled by the facility within the peak hour should be considered for robust assessment purposes.	The revised traffic flow methodology is based on a flight schedule developed via considering arrivals and departures to similar sized or natured airports (obtained from Civil Aviation Data for October 2017). This has now provided a flight schedule on which the traffic generation of passengers can be based on. This is set out in the TA. It should be noted that due to the nature of flights arriving and departing, the peak traffic generation falls in the mid afternoon and not within the traditional highways network peak hours.
Passenger travel model assumptions are noted, but the submission lacks further clarification in relation to the data sources that have been used to inform such forecasts. Given the location of the site, staff and passenger travel plans may have limited scope for success. At this point in time there is no basis on which to assess the likely feasibility/likelihood of achieving the stated modal shift across the 20-year period. Rail is a feasible travel alternative for staff and passengers in the medium term, however this would rely on regular shuttle bus services being provided to link the airport to the station.	Details of the mode share targets and the justification for these will be provided within the SAS for the airport which supports the DCO application. The figures have recently been revised based on details from aviation and airport experts consulting on this DCO application.
There is a significant amount of staff strips associated with the aviation uses, which in turn could generate a material impact on the road network. It is essential that this element of the assessment is undertaken using robust estimates. On initial inspection, it is unrealistic to assume that all staff movements would occur outside of the network peak hours and that staff will all follow the same shift patterns. It would be very difficult to monitor or ensure future compliance with such a regime and in turn this could potentially underestimate the peak hour impact of staff movements.	A revised traffic generation methodology has been prepared, which set out in detail the types of jobs related to the aviation uses. It breaks these down by shift patterns, shift times, staff numbers and likely modal split targets. This information has been tested to provide a robust estimate of how staff trips would actually impact the local highway network and the times these would impact the network. This robust assessment now takes into account some staff trips occurring in the peak hour based on a better understanding of 24-hour shift pattern working (unlikely to affect peak hour) and traditional working day work patterns (likely to affect traditional highways network peak hours).
The mix of uses on the Northern Grass is assumed to be 10% office, 40% light industrial and 50% warehousing. As these uses have significantly different trip profiles, it is important that they are defined in the final TA and application documentation, so that they can be conditioned as such. If unconditional consent is sought for any combination of potential uses, then the worst-case scenario in terms of peak hour traffic generation would need to be assessed, in this case B1 office. The location filters appear to be generally acceptable, however it is noted that suburban areas are included in the business park analysis, which should be removed as the site is not in a suburban location. Population filters have not been applied, which could have a bearing on final trip rate outputs. I suggest that TRICS	The figures used for the split of land uses on the 'Northern Grass' area have changed significantly and are now as follows: • 25% B1 (Office); and • 75% B8 (Warehousing). The zonal masterplan for the 'Northern Grass' area has defined this split and the total GFA of the development in this area. Compared to the previous estimates for the land use on the 'Northern Grass' area this is a more robust traffic scenario with B1 office development having been increased from 8% to 25%. The TRICS rates have not been changed in line with the comment due to the lack of comparable sites within the defined restrictions suggested which would lead to a less robust assessment than that which has been calculated.

KCC Comments and Considerations	How This Has Been Addressed
outputs are recalculated considering local demographics and as such the trip rates shown in **Table 3.5** are not agreed at this stage.	
The [construction] Traffic figures are noted; however, the final TA should outline how the impact of these movements will be managed. This could be dealt with through an associated Construction Management Plan.	A PCTMP is provided as part of the final DCO submission, which will set out the mitigation required to facilitate the construction of the site.
The peak traffic flow scenario for both development and network traffic need to be examined, with the scenario for both development and network traffic need to be examined, with the scenario generating the highest overall flows through a given junction being assessed/ modelled in more detail. The figures presented in **Table 3.8** and **3.9** will need to be revised to encompass the comments outlined within this correspondence.	This has been undertaken in the TA provided, to support the DCO application. In this Chapter, the network peaks and 24-hour period have been used as basis for assessment as is standard in environmental assessments of traffic impact. However, within the TA all junctions and links that form part of the study area will be assessed for the AM and PM peaks, as well as the development peak which falls between 13:00 – 14:00.
The scope of junction to be assessed within the TA should be based on the local traffic conditions. It is noted that a blanket 50 vehicle per hour threshold for further assessment is proposed. Junctions that are severely congested could be disproportionally impacted by traffic increases, lower than 50 vehicles per hour. I recommend that existing flows on each link are examined and any links which are subject to a 5% increase or greater are examined/assessed in more detail.	Of the junctions selected to form the scope of assessment, these will be assessed to understand capacity impacts should there be any increase above 1 vehicle to complete a robust set of assessments.
The transport assessment is not based on the KCC **strategic transport model which KCC suggests was available to the Applicant.**	A further call was held with KCC Highways on 31 May 2018 in order to establish the status of KCC's Strategic Transport Model (STM) and to understand whether and how Thanet's emerging local plan was included within it. It was also the intention to understand whether KCC had any concerns regarding the Wood model developed for the Manston Airport proposals in the absence of an STM and if so what those concerns might be. At the time of this meeting KCC were unable to confirm whether the STM was available or whether a validation report for the model had been prepared. KCC were not prepared or able to provide details regarding any perceived limitations of the model created by Wood however they continued to suggest that their preference would be that all developments should be modelled using the STM.

14.4.28 KCC also responded to the January 2018 Section 42 consultation (PEIR) documentation and these responses are detailed in **Table 14.7**.

Table 14.7 KCC Response to January 2018 PEIR

KCC Comments and Considerations	How This Has Been Addressed
At this point in time, the freight cargo tonnage figures used to inform this traffic generation calculations are taken at face value, as they have simply been provided by the client team. As these figures are used to form the basis of traffic impact estimates, it is important that	The figures used to build the first principles traffic and transport model are based on estimates provided by the aviation experts imbedded within the project team alongside experience at other airports.

KCC Comments and Considerations	How This Has Been Addressed
there is a restriction imposed on the level of freight that the airport would be permitted to handle. In the absence of such a restriction, it is essential that the maximum freight handling capacity is robustly identified and justified, as this could have a material bearing on subsequent peak hour freight traffic figures.	In terms of restrictions, there are no restrictions proposed as part of the traffic and transportation traffic generation assessments. These have been based on the aviation expert's predictions of freight tonnages.
A 30% reduction in cargo tonnage has been applied to allow for efficient HGV movements (i.e. those that enter and leave the site full). However, it is unclear where this figure has been derived from. It is essential that any reductions are fully justified using an appropriate evidence base. There is an assumption that the cargo movements will take place evenly across a 24-hour day, however in reality, there are likely to be peaks and troughs throughout the day. Whilst it is understandable that for ease of assessment, a simplistic view has been taken, for a robust assessment to be undertaken, it would be necessary to look at a worst-case scenario. A worst-case scenario would be the maximum amount of freight that could be theoretically handled at the airport within any given hour applied to the network peak, for assessment purposes.	The figures used to build the first principles traffic and transport model (including the 30% reduction in cargo tonnage for efficient HGV movements) are based on estimates provided by the aviation experts imbedded within the project team alongside experience at other airports. The assumption that cargo movements take place evenly across the hour is based on how these sites traditionally operate. It is acknowledged that a worst-case of the maximum HGVs leaving in an hour could have been undertaken, but considering the low numbers of freight HGVs entering and exiting the network in an hour (in Year 20, 5 arrivals and 5 departures per hour) it is deemed that this would not be a material impact.
A similar methodology should also be applied to proposed passenger flights. Whilst an attempt to estimate likely passenger numbers has been provided, a number of assumptions have been made that could have an impact on subsequent traffic generation. For a robust assessment to be undertaken, a realistic maximum passenger throughput should be estimated, and necessary restrictions placed on operations. Paragraph 3.1.22 (pg. 19) refers to aviation experts providing an estimate of passenger travel mode share, however no further information to cross reference these forecasts has been provided.	As set out in the TA, further details to the background assumptions have been made and are specifically related to a mode share. These mode share targets are based on those typical for smaller airports (less than 2 million passengers per year) and in locations similar to Manston. Airports such as Newquay, Cardiff, Exeter, Inverness and Norwich as well as others. At this stage the upper limit of flights is as is predicted in Year 20, however no restrictions on maximum daily throughout has been applied or form part of the DCO application.
The methodology of using TRICS to inform Northern Grass area trip rates is largely accepted, however as outlined within the recent Transport Assessment (TA) scoping exercise, this is based on the understanding that land uses in this area of the site are restricted to the proportions as outlined within the assessment document.	The land use mix and site area GFA have been fixed in the masterplan and this matches what has been assessed in the TA. If the DCO is granted this is the mix of land uses and GFA that could be constructed.
Fuel tanker trips are noted, however it is necessary to provide further justification in relation to the number of deliveries required to service the site in a worst-case scenario. For example, the capacity of each tanker and how much fuel is required for each plane (as identified earlier within the report based on tank capacity). This should then correlate with the number of planes estimated, with an allowance made for operational fuel requirements for on-site vehicles and equipment.	Further details of the development of fuel farm tanker trips are set out in the TA. Based on the capacity of the tankers that are to be used, the fuel required per year has been broken down to understand the fuel requirements per day. It should also be noted that tankers are not required on a one tanker vs one aircraft ratio; tankers are required as and when to keep the reserves topped up to a certain level at the fuel farm.
As outlined in the TA scoping exercise, it is unrealistic to assume that all staff movements will occur outside of the network peak hours and that staff will all follow the same shift patterns. It would be very difficult to monitor or ensure future compliance with such a regime and in turn, this could potentially underestimate the actual peak hour impact of staff movements.	Staff members will likely have differing shift patterns, arrival times and departure times depending on the job that is being undertaken. The traffic generation methodology is set out in this TA. It is a key issue to note that airports do not have traditional 9-5 business working hours and as such the majority of staff strips do not have an impact on the peak hours. 24-hour shift patterns and the differing requirements of an airport and cargo

KCC Comments and Considerations	How This Has Been Addressed
	handling facility across the day mean that staff have a wide range of travel times. There are, however, trips that affect the network peak associated with the airport for the operational and administration jobs proposed at the site.
The document states that a gravity model approach has been used to identify the origins and destinations and subsequent routes, and this has been informed by information provided by the wider project team. Further information to substantiate the assumptions made on origins and destinations would be helpful to support the final TA document. It is noted that a gravity model approach has also been used to derive origin and destination information for the Northern Grass uses. It would be more appropriate to use census data to provide an improved local perspective on likely trip distribution, and this could be derived by interrogating the data for local output areas that encompass other key employment areas within the Thanet District to provide a more robust basis for assessment.	The gravity models that have been prepared are based on the journey to work census data from 2011 for Thanet and where required further afield. Details of this methodology are set out in this TA.
The provision for a new highway link between A256 Haine Road and the B2050 Manston Road, as outlined in the emerging Thanet Transport Strategy, is absent from the proposed masterplan. The indicative layout also appears to compromise the delivery of an appropriate form of link road in the future. Failure to comply with this emerging infrastructure requirement could prejudice the delivery of identified highway solutions to manage the impact of future housing growth requirements over the emerging Local Plan period (subject to further highway modelling outputs).	An assessment of the proposals on Manston Road/Haine Road proposals have been included in the TA. However, with the issues related to the emerging local plan it is considered, that by assessing the existing layout and the proposed new roundabout with arm onto a link road, a robust assessment of the issues at this junction has been undertaken. It should be noted however, that this assessment was only included as of February 2018 when the scheme was granted over £2.5 million of government funding and as such it is considered more likely to come forward than other proposals in the emerging local plan.
In addition, there are initial concerns in relation to the absence of provision for a new highway route to and from Westwood (including appropriate walking and cycling links). The proposed development has the potential to encourage inappropriate use of rural roads within the proximity of the site by both vehicles and non-motorised users. It is evident that limited pedestrian facilities or improvements are proposed outside of the immediate site confines, which further limits the accessibility of the site by non-motorised transport. The impact of the development within Manston Village remains a concern due to the restricted road geometry throughout the village, as well as the ability of the local road network to serve the site efficiently and reliably by public transport.	The TA sets out the proposed impacts of development traffic on the rural roads to the north of the proposed development site and the environmental impacts of this are set out in this Chapter. At this stage no improvements are proposed to these routes. The TA also includes for details on the impacts on Manston Village and there are details within this Chapter as to why proposals are not proposed on this link.
The previously indicated roundabout solution at the Spitfire Way has been replaced by a signalised junction arrangement. An initial appraisal would suggest that this is not an optimal form of junction and is potentially out of keeping with the nature of the approach roads to the site. There are initial concerns over the approach geometry to the junction and future capacity for increased traffic flow in line with planned growth. In the absence of strategic highway modelling and detailed junction appraisal, it would not be possible to confirm if this junction would be supported as an appropriate solution.	The detailed traffic and transport modelling of this junction sets out the need for a junction improvement and determines that a signalisation scheme is a suitable solution. It should be noted as a result of the development proposals the "***nature of the roads around the northern airport boundary will change as a new roundabout, and three sets of signalised junctions are proposed along the access from the A299 as well as the widening of Spitfire Way and Manston Road".*** The detailed geometric designs (to relevant DRMB standards) and associated transport models are included within this TA. If further discussion on the final layout is required, then this could be included in post submission discussions with KCC as part of agreeing a statement of common ground.

KCC Comments and Considerations	How This Has Been Addressed
	It is hoped further discussion will allow KCC and the project team to come to a junction layout that is supported.
There is a proposed priority junction on B2050 Manston Road between the two new signalised junctions, which would appear to be intended to serve the cargo facilities. It is strongly recommended that access at this junction is restricted to emergency access to manage traffic flow at the Spitfire Junction and traffic flow on the B2050. The proposed junction onto Manston Road (to the west of the Northern Grass) could potentially encourage HGV rat running along this section of highway.	There is no proposal for a priority junction onto Manston Road from the south between Spitfire Way and the Airport Access. This was something shown on a previous masterplan which has led to confusion that has now been amended. It's not clear what vehicles on what routes could potentially rat run though the 'Northern Grass' area, since there are very few HGVs using Manston Road to the North.
A full Stage 1 Road Safety Audit and associated designer's response will be required for all proposed highway changes. In view of the above, at this moment in time it would not be possible to provide a definitive steer on the acceptability of the proposed highway alterations.	This has not been included at this stage of the DCO submission, but as with all highways improvements will be provided at the appropriate time.
It is important to reiterate that due to its existing constrained geometry, the B2190 Spitfire Way (between Columbus Avenue and the proposed site access) is not suited to accommodate a significant increase in HGV movements. This section of highway should be improved to reflect the likely change in HGV demand from expanded aviation activity and associated development on the Northern Grass (both in terms of geometry and construction specification where appropriate). No improvements to the B2190 are indicated on the Masterplan document although Section 14.2.12 of the PEIR (pg. 14-2) refers to potential improvements on Spitfire Way/Manston Road, but with limited clarity on the extent of such proposals. Failure to appropriately improve these important highway links could have an impact on the ability of the local road network to serve the proposed development and could prejudice a future aviation operation.	The final masterplan proposals are to widen Spitfire Way from Columbus Avenue to Spitfire Way and also Manston Road from Spitfire Way to the Airport Access. This route is identified as the key HGV route to the site and as such it is agreed that the route needs to be widened to a 7.3m wide carriageway for the entirety of the length. The details of these improvements schemes are set out in detail in the TA.
The increase in on-site parking provision is noted. The ability of the main site access junction onto the B2050 Manston Road to accommodate the potential increase in demand will need to be examined within the detailed TA.	Detailed traffic assessments of the site access junction are included within the TA.
The ability for traffic (particularly HGVs and abnormal loads) to enter and leave the site in a forward gear should be demonstrated in the final submission. Any existing informal access points onto the public highway that are planned to remain in use will also need to be clarified along with their anticipated uses.	Details on the proposed accesses (formal) and any informal accesses are set out within the DCO submission documentation. For clarity, however, the TA sets out the issues with the operational accesses into and out of the proposed site. All of the accesses have been designed as formal DRMB compliant access junctions which would not present any issues for vehicles to leave in a forward gear. Informal accesses primarily refer to crash gates which are simply not used unless there is an airport emergency. This is the only time any informal access will be allowed onto the site.

14.4.29 Discussions were held with KCC during preparation of the ES and these responses are detailed in **Table 14.8**.

Table 14.8 Discussion with KCC during preparation of the ES

Date	Discussion Points
June 2016	The first time KCC was directly consulted on the transport assessment of the application was in June 2016 when the EIA scoping report for the project was prepared. A formal response was received from KCC setting out the need for traffic and transport assessment (comments shown in Table 14.3) in a letter to PINS sent on the 28th of July 2016 and included in the Scoping Opinion report published on the 10th of August 2016.
Late 2016/ Early 2017	Initial telephone discussions with KCC took place in late 2016/early 2017, during which KCC informed Wood that in partnership with TDC, it was developing the Thanet STM using SATURN software for the purpose of supporting the emerging Local Plan. The existing Manston Airport site was not included in the baseline, and the Manston Airport proposals were not being tested, as these were not part of the emerging Local Plan. KCC advised that the DCO proposals would need to be assessed using the Thanet STM, as this was the expectation of all development sites in Thanet. KCC advised that the Thanet STM was not expected to be completed until late 2017. Following this, Wood began the process of undertaking detailed Transport Assessment (TA) scoping discussions with KCC and paid the pre-application fee in August 2017.
31st August 2017	A TA scoping note was sent prior to a scoping meeting with James Wraight and Sally Benge of KCC which was held on 31st August 2017, during which JW advised that the base strategic model (i.e. current year) had been completed and validated and that future test scenarios were being progressed, with completion expected in October/November 2017. Future scenarios were based on the preferred site allocations in the emerging draft Local Plan. It was noted that testing for the Local Plan evidence base would take priority and there may be issues with capacity for modellers to undertake work on behalf of developers (with agreement from KCC and TDC). The initial estimate for availability of the model was close to the end of the year (2017), particularly if TDC had further revisions to the Local Plan. At the meeting and in a subsequent email and telephone conversation, Wood requested the Local Model Validation Report (LMVR) when available (email 25th September 2017 to James Wraight). Notes of the meeting are provided in Appendix A to the TA. Wood advised during the meeting that in the absence of the availability of the KCC traffic model, a detailed traffic spreadsheet model based on extensive traffic count surveys of junctions and links would be used to assess the Proposed Development as part of the DCO submission which was proposed for early 2018. The spreadsheet model includes a growth factor which takes account of the household and employment growth assumptions in the now rejected draft Local Plan, and also a sensitivity test of the Thanet Transport Strategy proposals to the north of the Proposed Development comprising a number of new link roads. Wood considers this to be a robust methodology and appropriate for the purpose of the DCO submission, as spreadsheet modelling is an acceptable approach in the absence of a strategic transport model. It was agreed, however, that the Proposed Development would also be tested in the Thanet STM when it becomes available in the post DCO submission period.
21st September 2017	Formal comments on the TA scoping note were received on the 21st September (included in the TA as Table 3.1) and details of how these comments were addressed in the document are included.
September / October 2017	Telephone conversations were then undertaken in September and October 2017 and KCC advised that the strategic traffic model should still be used to test the traffic impact of the Proposed Development, subject to the agreement of TDC, but that it would not be available for developers to use until Spring 2018 following its completion to support the (at the time) still emerging Local Plan.
28th November 2017	On 28th November, Bev Coupe and Glyn Price had a Skype call with James Wraight, KCC, to discuss the latest position on the KCC/TDC strategic model and other transport/highways matters in relation to the forthcoming DCO submission. During the call, JW advised that the model was now complete but would not be available for use by third parties until the new year at the earliest. He suggested that other developers were putting in requests for use of the model, but that timeframes for availability would be dependent on requirements for further modelling following public consultation of the emerging local plan.
15th December 2017	A formal request to use the model was made to James Wright via email on the 15th of December 2017. This was not followed up with a specification for use of the model, as requested by KCC, as following the rejection at Committee of the draft Local Plan, it was considered by Wood that the model was not valid as it would need revising to reflect a new Local Plan. In addition, the LMVR had not been completed by KCC's traffic model consultants and therefore there was no opportunity to understand and review the model set up in terms of development, calibration and validation of the highway assignment.

Date	Discussion Points
	On the basis of the model still not being available to meet DCO submission deadlines, it was agreed with the Manston Airport DCO Project team that Wood would continue with the approach of developing a spreadsheet model. As KCC required all developers to use the Thanet STM, it was acknowledged that testing of the DCO proposal would be undertaken once the model became available for general use, still assumed to be in the post DCO submission phase.
14th May 2018	A call with James Wraight of KCC was held on 14th May 2018 during which there was discussion of the Thanet Transport Strategy and the Thanet STM. KCC advised that modelling work hadn't yet been undertaken for other developers and that new scenarios would need to be built. He advised that their traffic modelling consultant (Amey) would still be undertaking the model tests, but there is limited resource and the priority is for the work to be undertaken to support the emerging new Local Plan.
31st May 2018	A meeting with TDC and KCC was held on 31st May 2018, during which TDC advised that the new draft Local Plan is anticipated to be published on 25th June 2018, with the expectation of going to Committee on 25th July. The Thanet STM is being revised and updated and would be expected to be complete in six weeks' time. At the time of this meeting KCC was not prepared or able to provide details regarding any perceived limitations of the model created by Wood however they continued to suggest that their preference would be that all developments should be modelled using the STM. It was discussed during the meeting that the timescales between DCO submission and the Examination were sufficient to undertake the required modelling, recognising that based on the current Local Plan programme and Thanet STM completion, the model would be available for testing during this period. Wood noted that on the basis that the Thanet STM is not available for use and there is no guarantee on timescales, the spreadsheet model approach adopted for the DCO submission is considered acceptable and robust. It includes allowance for the household and employment growth anticipated in the Local Plan, and incorporates sensitivity testing of the Thanet Transport Strategy. As such, notwithstanding the continued uncertainty surrounding the local plan, the bespoke model developed for the Manston Airport submission is considered to be the best available tool for determining the application. As discussed with KCC, should the STM become available for use by third parties before or during the examination, the applicant (Riveroak) is willing to test the 'with Manston Airport' development scenario using the STM. If KCC and Thanet meet their own timetable and objectives, there remains sufficient time to undertake the modelling exercise without delaying the examination of the DCO application.

14.4.30 Discussions were held with KCC in the post DCO submission period. The discussions were based on the KCC comments in relation to the TA submission. A summary of the KCC comments is provided in the table 14.9 below and a note on the agreements made with KCC is produced as **Appendix 14.2**.

Table 14.9 - Discussion with KCC Post DCO Submission

KCC Comments and Considerations	How this has been addressed
The Thanet District Transport Strategy and its interventions should be included in the assessment.	The TA and associated technical work has been revised based on output from the Thanet Strategic Transport Model which includes the draft Transport Strategy interventions.
The KCC SATURN strategic highway model is now being used to test the impacts of Local Plan growth and potential mitigation strategy outlined within the emerging Thanet Transport Strategy and should be used to test the development.	Modelling has been undertaken and a TA Addendum produced. The traffic flow output has been used in this ES chapter.

KCC Comments and Considerations	How this has been addressed
A full, independent Stage 1 Road Safety Audit is required for all material highway alterations and new site access junctions.	Stage 1 Road Safety Audits of access junctions have been undertaken and will be undertaken for the off-site mitigation proposals. The onsite junction assessment is included within the Addendum TA.
The Thanet Parkway Station project remains a material consideration for this proposal.	This is considered in the TA Addendum.
KCC has various comments on the trip generation and distribution methodology.	RiverOak has reached agreement with KCC on the trip generation and distribution methodology and undertaken modelling using the KCC strategic model.

14.5 Overall Traffic and Transport Baseline

Current Baseline

Site Description

14.5.1 **Figure 14.1** illustrates the site location in relation to the local highway network, the main junctions and railway stations in the vicinity of the site. The following section provides descriptions of the junctions and highway network.

Existing Highways Network

14.5.2 The highway network surrounding the site is shown in **Figure 14.4,** which indicates the anticipated routes to and from the site based on the traffic flow distribution methodology set out in the TA.

14.5.3 The following section describes the key local roads that form part of the study area.

Roads Forming Part of the Key Access to the Site

14.5.4 It is anticipated that the main signed access route to the site will be from the A299 and then onto Minster Road and along Spitfire Way. From Spitfire Way traffic routes north onto Manston Road for the 'Northern Grass' area western access and east on Manston Road to the Passenger Terminal and the 'Northern Grass' area.

14.5.5 It should also be noted that Canterbury Road West provides access to the fuel farm directly from the A299.

B2050 Manston Road

14.5.6 Manston Road is a single carriageway road that runs between Birchington-on-Sea (to the north-west of the site) and Ramsgate (to the east of the site). This road forms the northern boundary to the site for a short distance and is a key link providing access to various elements of the Proposed Development. The access to the Passenger Terminal and to the 'Northern Grass' area will be from Manston Road. The road intersects with Spitfire Way to the west and the A256 (Haine Road) to the east.

B2190 Spitfire Way

14.5.7 Spitfire Way is a single carriageway road that runs between Minster Road and Manston Road. This road forms the northern boundary to the site for a short distance and is a key link providing access to the various elements of the Proposed Development. Access to the Cargo Facility will be from Spitfire Way.

A299

14.5.8 The A299 is a key strategic road which runs between the M2 / A2 / A299 junction near Faversham to the access to the Port of Ramsgate. The road is a high standard dual carriageway. The A299 forms the southern boundary to the site for a short distance. The A299 is a key link for the development as a large percentage of arrival and departure trips will use this road to local and strategic destinations.

B2190 Minster Road

14.5.9 Minster Road is a short section of road which runs between the A299 and Spitfire Way and forms the western boundary of the site. The road is initially a dual carriageway and transitions into a single carriageway as it becomes Spitfire Way. This forms part of the main link into the Proposed Development site from the A299.

Canterbury Road West

14.5.10 Canterbury Road West runs between the A299 and the A256 Lord of the Manor roundabout. The short road link has two characteristics. The first section runs from the A299 to the fuel farm access and forms the southern boundary to the site. East of fuel farm access, the road runs through a village setting. It is not proposed that traffic would use the eastern element of the road and only tankers and some small private vehicles would access the fuel farm from the west (A299).

Other A Roads Affected by Proposed Development Traffic

A256

14.5.11 The A256 runs between a junction with the A2 near Dover to a junction with the A255 in Margate. The road forms part of a key route for traffic routing between the site and Ramsgate, Dover, Sandwich, Margate and Broadstairs, as well as a key route for HGVs to Dover. The road varies in standard from elements of a dual carriageway (south towards Dover) to running through constrained residential areas in Margate.

A254

14.5.12 The A254 runs between Margate and Ramsgate town centres and has a small section of dual carriageway, but is predominantly a single carriageway. This road is affected by trips to and from the residential areas between Margate and Ramsgate, such as Haine and Newington.

A255

14.5.13 The A255 runs between Margate town centre and Broadstairs and is a single carriageway. This road is affected by development traffic routing to and from Broadstairs and south Margate.

A28 Canterbury Road

14.5.14 The A28 runs between Canterbury and Margate and is a key link in the area for east/west traffic. The road has some elements of dual carriageway but is predominantly a single carriageway. Separate elements of this road are proposed to be affected by development traffic. South of the junction with the A299, traffic to and from Canterbury and other areas of Mid Kent will use the road. Further, in the area surrounding Birchington-on-Sea, it is likely that development traffic will also use the road.

M2

14.5.15 The M2 is part of the HE Strategic Road Network (SRN) and runs between the junction of the A299 / A2 in the east, to where it merges into the A2 near Strood. The road is a motorway classification road with various lane configurations between two and four running lanes in both directions. The motorway has 7 junctions and is 41.4km long. It is proposed this is the major route between the airport and London, and between the airport and the surrounding region, as well as any other national destinations.

A2

14.5.16 The A2 is part of the HE SRN and runs from London to Dover. It is the primary route for this journey other than in Mid Kent where the M2 is the most direct route (the A2 runs through a number of the Medway towns). The road has various lane configurations between two and three running lanes in both directions. It is proposed this is the major traffic route between the airport and London, the airport and the surrounding region, as well as any other national destinations.

A20

14.5.17 The A20 is part of the HE SRN and runs from London to Dover. The road has various lane configurations between two and three running lanes in both directions. Relative to the Proposed Development, the element of the A20 that is being analysed is that between Dover and Folkestone. This is to understand the impacts on any traffic travelling to and from Folkestone.

Other Local Roads Affected by the Development Traffic

Manston Court Road

14.5.18 Manston Court Road runs between Manston Road and Star Lane. This is a single carriageway road which is width restricted in some locations. This road provides access from the Manston Road corridor running through the site area to Margate.

B2050 Park Lane

14.5.19 Park Lane is a single carriageway road which runs between Acol Hill / Manston Road /the A28 junction in Birchington-on-Sea. This road provides access from the site towards Birchington-on-Sea and areas in the A28 corridor.

Shottendane Road

14.5.20 Shottendane Road is a single carriageway road, which routes south-east/north-west between Manston Road in the south-east, to a priority junction with Manston Road in the north-west. This

road will accommodate some trips from the Proposed Development routing to and from the Westgate-on-Sea.

B2014 Newington Road

14.5.21 Newington Road is a single carriageway road which runs between the A255 in Ramsgate to a junction with the A254 in Northwood. The road routes through urban areas and is subject to a 30mph speed limit.

Existing Baseline Traffic Flows

14.5.22 As set out in Section 14.4, traffic counts were undertaken in March 2017 and October 2017, following which the data collected was analysed and entered onto a traffic flow network diagram of the local highways network. **Figures 14.5** to **14.7** set out the traffic flow network diagram and the 2017 baseline traffic flows for the AM, PM and 24-hour period.

14.5.23 Issues were recorded with the traffic counts undertaken in March 2017 due to congestion in the peak periods. This resulted in double counting of HGVs in some locations. To address the issues at these locations, a comparison has been made to the adjacent junction turning counts to establish a valid flow based on the figures recorded in the junction turning count videos that Wood have been provided. This issue did not affect the October 2017 ATC.

14.5.24 A second limitation regarding the data is that not all receptor locations selected matched the locations where ATC were undertaken. For these locations, the nearest junction turning counts have been used to inform the traffic flows at the receptor. Data for turning counts was only for 12-hours, so a local factor has been applied based on the split between 12 and 24-hour flows at an adjacent ATC point. It is not considered that these slight limitations in the data collection process undermine the validity of the final baseline data set as the solutions offer a robust way of providing information where it is missing.

14.5.25 Data for the SRN is only available as 24-hour AADT flows as, standard with the online traffic data provided by the DfT.

14.5.26 The 2017 two-way traffic flows are set out in **Table 14.10**.

Table 14.10 Two Way Average AM Peak, PM Peak and 24-hour Traffic Flows (All Vehicles and HGVs) - 2017

Road	AM Peak All Vehicles	AM Peak HGV	AM Peak % HGV	PM Peak All Vehicles	PM Peak HGV	PM Peak % HGV	24 Hour All Vehicles	24 Hour HGV	24 Hour % HGV
A256 north of Sandwich	2782	173	6%	2660	82	3%	28006	3546	13%
A299 Hengist Way between Richborough Way and Sandwich Road	2941	136	5%	2970	46	2%	33648	1529	5%
A299 Canterbury Road E between A256 and Royal Harbour Approach	2066	89	4%	2039	46	2%	22917	2578	11%

Road	AM Peak All Vehicles	AM Peak HGV	AM Peak % HGV	PM Peak All Vehicles	PM Peak HGV	PM Peak % HGV	24 Hour All Vehicles	24 Hour HGV	24 Hour % HGV
Manston Road between Haine Road and the railway line	941	12	1%	864	6	1%	11126	813	7%
B2014 Newington Road between B2050 Manston Road and A255 High Street	1296	37	3%	1287	17	1%	17113	123	1%
A255 High Street between B2014 Newington Road and Ellington Place	1293	39	3%	1399	22	2%	16175	102	1%
A254 Margate Road	1119	63	6%	1250	34	3%	16459	1294	8%
A256 Westwood Road between Poorhole Lane and Northwood Lane	1379	25	2%	1770	6	0%	22945	1388	6%
A254 Ramsgate Road between Nash Lane and Farley Road	1649	64	4%	1678	38	2%	22651.4	1781	8%
A254 Ramsgate Road north of the junction with B2052 College Road	788	39	5%	803	22	3%	10916	1173	11%
A28 Canterbury Road, east of junction with Domneva Road	1814	53	3%	1762	28	2%	22498	1636	7%
Manston Road between Bramble Lane and Flete Road	326	47	14%	308	35.4	11%	4130	619	15%
Shottendane Road, north east of the junction with Park Lane	830	83	10%	909	118	13%	8367	1090	13%
B2050 Park Lane, between A28 Canterbury Road and Manston Road	496	12	2%	519	12	2%	6565	50	1%
A299 Thanet Way west of junction with A28	2994	211	7%	3146	105	3%	32981	5837	18%
A299 between A253 and A28	1941	148	8%	2043	75	4%	22028	1716	8%

Road	AM Peak All Vehicles	AM Peak HGV	AM Peak % HGV	PM Peak All Vehicles	PM Peak HGV	PM Peak % HGV	24 Hour All Vehicles	24 Hour HGV	24 Hour % HGV
A299 between B2190 and A253	2552	185	7%	2519	97	4%	28512	1922	7%
Minster Road southeast of the junction with Plumstone Road	602	48	8%	513	53	10%	5750	633	11%
B2050 Manston Road between Spitfire Way and Shottendane Road	497	47.2	9%	444	36.2	8%	5685	540	9%
B2190 Spitfire Way between B2050 Manston Road and B2190 Columbus Avenue	811	50	6%	789	24	3%	9146	1484	16%
A299 between B2190 and Canterbury Road West	2306	175	8%	2396	89	4%	25226	4348	17%
Manston Road, south of junction with Vincent Road	432	56	13%	429	32	7%	5246	634	12%
B2050 Manston Road between Manston Road and Manston Court Road	1004	26	3%	988	15	2%	10985	236	2%
Manston Court Road, south of the junction with Preston Road	212	28	13%	264	19	7%	2500	300	12%
Manston Court Road, east of Valley Road	334	46	14%	426	30	7%	4274	421	10%
Manston Road, west of the junction with Greensole Lane	788	79	10%	707	61	9%	9701	1053	11%
A256 Haine Road between B2050 Manston Road and Canterbury Road West	1951	95	5%	2530	58	2%	25624	962	4%
Canterbury Road West between A299 and Cliff View Road	320	10	3%	475	9	2%	4795	389	8%

Existing Accident Record

14.5.27 This section reviews the PIA data that has been obtained from KCC for the most recent six-year period, up to and including June 2017. A six-year period was selected to ensure that a thorough understanding of the existing accident record was gained. The area covered in the PIA analysis is illustrated in **Figure 14.2**, along with the accident locations and severity, whilst the full accident report is presented in **Appendix 14.1.**

14.5.28 The PIA data indicates that there were 708 accidents recorded within the wider study area over the six-year period, of which 246 were on junctions/roads analysed below. Of those analysed, 209 were classified as slight in severity, 28 were classified as serious and five were classed as fatal. The accidents have been split into junctions and key links in order to present the data geographically. **Table 14.11** and **Table 14.12** summarise the number of accidents and the severity over the assessment period. These tables have been split between accidents occurring within 100m of the centre point of a junction and on links between junctions.

14.5.29 Consideration has been given to the PIA data when identifying sensitive locations, roads and with regards to mitigation identification.

Table 14.11 Summary of Accident Record 2011-2016 (Junctions)

Junctions	Total	Fatal	Serious	Slight
A299 / A28	12	1	0	11
A253 / A299 / Willetts Hill	15	0	2	13
A299 / B2190	10	1	0	9
B2050 / Manston Road / Spitfire Way	8	0	1	7
A299 / Canterbury Road W	12	0	2	10
A256 / A299	9	0	1	8
Cottington Link Road / Cottington Road	5	0	0	5
A256 / Sandwich Road	6	0	1	5
Canterbury Road E / Sandwich Road / Hengist Way	7	0	0	7
Haine Road / Canterbury Road W	1	0	0	1
A256 / Manston Road	7	0	0	7
A256 / Spratling Lane	3	0	1	2
New Haine Road / Marlowe Way	1	0	0	1
Haine Road / New Haine Road	4	0	0	4
Haine Road / Star Lane Link	2	0	0	2
A254 / B2052	5	0	0	5
B2050 / Acol Hill / Park Lane	4	0	0	4
B2190 / Minster Road	1	0	1	0
A256 / Margate Road	7	0	0	7
B2050 / Shottendane Road / Margate Hill	7	0	0	7
B2050 / Manston Court Road	5	0	1	4

Table 14.12 Summary of Accident Record 2011-2016 (Links)

Links	Total	Fatal	Serious	Slight
A299 between A253 and A28	1			1
A299 between B2190 and A253	3	0	0	3
A299 Hengist Way between Canterbury Road W and Minster Road	6	0	3	3
Canterbury Road W between Haine Road and the Cliffsend Roundabout	7	0	1	6

Links	Total	Fatal	Serious	Slight
Hengist Way between Richborough Way and Sandwich Road	7	1	1	5
A256 between Sandwich Road and Cottington Road	7	1	2	4
Haine Road between Canterbury Road W and Manston Road	5	0	1	4
Haine Road between Spratling Road and Spratling Street	3	0	0	3
A256 between Star Lane Link Margate Road	6	0	1	5
Manston Court Road between Manston Road and Star Lane	5	0	0	5
B2050 Manston Road between Spitfire Way and Shottendane Road	24	0	4	20
Manston Road between Manston Court Road and A256	9	0	0	9
Manston Road between Spitfire Way and Manston Court Road	2	0	0	2
Manston Road between Spitfire Way and Shottendane Road	6	0	1	5
Spitfire Way between Minster Road and Manston Road	15	1	2	12
Minster Road and The St between B2190 and Acol Hill	8	0	1	7
B2190 between A299 and Minister Road	1	0	1	0

14.5.30 In addition to the wider overview set out above, it was considered that a detailed analysis of the key junctions on the local road network likely to experience the largest change in traffic flows would also be appropriate. For further information and detail on this element, refer to the TA. The roads (and junctions) considered for further assessment were:

Spitfire Way / Columbus Avenue;

Spitfire Way / Alland Grange Lane;

Spitfire Way / Manston Road;

Manston Road / Manston Court Road;

Manston Road / Haine Road Roundabout;

Manston Road / Vincent Road;

Manston Road / Fleet Road;

Spitfire Way / Minster Road Roundabout;

Minster Road / A299 / Tothill Street Roundabout; and

A299 / Canterbury Road West Roundabout.

14.5.31 The analysis undertaken in the TA outlines that there are inherent accident issues at the locations listed below. It also includes a description of the proposed mitigation:

Spitfire Way / Alland Grange Lane – visibility issues from minor arm;

- Mitigation proposed - improving visibility (vegetation clearance) from the Alland Grange Lane arm of the junction as well as formalisation of the kerb line on Alland Grange Road;

Spitfire Way / Manston Road – issues with accidents related to staggered priority junction;

- Mitigation proposed – in relation to increase in traffic and capacity constraints as well as accident issues at the junction a new formal signalised junction with appropriate pedestrian crossings is proposed; and

Manston Road / Manston Court Road – issues with visibility from minor arm;

- Mitigation proposed – in relation to increase in traffic and capacity constraints as well as accident issues at the junction a new formal signalised junction with appropriate pedestrian crossings is proposed.

Cumulative Assessment and Future Baseline

14.5.32 The assessment of the Proposed Development within the KCC strategic transport model '2031 Do Maximum' scenario takes into account the cumulative impacts of permitted development, the Local Plan residential and employment allocations, committed highways schemes and those included within the Thanet Transport Strategy. Details of the proposed highways interventions included within the KCC strategic transport model are included within Table 2-5 of the KCC document "*Local Transport Plan Evidence Base – Forecasting Report*" [xi] which forms part of the transport evidence base for the Local Plan.

14.5.33 The 2031 Do Maximum scenario includes the Manston-Haine link which forms part of the proposed Inner Circuit scheme. The draft Thanet Transport Strategy suggests that the routeing is through the Northern Grass Area (NGA).

Future Baseline with Proposed Development

14.5.34 As set out in the statement of need, the NGA is aviation related development that lies within the airport boundary. As aviation related development, it is undesirable to have a link road passing through the site due to the variety of uses that may be required on the site but are at this stage not fully known. An alternative route has been identified which meets the required highway standards. This route has been tested in the strategic transport model for the 'with Proposed Development' scenario.

14.5.35 As the KCC strategic model has been developed for the end of Local Plan period year of 2031, there was a requirement to growth the model flows to 2039, Year 20 of the Proposed Development.

14.5.36 The following was undertaken in preparation of data provision for the purpose of the TA and ES:

Vehicle turning flow validation - the strategic transport model includes a 2016 baseline model, on which the forecast modelling is based. However, given the strategic nature of the modelling, the base flows in SATURN were not validated to the same level as a more local model (such as LinSig or VISSIM) and a number of the modelled turning flows are very different to the traffic counts. There was therefore the need to validate the vehicle turning flow output to the KCC 2016 traffic counts, and the Wood 2017 traffic counts at junctions where there was no 2016 count.

Calculation of HGV flows - the strategic transport model output flows are vehicles only, and for the purpose of the environmental impact assessment work, needed to be converted into light vehicle and HGV flows. An HGV percentage provided by KCC was used to understand the split of light vehicles and HGVs (based on traffic counts).

Growth of baseline traffic flows to 2039 - the strategic transport model future year is 2031 (end of Local Plan period). It was necessary to growth these base flows up to 2039 (Year 20 of construction/operation). It was agreed with KCC that a growth rate should be applied to the base flows, and this was calculated from TEMPRO, as shown in Table 14.13 below.

Table 14.13 2031 – 2039 Growth Rates

	Light Vehicles	HGV
AM	1.0452	1.0529
PM	1.0443	1.052

Process for Calculations of Future Year Scenarios

14.5.37 The following process was used to develop the junction turning counts used in the assessment within this chapter based on the outputs of the strategic model scenarios.

Methodology for 2039 Baseline Scenario – KCC Link Road Alignment

The 2031 Reference Case (KCC 'Do Maximum' scenario) total vehicle traffic flows were split into light vehicle and HGVs using the HGV % figures provided by KCC or where not provided HGV % from the RiverOak 2017 junction turning counts.

The 2031 base light vehicle and HGV flows were growthed using the growth rates set out in Table 14.13.

Methodology for 2039 + Development Scenario

The 2031 + Development total vehicle traffic flows were split into light vehicle and HGVs using the HGV % figures provided by KCC or where not provided HGV % from the RiverOak 2017 junction turning count.

Select link analysis provided by KCC's consultants was used to identify the Proposed Development the traffic movements across the study area road network. This was disaggregated into light vehicles and HGVs based on the distribution of HGVs from the TA. The Proposed Development flows were then extracted from the data to leave 'background' traffic.

The 2031 background traffic flows were growthed using the growth rates set out in Table 14.12. This results in a 2039 baseline scenario for the RiverOak alternative alignment of the Manston Haine link, referred to as 2039 Baseline – RiverOak Alternative Alignment. This enables an evaluation of the change in traffic flows as a result of the development.

The Proposed Development traffic was added back resulting in the 2039 + Development Scenario for use in the junction modelling.

14.5.38 This Chapter presents the future baseline traffic flows at each receptor location for each assessment year.

14.6 Environmental Measures Incorporated into The Proposed Development

14.6.1 Environmental measures that have been incorporated into the Proposed Development are set out in **Table 14.14**. The measures are based on assessments and documents that will form part of the DCO application.

Table 14.14 Rationale for Incorporation of Environmental Measure

Potential Receptors	Predicted Changes and Potential Effects	Incorporated Measures
Construction		
The users of local roads and the occupiers of land uses fronting roads likely to be affected	Changes in the character of traffic (such as increases in HGVs), as a result of proposed construction traffic. Potential effects on: • Severance; • Driver delay; • Pedestrian delay; • Pedestrian amenity; and • Accidents and safety.	A CTMP will be agreed with KCC prior to construction works commencing. The CTMP will seek to keep construction traffic on the strategic highway network and avoid sensitive routes and local communities in order to minimise impacts on receptors and manage environmental effects. The CTMP will manage the daily delivery profiles and control movements and routeing of HGVs through the following measures: • Traffic routing strategy – ensuring vehicles access the site via the most appropriate route and avoid unnecessary conflict with sensitive areas; • Traffic timing strategy – programme vehicle arrival/departures and working hours to lessen the impact on the highway network; • Temporary signage – in accordance with the DfT *Traffic Signs Manual, Chapter 8*[xii] to inform local road users of construction access points and the presence of HGVs; • Temporary traffic management – provided on approaches to accesses in the form of traffic warning signs, possible reductions in speed limit signs to ensure safe passage of vehicles; • Site accesses designed in accordance with DMRB TD 42/95 Geometric Design of Major/Minor Priority Junctions[xiii]; and • Staff travel plan – will provide details of how staff should travel to the site by alternative modes in an effort to reduce single occupancy vehicles travelling to the site. A Construction Environmental Management Plan (CEMP) will be implemented for each phase of the Proposed Development to control construction activities. The CEMP details working practices and any other measures that form part of the Proposed Development. Both the CEMP and CTMP are provided to support the DCO application.
Operation		

Potential Receptors	Predicted Changes and Potential Effects	Incorporated Measures
The users of local roads and the occupiers of land uses fronting roads likely to be affected	Changes in the character of traffic (such as increases in traffic volume), as a result of operation of the Proposed Development. Potential effects on: • Severance; • Driver delay; • Pedestrian delay; • Pedestrian amenity; and • Accidents and safety.	An ASAS has been submitted as part of the DCO application. The ASAS identifies the physical measures to maximise the multi modal accessibility to the site, including identification of bus / rail interchange opportunities, bus provision proposals and pedestrian improvements and linkages, including crossing points, as well as setting out the vehicular access. The proposals for shuttle buses, employee buses, and improvements to local bus interchanges will aim to reduce overall traffic and improve all effects. A TA has been submitted to support the DCO application and identifies the off-site highway works to improve junctions and ensure 'nil-detriment' as a result of the Proposed Development, thereby addressing environmental effects on receptors such as driver delay. Off-site mitigation also considers the effects on pedestrian and incorporates improvements such as footway provision and crossing facilities to address this. Specific proposals include: • Improvement to the access junctions and off-site junctions where operational capacity is adversely affected to minimise driver delay; • Widening along Manston Road and Spitfire Way to accommodate the Proposed Development traffic and minimise driver delay; • Speed reduction along Spitfire Way and road safety improvements in the form of road signs and road markings; • Provision of new pedestrian crossings at all key access junctions to minimise pedestrian delay and optimise pedestrian amenity; • Provision of a new pedestrian link between the Cargo Facility and Passenger Terminal access to optimise pedestrian amenity; and • Accident analysis to inform mitigation schemes and address accident hot spots where improvements are proposed. A Travel Plan for the Proposed Development has been provided to support the DCO application. The Travel Plan sets out initiatives to enable and encourage sustainable travel by public transport, cycling and walking and to reduce and discourage car travel in order to minimise impacts on receptors and manage environmental effects. The Travel Plan sets out: • Physical measures to enable sustainable travel, such as bus provision, cycle parking, footway provision and connectivity to the external network, car share scheme and parking spaces, etc; and • Influencing travel behaviour measures, including sustainable travel information provision and incentives to travel sustainably. A PRoW Management Plan (PRoWMP) has been submitted as part of the DCO application and sets out proposals to retain all pedestrian links and routes that exist currently via diversions if required. As such, impacts on the pedestrian effects will be no worse that they are currently or enhanced with new surfaces and routes.

14.7 Scope of the Assessment

14.7.1 This section sets out information on the process whereby receptors are identified, the potential receptors that could be affected by the Proposed Development and the potential effects on receptors that could be caused by the Proposed Development.

14.7.2 The scope of assessment has been informed by the Scoping Report, consultation with KCC, the Proposed Development design as it stands, the results of work detailed in **Section 14.4** and GEART.

Approach to Identifying Receptors

14.7.3 The identification of receptors is based on the guidance set out in GEART. Receptors are:

Local roads and the users of those roads, including public transport users, pedestrians, cyclists and equestrians; and

Land uses and environmental resources fronting those roads, including the relevant occupiers and users.

Spatial and Temporal Scope

14.7.4 The spatial scope of this assessment includes the local highways network taking in elements of the settlements of Ramsgate and Margate to the east through to the settlements of Birchington-on-Sea and Sarre in the west. A plan giving an overview of the study area is shown in **Figure 14.3.**

14.7.5 The temporal scope of this assessment has been established above as the peak year of the development in Year 20, 2039 which is the peak for total traffic from the development. This is the peak of all traffic, at no point in the 19 years previous to Year 20 does a combination of the construction traffic and the operational traffic exceed that of just the operational traffic in Year 20. As such an assessment of the construction period has been scoped out of the environmental assessment. A consideration of the impacts of the construction traffic in Year 1 and 2 before operational traffic commences on the network has however been set out in the PCTMP which is Appendix K to the TA. It should be noted this document has been revised as part of the ES resubmission.

Potentially Significant Effects

14.7.6 The types of effects that could be expected during the construction and operational phases of the Proposed Development are taken from the GEART[xiv] and are presented in **Table 14.15**. Those effects of relevance to this Chapter are highlighted in bold text. The remaining issues are considered within the other chapters of this assessment.

Table 14.15 Traffic Related Environmental Effects Identified in GEART

Types of Traffic Related Environmental Effects		
Noise	**Fear and Intimidation**	Heritage and Conservation
Vibration	**Accidents and Safety**	**Pedestrian Delay**
Visual Effects	**Hazardous Loads**	Ecological Effects
Severance	Air Pollution	**Pedestrian Amenity**
Driver Delay	Dust and Dirt	

14.7.7 The potentially significant effects from the Proposed Development, which are subject to further discussion in this Chapter, are summarised below. All other effects in **Table 14.15** are discussed within the corresponding technical chapters of this ES.

14.7.8 The potentially significant effects from the proposed development, which will be subject to further assessment, are summarised below:

Effects on highway capacity (passenger delay including public transport) and safety at junctions due to an increase in traffic flows due to a presence of operational/construction vehicles (Assessed separately in the TA and PCTMP);

Effects on road user journey times due to the construction of access points and other onsite highways improvements relative to proposed road works and potential temporary road closures, diversions and/or widening (assessed in the PCTMP);

Effects on pedestrians and equestrians due to the closure and diversion of PRoWs (additional assessment in the PRoWMS); and

Effects on vulnerable road users such as cyclists and equestrians on narrow country lanes due to increase in vehicle movements.

Inter-related effects

14.7.9 Inter-related effects are those where a number of different changes considered under different environmental topics have the potential to harm a common receptor.

14.7.10 The following topics have assessed the impact of traffic and transport changes described within this Chapter;

Air quality (**Chapter 6: Air Quality**) – Effects on sensitive human and ecological receptors due to vehicle emissions and dust generated by traffic;

Noise (**Chapter 12: Noise and Vibration**) – Effects on road users due to increased traffic flows;

Landscape and Visual (**Chapter 11: Landscape and Visual Impact Assessment**) - Effects on views, visual amenity and scenic quality as a result of increased traffic.

Socio-economics (**Chapter 13: Socio-economics**) – Effects on employee and customer access to local businesses, and on amenity, tourism and recreational activities due to disruption to the local road network;

Human health (**Chapter 15: Health and Wellbeing**) – Effects on health and wellbeing due to changes in traffic and transportation;

Climate change (**Chapter 16: Climate Change**) - Effects on greenhouse gas emissions as a result of road transport and traffic changes, and effects on human health as a result of air quality changes (linked to traffic and transport changes), compounded by climate change; and

Major accidents (**Chapter 17: Major Accident and Natural Disasters**) - Effects on humans, buildings, groundwater and surface water as a result of major accidents or disasters related to road use.

14.7.11 The inter-related effect of multiple topics (noise, visual, air quality, socio-economics, health and well-being in addition to traffic and transport) acting in combination on the same human receptors (motor users, public transport users, pedestrians, cyclists, equestrians, occupiers of properties and tourist sites) is considered in **Chapter 18: Cumulative Effects**.

Traffic Related Environmental Effects

14.7.12 The following elements are the traffic related environmental effects considered in this Chapter.

Severance

14.7.13 Severance is the perceived division that can occur within a community when it becomes separated by an increase in traffic on a route that separates people from other people and places. For example, severance may result from the difficulty of crossing a heavily trafficked road or a physical barrier created by the road itself. It can also relate to locations where even low increase in traffic flows impede pedestrian access to essential facilities.

14.7.14 The effects of severance can be applied to motorists, pedestrians or residents, but it is recognised that there are no predictive formulae which give simple relationships between traffic factors and levels of severance.

14.7.15 The GEART state that marginal changes in traffic flow are unlikely to create or remove severance, but that consideration in determining whether severance is likely to be an important issue should be given to factors such as road width, traffic flow and composition, traffic speeds, the availability of crossing facilities and the number of movements that are likely to cross the affected route. Consideration should also be given to different groups such as the elderly and young children.

Driver Delay

14.7.16 Delays to non-development traffic can occur at several points on the local highway network as a result of the additional traffic that would be generated by a development. The GEART state that delays are only likely to be significant when the traffic on the network surrounding the development is already at, or close to, the capacity of the system.

Pedestrian Delay

14.7.17 Changes in the volume, composition or speed of traffic may affect the ability of people to cross roads and therefore, increases in traffic levels are likely to lead to greater increases in delay. Delays will also depend upon the general level of pedestrian activity, visibility and general physical conditions of the crossing location.

14.7.18 Given the range of local factors and conditions which can influence pedestrian delay, the GEART do not recommend that thresholds be used as a means to establish the significance of pedestrian delay, but recommend that reasoned judgements is made instead.

Pedestrian Amenity

14.7.19 Pedestrian amenity is broadly defined as the relative pleasantness of a journey and is considered to be affected by traffic flow, traffic composition and pavement width/separation from traffic.

Fear and Intimidation

14.7.20 The scale of fear and intimidation experienced by pedestrians is dependent on the volume of traffic, its HGV composition, its proximity to people or the lack of protection caused by such factors as narrow pavement widths, as well as factors such as the speed and size of vehicles.

14.7.21 The GEART also note that special consideration should be given to areas where there are likely to be particular problems, such as high-speed sections of road, locations of turning points and accesses. Consideration should also be given to areas frequented by school children, elderly and other vulnerable groups.

Accident and Safety

14.7.22 Where a development is expected to produce a change in the character of the traffic on the local road network, as a result of increased HGV movements for example, the GEART state the implications of local circumstances or factors which may elevate or lessen risks of accidents, such as junction conflicts, would require assessment in order to determine the potential significance of accident risk.

Hazardous Loads

14.7.23 Some developments may involve the transportation of dangerous or hazardous loads by road and this should be recognized within the assessment. The GEART note that the number of movements should be calculated and if it is considered to be significant then a risk analysis should be undertaken.

14.7.24 As details of hazardous loads (e.g. types and quantity of load, number of movements and access route etc.) are yet to be finalised, this has not been included within this assessment.

14.8 Assessment Methodology

Methodology for Screening

14.8.1 The guidance that is followed when assessing the potential significance of road traffic effects is summarised in GEART[xv], which states that:

> *"The detailed assessment of impacts is…likely to concentrate on the period during which the absolute level of an impact is at its peak, as well as the hour at which the greatest level of change is likely to occur." (Paragraph 3.10).*

14.8.2 To assess the impact at its peak, the likely percentage increase in traffic is determined by comparing estimates of traffic generated by the Proposed Development with future predicted baseline traffic flows on the road links in the study area.

14.8.3 To define the scale and extent of this assessment, GEART guidelines[xvi] identify the following rules for assessing potentially significant traffic and transport related environmental effects:

Rule 1: Include roads where traffic flows are predicted to increase by more than 30% (or where the number of HGVs are predicted to increase by more than 30%); and

Rule 2: Include any specifically 'sensitive' areas where traffic flows are predicted to increase by 10% or more.

14.8.4 The 10% threshold in Rule 2 considers daily variations in traffic levels, typically around 10%, meaning that an increase in traffic levels of less than 10% is not likely to have an undesirable effect and would not require an assessment.

Receptor Sensitivity

14.8.5 The sensitivity of each highway link included in the assessment has been assigned a sensitivity in accordance with GEART[xvii]. This is based on the proximity of the sensitive receptors to the highway link and the highway environment. **Table 14.16** summarises the rationale used to determine the sensitivity against the corresponding receptors. Professional judgement is also used to determine the sensitivity of the receptor.

Table 14.16 Receptor sensitivity

Sensitivity	Description / Reason	Receptor
High	Receptors of greatest sensitivity to traffic flows: schools, colleges, playgrounds, accident blackspots, retirement homes and urban/residential homes without footways that are used by pedestrians and cyclists.	Residents/workers travelling to and from work or home on foot and by bicycle, school children, leisure walkers and equestrians.
Medium	Traffic flow sensitive receptors including: congested junctions, doctors' surgeries, hospitals, shopping areas with roadside frontage, roads with narrow footways, unsegregated cycle ways, community centres, parks, recreation facilities.	Residents/workers travelling to and from work or home on foot and by bicycle, people visiting these land uses.
Low	Receptors with some sensitivity to traffic flows: places of worship, public open space, nature conservation areas, listed buildings, tourist/visitor attractions and residential areas with adequate footway provision.	Residents/workers travelling to and from work or home on foot or bicycle and people visiting these land uses.
Negligible	Receptors with low sensitivity to traffic flows: Motorway and Dual Carriageways and/or land uses sufficiently distant from affected routes and junctions.	Residents/workers travelling by foot or by bicycle.

14.8.6 Sensitivity judged as High or Medium results in Rule 2 being considered for that highway link. Sensitivity judged as Low or Negligible results in Rule 1 being considered for that highway link.

14.8.7 Given the potential receptors described, **Table 14.17** identifies the sensitivity of highway link and the GEART Rule that applies.

14.8.8 In terms of defining 'sensitive' areas, according to the GEART, some highway links assessed are considered to be 'sensitive' due to the fact that they have residential properties fronting the link or pedestrian activity. Therefore, a change of 10% or more in the total traffic flows or a change of 30% in the number of HGVs would trigger a detailed evaluation of the effects.

14.8.9 To determine the sensitivity of each receptor, considerations taken from GEART have been used. Identified sensitive receptors are as follows:

People at home;

People at work;

Sensitive groups including children, elderly and disabled;

Sensitive locations such as hospitals, churches, schools and historical buildings;

People walking;

People cycling;

Open spaces, recreational areas, shopping areas;

Sites of ecological / nature conservation value; and

Sites of tourist / visitor attractions.

14.8.10 All other receptors which are not considered sensitive are predominantly non-residential in nature, have low pedestrian footfall, or have a road environment suited to the proposed activity and its associated traffic**.** These links are still assessed as part of this Chapter as it is these links that are

proposed to experience the largest increase in total vehicles and HGVs and may trigger the 30% threshold**.**

14.8.11 The links have been identified based on the output from the strategic transport model and include additional receptor points to the ones set out in the ES Chapter submitted in support of the DCO.

14.8.12 **Table 14.17** summarises the links for which the receptors have been identified for this assessment and the resultant receptor sensitivity as identified in accordance with GEART and with use of professional judgement. These receptors and the corresponding highway links are also presented in **Figure 14.8.**

Table 14.17 Summary of Highway Links Where Receptors Have Been Identified

ID	Highway Link	Comments	Receptor Sensitivity	GEART Assessment (Rule 1/Rule 2)
1	A299 Hengist Way between Richborough Way and Sandwich Road	The Link is an undeveloped dual carriageway with no direct fronting properties and no pedestrian footways.	Negligible	1
2	Canterbury Road East between A256 and Royal Harbour Approach	The route is through an agricultural area then to a residential area, but with properties well set back on a service lane.	Negligible	1
3	Manston Road between Haine Road and the railway line	Rural and urban setting with mixed use developments including supermarket and residential properties. Pedestrian flows are expected to be high around this area,	High	2
4	B2014 Newington Road between B2050 Manston Road and A255 High Street	Commercial and residential area, anticipated high pedestrian flows to local shops schools and businesses. The link has pedestrian footways and is a main link to Ramsgate.	High	2
5	A255 High Street between B2014 Newington Road and Ellington Place	Commercial and residential area, anticipated high pedestrian flows to local shops schools and businesses. The link has pedestrian footways and located in the St Lawrence area of Ramsgate. The link provides access to local parks and schools.	High	2
6	A254 Margate Road	Commercial and residential area, anticipated high pedestrian flows to local shops schools and businesses. The link has pedestrian footways and located in the Northwood area of Ramsgate.	High	2
7	A254 Ramsgate Road between Nash Lane and Farley Road	Commercial and residential area, anticipated high pedestrian flows to local shops schools and businesses. The link has pedestrian footways.	High	2
8	A254 Ramsgate Road north of the junction with B2052 College Road	A link though a busy residential area with numerous properties adjacent to the carriageway and pedestrian footways. South end of link is a village centre.	High	2
	A28 Canterbury Road, east of junction with Domneva Road	Predominantly a residential area adjacent to a commercial area with direct fronting shops and residential properties to the carriageway). The link has pedestrian footways.	Medium	2

ID	Highway Link	Comments	Receptor Sensitivity	GEART Assessment (Rule 1/Rule 2)
9	Manston Road between Bramble Lane and Flete Road	.The link is in a rural area with no pedestrian amenities and no accesses abutting the highway.	Low	1
10	Shottendane Road north east of the junction with Park Lane	The link is a single carriageway predominantly in a rural area. The northern section has a small number of properties fronting mainly the eastern side road, and good pedestrian provision on both sides.	Low	1
11	B2050 Park Lane, between A28 Canterbury Road and Manston Road	Predominantly a residential and commercial area and the link does have pedestrian footways. Birchington C of E school also fronts onto the carriageway.	High	2
12	A299 Thanet Way west of junction with A28	The link is a dual carriageway with no properties fronting the carriageway and no pedestrian footways. Already conveys a high percentage of HGVs.	Negligible	1
13	A299 between A253 and A28	The link is a dual carriageway with no direct fronting properties or pedestrian footways. The link carries a high percentage of HGVs.	Negligible	1
14	A299 between B2190 and A253	The link is a dual carriageway with no direct fronting properties or pedestrian footways. The link carries conveys a high percentage of HGVs.	Negligible	1
15	Minster Road southeast of the junction with Plumstone Road	Predominantly agricultural area with directly fronting properties through the small village of Acol. Although it is a small village setting, the village of Acol does not have pedestrian footways.	Medium	2
16	B2050 Manston Road between Spitfire Way and Shottendane Road	Predominantly an agricultural area with limited footway provision (near the junction with Spitfire Way) with some properties well set back from the carriageway.	Low	1
17	B2190 Spitfire Way between B2050 Manston Road and Cargo Access	Predominantly an agricultural area to the north and the Manston Airport site to the south. There are only a few properties along this link which front the carriageway.	Low	1
18	A299 between B2190 and Canterbury Road West	The link is a dual carriageway with no properties fronting the carriageway and no pedestrian footways. The link carries a high percentage of HGVs.	Negligible	1
19	B2050 Manston Road between Manston Road and Manston Court Road	The link runs through the Manston Airport site with no property frontages or pedestrian footway provision.	Low	1
20	Manston Court Road, north of Manston Road	Predominantly an agricultural area with direct property frontages through the small village setting near Manston Court Holiday Park. Despite the village setting there are no footways. The route is also near the tourist site Manston Court Holiday Park.	Medium	2
	Manston Road, west of the junction with Greensole Lane	The Link routes through a rural area, Accesses about the site which serve a golf course and agricultural sites.	Low	1

ID	Highway Link	Comments	Receptor Sensitivity	GEART Assessment (Rule 1/Rule 2)
21	A256 Haine Road between B2050 Manston Road and Canterbury Road West	The link is a single carriageway with no properties fronting the carriageway and no pedestrian footways. The link carries a high percentage of HGVs.	Negligible	1
22	Canterbury Road West between A299 and Cliff View Road	The link is a single carriageway with no properties fronting the carriageway or pedestrian footways.	Negligible	1
	Manston Court Road between Link Road and Star Link Development	The link is s single track lane set in a rural area. There are accesses to a caravan site and agricultural sites. A small number of properties front on to the road. There are no pedestrian amenities provided.	Medium	2
23	Star Link Development Link	The link is yet to be constructed, however the link will provide a route to a sensitive link on Manston Court Road.	Medium	2
27	A256 Haine Road, north of Star Link development Roundabout	The link is forms a route around the edge of a leisure development. Shared pedestrian/cyclist footways exist setback on the east side of the carriageway.	Medium	2
28	A256 New Haine Road	The link forms a route through a mixed-use leisure and business development, shared pedestrian/cyclist footways exist setback on both sides of the carriageway.	Medium	2
29	A255 high street, west of the junction with the B2014	Commercial and residential area, anticipated high pedestrian flows to local shops schools and businesses. The link has pedestrian footways and located in the St Lawrence area of Ramsgate. The link provides access to local parks and schools.	High	2
30	A256 Richborough Way, south of the junction with the A299	The link is a dual carriageway with no properties fronting the carriageway and no pedestrian footways. Already conveys a high percentage of HGVs.	Negligible	1
	A299 between Canterbury Road West and A256 Richborough Way	The link is a dual carriageway with no properties fronting the carriageway and no pedestrian footways. Already conveys a high percentage of HGVs.	Negligible	1
31	Tothill Street	Village setting with footways on both sides of the carriageway. A number of properties front onto the road and also serves as part of a local bus route.	Medium	2
32	Minster Road north of A299	Dual carriageway located on the west periphery of the Manston site. Agricultural access located on the western side of the carriageway.	Negligible	1
33	B2190 Spitfire Way between cargo access and B2190 Columbus Avenue	Predominantly an agricultural area to the north and the Manston Airport site to the south. There are only a few properties along this link which front the carriageway.	Low	1
	B2050 Manston village east of Preston Road	Village setting with pedestrian footway on the northern side of the carriageway and frontage to a number of properties.	High	2

ID	Highway Link	Comments	Receptor Sensitivity	GEART Assessment (Rule 1/Rule 2)
34	B2050 Manston village west of Preston Road	Village setting with pedestrian footway on the northern side of the carriageway and frontage to a small number of properties.	High	2
35	B2050 Manston Road east of Passenger Access	The link runs through the north eastern periphery of the Manston Airport site with no property frontages or pedestrian footway provision.	Low	1
36	Manston Road north of Spitfire Way	Link routes provides access to a museum and MOD property, A pedestrian footway exists on the set back on the west side of the carriageway.	Low	1
37	Manston Road north of NGA	Generally 6.1m or more width single lane carriageway, predominantly rural with a few properties fronting the road on the western side near to the NGA. No pedestrian footways.	Low	1
38	Haine Road between B2050 and Leigh Road	Single carriageway which routes through rural area to the periphery of an industrial site. There are no pedestrian amenities and there is one property frontage.	Low	1
39	A254 Ramsgate Road, north of the junction with Star Lane and Poorhole Lane	Commercial and residential area, anticipated high pedestrian flows to local shops schools and businesses. The link has pedestrian footways and located in the Northwood area of Ramsgate.	High	2
	Poorhole Lane, east of the junction with A254	Commercial and residential area, anticipated high pedestrian flows to local shops schools and businesses. The link has pedestrian footways and located in the Northwood area of Ramsgate.	Medium	2
40	Star Lane, west of A254	Commercial and residential area, anticipated high pedestrian flows to local shops schools and businesses. The link has pedestrian footways and located in the Northwood area of Ramsgate.	High	2
41	College Road, east of A254	A link though a busy residential area with numerous properties adjacent to the carriageway and pedestrian footways. West end of link is a village centre.	High	2
	College Road, west of A254	A link though a busy residential area with numerous properties adjacent to the carriageway and pedestrian footways. East end of link is a village centre.	High	2
42	A28 Canterbury Road west of the junction with B2050 Park Lane	A link though a busy residential area with numerous properties adjacent to the carriageway and pedestrian footways.	High	2
43	A28 Canterbury Road west of the junction with A299	Single Carriageway through a rural area. No frontages or pedestrian footways.	Negligible	1
44	A28 Canterbury Road east of the junction with A299	Dual Carriageway through a rural area. No frontages or pedestrian footways.	Negligible	1
	A253 west of the Monkton Roundabout	Single Carriageway through a rural area. No frontages or pedestrian footways.	Negligible	1

ID	Highway Link	Comments	Receptor Sensitivity	GEART Assessment (Rule 1/Rule 2)
45	Willetts Hill, south of the Monkton Roundabout	Single track road through a rural area. No frontages or pedestrian footways.	Negligible	1
46	B2050 Manston Road, East of Park Lane	Single Carriageway through a rural area. Not frontages or pedestrian footways	Negligible	1
	Canterbury Road West , West of the A256/A299 junction	Single Carriageway through a rural area. Not frontages or pedestrian footways	Negligible	1

14.8.13 **Table 14.18** provides details of thresholds used to determine the magnitude of each transport effect based on guidance within GEART.

Table 14.18 Magnitude of Each Transport Effect- Thresholds Used

Transport Effect	Magnitude of Effect			
	Major	**Moderate**	**Minor**	**Negligible**
Severance	Change in total traffic or HGV flows over 90% And/or Where there will be a temporary maximum increase in pedestrian journey length of 500m or more along a road or other Public Right of Way for more than 6 months over a 12-month period	Change in total traffic or HGV flows of 60-90% And/or Where there will be a temporary maximum increase in pedestrian journey length of 250m – 500m along a road or other Public Right of Way for a 3-6-month period over 12 months	Change in total traffic or HGV flows of 30-60% And/or Where there will be a temporary increase in pedestrian journey length of up to 250m along a road or other Public Right of Way for between 4 weeks and 3 months over a 12 month period	Change in total traffic or HGV flows of less than 30% And/or Where there will be no temporary increase in pedestrian journey length.
Driver delay	Change in total traffic or HGV flows over 90%	Change in total traffic or HGV flows of 60-90%	Change in total traffic or HGV flows of 30-60%	Change in total traffic or HGV flows of less than 30%
Pedestrian amenity and delay, fear and intimidation	Change in total traffic or HGV flows over 90%	Change in total traffic or HGV flows of 60-90%	Change in total traffic or HGV flows of 30-60%	Change in total traffic or HGV flows of less than 30%
Accidents and road safety	Informed by a review of existing collision patterns and trends based upon the existing personal injury accident records and the forecast increase in traffic.			

Significance Evaluation Methodology

Effect Evaluation

14.8.14 The significance of a likely traffic and transport effect is derived by considering the sensitivity of the receptor (derived from **Table 14.17**) against the magnitude of effect (derived from **Table 14.18**) as defined in **Table 14.19**.

Table 14.19 Significance Matrix

Receptor Sensitivity	Magnitude of Effect			
	Major	**Moderate**	**Minor**	**Negligible**
High	Major adverse – Significant	Major adverse – Significant	Moderate adverse – Significant	Negligible
Medium	Major adverse – Significant	Moderate adverse – Significant	Minor to moderate adverse – Not significant	Negligible
Low	Moderate adverse – Significant	Minor to moderate adverse – Not significant	Minor adverse – Not significant	Negligible
Negligible	Negligible	Negligible	Negligible	Negligible

14.8.15 The following terms have been used to classify the level of effects, where they are predicted to occur:

Major adverse or Major beneficial – where the Proposed Development would cause a significant deterioration (or improvement) to the existing environmental effect;

Moderate adverse or Moderate beneficial – where the Proposed Development would cause a noticeable deterioration (or improvement) to the existing environmental effect;

Minor adverse or Minor beneficial – where the Proposed Development would cause a small deterioration (or improvement) to the existing environmental effect; and

Neutral – no discernible deterioration or improvement to the existing environment.

14.8.16 Note that for the purposes of the ES, Major and Moderate adverse effects are considered to be significant, whilst Minor and Negligible adverse effects are considered 'neutral / not significant'.

14.8.17 Effects can also be described, for example, as:

Beneficial, negligible or adverse;

Temporary (short-term, medium-term, long-term) or permanent; and

Local, district, regional or national.

Methodology for Assessing Environmental Effects

14.8.18 In relation to traffic and transport, the significance of each effect identified in **Section 6.7** has been considered against the criteria within GEART[xviii], where possible. However, GEART states that:

'For many effects there are no simple rules or formulae which define thresholds of significance and there is, therefore, a need for interpretation and judgement on the part of the assessor, backed-up by data or quantified information wherever possible. Such judgements will include the assessment of the numbers of people experiencing a change in environmental impact as well as the assessment of the damage to various natural resources.' (Paragraph 4.5).

Severance

14.8.19 There are no predictive formulae which give simple relationships between traffic factors and levels of severance. GEART states that changes in traffic flow of 30%, 60% and 90% are regarded as producing 'slight', 'moderate' and 'substantial' changes in severance. In general, marginal (slight) changes in traffic flow are, by themselves, unlikely to create or remove severance. The magnitude of effect can also be assessed against increases in pedestrian journey length along roads and/ or PRoWs for between four weeks and 12 months, as identified in **Table 14.18**.

Driver Delay

14.8.20 GEART states that delays are only likely to be significant when the traffic on the network surrounding the development is already at, or close to, the capacity of the system. The capacity of a road or a particular junction can be determined by establishing the ratio of flow to capacity (RFC).

14.8.21 For this assessment, criteria from GEART has been used to assess the effects on traffic levels and driver delay, which states the need for assessment where changes in traffic flows exceed 30%.

Pedestrian Delay

14.8.22 Given the range of local factors and conditions which can influence pedestrian delay, GEART does not recommend that thresholds be used as a means to establish the significance of pedestrian delay, but recommend that reasoned judgements be made instead. However, GEART suggests a lower threshold of 10 seconds delay and upper threshold of 40 seconds delay which, for a link with no crossing facilities, equates to the lower threshold of a two-way flow of 1,400 vehicles per hour.

Pedestrian Amenity

14.8.23 GEART notes that changes in pedestrian amenity may be considered significant where the traffic flow is halved or doubled, with the former leading to a positive effect and the latter a negative effect.

Accidents and Safety

14.8.24 Informed by a review of existing collision patterns and trends based upon the existing personal injury collision records and the forecast increase in traffic.

Fear and Intimidation

14.8.25 The scale of fear and intimidation experienced by receptors along the identified access routes is subjective and influenced by the volume and the type of vehicle but also the level of protection available, such as having a property set back from the highway, wide footways and screening by vegetation.

14.9 Assessment of Effects

14.9.1 To undertake the assessment of effects of the traffic generated by the Proposed Development, the Proposed Development traffic flows need to be estimated and trips distributed onto the road network. The methodology that has been developed is outlined in the TA.

14.9.2 In this Chapter, assessment will only be provided for the worst-case traffic flows scenario, which is for the operational traffic. Construction traffic has been screened out on the basis that the flows are less than fully operational. Details of this comparison are outlined in the TA.

14.9.3 The Proposed Development trips for operational traffic been added to future baseline years to provide a clear impact on the difference between the growth of future baseline and the growth of future baseline with Development.

14.9.4 It is at this stage that the significance will be predicted using the rules in **Table 14.19.** For those receptors where the change is considered significant, further assessment will be made using the criteria in **Section 14.7.**

14.9.5 This Chapter sets out the assessment for the peak operational traffic year (Year 20). In response to the Examining Authority's questions regarding the assessment being only for the 24 period, additional assessment has been provided for the AM and PM peak hours. The results of these three assessments are set out in the following sections.

Traffic and Transport Environmental Assessment for the Peak Operational Phase – Year 20 (2039)

14.9.6 The table in **Appendix 14.3** compares the traffic flows for the 24-hour, AM peak and PM peak hour periods for the following scenarios. Where the threshold of change is 30%, or 10% for sensitive locations, this is identified in red.

Scenario 1 - 2039 Baseline – KCC 'Do Maximum' with Manston Haine Link through the NGA;

Scenario 2 - 2039 Baseline – RiverOak Alternative Alignment

Scenario 3 - 2039 With Development – RiverOak Alternative Alignment

14.9.7 A comparison has been made between Scenarios 3 and 2 to identify the change in traffic flows as a result of the development. A secondary comparison has also been made between Scenarios 3 and 1 in order to identify the change in relation to the link road alignment. Where the threshold of change is 30%, or 10% for sensitive locations, this is identified in red.

14.9.8 The links which have exceeded the percentage increase of traffic threshold for their respective sensitivity under the GEART guidelines have been identified based on the comparison between Scenarios 3 and 2, as summarised in **Table 14.20**. These have been taken forward for consideration of assessment of effects in the next section.

Table 14.20 Links Requiring Further Consideration

ID	Road	24 Hour	AM	PM	Overall
1	A299 Hengist Way between Richborough Way and Sandwich Road	No	No	No	No

ID	Road	24 Hour	AM	PM	Overall
2	Canterbury Road East between A256 and Royal Harbour Approach	No	No	No	No
3	Manston Road between Haine Road and the railway line	No	No	No	No
4	B2014 Newington Road between B2050 Manston Road and A255 High Street	No	No	No	No
5	A255 High Street between B2014 Newington Road and Ellington Place	No	No	No	No
6	A254 Margate Road	No	No	No	No
7	A254 Ramsgate Road between Nash Lane and Farley Road	No	No	No	No
8	A254 Ramsgate Road north of the junction with	No	No	No	No
9	A28 Canterbury Road, east of junction with Domneva Road	No	No	No	No
10	Manston Road between Bramble Lane and Flete Road	No	No	No	No
11	Shottendane Road, north east of the junction with Park Lane	No	No	No	No
12	B2050 Park Lane, between A28 Canterbury Road and Manston Road	No	No	No	No
13	A299 Thanet Way west of junction with A28	No	No	No	No
14	A299 between A253 and A28	Yes (HGV)	No	Yes (HGV)	Yes
15	A299 between B2190 and A253	Yes (HGV)	No	Yes (HGV)	Yes
16	Minster Road southeast of the junction with Plumstone Road	No	No	No	No
17	B2050 Manston Road between Spitfire Way and Shottendane Road	No	No	No	No
18	B2190 Spitfire Way between B2050 Manston Road and Cargo Access	Yes (HGV)	Yes (HGV)	Yes (HGV)	Yes
19	A299 between B2190 and Canterbury Road West	No	No	No	No
20	B2050 Manston Road between Manston Road and Manston Court Road	Yes (Total vehicles & HGV)	Yes (Total vehicles & HGV)	Yes (Total vehicles & HGV)	Yes
21	Manston Court Road, north of Manston Road	Yes (Total Vehicles)	No	No	Yes

ID	Road	24 Hour	AM	PM	Overall
22	Manston Court Road, west of the junction with Greensole Lane	No	No	No	No
23	A256 Haine Road between B2050 Manston Road and Canterbury Road West	No	No	No	No
24	Canterbury Road West between A299 and Cliff View Road	Yes (HGV)	Yes (HGV)	No	Yes
25	Manston Court Road between Link Road and Star Link Development	Yes (Total Vehicles)	No	No	Yes
26	Star Link Development Link	No	No	No	No
27	A256 Haine Road, north of Star Link development Roundabout	No	No	No	No
28	A256 New Haine Road	No	No	No	No
29	A255 high street, west of the junction with the B2014	No	No	No	No
30	A256 Richborough Way, south of the junction with the A299	No	No	No	No
31	A299 between Canterbury Road West and A256 Richborough Way	No	No	No	No
32	Tothill Street	No	No	No	No
33	Minster Road north of A299	Yes (HGV)	No	Yes (HGV)	Yes
34	B2190 Spitfire Way between cargo access and B2190 Columbus Avenue	Yes (HGV)	No	Yes (HGV)	Yes
35	B2050 Manston Road east of Preston Road	Yes (Total vehicles)	Yes (Total vehicles)	Yes (Total vehicles)	Yes
36	B2050 Manston Road west of Preston Road	Yes (Total vehicles)	Yes (Total vehicles)	Yes (Total vehicles)	Yes
37	B2050 Manston Road east of Passenger Access	Yes (Total vehicles)	Yes (Total vehicles)	Yes (Total vehicles)	Yes
38	Manston Road north of Spitfire Way	No	No	Yes (HGV)	Yes
39	Manston Road north of NGA	No	No	No	No
40	Haine Road between B2050 and Leigh Road	No	No	No	No
41	A254 Ramsgate Road, north of the junction with Star Lane and Poorhole Lane	No	No	No	No
42	Poorhole Lane, east of the junction with A254	No	No	No	No

ID	Road	24 Hour	AM	PM	Overall
43	Star Lane, west of A254	No	No	No	No
44	College Road, east of A254	No	No	No	No
45	College Road, west of A254	No	No	No	No
46	A28 Canterbury Road west of the junction with B2050 Park Lane	No	No	No	No
47	A28 Canterbury Road west of the junction with A299	No	No	No	No
48	A28 Canterbury Road east of the junction with A299	No	No	No	No
49	A253 west of the Monkton Roundabout	No	No	No	No
50	Willetts Hill, south of the Monkton Roundabout	No	No	No	No
51	B2050 Manston Road, East of Park Lane	No	No	No	No
52	Canterbury Road West, West of the A256/A299 junction	No	No	No	No

14.10 Assessment of Effects on Receptors

14.10.1 The 13 locations where the volume of Proposed Development traffic exceeds the impact threshold percentages. The implications of this and effects on receptors are considered in the following sections. The locations of these receptors are shown in **Figure 14.9**.

Link 13 – A299 Thanet Way west of junction with A28

14.10.2 As set out in the table in Appendix 14.3, the total HGV flows are predicted to increase by 42% over a 24-hour period (an increase of 608 HGVs) and 40% in the PM peak period (31 HGVs). Based on Table 14.17, the sensitivity of the receptor has been identified as negligible and based on Table 14.18, as the change in HGVs is greater than 30% but less than 60%, the magnitude of transport effects is minor. The overall significance is therefore considered to be negligible as set out in Table 14.19, and there is no need for an assessment of the environmental effects.

Link 14 – A299 between A253 and A28

14.10.3 As set out in the table in Appendix 14.3, the total HGV flows are predicted to increase by 33% over a 24-hour period (an increase of 608 HGVs) and 31% in the PM peak period (31 HGVs). Based on Table 14.17, the sensitivity of the receptor has been identified as negligible and based on Table 14.18, as the change in HGVs is greater than 30% but less than 60%, the magnitude of transport effects is minor. The overall significance is therefore considered to be negligible as set out in Table 14.19, and there is no need for an assessment of the environmental effects.

Link 15 – A299 between B2190 and A253

14.10.4 As set out in the table in Appendix 14.3, the total HGV flows are predicted to increase by 71% over a 24-hour period (an increase of 466 HGVs) and 31% in the AM Peak hour (31 HGVs) and 186% in the PM peak period (29 HGVs). Based on Table 14.17, the sensitivity of the receptor has been identified as negligible and based on Table 14.18, as the change in HGVs is greater than 60% but less than 90%, the magnitude of transport effects is moderate. The overall significance is therefore considered to be negligible as set out in Table 14.19, and there is no need for an assessment of the environmental effects.

Link 18 – B2190 Spitfire Way between B2050 Manston Road and Cargo Access

14.10.5 As set out in the table in Appendix 14.3, the total HGV flows are predicted to increase by 71% over a 24-hour period (an increase of 466 HGVs) and 31% in the AM Peak hour (31 HGVs) and 186% in the PM peak period (29 HGVs). Based on Table 14.17, the sensitivity of the receptor has been identified as low and based on Table 14.18, as the change in HGVs is greater than 90%, the magnitude of transport effects is major. The overall significance is therefore considered to be moderate adverse – significant as set out in Table 14.19, and there is a need for an assessment of the environmental effects.

14.10.6 It is noted that as part of the Proposed Development, the following improvements will be made which will benefit the receptors that use and/or front the link section.

the road will be widened to 7.3m as part of improvements to accommodate the additional traffic as a result of the Proposed Development, particularly the HGVs;

pedestrian footways and pedestrian crossings will be provided at the Spitfire Way/Manston Road junction which is proposed to be improved to a signal crossroads; and

a junction safety improvement scheme is also proposed at Spitfire Way/Alland Grange Lane.

14.10.7 Table 14.21 sets out the assessment of environmental effects.

Table 14.21 Link 18 - Assessment of environmental effects on receptors

Effect	Comments	Magnitude of Effect	Significance of Effect
Severance	There are properties along Spitfire Way, but no pedestrian desire lines across the link except towards the northern where there is an existing short section of pedestrian footway and a bus stop near the B2190/B2050 junction. As part of the Proposed Development a new footway on the southern side of the carriageway will be provided which will connect to the section of footway on the northern side of the link by a signalised crossing at the B2190/B2050 junction. The Proposed Development will therefore be of benefit to receptors and will have a positive effect on severance. On this basis, the magnitude of effect has been revised to negligible.	Negligible	Negligible
Driver Delay	There are a limited number of frontages and accesses and for much of the link the road is rural in nature with grassed verges. As part of the Proposed Development Spitfire Way will be widened to 7,3m between Columbus Avenue and Manston Road to accommodate the volume of traffic. This is also in line with KCC proposals for the new link road design standards.	Minor	Negligible

Effect	Comments	Magnitude of Effect	Significance of Effect
	The Proposed Development will therefore be of benefit to receptors and will have a positive effect. On this basis the magnitude of effect has been revised to minor.		
Pedestrian Delay	As identified above, the pedestrian infrastructure on this link will be improved with a new pedestrian footway to the south side of the carriageway from the cargo access to link with Manston Road. This should reduce pedestrian delay and avoid the need for pedestrians to walk on the carriageway.	Negligible	Negligible
Pedestrian Amenity	As identified above, the pedestrian infrastructure on this link will be improved with a new pedestrian footway to the south side of the carriageway from the cargo access to link with Manston Road.	Negligible	Negligible
Fear and Intimidation	As above, the pedestrian infrastructure on this link will be improved with a new pedestrian footway to the south side of the carriageway from the cargo access to link with Manston Road. This should mitigate against an increase in fear or intimidation which would arise as a result of the increase in traffic	Negligible	Negligible
Accidents and Safety	Along the link that forms this receptor there has been 15 accidents including 1 fatal, 2 serious and 1 slight in severity. As part of the development proposals the B2190 will be widened along its length between Columbus Avenue and Manston Road. The speed limit of the road is also to be reduced. In addition, a road safety scheme is proposed at the Spitfore Way/Alland Grange junction. The Proposed Development will therefore be of benefit to receptors and will have a positive effect on accidents and safety. On this basis, the magnitude of effect has been revised to minor.	Minor	Minor Adverse - Not significant

Link 20 – B2050 Manston Road between Manston Road and Manston Court Road

14.10.8 As set out in the table in Appendix 14.3, the total flows are predicted to increase by 93% and HGVs by 149% over a 24-hour period (an increase of 3,996 vehicles and 170 HGVs respectively); 45% and 31% in the AM Peak hour (165 vehicles and 13 HGVs) and an 843% in HGVs in the PM peak period (16 HGVs). Based on Table 14.17, the sensitivity of the receptor has been identified as low and based on Table 14.18, as the change in vehicles and/or HGVs is greater than 90%, the magnitude of transport effects is major. The overall significance is therefore considered to be moderate adverse – significant as set out in Table 14.19, and there is a need for an assessment of the environmental effects.

14.10.9 It is noted that as part of the Proposed Development, the following improvements will be made which will benefit the receptors that use and/or front the link section.

the road will be widened to 7.3m as part of improvements to accommodate the additional traffic as a result of the Proposed Development, particularly the HGVs;

pedestrian footways and pedestrian crossings will be provided along the road.

14.10.10 Table 14.22 sets out the assessment of environmental effects.

Table 14.22 Link 20 - Assessment of environmental effects on receptors

Effect	Comments	Magnitude of Effect	Significance of Effect
Severance	The Proposed Development is likely to create pedestrian desire lines between the Airport site and the employment within the NGA. However, the proposed pedestrian provision be of benefit to receptors and will have a positive effect on severance. On this basis, the magnitude of effect has been revised to minor.	Minor	Negligible
Driver Delay	In this location, the B2050 Manston Road is a single carriageway which routes along the northern boundary of the Proposed Development, there are no frontages to properties but the airport access exists on this link. As part of the development proposals it is proposed to include a comprehensive widening scheme along Manston Road between Spitfire Way and the Aiport access. The Proposed Development will therefore be of benefit to receptors and will have a positive effect. On this basis the magnitude of effect has been revised to minor.	Minor	Negligible
Pedestrian Delay	As identified above, the pedestrian infrastructure on this link will be improved with new pedestrian footways and crossing points. The Proposed Development will therefore be of benefit to receptors and will have a positive effect. On this basis the magnitude of effect has been revised to minor.	Minor	Negligible
Pedestrian Amenity	As identified above, the pedestrian infrastructure on this link will be improved with new pedestrian footways and crossing points. The Proposed Development will therefore be of benefit to receptors and will have a positive effect. On this basis the magnitude of effect has been revised to minor.	Minor	Negligible
Fear and Intimidation	As identified above, the pedestrian infrastructure on this link will be improved with new pedestrian footways and crossing points. The Proposed Development will therefore be of benefit to receptors and will have a positive effect. On this basis the magnitude of effect has been revised to minor.	Minor	Negligible
Accidents and Safety	There have been only two slight accidents recorded in the last five years. It is therefore considered that effects are negligible. The proposed pedestrian infrastructure will improve safety for vulnerable road users and the road widening and junctions schemes will be designed to highway standards and subject to road safety audits. The magnitude of effect is considered to be minor.	Minor	Negligible

Link 21– Manston Court Road, north of Manston Road

14.10.11 As set out in the table in Appendix 14.3, the total flows are predicted to increase by 26% over a 24-hour period (an increase of 462 vehicles). Based on Table 14.17, the sensitivity of the receptor has been identified as medium and based on Table 14.18, as the change in vehicles is less than 30%, the magnitude of transport effects is negligible. The overall significance is therefore considered to be negligible and there is no need for an assessment of the environmental effects.

Link 24 – Canterbury Road West between A299 and Cliff View Road

14.10.12 As set out in the table in Appendix 14.3, the HGV flows are predicted to increase by 263% over a 24-hour period (an increase of 42 HGVs); and 100% in the AM Peak hour (an increase of 2 HGVs. Based on Table 14.17, the sensitivity of the receptor has been identified as negligible and based on Table 14.18, as the change in vehicles and/or HGVs is greater than 90%, the magnitude of transport effects is major. The overall significance is therefore considered to be negligible as set out in Table 14.19, and there is no need for an assessment of the environmental effects.

Link 25 – Manston Court Road between link road and Star Link Development

14.10.13 As set out in the table in Appendix 14.3, the total flows are predicted to increase by 11% over a 24-hour period (an increase of 1,604 vehicles). Based on Table 14.17, the sensitivity of the receptor has been identified as medium and based on Table 14.18, as the change in vehicles is less than 30%, the magnitude of transport effects is negligible. The overall significance is therefore considered to be negligible and there is no need for an assessment of the environmental effects.

14.10.14 It is noted this section of Manston Court Road is proposed to be upgraded to an A band road of 7.3m in width with pedestrian footways as part of KCC's draft Transport Strategy and the ICRIS proposals. It will carry traffic generated by the Local Plan site allocations as well as reassigned background traffic and the traffic generated by the Proposed development.

Link 33 – Minster Road, north of A299

14.10.15 As set out in the table in Appendix 14.3, the total HGV flows are predicted to increase by 63% over a 24-hour period (an increase of 566 HGVs) and 101% in the PM peak period (29 HGVs). Based on Table 14.17, the sensitivity of the receptor has been identified as negligible and based on Table 14.18, as the change in HGVs is greater than 90%, the magnitude of transport effects is major. The overall significance is therefore considered to be negligible as set out in Table 14.19, and there is no need for an assessment of the environmental effects.

14.10.16 It is also noted that the Proposed Development HGV numbers routeing on the link are fairly modest, but as the baseline HGV numbers are low, the proportional increase is shown as being high. The standard of the road as a dual carriageway is high and is designed to accommodate large numbers of HGV, particularly as it also serves the Manston Park employment area.

Links 35 and 36 – Manston Road east and west of Preston Road

14.10.17 As set out in the table in Appendix 14.3, the total flows are predicted to increase by 70% over a 24-hour period (an increase of 4,035 vehicles), 48% in the AM peak hour (an increase of 258 vehicles) and 77% in the PM peak period (331 vehicles). Based on Table 14.17, the sensitivity of the receptor has been identified as high and based on Table 14.18, as the change in vehicles is between 60 and 90%, the magnitude of transport effects is moderate. The overall significance is therefore considered to be Major adverse – Significant as set out in Table 14.19, and there is a need for an assessment of the environmental effects.

14.10.18 In assessing the environmental effects of the Proposed Development traffic, consideration should also be given to the existing situation and traffic flows. With reference to Table 14.9 which sets out the results of junction counts undertaken in 2017, it can be seen that 24-hour, AM peak hour and PM peak hour traffic flows along this section of road (Manston Road west of the junction with Greensole Lane) 9,701 vehicles, 801 vehicles and 759 vehicles respectively. The Scenario 3 flows in Appendix 14.3 are 9,813 vehicles, 788 vehicles and 707 vehicles respectively, a net change of 1%, -2% and -7%. The traffic flows are therefore an overall improvement on the existing baseline. This is as a result of the reassignment of traffic onto the Manston-Haine link road.

14.10.19 It is therefore considered that the magnitude of change is negligible and the overall significance is therefore considered to be negligible as set out in Table 14.19, and there is no need for an assessment of the environmental effects.

14.10.20 It is also noted that the new link between the A299/A256 roundabout and the B2050 roundabout is likely to attract traffic as it is a quicker route to the A299 than existing.

Link 37 – Manston Road east of Passenger Access

14.10.21 As set out in the table in Appendix 14.3, the total flows are predicted to increase by 101% over a 24-hour period (an increase of 4,537 vehicles), 67% in the AM peak hour (an increase of 266 vehicles) and 94% in the PM peak period (337 vehicles). Based on Table 14.17, the sensitivity of the receptor has been identified as low and based on Table 14.18, as the change in vehicles is more than 90%, the magnitude of transport effects is major. The overall significance is therefore considered to be Moderate adverse – Significant as set out in Table 14.19, and there is a need for an assessment of the environmental effects.

14.10.22 In assessing the environmental effects of the Proposed Development traffic, consideration should also be given to the existing situation and traffic flows. With reference to Table 14.9 which sets out the results of junction counts undertaken in 2017, it can be seen that 24-hour, AM peak hour and PM peak hour traffic flows along this section of road (Manston Road between Manston Road and Manston Court Road) 10,985 vehicles, 1,004 vehicles and 988 vehicles respectively. The Scenario 3 flows in Appendix 14.3 are 9,019 vehicles, 661 vehicles and 896 vehicles respectively, a net change of -18%, -34% and -9%. The traffic flows are therefore an improvement on the existing baseline. This is as a result of the reassignment of traffic onto the Manston-Haine link road.

14.10.23 It is therefore considered that the magnitude of change is negligible and the overall significance is therefore considered to be negligible as set out in Table 14.19, and there is no need for an assessment of the environmental effects

Receptor 38 – Manston Road, north of Spitfire Way

14.10.24 As set out in the table in Appendix 14.3, the total HGV flows are predicted to increase by 38% in the PM peak hour (8 HGVs) as a result of the new access onto Manston road from the NGA. Based on Table 14.17, the sensitivity of the receptor has been identified as low and based on Table 14.18, as the change in HGVs is more than 30%, but less than 60%, the magnitude of transport effects is minor. The overall significance is therefore considered to be Minor adverse – Not significant as set out in Table 14.19, and there is no need for an assessment of the environmental effects.

14.11 Summary of Significance Evaluation

14.11.1 **Table 14.23** summarises the significance of road traffic effects on receptors as a result of changes in traffic flows on the local road network that would arise from the Proposed Development**.**

Table 14.23 Summary of Significance of Effects during Maximum Year of Operation (Year 20)

Link	Sensitivity of Receptor	Magnitude of Effect	Level of Significance	Environmental Effect	Significance[1]
Link 13 - A299 Thanet Way west of junction with A28	Negligible	Minor	Negligible	N/A	N/A
Link 14 - A299 between A253 and A28	Negligible	Minor	Negligible	N/A	N/A
Link 15 - A299 between B2190 and A253	Negligible	Moderate	Negligible	N/A	N/A

Link 18 - B2190 Spitfire Way between B2050 Manston Road and Cargo Access	Low	Major	Moderate adverse – significant	Severance Driver Delay Pedestrian Delay Pedestrian Amenity Fear & Intimidation Accidents &Safety	Negligible Negligible Negligible Negligible Negligible Minor adverse – not significant
Link 20 – B2050 Manston Road between Manston Road and Manston Court Road	Low	Major	Moderate adverse – significant	Severance Driver Delay Pedestrian Delay Pedestrian Amenity Fear & Intimidation Accidents &Safety	Negligible Negligible Negligible Negligible Negligible Negligible
Link 21– Manston Court Road, north of Manston Road	Medium	Negligible	Negligible	N/A	N/A
Link 24 – Canterbury Road West between A299 and Cliff View Road	Negligible	Major	Negligible	N/A	N/A
Link 25 – Manston Court Road between link road and Star Link Development	Medium	Negligible	Negligible	N/A	N/A
Link 33 – Minster Road, north of A299	Negligible	Major	Negligible	N/A	N/A
Links 35 and 36 – Manston Road east and west of Preston Road	High	Negligible (compared to existing flows)	Negligible	N/A	N/A
Link 37 – Manston Road east of Passenger Access	High	Negligible (compared to existing flows)	Negligible	N/A	N/A
Receptor 38 – Manston Road, north of Spitfire Way	Low	Minor	Minor adverse – Not significant	N/A	N/A

Inter-related Effects

14.11.2 The inter-related effect of multiple topics (noise, visual, air quality, socio-economics, health and well-being in addition to traffic and transport) acting in combination on the same human receptors (motor users, public transport users, pedestrians, cyclists, equestrians, occupiers of properties and tourist sites) is considered in **Chapter 18: Cumulative Effects**. No other inter-related effects are anticipated to arise as the receptors within this Chapter do not comprise potential receptors within the definitions used for other assessments within this ES.

14.11.3 Nonetheless, as noted above the predicted changes in traffic within this Chapter have been considered by the following topics to inform these environmental aspects:

The effects on receptors for noise and air quality directly relates to the predicted increase in traffic flows as a result of proposed traffic on the highway network as a result of the Proposed Development. This is assessed in **Chapter 6: Air Quality** and **Chapter 12: Noise and Vibration**;

The effects of increased traffic on views, visual amenity and scenic quality are assessed in **Chapter 11: Landscape and Visual Impact Assessment**;

The potential effects of disruption to the local road network during construction and operation, and the impact on employee and customer access to local businesses, and on amenity, tourism and recreational activities, is assessed in **Chapter 13: Socio-economics**;

The human health effects of traffic and transport changes as a result of the Proposed Development have been assessed within **Chapter 15: Health and Wellbeing;**

The effects of road transport and traffic changes on greenhouse gas emissions, and the effect on human health as a result of air quality changes (linked to traffic and transport changes), compounded by climate change, have been assessed within **Chapter 16: Climate Change**; and

The effects of traffic and transportation changes as a result of the Proposed Development and the impact this has on the potential likelihood and effects of major accidents or disasters has been assessed in **Chapter 17: Major Accidents and Natural Disasters**

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Figures

Spitfire Way

Manston Road

Minster Road

Hengist Way

Canterbury Road West

Sandwich Road

A299

A256

B2190

B2050 (Disused)

1 Minster Rail Station
2 Ramsgate Rail Station
3 Birchington Rail Station

Key

Order Limits

Station

Access points

0 m 1.5 Km

Scale 1:30,000 @ A3

Client

RSP

Manston Airport DCO
Environmental Statement

Figure 14.1
Site boundary and local transport network

March 2019

wood.

Key

Order Limits

Search area

Accident location:

Fatal

Serious

Slight

0 km 2 km

Scale 1:30,000 @ A3

Client

510

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Manston Airport DCO Environmental Statement

Figure 14.2 Accident assessment area and accident locations

March 2019

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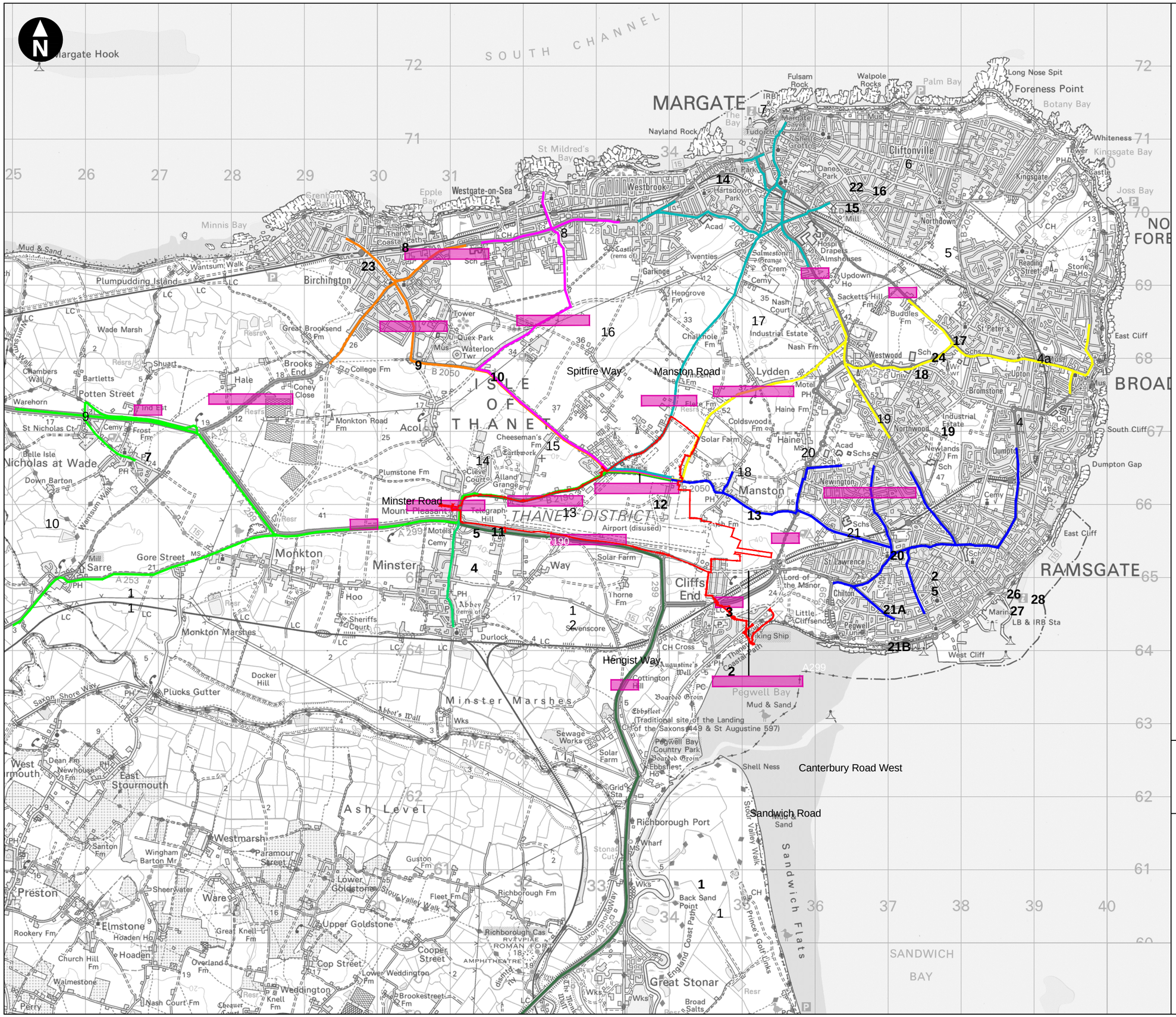

Key

Order Limits

Key Junction

1 A256/Sandwich Road
2 A256/A299/Cottingham Link Road
3 A299/Canterbury Road West
4 A299/B2190 (Minster Road)/B2190 (Tothill Street)
5 B2190/Minster Road
6 A253 (Canterbury Road)/A299/Willetts Hill/Seamark Road
7 A299/A28 (Canterbury Road)/ Potten Street Road
8 A28 Canterbury Road/ The Square (The Station Road)
9 B2050 (Park Lane)/Acol Hill/ B2050 (Manston Road)
10 B2050 (Manston Road)/Shottendane Road/Margate Hill
11 B2190 (Spitfire Way)/Columbus Avenue
12 B2050 (Manston Road)/Shottendane Road/B2190 (Spitfire Way)
13 B2050 (Manston Road)/Manston Court Road
14 A28 (Canterbury Road)/B2052 (George V Avenue)
15 B2052 Hartsdown Road/B2052 (Tivoli Road)/B2052 (College Road)/Nash Road/Empire Terrace/Manston Road (Coffin Corner)
16 A254 (Ramsgate Road)/B2052 (College Road)/B2052 (Beatrice Road)
17 A254 (Margate Road)/A254 (Ramsgate Road)/Star Lane/Poorhole Lane
18 Star Lane Link/Manston Court Road
19 A256 New Haine Road/New Cross Road
20 A256 (Haine Road)/B2050 (Manston Road)
21A A256 (Haine Road)/Canterbury Road West/A256
21B A299(Canterbury Road East)/A299 (Hengist Way)/Sandwich Road/A256 Lord of the Manor Roundabout
22 B2052 (Tivoli Road)/Tivoli Road/B2052 (Beatrice Road)
23 B2052 Park Lane/A28 (Canterbury Road)
24 Star Lane/Nash Road
25 B2050 (Manston Road)/Tesco Supermarket Access
26 B2050 (Manston Road)/B2014 (Newington Road)
27 B2014 (Newington Road)/A255 (High Street)
28 A255 (High Street)/A255 (Park Road)/Wilfred Road/Grange Road

Access Points

ATC Counts

0 m 1000 m 2000 m

Scale 1:40000 @ A3

Client

RSP

Manston Airport DCO
Environmental Statement

Figure 14.3
Baseline Traffic Data (Study Area)

March 2019

wood.

Key

Order Limits

Access route to Margate and Westbrook via Manston Road

Access route to Broadstairs and Westwood via Manston Court Road

Access route to Ramsgate via B2050 Manston Road

Access route to Dover an south via A256

Access route to Minster via B2190

Access route west to the A253 and the A299 via B2190

Access route to Birchington via B2050 Park Lane

Access route to Westgate on Sea via Shottendane road and B2050 Manston Road

Manston Court Road

0 m

3000 m

Scale 1:50000 @ A3

Client

RSP

Manston Airport DCO
Environmental Statement

Figure 14.4
Proposed access routes to the site

March 2019

wood.

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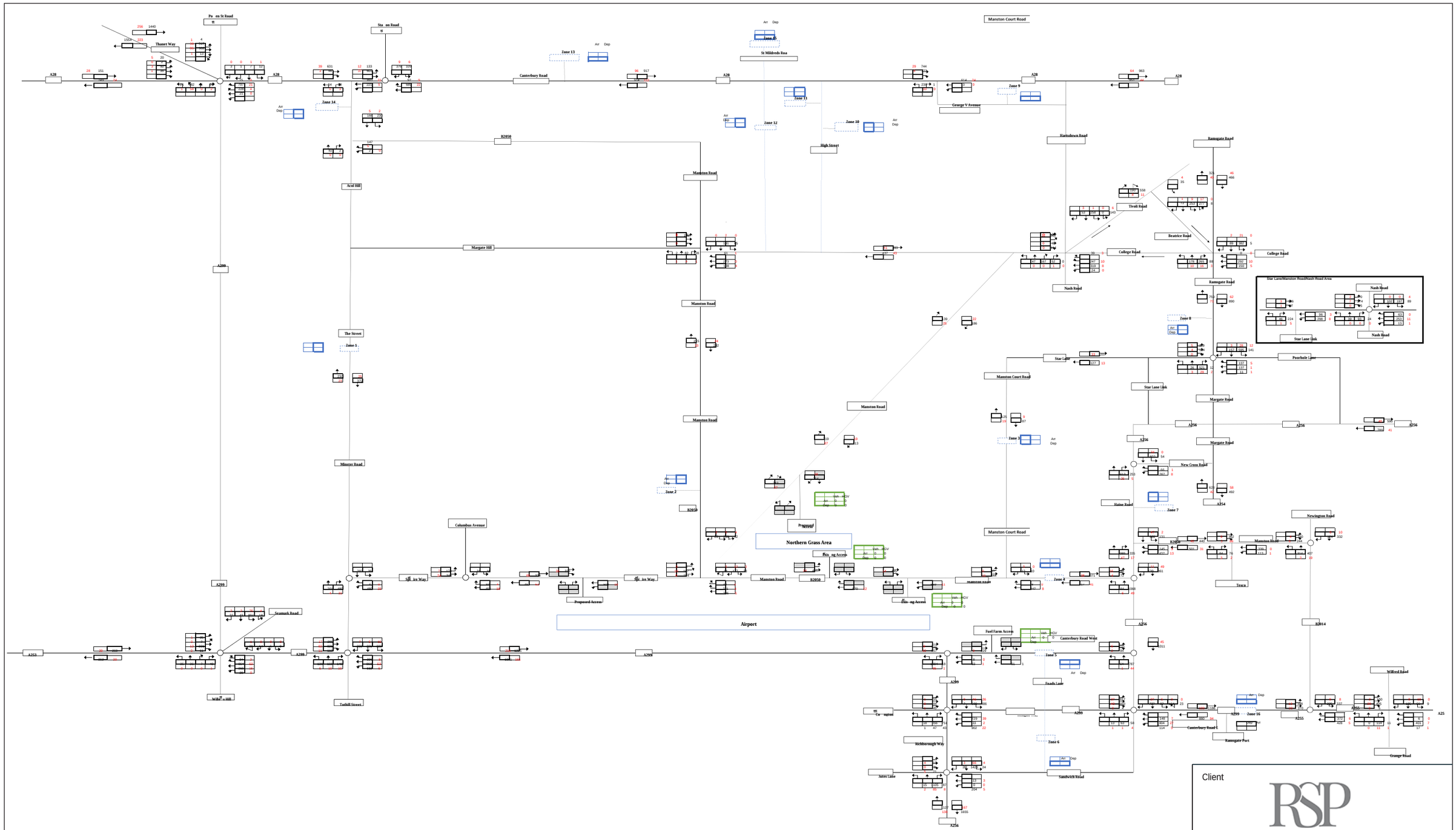

228 Total Vehicles
4 HGV

Growth Rates

LGV	0
HGV	0

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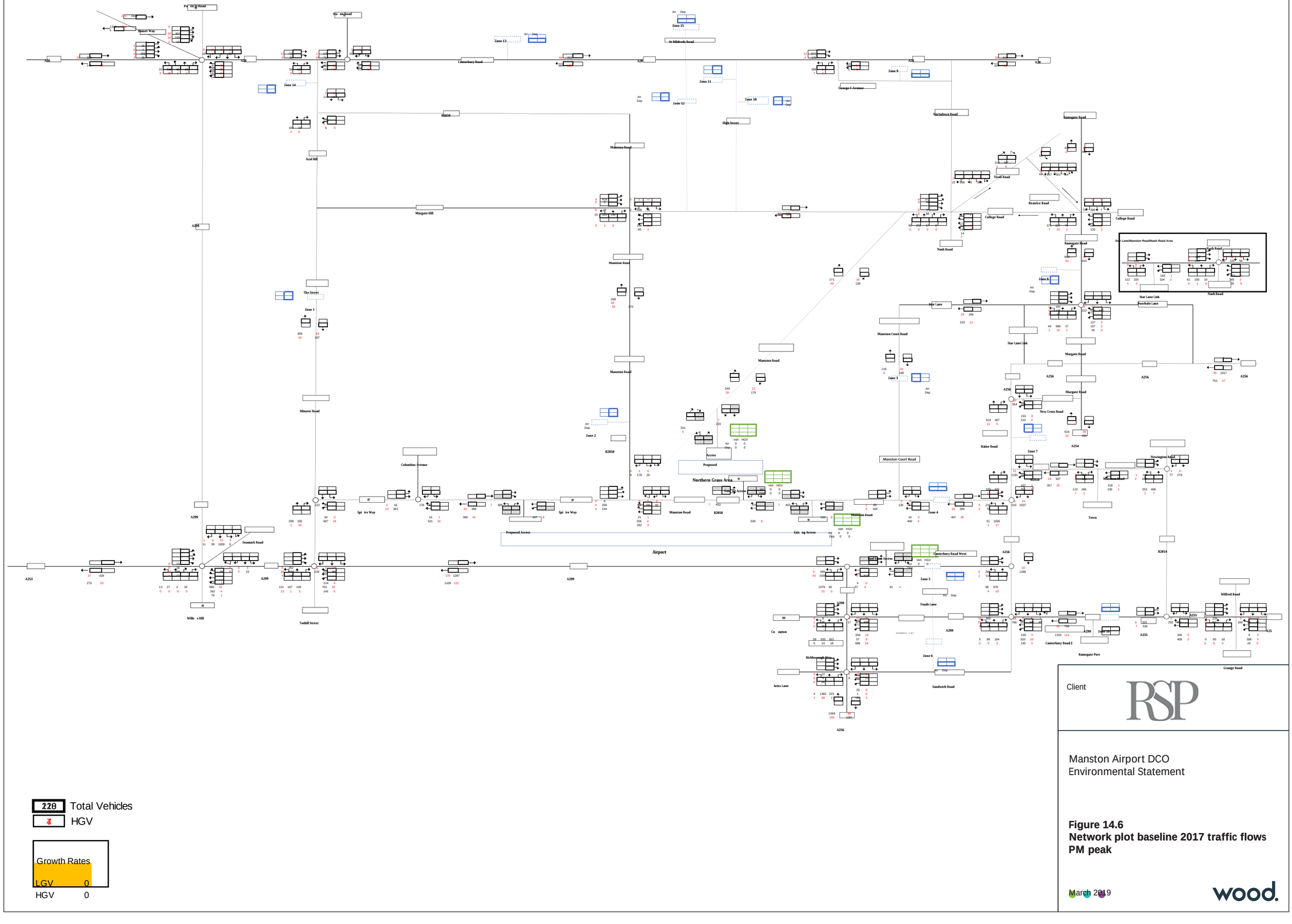
RSP

Manston Airport DCO
Environmental Statement

Figure 14.5
Network plot baseline 2017 traffic flows AM peak

March 2019

wood.



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Environmental Statement

Figure 14.6
Network plot baseline 2017 traffic flows
PM peak

March 2019

wood.

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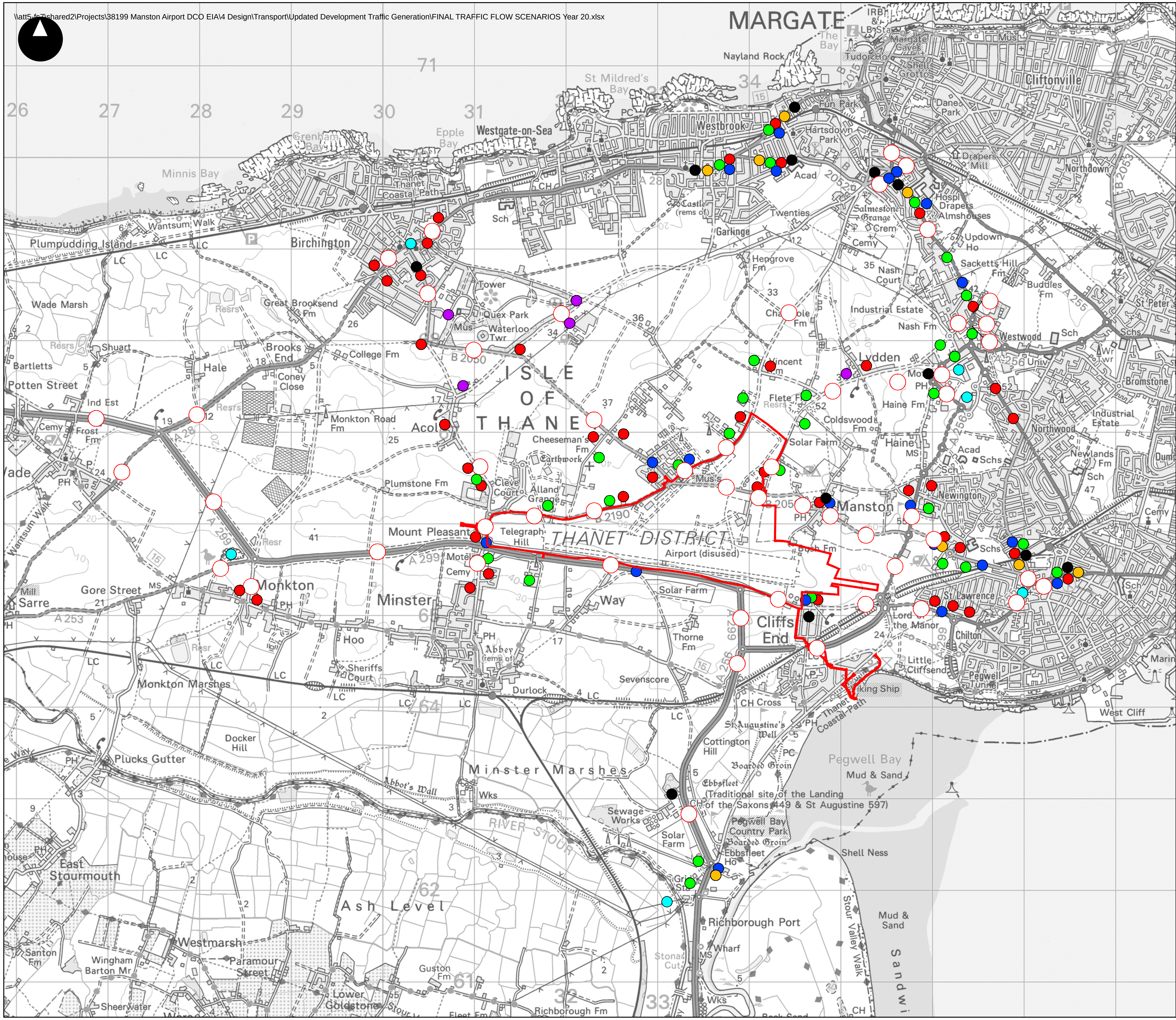

RSP

wood.

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Client

RSP

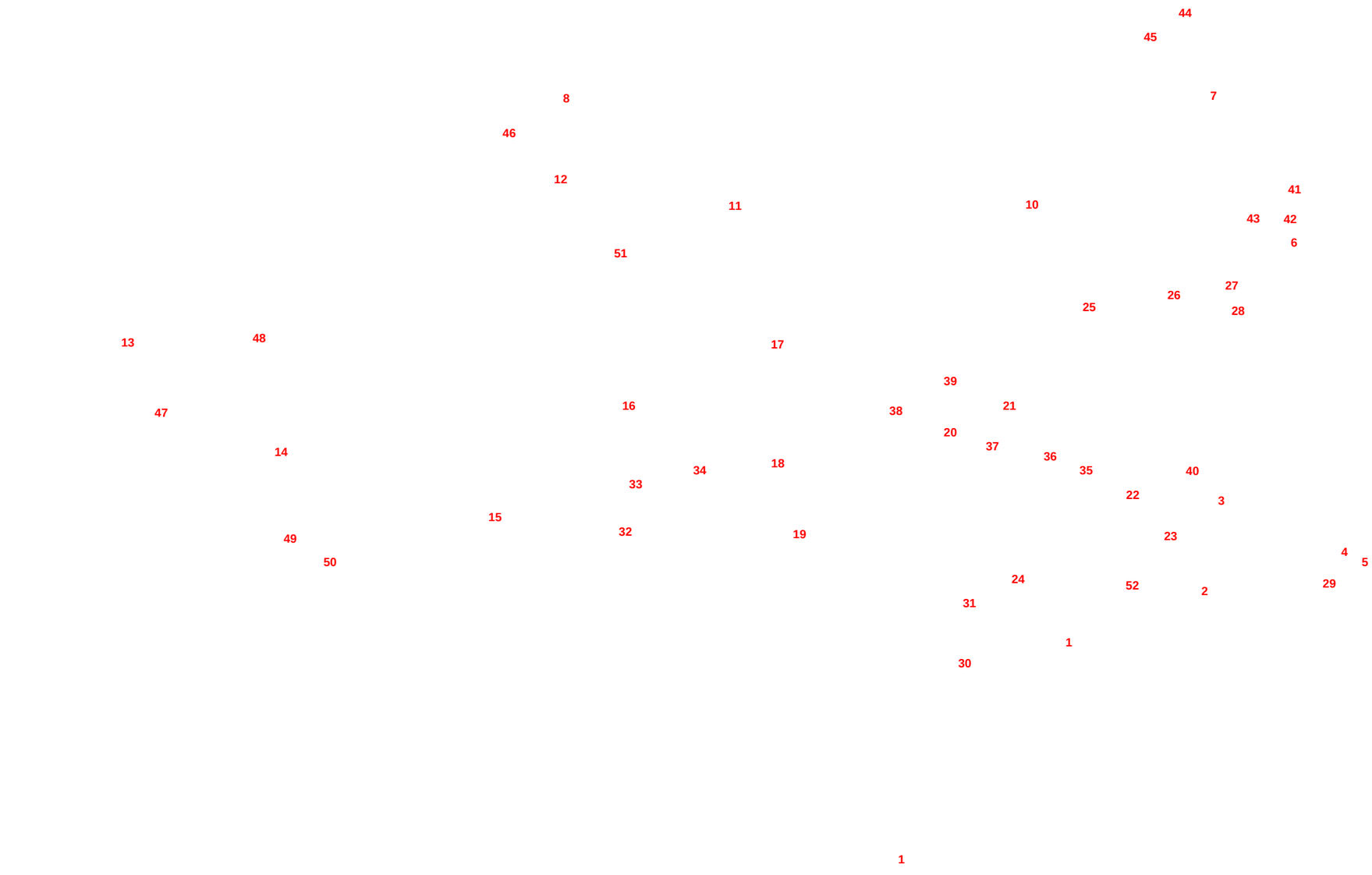
Manston Airport DCO
Environmental Statement

Figure 14.7
Network plot baseline 2017 traffic flows
24 hour

March 2019

wood.

wood.



Key

Order Limits

10 Location ID

Potentially affected groups/locations:

People at home

People at work

People walking

People cycling

Sensitive locations

Open spaces, recreational areas, shopping areas

Sites of tourist/visitor attractions

0 m 1000 m 2000 m

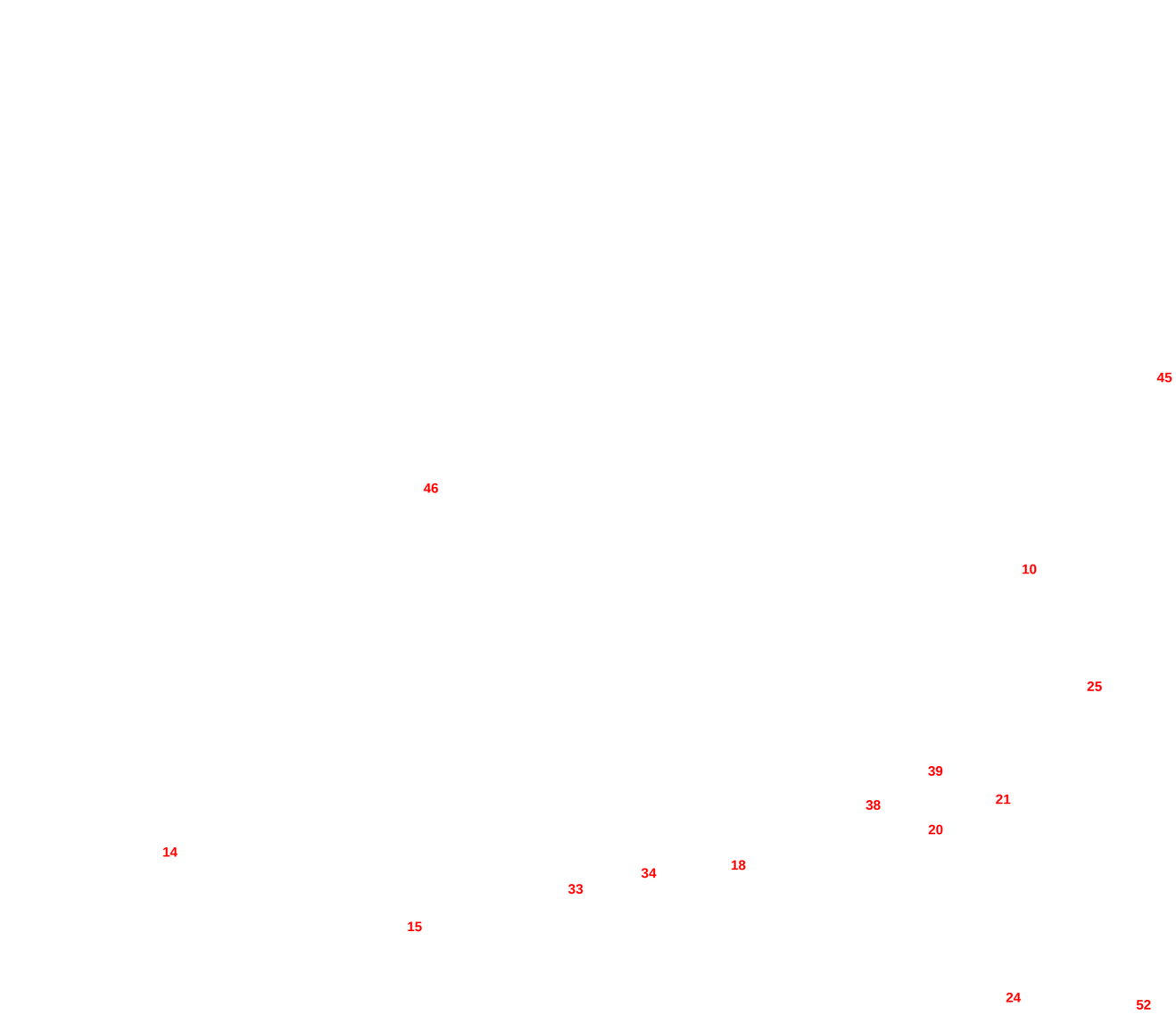
Scale 1:40000 @ A3

Client

Manston DCO
Environmental Statement

Figure 14.8
Potentially affected groups/locations

March 2019



Key

Order Limits

9 Location ID

Potentially affected groups/locations:

People at home

People at work

People walking

People cycling

Sensitive locations

Open spaces, recreational areas, shopping areas

Sites of tourist/visitor attractions

0 m 1000 m 2000 m

Scale 1:40000 @ A3

Client

Manston DCO
Environmental Statement

Figure 14.9 Locations requiring further assessment

March 2019

Appendix 14.1
Accident Data

Map Reference	1st Road Class & No	Accident Severity	Accident Date	Time (24hr)	Lighting Conditions	Road Surface	Weather Conditions	Number of Vehicles	Number of Casualties	Local Authority	Grid Ref: Easting	Grid Ref: Northing	Location	Description
1	A299	3	04/07/2011	1741	1	1	1	2	1	E07000114	627566	166983	A299 Thanet Way Junction with A28, Birchington, Kent.	Veh 1 was in the left Hand Lane with Veh 2 in right Hand Lane both Going ahead on the A299. Veh 2 Travelled Forward and when Passed the Roundabout Looked to left and Saw a Clear Area. V2 Indicated to Turn and Move to the left Hand Lane and Veh1 Had Travelled ahead and Collided with Veh 2. Appears Veh 1 was Trying to Undertake Veh 2 and Veh 2 Driver Had Blind Spot and Did Not See Veh 1.
2	A254	3	08/07/2011	1850	1	1	1	3	2	E07000114	635840	169460	A254 Ramsgate Road, O/S Qeqm Hospital, Margate, Kent	V2 and V3 Were Stationary in the Middle of Their Lane Allowing another Vehicle to Get into a Parking Space. Vehicle 1 Didn't Realise the Vehicles Were Stationary. V1 then Hit V2 in the Rear Pushing it into the Rear of V3.
3	A256	2	12/07/2011	0720	1	1	1	3	1	E07000114	635887	167065	Haine Road, Ramsgate, Kent	Veh 2 Has Turned right into Bijou Villas, V3 is Travelling Behind this and Slows to Allow the Turn. Veh1 is Travelling Towards Veh2. as the Veh2 Turns, Veh1 Has Hit Veh2 Causing the Driver of Veh1 to Hit Veh3 on the Bonnet Before Landing on the Floor. V1 Driver Taken to Qeqm with Injuries Detailing Fractured left Shin, Foot and Arm.
4	A254	3	02/07/2011	1700	1	1	9	2	4	E07000114	636428	167930	Westwood Road Rab, Broadstairs, Kent. (Mapped to Ref)	V2 was on the Roundabout Waiting for the Traffic in Front to Clear. when V1 Hit Back of V2 Causing Extensive Damage and Injury to the Driver and Two Passengers.
5	E4149	3	20/07/2011	1500	1	1	1	2	1	E07000114	633605	169302	High Street, Garlinge, Margate, Kent(Mapped to Ref)	Veh 2 Travelling Towards Shottendane Rd in Garlinge High Street, Veh 1 Travelling in the Opposite Direction. Wing Mirrors Hit, Damage Caused. Minor Injury to Driver of Veh 2.
6	A253	2	20/07/2011	0535	1	1	1	2	1	E07000114	628619	165572	A299 Monkton Roundabout Junction with Seamark Road, Monkton, Ramsgate, Kent.	V1 Pulled out of Canterbury Road (A299) onto Roundabout Colliding with V2 on Roundabout. V1 Driver Stated Did Not See V2. Driver of V2 was Knocked from his Motorcycle Hitting Windscreen of V1 then onto Road.
7	A256	3	24/07/2011	1630	1	1	1	2	1	E07000114	634601	163904	A256 Sandwich Road, Ramsgate, Kent (Mapped to Ref)	V2 Had Broken down V1 Travelling Towards Ramsgate, as he Approached the Broken down Vehicle the Driver Stepped out V1 and Hit Driver Causing Injury.
8	A254	3	19/07/2011	1825	1	1	1	3	1	E07000114	635923	169268	Ramsgate Road J.W Nash Road, Margate, Kent.	V3 and V2 Were Stationary in Traffic on Ramsgate Road in the Direction of Farley Road from Nash Lane. V1 Collided with the Rear Wheel of V2. this Has Caused the Rider of V2 to Come off the Vehicle and Collide with V1 Causing Damage to the Windscreen and Bonnet of V1. V2 was Forced into the Rear Near Side of V3 Causing Damage to V3.
9	E4112	3	26/07/2011	1822	1	1	1	2	1	E07000114	634609	167272	Manston Court Road Junction with Preston Road, Ramsgate, Kent.	V1 V2 Travelling in Opposite Directions at Speed National Spped Limit- V1 Went Wide on a Slow Bend and Hit V2 Offside.
10	B2049	3	29/07/2011	2215	4	1	1	2	1	E07000114	635262	169685	Salmestone Rise, Margate, Kent	V2 Travelling Along Salmestone Rise Towards Traffic Lights. Travelling in the Direction of Shottendane Road. Lights Turned Green as They Approached So Travelled Through the Lights. V1 was Travelling from the Direction of Nash Lane, Jumped a Red Light at Speed & both Collided Mid Junction. V1 Failed to Stop
11	B2052	2	05/08/2011	0712	1	1	1	2	2	E07000114	634198	169959	B2052 George V Avenue Junction with Argyle Avenue, Margate, Kent.	V1 Travelling from Canterbury Road Along Argyle Avenue, Margate Travelled Through George V Avenue in the Path of V2 which was Travelling Along George V Avenue Towards Junction with Canterbury Road. Parked Vehicles Around Junction Area.
12	A254	3	08/08/2011	0900	1	1	1	2	1	E07000114	635721	169614	Ramsgate Road, Margate, Kent (Mapped to Police Ref 635725,169618)	V1 Going onto the Ramsgate Rd Towards Ramsgate, as V1 Has Pulled out Drv Hasn't Seen V2 a Pedal Cycle and V1 Has Knocked Cyclist off Bike. Ltd Location Information.
13	E4152	3	08/08/2011	1130	1	1	1	1	1	E07000114	635560	169575	Nash Court Gardens, Margate, Kent (Mapped to Ref 635560 169560)	V2 was Driving Along the Road at 20Mph or Less in a Built up Area with Cars Parked on both Sides when Suddenly Two Children Ran into the Road from Behind a Parked Van. V2 Broke Suddenly when the 2Nd Child Ran into the Drivers Door Panel
14	C229	2	03/08/2011	0546	1	1	1	3	2	E07000114	634672	168551	Manston Road, Manston, Kent (Mapped to Police Sketch)	V1 Travelling Behind V3. V2 in Opposite Carriageway Travelling Towards V1 and V3. V1 Overtakes V3 on Wrong Side of Road and Collides Head on with V2. the Rider of V1 Suffered Serious Injury. D1 is Currently in a Critical Condition.
15	E4150	3	13/08/2011	0830	1	2	2	2	1	E07000114	634101	169978	George V Avenue J/W Burlington Gardens, Margate, Kent. (Mapped to Grid Ref Provided)	V2 was Riding Along the Road when V1 Pulled out in Front of Him from the Side of the Road. V1 Pulled out Without Seeing V2, Causing V2 to Slam his Brakes On, Causing Him to Skid Along the Road Falling from his Motorcycle.
16	A254	3	22/08/2011	1230	1	1	1	2	1	E07000114	635721	169612	A254 - Ramsgate Road, Margate, Kent (Mapped to Ref 635720 169600)	Slow Moving Traffic Due to the Natural Flow, V1 Failed to Notice V2 Slowed to a Stop & Collided with V2's Rear Bumper, Minimal Damage Caused, Made Worse by Age of V1. Slight Injury to Passenger in V2 Who was Confirmed to Visit Hospital.
17	A28	3	03/08/2011	1556	1	1	1	1	2	E07000114	629313	167908	A28 Canterbury Road, St Nicholas at Wade, Kent. (Mapped to Exact Grid Ref Provided 10/10/11 Ac)	V1 was Travelling Along the A28 Towards Birchington when it Has Lost Control and Spun Around Hitting a Telegraph Pole on the Nearside. the Vehilce left the Road Landing in the Nearby Field. the Driver Failed the Roadside Breath Test.
18	A28	3	28/08/2011	1000	1	1	1	1	1	E07000114	629964	168748	A28 - Canterbury Road, Birchington, Kent	Inft Parked N/S to Kerb, V1 Approached at Speed as Inft Stood Next to Drivers Door to Allow V1 to Pass. V1 Collided N/S Wing Mirror with Pedestrian Inft. V1 Failed to Stop but Pulled up Approx: 300 Metres up the Road to Adjust Wing Mirror then Drove Off. V1 Sign Written with - Birchwood Plumbing
19	C229	2	26/08/2011	1435	1	2	2	1	1	E07000114	634152	167784	Manston Road, 200 Metres North of Vincent Road, Margate, Kent	Casualty 1 was Walking Along the Eastern Side of Manston Road Pushing a Motorcycle. Vehicle 1 Travelling Southbound Along Manston Road Has Struck Casualty 1 and the Motorcycle. Weather at the Time was Heavy Rain and Standing Water.
20	A28	3	02/09/2011	2015	4	1	1	3	1	E07000114	632935	169896	A28 Canterbury Road O/S no 3, Westgate on Sea, Kent.	V1 was Travelling Along Canterbury Road, Westgate when it Struck Stationary V2 on Canterbury Road Outside no 3.. V2 then Shunted V3 which was Also Stationary. V1 Driver Suffered Minor Injuries. V1 and V2 Recovered as Possible Write Offs.
21	A256	3	01/09/2011	1525	1	1	1	2	1	E07000114	635194	164428	A256, Sandwich Road, 50 Metres East of Meverall Avenue, Ramsgate, Kent	Appears Driver of V1 Being Foreign on Way to Dover Port Took Note of Sat Nav That Said was on Wrong Road. Drv Attempted to Turn onto a Driveway on a Road and Immeidately Reversed Back into Slowing Traffic. Rider of Motorcycle V2 Made Assumption That V1 was Parking on Drive Way and Went to Continue when V1 Reversed into Mc Path.
22	B2049	3	08/09/2011	1735	1	1	1	2	1	E07000114	633516	168868	Shottendane Road at Junction with High Street, Garlinge, Margate, Kent	V1 Travelling Along Shottendane Road from Direction of High Street Garlinge. V1 Following an Unknown Vehicle That was Slowing down and Speeding Up. V1 Travelling About 35Mph. V1 Went to Overtake Slow Moving Vehicle and as was Doing this V2 Travelled from Direction of Minster Road, Westgate on Sea. V2 Travelling About 45Mph. V1 then Pulled Back in and Aborted Overtake. Presence of V1 Caused V2 to Loose Balance and Crash into Field on Near Side. no Collision Between V1 and V2.
23	B2068	2	24/09/2011	1045	1	1	1	1	1	E07000114	630267	169007	Park Lane, Birchington, Kent (Mapped to Ref 630260 169010)	Veh 1 Driving Along when it Clipped a Pedestrians Arm with its N/S Wing Mirror. Driver Got out to Do a Welfare Check but Pedestrian was Abusive. Veh 1 Calmed Situation down then both Parties Exchanged Details. as Detials Were Being Exchanged, Pedestrian Cas was Heard Saying 'Look How Long Will this Take'.
24	A28	1	24/09/2011	1922	6	1	1	1	1	E07000114	628775	167687	A28 Canterbury Road Outside Coney Lodge, Birchington, Kent	Veh1 was Trav West Towards Canterbury, when for Unknown Reasons the Veh Lost Control and Trav into the Central Grassed Verge,Flipped Overturned and Rolled.The Driver was Ejected from the Veh
25	E4144	3	27/09/2011	0915	1	1	1	2	1	E07000114	631447	168710	Park Road, Birchington, Kent (Mapped to Exact Grid Ref Provided 25/10/11 Ac)	V2 Stationary, Driver Making Delivery. V1 Drove Past Towards Shottendane Road. V1 Swerved to Avoid Oncoming Vehicle and Clipped the Driver of V2 in the Process.
26	B2049	3	25/09/2011	1045	1	1	1	2	4	E07000114	633518	168875	Shottendane Road Junction with High Street, Garlinge, Margate, Kent.	V1 Pulled out of High Street, Garlinge, Margate into Path of V2 Who was Travelling East Along Shottendane Road Margate. V2 Had Just Entered 40 Mph from 60 Mph which is Almost on the Junction. . V1 Had Stopped at Stop Junction but View Towards Oncoming Vehicles Obscured by Mud Bank from Farm Land. V2 Hit Brakes but Slid into V1 Who Pulled Out.
27	E4150	3	04/10/2011	1740	1	1	1	1	1	E07000114	634216	169858	Westfield Road, Nr Junction with Argyle Avenue, Margate, Kent.	V1 Travelling Along Westfield Road. Pedestrian Exited a Vehicle and Stepped out of Vehicle and into the Side of V1, then Hit the Floor.
28	A256	3	05/10/2011	1403	1	1	1	2	4	E07000114	636294	167890	A256, Haine Road Junction with Nash Road, Ramsgate, Kent.	V1 was Travelling South on Nash Road and Pulled out onto Haine Road Not Giving Way to Traffic Flowing East Along Haine Road. in Doing So it Hit V2. V2 Travelling at Low Speed Due to Traffic Incurred Damage to Nearside Front Passenger Door.
29	A254	2	05/10/2011	1755	7	1	1	4	2	E07000114	635757	169573	a 254 Ramsgate Road J/W St Andrews Close, Margate, Kent	V2 Trav Along Ramsgate Road Towards Margte. V1 Pulled out of Side Road into Path of V2. Rider Parted from Motorcycle then Collided with V3 and V4 which Were Trav in the Opposite Direction.
30	B2048	3	09/10/2011	1045	1	1	1	2	1	E07000114	630501	168466	Park Lane J/W Brunswick Road, Birchington, Kent	V1 Pulled Oput from a Blind Junction and was Hit by V2 turning the Bend
31	A253	3	29/09/2011	0815	1	1	1	2	1	E07000114	633910	164740	A253, Sandwich Road, Ramsgate, Kent (New Road Mapped to Police Ref 633910 164740)	V1 and V1 Were Travelling Towards Sandwich on the New A253 Road at Ramsgate. the Traffic in Front of V2 Came to Stop. V1 Ran into Rear of V2.
32	E4152	3	10/10/2011	1930	6	1	1	2	1	E07000114	635683	168730	Nash Road, Near Nash Farm, Margate, Kent	V2 Heading down Narrow Part of Nash Rd - V1 Heading Towards V2 - V2 Pulled over to the Verge to Let V1 Past - V1 Collided with V2 Taking V2's Wing Mirror off - Shattered the Front Driver Side Window, Causing V2 Drivers Hand to Be Cut by the Shattered Glass. V1 Drove Away
33	A28	3	12/10/2011	1932	4	1	1	2	1	E07000114	630455	169127	A28 Canterbury Road Near Junction with Yew Tree Gardens, Bichington, Kent.	V2 was Srationary at Traffic Lights at Pedestrian Crossing when V1 Collided with the Rear of It.
34	A254	3	18/10/2011	1340	1	1	9	2	1	E07000114	636419	167958	A254 Margate Road, Westwood Cross, Margate, Kent.	V2 Travelling to Ramsgate and was Stationary on the Inside Lane Waiting to Pull onto the Roundabout. V1 Came up Behind V2 and Went into the Back of V2. Driver of V1 Said Thought the Bike was Moving. Veh 1 is Not Insured
35	A299	3	22/10/2011	1615	1	1	1	2	3	E07000114	627566	166966	A299 Thanet Way J/W A28 Canterbury Road, Birchington, Kent	both Vehicles on R/A/B. Veh 2 was on Offside of Veh1 and the Two Vehs Collided Causing Veh2 to Spin and End up on the A28 Canterbury Road. Vehicle 1 Failed to Stop Continued on A28 Towards Birchington.
36	B2050	3	24/10/2011	0930	1	1	1	2	1	E07000114	633102	166513	B2050 Manston Road, Ramsgate, Kent. (Mapped to Grid Ref 633100 166500)	V1 Driving South West on Manston Road. V2 Pedalling in Same Direction. V1 States They Did Not See V2 Until Last Minute and Clipped V2 with Wing Mirror. V2 was Pedalling Close to Bushes, Not Wearing Bright Clothes and was Tired. Rider 2 Knocked off Bicycle at Low Speed Recieving Minor Injuries. V1 Punctured from Hitting Bike.
37	A256	3	14/10/2011	1710	1	1	1	2	1	E07000114	635702	165776	A256 Haine Road, Ramsgate , Kent. (Mapped to Grid Ref 635700 165740)	Appears Driver of V1 Saw ahead That Traffic was Slow and Decided to Do a U Turn at End of Central Reservation. at this Time V2 a Motor Cycle was Overtaking Slow Vehicles, Braked, Skidded and Dropped Bike to Offside and Slid into V1 Who Had Now Manouvered across Path of V2
38	A254	3	24/10/2011	1500	1	1	1	2	3	E07000114	636409	168034	A254 Margate Road, Westwood, Broadstairs, Kent. (Mapped to Ref 636410 168030)	Vehicle 2 was Travelling Towards Margate on Margate Road, Westwood. V1 was Behind V2., Approx 5 Metres Passed the Pedestrian Crossing. V2 Braked and Stopped, V1 Went into the Back of V1, Causing Damage to both Vehicles.
39	A254	3	03/11/2011	1710	4	2	2	2	1	E07000114	636414	167909	A254 Margate Road J/W Westwood Cross, Ramsgate, Kent.	V2 was at Westwood Cross Roundabout Going to Turn left when V2 Stopped, V1 Has Gone into the Back of V2.
40	A254	3	03/11/2011	1515	5	1	9	2	1	E07000114	636423	168228	A254 Ramsgate Roadj/W Star Lane, Margate, Kent	Cyclist Riding on Pavement then left Caught by Passing Motorist (Rear Wheel of Cycle Buckled), Veh1 Agreed to Meet at Sainsbury's Car Park to Exchange Details but Failed to Arrive. Cyclist Attended Hospital for Check up - Small Bruise on left Leg.
41	A28	3	27/10/2011	1450	1	1	9	1	1	E07000114	631589	169614	A28 - Canterbury Road, Westgate, Kent	V1 was Travelling East on A28 Westgate, Upon Stopping at the Bus Stop the Mirror of V1 Struck a Pedestrian on the Rear of the Head
42	A28	2	20/11/2011	1738	4	2	1	2	1	E07000114	630760	169409	Canterbury Road Outside 44, Birchington, Kent.	Vehicle 1 was Driving Along the Carriageway and Collided with a Stationary Vehicle.
43	A256	3	18/11/2011	1540	1	1	1	2	1	E07000114	636015	167556	A256 New Haine Road Roundabout, Broadstairs, Kent	C1 Cycling Along New Haine Road Went to Turn right Not Seeing V2 and Collided Causing Rider to Fall off Cycle.
44	A28	3	20/11/2011	0940	1	1	1	2	1	E07000114	630259	169021	Park Lane, Approx 7 Metres from Canterbury Road, Birchington, Kent	Veh 2 Stationary in Park Lane Birchington Facing Towards Birchington Primary School. Veh 1 Travelling Same Direction Hit Veh 2 in the Rear.
45	F1861	3	19/11/2011	1455	1	2	1	2	2	E07000114	630001	166661	Plumstone Road, Birchington, Kent (Mapped to Ref 630000,166660)	V1 & V2 Met at Narrow Part of Road Where Two Cars Could Not Pass Vehs Collided Head On.
46	A28	3	25/11/2011	1600	1	1	1	2	2	E07000114	632404	169781	A28 Canterbury Road J/W St Mildreds Road, Margate, Kent	V2 in Line of Traffic, Stopped in Outside Lane at Westgate Traffic Lights V1 Travelling in the Same Direction Has Hit V2 in the Rear Causing Damage and Injury
47	E4150	3	28/11/2011	1400	1	1	1	2	1	E07000114	633647	169709	Balmoral Road Junction with Edinburgh Road, Garlinge, Margate, Kent.	V2 Being Followed Along Road Outside Garlinge School V2 Pulled over and Let V1 Pass. V2 Continued Journey Where Pulled up Behind Same V1 in Balmoral Road. V1 Indicating to Turn right but Waiting on Oncoming Traffic and then another Vehicle Coming out of Edinburgh Road in Order to Assist V1 Went into Reverse and Hit V2 Knocking it Backwards and Over.
48	B2050	3	29/11/2011	1006	1	1	1	2	2	E07000114	635509	165908	B2050 Manston Road, Manston, Nr Ramsgate, Kent (Mapped to Ref 635468/165913)	V1 Came Around Nearside Bend on Wrong Side of the Road. V1 Did Take Avoiding Action but Hit Oncoming V2 on Offside
49	A28	3	30/11/2011	1900	1	1	9	2	2	E07000114	633415	169871	A28 Canterbury Road, Margate, Kent	V2 Travelling to Birchington Along Canterbury Rd. V1came out onto the Road from the Service Station but Didn't Stop So Went into the N/S of V2
50	A254	2	02/12/2011	1048	1	1	1	1	1	E07000114	636414	168043	A254, Ramsgate Road, 50 Metres North of Margate Road Roundabout, Margate, Kent	C1 was Crosiing the Pedestrian Crossing Opposite Homebase. V1 was Travelling Towards Westwood Cross Roundabout across the Crossing at Low Speed in Offside Lane. V1 Collided with C1 Although Witnesses Said the Lights Were Green.
51	B2052	3	05/12/2011	0850	1	1	1	1	1	E07000114	634530	170020	B2052 Hartsdown Road Junction with B2052 George V Avenue, Margate, Kent.	V1 was Travelling Along Hartsdown Road Towards Seafront Direction. Traffic was Heavy Due to it Being School Start Time. Driver Saw 4 Persons Crossing the Road from the right , Slowed for Them. They Had Stopped So Driver Continued and Pedestrian 1 Carried on Walking and Walked into the Path of V1.
52	E4152	3	05/12/2011	0742	1	1	1	2	1	E07000114	636340	168170	Star Lane, Margate, Kent.	V1 was Travelling Along Star Lane in the Direction of Margate Road. another Vehicle was in Front of V1. it Pulled out Slightly to Overtake a Parked Unattended Vehicle However V1 Failed to See the Parked Vehicle and Did Not React in Time to Avoid Colliding with It. V1 Nearside Front Bumper Clipped V2 Offside Rear Bumper Causing V1 to Spin Around in the Middle of the Road.
53	B2190	3	11/12/2011	1937	6	2	2	1	1	E07000114	632710	166220	Spitfire Way, Manston, Ramsgate, Kent (Mapped to Police Ref 632710 166210)	Vehicle 1 Has Gone Through a Fence Whilst Avoiding a Pedestrian Walking down the Road. it Appears the Driver of Vehicle 1 Did Not See the Pedestrian Until the Last Moment and Swerved.
54	B2049	3	16/12/2011	1800	6	2	8	2	1	E07000114	631384	167840	Manston Road J/W Shottendane Road, Margate.	V2 Travelling Along Manston Road Signalling right to Turn into Shottendane Road. V1 Pulled out of Shottendane Road into the Side of V2. both Vehicles Stopped and Details Were Exchanged.
55	E4144	3	22/12/2011	2002	6	2	1	3	3	E07000114	632076	168345	Shottendane Road, Margate , Kent. (Mapped to Police Ref 632120 168370)	V1 was Driving Arond the Corner when Drv Got Dazzled by Other Lights. V1 Braked Suddenly Causing Vehicle to Swerve into Oncoming Traffic on the Other Side of the Road. Driving Straight into V2 Head On. V3 Slightly Touched the Back of V2 as the Result of Sudden Braking.
56	A28	2	20/12/2011	1805	4	1	1	2	1	E07000114	633445	169879	A28, Canterbury Road, Outside Bp Petrol Station Near Junction with Bridge Road, Margate, Kent.	V1 Pulled off Garage Forecourt into Side of V2
57	A254	3	21/12/2011	1922	4	2	8	1	1	E07000114	635967	169171	A254, Ramsgate Road, Margate, Kent. (Mapped to Police Ref 635930 Nearside 169170)	V1 Travelling Along Ramsgate Road, Margate Towards Westwood Cross (A254) Pedestrian was Under Influence of Alcohol, Stepped into the Path of V1 Striking Front Wing.
58	B2050	3	28/12/2011	2300	4	2	1	1	1	E07000114	633564	166447	Manston Road, Manston, Nr Ramsgate, Kent (Mapped to Police Grid Ref 633560 166400)	V1 was Heading in an Easterly Direction Towards Manston Village. Apparently Something Had Gone in Front of Vehicle, Causing Drv to Swerve, the Vehicle Has Hit the Grass Causing the Vehicle to Swerve Widely across the Road and Ploughed into a Fence and 40Mph Speed Sign.
59	A254	3	30/09/2011	1600	1	1	1	2	1	E07000114	635620	169684	Ramsgate Road J.W Nash Court Road, Margate, Kent	V2 (Motorcycle) Travelling Ramsgate Rd Margate Travelling Towards Margate. as V2 Arrived at the Junction with Nash Court Rd, Margate - V1 Exited Nash Court Rd and Hit V2.
60	B2050	3	11/12/2011	0140	6	4	8	1	1	E07000114	635322	165888	Manston Road, Ramsgate, Kent (Mapped to Police Ref 635320 165880)	Vehicle 1 Travelling from Haine Road into Manston Road Came Round Bend in the Road and Appears to Have Hit the Embankment Knocking the Rear Wheel - Vehicle Has Fishtailed and Lost Control. Vehicle Has Flipped over Twice and Landed in Field Next to the Road.
61	A28	3	04/01/2012	2250	4	2	2	2	1	E07000114	631604	169620	A28, Canterbury Road, J/W Hengist Road, Westgate on Sea, Kent	Vehicle One Exits Junction of Hengist Road turning right onto Dual Carriageway A28, Vehicle Two Brakes to Avoid Collision. Riding on Main Carriageway. Front Wheel Locks Throwing Rider from Motorcycle. Motorcycle Collided with N/S of Vehicle One.
62	A254	3	15/01/2012	1230	1	1	1	1	3	E07000114	635591	169711	Outside 131 Ramsgate Road, Margate, Kent	Driver of V1 Has Blacked out & Lost Control Causing the Vehicle to Go into a Lampost 1 Vehicle Rtc
63	B2050	3	16/01/2012	1000	1	2	8	3	3	E07000114	632455	166988	Manston Road, at Junction with Alland Grange Lane, Ramsgate, Kent	Vehicle 1 Travelling Along Manston Rd Towards Birchington, was in Process of Overtaking Veh 2, However Overtook Veh 2 at Junction Where Veh 3 was turning left out of Rd. Veh 1 Has Collided with Veh 2 Pushing it into Veh 3.
64	A28	3	16/01/2012	1140	1	1	1	5	2	E07000114	630080	168888	A28 Canterbury Road, Birchington, Kent (Mapped Using Grid Ref Ah)	V5 Driving Along Canterbury Road Towards Birchington.Has Given Way to Oncoming Vehicles Due to Parked Cars to the Left. V4 Has then Hit V5 in the Rear, V3 into V4, V2 into V3, V1 into V2
65	E4152	3	21/01/2012	1008	1	2	1	2	3	E07000114	635680	169533	Nash Court Road, Margate, Kent.	V1 was Travelling from Nash Court Gardens Towards Ramsgate Road, Margate, and V2 Travelling in Opposite Direction. V2 was Stationary in the Road. V1 Hit the Brakes and it Skidded into V2. Minor Damage and Minor Injuries Were Caused. Road was Wet and Sunlight Bright.
66	F1861	3	09/02/2012	0829	1	3	3	2	2	E07000114	629272	166336	Plumstone Road, Acol, Nr Birchington, Kent	V2 Travelling up Plumstone Rd, Acol, Stopped to Let V1 Pass, but Due to Weather Conditions & Driver Error V1 Has Collided with V2 Causing Damage to both Vehicles & Causing V2 to Crash in Banked Verge, Weather Conditions at Time Were Snow Drifts across Road upto 3 Foot and Ice Conditions
67	B2049	3	16/02/2012	2300	6	1	1	1	1	E07000114	635266	169671	Nash Road, Margate, Kent	Male Casualty (C1) was Walking Along Nash Rd, Towards Margate when V1 Wing Mirror Clipped the Pedestrian Causing Pedestrian to Fall. Pedestrian Wearing Dark Clothing and no Streetlamp.
68	E4145	3	20/02/2012	0830	1	1	1	1	1	E07000114	631880	169439	Lymington Road, Westgate on Sea, Kent (Mapped to Ref 631880,169430)	Veh 1 Travelling Along Lymington Road Towards the Park. Pedestrian Ran out Between Parked Cars Infront of Veh 1 and was Hit by Veh1.
69	A28	3	15/02/2012	1935	7	1	9	2	2	E07000114	633547	169872	A28 Canterbury Road Near to Monsoon Restaurant Adjacent to Traffic Signal Junction for High St, Westgate/Garlinge Kent	V1 is in Front of V2. V1 Has Gone into the Filter Lane as If to Turn right into the High Street of Garlinge. V2 was Going Straight ahead when V1 Has then Pulled Accross V2 to Go Left. both Parties Have Stopped Details Exchanged.V2 Driver and Passenger both Have Slight Injuries and Have Attended Qeqm
70	B2048	3	22/02/2012	1530	1	1	1	1	1	E07000114	630419	168721	Park Lane, Outside Birchington Primary School, Birchington, Kent	Pedestrian and Witness (School Crossing Patrol) Crossing Road at Controlled Crossing Point (Lollypop Lady). V1 Travelling Whilst Pedestrian Crossing and Hit Pedestrian.
71	B2049	1	26/02/2012	1550	1	1	1	1	2	E07000114	635427	169771	Nash Court Gardens, College Road/ Salmestone Rise, Margate, Kent	V1 Trav East to West Along College Road. Drv Appears to Have Been Dazzled by the Sun and as a Result Struck a Roadside Concrete Bollard. Driver was Takento Hospital but Later Died.
72	A254	3	28/02/2012	1715	1	1	1	2	1	E07000114	635930	169249	A254 Ramsgate Road 40 Metres South of Nash Lane Margate Kent	Veh 1 was Leaving the Car Wash Intending to Turn left onto Ramsgate Road. the Cyclist Has Ridden at Speed Along Pavement Towards Qeqm, Not Seen Veh 1 and a Collision Occurred
73	A28	3	16/02/2012	1000	1	1	1	2	3	E07000114	632701	169889	A28 Canterbury Road J/W Victoria Road Westbrook, Kent	V2 Travelling Along Canterbury Road Towards Canterbury when V1 Pulled out of a Side Road Straight in Front of V2 Causing V2 to Crash into V1's Driver's Door.
74	A299	3	13/03/2012	0256	6	1	1	2	1	E07000114	631637	165720	A299 Thanet Way 800M East of Tothill Street, Minster, Kent	V2 Heading Towards Minster Along A299, V1 Travelling in Same Direction. V1 Collided with V2.
75	B2190	3	11/03/2012	0850	1	1	9	2	2	E07000114	632259	166124	B2190 Spitfire Way, Manston, Kent (Mapped to Police Ref 632259,166124)	V2 on the Outside Lane with V1 in Front in the Inside Lane. There was a Car in Front of V1 Breaking V1 Has then Pulled out into the Outside Lane V2 Tried to Break but Went into V1. Details Exchanged but Driver and Passenger V2 both Have Whiplash.
76	E4152	2	13/03/2012	2100	4	1	1	3	1	E07000114	635490	169500	Outside 87 Nash Road, Margate, Kent.	V1 was Stolen by a Drunk Male. it was Carrying 1 Passenger. V1 Came down Nash Road in the Margate Direction and Hit V2 in the Rear which was Parked and Offside Relative to V1. V2 Has Struck Parked V3. V1 Has Spun and Come off the Opposite Verge Against a Fence Facing the Wrong Way.
77	B2052	3	15/03/2012	2120	4	1	1	3	1	E07000114	634024	169993	B2052 George V Avenue at Junction with Waverly Road, Westbrook, Kent.	V1 Travelling Along George V Avenue Towards Hartsdown Tech College. Area at Cross Roads with Waverly Road V1 Struck V2 which was Parked and Unattended. V2 Rolled into V3. (Driver of V1 was Removed by Secas and Taken to Hospital and Suspected by Secas Crew to Be Eba).
78	A28	3	23/03/2012	1902	4	1	1	2	3	E07000114	633582	169870	A28 Canterbury Road J/W High Street, Garlinge, Margate, Kent	V1 Turned right from A28 into High Street, Garlinge.V2 was Trav West on A28. as V1 was in the Process of turning Right,V1 Crossed into the Path of V2 Having Misjudged the Gap and the 2 Vehs Collided.
79	A253	2	06/04/2012	2043	4	1	1	2	1	E07000114	628556	165582	A253 Monkton, Ramsgate, Kent	Veh 1 Come off the Roundabout, Clipped the Kerb on Exit, which Caused Veh 1 to 'Snake' from Side to Side, Whilst Driver Attempted to Gain Control. Veh 1 Span into Path of Veh 2 which was Driving in Opposite Direction. Driver of Veh 1 left the Scene Leaving Front Seat Passenger Injured in Veh 1.
80	E4152	3	04/04/2012	0845	1	2	1	2	1	E07000114	636014	168312	Nash Road, Near Nash Farm Entrance, Margate, Kent	V2 Has Pulled out of Nash Farm Shop Completing the Turn. V1 Travelling on Nash Road on Seeing V2 Has Braked Hard Causing a Skid and V1 to Go into the Side of V2.
81	A28	3	23/01/2012	1700	4	1	1	2	1	E07000114	633431	169872	A28 Canterbury Road, Exiting the Bp Petrol Station, Garlinge, Westgate, Kent	V2 was Waiting on the Forecourt of the Bp Petrol Station Waiting to Turn right onto the A28 Margate Bound. Traffic on this right Side of V2 Slowed to a Stop to Let V2 Out. as V2 Pulled out onto the A28 V1 was Travelling Along the A28. Would Have Seen the Vehicles in Front Slowing to a Stop, V1 Overtook Those Vehicles and then V1 and V2 Collided as They Met.
82	A256	3	20/04/2012	1538	1	1	1	2	2	E07000114	635767	165937	A256 Haine Road J/W Manston Road, Ramsgate, Kent	V1 Turned right from Haine Road to Manston Road Went into Oncoming Traffic from Haine Road and Hit V2.
83	C565	3	27/04/2012	0705	1	1	1	2	1	E07000114	633525	168869	Shottendane Road J/W High Street, Garlinge, Margate, Kent	V1 Edging out of High Street to Turn left into Shottendane Road Heading Towards Margate. V2 Travelling Along Shottendane Road from Acol Towards Margate and was Unable to Avoid V1 which Had Slightly Pulled out of Junction.
84	E4145	3	28/04/2012	2200	7	2	9	2	1	E07000114	631924	169610	Cambourne Avenue, Near J/W A28 Canterbury Rdwestgate on Sea, Kent	V2 on Moped Travelling Along Cambourne Ave. V1 was Parked up as V2 Approached V1 Pulled out V2 Had to Brake Hard, Slid and Came off Moped. no Contact Made with V1. V1 Did Not Stop and Drove Off.
85	A28	3	25/04/2012	1500	1	2	2	2	1	E07000114	631262	169555	A28, Canterbury Road, Outside King Ethelbert School, Margate, Kent	on A28 Lane 1 There Were Parked Cars Due to it Being School Finish Time. O/S King Ethelbert School a Bus Pulled over into Bus Stop, Traffic in Front of Veh2 Stopped, Veh2 Stopped then was Hit from Rear by Veh1.
86	A254	3	03/05/2012	2040	4	2	1	2	1	E07000114	635846	169442	A254, 213 Ramsgate Road, Margate, Kent	V2 was Travelling Along Ramsgate Road, Margate when the Vehicle in Front of it Braked Hard. V2 Subsequently Braked Hard and V1 Collided with the Rear of V2.
87	A256	2	05/05/2012	1700	1	1	1	1	1	E07000114	635491	165081	A256 Sandwich Road, J/W A299, Cliffs End, Ramsgate, Kent	Rtc Whereby the Rider is Suspected to Have Mis-Judged the Junction and Clipped the Kerb Stone Throwing Them off V1.
88	B2050	3	09/05/2012	1520	1	1	1	4	2	E07000114	630560	167949	B2050 Manston Road, Birchington, Kent.	V1 Travelling Towards Birchington from Manston when its Door Mirror Struck V2. this Has Caused the Driver Window on V1 to Shatter and the Driver Panicked and over Corrected Causing Vehicle to Collide with V3 and V4.
89	E4149	3	16/05/2012	1535	1	1	1	2	1	E07000114	633534	168927	High Street, 100 Metres North of J/W Shottendane Road, Garlinge, Margate, Kent	V2 Trav North Along High Street (A 2 Way Narrow Single Track Road). V1 Trav South in Centre of Road. V1 Did Not Slow and Struck the Offside of Veh 2. V1 Failed to Stop.
90	A256	3	26/05/2012	0745	1	1	9	2	2	E07000114	635469	165120	A256 Lord of the Manor Roundabout, Ramsgate, Kent	V2 Stopped at Traffic Lights Canterbury Road West Heading Towards Cliffsend. V1 Has Failed to Stop Hitting V2 Rear On. Details Exchanged but V2 Passengers in Rear Have Whiplash Injuries.
91	B2052	3	22/05/2012	1755	1	1	1	1	1	E07000114	634686	169947	Outside 82, B2052 Hartsdown Road, Margate, Kent	C1 Runs out into Path of V1. V1 Swerves to Offside of Road but Unable to Avoid Collision.
92	B2050	3	06/06/2012	1910	1	1	1	2	1	E07000114	630499	168466	B2050 J/W Brunswick Road, Birchington, Kent	Veh 2 Pulled out of Brunswick Road onto B2050. Veh 1 Travelling Excess Speed and Struck the Side of Veh 2.
93	A254	3	12/06/2012	1720	1	2	1	3	2	E07000114	636175	168920	A254 Ramsgate Road, Margate, Kent (Mapped to Ref 636150,168920)	Police Veh on Udd's Approached Vehs from Behind Coming from Margate Direction Overtook Veh 1,2 & 3 Veh 3 Slammed on Brakes, Veh 2 Also Did Emergency Stop Just Short of Veh 3 - However Veh 1 Did Not Stop in Time and Collided with Veh 2.
94	A28	3	16/06/2012	1200	1	1	1	1	1	E07000114	630297	169070	A28, Canterbury Road Junction with the Square, Station Road, Birchington, Kent.	it Appears Cas 1 Walked into Path of Slow Moving Vehicle That was Approaching the Roundabout and Braking, Cas 1 Admits to Not Looking Propery.
95	A256	3	21/06/2012	0655	1	2	2	1	1	E07000114	633890	165087	A256 Ramsgate Road, Ramsgate, Kent (Mapped to Police Ref on New Road)	the Driver of V1 Has Health Issues. Drv Has Taken off Seatbelt, Driven into the Nearside Continued for 50M then Turned into the Central Reservation. Injuries Sustained as a Result of the Collision.
96	A254	3	29/06/2012	0725	1	1	1	2	1	E07000114	636277	168716	A254 Ramsgate Road and Enterprise Road, Margate, Kent	Vehicle 1 was turning into Enterprise Road from Ramsgate Road as it was Heading Away from Margate. Cyclist was Heading Towards Margate and as its Gone Through the Green Traffic Lights Vehicle 1 Has Shot across in Front of Rider. Cyclist Had to Break Suddenly to Prevent Getting Hit by the Car.
97	A254	3	22/06/2012	1555	1	1	9	2	1	E07000114	636423	168224	Margate Road, 460 the Star, Broadstairs, Kent	V2 Pedal Cyclist was Riding Bike from Westwood Cross Towards Margate V1 Has Come out of Poorhole Lane to Go Straight to Star Lane another Vehicle was Overtaking V2 and V1 Has Seen That Vehicle then Gone to Go across the Road but Didnt See V2
98	C229	3	15/07/2012	1057	1	1	1	2	2	E07000114	634110	167640	Manston Road, at Junction with Vincent Road, Manston, Ramsgate, Kent	V1 Pulled out from Side Road and was Hit by V2 Coming Around a Blind Bend.
99	F11	2	21/07/2012	1835	1	1	1	2	1	E07000114	630480	167490	Cripse Road at Junction 450 Metres West of Acol Hill, Birchington, Kent	V2 Driving West Along Crisp Road. V1 Travelling East Along Crisp Road, Have Met at Narrow Part of Road. V1 Has Applied Heavy Braking Causing Brakes to Lock and V1 Has Collided with V2 which was Stationary at That Point.

100	A253	3	24/07/2012	2117	1	1	1	2	3	E07000114	635491	165088	A256, Lord of the Manor Roundabout, Ramsgate, Kent	V1 and V2 App4roached the Lord of the Manor Roundabout. both Dirvers State They Were in the left Hand Lane. V1 Wanted to Take the First Exit. V2 Wanted to Take the Second Exit. V1 Has Damage to Passenger Side Front Wheel Arch Above Wheel and Below Front Light. V2 Has Damage to the Whole Side of Drivers Side from Drivers Door to Rear of Vehicle. V2 Staets V1 was in right Hand Lane and V1 Tried to Turn Left. V1 States V2 Look like it Ws Turing left Too but Carried on over Rounabout. Collision Occurred.
101	A256	3	31/07/2012	1430	1	1	1	2	1	E07000114	635730	165880	Manston Road, Roundabout with Haine Road, Ramsgate, Kent.	V2 was on the Roundabout Heading in the Direction of Haine Road. V1 Came out of the Manston Road Junction onto the Roundabout and Collided with V2
102	C223	3	20/08/2012	1800	1	1	9	2	1	E07000114	635310	164598	Cliffs End Road, Ramsgate, Kent (Mapped to Exact Grid Reference Provided 05/11/12 - 635310,164590)	V2 Travelling from Ramsgate Through Traffic Calming on Cliffs End Road. V2 Had right of Way but V1 Didn't Stop Forcing V2 up onto the Pavement. Driver of V1 was Very Abusive then Drove Off.
103	A299	3	19/08/2012	1900	1	1	1	1	1	E07000114	628551	165593	A299 Canterbury Road West at Junction with A253, Monckton Roundabout	V1 was Travelling from Ramsgate Towards London Manouvering Around Roundabout at Monkton, Lost Control After Hitting Uneven Part of the Road and Rider Came Off. Minor Injury and no Other Veh Involved.
104	E4112	3	21/08/2012	1755	1	1	1	2	1	E07000114	635802	166233	Spratling Street J/W A256, Manston, Ramsgate	V2 Travelling on a Pushbike Along Spratling Street. the Road was Clear. V1 Has Come from the Back Main Road Hitting V2 off Their Bike. V2 Jumped off the Bike as V1 Drove over the Front Wheel. V1 Stopped, Took V2 Rider and Bike Home but Did Not Wait for a Parent. V1 Later Returned to Speak with Parent. V2 Rider Has Bruising right Leg Near Knee and Ribcage.
105	A28	2	23/07/2012	1310	1	1	1	2	1	E07000114	633229	169876	Canterbury Road at J/W St James Park Road Margate Kent	Ip was Cycling Home Along Canterbury Road, Westgate when a Vehicle Collided with the Ip and Knocked Rider Off. Unknown Vehicle then Made off from Scene
106	B2050	3	29/08/2012	1207	1	1	1	2	1	E07000114	635390	165880	Manston Road, Ramsgate, Kent (Mapped to Ref 635390,165880)	V2 Travelling Along Manston Road Around Series of Bends when another Vehicle Travelling in the Opposite Direction Crossed the Central White Line. V2 Swerved to Avoid and Lost Control, Rolling Several Times Inot a Field. Roadside Breath Test Conducted on D2 Wich Resulted in Failure. D2 Arrested. no Details Taken of V1.
107	E4152	3	30/08/2012	2000	1	1	1	2	1	E07000114	635687	169320	Nash Lane, Margate, Kent	V2 was Driving Along Nash Lane from Westwood Cross, V2 Approached a Sharp Bend Before the Bridge. V1 Came Around the Bend at High Speed on V2's Side of the Road Hitting Wing Mirror of V2 Causing V2 Front Drivers Side Window to Smash. V1 Drove off at High Speed Details Not Exchanged.
108	A253	3	02/09/2012	0820	1	1	1	2	1	E07000114	635497	165088	Canterbury Road Roundabout J/W Sandwich Road, Ramsgate, Kent	V2 was on the Roundabout Riding Straight on in the Outside Lane and V1 Behind V2 . V1 Expected V2 to Turn left but it Did Not So the Two Collided.
109	C224	3	09/09/2012	1544	1	1	1	2	4	E07000114	629181	166489	Seamark Road, Monkton, Kent	V2 was Travelling Home from the Direction of Monkton Roundabout when V1, which was Travelling in the Opposite Direction on the Wrong Side of the Road Collided Head on with V2.
110	E4152	3	04/09/2012	1357	1	1	1	2	3	E07000114	635690	169316	Nash Lane J/W Nash Court Road, Margate, Kent	Veh1 Trav Along Nash Lane. There Were some Vehs Parked to the Nearside So Veh1 Has Pulled out which Has Caused Driver One to Be Too Far over to the Offside Causing it to Collide with Veh2 Coming up Nash Court Road.
111	A299	3	08/09/2012	1814	1	1	1	3	1	E07000114	634015	165302	A299 Canterbury Road West 150M East of Cliffsend Bypass, Cliffsend, Kent	Veh2 was Stationary at Give-Way Speed Reduction Island when it was Struck from Behind by Veh1. this Caused Veh2 to Be Pushed Forward into the Path of Veh3. Veh3 Has then Struck Veh2.
112	A256	3	09/09/2012	1104	1	1	1	1	1	E07000114	635458	165122	A256, Sandwich Road J/W Canterbury Road East, Cliffsend, Ramsgate, Kent	Veh1 was Exiting Roundabout when Bike Slipped out from Under Rider.
113	F11	3	06/09/2012	1510	1	1	1	2	1	E07000114	630671	166860	Plumbstone Road, Acol, Kent (Mapped to Exact Grid Reference Provided 23/10/12 - 630670,166860)	V1 Travelling from Thanet Earth Along Plumbstone Road which is a Single Carriageway. V2 Travelling Opposite Way. both Vehicles Met in Middle and Collided with Each Other.
114	A254	3	20/09/2012	0850	1	1	1	2	1	E07000114	636422	168231	A254 Margate Road J/W Star Lane, Margate, Kent	V1 (Pedal Cycle) Crossed Star Lane Without Looking and was Struck by V2 which was Turnng left into Star Lane. V1 + V2 Had no Damage, Bruising Only to V1 Rider.
115	B2050	3	14/09/2012	1825	1	1	1	2	1	E07000114	631494	167824	B2050, Manston Road, 250 Metres West of Shottendane Road, Birchington, Kent	Veh 1 Travelling East Along Manston Rd. Overtook Witness and then Veh 2. During Overtake Manouvere Veh 1 Has Collided with Offside of Veh 2 Knocking Wing Mirror off Veh 2 and Causing Minor Scratch. on Stopping Driver of Veh 1 Has Assualted Driver of Veh 2 Seperate Report Will Be Placed with Imu as This. Veh 1 then Made off no Details Exchanged.
116	A254	3	24/09/2012	1702	1	1	4	2	1	E07000114	635646	169668	A254 Ramsgate Road, 10 Metres South of Nash Court Road, Margate, Kent	Vehicle 1 and Vehicle 2 Were Travelling Along A254 when Vehicle 2 Stopped in Traffic and Vehicle 1 Hit Vehicle 2 from Behind.
117	B2050	3	26/09/2012	1030	1	2	2	1	2	E07000114	631525	167815	Manston Road, Birchington, Kent	Vehicle 1 was Travelling Manston Road Towards Ramsgate, when Hit a Patch of Mud. Due to Road Condition, Weather Conditions (Raining) and Inexpereince of the Driver, Lost Control and Skidded Towards Nearside Verge. Driver Paniced and Swerved, Instead Hitting Offside Verge and Flipped Vehicle Landing on Roof. no Other Objects Hit/ Damaged. Minor Injury and no Other Vehicles.
118	A254	3	21/09/2012	1037	1	1	1	2	1	E07000114	636408	168073	A254, Ramsgate Road J/W Westwood Gateway, Margate, Kent.	V2 was Travelling North when V1 Pulled out and Hit V2 Causing Damage. V1 Made off Without Stopping.
119	A28	3	22/09/2012	2300	7	1	9	2	1	E07000114	631290	169580	Canterbury Road O/S King Ethelbert School, Birchington, Kent	Veh2 Travelling E Towards Margate in Inside Lane. Veh1 Travelling in Same Direction Overtook M/Cycle and Collided with Rear Foot Rest of M/Cycle Causing Rider to Fall to Road and Bike to Crash.
120	A254	3	18/09/2012	1530	1	1	1	2	1	E07000114	635939	169223	A254 Ramsgate Road, Margate, Kent	Infmt Cycling Along Ramsgate Road, Margate Towards Qeqm Hospital from Direction Westwood. as V2 Passed Orb Public House Noticed V1 Moving over Towards V2 (Travelling Same Direction). Before Infmt Could Take Avoiding Action Cycle Has Caught on the Side of the Vehicle Dragging Rider for 2 to 3 Metres. Other Drivers then Sounded Their Horns (No Details) Andv1 Stopped. Driver Got out and Apologised, Asked If Rider was Okay then Drove off Toward Qeqm.
121	A299	3	01/10/2012	1720	1	1	9	3	2	E07000114	628576	165633	A299, Coastbound J/W A253, Ramsgate, Kent	Veh 3 Had an Issue with the Accelerator Getting Stuck on the Car Mat. Veh 3 Slowed and Veh 2 Slowed. Veh 1 Did Not See the Change in Speeds and Collided into the Back of Veh 2. Veh 2 was Forced into Veh 3 Causing All Parties to Come to a Stop.
122	A253	3	06/10/2012	2210	1	1	1	2	1	E07000114	631141	165765	A299 Thanet Way Roundabout J/W A253 Minster Road, Minster, Kent	V1 Entered Roundabout from Minster Road Thinking it was Clear. V2 Entered Roundabout, Continuing Along A299 at Speed. Veh 1 and 2 Collided Mid-Junction.
123	B2048	3	26/09/2012	0103	4	2	2	1	1	E07000114	630750	167090	B2048 the Street, Acol, Birchington, Kent (Mapped to Police Ref 630750 167090)	Veh 1 Has Travelled Along Minster Road into Acol onto the Street. as Veh 1 Enters the Village Veh Has Collided with a Wall on the Nearside Possibly Due to the Poor Conditions Driver Has Lost Control.
124	A254	3	09/10/2012	1705	1	1	1	2	1	E07000114	636420	167910	A254, Westwood Road Roundabout, Margate Road, Broadstairs, Kent	V2 was Negotiating Roundabout, V1 Came up Behind V2 Hit V2 Causing Damage, Failed to Stop and Made off down Ramsgate Road. no Details Known for D1, Dob Etc
125	A28	3	15/10/2012	1002	1	1	1	2	1	E07000114	631652	169618	A28 Canterbury Road 100M East of Hengist Road, Birchington, Kent.	V1 Turnedtravelling East on A28 Slowing down in Lane 1. V2 Also Travelling East on A28 Towards Margate Cresting Brow and Hit V1 in Rear Pushing both off the Road into Fence of Golf Course Footpath.
126	E4112	2	15/10/2012	1755	1	2	8	1	1	E07000114	634887	166466	Preston Road,30 Metres North of Spratling Street, Manston, Kent.	Rider of a Motorycycle was in Preston Road, Manston when Rider Had to Slow Down.Rider Applied Only the Front Brake Causing the Front Wheel to Lock up and the Bike to Fall to the Left. the Rider Has Received a Broken Collar Bone as a Result. no Other Vehicle was Involved and no Damage Has Been Caused to Any Roadside Property.
127	C229	3	11/10/2012	1712	1	2	2	1	1	E07000114	634000	167158	Manston Road, O/S Rosemary House, Manston, Kent	V1 left Drome Garage and Turned Left. V1 Lost Control Due to Foot Becoming Stuck and Accelerated Instead of Braking. V1 Mounted a Verge on Opposite Side of Road Before Re-Entering Carriageway and Colliding with a Fence and Telegraph Pole Outside 'Rosemary' House Approx 100 Yards from Start of Journey.
128	A28	3	14/10/2012	1331	1	1	1	2	2	E07000114	630844	169462	A28, Canterbury Road Junction with Edward Drive, Birchington on Sea, Birchington, Kent	V2 Slowing to a Stop for another Vehicle turning right V1 Approaching Behind V2 Travelling in Same Direction Did Not Slow and Dazzled by Low Sun Skidded and Hit V2 in Rear
129	B2048	3	23/10/2012	1940	6	2	7	1	1	E07000114	630478	167959	B2048, Park Lane J/W B2050 Manston Road, Birchington, Kent.	Vehicle 1 Failed to Take Bend Going into Wall.
130	A299	3	25/10/2012	0940	1	1	4	2	1	E07000114	633814	165359	A299: Canterbury Road West New Roundabout, Ramsgate, Kent	Vehicle 2 Has Stopped at Junction of Roundabout to Give Way. Vehicle 1 Has Moved off Believing Vehicle 2 Has Moved Off. Low Speed Impact. (To Be Reviewed Following New Road East Kent Access)
131	A253	3	26/10/2012	0655	1	2	2	2	1	E07000114	631099	165765	A299 Thanet Way, Minster, Kent	Veh 1 Travelling W-E across Roundabout, Dual Carriageway. Veh 1 Collided with Veh 2 Travelling Same Direction. Veh 1 Clipping Veh 2 with Wing Mirror Causing Veh 2, a Motorcycle, to Come to a Stop. Veh 2 Rider Placed Foot to Floor to Stabilise Bike. Veh 1 Drove over Foot of Rider of Veh 2.
132	A256	3	26/10/2012	1640	6	2	5	2	2	E07000114	634507	164659	A256 Canterbury Road, Cliffsend Tunnel, Ramsgate, Kent. (Mapped to New Road Link)	V1 was Travelling Along the New Cliffsend Bypass Following an Earlier Rtc. V2 Carried out an Emergency Stop to Avoid a Further Unknown Vehicle That Had Stopped in a Contraflow Lane Closure Put in Place Around a Further Rtc. V1 Skidded on Mud left on the Road by the Lorry and Could Not Stop in Time Before Colliding with the Rear of V2,
133	E4112	3	11/11/2012	1015	1	2	1	2	1	E07000114	635673	167701	Manston Court Road, Margate, Kent (Mapped to Police Ref 635673,167701)	V1 was Travelling Along Manston Court Road, when it Had to Stop Quickly Due to an Oncoming Vehicle Travelling Too Fast. V2 Has Attempted to Stop but Due to the Slippery Conditions Has Skidded on the Wet Road and then Collided with V1. Slight Injury to the Rider of V2.
134	E4149	3	18/11/2012	1125	1	2	1	2	2	E07000114	632700	169680	Victoria Avenue Junction with Streete Court Road, Westgate-On-Sea, Kent.	V1 Travelling Along Streete Court Road Westgate Towards Victoria Avenue. V2 was Travelling Along Victoria Avenue Towards Streete Court Road. Vehicles Were Parked All the Way Along Victoria Avenue Including Close to the Junction at Streete Court Road Limiting the View. V1 Began Pulling out of Streete Court Road into Victoria Avenue, Due to Restricted View V1 Did Not See That Pulled into Path of V2 which was Travelling South on Victoria Road. V2 Collided into Offside of V1, V2 Had right of Way
135	B2049	3	05/11/2012	0824	1	2	1	2	6	E07000114	635070	169520	Shottendane Road, Outside No.11 ,Margate	V2 Stationary on Shottendane Road Allowing a Parked Vehicle to Pull out when it was Hit from Behind by V1
136	A256	3	19/11/2012	1715	7	1	9	2	2	E07000114	636233	167834	A256, Haine Road, Ramsgate,Kent (Mapped to Exact Grid Reference Provided 09/01/2013 636230/167830)	V2 Stationary in Traffic when V1 Has Hit V2 Rear On. V2 Has Pulled into Nash Road and V1 Has Driven Off. Driver and Passenger of V2 both Have Back Pain.
137	A254	3	23/11/2012	0330	7	2	5	2	1	E07000114	636437	168214	Poorhole Lane 10 Metres East of A254 Margate Road, Broadstairs, Kent	V1 Indicated left into Pporhole Lane (Coming from Margate), Road Conditions Very Wet. Road is Narrow. Oncoming Vehicle (Details Unknown) Caused Vehicle 1 to Swerve. Before Drv Lost Control of V1, Struck a Tree on Nearside and Collided with the Brick Wall of Wine Warehouse.
138	A299	3	27/11/2012	1940	7	1	9	2	1	E07000114	631104	165756	A299, Thanet Way J/W Tothill Street, Minster, Ramsgate, Kent.	V1 was Travelling Along A299 from Monkton Roundabout Towards the Minster Roundabout. as it Approached the Minster Roundabout, it Failed to Give Way to Traffic on the Roundabout. V2 was turning right from Tothill Street onto the A299 and was Hit on It's Nearside by V1.
139	A28	3	04/12/2012	0825	1	1	9	2	2	E07000114	630300	169072	Canterbury Road, Birchington, Kent (Mapped to Police Ref 630300 169060)	V2 Travelling Along Canterbury Road in Birchington Towards Canterbury. Traffic in Front was Slowing So V2 Slowed down & Braked. V1 Went into the Rear of V2 Causing Minor Damage to both V1 & V2. Self Reported Crash no Details of V1
140	F11	3	03/12/2012	1530	1	1	1	2	1	E07000114	630704	167451	Crispe Road Near to Acol Hill (Mapped to Police Ref 630710 167450)	V1 was Travelling Along Crispe Road Towards Acol. V2 was Coming from the Other Direction. the Road is Narrow with Passing Places. V1 Has Failed to Judge the Speed & Location of V2 Has Struck it Causing Damage to Offside of both Vehs.
141	A256	3	21/12/2012	0825	1	2	1	2	1	E07000114	636269	167862	A256, Haine Road, Ramsgate, Kent (Mapped to Grid Reference Provided 636260/167850)	both V1 & V2 Were Travelling Along Haine Road, Ramsgate Towards Wwx. V2 was in Front of V1, V2 Has Braked Causing V1 to Slam on her Brakes and Collide into the Back of V2. Minor Damage was Caused to both Vehicles and D1 Stated at the Scene That she Had Slight Pain in her Chest Fro her Seatblet. Secas was Declined, but her Partner Picked her up and Took her to Qeqm as a Precaution.
142	A254	3	20/12/2012	1332	1	2	2	2	1	E07000114	636414	167907	A254 Ramsgate/Margate Road, Rdbt with A256 Haine Road, Westwood, Kent	V1 Pulled out in Front of V2 Who was Already on the Rdbt Causing the Moped (V2) to Brake and Slip over in the Wet. no Contact Between the Vehicles.
143	C565	3	22/12/2012	0254	4	2	1	1	1	E07000114	634972	169481	Shottendane Road Outside no 16, Margate, Kent	V1 Driving at Excess Speed, Driver Has Lost Control and Struck a Lamp Post Causing Extensive Damage to Vehicle. Driver was Intoxicated and Failed Roadside Test. Arrested for Eba.
144	A254	3	15/12/2012	1730	1	2	2	2	1	E07000114	636436	167939	A254 Margate Road, Westwood Rdbt, Broadstairs, Kent	Informant on M/Cycle (V2) Has Travelled from Nash Road, to Junction Haine Road then Turned left Towards Westwood Cross Roundabout in Order to Travel to Westwood Road, as V2 is Travelling Around Roundabout in left Hand Lane They Noticed V1 Travelling Same Direction Extremely Close Attempting to Pass Them. Informant Has then Come off Bike on the Roundabout.V1 Did Not Stop and Continued on Their Way.
145	A28	3	12/01/2013	1150	1	1	1	2	1	E07000114	633844	170008	Canterbury Road J/W George V Avenue, Margate, Kent.	V2 was Stationary on George V Avenue J/W Canterbury Road Waiting to Turn left to Travel Towards Garlinge. V1 Behind V2 and Hit V2 in the Rear. Minor Damage and Injury. both Drivers Stopped and Part Exchanged Details.
146	B2190	3	12/01/2013	1807	4	2	1	2	1	E07000114	631340	166150	B2190, Junction with Columbus Avenue, Manston, Kent	Veh 2 Travelling B2190 Minster Road in East Direction. Veh 2 Entered the Roundabout J/W Columbus Avenue. Veh 2 Missed the Exit and Continued Round the Roundabout. Veh 1 Travelling B2190 Minster Road in East Direction Entered the Roundabout - Veh 1 Hit Veh 2.
147	C229	3	14/01/2013	0825	1	4	1	2	1	E07000114	634110	167640	Vincent Road at Junction with Manston Road, Margate, Kent	Veh 1 was Travelling Along Vincent Road Towards the Junction with Manston Road as Veh 2 was Travelling Along Manston Road Towards the Same Junction. Veh 1 Stated That They Braked at the Junction but the Wheels Locked up and Skidded on the Snow. as Such Veh 1 Could Not Stop at the Stop Line and Slid into the Path of Veh 2 which Caused a Collision
148	A299	3	17/01/2013	0409	4	4	3	1	1	E07000114	627575	166981	A299 Thanet Way Rdbt J/W A28 Canterbury Road, St Nicholas at Wade, Margate Kent	V1 Approaching Roundabout in E Direction on A299 at Speed Slid on Ice on Roundabout. Hit Lamppost at Side of the Road Before Leaving Carriageway and Ending up in a Ditch
149	B2050	3	21/01/2013	0930	1	4	3	2	1	E07000114	633149	166453	B2050 Manston Road J/W B2190 Spitfire Way, Manston, Ramsgate	it Would Appear That V1 Reached the Junction of B2190, Where it Pulled out turning right onto B2050 in Doing this the Driver Hit the Passenger Side of the V2, Causing V2 to Lose Control in the Snow and Ice. V2 then Collided into the Bank at the Side of the Road, V1 and V2 Stopped, both Drivers Assessed by Secas.
150	A256	3	22/01/2013	0920	1	2	1	2	1	E07000114	636297	167886	Haine Road J.W Nash Road, Broadstairs, Kent	V2 Has Stopped for on Coming Traffic Around a Parked Vehicle. V1 Has Slipped when Braking and Struck the Rear of V2 Causing Slight Damage. V2 Suffering with Neck and Back Pain.
151	A254	3	28/01/2013	1745	4	2	2	3	2	E07000114	636284	168682	A254, Ramsgate Road, 30 Metres Se of Enterprise Road, Margate, Kent	V2 and V3 Slowed and Stopped Due to a Build up of Traffic. V1 Has Not Realized They Have Started to Slow, D1 Has then Seen Brake Lights, Braked but Not Stopped in Time, V1 Has Gone into V2 which Has then Gone into V3.
152	A299	2	26/01/2013	1341	1	2	8	2	1	E07000114	631750	165704	A299, Thanet Way Opposite J/W Laundry Road, Minster	V1 (Motorcycle) Travelling Easterly Along the New Thanet Way. Moved out from Lane 1 to Lane 2. Applied Brakes Due to Slower Moving Traffic in Lane 2 and Waved out the Front Wheel Causing the Bike to Slide on its Side Until it Collided with the Rear of V2. Rider of V1 Sustained Serious Leg & Pelvic Injuries.
153	A256	3	08/02/2013	1815	4	1	1	2	1	E07000114	635920	166559	A256 New Haine Road J/W Haine Road, Broadstairs.	V2 (Cyclist) Travelling on Haine Road Going South at R/Ab/Ab. V2 was Passing J/W New Haine Road (A256) when V1 Entered Roundabout and Hit V2. both Drivers Stopped and at the Time D2 Thought There was no Damage or Injury. These Were Discovered Later and Reported to Police
154	A254	3	10/02/2013	1900	4	3	6	2	1	E07000114	636407	167905	A254 Margate Road, 10 Metres from Roundabout with A256 Haine Road, Westwood Cross, Broadstairs Kent	V2 Travelling East to West Negotiating Roundabout. V1 Travelling South to North Failed to Stop at Give Way Markers and Hit V2 Causing Damage.
155	A256	3	14/02/2013	1620	6	2	1	2	1	E07000114	635431	165170	A256, Haine Road J/W Canterbury Road, Ramsgate, Kent	V1 Has Cut across into Path of V2 and Come off Worse. Possibly a Mis-Judgement of Lane Positioning for V1 to Get ahead of V2.
156	C229	3	08/03/2013	0853	1	2	7	2	1	E07000114	634774	168693	Manston Road J/W Fleet Road, Manston, Ramsgate, Kent	V2 was Travelling Along Manston Road Towards Margate when V1 Pulled out of Fleet Road into its Path. V2 Tried to Swerve but was Unable to Do So Due to Nearside Embankment.
157	A28	3	25/02/2013	1820	4	2	8	3	1	E07000114	633470	169880	A28, Canterbury Road Junction with Bridge Road, Margate, Kent.	V2 Has Been Travelling Along Canterbury Road Towards Margate when Vehicle 1 Has Pulled out of the Junction Dazzled by Car Lights and Vehicle 2 Has Hit Vehicle 1 which was Emerging from a Minor Road. Vehicle 2 Has then Hit Vehicle 3 which was Oncoming.
158	A299	3	16/03/2013	1203	1	2	5	2	2	E07000114	634422	165130	A299, Canterbury Road West, Ramsgate, Kent	Veh 2 Travelling East Along Canterbury Road West,As Veh 2 Approached the Traffic Calming Measures an Unknown Vehicle Came Around the Traffic Calming Island Causing Veh 2 to Brake Sharply and Come to a Stop. Veh 2 Did Have right of Way. Veh 1 Travelling Behind Veh 2 and Has Also Braked Sharply Causing it to Skid into Veh 2
159	B2048	3	17/03/2013	1419	1	1	1	2	1	E07000114	630274	168989	Park Lane, Birchington, Kent (Mapped to Road at 630290 168990)	V1 Had Pulled up on O/Side of Road and Passenger Opened Front N/Side Door into Road. V2 Hit Open Door Causing Passenger in Injure left Leg.
160	A28	3	03/04/2013	1920	1	1	1	2	1	E07000114	630458	169117	A28, Canterbury Road J/W Park Road, Birchington, Margate, Kent	V1 was turning right from Park Road, when V2 an Ambulance which was on an Emergencey Call Hit V1 which was Crossing the Path of V2.
161	A28	3	04/04/2013	1742	1	1	1	1	1	E07000114	632797	169907	A28, Canterbury Road 30M West of J/W Queens Road, Margate, Kent	V1 was Travelling from Westgate Traffic Lights Towards Margate Town. C1 Has Run from the Near Side Pavement across Lane One and into the Path of V1, which was Travelling in Lane Two.
162	B2050	3	08/04/2013	0852	1	1	1	2	1	E07000114	633152	166455	B2050 Manston Road J/W B2190 Spitfire Way, Manston, Kent.	V1 was at the Junction of Spitfire Way and Manston Road and V2 was Travelling Along Manston Road from the Junction of Ramsgate Towards Birchington. V1 Has Not Seen V2 Approaching So Pulled out of Junction in Front of V2 Causing the Collision.
163	A256	2	07/04/2013	0800	1	4	7	1	1	E07000114	633585	162327	Sandwich Road J/W Ramsgate Road, Ramsgate, Kent	Veh 1 Driving Along Sandwich Road in Foggy Conditions, Failed to See Signs for Roundabout and Did Not Brake or Adjust Speed Until it was Too Late. Hit the Roundabout Island, Travelled across it and Came to a Stop on the Opposite Embankment. (Nb New Road Layout)
164	A254	3	26/04/2013	1535	1	2	2	2	1	E07000114	636422	167947	A254, Westwood Road J/W Margate Road, Broadstairs, Kent	Rider of Veh 2 Crossing Roundabout and on Seeing Veh 1 on Roundabout Braked Hard on Slippery Wet Road Surface, Skidded, Lost Control and Came Off. no Contact Made with Veh 1,
165	A254	3	25/04/2013	1046	1	1	1	2	1	E07000114	635787	169531	A254, Ramsgate Road J/W Qeqm Hospital Entrance, Margate, Kent	V1 was Travelling Behind V2 Towards Margate. at the J/W Qeqm Hospital the Traffic Lights Changed to Red. V2 Braked to Stop for the Red Light and V1 Failed to Stop in Time, Colliding with the Rear of V2.
166	A254	3	05/05/2013	1250	1	1	9	2	1	E07000114	635911	169266	A254 Ramsgate Road at J/W Nash Lane, Margate, Kent	V1 Travelling Ramsgate Road Margate in North Direction and Turned left into Nash Road and then Heard Someone Shout. V1 Stopped in Nash Road and Got out of the Car to See Who Had Shouted. no One Approached D1 Who Saw a Group of People on the Corner Who D1 Did Not Know. V1 Drove Home, on Arriving at Home V1 Driver Discovered a Scratch.
167	B2049	3	30/04/2013	1527	1	1	1	2	2	E07000114	635017	169501	Shottendane Road J.W Jacob Close, Margate, Kent	both V1 and V2 Have Been Travelling Along Shottenden Road Away from Margate. as V1 Approached the Junction with Jacob Close it Has Used the Extra Road Just After the Vehicle Parking Bays to Conduct a U Turn. on Conducting this Manouvere it Appears That V1 Has Pulled into the Pathway of V2 and the Point of Collision Has Been Front of V2 to Drivers Door V1. on Arrival at Scene V1 Has Been Horizontal Between both Lanes and V2 Has Been Facing the right Way Inbetween both Lanes.
168	A28	3	05/05/2013	1310	1	1	1	3	6	E07000114	630094	168899	Canterbury Road Outside 224, Birchington, Kent	Veh 1 Travelling Towards Birchington Brakes and States Veh Veared across Road into Oncoming Traffic Hitting Head on with Veh 2. this Travels Backwards Where Veh 3 Hits Back of Veh 2
169	A299	3	29/03/2013	0900	1	2	2	2	1	E07000114	634830	165070	A299 Canterbury Road West, Cliffsend, Kent	Veh 2 Stationary, Facing West on A299 Allowing on Coming Traffic to Pass. Veh 1 Travelling West on A299 Hit Rear of Veh 2. (Veh 2 Stopped at Traffic Calming Pavement Extention) both Drivers Stepped out and Spoke to One Another. Damage Caused to Veh 1, no Damage to Veh 2.
170	A28	3	11/05/2013	1857	1	5	5	1	1	E07000114	628144	167316	A28 Canterbury Road 300 Metres from Netherhale Farm Road, Birchington, Kent	V1 was Travelling Along A28 Birchington Towards St Nicholas when it Hit a Large Puddle in L1, this Has Caused Vehicle to Lose Control and Hit the Control Verge and Cross the Carriage Way.
171	A254	3	24/05/2013	1211	1	2	1	2	1	E07000114	636415	167906	Ramsgate Road J/W Wwx Industrial Esate, Broadstairs, Kent	V1 was Waiting at the J/W of Wwx Industrial Estate to Pull out onto Ramsgate Road. V2 (A Bus) Travelling on the Main Road, Westwood Towards Margate. V2 Indicated to the Nearside, to Park at the Bus Stop. V1 Thought V2 was Indicating to Pull into the Ind Estate and Pulled into the Path of the Bus.
172	C229	3	23/05/2013	2130	6	2	8	2	2	E07000114	634808	168750	Manston Road, 100 Metres North of Fleet Road, Margate, Kent	V1 was Travelling Along Manston Road, Margate, Towards Manston when Lost Control Skidding Due to Weather and Icy Road Condiditons Colliding with V2. Damage to both Vehicles and Minor Injury to Drivers. no Damage to Roadside
173	A256	3	24/05/2013	1700	1	1	9	2	2	E07000114	636071	167669	Haine Road, Broadstairs, Kent	Veh 2 Driving Along Haine Rd, About to Turn into Primark Car Park Area (Although Actually on Haine Rd). Veh 1 was Behind Veh 2, as Veh 2 Slowed down to Let Traffic ahead Go - Veh 1 Crashed into the Rear of Veh 2. both Parties Stopped (Eventually), Exchanged Details but Driver + Pass Have Whiplash.
174	A28	3	25/05/2013	1210	1	1	1	2	4	E07000114	633435	169880	A28 Canterbury Road, Garlinge, O/S Petrol Station Margate, Kent	Veh 2 was Driving Along A28 Canterbury Road, Garlinge in the Direction of Birchington. as They Have Approached Bp Garage, the Traffic Has Slowed Due to Vehicles up ahead Turning. as They Have Slowed, They Have Been Hit from Behind by Vehicle 1. Driver of Vehicle 1 left Details at Scene Before Leaving Prior to Police Arrival.
175	E4152	3	28/05/2013	1640	1	2	2	4	2	E07000114	635401	169567	Nash Road O/S No. 51, Margate, Kent	Veh 1 Travelling Along Nash Road, Stopped to Check Delivery Address. Pulled out into Path of Veh 2, Veh 2 Has Swerved and Collided with Veh 3 which Hit Veh 4 (Both Parked)
176	A256	3	29/05/2013	1405	1	2	1	1	1	E07000114	633736	164027	A256 Ramsgate Road 400 South of Cottington Road, Cliffs End, Ramsgate, Kent	Drivers of V1 was Travelling on the New A256 Cliffs End Bypass Towards A299. as V1 Approached a Temporary 50 Mph Limit from the 70 Mph Section the Driver Admits Lent over to Pick Something up and in Doing So Foot Slipped off the Brake Peddle, and onto the Accelerator Due to Having Muddy Work Boots. V1 Has left the Carriageway Where There was no Barrier and Entered a Ditch Causing the Vehicle to Roll.
177	E4144	3	28/05/2013	2040	1	2	8	1	1	E07000114	631417	167887	Shottendane Road 50 Metres from Manston Road, Margate, Kent	V1 Travelling Along Shottendane Road, Margate. Hit Sharp Dip in Road and Wet Surface. this Caused Handle Bar to Dip, and Bike to Slide down the Road. no Other Vehicles / Persons Involved.
178	A28	3	31/05/2013	1716	1	1	1	2	1	E07000114	627679	167018	A28 Canterbury Road 200 Yards Ne of St Nicholas at Wade Rab, Birchington, Kent	both Vehicles Travelling Towards St Nicholas at Wade Roundabout. Appears That V2 was Stopped at the 200 Yd Marker on the A28 'B' Carriageway to Let Two Dogs out to Make Them Use the Toilet. as V2 Has Been Braking to a Stop V1 Has Collided with V2 from the Rear. Seems the Collision was Low Speed as V1's Airbag Has Not Deployed.
179	E4150	3	05/06/2013	2105	4	1	1	2	1	E07000114	633591	169707	Balmoral Road 25M from High Street, Garlinge, Margate, Kent.	V1 is Suspected to Be Stolen and Driver Made off from Scene Prior to Police Arrival.Veh 2 Leaving a Drveway when it Stopped to Give Way to V1 Who was Reported to Be Speeding and Collided with Front of V2 Causing Extensive Damage and Minor Injury to Driver of Veh 2.
180	F1861	3	10/06/2013	0550	1	1	9	2	1	E07000114	629280	167150	Seamark Road, Thanet Earth, Birchington, Kent (Mapped to Police Ref 629280,167150)	Casualty 1 was Riding Push Bike Towards Thanet Earth in Birchington, when was Hit by a Car. an Ambulance was Called and Took Cas 1 to Q.E.Q.M Where Rider was Treated for Bruises and Scratches. Police Did Not Attend.
181	A256	3	24/06/2013	1815	1	1	1	2	1	E07000114	636014	167534	Haine Road J.W New Haine Road, Broadstairs, Kent	Road Rage Incident when V1 Tail Gate V2 and V1 Overtook V2. at the Next Roundabout V2 Pulled up Next to V1 and C1 (Passenger) Got out to Have a Go. D1 Pulled Back and Tried to Get Away C1 Went in Front of V1 and was Slightly Injured.
182	A254	3	25/06/2013	1500	1	1	1	2	1	E07000114	635564	169869	B2052, College Road, Margate, Kent	both Vehicles Had Just Turned right off Ramsgate Road into College Rd. V2 was in Front and Stopped to Turn right and Turn into Driveway Parallel to Ramsgate Road. V1 Did Not See Any Indication That V2 Had Stopped. V1 Drove into the Rear of V2 Causing Very Minor Damage. D2 Complained of Neck/Back Pain and Kfrs Removed the Roof.
183	A256	3	23/06/2013	0017	6	1	1	1	1	E07000114	636264	167864	A256 -Haine Road, Ramsgate, Kent. (Mapped to Police Confirmed Ref 636280 167840)	V1 Twoc Drove from Tescos Car Park Along Haine Road. Drv was Intoxicated and Does Not Appear to Hold a Car Licence, Let Alone an Hgv Licence. Witness Saw Artic Swerving across Road and then into Tree Line, Making Contact with Offside of the Cab and Mounting the Verge. no Other Vehicles Involved.
184	B2190	3	30/06/2013	1920	1	1	1	2	4	E07000114	631370	166150	Columbus Avenue Roundabout at the Junction with Spitfire Way, Manston, Kent	V1 Has Entered the Roundabout Directly in the Path of V2 which was Already Committed on the Roundabout. V2 Unable to Take Action to Avoid V1. Casualties Declined to Give Their Dates of Birth
185	F11	3	28/06/2013	1428	1	1	1	2	2	E07000114	630323	167483	Crispe Road West of Acol Hill, Acol, Birchington, Kent	Vehicles Travelling Towards One Another. both Approaching the Crest of a Hill on a Narrow Part of the Single Track Road. Minor Misjudgment in Speed Causing Them to Strike One another Head On. no Allegations Made by either Party.
186	E4112	3	23/06/2013	1617	1	1	1	2	1	E07000114	636260	167940	Nash Road, Broadstairs, Kent. (Mapped to Police Ref 636260,167940)	both Drivers Were Heading Towards Each Other on a Narrow Road, Although There was Enough Room to Pass, the Driver of V1 Believed They Saw a Person or Animal Step out of the Hedge. Drv Manouvered to Miss It/Them and Collided V1 Offside with V2 Offside.
187	B2190	2	20/05/2013	1400	1	1	1	2	1	E07000114	632007	166062	Spitfire Way J.W Alland Grange Lane, Manston, Kent	V1 Came out of Alland Grange Lane onto Spitfire Way, Straight into Path of V2 (Motorbike) Causing V2 to Swerve & Fall off Bike Causing Damage and Injury. V1 & V2 Did Not Make Contact. V2 Has Witness & Partial Details of V1
188	F1861	3	05/07/2013	1550	1	1	1	3	2	E07000114	628895	166126	Seamark Road, 300 M South of Plumstone Road, Birchington, Kent	V1 is a Tractor Heading Towards V2 + V3. V1 Clips Wing Mirror of V2. V2 Brakes Suddenly, V3 Unable to Stop in Time + Collides with Rear of V2. V1 Has Carried on Driving + Has Not Stopped.
189	A256	3	10/07/2013	0902	1	1	1	2	1	E07000114	633573	162292	A256 Cliffsend, Ramsgate, Kent (Mapped to Ref 633620,162320)	V2 was in the N/S Lane, it Drove onto the Roundabout, Indicating Right, Manouvering Around the Outside Lane. V1 was in the O/S Lane, and when Entered the Roundabout, Went to Exit on the 2Nd Exit Point. Saw V2 Crossing the Exit, Braked and the Bike Slid Scross the Road. V1 Rider Got up and Ran to the Roundabout.

190	A256	3	13/07/2013	1418	1	1	1	2	2	E07000114	635475	165074	A256 Roundabout Sandwich Road Ramsgate Kent	V1 and V2 Have Come Together Whilst on the Roundabout of the A256. Slight Damage to both Vehicles and Slight Injury to Passenger in V1 no Hospital Treatment Required.
191	B2050	3	13/07/2013	1315	1	1	1	1	1	E07000114	634479	166325	B2050, Manston Road, Ramsgate, Kent (Mapped to Police Confirmed Grid Ref 634500,166320)	V1 on Straight Section of Road, some Unknown Mechanical Fault Caused Front Wheel to Jam which Caused Rider to Be Thrown from the Motorcycle.
192	A254	3	09/07/2013	1815	1	1	1	2	1	E07000114	635678	169641	Perkins Avenue J.W Ramsgate Road, Margate, Kent	at the Above Time and Date Officers on Patrol Turned into Perkins Avenue to Find Cyclist, , V1, Clutching Legs and Complaining That the Driver of V2, Had Braked Sharply Causing Them to Crash into Rear. it Would Appear That Cyclist Has Turned into Perkins Avenue from Ramsgate Road at Speed and Has Ridden Directly into the Rear of V2 Who was Held up in Order to Allow Oncoming Traffic Through.
193	A299	3	02/07/2013	1211	1	1	1	1	2	E07000114	627518	166996	A299 Coastbound, St Nicholas at Wade, Birchington, Kent	V1 Going Towards Thanet on the A299, Upon Approaching St Nicholas-At-Wade Roundabout V1 Has Clipped the Roundabout & Has then left the Road & Has Entered Farmers Field. Elderly Driver & Passenger Have Received Slight Injuries.
194	B2049	3	13/07/2013	1545	1	1	1	2	1	E07000114	635253	169688	College Road J.W Nash Road, Margate, Kent	V1 and V2 Travelling Along College Road, Margate Approaching the Traffic Lights. V2 was in Front and Slowed to Stop. V1 then Struck the Back of V2. V1 Mounted the Pavement to Leave the Scene, Collided with a Wall Causing Damage. Rider of V1 left the Motorcycle on the Pavement and Walked Off.
195	E4152	3	08/07/2013	0823	1	1	1	2	1	E07000114	636057	168257	Nash Road 50M South of Nash Farm, Broadstairs, Kent	V1 and V2 Travelling Along Nash Road in Opposite Directions on a Very Narrow Bend, Vehs Have both Collided Head On, both Drivers Stated They Did Not See Each Other.
196	A254	3	16/07/2013	1700	1	1	1	1	1	E07000114	635975	169138	A254, Ramsgate Road J/W Farley Road, Margate, Kent	D1 was Riding a Pedal Cycle Along Ramsgate Road down Hill. D1 Went to Leave the Road to Join the Path Alongside but in Doing So Fell from Cycle onto the Pavement, no Other Vehs or Peds Involved.
197	A253	3	15/07/2013	0120	7	1	9	1	1	E07000114	634848	165070	Canterbury Road West, Ramsgate, Kent (Mapped to Location Description - Ltd Info)	V1 Travelling Towards Ramsgate Swerved to Avoid a Fox Collided with a Speed Sign which Fell over V1 Ended up in Field.
198	A254	3	22/07/2013	0857	1	1	1	2	1	E07000114	636434	167921	Westwood Road Jw Margate Road, Broadstairs, Kent.	V2 Travelling on Westwood Cross Road, Broadstairs in West Direction Entered Westwood Cross Roundabout Intending to Go Straight on into Haine Road, V1 Behind V2. .V2 Stopped on the Roundabout, V2 Stopped Due to Other Stationary Traffic Waiting to Exit onto Maine Road. V1 Went into the Back of V2 Causing Damage. V1 Drove off - Margate Road Towards Margate. Section 170 was Not Complied with
199	A28	2	18/07/2013	1615	1	1	1	2	1	E07000114	632410	169770	Minster Road, A28 Canterbury Road, Westgate-On-Sea, Kent	V2 was Travelling Along Minster Road Towards the Traffic Lights Junction with A28 Canterbury Road and V1 was Travelling Along St Mildreds Road Towards the Same Junction. V1 was Intending to Turn right onto the A28 Towards Birchington and V2 was Intending to Turn left onto the A28 Also. Due to the Nature of the Junction V1 and V2 Were Approaching Each Other Head On. V1 Has Turned right and into the Path of V2 which was turning Left. Possible That V2 was Obscured by Queuing Traffic. Collision Occurred
200	A229	3	23/07/2013	1620	1	1	1	1	1	E07000114	628717	165607	A229, Thanet Way, Minster, Sheeness Kent (Police Confirmed Location)	V1 Travelling 70Mph, New Rear Tyre Newly Fitted on Bike, Lost Control & Slid down the Road Caused Substantial Damage to Motorbike and Minor Injury to Rider. no Other Vehs Involved.
201	A256	3	29/07/2013	1237	1	1	1	2	1	E07000114	635753	165937	A256, Haine Road, Ramsgate, Kent (Mapped to Exact Grid Reference Provided - 635750/165930 - 18/09/2013)	V2 Had Exited the Roundabout off Haine Road Past the Travel Lodge at Westwood Cross. V2 was Stattionary in Queue of Traffic when V1 Came from Inside Lane Trying to Cut across the Front of V2 Hitting V2's Offside Front Wheel Arch V2 Sounded Horn. V1 Carried on Forward Driving off Towards Broadstairs.
202	A299	2	28/07/2013	1329	1	1	1	1	1	E07000114	628565	165657	A299 Thanet Way, Coastbound, St Nicholas (Mapped to Police Confirmed Location 628570,165660)	One Vehicle Rtc. Bike Travelling on Dual Carriageway Went to Leave Road Via Slip Off. Rider Misjudged Bend and Clipped Curve Causing Rider to Go over Handle Bars.
203	E4150	3	31/07/2013	1440	1	1	1	2	1	E07000114	633797	169333	Brooke Avenue Jw Kingston Avenue, Margate, Kent	V1 Pulled out of Badly Marked Road Surface in Front of V2, Slight Injury to Driver of V1.Section 170 Complied.
204	A253	2	03/07/2013	1335	1	1	1	2	1	E07000114	628562	165587	Thanet Way at the Junction with Willetts Hill, Monkton, Kent	V.1 was Travelling Around the Roundabout from Minster as was V.2. V.2 was Travelling Towards Whitstable turning right at the Roundabout. V.2 Believes That V.1 was Going to Turn right then Changed Mind and Cut V.2 up on the Roundabout Causing V.2 to Skid and End up on the Otherside of the Carriageway and V.1 Has Continued Towards Sarre Without Stopping
205	E4152	3	01/08/2013	1400	1	1	1	2	1	E07000114	635657	169294	Nash Road J.W Track Leading to Allotments, Margate, Kent	V2 (Motor Cycle) was in Heavy Traffic, V2 Has Been Going Past when V1 Has Pulled out Hitting the Rider of V2 off Bike. Details Exchanged but Rider of V2 Has Sustained Slight Injury.
206	A254	3	29/07/2013	1000	1	1	1	3	2	E07000114	635560	169860	A254, Victoria Road, Jw B2052, College Road, Margate, Kent	V1,2 and 3 Have Gone Through Set of Traffic Lights from the Direction of College Road, Margate. a Vehicle Not Involved in Rtc Has Turned right and V3 Has Slammed on Brakes to Avoid Collision. V1 Has Gone into the Back of V3 and V2, Travelling Behind V1 Has Gone into the Rear of V1. V2 and V3 Have Hardley Any Damage. V1 Has Front and Rear Damage. D1 Has Slight Injuries.
207	A28	2	07/08/2013	0907	1	1	1	2	1	E07000114	633307	169861	A28, Canterbury Road, Outside House Number 263, Margate, Kent	V1 Travelling from Margate Towards Birchington. V2 Parked and Unattended at the Side of the Road. V1 Has Driven into the Back of V2 Without Braking. Witnesses State That V1 was Swerving All over the Road from Eaton Road to Sight of Collision. no Alcohol Suspected. Driver Appears to Have Had a Medical Episode and Had no Recollection of the Collision when Spoken To.
208	B2050	3	05/08/2013	1452	1	1	1	2	2	E07000114	633167	166449	B2050,10M East of the B2190, Manston, Ramsgate, Kent	V2 Had Stopped in Line of Traffic when V1 Collided with Rear of V2 Causing it to Be Pushed Forward.
209	A28	3	14/08/2013	0710	1	1	1	1	1	E07000114	629247	167867	A28, Outside Brooksend Petrol Station, Brooksend Hill, Birchington, Kent	V1 Has Been Travelling Towards Birchington and Has Come out of the Dual Carriageway and onto the Single Carriageway . V1 Has Skidded, left the Road and Rolled About 25 Metres into a Field Landing Upside Down.
210	A28	3	12/08/2013	1600	1	1	1	2	2	E07000114	632916	169903	A28, Canterbury Road, Westgate on Sea, Kent	Rtc Involved 2X Vehicles V1 Drove into V2 which was Parked and Unattended on the Canterbury Road, Westgate on Sea.
211	E4150	3	20/08/2013	1316	1	1	1	4	1	E07000114	635243	169668	Shottendane Road J/w B2052 Hartsdown Road/Nash Road Margate Kent	Report of 4 Vehicle Rtc Whereby the Driver of V1 Being New in Post and Not Familiar with the Vehicle Has Lost Control and Collided with 3 Vehicles which Were Waiting at Traffic Lights. D2 Sustained Minor Injury.
212	A299	3	07/09/2013	0853	1	1	1	2	1	E07000114	628565	165652	A299 Ramsgate, Kent	V1 Travelling Coastbound on A299 Towards Ramsgate. V1 Has Suddenly Stopped in Nearside Lane as Radiator Leaked. Pedal Cyclist Travelling Behind Vehicle Has Collided with Rear of V1 Causing Rider to Fall off & Suffer a Cut to Their Chin. Pedal Cyclist States it was Their Fault They Fell off Bike as Weren't Looking Where They Were Going.
213	E4153	3	05/09/2013	1013	1	1	1	2	2	E07000114	634781	169945	B2052 Hartsdown Road O/S 96, Margate, Kent	Driver of V1 Appears to Have Suffered a Medical Episode Whilst Driving. Mounted Kerb O/S 68 Hartsdown Road. Passenger Had to Take Control Before Colliding with Parked Van Opposite no 96 Hartsdown Road, Margate. Causing Injury to both Driver and Passenger and Extensive Damage to both Vehicles Report Will Be Forwarded to Dvla to Consider Fitness to Drive.
214	A256	3	04/09/2013	1000	1	1	1	2	1	E07000114	635199	164437	A256 Sandwich Road on Approach to Meverall Avenue, Ramsgate, Kent	V1 and V2 Travelling Along in Same Direction Along A256 Towards Sandwich. an Unknown Vehicle Has Slowed Causing Vehicle 2 to Brake. V1 Braked but Driver Admits That Their Foot Slipped off the Brake Pedal and Collided with the Rear of V2.
215	A28	3	09/09/2013	0724	1	1	1	1	1	E07000114	630301	169063	A28 Canterbury Road, Birchington, Kent	D1 was Distracted and Hit Central Island on A28 Causing Damage to O/S Front of V1.
216	B2049	3	11/09/2013	1650	1	1	9	2	1	E07000114	635252	169676	Manston Road Jw Nash Road, Margate, Kent	V2 Travelling on Nash Road Heading Towards Hartsdown Road, Lights Are Green. V1 Coming from Hartsdown Road Has Turned right into Shottenden Road Hitting V2 Head On. both Parties Have Initially Stopped but V1 Went to Get Father then Failed to Return and left Wrong Phone Number.
217	B2190	3	12/09/2013	0740	1	1	1	2	1	E07000114	632011	166052	Spitfire Way Jw Alland Grange Lane, Manston, Kent	Veh1 was at the Junction of Alland Grange Lane with Spitfire Way. Veh2 was Travelling Along Spitfire Way Towards the Direction of Margate. Veh1 Pulled out of Junction into Path of Veh2 Causing the Collision.
218	A28	3	16/09/2013	1640	1	1	1	1	1	E07000114	632390	169761	A28, Canterbury Road Approx 30M West Minster Road, Westgate on Sea, Kent	V1 Travelling A28 Canterbury Road Towards Birchington from Westgate. a Pedestrian Stepped off the Pavement into the Road, into the Path of V1. V1 Swerved and Hit the Pedestrian with the Nearside Wing Mirror. Driver Stopped, Witnesses Stopped. Pedestrian Said They Were Ok then Ran off and Declined to Return to the Scene. a Witness Obtained Casualty Details.
219	A254	3	13/09/2013	2010	1	2	2	1	1	E07000114	636425	167914	A254, Ramsgate Road Jw A256, Westwood Road, Broadstairs, Kent	V1 Driving Along Ramsgate Road, Road Surface was Wet as Raining at Time of Incident. V1 Proceded across the Roundabout, and Upon Exiting V1 Has Lost Grip with the Road Surface and Collided with Offside Road Barrier Causing V1 to Spin Around and Face Wrong Direction. Road Surface Where Accident Occurred was Very Slippery.
220	A28	3	05/09/2013	0845	1	1	1	1	1	E07000114	631929	169655	A28 Canterbury Road, Opposite, 2Nd Road, Hengist Road, Birchington, Kent	3 Pedestrians Crossed A28 from Central Reservation. V1 was Slowing to Pull into Stop and Sounded Horn and Braked Hard as D1 Knew They Would Not Stop in Time. 2 Peds Got to Kerb, Third (C1) was Clipped on Shoulder by Nearside of Bus Spinning Them onto Kerb Side.
221	C229	3	17/09/2013	1010	1	1	1	2	1	E07000114	634968	169072	Manston Road Jw Half Mile Ride , Margate, Kent	Veh1 was Pulling out of Margate Tip and Could Not See Clearly Due to Other Vehicles turning into the Tip. as Veh 1 Crept out Veh 2 Who was Overtaking the Line of Traffic Collided with Veh 1
222	A253	3	23/09/2013	0920	1	1	1	4	1	E07000114	634384	165145	Canterbury Road West, Outside Number 54, Ramsgate, Kent	All Vehicles Were Travelling Along A299 Canterbury Road West, Cliffsend Towards Ramsgate. Vehicles 2,3 and 4 Were Stationary at a Give Way Point, Road Calming Measures Are in Place and a Chicane is Situated on the Ramsgate Bound Carriageway. when V1 Has Collided with the Rear of V2 Causing Damage and Slight Injury - Whiplash to the Driver of That Vehicle. no Other Injuries Were Reported at the Time
223	A254	3	13/09/2013	1704	1	2	1	3	2	E07000114	636276	168697	A254, Ramsgate Road Jw Enterprise Road, Westwood Cross, Margate, Kent	V1 Driving Too Fast and Too Close to V2. V3 Stopped Past Lights in Stationary Traffic. V2 Stopped Behind V3. V1 Braked, Skidded and Tried to Avoid V2 and Hit V2 in the Rear Causing V2 to Shunt V3 Causing Damage to V3.
224	A299	3	26/09/2013	2125	4	1	1	2	1	E07000114	633894	165260	A299, Ramsgate Road, Cliffsend Roundabout, Ramsgate, Kent (Mapped to Grid Reference - 633890/165260 on New Cliffsend Roundabout - 19/11/2013)	V2 Travelled from Dealtowards Ramsgate, Travelling on the New Roads. V2 Entered the Cliffsend Roundabout Intending to Turn left Towards Minster. V2 Stopped. V1 Behind V2 Hit V2 in the Rear. both Vehicle Stopped and Details Exchanged. Driver V2 Has Whiplash.
225	A256	3	30/09/2013	1645	1	1	1	3	3	E07000114	635653	165653	A256,Haine Road, Outside Ozengel Grange, Ramsgate, Kent	V1 Driver Seen to Veer across the Middle of the Road into Path of Oncoming Vehicles. V1 Collided with V2 then V3 (Oncoming). Driver of V1 Taken to Qeqm and is Supected of Haivng a Heart Attack at the Wheel Causing Loss of Control
226	B2050	3	30/09/2013	1750	1	1	1	4	1	E07000114	633348	166447	B2050, Manston Road, 300M East of Spitfire Way, Ramsgate, Kent.	Two Rtc's Had Already Occurred in the Area Resulting in 2 Main Roads Being Closed and Traffic Diverted Along Unfamiliar Roads. this Resulted in Queues of Traffic Stopping and Starting. in this Location Traffic was Queueing and Veh 1 Failed to Realise in Time and Hit Rear of Queue Causing Concertina Effect.
227	A28	3	30/09/2013	1556	1	1	1	3	2	E07000114	629347	167923	A28, Canterbury Road Jw Seamark Road, Birchington, Kent.	V1 Turned right out of Junction of Seamark Road, onto the A28 Canterbury Road. V2 was Travelling Along the A28 Canterbury Road from Birchington Towards Service Station. V1 Has Gone into V2, V2 Has Swerved into the Second Lane (Travelling in the Opposite Direction) Going into V3.
228	A28	3	04/10/2013	1740	1	1	1	2	2	E07000114	631849	169618	A28 Canterbury Road J/W Cambourne Ave, Westgate-On-Sea, Kent	V1 Travelling on A28 Canterbury Road when it Came over the Brow of the Hill, Driver Dazzeled by Low Sun and Hit V2 That was Parked at Bus Stop with Passengers Embarking and Disembarking.
229	A253	3	07/10/2013	1148	1	1	1	2	1	E07000114	635479	165075	A2253, Manston Roundabout Jw A299, Manston, Kent	Veh 2 was on the Outside Lane of the Manston Hill Roundabout Heading Towards Entrance of A299 when Veh Coming Round the Roundabout on the Inside Lane Hit V2's Rear Offside Door Panel. both Cars Pulled over and Exchanged Details, Since then the Owner of Veh 2 Has Felt Pain in right Shoulder/Neck Side.
230	A28	3	15/10/2013	1647	1	1	1	1	1	E07000114	629350	167930	A28, Canterbury Road J/W Seamark Road, Birchington, Kent	Veh 1 was Travelling A28 Canterbury Road, Birchington Towards St Nicholas at Wade, Went to Overtake a Car and Lost Control, Skidded and Came off Bike. no Collision Involved. Minor Injury to Rider and Damage to Bike. Rider was Blaming Slippery Road Surface, as There was Wear and Tear to Road Surface.
231	A256	2	11/10/2013	1650	1	2	2	2	1	E07000114	636340	167916	A256 Haine Road Near Nash Road, Broadstairs, Kent	V2 Had Stopped in Slow Moving Traffic. V1 Approached from Behind and Lost Control Upon Braking and Slid into the Rear of V2 Causing Minor Damage. Road Conditions Were Poor, Wet & Slight Traces of Mud from Nearby Building Works.
232	A299	3	15/10/2013	0730	1	1	1	2	3	E07000114	628751	165589	A299 200 Metres East of Willetts Hill, Monkton, Ramsgate, Kent	both Vehicles Were Travelling on the Same Piece of Road Going in the Same Direction. V1 was Travelling Faster Than a Car in Lane 2. V2 Moved out into Lane 2 to Prepare for the Roundabout which They Were Driving Towards. as V2 Pulled out it was Travelling Slower So V1 Had to Brake Hard Causing it to Lose Control and Spin into V2.
233	A256	3	30/10/2013	0830	1	1	1	3	2	E07000114	636200	167800	A256, Haine Road, Broadstairs, Kent (Mapped to Police Ref 636200,167800)	V1 Travelling Along Haine Road, Driver Checked Rear View Mirror and when Driver Looked Back Traffic Had Stopped. V1 Went into V2 Pushing it into V3.
234	E4150	3	26/10/2013	1826	4	1	1	2	2	E07000114	633593	169664	A28, Canterbury Road Jw Garlinge High Street, Westbrook	V1 Turned from Canterbury Road into Garlinge High Street and Made Contact with V2 Travelling Along the Canterbury Road.
235	A254	3	05/11/2013	1926	4	1	1	2	3	E07000114	635795	169531	A254, Ramsgate Road Jw Qeqm Hospital, Margate	V1 Failed to See Red Light and Went into the Side of V2 (A Bus) which was Pulling out from Qeqm onto the Main Road, D1 Stated That the Light was Green, but All Other Witnesses Say That V2 Had the Green Light.
236	A28	3	01/11/2013	1803	4	2	2	2	3	E07000114	629936	168723	A28, Canterbury Road Jw Essex Gardens, Birchington, Kent	V1 and V2 Caught up in Stationary Traffic. V2 Moved off and V1 Moved off and Collided with Rear of V2 Causing Very Slight Damage to Bumper.
237	A28	3	05/11/2013	0650	1	2	5	1	1	E07000114	633574	169877	A28 Canterbury Road J/W High Street, Garlinge, Margate, Kent	D1 Stated That They Were Travelling Along Canterbury Road, Garlinge Towards Margate, as They Approached the Traffic Lights D1 States That They Lost Control of the Vehicle Causing it to Collide with the Railings on the Ns Front. Slight Injury to the Chest as a Result of the Seatbelt.
238	E4152	3	10/11/2013	1230	1	1	4	2	1	E07000114	636207	168061	Star Lane Jw Nash Road, Westwood, Margate	Inexperience Motorcycle Rider at Roundabout Had to Brake Suddenly Causing Rider to Wobble and Fall off Bike Following a Vehicle Having to Divert Around Roundabout Due to a Road Closure.
239	E4145	3	13/11/2013	0824	1	2	1	2	1	E07000114	632490	169581	Lymington Road Jw Minster Road, Westgate on Sea	V2 at Junction. V1 Approaching Junction Looked right and was Dazzled by Low Winter Sun and Collided with Rear of V2 Causing Low Speed Minor Damage Collision.
240	E4145	3	06/11/2013	1230	1	2	2	1	1	E07000114	632484	169366	Wellington Road, Outside Number 18, Westgate on Sea, Kent	Driver of Vehicle One in Vehicle when Foot Has Slipped off the Brake Pedal Due to Vehicle Being an Automatic. Drivers Foot Has Hit the Accelerator Causing Vehicle to Mount Pavement and Hit Wall.
241	A254	3	16/11/2013	0930	1	1	1	2	1	E07000114	635594	169707	A254 Ramsgate Road, O/S no 131, Margate, Kent	V2 Had Stopped in Road to Allow a Postman Vehicle to Pull out of Junction Ahead, V1 Did Not See V2 Had Stopped Due to the Low Sun in Their Eyes and Has Driven into the Back of V2. no Independant Witnesses and no Cctv.
242	C229	3	17/11/2013	1630	6	2	1	2	1	E07000114	634776	168694	Manston Road Jw Flete Road, Margate, Kent	V1 Pulled out onto Manston Road from Flete Road. as Driver was Getting up to Speed, Felt a Bump from Behind (Was Hit by V2). Stopped and Spoke to Other Driver, Driver 2 Complaining of Slight Pain to Neck, Minor Damage to both Vehicles.
243	A28	3	11/11/2013	1520	1	2	2	2	1	E07000114	633593	169883	A28 Outside 164 Canterbury Road Westgate 15 Metres East of High Street Garlinge Margate Kent	V1 Pulled off A28 Canterbury Road, Westbrook to Go to Westbrook Post Office Car Park and Collided with V2 a Motobility Scooter Riding Along the Pavement in Front of 164 Canterbury Road. V2 was Obscured from View by a Parked Vehicle
244	A28	1	21/11/2013	1915	6	2	8	2	2	E07000114	627730	167050	A28 Canterbury Road, 225Metres East of A299 Thanet Way, Brchington, Kent	V2 Has Been Travelling Along A28 Towards Birchington when Suddenly, and for Reasons Unknown as of Yet, V1 Has Lost Control Travelling on the Opposite Carriageway Towards London Where it Has then Crossed the Central Verge and Straight into Path of V2 Before it left the Carriageway to the Nearside and down a Small Embankment.
245	A254	3	06/11/2013	1145	1	2	2	2	1	E07000114	636424	168222	A254 Ramsgate Road, J/W Star Lane, Broadstairs, Kent	V1 was Stationary at the Junction of Poorhole Lane, Intended to Cross Traffic Travelling Two Ways, onto Star Lane. V1 Has Been Allowed out of the Junction by Traffic Travelling Towards Ramsgate V1 Has Continued Towards Star Lane and Collided with V2 Who was Travelling Towards Margate.At the Time of the Collision the Driver of V1 Has Accelerated Past V2 and onto the Pavement Colliding with the Wall Belonging to the Star Inn and Causing Damage to Roadside Furniture.
246	A254	3	25/11/2013	2131	4	1	9	3	4	E07000114	635790	169530	A254 Ramsgate Road Jct with Qeqm Hospital, Access Road, Margate, Kent	V1 - Police Vehicle on Emergency Driving, Travelled Through Junction Controlled by Ats Contravening Red Light. V2 Entering Main Road was Struck by V1 which then Swerved to Nearside Entering Mouth of Junction Colliding with V3 which Has Observed Emergency Vehicle & Stopped to Allow Precedence.
247	A254	3	26/11/2013	1655	4	1	1	1	1	E07000114	635556	169834	Ramsgate Road, at Junction with College Road, Margate, Kent	Pedestrian was Crossing Ramsgate Road Towards the 'Golden Fish Bar'. as Pedestrian was Crossing, Veh 1 Turned into Ramsgate Road from College Road and Struck Pedestrian to the F/O/S of the Vehicle, Knocking Pedestrian to the Floor. Pedestrian Said That Thet Were Ok and Not Injured which was when Driver 1 Got Back in Car and Drove Off.
248	B2050	3	28/11/2013	1819	4	1	1	2	2	E07000114	631488	167825	B2050, Manston Road 100 Metres South East of Shottendane Road, Manston, Kent	2 Cars Involved - Driving Towards Each Other on either Side of a Sharp Bend with Adverse Camber. V1 Lost Control on the Bend and Drove across the Central Line (Hazard Marking) and into the Path of V2. Driver of V2 Attempted to Stop in Time but Could Not and both Cars Struck Head on on V2's Side of the Road.
249	A256	3	22/11/2013	1515	1	2	9	2	1	E07000114	636080	167660	Haine Road at Westwood Cross, Broadstairs, Kent	V2 Stationary in Queue of Traffic. V1 Travelling Behind 2 Drove into Rear
250	F1861	3	18/11/2013	0930	1	1	1	2	1	E07000114	631526	166538	Columbus Avenue, Ramsgate, Kent.	V2 Stationary Behind Vehicle 1, which Reversed and Collided with V2. both Parties Exchanged Details. Driver of V2 Has Whiplash Type Injuries.
251	B2051	3	22/11/2013	1625	4	2	2	2	1	E07000114	632450	169730	Minster Road South of Junction with Canterbury Road, Westgate on Sea, Kent	both Vehicles Were Waiting in Traffic, Waiting for Traffic Lights Change, Canterbury Road Westgate. Driver 1 States That Foot Has Slipped off the Clutch Pedal Due to Having Wet Shoes Causing Vehicle to Jolt Forward and Collide with Rear of V2.
252	A256	3	29/11/2013	1000	1	1	1	2	2	E07000114	636012	167542	A256 Haine Road Roundabout Ramsgate Kent (Mapped to Police Ref 636010,167520)	Veh 2 was Stopped at the Haine Road Roundabout Coming from the Direction of Sandwich. Veh 1 Has Come up Behind Veh 2 and Not Stopped in Time Causing a Low Impact Collidion to the Rear of Veh 2.
253	E4152	3	28/11/2013	1541	1	2	1	2	1	E07000114	635750	169060	Nash Road Margate Kent (Mapped to Police Ref 635750,169060)	Veh 1 was Being Driven Along Nash Road in Margate Heading in the Direction of Westwood Cross. Veh 1 Lost Control on a Bend and Started to Swerve, Clipped an Oncoming Veh 2. Further Lost Control, Hit the Bank and Went onto its Roof. **Veh 2 Stopped Briefly to Take Details from Veh 1 then left Prior to Police Arrival**
254	A256	3	07/12/2013	1316	1	1	1	2	1	E07000114	635730	165896	Haine Road Jw Manston Road, Ramsgate, Kent	V2 turning from Manston Road onto Haine Road Stopped Due to Speed of Traffic on Haine Road. V2 Travelling Behind V1 Failed to Notice That V1 Had Stopped and Drove into the Back of It. Passenger (Rear Seat) of V1 Sustained Minor Head Injury.
255	E4152	3	11/12/2013	0915	1	1	9	2	1	E07000114	635272	169676	Nash Road J/W Shottendane Road, Margate, Kent	Veh 1 Driving Towards Westwoodx and Cas 1 Riding Bike on the Inside, Travelling in Same Direction. Veh 1 Had the Sun in Eyes and Did Not See Cas 1, Veh 1 Heard a Crashing Noise. Veh 1 Had Hit the Bike (Push) Knocking Cas 1 Off.
256	C229	2	15/12/2013	0415	5	2	1	1	1	E07000114	633580	166700	Manston Road, Manston, Ramsgate, Kent (Mapped to Police Ref 633580 166700)	Driver Loses Control of Motor Vehicle Colliding with Roadside Furtniture Belonging to Mod. Driver Calls Emergency Services After Being Trapped in Vehicle.
257	A299	2	12/12/2013	0803	1	2	1	2	1	E07000114	635497	165091	A299 Canterbury Road East Junction with Sandwich Road, Ramsgate, Kent.	V2 Travelling Round Roundabout Passing Sandwich Road to Continue Along the A299, V1 was in Lane 2 Traveling to the right of V2, Pointed at Sandwich Road and Turned into the Side of Vehicle 2. both Vehicles Travelling at Low Speed - Minor Scratch to V2.
258	A256	3	17/12/2013	0714	4	2	2	1	1	E07000114	636396	167914	A256, Haine Road Jw A254, Margate Road, Broadstairs, Kent	Veh Entered Westwood Cross Roundabout from Margate on A254 Intending to Take 3Rd Exit A256 Towards Cliffsend. Whilst on Roundbout, Veh Hit Accumulated Water and Collided with Pedestrian Fencing, Causing Veh to Spin across 3Rd Exit. Front Nearside Point of Contact. Driver Struck Internal Rearview Mirror with Head which then Cracked Windscreen. Driver Stated Unknown Vehicle Cut Veh up on a Roundabout. Damage to Pedestrian Metal Barrier Reported to Highways Dept.
259	A28	3	17/12/2013	0730	7	1	9	3	1	E07000114	629730	168460	A28, Canterbury Road, Near Garage, Birchington, Kent	V2 was Queuing in Traffic Near to the Petrol Station on the A28 Canterbury Road when V1 Has Hit V2 Rear On. V2 Has then Been Shunted Forward Hitting V3. V1 & V2 Exchanged Details but V3 Took Vrm V2 Saw They Were in a Rush and Drove Off. So no Details of V3 Known. V2 Driver Has Neck and Shoulder Pain. ***Unable to Obtain D.O.B for V1***
260	A256	3	15/12/2013	1550	1	1	1	2	1	E07000114	636156	167779	Haine Road, Near Marks & Spencer, Broadstairs, Kent	V2 on the Road Heading Towards Westwood Cross. V2 was at the Rear of Marks and Spencers. V2 was Moving Slowly in Traffic when V1 Has Hit V2 Rear On. both Parties Stopped Exchanged Details.
261	B2051	2	11/12/2013	2245	6	2	1	2	1	E07000114	632578	169133	Minster Road, 220 Metres South of St. Benets Road, Westgate-On-Sea, Kent	V2 was Travelling Along the Road from Westgate and V1 was Travelling from Shottendane Road Towards Westgate. as the Vehicle Approached the National Speed Limit (V2) and 30S Sign Posts (V1) the Vehicle Collided Head On. it is Believed V1 was over the White Line and in the Path of V2.
263	A28	3	21/12/2013	1200	1	2	2	2	1	E07000114	627566	166989	A28, Canterbury Road Jw A299 Thanet Way, St Nicholas at Wade, Birchington, Kent	V1 Approached Roundabout from A28 Birchington, V2 Already on Roundabout from A299 Thanet Way. V1 Entered Roundabout Failing to Look right Properly and Struck the Side of V2.
262	C229	3	22/12/2013	1353	1	2	1	3	3	E07000114	634087	167422	Manston Road, Margate, Kent. (Mapped to Road at Police Ref 633990,167430)	V1 Did Not Stop for Traffic in Front - Hit V2 then V2 Hit V3.
264	B2050	3	21/12/2013	0735	1	2	5	2	2	E07000114	633153	166452	B2050, Manston Road Jw B2190 Spitfire Way, Ramsgate, Kent	V1 was Travelling Towards Kent International Airport and Does Not Know the Area. V2 was Travelling from Ramsgate Towards Westgate. Driver of V1 Drove Around the Corner Believeing They Had right of Way, Pulling out into Path of V2. Road Signs at the Site Had Been Turned Around and One Removed.
265	A28	3	29/12/2013	1846	4	1	1	2	1	E07000114	633363	169869	A28, Canterbury Road, 50M West of Orchard Road, Westbrook, Margate, Kent	V1 Travelling Towards Westgate on A28 Canterbury Road Westbrook and Has Collided with a Stationary Unattended Vehicle Parked on the Nearside Lane. V1 Has Spun across the Road, Driver of V1 Has Decamped but Been Located and Arrested for Excess Breath Alcohol (Blood Taken at Qeqm Hospital).
266	A299	3	27/12/2013	1939	4	1	1	2	1	E07000114	631116	165775	A299, at the Junction with Spitfire Way, Minster, Ramsgate, Kent	V2 was About to Drive off the Roundabout onto the B2190 Spitfire Way when it was Struck by V1 on its Nearside, V1 Pulled out in Front of V2 on the Roundabout, Obstructed by a Pillar. Only Limited Details for D1 for Stats as Not All Details Were Taken from the Oic.
267	B2048	3	27/12/2013	1819	6	2	1	1	2	E07000114	631186	166350	B2048 Minster Road, Outside Cleve Court, Acol, Kent	Vehicle Travelling Towards Acol Village from Manston Airport, on Approaching Nearside Bend Driver Had Lost Control and Hit Telegraph Pole, on Opposite Side of Road, on Impact Vehicle Has Turned Upside down and Landed on Roof. no Other Vehicles Involved.
268	B2190	2	13/12/2013	1430	1	2	2	1	1	E07000114	631779	166099	B2190, Spitfire Way at the Junction of Sapphire House, Merlin Way, Ramsgate, Kent	V1 Travelling East Along B2190 Manston from Direction of Minster Towards Manston. Front Wheel of V1 Struck Pot Hole Concealed by Water Following Rain, Rider V1 Lost Control and Fell from V1. Rider V1 Substaiined Injury. no Other Persons or Vehicles Involved.
270	A299	3	24/12/2013	0001	5	2	1	2	1	E07000114	631101	165758	A299 Thanet Way Junction with Tothill Street, Minster, Kent	Veh 2 was on the Roundabout and Could See Veh 1 Approaching from Monkton Veh 1 Appeared Not to Be Slowing down and Driver of Vehicle 2 Braked Hard and Collided with Veh 1 Following to the Ground Veh 1 Gave Details which Appear to Be False
269	B2050	3	29/12/2013	0950	1	4	8	1	1	E07000114	633960	166350	B2050 Manston Road, Ramsgate,Kent (Mapped to Ref 633960,166350)	Single Veh Rtc, Road Conditions Wet and Icy. Veh Lost Control Hit Black Ice and Skidded into Field. Damaging Fence, Driver Complaining of Back Ache.
271	A299	3	10/01/2014	1630	4	2	1	2	2	E07000114	627582	166922	A299 London Bound, Approaching St Nicholas at Wade, Birchington, Kent.	V1 was Travelling in the Outside Lane Towards Herne Bay. V2 was Infront of Them in the Same Lane. V2 Has then Braked Suddenly and Heavily and then Has Veered Towards the Inside Lane. V1 Has then Made Contact with the Rear of V2 Causing it to End up on the Grass.
273	E4152	3	10/01/2014	0655	4	2	1	1	1	E07000114	635662	168600	Nash Road, Margate, Kent	V1 Travelling Along Nash Road Towards Margate. V1 Turned right on the Bend, There was Black Ice, Vehicle Did Not Turn and Went up the Bank, into the Field. Injury to Driver, and Vehicle Damaged.
272	A28	3	13/01/2014	2000	4	1	1	2	1	E07000114	633143	169889	A28 Canterbury Road O/S 297 J/W Briary Close, Westgate on Sea, Kent	V1 Has Pulled out of Briary Close turning Right. this was into the Path of V2 which Swerved to Avoid V1, but Collided with It. V2 then Hit a Lamp Post
274	E4101	2	19/01/2014	2225	6	5	1	1	2	E07000114	633800	162840	Sandwich Road Opposite St Augustines Golf Club, Ramsgate, Kent.	V1 Heading Towards Sandwich from Ramsgate. Large Dip in the Road Where a Ditch Has Broken its Banks and a Very Large Flooded Section was Covering over Half the Road and Fully Covered the Lane They Were Driving In. V1 Has Hit the Flooded End and left the Road on the Opposite Side Hitting Shrubbery and Landing Upside down in the Ditch
275	A299	3	28/01/2014	1228	1	2	5	2	1	E07000114	628455	165774	A299, St Nicholas, Kent (Mapped to 628450,165750)	V1 Carrying out an Overtake of V2. V1 Moved from Lane 1 into L2. Lost Control Due to Heavy Rain, Spun out and Collided with Rear of V2 and then a Lamppost.
276	A28	2	22/01/2014	1114	1	2	1	1	1	E07000114	630459	169127	A28, Canterbury Road Birchington at Park Road Pelican Crossing, Birchington, Margate, Kent	V1 Travelling from Birchington Towards Margate when C1 Has Walked Straight out across the Road Without Stopping. Cas Has Struck the N/S Wing and Windscreen of V1 Causing Injury.
277	A28	3	27/01/2014	1205	1	1	1	2	4	E07000114	629340	167920	A28 Canterbury Road J/W Seamark Road, Birchington, Kent	V2 was Travelling Along A28 Towards the J/W Seamark Road London Bound, as V2 Got to the Junction, V1 was Travelling Along the A28 Coastbound, Turned right into Seamark Road into the Path of V2 Causing the Collision.
278	B2050	3	29/01/2014	1650	7	1	9	2	1	E07000114	631381	167841	B2050 Shottendane Road, Manston, Kent	V2 Travelling to Birchington Via B2050 Manston. as V2 Approached the Staggered Junction, V1 Approached from Shottendane Road. V2 was Past the Junction as V1 Pulled Out. it Appeared to Lose Control, then Went into the Back Off-Side of V2, as it Overtook and Sped Off.
279	A256	3	02/02/2014	1726	6	2	8	1	1	E07000114	635520	165320	A256, Sandwich Road, Cliffsend, Kent (Mapped to 635520,165320)	V1 Travelling South Towards Cliffsend on A256 in Lane 2. Failed to Slow as Directed by Signs and Again Slowed Due to Flood Water. Vehicle left C/Way and Spun off the Road Landing on it Side in a Ditch. Driver Sustained Very Minor Cuts to Hands.
280	B2052	3	09/02/2014	1755	1	1	1	2	2	E07000114	634198	169969	B2052 George V Avenue J.W Argyle Drive, Margate, Kent	V1 Failed to Look as Drv Pulled out from Argyle Drive into George V Avenue and Collided with V2 which was Travelling Along Geroge V Avenue.
281	A299	3	30/01/2014	1920	4	2	5	1	2	E07000114	627592	166904	A299, Thanet Way, St Nicholas, Margate, Kent (Mapped to 627590/166900)	Driver 1 Driving Along Dual Carriageway in Heavy Rain at Night, Hit Patch of Standing Water, Lost Traction, Skidded, Span, Hit Lamp Post and Drove down Bank into Field.

282	A256	3	12/02/2014	0714	1	2	2	2	1	E07000114	636046	167549	A256 New Haine Road, Ramsgate, Kent	V1 was Driving Along the A256 Haine Road from Westwood Cross in the General Direction of Ramsgate. as V1 Has Approached the Roundabout at the Junction of New Haine Road & Old Haine Road (Outside Toby Carvery Ph) C1 Has Been on a Pedal Cycle Moving on the Roundabout in the left Hand Lane. C1 Had the Intention of Going Straight across the Roundabout, but Due to Being in the left Hand Lane, V1 Has Thought C1 was turning left onto / Taking the First Exit onto New Haine Road. but Continued Round Rdbt.
283	A254	3	16/02/2014	1945	1	1	1	3	1	E07000114	635550	169860	College Road Junction with Margate Road, Margate	Victoria Traffic Lights Were Not Working. V1 Went Through the Lights from College Road, V2 Travelling from Ramsgate Along Ramsgate Road Hit V1 Causing it to Go off Course and Hit V3 Who was at the Beatrice Road Junction. Collision Occurred Due to Lights Not Working and Vehicles both Going Through at the Same Time.
284	E4145	3	19/02/2014	1740	7	1	1	1	1	E07000114	631877	169286	Linksfield Road, Westgate, Margate, Kent	C1 was Crossing Linksfield Road Believing the Road was Clear. V1 Has Clipped C1 Who Fell to the Floor. V1 Stopped and Details Exchanged. D1 Took C1 Home.
285	A254	3	20/02/2014	1127	1	2	2	2	1	E07000114	636421	168229	A254 Ramsgate Road Jw Star Lane, Ramsgate, Kent	Veh 1 Pulling out of Star Lane. Veh 2 Indicating Veh 1 Has Pulled out and Collided with Veh 2, Nearside Front Vehicle Arch.
286	A28	3	03/03/2014	0906	1	1	1	2	2	E07000114	630570	169220	A28, Canterbury Road at the Junction with Charlesworth Drive, Birchington, Kent	V2 was Driving Along the A28 in the Direction of Birchington, as V2 Has Approached the Juction with Charlesworth Drive on the Near Side V1 Has Been Waiting at the Juction to Turn right onto the A28 in the Direction of Margate. V1 Has then Pulled out into the Path of V2 Causing V2 to Make Contact with the Drivers Door of V1. Minimal Injuries Received by both Parties.
287	A254	3	08/03/2014	1215	1	1	1	1	1	E07000114	636412	168051	A254 Margate Road Pelican Crossing at Homebase, Broadstairs, Kent	the Ip was Waiting on the N/S Pavement with Parent, Waiting to Cross at a Pedestrian Crossing Opposite Homebase. at this Location There Are Two Lanes on the Side the Ip was Waiting and a Single Lane on the Opposing Carriageway. the Ip Pressed the Button to Activate the Crossing and a Short Time Later the Traffic in Lane 1 Came to a Stop and the Ip Assumed That the Lights Had Changed and That it was Safe to Cross. the Traffic Had Not Stopped Due to the Lights Changing but Due to the Level of Traffic and Cas was Hit.
288	A299	3	15/03/2014	1440	1	1	1	2	3	E07000114	627502	166991	A299 Jw St Nicholas Roundabout, Thanet	Veh 1 and Veh 2 Travelling East Along A299 Approaching A28 St Nicholas Roundabout. Veh 2 Stopped at Roundabout to Allow Traffic to Pass, Veh 1 Lost Control of Vehicle Due to Swerving to Avoid Collision with another Unknown Vehicle, then Hit Rear of Veh 2.
289	E4151	3	28/02/2014	0649	1	2	2	2	2	E07000114	632672	167301	Woodchurch Road, Birchington, Kent (Mapped to 632670,167310)	it is Hard to Determine Exactly Who is V1 in this Scenario. V1 Travelling from Birchington Towards Manston. V2 was Travelling from Manston Towards Birchington. V1 States Saw V2, Tried to Brake, and Skidded. V2 States Saw V1 and Tried to Pull into a Layby at the Same Time V1 Skidded. Front End Damage to both Vehicles.
290	A299	2	13/03/2014	0020	4	2	7	1	1	E07000114	631106	165750	A299, Canterbury Road West Jw Minster Road, Ramsgate.	V1 was Travelling Along A299 Canterbury Road West in an Easterly Direction Towards the Junction of Manston Road, Ramsgate. on Approaching the Roundabout V1 Collided with the Kerb and Signage Flipping the Car on It's Roof. Fog was an Issue for the Driver.
291	A256	3	15/03/2014	1550	1	1	1	2	2	E07000114	635249	164467	A256, Sandwich Road, Cliffsend, Kent. (Mapped to 635240,164470)	V2 Stopped to Allow Persons to Cross the Road, V1 Went to Overtake and Go Past V2 Whilst Stopped. V2 Followed V1 Along the Road, V1 Kept Braking, V2 Went to Overtake, V1 Sped Up. when V2 Tried to Brake They Flew Cross the Road, Corrected Themselves then Lost Control and Ended up in a Ditch Colliding with Grass Verge. V1 Had Sped Off.
292	E4152	3	29/03/2014	1200	1	1	1	1	1	E07000114	635893	169268	Nash Lane, O/S 39, Margate, Kent	V1 was Being Pushed - Driver Tried to Jump into Vehicle but Fell and was Run over by the Vehicle which Carried on and Demolished Front Garden Wall.
293	E4150	3	31/03/2014	1530	1	1	1	2	1	E07000114	635154	169593	Shottendane Road, 25 Metres from Manston Road, Margate, Kent	V1 was Travelling Along Shottendane Road, Margate in the Direction of Margate when V1 Has Clipped V2 which was Parked on the Nearside Causing V1 to Flip over and Eventually Landed on its Roof.
294	A254	3	31/03/2014	1530	1	1	1	2	3	E07000114	635980	169144	Ramsgate Road Junction Farley Road, Margate, Kent	Veh 2 Travelling North on Ramsgate Road, Towards Margate. Veh 1 Driving Close Behind Veh 1. Veh 2 Saw in Rear View Mirror the Driver Drink from a Can Veh 2 Indicated in Good Time Intending to Turn left into Farley Road, Veh 2 Slowed and Began to Turn Veh 1 Hit Veh 2 in the Rear and Drove Off. Details of D1 Not Known
295	A28	3	30/03/2014	1228	1	1	1	2	1	E07000114	629350	167920	A28, Canterbury Road at the Junction with Seamark Road, Birchington, Kent	V1 was at the Junction of Seamark Road, Waiting to Turn Right. V2 was Travelling Along the A28, from Birchington Heading Towards St Nicholas at Wade. V1 Emerged from the Junction Causing V2 to Impact with the Front O/S of V1.
296	A28	3	07/04/2014	1730	1	2	1	2	2	E07000114	630219	169009	A28,Canterbury Road, Outside Number 227, Birchington, Kent	V1 was Approaching a Traffic Light Controlled Predestrian Crossing on the A28 Outside no 227 Canterbury Road. V1 Did Not Realise V2 was Stationary at the Crossing and Collided with the Rear of V2.
297	A256	3	05/04/2014	1127	1	1	1	2	1	E07000114	636043	167559	A256, New Haine Road Jw Haine Road, Ramsgate, Kent	V2 was Cycling Along New Haine Road from Westwood Cross Towards Ramsgate. V2 Cycled on to the Roundabout and Intended to Go Straight across into Old Haine Road. V2 and another Cycle Were Halfway across the Roundabout when V1 Came across the Front of V2 turning left to Follow New Haine Road. D2 Had Nowhere to Go and was Hit by V1. this Caused a Scratch and Black Mark on Rear Near Side Panels of V1.
298	A299	3	07/04/2014	1650	1	2	2	1	2	E07000114	631148	165760	A299, Thanet Way Jw Tothill Street, Minster, Ramsgate	V1 Has Lost Control on the Roundabout for Reasons Unknown and Hit the Kerb Causing Damage to the Vehicle and Injuring the Driver and Passenger.
299	A253	3	10/04/2014	0855	1	1	1	1	1	E07000114	628963	165623	A299 500 Metres from Seamark Road, Minster, Kent.	V1 Travlling East Along the A299 at Approx 70 Mph Driver of V1 Suddenly Lost Control of Vehicle left Main Carriageway on Nearside. Hit Grass Bank and Tree and Spun Back onto the Carriageway Where it Came to a Stop.
300	A254	3	11/04/2014	1908	1	1	1	2	1	E07000114	635558	169860	College Road, 2Nd Road, Ramsgate Road, Margate, Kent	V1 Truck Turned right at no right Turn Junction and Hit V2.
301	B2048	3	13/04/2014	1100	1	1	1	2	5	E07000114	630476	167972	B2048 Park Lane Junction with B2050 Manston Road Birchington Kent	V2 Stationary Awaiting Turn from Park Lane in to Manston Road. V1 Travelling from Park Lane Hit V2 Causing Damage and Minor Injury.
302	B2048	2	13/04/2014	0500	4	1	1	1	1	E07000114	631167	166023	B2048, Minster Road Jw B2190 Spitfire Way, Ramsgate, Kent	it Would Appear That V1 was Travelling Along Minster Road from the Monkton Roundabout Towards the Minster Roundabout, Ramsgate. V1 Has Made Contact with the Central Reservation Where Control Has Been Lost and the Vehicle Has Flipped over and Rolled Through the Fence on the Corner of Manston Airport Airfield Where it Has Come to a Stop.
303	A256	3	17/04/2014	1122	1	1	1	3	3	E07000114	636087	167698	Haine Road Jw Manston Court Road, Broadstairs	it Would Appear That V1 Has Pulled out of Manston Court Road and Went to Slow down in Attempt to Go Straight over at the R/A/B, Traffic was Very Heavy, V2 Has Come Around R/A/B and Has Driven into Offside of V1 Causing V1 to Be Pushed into Side of V3. Sec 170 Has Been Complied with by All Parties.
304	E4149	3	03/04/2014	2230	6	1	1	2	1	E07000114	633520	168900	High Street, Approach to Shottendane Road, Garlinge, Kent (Mapped to 633520,168900)	Veh 1 Lost Control on a Bend then Struck Veh 2'S Offside. Veh 1 Has then Completely Lost Control Hitting the Verges, Spinning and then Coming to a Rest Following Hitting a Telephone Pole. the Driver of Veh 1 Made off and was Not Located.
305	E4152	3	21/04/2014	1550	1	1	1	2	1	E07000114	636024	168299	Nash Road O/S Nash Farm, Broadstairs, Kent	V1 Has Pulled out from Nash Farm onto Nash Road and Hit V2 Who was Already on the Main Road at the Time. no Indication That V2 was Speeding at the Time of the Rtc.
306	A253	2	25/04/2014	0510	7	1	7	1	1	E07000114	634812	165077	A253, Canterbury Road, Near Windsor Road, Ramsgate, Kent	Rider of V1 Has Approached the Traffic Island Near to the Junction with Windsor Road. Conditions Were Foggy and the Rider Did Not See the Traffic Island Until Too Late and Has Clipped the Kerb Causing Rider to Collide with a Plastic Barrier. Rider Has Fallen Sideways off Bike and Suffered a Fracture to Wrist.
307	B2052	3	21/05/2014	1400	1	1	1	2	1	E07000114	634352	169949	George V Avenue / 51 Westfield Road, Margate, Kent	V2 Travelling Along George V Avenue from Canterbury Road Towards Hartsdown Road, Margate when V1 Suddenly Appeared from Behind another Vehicle Towards Opposite Side of the Road across Path of V2 which Clipped the Side of Bike with Front Near-Side Corner Knocking Rider from Bike.
308	A254	3	16/05/2014	1440	1	1	1	2	1	E07000114	636430	167920	Westwood Road, Westwood Cross Roundabout, Margate Road, Broadstairs, Kent	V1 in Lane 2 in Westwood Road Facing West, V1 Indicating Right, as If turning to Towards Margate. V2 Travelling in Lane 1, Stopped at Junction of Westwood Road with the Westwood Cross Roundabout. V1 Cut across V2 Hitting V2, Causing it to Go up onto the Pavement. V1 Drove off Entering the Roundabout and onto Haine Road. V2 Driver then Followed V1 and Phoned Police Providing V1's Vrm Details.
309	A28	3	21/05/2014	2115	1	2	2	2	1	E07000114	633830	170000	George Street Avenue / Canterbury A28, Margate, Kent	V1 + V2 Travelling in the Same Direction. V1 Hit into the Back of V2, Causing Injury to V2 Driver. 2 Police Officers Witnessed the Rtc, Gave Their Details, then left the Scene as They Were on a 999 Call Elsewhere. both Parties Have Exchanged, but V2 Has Whiplash.
310	A28	3	29/05/2014	1400	1	1	1	3	1	E07000114	633323	169865	A28, Canterbury Road, Outside House Number 257, Margate, Kent	V1 Travelling down A28 Crashed into V2, V1 Bounced off V2 and Crashed into V3 and Stops. V1 Driver States Glasses Dropped and Can't Remember What Happened.
311	A299	3	04/06/2014	2025	1	1	1	2	1	E07000114	631155	165744	A299 Jw Tothill Street, Ramsgate, Kent	V2 Travelling from A253 Minster turning right Towards Tothill Street. V1 on the A299 from Ramsgate. V2 was on the Roundabout and V1 Has Failed to Stop and Pulled out of the Junction Without Stopping. V2 Has Had to Take Action to Avoid V1 Who was a Lorry which Caused Damage to the Front Bumper. both Stopped V1 Gave V2 Abuse then Drove Off.
312	A254	3	03/06/2014	1250	1	1	1	2	1	E07000114	636155	168936	A254, Ramsgate Road Jw Private Road to Park, Margate, Kent	V2 was Stopped in the Central Hatchings Waiting to Turn right into a Park Track, to Do a Delivery at the Park. V1 was Travelling Along Ramsgate Road from Direction of Ramsgate. V1 was Following another Car So Did Not See Veh Waiting to Turn Right, the Vehicle in Front of V1 Swerved and Missed V2 but V1 was Unable to Swerve Enough and Collided with the R/N/S of V2.
313	A254	3	16/06/2014	2220	1	2	2	2	1	E07000114	635557	169864	A254, Ramsgate Road Jw College Road, Margate, Kent	V1 Travelling from Ramsgate Towards College Road. Failed to Give Way to Oncoming V2 and Misjudged V2's Speed Causing a Minor Damage Rtc and Minor Injury to Driver of V2. V2 was Travelling from Margate Towards Ramsgate.
314	B2190	3	18/06/2014	0802	1	2	2	1	1	E07000114	631350	166165	B2190, Spitfire Way Jw Columbus Avenue, Ramsgate.	R1 Has Approached Roundabout(In 50Mph Zone) at 20-25 Mph. Due to Road Surface and Rain the Back End of the Bike Has Slid out Resulting in the Bike Sliding and Falling Over. no Other Vehicles Involved. Very Minor Injuries.
315	E4150	3	28/06/2014	1750	1	2	1	1	1	E07000114	633560	168874	Shottendane Road, 50M East of High Street, Garlinge, Margate, Kent	V1 was Travelling Along Shottendane Road Towards Birchington when the Driver Failed to Turn the Corner and Has Spun the Vehicle up the Bank and Ended in a Field.
316	A299	2	25/06/2014	1650	1	1	1	1	3	E07000114	627516	166988	A299, Thanet Way Jw A299, Canterbury Road West, Cliffsend, Ramsgate, Kent	V1 Travelling East Along A299 Thanet Way Approaching Roundabout Intending to Turn right (South) Towards Sandwich. at Roundabout V1 Continued Straight on (East) Hitting Roundabout Perimeter which Launched V1 Up, Coming down on Rear End Before Landing Facing the Opposite Way, right Way Up, on the Bank of the North Side of the Roundabout.
317	A256	2	25/06/2014	1205	1	1	1	2	1	E07000114	633332	163520	A256 Sandwich Road Bypass Near to Ebbsfleet Lane, Ramsgate, Kent	Driver of Vehicle is Driving Along A256 Dual Carriageway. the Driver Sees 2 Cyclists ahead in Single File. Cyclist in the Hard Shoulder. Driver Also Sees a Vehicle ahead of the Cyclists and Therefore Decides to Check Their Offside Using Mirror to Move into Lane 2 to Overtake the Vehicle ahead of the Cyclists. the Driver Indicates and as They Do Hears a Bang Coming from Their Nearside Wing Mirror like They Had Clipped Something. the Driver then Stated They Stopped as They Saw One of the Cyclists Lying in the Road.
318	B2050	3	29/06/2014	1215	1	1	1	2	1	E07000114	631381	167838	B2050, Manston Road Jw Shottendane Road, Birchington, Kent	V2 was Travelling Manston Road Towards J/W Acol Hill. as it Passed the Jw Shottendane Road V1 Pulled out Hitting Side of V2.
319	A256	3	02/07/2014	1208	1	1	1	2	1	E07000114	635754	165902	Haine Road, Ramsgate / Manston Road, Ramsgate, Kent	Collision Occurred at Junction.
320	A254	3	28/06/2014	1710	1	1	1	1	1	E07000114	636408	168074	A254, Margate Road Jw Burger King, Broadstairs, Kent	C1 was Crossing from Halfords Towards Homebase. C1 Crossed at Crossing. Unknown Vehicle Parked across Crossing. C1 Stepped out onto Crossing and Crossed Unknown Vehicle which was Stationary. C1 then Briefly Looked to Cross Second Lane of Traffic. V1 Has Turned right out of Burger King Car Park. V1 Approached Crossing at 20-25 Mph. V1 Collided with C1 and C1 was Wearing Headphones and Listening to Music.
321	A28	3	04/07/2014	1755	1	1	1	3	1	E07000114	631677	169604	A28, O/S 225 Canterbury Road, Westgate-On-Sea, Kent	V1 Proceeding Along A28 London Bound, V1 in the Nearside Lane on the Dual Carriageway Notices a Parked Car, Slows down Indicates to Move into the Outside Lane, V1 then Proceeds out into Lane 2 Striking the Rear Offside of V2. V2 is Pushed 10Ft Colliding with V3 which was Also Parked Unattended. V1 then Flips over and Rolls Approximately Twice in the Centre of the Road Landing on its Nearside. the Passenger Gets out of the Vehicle Where the Driver of V1 Trapped in the Car by the Seat Belt.
322	A254	3	11/07/2014	1640	1	1	1	1	1	E07000114	635559	169877	Ramsgate Road North of Jw College Road, Margate, Kent	Veh 1 was Proceeding across the Traffic Lights when Pedestrian Stepped into Path of Veh 1.
323	B2050	2	22/06/2014	0100	6	1	1	1	1	E07000114	633155	166465	B2050 Manston Road J.W B2190, Manston, Ramsgate, Kent	the V1 was Travelling in Convoy with Other Vehicles. V1 Has Been Travelling Too Fast on Country Type Road with Limited Street Lighting. V1 Has Been Travelling Too Fast for the Bend, on Entering the Bend Junctioned with B2190 V1 Has Hit the Nearside Grass Verge and Rolled. both Front Airbags Were Deployed.
324	E4149	3	16/07/2014	0820	1	1	1	2	2	E07000114	632661	168713	Shottendane Road J/W Minster Road, Westgate-On-Sea, Kent	V1 Has Pulled out into the Path of V2 from Minster Road, Westage. V2 was on Shottendane Road Heading from Birchington Towards Margate.
325	E4150	3	24/06/2014	1745	1	1	9	2	1	E07000114	633874	169705	Caxton Road J/W Westfield Road, Margate, Kent	R2 was Riding Pedal Cycle Along Caxton Road Towards Westfield Road, Margate. as Rider Approached the Corner of Caxton Road V1 Has Come at Speed Around the Corner. Due to this and the Fact There Were Parked Cars to Nearside Rider Has Fallen off of Bike Between Two Parked Vehicles Causing a Graze to Knee. V1 Stopped, Screamed Abuse Before Driving Away.
326	A254	3	21/07/2014	0850	1	1	1	2	1	E07000114	636305	168645	A254, Ramsgate Road, 100M South of Enterprise Road, Margate, Kent	V2 was Filtering down the Offside of Stationary Traffic. V1 was in the Queue of Traffic and Conducted a U-Turn in the Road, into the Path of V2.
327	A254	3	22/07/2014	1740	1	1	1	3	1	E07000114	635946	169199	A254, Ramsgate Road, Outside the Orb, Margate, Kent	V3 Travelling Towards Margate, Stopped to Allow V2 to Pull out of Car Park from the Orb Public House. V2 Edged Out, V1 Overtaking Line of Slow Moving Vehicles, Saw V2 Braked Hard Causing it to Skid and Drop the Bike. V1 Collided with Front Offside V2, Rider Hit Fuel Tank and Fell of Bike.
328	B2050	3	21/07/2014	1020	1	1	1	2	1	E07000114	632460	166984	B2050, Manston Road Jw Woodchurch Road, Birchington, Kent	V2 was Travelling Along Manston Road when V1 Came out of Woodchurch Road Without Looking at a High Speed Causing V2 to Serve out of V1's Way Causing V2 to Collide with a Sign Post Near Allen Grange. V1 Drove Away Without Stopping.
329	F1861	3	24/07/2014	1035	1	1	1	2	1	E07000114	629814	166540	Plumstone Road, Monkton, Kent	Vehicles Travelling Along Single Carriageway at Brow of Hill Unable to Slow in Time and Collided Head On. Ltd Details Received.
330	A256	3	24/07/2014	1737	1	1	1	2	2	E07000114	635845	166364	Haine Road J/W St Johns Avenue, Ramsgate, Kent	Veh1 was Attempting to Turn right out of St Johns Avenue. a Vehicle Turned left into St Johns Avenue. Veh1 then Attemped to Drive Out, Not Realising Veh2 (Motorbike) Had Overtaken the Vehicle turning left and Collided with Veh2. Veh1 Hit Veh2 on Rear Nearside at Low Speed, but Sending the Driver and Pillion off Veh2.
331	B2190	3	30/07/2014	1440	1	1	1	2	1	E07000114	631480	166130	Spitefire Way, Ramsgate, Kent (Mapped to 631480,166130)	V2 Travelling Along Spitfire Way Towards Minster Services when V1 Has Hit V2 Causing Rider to Fall off Bike (Motor) V1 Failed to Stop. no Detials V1.
332	A28	3	01/08/2014	1342	1	1	1	2	2	E07000114	627573	166981	A28 Canterbury Road, 2Nd Roada A299 Thanet Way, St Nicholas at Wade, Thanet, Kent	V2 was at the Roundabout Just Pulling Away when V1 Drove into the Back of V2. Due to the Location V2 Drove down the A28, Stopping in Sarre. V2 Followed and Section 170 was Complied With.
333	A254	3	09/08/2014	1753	1	1	1	2	1	E07000114	636280	168709	A254, Ramsgate Road Jw Enterprise Road, Margate, Kent	V1 was Following Behind V2 on Ramsgate Road Heading Towards Westwood Cross Ramsgate. V2 Stopped at Traffic Lights J/W Enterprise Road and Rider of V1 Began Gesticulating at the Driver. V2 Moved off and V1 Who was Following Too Close Collided with Rear of V2.
334	A253	3	11/08/2014	1355	1	1	1	2	1	E07000114	631069	165758	Thanet Way Approaching Roundabout by Holiday Inn, Ramsgate, Kent	V2 was 1 Car Away from the Roundabout. V2 was Crawling as Traffic was Very Slow Moving. V1 Has Come from Behind and Failed to Stop. V1 Went into Th Rear of V2.
335	B2190	3	17/08/2014	1554	1	1	1	2	2	E07000114	632365	166146	B2190, Spitfire Way Prior to J/W Allan Grange Lane, Manston, Kent (Mapped to 632360/166140)	both Vehicles Travelling West Bound on the B2190 Spitfire Way, Manston V1 Braked Suddenly Without Any Obvious Reason. V2 Travelling Immediately Behind was Not Able to Stop in Time and Collided with V1. Driver of V1 Claimed 'Brakes Locked Up' and Claimed no Passengers, it was Established 2 Passengers Fled the Scene Prior to Police Attending, Driver Claimed a Rabbit Ran in Front of It.
336	A28	3	17/08/2014	1350	1	1	1	1	1	E07000114	632432	169792	A28, Canterbury Road, 15M East of St Mildreds Road, Margate, Kent	Driver of V1 Has Been Driving Along the A28 (Canterbury Road) from the Direction of Margate and Has Stopped at the Traffic Lights at the Juction with Minster Road/St Mildreds Road. a Passenger in the Rear of V1 Has Exited the Vehicle Whilst Stopped and Crossed the Road onto the Opposite Carriageway, which Heads Towards Margate, the Driver of V1 Has Reversed the Vehicle a Short Distance and Crossed onto the Opposite Carriageway by Driving over a turning Point in the Road. the Driver of V1 Has then Hit Pedestrian,
337	A256	3	22/08/2014	0158	4	1	1	1	1	E07000114	635761	165923	A256 Haine Road J/W B2050 Manston Road, Ramsgate, Kent	Driver was Approaching the Junction when Their Brakes Failed , They Applied Their Hand Brake. V1 then Hit the Island Kerb and then Hit the Road Signage with Vehicle Coming to a Stop
338	E4151	2	20/08/2014	0838	1	1	1	2	1	E07000114	631383	167841	Shottendane Road J/W Manston Road, Margate, Kent	Two Vehicle Rtc on a Junction- Where by Veh 1 was Pulling out of the Junction of Shottendane Road when Veh 2 was Travelling Along Manston Road. when Veh 1 Has Pulled out and Has Not Seen Veh 2 Approaching. both Vehicles Have Attempted to Stop but Have Collided. (Veh Dir was Not Known)
339	A256	3	09/08/2014	0115	4	2	2	1	1	E07000108	633652	162339	A256 Ebbsfleet, 2Nd Road Sandwich Road, Ramsgate, Kent	V1 Travelling A256 from Cliffsend Towards Richborough (New Road) Has Hit Roundabout Travelling across it Stopping on Opposite Side in Carriageway Driver 1 left Scene Prior to Police Arrival. Leaving Vehicle which was Recovered by Police.
340	A254	3	21/08/2014	1300	1	1	1	2	2	E07000114	636420	168229	A254 Margate Road J/W Star Lane, Broadstairs, Kent	V1 Attempting to Turn out of Star Lane, another Vehicle on Opp Side of Road Stopped to Let V1 Out, Unknown Vehicle then Overtakes Traffic and Turns into Star Lane at Speed which Startles V1, then Without Looking right V1 Pulls into Carriageway in Front of V2. V2 Suffers Front O/S Damage Hitting V1 which Suffers Damage to O/S Front right Wheel Area.
341	A299	2	23/08/2014	1208	1	1	1	1	2	E07000114	633893	165272	A299, Canterbury Road West at the Junction with Hengist Way, Ramsgate, Kent	V1 was Driving Along the New Dual Carriageway of the A299 Canterbury Road East, as V1 Approached the Roundabout at the Junction with the Old Canterbury Road (A299), the Driver Alleges That V1 Had a Malfunction with both Brakes and Steering Causing V1 to Continue Straight up onto and over the Top of the Roundabout Before Coming to Rest on the Opposite Carriageway of the Old Canterbury Road East (A299) at the Junction of the Roundabout.
342	A256	3	20/08/2014	1800	1	1	1	2	1	E07000114	633924	164638	A256, Roundabout, Ramsgate, Kent	the Owner of V2 was turning right off the Roundabout, V1 was Pulling out of the Junction Coming from Cliffsend, V2 was Not Sure If V1 was Going to See V2, Causing V2 to Put on Rear Brakes to Motorbike Causing V2's Bike to Low-Side, Causing the Driver of V2 to Fall from Bike, no Details Were Exchanged by either Party Involved. ****Details of Vehicle 1 Not Taken as this is a Hit and Run****
343	A28	3	23/08/2014	1145	1	1	1	4	3	E07000114	629640	168330	A28, Canterbury Road, Outside Square Meal Cafe, Birchington, Kent	V1 Saw V2 Breaking Suddenly, V1 Tried to Break and Stop but Couldnt and Hit V2 in the Rear. V2 Has Shunted Forward and Hit V3 in the Rear, V3 Has then Shunted Forward and Hit V4 in the Rear.
344	B2050	3	02/09/2014	2014	6	1	1	1	1	E07000114	633149	166468	Manston Road at the Junction with Spitfire Way, Ramsgate, Kent	V1 Has Taken an Unlit Road and Misjudged Turn and Safety Bar Has Dug into Road Causing Rider to Come Off.
345	A299	3	07/09/2014	0645	5	1	7	2	4	E07000114	633927	165340	A299 Junction A299, Canterbury Road West, Kent	Veh 2 was Travelling Along the A299 Towards Ramsgate. as it Entered the Roundabout and was in the Process of Driving Towards Exit 2, when it was Struck from Behind by Veh 1. Veh 1 was Travelling in the Same Direction and Had Entered After Veh 2, Because of the Weather Condition, Veh 1 Struck the Roundabout and then Collided with Veh 2
346	A299	3	07/09/2014	0650	5	1	7	1	1	E07000114	633880	165300	A299 Junction Canterbury Road West, Kent	Veh 1 was Travelling Along the A299 Towards Ramsgate. as it Entered the New Roundabout, Jw Canterbury Road West, Veh 1 Struck the Roundabout Itself and Overturned. Beleive the Weather Condiition at the Time (Thick Fog) was a Major Contribution to this Rtc
347	A299	3	09/09/2014	1251	1	1	1	2	1	E07000114	634336	165177	Canterbury Road West 15 Metres West of Jentex, Ramsgate, Kent	V2 was Stationary at Mandatory Stop to Allow Oncoming Traffic to Pass. V1 Drove Behind V2 and Skidded into the Rear of V2. V1 is a Works Van That was Laden to the Rear and the O/S/F Tyre Measured 1.6 Mm Using a Tyre Measure.
348	A254	3	03/09/2014	1610	1	1	1	3	2	E07000114	635670	169640	A254, Margate Road at Junction with Perkins Avenue, Margate, Kent	V1,2 and 3 All Travelling Along A254, Ramsgate Road Opposite the Junction with Perkins Avenue Towards Westwood. Apparant Several Vehicles ahead Braked Suddenly for Reason Not Known. V3 Braked and Stopped, V2 Braked and Stopped Behind V3, V1 Braked but Failed to Stop in Time Behind V2 and was in Collision with Rear of V2. V2 was Shunted Forward into Rear of V3.
349	A256	3	16/09/2014	1604	1	1	1	2	1	E07000114	633577	162339	A256 Jutes Lane, Ramsgate	Vehicle 1 and Veh 2 Travelling Along Jutes Lane, Vehicle 1 Has Gone into the Rear of Veh 2 as They Slowed down Whilst on the Approach to the Roundabout. Section 170 was Complied with Prior to Police Arrival.
350	A254	3	12/09/2014	1500	1	1	1	2	4	E07000114	635788	169541	A254, Ramsgate Road Jw Hospital, Margate, Kent	V2 Travelling from Westwood Cross Area was Stationary at Traffic Lights Near to Margate Hospital. as V2 Has Gone to Pull Away V1 Has Hit V2 Rear On. V2 Pulled over when Safe to Do So but V1 Failed to Stop. V2 Had 3 Passengers All Injured. They Did Go to Qeqm but Very Busy So Did Not Wait.
351	A299	3	20/09/2014	0653	1	2	7	1	1	E07000114	633870	165293	A299 Hengist Way Roundabout Ramsgate Kent	Vehicle Travelling Along A299 Towards Ramsgate. Vehicle Has Struck Roundabout Possibly at Speed Due to Weather Conditions (Fog).
352	A28	3	23/09/2014	0700	1	1	9	2	1	E07000114	627751	167054	A28 Canterbury Road, 300 East of A299, Birchington, Margate, Kent	V2 Travelling London Bound A28 on Dual Carriageway at About 50 Mph Vehicles Moves to Lane Two from One, V1 Started Travelling at Speed Higher Than V2, Brakes, Swerves and Looses Control Colliding with Rear of V2 Causing Damage to Both. both Vehicles Loose Control Partially Leaving Carriageway. no Damage to Any Roadside Furniture. V1 then Leaves the Scene.
353	E4150	3	23/09/2014	0850	1	1	1	2	1	E07000114	634050	169640	Caxton Road Outside Garlinge Primary School, Margate, Kent	V2 was Parked with Driver out of Vehicle but Passenger Inside. V1 Has Reversed into V2.
354	A253	3	27/09/2014	1340	1	1	1	1	1	E07000114	628553	165580	A253, Canterbury Road West, Thanet Way, Monkton, Kent	this is a One Vehicle Rtc. the Rider of V1 Has Miscalculated the Speed in which Veh was Manouvering on the Monkton R/B, this Caused a Loss of Control of the Vehicle and the Rider Fell to the Ground Causing Minor Injuries.
355	B2050	3	22/09/2014	1600	1	1	1	2	1	E07000114	634170	166310	Manston Road Jw Manston Court Road, Manston, Ramsgate, Kent	V2 was Travelling Along Manston Road Towards Ramsgate V1 was turning right from Manston Court Road, Ramsgate V2 Collided with V1.
356	A28	2	19/09/2014	1507	1	1	1	2	1	E07000114	632410	169782	A28 Canterbury Road, J/W Minster Road, Westgate on Sea, Kent	Veh 2 was Travelling Along A28 Canterbury Road, Looking to Turn left onto Minster Road. Veh in Front (Not Recorded) Has Stopped to Let Pedestrian's Cross, Therefore Veh 2 Has Had to Stop. it was then Drv Noticed That Veh 1 was Travelling Quickly Towards V2 and Veh 1 Hit Veh 2.
357	E4145	3	27/09/2014	0920	1	1	1	2	2	E07000114	632658	168718	Shottendane Road Junction Minster Road, Westgate, Kent	V1 Pulled across Path of V2 into O/S Junction Failed to Judge V2's Speed or Distance.
358	A256	3	18/09/2014	1740	1	1	1	2	2	E07000114	635844	166375	A256 Haine Road at Junction with St Johns Avenue Ramsgate Kent	Veh 1 Pulled out of St Johns Avenue Ramsgate to Turn right onto Haine Road. Veh 1 Has Impacted with Veh 2 on its N/S F as Veh 2 was Travelling Straight ahead
359	A256	3	[illegible]	[illegible]	[illegible]	1	1	2	[illegible]	E07000114	[illegible]	[illegible]	Haine Road Westwood Cross Broadstairs Kent (Mapped to 636280,167840)	V1 Failed to Stop in Slow Moving Traffic and Hit V2 to the Rear. D1 Fully Admits to Causing the Rtc.
360	A256	3	[illegible]	[illegible]	[illegible]	1	1	2	[illegible]	E07000114	[illegible]	[illegible]	A256, New Haine Road, Outside Toby Carvery Ph, Ramsgate, Kent	an Intoxicated Cyclist Riding Without Any Front or Rear Lights and in Dark Clothing was Riding Along the A256 Haine Road Towards the A254, when was Struck by a Passing Ambulance (V1). the Nearside Wing Mirror Has Struck the Rider Causing Rider to Fall from Bike Sustaining Injuries. the Ambulance was an Emergency Amublance but Not on Urgent Duty Driving - no Further Details Taken.
361	E4144	3	02/10/2014	1630	1	1	1	3	1	E07000114	630710	169044	Sutherland Drive Jw Birch Hill Court, Birchington, Kent	V1 Travelling Along Sutherland Drive. when Taking N/S Bend, Collided with Parked Vehicle (V2) on O/S Kerb. V2 Shoved Forward into V3 which was Also Parked.
362	A299	3	08/10/2014	0830	1	2	2	1	1	E07000114	634186	164651	Hengist Way, 50M East of Sevenacre Roundabout, Ramsgate, Kent	V1 (Bike) Slid in Wet Conditions. V1 Involved in Weather Related Incident.
363	B2050	3	11/10/2014	0955	1	2	2	2	1	E07000114	634733	166167	Manston Road J.W High Street, Manston, Ramsgate, Kent	this is a Rtc Report of a Two Vehicle Collision Whereby V2 Has Had to Brake Suddenly in Very Wet Conditions. as a Result V1 Has Not Seen this Occur in Front in Time and as Such Has Had to Brake Suddenly. Due to the Very Wet Conditions V1 Has Skidded and Collided with V2. Slight Whiplash Injuries to Driver of V2.
364	E4150	3	16/10/2014	1606	1	1	1	1	1	E07000114	634092	169981	George V Avenue, Outside Number 11A, Jw Burlington Gardens, Kent	V1 was Travelling Along George V Avenue Towards Hartsdown, the Pedestrian Ran out Between Parked Cars Colliding with the Front N/S of V1 Causing Minor Dent to Wheel Arch and Wing Mirror.
365	A28	3	15/10/2014	1533	1	1	1	2	1	E07000114	632655	169898	Canterbury Road Jw the Grove, Margate, Kent	V1 Travelling from Margate into Westgate, Stopped to Cross Oncoming Traffic to Turn into the Grove. V1 was Following another Vehicle and Crossed Where Able to Do So. V1 Has Missed Seeing a Cyclist, Had to Brake Hard, Cyclist Wobbled Whilst Braking Hard and Fell Sideways onto the Bonnett of the Car which was Now Stationary. Minor Injuries and Slight Dent from Handle Bars on Bonnett.
366	A299	3	27/10/2014	1756	6	1	1	2	1	E07000114	635399	164955	A299 Cliffsend Roundabout, Ramsgate, Kent	V2 Slowing for Stationary Traffic at Traffic Lights. V1 Misjudged Distance from V2 Colliding with V2 to the Rear.
367	A254	3	27/10/2014	1600	1	1	1	2	1	E07000114	636418	167954	A254, Margate Road, 5M North of Westwood Road, Broadstairs, Kent	V2 was Travelling Towards the Roundabout and Had to Stop Due to Cars Approaching from the Right. V1 Misjudged V2's Action and Drove into the Rear of V2. V1 Drove off and Did Not Stop After the Incident, V2 Pulled off the Roundabout and Pulled Over.
368	E4149	3	13/10/2014	1315	1	2	2	2	1	E07000114	633570	169710	Balmoral Road, at Junction with High Street, Margate Kent	Ip and Friend on Pushbikes Riding Along High Street Garlinge Towards Canterbury Road. Parked Car Pulled out in Front of Ip and Made Contact, Dragging Ip Along into Balmoral Road. the Ip Managed to Jump off Bike which was Dragged Along by the Car. the Driver Stopped Briefly Until Ip Asked for Insurance Details, Drv then Got Back in Vehicle and Drove off Along Balmoral Road
369	E4145	3	13/10/2014	0820	1	2	2	1	1	E07000114	632020	169450	Lymington Road, Redhill Road, Westgate on Sea, Kent	Veh 1Travelling West Along Lymington Road There was on Coming Traffic and Parked Vehicles ahead of Vehicle 1, on its Side of the Road. Vehicle 1 Braked and Pulled into left Behind a Parked Vehicle to Allow Oncoming Vehicles to Proceed Apparant That Rider of Vehicle 1 Lost Contol Due to Excess Braking or Steering or both and Fell Off. Only Rider Vehicle 1 Injured and Only Vehicle 1 Damaged.

370	A28	3	24/10/2014	1749	4	2	8	2	5	E07000114	632628	169888	Canterbury Road, 50 Metres West of the Grove, Westgate on Sea, Kent	V2 Travelling on 40 Mph Dual Carriageway Had to Slow/Stop Due to Traffic in Front V1 Failed to Slow/Stop in Time and Struck the Rear of V2 Causing Damage.
371	E4112	3	27/10/2014	1213	1	1	1	2	1	E07000114	634766	167390	Vincent Road, at Junction with Manston Court Road, Margate, Kent	V1 Moving out of Vincent Road Junction, turning Left. V2 Heading in Same Direction . Impact at Junction. V1 Struck Front Offside and Went up Bank to the Nearside. V2 Impact Front Nearside and Flipped onto Roof. Junction is Almost Completely Blind to Vehicles on both Manston Court Road and Vincent Road, Margate.
372	A254	3	29/10/2014	1510	1	2	2	2	2	E07000114	635928	169254	A254 Ramsgate Road East of Nash Lane, Margate, Kent	V1 Did Not Judge Speed of V2 in Line of Traffic & Drove into Rear of V2 Causing Slight Injury to Driver of V1 & Passenger of V2.
373	B2049	3	28/10/2014	1345	1	1	1	2	1	E07000114	631381	167845	B2050, Manston Road at the Junction with Shottendane Road, Birchington, Kent	V1 was Pulling out of Shottendane Road Birchington turning right into Manston Road, B2050, V1 Has Beleived it was Safe to Go and Pulled out . V1 Did Not See V2, a Cyclist and Collided with Them, Cyclist Suffered Only Bruising but was Taken to Qeqm as a Precautionary Measure.
374	A254	3	01/11/2014	1505	1	1	1	2	1	E07000114	636410	168010	A254 Margate Road, 25 Metres North of Haine Road, Ramsgate, Kent	V2 was Travelling in the Outside Lane of a Dual Carriageway Overtaking Stationary Vehicles in the Inside Lane. as V2 Passed V1 it Started to Pull out and Struck the Front of V2. ***Unable to Obtain D1 Date of Birth***
375	A254	2	30/10/2014	1729	1	1	8	2	1	E07000114	635679	169653	Ramsgate Road J/W Perkins Avenue, Margate, Kent	V1 Travelling in Margate Direction Turned into Perkins Avenue Collided with V2 Motorcycle Travelling in Ramsgate Direction.
376	A299	3	03/11/2014	1430	1	2	2	1	1	E07000114	627563	167006	A299 Thanet Way J/W Canterbury Road, Birchington, Kent	Vehicle Travelling on A299 from Monkton Roundabout Towards St Nicholas Roundabout. Third Exit Taken A28 Canterbury Road Towards Birchington. Vehicle Lost Control Has Collided with Road Side Sign Just off Roundabout Before Coming to Rest on its Side. Driver Supervised by Partner with Two Friends in the Rear. Vehicle Appeared to Have Spun as it Ended up Facing Wrong Way on Carraigeway.
377	A256	3	24/10/2014	0845	1	2	2	2	1	E07000114	635160	164380	Sandwich Road, Ramsgate, Kent (Mapped to 635160,164380)	Vehicle 1 was Driving Along when Vehicle in Front Stopped Suddenley. V1 Has Hit the Brakes Skidded on the Wet, as V1 Has Tried to Correct It, Back of Vehicle Has Skidded out of Control and Hit another Vehicle. Limited Details Exchanged.
378	A299	2	08/11/2014	0920	1	1	1	1	1	E07000114	633893	165249	A299, Roundabout, 20M South of Canterbury Road West, Cliffsend, Ramsgate	V1 is a Motorcyclist. on Approaching a Roundabout V1 Has Been in Outside Lane and then Hit Roundabout and Slid off Bike. Rider Believes May Have Hit Kerb.
379	E4151	3	05/11/2014	0930	1	2	2	2	1	E07000114	635180	169580	Manston Road J/W Shottendane Road, Margate, Kent	Veh 1 was Sitting in Traffic when Drv Foot Slipped off the Clutch. Veh 1 Shot Forward and Went into the Rear of Veh 2. this was a Very Slow Speed Incident.
380	A299	3	13/11/2014	2030	7	2	2	2	1	E07000114	627564	166992	Thanet Way, Junction A28, St Nicholas at Wade, Kent	V2 was Passing the Exit Heading to Birchington on A28 Indicating to Take Exit Towards Ramsgate on the A299, V1 Pulled out of the Birchington Junction Hitting V2's Front Near Side. V1 Reversed then Drove Around V2 and Sped off Towards Ramsgate down the A299.
381	B2048	3	17/11/2014	1015	1	2	2	2	1	E07000114	630386	168791	B2048, Park Lane Jw Stonebarn Avenue, Birchington, Kent	Veh 1 Has Moved from One Parking Space to another However when Veh 1 Pulled into the Road, Veh 2 Has Struck the Rear of Veh 1 at Low Speed
382	A299	2	16/11/2014	1000	1	1	1	1	2	E07000114	635475	165107	A299, Thanet Way Jw A2990, New Link Lord of the Manor Roundabout, Ramsgate, Kent	V1 Going Around Roundabout, Front Wheel Slid and both Passengers Fell off Motorbike. no Other Vehicle or Roadside Furniture Damaged.
383	A256	3	23/11/2014	1704	6	2	5	1	2	E07000114	633805	164185	A256 Hengist Way, Ramsgate, Kent (Mapped to 633830,164190)	V1 on the A256 in the Wet, the Vehicle for some Reason Has Spun and Collided with the Central Reservation, Spun across the Carriageway and Collided with the Near-Side Barrier Coming to Rest in the Centre of the Carriageway After Loosing the Near-Side Wheel & Front Axle.
384	A28	3	29/11/2014	1420	1	1	9	1	2	E07000114	630456	169121	A28, Canterbury Road, Ped Crossing - Birchington, Kent (Mapped to 630308,169087)	C1 was on Pedestrian Controlled Crossing with Other Pedestrians. Red Light for Traffic. V1 was Moving in Heavy Traffic and Failed to See the Red Light. V1 then Hit the Pushchair with Child in it but no Harm was Caused to the Child Other Than Slight Bruising to Legs and no Damage to Pushchair. C1 Pushing Pushchair Has Aching Wrists from the Impact. Pedestrians Were on the Crossing at the Time. (Limited Info-Grid Ref off Rd, Moved to Ped Crossing)
385	A299	3	02/12/2014	1850	4	2	9	2	1	E07000114	631031	165748	A299, Thanet Way, Near to Holiday Inn Express, Ramsgate, Kent (Mapped to 631030/165740)	Veh 2 Had Broken Down, Driver Had Pushed it off the Carriageway onto the Cycle Path and Driver was Sat in the Passenger Seat Waiting for Recovery to Arrive. Veh 1 Negotiating Roundabout Lost Control and Spun and Hit Veh 2 Causing Damage to both Vehicles and Minor Injury to Driver of Veh 2, Details Exchanged at Scene
386	A253	2	06/12/2014	1400	1	1	1	2	1	E07000114	628621	165576	A253, Monkton Roundabout, Near Manston Airport, Thanet, Kent (Limited Details)	Veh 2 was on Roundabout when Veh 1 Pulled out from A253 & Hit Veh 2, Drove into Side of Bike. Rider Fell off Bike, V1 Stopped and Got out of Car. at this Point the Witness Came Over. Witness Took Drivers Details, for Irider of Veh 2. Irider of Veh 2 Made Way Home, and Later Went to Hospital.
387	E4151	3	08/12/2014	1144	1	1	1	2	2	E07000114	635187	169605	Shottendane Road Jw Manston Road, Margate, Kent	V1 was Travelling Along Manston Road Towards Ramsgate from Birchington. as They Approached the Juction with Shottendane Road, V2 Pulled out of the Junction. V1 Tried to Brake to Prevent Colliding with V2 but Hit Rear Passenger Offside Door of V2 Before Mounting Kerb in Front of Them. V2 Caused to Spin So Facing Towards Birchington at an Angle across the Junctin. Manston Road is 60 Mph.
388	A28	3	10/12/2014	1215	1	1	1	1	1	E07000114	629984	168765	A28, Canterbury Road, Birchington, Kent (Mapped to 629990/168770 and by Trafiic Island)	Bus Being Driven down Canterbury Road Overtook a Parked Lorry and in Doing So Hit the Centre Island Causing Slight Damage V1. this Happened Because D1 was Checking Mirrors and Combined with Sun Glaze Did Not See the Centre Island and Hit It. Driver then Slammed on Brakes Causing a Passenger to Shoot Forward from Seat and Hit Head, C1 Suffered a Pain in Head (Headache) but Nothing More.
389	A299	3	04/12/2014	1335	1	1	1	2	1	E07000114	627540	166948	A299, St Nicholas at Wade Roundabout, Margate, Kent	V1 Has Been in Lane One to Go Round the Roundabout and V2 Has Been in Lane 2 on the Roundabout, V2 Has Pulled to Exit and Not Realised V1 was Going All the Way Round, Collision Has then Occurred.
390	B2048	2	17/12/2014	0610	4	2	2	2	1	E07000114	630843	166887	Minster Road, Outside Number 4, Acol, Birchington	V1 Travelling Along Minster Road, Acol Towards Minster. Cyclist Travelling in the Same Direction. Road Wet and Dark. V1 States Aware of Car Parked in Opposite Direction with Hazards Lights on Passed this and Hit Cyclist to Rear, Knocking Cyclist off Bike. V1 and Witness both Stated That the Push Bike Didn't Have Rear Lights on and Cyclist Wearing Dark Clothing.
391	A299	3	21/12/2014	0950	1	1	1	1	5	E07000114	634950	164683	A299, Hengist Way 300 Metres West of A256, Sandwich Road, Ramsgate, Kent (Mapped to Grid Ref)	V1 Travelling from Lord of the Manor Junction Towards Cliffsend on A299 Hengist Way when Driver States That Steering Went Heavy Causing Them to Lose Control Clipping Kerb on Offside then Swerve Towards Nearside Verge Before Flipping onto Roof.
392	A256	3	24/12/2014	1225	1	1	1	2	1	E07000114	635762	165938	A256 Haine Road Jw Manston Road, Ramsgate, Kent	V1 Has Turned right at a Box Junction to Head East in the Direction of Manston Road from from Haine Road Colliding with V2 which was Travelling North to South Along Haine Road. Damage Caused to both Vehicles.
393	A299	3	23/12/2014	0903	1	1	1	2	1	E07000114	630474	165759	A299 Thanet Way, Minster, Ramsgate, Kent	V1 and V2 Were Travelling Along A299 Thanet Way from Monkton to Minster. V1 is a Mini Coupe. V2 is a Lorry. V2 Pulled out of a Layby ??? Lane One. Witnesses Say That V1 was in Lane 2 Several Cars Behind. for Unknown Reasons V2 Hit V1 Around a Wheel Arch. V1 Total Loss. V2 Minimal Damage. no Injury for V2. V1 Driver Taken to William Harvey, Minor Injuries. S170 Complied with Negative Breath Test both Drivers.
394	A256	3	23/12/2014	1050	1	1	1	1	1	E07000114	636350	167913	A256, Haine Road, Broadstairs, Kent. Pedestrian Crossing Near to Homebase.	V1 Travelling Away from Roundabout on A256 Approaching the Pedestrian Crossing and Moved into right Hand Lane, to Travel Towards Nash Lane. the Casualty Has Been Let out by Stationary Traffic in left Hand Lane then Walked out in Front of V1. Crossing on Green Light at Time of Incident with Traffic Flowing.
395	A299	3	27/12/2014	1331	1	4	5	3	1	E07000114	627631	167016	A299 Thanet Way, St Nicholas at Wade, Kent (Mapped to 627631,167016)	V1 Has Aquaplaned/Skidded on Slushly Ice, Hit Central Barrier, Been Hit by V2 which Has Been Hit by V3.
396	A254	3	22/12/2014	1225	1	1	1	2	2	E07000114	635794	169526	A254 Ramsgate Road, Outside the Q.E.Q.M. Hospital, Margate, Kent	V2 Sat at Traffic Lights Towards Margate. Lights Changed to Green, V2 Moved off Slowly Doing About 5-10 Mph. V1 Drifted across from the Other Lane and Hit V2 Head On. V1 Thought to Have Blacked out at the Wheel. Hospital Tests Inconclusive to Prove or Disprove this Fact.
397	B2050	3	24/11/2014	0730	1	3	9	2	1	E07000114	634942	166062	B2050, Manston Road, Outside Oaklands, Ramsgate, Kent	V2 Travelling Through Manston Village on the Manston Road and Has Past the Church and Had Passed Elm Grove (On Left) V1 was Travelling in the Opposite Direction. There is a Chicane on the Side of V1. V1 Failed to Stop and Drove into V2. V2 Managed to Pull into Highlands Glade. V1 and V2 Stopped at Scene - Details Exchanged. ****Details Not Known for Stats as D2 Reported this a Long Time After the Event****
398	A256	2	01/01/2015	1428	1	1	1	2	1	E07000114	635803	166198	A256, Haine Road Jw Leigh Road, Ramsgate, Kent	V1 (Pedal Cycle) Travelling North on Haine Road turning right to Join Cycle Path on Opposite Carriageway, into the Path of V2 Travelling South on Haine Road. Cyclist Collided with V2 Causing Spinal Tenderness Injuries.
399	F11	3	07/01/2015	0730	1	4	1	2	2	E07000114	629642	167742	Crispe Road, 500 M East of A28, Canterbury Road, Acol, Birchington, Kent	V1 Travelling from A28 Towards Acol, Hits Ice Patch and Collides with Nearside Grass Bank. this Causes Vehicle to Lose Control. V1 Flips and Lands on Roof then Hits V2 which is Travelling in Opposite Direction. Confirmed V1 was on Roof Before Collision with V2.
400	E4152	3	13/01/2015	1345	1	1	9	2	1	E07000114	636159	168123	Nash Road Jw Wherry Close, Margate, Kent	V1 Travelling on Nash Road Heading Towards Margate. V2 Travelling on Nash Road Heading Towards Westwood Cross. V1 Began to Swerve, Struck V2 which then Went onto the Verge and Struck a Lamppost Before Returning to Road.
401	E4145	3	17/01/2015	1420	1	1	1	1	1	E07000114	631963	169449	Lymington Road J/W Suffolk Avenue, Westgate on Sea, Kent	Veh 1 was Travelling down Lymington Road. the Casualty Stepped out as the Car was Passing and Made Contact with the Nearside Mid Section of the Car. the Car Stopped as the Pedestrian Fell to the Floor Behind It. the Driver with Others Began to Administer First Aid.
402	A28	3	27/01/2015	2055	6	1	9	1	1	E07000114	629361	167943	A28 Canterbury Road Jw Seamark Road, Birchington, Kent	V1 Has Been Travelling Towards St Nicholas-At-Wade. V1 Has Veered off Carriageway and Hit a Sign Post. no Other Vehicles Involved.
403	A254	3	25/01/2015	0154	1	1	1	1	1	E07000114	636170	168897	A254 Ramsgate Road, Margate, Kent (Mapped to Grid Reference)	Rider Has Fallen off Their Cycle on the Pavement which was Possibly Due to Intoxication. Rider Had a Minor Dried Blood Mark on Their Cheek, However, Did Not Require Ambulance.
404	E4120	3	01/02/2015	1300	1	1	1	2	2	E07000114	636416	168231	Star Lane Jw Ramsgate Road, Broadstairs, Kent (Driver of V1 Age Not Known - 18/06/15)	V2 was Waiting at Junction to Pull into Ramsgate Road, when V1 Came up Behind V2, Hitting V2's Rear Bumper. both Parties Have Exchanged Details, but the Driver + Passenger of V2 Were both Injured.
405	C229	3	24/01/2015	2140	6	2	9	1	2	E07000114	634776	168694	Manston Road Jw Flete Road, Margate, Kent	Driver of V1 Driving Along Manston Road Towards Margate Swerved to Avoid a Fox in the Road. Hit Opposite Bank on the Off-Side, then Catapulted Back to Verge on Near-Side and off Road into Field.
406	C229	3	04/02/2015	0558	6	4	8	2	2	E07000114	634091	167443	Manston Road, Margate, Kent (Mapped to 634090/167440)	V1 Travelling Towards London Has Lost Traction on Black Ice. V1 Has Braked Causing a Skid into the left Hand Grass Verge and the Rear N/S of V1 Going Sideways across Lane 1. V2 Following V1 Has Braked and Lost Traction on Ice and Skidded into the N/S of V1. both Drivers Suffered Aches and Pains as a Result and Pain to Face from Airbag Activation.
407	A256	3	07/02/2015	0010	6	2	1	1	1	E07000114	633810	164181	A256 Ramsgate Road, Ramsgate, Kent (Mapped to Grid Ref)	V1 Has Been Travelling South Towards Richborough, when it Has Hit the Defective Road Surface and Lost Control on the Slippery Surface and Hit the Barrier and Spun. Cas Has Hit Head on Airbag Causing a Nose Bleed and Cut to Forehead.
408	B2190	3	29/01/2015	1830	4	2	9	2	1	E07000114	631118	165792	B2190 Minster Road Jw Entrance/Exit to Smugglers Leap Park, Minster, Kent	V2 (Pushbike) was Cycling on the Footpath. V2 Crossed the Road on Their Bike at the Entrance to Smugglers Leap Park. V1 Has Exited the Park and Knocked Rider from V2. V1 Has Stopped, Driver Asked Infmt If They Were Ok, then Drove Away Without Leaving Details.
409	A28	3	05/02/2015	1242	1	2	6	2	2	E07000114	629363	167937	A28 Canterbury Road by Brooksend Cottages, Birchington, Kent	this is a Simple Carriageway Between Margate and St Nicholas. from St Nicholas There is a Lane to Allow a right Turn, across the Carriageway from Margate Direction. V1 Had Attempted a right Hand Turn. V2 was in Opposite Lane, Oncoming. V1 Has Attempted right Turn as V2 was About to Pass and Vehicles Have Collided. V1 was Driving Approx 15 Mph Preparing for a U Turn. V2 was Driving Approx 30 Mph as was Driving Under Speed Limit Due to Braking down the Hill.
410	E4151	3	04/02/2015	2350	6	2	1	1	1	E07000114	634649	168537	Manston Road, Margate, Kent (Mapped to Grid Ref)	D1 was Travelling Along Manston Road Towards Margate. Whilst in the National Speed Limit an Unknown Vehicle was Driving out of Margate on the Same Road. this Vehicle's Headlights Dazzled D1 and he Pulled to the N/Side but Due to Blindness, Misjudged the Bank, Hit it and Rolled into the Field.
411	A299	2	05/02/2015	0950	1	2	1	1	1	E07000114	631161	165736	A299 Thanet Way Jw Tothill Street, Minster, Kent	Vehicle was Travelling Coast Bound on the Thanet Way and Came to the Junction which is Formed of a Roundabout. for Reasons Unknown Vehicle Did Not Go Around the Roundabout, Rather it Drove over the Top of it and to the Other Side, Where it Collided with a Lamppost. no Other Vehicle Involved.
412	A28	3	10/02/2015	1240	1	2	1	2	1	E07000114	628585	167671	A28, Canterbury Road Jw Upper Hale, Birchington, Kent (Please Confirm If Casualty Had a Fractured Arm as this Would Be Serious Injury - 25/03/2015 Ac)	V1 Driving Ne in Lane One of A28 Towards Birchington. V2 Driving Ne in Lane 2 of A28 Towards Birchington. V1 Has Turned into Path of V2 as V2 was Overtaking V1 Causing V2 to Collide with O/S of V1. Driver of V2 Has Injury to right Arm.
413	A256	3	14/02/2015	2015	1	2	1	1	1	E07000114	636276	167876	A256, Haine Road, 20 Metres West of Nash Road, Broadstairs, Kent	C1 on Pedal Cycle was Riding Along Haine Rd in the Direction of Nash Road when They Attempted to Mount the Pavement. Lost Control Gone over Handlebars and Landed on Pavement. this Has Resulted in C1 Suffering Minor Facial Bruising and a Small Cut to left Ear. no Other Vehicles Involved. C1 Treated at Scene by Secamb. Refused Hopsital Treatment, Circumstances Confirmed by Security at Wwx, Viewed Via Cctv.
414	B2050	3	15/02/2015	2050	6	1	1	1	1	E07000114	633151	166459	B2050 Manston Road J/W B2190 Spitfire Way, Ramsgate, Kent	V1 was Travelling Along the Road. Driver States They Sped up as They Thought a Vehicle was Going to Pull out from a Side Junction. Driver Has then Lost Control.
415	E4150	3	15/02/2015	0950	1	2	1	2	2	E07000114	633680	169677	Crow Hill Road Jw Balmoral, Garlinge, Margate, Kent	V2 Has Been Travelling West Along Crow Hill Road and Has Seen V1 Coming at Speed Towards Them. V2 Has Pulled into a Gap across the no Entry to the One-Way Part of Crow Hill. V1 Has Caught the Side of V2 and then Driven Off. both Drivers Have Been Spoken to and Section 170 Complied With. Minor Damage.
416	A299	3	26/02/2015	1030	1	1	1	2	1	E07000114	635499	165073	A299 Canterbury Road East at Jw Sandwich Road, Ramsgate, Kent	it Would Appear That Cyclist was Travelling Around Roundabout when V1 Has Cut across Cyclist's Path to Take Exit and Clipped Cyclist Causing Rider to Fall Off. V1 Has Not Stopped, Possibly Unaware of Accident.
417	A28	3	16/03/2015	0857	1	1	1	1	1	E07000114	630850	169460	A28 Canterbury Road J/W Edward Drive, Birchington, Kent	C1 was Looking to Cross a Busy Main Road (A28) to Join Their Friend at the Other Side of the Road. V1 was Travelling Within Traffic, C1 Ran out into the Road and was Hit by V1 Near-Side .
418	B2050	3	20/03/2015	1740	1	1	1	2	1	E07000114	631335	167845	B2050, Manston Road Jw Margate Hill, Birchington, Kent	V1 Pulled out of Margate Hill onto Manston Road into the Path of V2. V2 Crashed into Offside Wing of V1 Causing Slight Injury to Groin Area.
419	A256	3	23/03/2015	1220	1	1	1	2	1	E07000114	635814	166260	Haine Road, 10 Metres North of Spratling Lane, Ramsgate, Kent	V1 was Travelling Along Haine Road, Appears to Have Collided with Rear End of V2 Causing both Vehicles to Be Stuck Together. Fire Brigade Able to Part Vehicles.
420	B2050	3	31/03/2015	0913	1	1	4	2	2	E07000114	632456	166983	Manston Road Jw Alland Grange Road, Manston, Ramsgate, Kent	V1 was Sat at Junction. V2 was Travelling Along Manston Road Towards the Junction. V1 Pulled out of Junction into the Path of V2. Driver of V2 Had no Chance to Slow.
421	E4141	3	07/04/2015	1100	1	1	1	3	1	E07000114	630049	168805	Norrie Road, Birchington	V1 Being Driven Along Norrie Road when Came to a Line of Parked Cars on Their Side of Road (10-11 Long). V3 Stopped to Let V1 Pass the Line of Parked Cars. V2, a Mobility Scooter, was Attempting to Cross at the Far End of the Line of Parked Vehicles and Assumed That V3 Had Stopped to Let Them Cross. Their View was Obstructed by a Large White Transit Type Van. as V2 Pulled out from Behind this Van, V1 was Unable to Stop and Struck V2 Causing a Minor Cut.
422	E4152	3	13/04/2015	1040	1	1	1	2	2	E07000114	636057	168260	Nash Road, Near Nash Farm, Margate	V1 Travelling Along Nash Road in the Direction of Westwood Cross, V2 Travelling in Opposite Direction. V1 Came Around Bend to See a Cyclist in Front Moving in Same Direction. at the Same Time V2 on Opposite Side of Road. Vehicles Collided on both Drivers' Sides.
423	A299	3	07/04/2015	1345	1	1	1	2	1	E07000114	633915	165293	A299 Hengist Way at Jw Canterbury Road West, Cliffsend, Kent	New A299 Thanet Way (Hengist Way), the Roundabout Known as Cliffsend Roundabout Jw Canterbury Road West. both Vehicles Travelling East then South. the Hgv was in the Nearside and Has Collided with V2 as They both Went Around the Roundabout, Causing Damage to the N/S/R Door. Very Slight Damage to the O/S/F Bumper. Front Seat Passenger Complained of Neck Pain but Declined Medical Treatment and Signed the Ambulance Service Board.
424	A254	2	25/04/2015	2012	4	2	2	2	1	E07000114	636388	168464	A254, Ramsgate Road Jw Gordon Road, Margate, Kent	V1 was in Gordon Road at Jw Ramsgate Road Looking to Turn Right. V2 was Travelling Along Ramsgate Road Towards Margate. a Vehicle Has Stopped to Give Way to V1 and V1 Has Begun to Pull out of the Junction. V1 Has Began to Pull into Path of V2 and Front of V2 Has Collided with Offside of V1.
425	E4144	3	24/03/2015	0925	1	2	2	2	1	E07000114	631924	168247	Shottendane Road, Birchington, Manston, Kent	V2 was Travelling Along Shottendane Road from Direction of Westgate on Sea. V2 Went Past Two Chimneys Caravan Park on the left Heading Towards Manston Road (B2050). V1 was Heading in Opposite Direction. V2 States That V1 was Too Far across onto Other Side of Road. V2 Had to Swerve and Went into a Nearside Verge. Bounced Off, Skidded and Rolled into Offside Verge Facing Opposite Direction. V2 Fell Back on to Wheels, off the Fence. V1 Had Gone and left the Scene. no Cctv. (Kp State no Further Info to Add. Mapped on Road Close to Grid Ref)
426	A28	3	26/04/2015	1808	1	1	1	2	1	E07000114	630133	168955	A28 Canterbury Road Jw Kent Gardens, Birchington, Kent	V2 was Travelling Along A28 Towards Birchington. at Nearside G/Way Junction V1 Pulls into Path of V2, Causing both Vehicles to Collide. Driver V2 Complained of Whiplash Type Injuries.
427	A254	3	28/04/2015	1700	1	1	1	2	1	E07000114	636411	168072	A254 Margate Road, Broadstairs, Kent (Mapped to Grid Ref)	V1 Has Pulled out of the Junction into the Central Reservation to Turn Right. V2 Believed They Would Not Make the Gap and Has Thrown Themself from the Vehicle Resulting in Injury. neither V1 or V2 Have Made Contact.
428	B2190	3	03/05/2015	1050	1	2	2	1	1	E07000114	631373	166176	B2190 Jw Columbus Avenue, Manston, Kent (Mapped to Grid Ref)	the Pedal Cyclist Slipped on a Wet Road and Landed on Their right Hip. There Were no Other Vehicles, Cyclists or Animals Involved. the Cyclist was Conscious at Scene and was Able to Give an Account Before Being Taken to Hospital
429	A254	2	30/04/2015	1545	1	1	1	1	1	E07000114	635554	169856	A254, Ramsgate Road J/W B2052 College Road, Margate, Kent	C1 Ran across Traffic Lights - Collided on the Right/Drivers Side of V1. Witnesses State C1 Ran across the Road when the Traffic Lights Were Green
430	A256	3	02/05/2015	1315	1	1	1	2	1	E07000114	635732	165893	Haine Road Jw Manston Road, Ramsgate, Kent	V2 was Travelling up Haine Road Towards Broadstairs/Westwood Cross. V2 was on the Roundabout when V1 Pulled out of Side Road Next to the Golf Course. V1 Hit V2 Causing Rider to Fall off V2. Driver of V1 Got out of Their Vehicle, Looked at Inft, Said Nothing then Got Back in V1 and Drove Off. no Witnesses as Far as Inft is Aware. Stats Were Not Completely Done by Front Counter
431	A254	3	08/05/2015	1710	1	1	1	2	2	E07000114	636418	167964	Westwood Cross Roundabout, Broadstairs, Kent	V1 Approaching Westwood Cross Roundabout and was Stationary. V2 Came up Behind and Went into Back of V1
432	A256	3	01/05/2015	1620	1	1	1	3	1	E07000114	633783	164160	A256, Richborough Way, Ramsgate, Kent (Mapped to 633870/164140)	All 3 Vehicles Were Travelling Along the A256 Towards the Direction of Ramsgate Veh 2 & 3 Started to Slow down Due to Build up of Traffic, but Driver 1 was Not Able to React in Time Colliding with the Rear of V2 Shunting V2 Forward into the Rear of V3.
433	A254	3	06/05/2015	2350	4	2	1	1	1	E07000114	636431	167909	A254 Margate Road Jw A256 Haine Road, Broadstairs, Kent	V1 was Being Driven by Keeper Home After Work. Whilst Negotiating a Roundabout Lost Control of Rear Wheel Drive Vehicle Hitting + Damaging a Lamp Post.
434	A256	3	20/05/2015	2345	4	2	1	2	1	E07000114	633910	164627	A256, Richborough Way, Ramsgate, Kent	both Vehicles Were Travelling Along the A256 Towards Ramsgate from Sandwich. V1 was in the Inside Lane and V2 was in the Outside Lane. V2 Assumed Due to V1 Being on the Inside Lane They Were Going Left, However both Vehicles Have Gone ahead and Collided with One Another.
435	E4152	3	20/05/2015	1300	1	1	1	2	1	E07000114	636028	168287	Nash Road, Outside Nash Farm Shop, Margate, Kent	V2 Has Emerged from Nash Farm Shop turning right Towards A256. V1 was Established on Nash Road Heading Away from A256 and Collided with Offside of V2
436	A254	2	28/05/2015	0540	1	1	1	2	1	E07000114	636428	168242	A254, Ramsgate Road Just After Jw Star Lane, Margate, Kent	V2 Has Been Peparing to Turn right into Star Lane from Ramsgate Road. as V2 Has Moved to the Centre of the Road, V1 was Riding Along Coming Towards V2. V1 Has Swerved Possibly in the Belief That V2 was Going to Complete the Turn. on Swerving the Rider Has Lost Control of Moped and Mounted the Pavement Causing Rider to Fall. the Vehicles Have Not Made Contact During the Incident.
437	A28	2	25/05/2015	1420	1	1	1	2	1	E07000114	631278	169572	A28, Canterbury Road, Outside King Ethelbert School, Birchington, Kent	V1 Travelling Along A28 Lane 2, Checked Mirror, Saw Ambulance Aproaching from Rear. D1 Looked ahead but Rear Ended V2 which Had Slowed to Turn Right.
438	A254	3	09/06/2015	1110	1	1	1	2	1	E07000114	636420	167897	Westwood Cross Roundabout, Margate Road, Broadstairs	V2 (Cyclist) at Front of Queue at Roundabout when V1 Has Tried to Pull Round, and Clipped the Rear Wheel of V2, Causing the Cyclist to Fall to the Ground.
439	A28	3	20/06/2015	1425	1	1	1	2	1	E07000114	629634	168315	A28 Canterbury Road J/W Private Entrance to Car Wash, Birchington, Kent	V2 Stationary on Canterbury (A28) Facing South West, V2 Waiting to Turn right into the Car Wash. V1 Travelling South West (Same Direction as V2) Behind V2, Hit V2 in the Rear. both Drivers Stopped Pcso & Secas Attended. S170 Complied With.
440	E4150	3	23/06/2015	1945	1	1	1	2	1	E07000114	633518	168864	B2049 Shottendane Road J/W High Street, Margate, Kent	this is a Motor Vehicle Vs Pedal Bike Rtc. Vehicle was Travelling Along Main Road and Cyclist Has Pulled out of the Junction and Collided with the Vehicle. the Cyclist Has Gone Through a ' Give Way ' Junction.
441	A253	3	25/06/2015	1500	1	1	1	2	2	E07000114	631111	165760	A253 Jw Minster Road and A299, Acol, Ramsgate, Kent	V1 was Travelling Along A299 from Monkton Towards Ramsgate. V2 Cyclist was Travelling from Minster Towards Acol. V2 was Already on Minster Roundabout on A299. V1 Pulled onto the Roundabout and into the Path of the Cyclist. the Cyclist V2 Fell off Their Bike. V2 Cyclist Has Injuries to Their Left-Hand Side, Grazes on Hip, Temple, Shoulder, Ankle and Knee. These Are Minor and Slight Injuries.
442	A28	3	20/02/2015	2020	4	2	1	1	1	E07000114	630408	169099	A28 Canterbury Road (199), Birchington, Kent	V1 Has for no Obvious Reason Crossed Oncoming Lane, left Road and Struck Wall of 1 Yew Tree Gardens. D1 Arrested for Driving Whilst Unfit Through Drink or Drugs.
443	C229	3	29/06/2015	0700	1	1	1	1	1	E07000114	634975	169072	Manston Road Jw Half Mile Ride, Margate, Kent	D1 Has Lost Control of Vehicle and Fell Off. no Other Vehicle, Pedestrian or Roadside Furniture Involved.
444	E4150	3	29/06/2015	1100	1	1	1	2	1	E07000114	634005	169995	George V Avenue Jw Waverley Road, Margate, Kent	V1 Has Pulled out into the Path of George V Ave into the Path of V2. the Rider of V2 Has Ditched it to Prevent a Collision.
445	E4103	3	29/06/2015	1517	1	1	1	2	1	E07000114	634637	165072	Canterbury Road West, 10M East of King Arthur Road, Cliffsend,Kent	Rider of Veh 1 Momenterilly Looked Away from Slow Moving Traffic, Braked Suddenly and Came off Bike and Slightly Collided into Veh 2
446	E4144	3	01/07/2015	1515	1	1	1	1	3	E07000114	630462	168861	Linington Road Jw Stone Barn Ave, Birchington, Kent	Pedestrians Were Crossing Linington Road, Birchington in Southwest Direction. V1 was Stationary at Jw Stone Barn Avenue (In Linington Road Facing Southeast). Pedestrians Were Crossing the Road Behind V1 which Began Moving Forward. V1 then Stopped and Reversed, Hitting the Two Adult Pedestrians. One Ped Quickly Moved Their Child (Third Pedestrian) out of the Way.
447	E4103	2	03/07/2015	0710	1	1	1	2	1	E07000114	635539	164889	Sandwich Road, Ramsgate, Kent (Mapped to 635530/164880)	V1 was Travelling Towards Sandwich when it Has Driven into the Rear of V2 which Had Stopped, Broken down on the Carriageway.
448	C223	3	04/07/2015	1918	1	1	1	1	1	E07000114	633935	164206	Cottington Road, Cliffsend, Ramsgate, Kent	Travelling from Minster to Cliffsend, Taken a Wide Bend and Caught Gravel which Has Caused Bike to Slide. Bike Collided with Concrete Post. no Roadside Furniture Damaged. no Other Vehicles or Person Involved.
449	A256	3	06/07/2015	1850	1	1	9	2	2	E07000114	636029	167540	A256 New Haine Road Rdbt, Ramsgate, Kent	Secamb Called Police to Attend this Accident. Police Failed to Attend. this Happened on New Haine Road, Ramsgate Outside Toby Carvery. Driver and Partner Attended Hospital by Ambulance
450	A254	3	11/07/2015	0214	4	1	1	2	2	E07000114	636424	167941	A254, Margate Road Jw A256, Westwood Road, Broadstairs, Kent	Vehs 1 & 2 Exiting Main Roundabout at Westwood Cross Jw Margate Road. V1 + V2 Were Side by Side when V1 Made a Sudden Lane Change, Colliding with V2. Independant Witness Confirmed This.
451	A28	2	13/07/2015	1410	1	1	1	1	2	E07000114	628368	167498	A28, Canterbury Road, Outside Nether Hale Farm, Birchington, Kent	for Unknown Reasons V1 Lost Control and left the London Bound C/Way, Crossing the Central Grass Reservation. it Flipped onto its Offside and Entered the Opposing Carriageway. One Person was Ejected from the Vehicle.
452	B2050	3	08/07/2015	1750	1	2	2	1	1	E07000114	631542	167800	Manston Road Close to Shottendane Road, Birchington, Kent (Mapped to 631540, 167790)	Rider Has Slowed for a Long right Hand Bend Due to the Fact That it was Raining Hard. as the Rider Has Gone into the Bend, the Bike Has Slide from Under Them Causing Rider to Fall off the Bike.
453	F11	3	05/07/2015	1620	1	1	1	1	1	E07000114	630768	167068	the Street, Acol, Birchington, Kent	One Vehicle Rtc. Driver Eba Has Lost Control on Bend and Hit a Wall.
454	E4149	2	08/07/2015	1010	1	1	1	1	1	E07000114	633492	169665	Dent-De-Lion Road, Margate, Kent	V1 was Riding Their Bicycle on Dent-De-Lion Road, Garlinge from Margate Direction of Westgate-On-Sea. 3 Children Have Jumped from a Field on V1's left and Slight Contact was Made with V1's Front Wheel Causing D1 to Lose Balance and Fall from Bicycle. Secas Arrived and Stated Possible Broken Hip Sustained.
455	A254	3	13/07/2015	1030	1	2	1	2	1	E07000114	636404	167950	Westwood Road, A254 Margate Road, Westwood, Margate, Kent	V2 Travelled West on Westwood Road and Entered Westwood Roundabout Travelling Round the Roundabout Intending to Travel North on A254 Margate Rd Towards Margate. There was Heavy Traffic. V2 Stopped on the Roundabout at the Exit to A254. V1 Travelled East on Haine Rd (A256) and Entered Westwood Roundabout and Hit the Rear of V2 which was Stationary. V1 Continued Round the Roundabout Travelling South on A254 Towards Ramsgate.
456	A299	1	14/07/2015	0017	6	1	1	2	1	E07000114	634847	164679	A299, Hengist Way, Ramsgate, Kent	both Vehicles 1 and 2 Were Travelling East on Hengist Way Towards the Lord of the Manor Roundabout Veh 2 Moved from Lane 1 into Lane 2 and Veh 1 Tried to Overtake Veh 2 on its Offside During this Veh 1 Lost Control Colliding with the Offside Kerb and Central Armco Barrier this Caused the Rider to Become Detached from Veh 1 and Veh 1 to Overturn. Rider from Veh 1 Suffered Fatal Injury.
457	A254	2	14/07/2015	1610	1	1	1	2	2	E07000114	636332	168612	A254 Ramsgate Road, Margate, Kent	2 Cyclists Cycling Home Along the A254 Ramsgate Road, Margate. both Were Cycling on the Pavement in the Direction of Ramsgate. as They Reached a Bend on the Pavement (Where a Bush Obscures the Upcoming Pavement) the First Cyclist V1 Collided Head-On with another Cyclist V2 Coming the Opposite Way. neither Cyclist Saw Each Other Coming Prior to the Collision. Rider of V1 Came off Their Bike and Hit the Pavement Face-First Causing a Broken Tooth and Probable Broken Jaw-Bone.
458	E4152	3	15/07/2015	1145	1	1	1	2	2	E07000114	635889	169266	Nash Lane, Near A254 Ramsgate Road, Margate, Kent (Mapped to 635890,169260)	V2 on Nash Lane Heading Towards Ramsgate Road . Traffic Came to a Stand Still and V2 Had Stopped. V1 Has Gone into the Rear of V2. both Parties Stopped. V2 Took V1's Vrm and Telephone Number. V2 Driver and Passenger both Been to Qeqm as Have Slight Whiplash. (V1 Driver Age Not Known)
459	E4152	3	13/07/2015	1305	1	1	2	4	1	E07000114	635370	169580	Nash Road 75 Metres East of Salmestone Rise, Margate, Kent	Vehicles 2, 3 & 4 Were Stationary in a Line of Traffic V1 Has Failed to Notice the Stationary Cars and Has Collided into the Rear of V2, V2 Has then Been Pushed Forwards into V3 Causing V3 to Collide with V4

460	E4152	3	23/07/2015	1800	1	1	1	2	1	E07000114	635845	167742	Star Lane Jw Manston Court Road, Westwood Cross, Kent	V1 Overtook V2. They Had an Argument at the Roadside with V2 Banging on the Window to V1. V1 Took off and Caught V2 when Pulling Off. Police Vehicle Drove Past and was Flagged Down, Injuries Very Minor.
461	E4145	3	12/05/2015	1349	1	1	1	2	2	E07000114	632659	168710	Shottendane Road Jw Minster Road, Margate, Kent	V2 Travelling Along Shottendane Road, Margate with V1 Travelling Behind. V2 Slowed down to Turn Right. V1 Collided into the Rear of V2.
462	A254	3	03/08/2015	1645	1	1	1	2	1	E07000114	636418	168227	Star Lane Jw A254 Margate Road, Westwood, Margate, Kent	V1 was Waiting to Pull onto the Roundabout from Star Lane and Has Come to a Stop, Before V2 Has Made Contact with Rear Causing a Minor Shunt. this Has Caused Slight Neck Pain to D1. There was no Damage to either Vehicle. D1 Went to Margate Hospital for Check on the Neck Injury.
463	A299	3	17/06/2015	1410	1	1	1	2	1	E07000114	628624	165604	A299 Monkton Roundabout, Ramsgate, Kent	V1 Travelling in Lane 1 Along A299 from St Nicholas at Wade, Intending to Turn left on A253-A299 Toward Minster Roundabout. V2 Travelling in Lane 2 Along A299 from St Nicholas at Wade Intending to Turn left onto A253-A299 Towards Minster Roundabout. as both Vehicles Encountered the Roundabout a Collision Has Occurred, Resulting in V2 Coming to a Stop on Central Reservation.
464	B2190	3	05/08/2015	1650	1	1	1	3	1	E07000114	631260	166125	B2190 Minster Road, Ramsgate, Kent (Mapped to 631260, 166120)	V1 Saw V2 Parked Stationary in the Carriageway Too Late to Avoid Collision. Carriageway is a Two Lane 50 Mph Stretch (No Hard Shoulder but Also no Obvious Parking Restrictions). V2 Driver Had Pulled over in Live Lane to Calibrate Their Sat Nav. Traffic Continued to Pass on V2's Offside in Lane 2 (West Bound). V2's Hazard Lights Were On. V1 Collided with V2's Osr 1/4 and Ricocheted into V3's Nsf 1/4. V3 was Passing V2 at the Time & Ridge of V1 was Almost Sandwiched but Fortunately Only Minor Injuries
465	E4152	3	05/08/2015	1730	1	1	1	2	1	E07000114	636237	168083	Star Lane, Margate, Kent (Mapped to 636240, 168090)	Pedal Cyclist on Road. V1 Reversed and Struck Pedal Cyclist Knocking Them to the Ground Causing Injury to Cyclist and Damage to Pedal Cycle. D1 Stopped and Apologised to Cyclist but no Details Exchanged.
466	A28	3	07/08/2015	1755	1	1	1	2	2	E07000114	632787	169912	A28, Canterbury Road, 20 Metres West of Queens Road, Margate	V1 was Following V2. a Unidentified 3Rd Vehicle Braked Suddenly in Front of V2 V2 Stopped but V1 was Unable to Stop in Time and Collided into Rear of V2 Only V1 and V2 Involved in the Collision
467	A299	3	11/08/2015	0710	1	2	2	1	1	E07000114	635467	165032	A299, Lord of the Manor Roundabout Jw Hengist Way, Minster, Ramsgate, Kent (	V1 was Travelling from the A299 on to the Lord of the Manor Roundabout and on to Hengist Way. V1 then Lost Control of the Vehicle After Setting off from the Roundabout and Entering on to Hengist Way and Began to Spin. V1 then Settles Facing Oncoming Traffic in Lane 1 of Hengist Way Carriageway Partially on the Verge. Driver of V1 Stated They Lost Grip on Exiting the Roundabout as Conditions Were Wet.
468	A28	3	31/07/2015	1800	1	1	1	2	1	E07000114	630819	169441	A28 Canterbury Road Birchington Kent (Mapped to 630830,169410)	V2 Rider States They Informed Driver of V1 to Put down Their Mobile Phone. Following this an Unknown Occupant of V1 Has Thrown a Bottle in V2 Direction. V2 Rider Has Located V1 Again at which Point V1 Has Driven off Causing Rider of V2 to Fall from Their Bike. Minor Scratches to Rider of V2s Legs as a Result of the Fall. V2 Rider Doesn't Appear to Want to Assist Police with Investigation.
469	A256	3	15/08/2015	1100	1	1	9	2	1	E07000114	635844	166365	A256 Haine Road Jw St Johns Avenue, Ramsgate.	V1 was turning right onto Haine Road from St Johns Avenue, and Pulled out of the Junction Before Stopping to Wait for Traffic from the left to Pass. V2 (Cycle) Has Ridden into the Side of V1.
470	A28	3	22/07/2015	1522	1	1	1	2	3	E07000114	632634	169884	A28 Canterbury Road 30 Metres West of the Grove, Margate, Kent	V1 and 2 both Travelling Along Canterbury Road A28 Towards Margate when V2 Braked Due to Veh ahead Turning. However V1 Braked Too Late, Skidded and Collided with the Rear of V2.
471	A28	3	18/08/2015	0930	1	2	2	1	1	E07000114	628321	167459	A28, Canterbury Road, Brooksend, Birchington, Kent (Mapped to 628320/167450)	V1 was on the Dual Carriageway A28 Canterbury Rd at Brooksend Birchington. V1-Hgv Has Swerved into the Nearside Kerb, Hitting a 50Mph Sign and the Vehicle Swerved to the Centre Reservation Where its Mounted and Collided with a Tree Before Coming to Lie in a Jack Knifed Position.
472	A28	3	20/08/2015	1713	1	1	9	2	2	E07000114	632408	169782	A28 Canterbury Road Jw St Mildred Road, Minster Road, Westgate on Sea, Kent	V1 was at Traffic Lights, Minster Road Waiting to Turn right into Canterbury Road Heading Towards Margate V2 was at Traffic Lights St Mildred's Road Waiting to Travel Straight ahead into Minster Road. V1 Turned right in Front of V2 Colliding with V2's Front End. V1 Impact Front Nearside.
473	B2190	3	23/08/2015	1310	1	2	2	2	4	E07000114	632615	166198	B2190 Spitfire Way, 500 Metres West from Jw B2050, Margate, Kent	V2 was Travelling Along the B2190 Towards Minster when the Driver Slowed Down/Stopped as They Were turning right into a Small Road That Runs Along the Side of Houses. V1 was Travelling on the Same Road and in the Same Direction, Behind V2. Although the Inexperienced Driver Saw both the Brake Lights and right Hand Indicator Illuminated on V2, They Didnt Realise That V2 was Stopping and Braked Too Late and Skidded into the Rear of V2.
474	B2050	3	04/09/2015	1335	1	1	1	2	3	E07000114	634181	166318	B2050 Manston Road Jw Manston Court Road, Ramsgate, Kent	V1 Travelling from Manston Village in Direction of Airport and Approaching Jw Manston Court Road to Turn Right. V2 Travelling Opposite Direction on Manston Road Going Towards Manston. V1 Turned across Path of V2 Resulting in Collision.
475	A254	2	09/09/2015	0830	1	1	1	1	1	E07000114	635560	169845	A254 Ramsgate Road Jw B2052 College Road, Margate, Kent	V1 Has Travelled Along College Road and Turned left into Ramsgate Road. as V1 Has Turned into Ramsgate Road, Ip Has Run out Between Stationary Vehicles into the Path of V1. Ip Has Collided with V1 and Landed on the Floor. V1 Has Damage to Windscreen and Driver's Wing Mirror.
476	A254	3	07/09/2015	2056	4	1	1	2	1	E07000114	635560	169846	A254 Ramsgate Road by 106, Margate, Kent	Ip was Waiting to Cross the Road Outside the Secret Spice Indian Restaurant Having Come from the Direction of College Road and Looking to Cross Towards Salmestone Road. V1 was Travelling Along Ramsgate Road from the Direction of Queens Avenue Towards Westwood Cross. as V1 Approached the Traffic Lights, They Turned to Amber, However D1 Stated They Were Committed and Continued across when the Lights Were Amber. the Ip Has then Moved out into the Carriageway in Order to Cross the Road and was Struck by V1. Initial Contact was Made with Front Nearside of Vehicle. Ip Suffered Moderate Injuries.
477	A299	3	29/08/2015	2230	4	2	1	1	3	E07000114	628595	165558	A299 Canterbury Road West J/W Willetts Hill, Ramsgate, Kent	V1 Negotiating Roundabout at Monkton and Lost Control Hitting Direction Sign on Central Reservation. D1 Ran from Scene and Located at Home Address, 2 Casualties Dealt with at the Scene and Vehicle Recovered
478	E4145	3	11/09/2015	1125	1	1	1	1	1	E07000114	631954	169450	Lymington Road J/W Suffolk Avenue, Westgate on Sea, Kent	C1 Has Run Between Two Parked Vehicles into the Path of V1. V1 Has Been Unable to Stop and at Slow Speed Has Struck C1.
479	A254	3	09/07/2015	1200	1	1	1	2	1	E07000114	636427	167918	A254, Westwood Road, Westwood Cross Roundabout, Westwood, Kent	Veh 2 in Lane 1, Stationery in Westwood Road J/W Westwood Cross Roundabout Facing West. Veh 1 in Lane 2 Facing Same Direction Entered the Roundabout Hitting Veh 2 Causing Damage. Veh 2 and Veh 1 Exchanged Details.
480	A28	3	14/09/2015	0820	1	1	1	1	1	E07000114	632942	169905	Canterbury Road, Westgate, Kent (Mapped to 632940, 169910)	V1 was Pulling into Parking Space on Canterbury Road. as V1 Stopped a Young Ped was Calling to the Owner of V1 That They Were on Ped's Foot. the Owner of V1 Got out of Their Car and Sat the Ped in Their Car to See If They Were Okay. the Young Ped Said That They Were Fine. the Owner of V1 Took the Ped into the School Office - Staff Offered to Look at the Ped's Foot but Ped Said No, They Were Fine.
481	B2190	3	17/09/2015	0043	5	2	2	1	1	E07000114	632759	166226	B2190, Spitfire Way, 700M West of B2050, Manston Road, Manston, Kent	Veh 1 was Travelling Eastbound Along B2190 Spitfire Way, Towards J/W B2050 Manston Road. as it Has Approached a Slight left Hand Bend in the Road, the Driver Has Lost Control on the Wet Road Surface Colliding with Concrete Posts and Fencing on the Offside.
482	E4141	3	17/09/2015	1107	1	1	1	3	3	E07000114	630422	168379	Park Avenue Jw Brunswick Road, Birchington, Kent	Veh 1 Being Driven by an Unlicenced Driver Driving Along Brunswick Road Toward the Junction. Veh 3 (A Police Vehicle) was Trying to Catch up to Veh 1. Veh 3 was Approx 150-200 Metres from Veh 1, and Veh 3 Occupants Had Lost Sight of Veh 1. Veh 3 Had Blue Lights and Sirens Activated. Veh 1 Drove out of the Junction onto Park Avenue Without Giving Way for Traffic and Crashed into Veh 2 which Had Priority.
483	A299	3	15/09/2015	1745	1	2	2	1	1	E07000114	633958	164660	A299 Thanet Way J/W A256 Hengist Way, Ramsgate, Kent	V1 Travelling down A299 Hengist Way Around Slip Road to A256. V1 then Lost Control, Lost it on Slip. Sliding into Barrier. Rider Came off Bike.
484	B2050	3	20/09/2015	0045	6	1	1	1	1	E07000114	631845	167507	B2050, Manston Road, Birchington, Kent	Rider of Veh 1 was on the Grass Verge on the Side of the Road and the Motorbike was on its Side in the Road. Driver of Veh 1 Complained of Leg Pain but Declined Ambulance, Driver of Veh 1 Called Someone and was Picked up from the Scene
485	A254	2	19/09/2015	0510	4	1	1	2	4	E07000114	635559	169867	A254 Ramsgate Road J/W B2052 College Road, Margate	V1 Has Come from Beatrice Road, Margate Towards College Road.V1 Gone Through Red Light at Speed. V2 on Ramsgate Road, Light Green Heading Towards Qeqm Margate. Hit on right Side of Vehicle by V1. V2 then Forced Through Roadside Fence and into 'Sectret Spices' Indian Restaurant. Damage to Building Caused. Driver of V1 left Scene.
486	A256	3	22/09/2015	1630	1	2	1	2	1	E07000114	633878	164428	A256, 300M South of Sevenscore Roundabout, Ramsgate, Kent	V2 Had Lost Control on the Dual Carriageway and Had Spun Their Vehicle, Causing Their Tyre to Be Punctured. Their Vehicle Remained Broken down in Lane 1. V1 was Also Travelling to Ramsgate when D1 Saw V2 Too Late as Due to Traffic on Lane 2 Braked. but was Unable to Stop in Time and Collided with V2. the Road was Wet and Described as Being Slippery.
487	B2190	3	25/09/2015	1745	1	1	1	1	1	E07000114	631179	166075	B2190 Minster Road 10 Metres South of Spitfire Way, Ramsgate, Kent	V1 Has Over Steered on Roundabout, left Road and Damaged a Lamppost.
488	A253	2	26/09/2015	0800	1	1	1	1	1	E07000114	633918	164616	A253 Hengist Way Jw A299 Sevenscore Roundabout, Ramsgate, Kent	V1 Travelling Along Richborough Way Towards Sevenscore Roundabout. Intention was to Travel Straight on at the Roundabout Towards Hengist Way. V1 Proceeded Around the Roundabout and in Doing So the Rear Wheel Lost its Grip and the Bike was Dropped in Hengist Way
489	C229	3	29/09/2015	1010	1	1	1	2	2	E07000114	634117	167651	Manston Road Jw Vincent Road, Margate, Kent (Lw Emailed Sf to See What Other Perm Object Hit off C/Way. 30/11/15)	V1 Travelling North Along Manston Road Intending to Turn right Fast into Vincent Road. V2 Travelling South Along Manston Road. V1 Stopped and Paused Before Beginning to Turn. as V2 Approached Junction from Around left Hand Bend V1 Turned across Path of V2. V2 Collided with V1. V2 then Hit Bank Causing it to Turn over onto its Offside.
490	A28	3	26/09/2015	0943	1	1	1	3	2	E07000114	629500	168090	A28, Canterbury Road, Brooksend, Birchington, Margate, Kent (Mapped to 629490, 168090)	V1 was Being Driven from Birchington A28 on the down Hill Towards Brooks End. D1 Suffered a Dizzy Spell and Attempted to Brake but Crashed into a Lamppost. Damage was Caused to V1 and Slight Damage to Lamppost. V3 Decided to Pull over to right to Assist V1. V2 Has Gone into Back of V3. 999 on Stats - D1 Had Dizzy Spell at Wheel.
491	B2050	3	29/09/2015	0005	6	1	1	1	1	E07000114	634552	166323	B2050 Manston Road 400 Metres from Manston Court Road, Ramsgate	Single Veh Accident. Rider of V1 Has Gone into right Hand Bend and Lost Control of the Bike. R1 Has Been Thrown from the Bike Injuring Themself.
492	E4102	2	20/10/2015	1700	1	1	1	2	1	E07000114	634615	163913	Sandwich Road Jw Foads Lane, Ramsgate, Kent	V1 Travelling Towards Sandwich. Cas 1 (on V2 - Cycle) was Travelling Towards Ramsgate. V1 Stopped to Turn right but Hesitated. Cas 1 Continued Cycling Forward then V1 Moved On, turning right and Went into V2. Cas 1 Knocked off Bike, Been to Hospital and Bike is Damaged. Veh 1 Driver Stopped and Exchanged Details.
493	A256	3	01/11/2015	1755	4	2	7	1	1	E07000114	633924	164621	A256/A299 Sevenscore Roundabout	V1 Failed to See the R/A in the Fog and Went onto the Centre, Flipping over and Stopping on its Roof.
494	A299	2	01/11/2015	0325	4	2	7	2	1	E07000114	631163	165727	A299, Hengist Way J/W Tothill Street, Minster, Ramsgate	Veh 2 Stopped at Junction to Roundabout in Lane 2. this is Due to Possible Mechanical Issue. Driver of Veh 2 was out of Vehicle and Had Bonnet Up. Veh 1 Has Driven Along A299 and Collided with the Rear of Veh 2. both Vehicles Have Ended up on the Grass of the Roundabout Along with the Driver of Veh 2. Driver of Veh 1 Has Fled the Scene on Foot.
495	A28	3	31/10/2015	1720	1	1	1	2	1	E07000114	632812	169909	A28, Canterbury Road Jw Queens Road, Westgate-On-Sea, Kent	V1 and V2 Were both Driving on A28 Westgate Heading Towards Margate. V2 Signalled to Move from Lane 1 into Lane 2 as Driver Believed Had Ample Room to Do So (To Avoid a Parked Car in Lane 1). V1 Has then Gone into the Back of V2.
496	B2050	3	29/10/2015	0615	4	1	1	2	1	E07000114	635777	165918	B2050, Manston Road J/W A256 Haine Road, Ramsgate, Kent	Veh 1 and 2 at Junction into right Turn Only Major Road. Veh 2 Moved Forward but then Stopped. Veh 1 Believed Other Vehicle Had Committed to Exit and Looking right Believed Had Time to Exit Also, Colliding with Rear of Veh 2.
497	A299	3	01/11/2015	0700	1	2	7	1	1	E07000114	627519	166987	A299 Thanet Way Jw A28 Canterbury Road, St Nicholas, Kent	Veh Travelling from Gillingham Along Thanet Way from Herne Bay Towards Thanet. Due to Very Foggy Conditions Driver Did Not See R/A Until the Last Moment. Driver Could Not Stop, Mounting R/A Causing Damage to Their Vehicle Only.
498	A254	3	01/11/2015	1150	1	2	7	3	2	E07000114	636264	168740	A254 Ramsgate Road, 50M Nw from Enterprise Road, Margate, Kent	Vehs 1,2 and 3 Travelling in Queue of Traffic when Started to Move and then Stopped Suddenly. V1 Hit Rear of V2 Knocking it Forward into Rear of V3.
499	A254	3	06/11/2015	1712	4	2	8	2	1	E07000114	636423	168228	A254, Margate Road Jw Star Lane, Margate, Kent	V2 was on the Roundabout when V1 Pulled Forward and Collided with V2 Causing Damage to Nearside Rear of Car. Car then Turned and was Facing the Wrong Way Due to Wet Road Surface.
500	B2190	3	07/11/2015	2045	6	2	1	3	1	E07000114	633140	166442	B2190 Spitfire Way J/W B2050 Manston Road, Ramsgate, Kent	V1 was Travelling Along Manston Road, West Direction. an Unknown Vehicle (V3) Has Pulled out in Front of V1 from B2190 Spitfire Way. V1 Has Had to Apply Brakes Sharply and Turn into B2190 to Avoid a Collision. in Doing So Rear End of V1 Has Slipped out Colliding with the Front Offside of V2, which Had Been Travelling Slowly Along B2190 Towards the Junction, 2 Cars Behind V3 which Pulled Out. Wet/Slippery Road Surface a Contributory Factor.
501	A299	3	03/11/2015	0745	1	2	1	2	3	E07000114	633928	164692	A299, Hengist Way Ramsgate, 35 Metres North of Sevenscore Roundabout, Ramsgate, Kent	V2 Travelling Along Hengist Way in Direction of Sevenscore Roundabout Following Flow of Traffic and Came to a Stop as Near to Roundabout. V1 Collided into Rear of V2. V2 Had Driver and Passenger Injured, V1 - Driver Has Also Sustained Injuries - None of the Injuries Are Life Changing or Life Threatening.
502	A299	3	01/11/2015	1635	4	2	7	2	4	E07000114	631130	165718	A299 Hengist Way J/W Tothill Street, Ramsgate, Kent	V1 was Driving in Thick Fog Along Hengist Way Ramsgate Street. V1 Entered onto Roundabout and Hit the Rear left Side of V2, Causing V2 to Spin. Slight Injury Caused. both Vehicles Recovered.
503	A299	3	10/11/2015	1040	1	1	1	2	1	E07000114	628623	165604	A299 Thanet Way Jw Willetts Hill, Monkton, Kent	V1 was Travelling Coastbound on A299 Thanet Way, Towards Monkton Roundabout, Lane 2. V2 was Travelling in Same Direction in Lane 1. V2 was Heading Towards Third Exit, Willetts Hill and V1 Wanted Second Exit to Continue Along A299. D1 Thought V2 was Taking Second Exit So Went to Overtake but Collided with Side of V2 when it Didn't Take Exit.
504	E4150	3	12/11/2015	1320	1	1	1	3	2	E07000114	633517	168860	Shottendane Road Jw High Street, Margate, Kent	V1 Travelling Along High Street, Stopped Briefly at Junction of Shottendane Road, Hesitated then Pulled out into the Path of 2 Oncoming Vehicles.
505	A256	3	10/11/2015	1145	1	1	1	2	1	E07000114	635767	165943	A256 Haine Road Jw B2050 Manston Road, Ramsgate, Kent	V1 in turning Area of Haine Road A256 Looking to Turn onto Manston Road B2050 Ramsgate Bound. V2 Travelling Southbound on Haine Road. as V2 Passing turning Area, V1 Has Pulled out into V2's Path and right of Way Resulting in Heavy Damage to both Vehicles.
506	A28	3	16/11/2015	0905	1	2	2	1	1	E07000114	633419	169870	Canterbury Road, Outside 233, Margate	Pedestrian Has Come out of the Bp Garage and Stepped off the Pavement. V1 a Van Has Clipped Pedestrian's left Forearm. V1 Stopped and Gave Details to the Bp Garage. Cctv Zy/19355/15/5 Booked In. (Police State no Age Given for D1.)
507	E4145	3	04/11/2015	1715	6	1	1	2	1	E07000114	632659	168711	Minster Road Jw Shottendane Road, Westgate, Kent	V1, Travelling Minster Road, Westgate onto Shottendane Road, Has Pulled out on V2 which Collided Side-On to Vehicle. V1 Driver Very Shaken & Treated for Shock.
508	A299	3	14/11/2015	1045	1	2	1	1	1	E07000114	635473	165035	A299. Lord of the Manor R/A Jw Hengist Way, Ramsgate, Kent	V1 Exited the R/A onto Hengist Way and Lost Control of the Vehicle. Driver Hit Road Jarring Their Neck
509	A299	3	14/11/2015	1345	1	2	2	1	1	E07000114	631163	165741	A299 Hengist Way Roundabout Jw A253 Minster, Kent	this is a One M/V Rtc Whereby the Driver States They Skidded on either Oil or Diesel on the Roundabout Losing Control, Hitting the Central Barrier and then into a Fence off into a Field. Minor Injury (Whiplash). M/V Write Off.
510	A256	3	18/11/2015	1755	6	2	4	4	1	E07000114	633317	162932	A256 1000 Metres North West of Sandwich Road, Ramsgate, Kent	a Minibus Not Involved in Collision was Having Difficulties and Slowed down in Lane 1 with Hazard Lights On. V2 Pulled out from Behind Minibus into Lane 2 and V1 Travelling Lane 2 Collided with V2 and both Believed Collided with Central Reservation and Spun Around. V3 Also Travelling Lane 2 After Pulling out of Lane 1 was then Braking to Avoid Crashed Vehicles when V4 Collided with it from Behind.
511	A254	3	23/11/2015	1420	1	1	1	2	1	E07000114	636422	168224	A254 Margate Road Jw Star Lane, Margate, Kent	V2 was Travelling Along Margate Road. V1 Pulled out of Star Lane on Roundabout Causing both Vehicles to Stop Suddenly. V2 Locked up Rear Wheel and Fell off Their Motorcycle. Minor Injuries Sustained.
512	A28	3	25/11/2015	1530	1	1	1	1	1	E07000114	630202	168998	A28 Canterbury Road Jw Park Lane, Birchington, Kent	V1 was Travelling Along Canterbury Road Birchington - London. V1 Has Struck Pedestrian Crossing over Road at Pedestrian Controlled Traffic Lights. Appears Driver's Vision was Affected by the Low Position of the Sun at That Time. Driver was Going Slowly Due to this and Has Not Been Able to See the Colour of the Lights.
513	B2050	3	01/11/2015	1040	1	1	7	2	2	E07000114	635478	165890	B2050, Manston Road Jw Greensole Lane, Ramsgate, Kent	V2 Has Slowed to Turn right onto Greensole Lane and Has Been Struck in the Rear by V1.
514	A254	3	10/12/2015	0900	1	1	1	2	2	E07000114	635619	169691	A254 Ramsgate Road Jw Nash Court Road, Margate, Kent	V2 Has Been Travelling Along Ramsgate Road in the General Direction of Ramsgate. as V2 Has Reached Jw Nash Court Road V2 Has Stopped on Ramsgate Road to Wait to Turn right into Nash Court Road. V1 Has Been Travelling in the Same Direction and on Coming Around a Sweeping Bend Has Failed to Notice V2 was Stationary and Collided into the Rear of V2.
515	A299	3	13/12/2015	1640	1	2	1	1	1	E07000114	627517	166992	A299, Thanet Way J/W Potten Street Road, St Nicholas at Wade, Kent	V1 Travelling Coastbound on A299, Collided with Roundabout Causing the Vehicle to Take Off, Collide with Road Sign and Flip, Landing Back on Carriageway. no Other Vehicles Involved
516	A28	3	18/12/2015	1903	4	1	1	2	1	E07000114	633428	169875	A28 Canterbury Road J/W Private Drive (Bp Garage/M & S Shop), Margate	V1 Waiting to Turn right onto Main Road. V2 Travelling on Main Road Towards V1's Location. V1 Pulls out into Path of V2 and Collision Occurs
517	A28	3	21/12/2015	1700	4	1	9	2	1	E07000114	633584	169874	A28 Canterbury Road Jw High Street, Garlinge	V2 Cyclist Travelling North on High Street, Garlinge. V1 Behind V2. V2 in the Middle of the Road turning right onto Canterbury Road Towards Margate. V2 Crossed the Road (Canterbury Road) and was Hit by V1 Knocking V2 over and Cyclist Off. Minor Injury to R2, Damage to V2. V1 Drove Off.
518	A299	3	21/12/2015	1210	1	1	4	2	1	E07000114	635500	165089	A299, Thanet Way Jw Hengist Way, Ramsgate, Kent	V2 was in Inside Lane Approaching Roundabout to Turn Right. V1 Has Approached Roundabout from Same Direction. V1 was Travelling at Speed. V1 Has Not Stopped and Has Collided with V2. V1 Has then Clipped Roundabout and then left the Road onto an Embankment.
519	A299	3	27/12/2015	1840	4	1	1	2	1	E07000114	631085	165756	A299 Mount Pleasant Roundabout Jw A253, Minster, Kent	V2 Approached Roundabout and Slowed with V1 Behind. D1 Thought V2 Had Driven off and Therefore Began to Pull onto Roundabout. V2 Had Not Departed So V1 Struck V2 in the Rear.
520	E4149	3	20/12/2015	1329	1	1	1	1	1	E07000114	633436	169667	Dent-De-Lion Road, Margate, Kent (Mapped to 633430, 169670)	Marked Police Vehicles Were in the Vicinity of Dent-De-Lion Road as They Were Conducting an Area Search for a Crime Suspect. Whilst Suspect was Being Detained, V1 Has Approached the Officer and D1 Has Started Filming the Officers. Pc Has Begun Investigating a Moving Traffic Offence when D1 Has Shut the Window. Pc Has Attempted to Stop V1 but V1 Has Lunged Forward Making Contact with Pc. V1 Has then Driven off at Speed.
521	A254	3	05/01/2016	1950	4	2	2	2	1	E07000114	636217	168826	A254 Ramsgate Road, O/S B&Q, Margate, Kent	V2 Stationary on Ramsgate Road, Margate in a Line of Traffic Travelling Towards Westwood Cross. Heavy Rain at Time when V1 Collided into the Rear of V2 Causing Minor Damage and Minor Injury to Driver of V2.
522	E4149	3	05/01/2016	0835	1	2	2	1	1	E07000114	632396	169789	St Mildred's Road J/W A28 Canterbury Road, Westgate-On-Sea, Kent	V1 was at the Traffic Lights on Canterbury Road, turning right into St Mildreds Road. Upon turning into St Mildreds Road C1 Has Walked into the Road at an Uncontrolled Zone and V1 Has Struck Them. Witness Accounts Confirm this
523	A28	3	13/01/2016	1715	4	1	1	3	1	E07000114	629916	168698	A28, Canterbury Road, 40M West of Park Avenue, Birchington, Kent	V1 Went into the Rear of V2 in Slow Moving Traffic, which Has Caused V2 to Collide into the Rear of V3. no Known Witnesses or Cctv. Only V2 at Scene on Police/Ambulance Arrival. Section 170 Complied. Minor Damage/Minor Injury to Driver 2.
524	A254	3	07/01/2016	1610	1	2	4	2	1	E07000114	635917	169272	A254, Ramsgate Road Jw Nash Lane, Margate, Kent	V1 was Indicating right in Nash Lane, Intending to Pull out onto Ramsgate Road Traffic was Moderate. Unknown Motorist Heading North Towards Qeqm Flashed Headlights to V1 + Slowed, Bringing Traffic Behind to a Stop. V1 Has Edged Out, Awaiting Vehicles Approaching from Qeqm Direction when Driver of V1 Saw an Opening it Pulled out Not Realising That V2 (Moped) V2 was Passing the Northbound Traffic on the Offside (Down the Central White Lines). V1 Has Collided with V2 Causing Rider to Come Off.
525	A299	3	15/01/2016	1926	1	4	8	2	2	E07000114	629463	165645	A299 Thanet Way, Monkton, Margate, Kent	V2 was in Slow Lane and Braked. V1 Hit V2 Behind Shunting it into the Nearside and Causing it to Spin. V1 on Inside Lane. V2 in Outside Lane Facing on Going Traffic with Full Front Damage and Rear Damage.
526	A299	2	16/01/2016	0430	4	2	1	1	1	E07000114	628584	165617	A299, Thanet Way, North West of A253 Canterbury Road West, Ramsgate, Kent	V1 Travelling A299 from St Nicholas Towards Roundabout at Jw A253 Monkton. V1 Has Travelled Straight across Junction Without Slowing or Diverting and Hit/Mounted Roundabout Hitting Chevrons and then Trees.
527	A28	2	26/01/2016	1651	4	2	8	1	1	E07000114	631289	169562	A28, Outside King Ethelbert School, Birchington, Kent	Injured Party, Pupil at King Ethelbert School was Leaving and Intended to Cross the Road to the Bus Stop. Location is Two Lanes in either Direction and Due to After School Activities There Were Parked Vehciles. V1 Collided with C1 as They Ran out into its Path. C1 Suffered Life Threatening Injuries and was Conveyed to Kings Hospital and Remains in Critical/Serious Condition.
528	U	3	19/01/2016	0815	1	2	1	2	1	E07000114	636040	168275	NASH ROAD, O/S FARM SHOP, MARGATE	INFT (V2) WAS TRAVELLING DOWN NASH ROAD. JUST OUTSIDE THE FARM SHOP THEY NOTICED AN ONCOMING LORRY (V1). D2 TRIED TO PULL IN AND STOP BUT THE LORRY KEPT COMING AND HIT V2. D1 HAD A LOT OF CARS FOLLOWING THEM SO THEY SAID THEY WOULD PARK UP AND COME BACK. INFT'S VEHICLE WAS SO BADLY DAMAGED THAT THEY WERE UNABLE TO GET OUT OF THE CAR. V1 DROVE OFF AFTER THE DRIVER HAD TAKEN PICTURES AND NEVER RETURNED.
529	A256	3	20/01/2016	1950	4	2	1	2	1	E07000114	636423	167946	A256 HAINE ROAD 10 METRES EAST OF JW A254 MARGATE ROAD, WESTWOOD, BROADSTAIRS	V2 riding from A256 Haine Road, Broadstairs around the Westwood Cross roundabout. V1 waiting to join the roundabout at Margate Road. V2 has very dim bike lights. D1 has been unable to see V2 due to another vehicle's headlights. V1 has pulled out onto roundabout hitting V2's nearside at low speed.
530	U	3	25/01/2016	0850	4	2	1	1	1	E07000114	636067	168603	ENTERPRISE ROAD, MARGATE (MAPPED TO POLICE GRID REFERENCE)	Secas attendedthe incident, where the rider of V1 had fallen off Moped.Police called by Secas as rider had injury to left hip & ankle On arrival, rider being treated by Secas, not believed to be serious injury.taken to QEQM to get checked out. No damage to the bike, and no other vehicles were involved. Rider was travelling at slow speed to park up on near-side, and believed to have slipped.
531	U	3	03/02/2016	1235	1	1	1	2	2	E07000114	636043	168270	NASH ROAD, OUTSIDE FARM SHOP, BROADSTAIRS	2 X M/V RTC whereby no offences disclosed. Minor injury but both M/V's likely to be written off. V1 turning out of (blind corner) junction from Farm Shop. V2 collided in the side of it.
532	B2050	3	31/01/2016	1208	1	1	1	3	2	E07000114	634178	166316	B2050, MANSTON ROAD JW MANSTON COURT ROAD, MANSTON	V1 WAS TRAVELLING ALONG MANSTON ROAD FROM BIRCHINGTON DIRECTLY FOLLOWING V2. V3 WAS TRAVELLING ALONG MANSTON ROAD FROM MANSTON TOWN AREA. BOTH V2 AND V3 WISHED TO GO DOWN MANSTON COURT ROAD. V3 INDICATED TO TURN RIGHT AND VEH 2 INDICATED TO TURN LEFT. V2 FLASHED V3 TO GO IN FRONT AND V2 SLOWED MORE. V1 WENT TO BRAKE AND SKIDDED BEFORE HITTING REAR OF V2 PUSHING IT INTO V3. ALL 3 VEHICLES LEFT IN SITU:
533	A254	3	14/02/2016	1300	1	1	1	2	1	E07000114	635694	169633	A254 RAMSGATE ROAD 20 METRES NORTHEAST OF JW PERKINS AVENUE, MARGATE	V2 has turned left out of Perkins Avenue into Ramsgate Road, Margate. Informant was stationary outside Lesters Pub in traffic when V1 has hit V2 rear on. Both parties pulled over. V1 driver said sorry. Details were taken down. Both parties left the scene. D2 has neck pain. Informant has been to the address given and been told no one lives there by that name.
534	A299	2	13/02/2016	1835	4	2	2	2	2	E07000114	627554	166939	A299, ST NICHOLAS ROUNDABOUT JW A28 CANTERBURY ROAD, ST NICHOLAS AT WADE	V2 travelling along A299, coastbound, slowed to turn left at the St Nicholas slip road intending to turn off and then go into St Nicholas village.V1 was travelling in same direction. Did not slow down in time or move around v2 and hit the rear end of v2. Driver and passenger came of V1 and slid along road. V2 has very slight damage to rear bumper.Driver V1 arrested, EBA * Passenger V1 admitted to hospital.* S170 complied with * No CCTV.
535	U	3	13/02/2016	1410	1	2	2	1	1	E07000114	629376	167865	SEAMARK ROAD, ACOL	V1 travelling Crispe Road towards JW Semark Road. As they approached junction they braked and front wheel hit a manhole cover causing them to skid and lose control falling off and hitting head.
536	A256	3	05/02/2016	0536	6	1	1	1	1	E07000114	635578	165478	A256, HAINE ROAD, NEWINGTON	V1 was travelling north along Haine Road towards Newington area when 2 horses have come on to the road from the field on the near side. One of these horses has struck V1 causing significant damage to the front bonnet and windscreen.
537	B2050	2	27/02/2016	1724	6	1	1	2	5	E07000114	634188	166316	B2050, MANSTON ROAD JW MANSTON COURT ROAD	V1 HAS PULLED OUT OF MANSTON COURT ROAD ONTO MANSTON ROAD. THIS IS A T JUNCTION AND THE VEHICLE HAS PULLED INTO THE PATH OF V2. THE FRONT OF V2 HAS IMPACTED THE DRIVERSIDE OF V1, ACTIVATING THE AIRBAG.
538	U	3	15/03/2016	1900	6	1	1	2	1	E07000114	632176	168440	SHOTTENDANE ROAD JW PARK ROAD, MARGATE	V1 travelling west along Park Road towards crossroad junction with Shottendane Road intending to cross over the junction, across Shottendane Road into Park Road. V2 travelling N.East along Shottendane Road had right of way. V1 failed to give way at junction as V2 passed through. V1 collided with V2.
539	B2190	3	15/03/2016	0838	1	1	1	2	1	E07000114	631855	166073	B2190, SPITFIRE WAY JW WORKS ACCESS NEAR MERLIN WAY, MANSTON	V2 HAS BRAKED TO STOP AND ALLOW UNKNOWN VEHICLE IN FRONT TO TURN RIGHT. V1 HAS FAILED TO STOP AND HAS COLLIDED WITH THE REAR OF V2
540	U	3	15/02/2016	1640	1	2	1	1	1	E07000114	636106	168629	ENTERPRISE ROAD J/W CHANNEL ROAD, MARGATE	Reported by OIC V1 HAS TURNED RIGHT FROM CHANNEL ROAD ONTO ENTERPRISE ROAD, MARGATE AS IT HAS COMPLETED THE TURN THE BACK OF THE BIKE (MOTORBIKE) HAS SLID OUT CAUSING THE RIDER TO COME OFF THE BIKE. NO OTHER VEHICLES INVOLVED. MOTORBIKE RIDER ONLY CASUALTY. (SEATBELT INFO NEEDED)
541	A28	3	01/04/2016	1602	1	1	1	2	4	E07000114	632082	169688	A28 CANTERBURY ROAD JW OSBOURN AVENUE, WESTGATE-ON-SEA	V2 travelling eastbound on A28 towards Margate has been caused to stop waiting for gap in traffic to turn right into Osbourn Avenue when V2 was hit from behind by V1.
542	B2190	1	14/04/2016	2118	6	2	1	1	2	E07000114	632715	166212	B2190, SPITFIRE WAY, MANSTON	V1 was travelling along Spitfire Way from the junction with Manston Road when it has overtaken another vehicle travelling in the same direction at speed. As V1 went round the bend the driver lost control for unknown reasons hitting the grass verge on the vehicle's offisde before crossing the carraigeway and leaving the road on the nearside through trees and bushes. The vehicle has then started to overturn coming to rest on the driver's side of the car. The passenger was pronounced life extinct at the scene.
543	A254	3	11/04/2016	1748	1	2	2	2	1	E07000114	636422	168223	A254 MARGATE ROAD JW STAR LANE, MARGATE	V2 was coming down Ramsgate Road, cycled round the Star Lane R/A and as taking exit to Star Lane, V1 has failed to stop coming from Margate Road and has clipped the rear tyre of V2 causing rider to fall off. V1 FTS and continued along Ramsgate Road towards Margate.

544	U	3	15/04/2016	1651	7	2	2	2	2	E07000114	635870	166371	ST JOHNS AVENUE JW STIRLING WAY, RAMSGATE	D1 got to the junction of Stirling Way and St Johns Avenue. Their foot came off the clutch and V1 lurched forward into second vehicle.
545	A28	2	27/03/2016	1330	1	1	1	2	2	E07000114	630894	169480	A28, CANTERBURY ROAD, OUTSIDE NUMBER 81, BIRCHINGTON	V1 involved in a charity run on a trike motorbike which has been filtering and on arriving at an island in the middle of the road has pulled into the gap in front of V2 where it clipped the traffic islands kerb with rear offside wheel, this knocked the pillion off and their left foot. In trying to regain control and stop, rider has put foot on the floor and the trike has run over their foot
546	A299	3	25/04/2016	1020	1	1	1	2	2	E07000114	628548	165671	A299, THANET WAY, 75M NW OF MONKTONS ROUNDABOUT, MONKTON	V2 WAS TRAVELLING ALONG A299 (THANET WAY) TOWARDS THE COAST, 75M PRIOR TO THE ROUNDABOUT D1 BRAKED SUDDENLY TO AVOID AN ANIMAL THAT CROSSED IN FRONT OF THE VEHICLE FROM LEFT TO RIGHT. V1 WAS TRAVELLING BEHIND V2 AND IN THE SAME DIRECTION, FAILED TO BRAKE IN TIME AND COLLIDED WITH THE REAR OF V2.
547	A256	3	04/05/2016	1430	1	1	1	2	1	E07000114	635762	166001	A256 HAINE ROAD (MAPPED TO 635748,165918)	Inft states that they were approaching the roundabout, checked all was clear and continued over the roundabout to take the second exit. Inft states the road straight over the roundabout starts off as 2 lanes, one goes to the right, one continues on. Inft continued on and as the road narrowed they felt the 'huge bang' on veh smashing into the side of their veh. Inft stopped straight away to which other veh also did at first. Through the windows driver of other veh told inft to go up the road a bit to talk. (D1 details not obtained).
548	A299	2	07/05/2016	2337	6	1	1	2	1	E07000114	632488	165554	A299 HENGIST WAY, MINSTER (MAPPED TO 632474,165611)	V2 TRAVELLING EAST ALONG THE DUAL CARRIAGEWAY. NO STREETLIGHTING OR LIGHTS FROM BUILDINGS. RURAL LOCATION. THE ROAD IS PART OF THE FAST ROAD NETWORKS. V1 IS ALSO TRAVELLING ALONG THE SAME ROAD ALSO EAST BTN 65-70 MPH. D1 DID NOT SEE CYCLIST AND JUST FELT THE IMPACT WITH THE N/S OF THEIR VEH. V1 STOPPED. D2 KNOCKED OFF THEIR BIKE WITH INJURIES TO THEIR R LEG. LIGHTS WERE ON ON BIKE. DETAILS EXCHANGED. D2 TO WHH WITH SUS BROKEN R LEG.
549	U	3	12/05/2016	1040	1	1	1	2	1	E07000114	636023	167842	STAR LANE JW STAR LANE LINK, MARGATE	V1 collided into V2 by trying to turn right not knowing there were vehicles travelling in the opposite direction.
550	U	3	01/05/2016	0350	4	1	1	6	1	E07000114	633614	169709	BALMORAL ROAD, MARGATE	V1 has collided with 4 x parked vehicles in Balmoral Road, Garlinge. D1 has then driven off from scene making contact with V6. Driver and V1 were located in Caxton Road, Garlinge. D1 arrested on suspicion of TOMV + EBA.
551	A254	2	12/04/2016	0829	1	1	1	2	2	E07000114	635912	169271	A254 RAMSGATE ROAD JW NASH LANE, MARGATE	V1 pulled away from T junction on Nash Lane turning right onto Ramsgate Road. V2 travelling Ramsgate Road towards Margate collided with offside of V1 whilst it completed this manoeuvre.
552	A28	2	23/05/2016	2315	4	1	1	4	8	E07000114	631404	169582	A28 CANTERBURY ROAD 10 METRES EAST OPPOSITE J/W QUEEN BERTHAS AVENUE, WESTGATE ON SEA	V 1 has failed to stop for V2 and V3, both marked police vehicles. V1 has collided with the rear of V4 and then lost control leaving the crriage way to the off side. (hit lamp post & then further on hit 2nd lampost). The five occupants of V1 have de-camped but later arrested by police. (D1 not established). The three occupants of V4 sustained minor injuries and were taken to the QEQM, one of these occupants was a three day old baby. V2/V3 AGES NOT KNOWN-POLICE OFFICERS.
553	U	3	07/05/2016	1830	1	1	1	5	1	E07000114	635685	169446	NASH COURT ROAD, O/S NO 145, JW NASH COURT GARDENS, MARGATE	V1 travelling north along Nash Court Road, approaching JW Ramsgate Road. For reasons unconfirmed, V1 was then in a collision with V2, V3 and V4, leading to V4 being shunted into V5. V2 to V5 were all parked and unattended on the west side of Nash Court Road.
554	A28	2	12/05/2016	0926	1	1	1	1	1	E07000114	632390	169778	A28 CANTERBURY ROAD JW ST MILDREDS ROAD, WESTGATE-ON-SEA	V1 WAS TRAVELLING TOWARDS MARGATE ON A28, CANTERBURY ROAD FROM BIRCHINGTON. AS V1 WAS APPROACHING TRAFFIC LIGHTS AT JW ST MILDREDS ROAD THE LIGHTS WERE GREEN. V1 WAS TRAVELLING AT SPEED LIMIT. C1 SUDDENLY RAN ACROSS FROM THE DRIVERS RIGHT SIDE AND WAS HIT BEFORE THE DRIVER WAS ABLE TO REACT.
555	A256	3	18/05/2016	1420	1	1	1	1	1	E07000114	633563	162293	A256 RICHBOROUGH WAY 30 METRES WEST OF JW SANDWICH ROAD, SANDWICH	One vehicle RTC. V1 was travelling from the direction of Sandwich towards Thanet on the A256. Driver appears to have suffered a blackout prior to the roundabout (by Baypoint) and gone onto the roundabout rolling the vehicle several times.
556	A256	3	04/05/2016	2105	6	1	1	1	1	E07000114	633746	162738	A256 SANDWICH ROAD, RAMSGATE	V1 riding motorbike along carriageway approximately 60mph when they lost control and came off the carriageway ending in the ditch on the nearside.
557	U	2	26/05/2016	1710	1	1	1	2	2	E07000114	633577	169036	HIGH STREET JW ZEILA FARM, GARLINGE	V1 HAS BEEN WAITING TO PULL OUT ONTO GARLINGE HIGH STREET FROM THE FORECOURT NEXT TO ZEILA FARM. V1 WAS EDGING OUT WHEN TWO OTHER MOTOR CYCLES HAVE COME PAST. V1 HAS CONTINUED TO LOOK AFTER PULLING OUT INTO THE CARRIAGWAY. V2 HAS COME ALONG FROM THE DIRECTION OF SHOTTENDENE ROAD, WHEREBY V1 AND V2 HAVE COLLIDED IN THE CARRIAGEWAY.
558	U	2	31/05/2016	1030	6	1	4	1	1	E07000114	634161	169432	KINGSTON AVENUE, OUTSIDE NUMBER 81, MARGATE	C1 WAS GETTING INTO V1 (TAXI) WHEN IT HAS DRIVEN OFF AND OVER C1 TOES ON THE LEFT FOOT. C1 WENT TO THE QEQM A & E AND XRAY SHOWED A CRACK AND CHIP TO TOES. C1 HAS SPOKEN TO THE TAXI COMPANY AND THEY HAVE SUPPLIED THE TAXI NUMBER. AT THE TIME C1 DIDN'T MAKE THE DRIVER AWARE.
559	A28	2	20/05/2016	1730	1	1	1	2	2	E07000114	633472	169871	A28 CANTERBURY ROAD JW BRIDGE ROAD, MARGATE	V2 TRAVELLING ALONG CANTERBURY ROAD TOWARDS BIRCHINGTON. V2 STOPPED IN THE ROAD WAITING TO TURN RIGHT INTO BRIDGE ROAD. V1 HAS THEN STRUCK V2 IN THE REAR.
560	A256	3	08/06/2016	1544	1	1	1	2	2	E07000114	636447	167931	A256 WESTWOOD ROAD J/W RDBT A254 MARGATE ROAD, WESTWOOD, BROADSTAIRS	V1 has come to a stop in traffic. V1 stopped as traffic ahead. When traffic ahead started moving V1 drove towards V2 and started to brake but accidentally the driver's foot slipped off the brake and ended up accelerating more causing the vehicle to collide into V2.
561	B2190	3	09/06/2016	1157	1	1	1	2	2	E07000114	632009	166058	B2190 SPITFIRE WAY J/W ALLAND GRANGE LANE, MANSTON, RAMSGATE	V1 travelling along Alland Grange Lane towards ythe j/w Spitfire Way. V2 travelling along Spitfire Way towards Ramsgate. At the j/w Alland Grange Lane V1 pulled into the side of V2
562	U	3	06/06/2016	1220	1	1	1	4	1	E07000114	635295	169645	NASH ROAD, WESTWOOD, MARGATE	4 VEHICLES TRAVELLING FROM MARGATE TOWARDS WESTWOOD ON NASH ROAD. V4 CLAIMS A MOTORCYCLE (V1) WAS TRAVELLING IN OPPOSITE DIRECTION IN THE CENTRE OF THE ROAD. V4 HAS BRAKED WHERE V2 HAS HIT V3 AND COLLIDED WITH V4. ALL SLOWING AHEAD/BRAKING. V1 CONTINUED WITH NO COLLISION ETC, REPORTED/NO DETAILS. D3 STATES THEY HAVE SLIGHT STIFFNESS TO THEIR NECK ONLY.
563	B2048	3	19/06/2016	1643	1	1	1	3	1	E07000114	630783	167406	B2048 THE STREET, ACOL O/S NO. 2 (MAPPED TO DESCRIPTION)	V1 TRAVELLING SOUTH ALONG THE STREET, ACOL POSSIBLY DRIFTING AT EXCESS SPEED, HOWEVER CAN NOT BE PROVED AS THEY ROUNDED THE CORNER J/W NURSERY FIELDS AND LOST CONTROL COLLIDING WITH 2 VEHICLES 2 AND 3 AND MINOR GARDEN DAMAGE TO 2 NURSERY FIELDS. BOTH V2 AND V3 ARE WRITE OFF'S AS IS V1. S170 COMPLIED WITH AT SCENE. NEGATIVE BREATH TEST.
564	A28	3	22/06/2016	1530	1	1	1	2	2	E07000114	629988	168774	A28 CANTERBURY ROAD (O/S 266), BIRCHINGTON	V1 & V2 WERE TRAVELLING ALONG CANTERBURY ROAD, BIRCHINGTON. V1 STOPPED AS THERE WAS QUEUING TRAFFIC. V2 WAS BEHIND AND HAD WINDOW OPEN. BEE LANDED ON D2'S FOOT . D2 TRIED TO REMOVE BEE. V2 THEN DROVE INTO BACK OF V1 CAUSING DAMAGE TO FRONT OF V2 & BACK OF V1.
565	U	2	25/06/2016	1845	1	1	1	2	3	E07000114	632663	168710	SHOTTENDANE ROAD J/W MINSTER ROAD, BIRCHINGTON	V1 TRAVELLING ALONG 1ST RD TOWARDS MARGATE, D1 BELIEVED TO HAVE HAD A FIT WHILE DRIVING CAUSING IT TO VEER RIGHT INTO A BANK AND KNOCKING THE AUTOMATIC GEAR STICK INTO REVERSE. V1 THEN REVERSED INTO THE FRONT OF V2
566	B2050	3	16/06/2016	0933	1	1	1	3	3	E07000114	630655	167926	B2050 MANSTON ROAD J/W GATE 2 QUEX PARK, BIRCHINGTON	V1 PULLED OUT OF GATE 2 QUEX PARK AND ONTO MANSTON ROAD, BIRCHINGTON. THE JUNCTION WAS ALMOST BLIND BUT THERE ARE MIRRORS OPPOSITE TO ASSIST. V3 WAS TRAVELLING ALONG MANSTON ROAD AND STRUCK V1 TO FRONT OFFSIDE. V1 SPUN A LITTLE AND V2 (WHICH WAS TRAVELLING ON THE OTHER SIDE OF THE ROAD THAN V3 STRUCK V1 TO THE FRONT NEARSIDE.
567	C223	3	28/06/2016	1937	6	2	2	2	2	E07000114	634094	164159	COTTINGTON ROAD, CLIFFSEND (MAPPED TO 634094/164159)	V1 was travelling down Cottington Road towards Cliffsend. V2 was travelling up Cottington Road towards Minster. V1 has notice C1 and C2 in the carriageway, swerved and collided with offside of V2. V1 has then spun and collided with C1 and the fence. C2 has jumped out the way.
568	B2049	3	26/06/2016	1520	1	1	1	2	2	E07000114	634106	169051	B2049, SHOTTENDANE ROAD, OUTSIDE WINTON COTTAGE, MARGATE	V1 turned round in a parking area and went to turn right back towards Margate. There is a lot of foliage and due to a high bank visibility is restricted, V2 has been travelling away from Margate and V1 has stopped upon seeing V2 but they have been unable to avoid the collision

Appendix 14.2 (part 1)
KCC Comments on Manston Airport TA

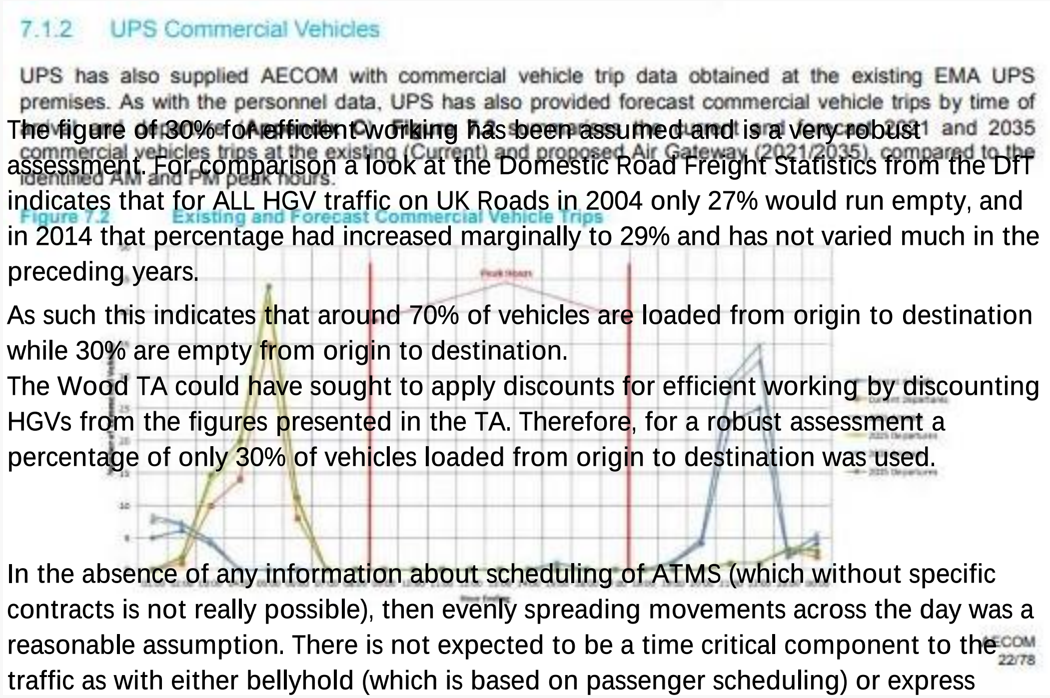
Technical note:
Kent County Council Comments on Manston Airport TA.

This Technical note (TN) has been prepared to evaluate the comments received from Kent County Council (KCC) in July in response to the Manston Airport TA, and to hence begin outlining how they can be approached or more detailed justification as to why the figures have been calculated. This is the first note to be issues with comments that have been addressed to enable KCC to make a start reviewing the additional justification provided by Wood. Further iterations of this note will be issued including with further details on the technical work underpinning the traffic generation and distribution.

Table 1 – Traffic Generation and Distribution - KCC Comments – Wood Response

KCC Comment	Wood Response
Traffic/Trip generation	
The trip generation methodology presented in the TA is heavily based on assumptions that are not adequately justified or referenced to appropriate 'real world' examples in a number of cases (notably HGV movement profiles and load factors, and airport staff shift patterns and staffing requirements). This limits the ability of the Highway Authority to comment on their validity with a sufficient degree of confidence	The following series of responses will provide the additional narrative or justification, based where possible on real world examples, to the methodology proposed within the Wood Transport Assessment traffic generation methodology. These responses will also as necessary detail the change in pure vehicles should an alternative strategy or approach be suggested by KCC. It is hoped that this narrative will give KCC the confidence that is required to agree with the traffic and transport generation figures for Manston Airport, though it is considered this can still be part of a short iterative process through the early weeks of October.
1. It is forecast that a total of 340,758 tonnes of freight per annum will be reached in Year 20 (Table 6.3). If this is deemed to be the peak handling capacity of the facility, then an appropriate cap should be	TBC

wood.

attached to any grant of planning consent to ensure that it is not exceeded.	
2. The adjustment to the 'Total HGVs per annum' figures in Table 6.4 to allow for efficient working should be related to evidence from comparable facilities elsewhere within the UK.	The figure of 30% for efficient working has been assumed and is a very robust assessment. For comparison a look at the Domestic Road Freight Statistics from the DfT indicates that for ALL HGV traffic on UK Roads in 2004 only 27% would run empty, and in 2014 that percentage had increased marginally to 29% and has not varied much in the preceding years. As such this indicates that around 70% of vehicles are loaded from origin to destination while 30% are empty from origin to destination. The Wood TA could have sought to apply discounts for efficient working by discounting HGVs from the figures presented in the TA. Therefore, for a robust assessment a percentage of only 30% of vehicles loaded from origin to destination was used.
3. It is not considered realistic that HGV trips to the cargo facility would arrive and depart in an even profile throughout a typical 24-hour period. It is considered likely that there would be peaks and troughs associated with flight arrivals and departures and/or specific market demands. Moreover, the Planning Authority may place restrictions on night flights and potentially also HGV movements. Appropriate sensitivity testing should be undertaken to allow for these scenarios.	In the absence of any information about scheduling of ATMS (which without specific contracts is not really possible), then evenly spreading movements across the day was a reasonable assumption. There is not expected to be a time critical component to the traffic as with either bellyhold (which is based on passenger scheduling) or express freight – late evening and early morning (unless such a carrier chooses to relocate from Stanstead because of night noise restrictions) and hence it is difficult to ascribe flight times to freight operators who will be driven by other considerations. To come up with an artificial schedule based on assumed geographical distribution of ATMS and therefore departure windows based on sector times would be possible but spurious. In the absence of any detailed scheduling info we could offer to provide a sensitivity test based on the airport schedule of flights that have been developed as part of the traffic generation methodology. The impacts however of changing the profile to peak the HGVs over the day time period would result in very little change in the HGV numbers from the cargo facility. If all HGVs deliveries to the site were paused 8pm to 4am (which is not at all likely) then with an

even distribution through the day the peak hour HGV trips would change as follows in Year 20;

- 24 hours Even Profile HGV Flows – AM Peak 5 Arrivals and Departures – PM Peak 5 Arrivals and Departures;
- No Night period HGV Flow – AM Peak 7 Arrivals and Departures – PM Peak 7 Arrivals and Departures

It must also be noted of these total HGV numbers, 50% of these are proposed to go directly to the Northern Grass area and not affect the wider network.
As such with the low change in HGV flow using a differing profile, which cannot be defined at this stage in any event it is hope that KCC will be able to agree that the profile used reasonable and that do not need to be amended in the traffic generation calculations set out in the TA.

Finally, by way of a real world example. The freight hub being constructed at East Midlands Airport by UPS has provided a detailed narrative of the commercial vehicles and provide an indication of the types of delivery schedules you may expect from a site such as is proposed at Manston. Although it's not proposed that vehicle movements during the day would be as low as shown in the figure below, it does provide credence that freight operators focus delivery schedule peaks over the night time hours and by and large avoid the peak hours. As such the even spreading of the HGV rather than a peaking approach that has been applied in the Manton Airport DCO could be considered a robust form of assessment.

4.	It is pleasing to see that the 'Airport Passenger Flights per Day, per Carrier' figures in Table 6.6 is now informed by data from comparable UK airports. Whilst these figures are difficult to contest in the absence of other data sources (e.g. TRICS), it is nevertheless necessary to consider the scope for larger planes to operate from Manston, as these would inevitably generate significantly greater levels of passenger activity. As such, further justification for the assumptions made will be necessary, unless the applicant is willing to accept a restriction on the type and frequency of passenger planes that would operate from the airport.	TBC

5.	It is not considered realistic that 80% of departing passengers would arrive at the airport three hours before flight departure. It is envisaged that passenger flights would be short-haul in nature and since the car park is located close to the terminal, and the terminal facilities will be relatively limited in comparison to other UK airports, it is more likely that the majority of passengers would arrive 1-2 hours before their departure time. Indeed, with the increasing uptake of online check-in options and the tendency for short-haul passengers not to place their luggage in the aircraft hold, it is likely that passenger arrival times of less than one-hour prior to departure will be relatively commonplace. Again, evidence from similar airports such as Southend would be valuable in this respect.	TBC
6.	It is not clear why the passenger mode share for "shared taxi" is anticipated to treble during the daytime (from 2% to 6%) and more than quadruple during the night time (from 2.8% to 11%) over a 20-year period – thereby surpassing the "taxi" mode share – as no significant changes to the relative attractiveness of this mode are proposed.	TBC
7.	As outlined within KCC 's previous response, there is limited information provided as to how the fuel tanker trip generation has been calculated. Further justification will be required in order for there to be sufficient confidence in these figures.	The fuel tanker trips have been calculated from a series of complex calculations on the needs for fuel based on the anticipated numbers of flights arriving and departing the site for freight and passengers. A breakdown of these calculations for the year 20 of the proposed programme (worst case) is set out below detailing how the figures of 21 arrivals and 21 departures of fuel tanker have been derived in the TA. Year 20 • Prediction for freight flights a fuel burn of 257,722 (Klitres) per year; • Prediction for passenger flights a fuel burn of 27,898 (Klitres) per year; • Total fuel burn (or fuel requirements) of 285,620 (Klitres) per year;

	• Fuel tankers assumed to be able to carry 38,000 litres of fuel; • As such 285,620 (Klitres) of fuel requires 7,516 fuel tankers per year; and • This is calculated as 21 tankers of fuel per day (rounded up) with deliveries across the 365 days of the year. • Fuel deliveries are, as set out in the TA, anticipated to arrive in a uniform pattern across the 24 hours of the day as the facility cannot accommodate multiple vehicles per hour. Tankers take some time to discharge the contents of the tanker and as such a schedule with the facility operating cross 24 hours is required. The same calculations have been undertaken based on fuel requirements for years 2-20. In summary this results in peak hour impacts of 1 arrival and 1 departures in the AM and PM peak hours and as such the sensitivity of the fuel tanker deliveries, which access directly onto the A299 via Canterbury Road West is not considered materially important in the overall traffic generation calculations of the proposed airport.
8. With respect to the trip generation methodology for the employment uses in the Northern Grass area and for the museum, the TRICS-based approach adopted in the TA is considered appropriate, albeit it is surprising that the trip generation of the existing museum has not been used as a direct reference.	It is pleasing to see that the trip generation methodology using trips is considered appropriate. In terms of the museums, no traffic counts have been undertaken into and out of the museum. It is felt that this would not be appropriate as the scale of the current museums and that which is proposed will be different. As such the approach to use larger museums from the TRICs database was felt the more robust approach. The traffic generated by the museum however is a very small part of overall traffic generation mix of the proposed development. In the AM Peak it is proposed the site would generate 2 arrivals and 1 departure and in the PM Peak 2 arrivals and 7 departures.

		It is hoped therefore that KCC will understand the justification set out above and agree that the traffic generation calculations for this element of the methodology can remain as set out in the DCO Submission Transport Statement.
9.	It is noted that the office/administration staff are now assumed to follow a more traditional 9-5 working pattern, which is an improvement on previous assumptions. However, the majority of the operational staff shift patterns appear to avoid the AM and PM peak hours on the local highway network, which is considered overly optimistic and could potentially underestimate their impact. It is recommended that a sensitivity test is applied, whereby at least one-third of the operational staff generate peak hour trips.	It has been identified that first flights departing smaller airports typically depart between 6.30-7.00am. Staff will be on site at 5.00am to open up and start processing passengers from 5.30am. If an aircraft is based at the airport the final return flight will typically be 10-11.00pm with the terminal being clear of passengers at approximately 11pm. Typically the final passenger processed for departure will be at approximately 8-9pm having arrived at the airport from 7pm onwards. Airports work on a two shift pattern per day and a three shift rotation to cover 7 days a week with typically 40-48 hrs per shift depending on arrival patterns. Above is the case at Newquay and will be so at other similar small airports. The actual patterns for different types of staff (ATC vs security vs ramp vs check-in) will be different but that is too much detail to offer at this stage to define, however the estimates on shift patterns presented in the TA figures provided a robust picture of what may be implemented which corresponds with real world examples.
	Traffic/Trip distribution	
10.	It is stated in Paragraph 6.5.4 of the TA that the scope of the assessed highway network has been agreed with KCC; however, this is not the case. Whilst the area within which material local impacts are likely to be experienced will likely be contained within the model study area, trip origins and destinations will likely be spread over a much wider area.	The scope of assessment for revised assessment work within the strategic model is being scoped with KCC and the following junctions have now been established as a starting point following and email with James Wraight on 28th of September 2018. • Junction 1: A256 / Sandwich Rd (Four arm standard roundabout); • Junction 2: A299 / A256 / Cottington Link Rd (Four arm standard roundabout); • Junction 4: A299 / B2190 (Four arm standard roundabout); • Junction 6: A299 / Seamark Rd / A253 / Willetts Hill (Five arm standard roundabout); • Junction 7: A299 / A28 (Five arm standard roundabout);

- Junction 8: A28 / Park Ln / Station Rd (Three arm mini roundabout with left in / left out simple priority);
- Junction 10: Shottendane Rd / Manston Rd / Margate Hill (Four arm staggered);
- Junction 12: Manston Road / B2050 / Spitfire Way (Four arm staggered priority);
- Junction 13: Manston Court Road / B2050 (Three arm priority);
- Junction 15: Manston Rd / Hartsdown Rd / Tivoli Rd / College Rd / Nash Rd (Five arm signalised);
- Junction 16: Ramsgate Rd / College Rd / A254 / Beatrice Rd (Five arm signalised);
- Junction 17: Ramsgate Road / Poorhole Lane / Margate Road / Star Lane (Four arm standard roundabout);
- Junction 18: Star Ln / Manston Court Rd (Left in / left out simple priority);
- Junction 20a: A256 (N) / A256 (S) / Manston Road East (Three arm priority);
- Junction 20b: A256 / Manston Road West (Three arm standard roundabout);
- Junction 21a: Canterbury Road / Haine Road (Three arm standard roundabout);
- Junction 21b: A299 / A256 / Sandwich Rd / Canterbury Rd E (Four arm signalised);
- Junction 22: Airport Access (Left in / left out priority);
- Junction 24: Star Lane Link / Nash Road (Four arm standard roundabout);
- Junction 25: Tesco Access (Three arm standard roundabout);
- Junction 26: Newington Rd / Manston Rd (Three arm mini roundabout);
- Junction 27: Newington Rd / High Street (Three arm mini roundabout); and
- Junction 28: Wilfred Rd / A255 / Grange Rd (Four arm signalised).

	These junctions form “reasonable coverage” and it’s been agreed that this will be developed as part of an iterative process. It is hoped that this discussion will be wrapped up at the meeting with KCC on the 11th of October.
11. There is a lack of robust justification for certain aspects of the trip distribution methodology presented. Examples include the assumed origins and destinations of passenger and freight trips within broad geographical areas, which are simply attributed to the “wider project team”. With respect to the latter trip category, it is unclear why international air freight would be directed to/from the international ports of Dover, Folkestone (Channel Tunnel) and Ramsgate. It is also disputed that there are notable freight distribution sites in the Ashford area – there are in fact greater concentrations of these sites in the Sittingbourne, Maidstone and Dartford areas of Kent.	TBC
12. The gravity model approach to distributing passenger trips is considered appropriate in principle, albeit if first-hand information from the most recent period of passenger operations at Manston is available, this would be preferred.	It is pleasing to see KCC agreeing that the gravity model approach for distributing passengers is appropriate. The details on the most recent passenger operations at Manston are not available to us to use.
13. Whilst the gravity model approach to distributing employee trips to/from the Northern Grass area is acceptable, this should be cross-referenced with 2011 Census Journey to work data for the local Middle-level Super Output Areas for validation purposes.	The detailed gravity models for this element of the site have already been based on the Mid-Level Super output areas for the 2011 census (Journey to work data) that KCC have suggested in this comment. The only exceptions to this are for locations outside Thanet where it was appropriate to gather data from a larger source such as district level.
14. It is not considered appropriate to distribute the Northern Grass area HGV trips on the same basis as the freight trips, as the nature of these businesses may be significantly different. It is considered that their catchment area is likely to be more localised.	TBC

Issued by	Approved by
Glyn Price	Bev Coupe
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Appendix 14.2 (part 2)
Wood Response to KCC Comments on Manston Airport TA

March 2019

Technical note:

Wood Response to Kent County Council Comments on Manston Airport TA. Version 3

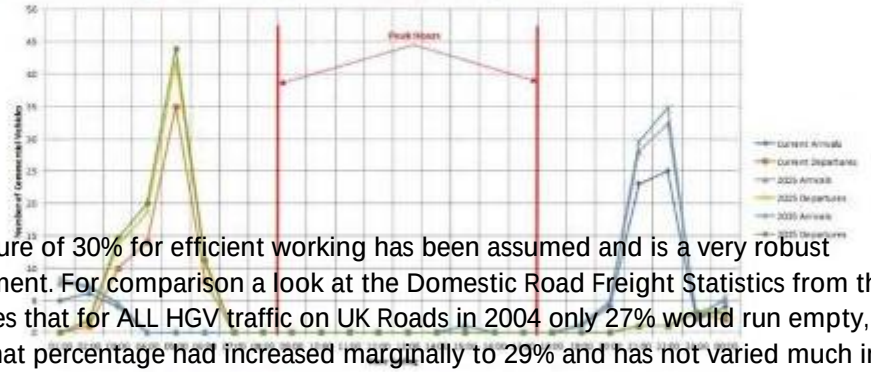
This Technical note (TN) has been prepared to evaluate the comments received from Kent County Council (KCC) in July in response to the Manston Airport TA, and to hence begin outlining how they can be approached or more detailed justification as to why the figures have been calculated.

This is the third iteration of note addressing the outstanding issues raised by KCC related to points 6, 11, 13 and 14.

The remaining comments were provided with detailed justifications or where necessary changes that need to be applied to the Manston Airport DCO traffic generation methodology (related to passenger arrival times to the airport). These comments have been accepted and, on an email, received on the 26th of October 2018 from Paul Lulham it was staged that KCC are *"Generally happy with the justification provided and/or consider that any further revisions would not materially affect the outcome of the further round of modelling"*. As such no further discussion on these points is required at this stage.

Table 1 – Traffic Generation and Distribution - KCC Comments – Wood Response

KCC Comment	Wood Response	KCC/DHA Transport Response	Wood Response
Traffic/Trip generation The trip generation methodology presented in the TA is heavily based on assumptions that are not adequately justified or referenced to appropriate 'real world' examples in a number of cases (notably HGV movement profiles and load factors, and airport staff shift patterns and staffing requirements). This limits the ability of the Highway Authority to comment on their validity with a sufficient degree of confidence	The following series of responses will provide the additional narrative or justification, based where possible on real world examples, to the methodology proposed within the Wood Transport Assessment traffic generation methodology. These responses will also as necessary detail the change in pure vehicles should an alternative strategy or approach be suggested by KCC. It is hoped that this narrative will give KCC the confidence that is required to agree with the traffic and transport generation figures for Manston Airport, though it is considered this can still be part of a short iterative process through the early weeks of October.		
1. It is forecast that a total of 340,758 tonnes of freight per annum will be	Aspects such as this are being dealt with by RiverOak's solicitor's BDB.	**Comments Accepted**	N/A

	reached in Year 20 (Table 6.3). If this is deemed to be the peak handling capacity of the facility, then an appropriate cap should be attached to any grant of planning consent to ensure that it is not exceeded.	7.1.2 UPS Commercial Vehicles UPS has also supplied AECOM with commercial vehicle trip data obtained at the existing EMA UPS premises. As with the personnel data, UPS has also provided forecast commercial vehicle trips by time of arrival and departure (**Appendix C**). **Figure 7.2** summarises the current and forecast 2021 and 2035 commercial vehicles trips at the existing (Current) and proposed Air Gateway (2021/2035), compared to the identified AM and PM peak hours. Figure 7.2 Existing and Forecast Commercial Vehicle Trips  AECOM 22/78		
2.	The adjustment to the 'Total HGVs per annum' figures in Table 6.4 to allow for efficient working should be related to evidence from comparable facilities elsewhere within the UK.	The figure of 30% for efficient working has been assumed and is a very robust assessment. For comparison a look at the Domestic Road Freight Statistics from the DfT indicates that for ALL HGV traffic on UK Roads in 2004 only 27% would run empty, and in 2014 that percentage had increased marginally to 29% and has not varied much in the preceding years. As such this indicates that around 70% of vehicles are loaded from origin to destination while 30% are empty from origin to destination. The Wood TA could have sought to apply discounts for efficient working by discounting HGVs from the figures presented in the TA. Therefore, for a robust assessment a percentage of only 30% of vehicles loaded from origin to destination was used.	**Comments Accepted**	N/A
3.	It is not considered realistic that HGV trips to the cargo facility would arrive and depart in an even profile throughout a typical	In the absence of any information about scheduling of ATMS (which without specific contracts is not really possible), then evenly spreading movements across the day was a reasonable assumption. There is not expected to be a time critical component to the traffic as with either bellyhold (which is based on passenger scheduling) or express freight – late evening and early morning (unless such a carrier chooses to relocate from Stanstead because of night noise restrictions) and hence it is difficult to ascribe flight times to freight operators who will be driven by other considerations.	**Comments Accepted**	N/A

24-hour period. It is considered likely that there would be peaks and troughs associated with flight arrivals and departures and/or specific market demands. Moreover, the Planning Authority may place restrictions on night flights and potentially also HGV movements. Appropriate sensitivity testing should be undertaken to allow for these scenarios.	To come up with an artificial schedule based on assumed geographical distribution of ATMS and therefore departure windows based on sector times would be possible but spurious. In the absence of any detailed scheduling info we could offer to provide a sensitivity test based on the airport schedule of flights that have been developed as part of the traffic generation methodology. The impacts however of changing the profile to peak the HGVs over the day time period would result in very little change in the HGV numbers from the cargo facility. If all HGVs deliveries to the site were paused 8pm to 4am (which is not at all likely) then with an even distribution through the day the peak hour HGV trips would change as follows in Year 20; • 24 hours Even Profile HGV Flows – AM Peak 5 Arrivals and Departures – PM Peak 5 Arrivals and Departures; • No Night period HGV Flow – AM Peak 7 Arrivals and Departures – PM Peak 7 Arrivals and Departures It must also be noted of these total HGV numbers, 50% of these are proposed to go directly to the Northern Grass area and not affect the wider network. As such with the low change in HGV flow using a differing profile, which cannot be defined at this stage in any event it is hope that KCC will be able to agree that the profile used reasonable and that do not need to be amended in the traffic generation calculations set out in the TA. Finally, by way of a real world example. The freight hub being constructed at East Midlands Airport by UPS has provided a detailed narrative of the commercial vehicles and provide an indication of the types of delivery schedules you may expect from a site such as is proposed at Manston. Although it's not proposed that vehicle movements during the day would be as low as shown in the figure below, it does provide credence that freight operators focus delivery schedule peaks over the night time hours and by and large avoid the peak hours. As such the even spreading of the HGV rather than a peaking approach that has been applied in the Manton Airport DCO could be considered a robust form of assessment.

DEPATURES ACROSS DAY																	
Time	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20
00:00 - 01:00																		
01:00 - 02:00																		
02:00 - 03:00																		
03:00 - 04:00	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85
04:00 - 05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	85	85	85	85	85
05:00 - 06:00	68	68	68	68	68	68	68	68	68	68	68	68	68	170	153	153	153	153
06:00 - 07:00	85	85	85	85	85	85	85	85	85	85	85	85	85	43	43	43	43	43
07:00 - 08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 - 09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 11:00	0	0	0	-85	-85	-85	-85	-85	-85	-85	-85	-85	-85	-85	-85	-85	-85	-85
11:00 - 12:00	0	0	0	85	85	85	85	85	85	0	0	0	0	0	0	0	0	0
12:00 - 13:00	-85	-85	-85	-77	-77	-77	-77	-77	-77	0	0	0	0	0	0	0	-77	-77
13:00 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34	34
14:00 - 15:00	65	66	65	66	56	66	66	65	66	56	66	66	66	66	65	66	16	15
15:00 - 16:00	-35	-35	-35	-51	-51	-51	-51	-51	-5	-51	-51	-51	-51	-5	-51	-51	-51	-136
16:00 - 17:00	-68	-34	-68	-34	-34	-34	-34	-34	-34	-34	-34	-34	-34	-34	-34	-34	-34	-68
17:00 - 18:00	85	85	85	85	85	85	85	85	85	85	85	85	85	34	34	34	34	102
18:00 - 19:00	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
19:00 - 20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00 - 21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00 - 22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00 - 23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00 - 00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4. It is pleasing to see that the 'Airport Passenger Flights per Day, per Carrier' figures in Table 6.6 is now informed by data from comparable UK airports. Whilst these figures are difficult to contest in the absence of other

Aspects such as this are being dealt with by RiverOak's solicitor's BDB.

Comments Accepted

	data sources (e.g. TRICS), it is nevertheless necessary to consider the scope for larger planes to operate from Manston, as these would inevitably generate significantly greater levels of passenger activity. As such, further justification for the assumptions made will be necessary, unless the applicant is willing to accept a restriction on the type and frequency of passenger planes that would operate from the airport.			
5.	It is not considered realistic that 80% of departing passengers would arrive at the airport three hours before flight departure. It is envisaged that	The arrival times set out in the Transport Assessment are intended to read as 2 – 3 hours and 1 – 2 hours before flights and have been based on a review of nationwide airport recommendations on arrival times before flight departures. Most airports, including smaller airports such as Southend, advise that passengers arrive at least two hours before flights to allow plenty of extra time to check-in and pass through security. Passengers are generally advised to arrive on the 'airside' at least 30 minutes before flight departure time as boarding closes at least 20 minutes before departure for most flights/airports; some have longer times. Less than 1 hour was not identified due to the time required to	**Comments Accepted**	N/A

passenger flights would be short-haul in nature and since the car park is located close to the terminal, and the terminal facilities will be relatively limited in comparison to other UK airports, it is more likely that the majority of passengers would arrive 1-2 hours before their departure time. Indeed, with the increasing uptake of online check-in options and the tendency for short-haul passengers not to place their luggage in the aircraft hold, it is likely that passenger arrival times of less than one-hour prior to departure will be relatively commonplace. Again, evidence from similar airports	arrive at the airport, park and walk to the terminal building, check-in (if appropriate) and get through security, etc. The airport will carry predominantly short haul, but will also have the potential for long haul flights (as per its previous operations). There is a difficulty in obtaining information on passenger arrival times at other comparable airports to support the assumptions made within the Transport Assessment. Further consideration of passenger arrival times has been made and in response to the comments, a robust approach has been taken which assumes a greater proportion of passengers arriving nearer the flight time as follows: • 30% of passengers arrive 2 – 3 hours before the flight; • 70% of passengers arrive 1 - 2 hours before the flight This will result in no change to the AM peak period and an additional 102 vehicles in the PM peak period by Year 20.

	such as Southend would be valuable in this respect.			
6.	It is not clear why the passenger mode share for "shared taxi" is anticipated to treble during the daytime (from 2% to 6%) and more than quadruple during the night time (from 2.8% to 11%) over a 20-year period – thereby surpassing the "taxi" mode share – as no significant changes to the relative attractiveness of this mode are proposed.	Shared taxis can also be described as demand responsive transport, commercial shared taxis, or commercially operated airport shuttle services, and are common in countries such as the USA, Canada, Australia and New Zealand, as well as many countries in the developing world. A shared taxi offers the convenience of a taxi, i.e. a door-to-door journey, although will take longer due to multiple passenger drop-offs/pick ups, and a significantly lower price. This is a growing sustainable transport opportunity in the UK and it is envisioned that it will continue to grow as Manston Airport is built out and is something that would be promoted as part of Travel Plan and Surface Access initiatives. Commercial services which currently exist in the UK include: • UberPool which turns a standard Uber into a miniature bus service by matching riders travelling in the same direction. Passengers request the cars as they usually would but can have their fares reduced by being connected with other people, who share the journey and help subsidise the trip. This is currently operating in Zones 1 and 2 as well as Heathrow Airport. • ArrivaClick which has recently started in Liverpool and Sittingbourne. Passengers who use the on-demand ArrivaClick service determines the route by entering their chosen pick-up point and destination. The technology matches people travelling in the same direction to the right vehicle. The app allows people to track their chosen vehicle, tell them the name of the driver and reserve a seat. With no fixed routes, journeys are determined by where passengers want to go within an area running from the city centre to Liverpool John Lennon Airport. Arriva has reported said that when the same technology was piloted in Kent, more than half its passengers had switched from private cars with 43% using it for their daily commute.[1]. As is common at a number of airports, hotels in the vicinity offer car parking and a shuttle service to the airport. The assumption regarding a higher percentage of shared	**Response on 26th October 2018** I am not persuaded by the justification provided here. The commercial shared taxi / airport shuttle services cited are unlikely to be as viable in relation to Manston, in view of its relatively peripheral location, its relatively local catchment area (which limits the potential for hotel stays pre- or post-flight) and the fact that products such as	**Response on 30th October 2018** This response appears to be rather shortsighted, focussing on the 'now' rather than considering the transport situation over the next 20 years, which requires a more visionary stance. KCC has identified the need for new roads to accommodate growth in the residential and working populations. This needs to be complemented by

[1] https://www.bbc.co.uk/news/uk-england-merseyside-44614616

taxi during the night time is because it is more likely that those passengers catching early morning flights will book a hotel and use a private shuttle service to the airport. It is anticipated that this situation would increasingly occur as passenger numbers increase over the 20-year period.

The impact of these percentages that have been proposed are set out below with the maximum numbers of shared taxi trips split out for the year 20 scenario. As can be seen the increase from 6% to 11% for the night team peak only effects a few of the slight arrivals and departures and these increases fall outside of the peak hours.

For the remainder of the day the figures of vehicle generation for arrivals and departures seem a reasonable number. It should be noted however these figures would change of the arrival and departure profile of passenger's changes as set out in point five above.

Time	Departure (Flights) – Arrival to the Airport (Vehicle)		Arrival (Flights) – Departure from the Airport (Vehicle)	
	Mode Share %	Trips	Mode Share %	Trips
00:00 - 01:00				
01:00 - 02:00				
02:00 - 03:00				
03:00 - 04:00	11%	5		
04:00 - 05:00	11%	24		
05:00 - 06:00	6%	15	6%	0
06:00 - 07:00	6%	2	6%	0
07:00 - 08:00	6%	0	6%	0
08:00 - 09:00	6%	0	6%	10
09:00 - 10:00	6%	0	6%	10
10:00 - 11:00	6%	3	6%	0
11:00 - 12:00	6%	10	6%	10
12:00 - 13:00	6%	13	6%	3
13:00 - 14:00	6%	17	6%	10
14:00 - 15:00	6%	8	6%	10
15:00 - 16:00	6%	8	6%	10

Uber are not currently available in East Kent. They are generally most effective in high-density metropolitan areas where the scope for lift-sharing is that much greater. I would therefore expect this mode to capture a very small percentage of passenger movements, with the rest likely to use conventional taxi services or be given lifts by friends or relatives.

encouraging and adopting new approaches to travel and transport in the district. The Airport Travel Plan would need to include targets and initiatives to develop shared taxi, and this would help support the growth of this type of scheme for the district.

As identified in our response, the shared taxi scheme ArrivaClick has been introduced this year in Sittingbourne in Kent, a town of comparable population to Margate, and smaller than the combined population of

16:00 - 17:00	6%	17	6%	10
17:00 - 18:00	6%	7	6%	0
18:00 - 19:00	6%	0	6%	3
19:00 - 20:00	6%	0	6%	10
20:00 - 21:00	6%	0	6%	10
21:00 - 22:00	6%	0	6%	10
22:00 - 23:00			11%	18
23:00 - 00:00				

Note the above flows are revised based on the new passenger arrivals times to the airport as set out in point 5 of this TN.

Margate, Ramsgate and Broadstairs. This is not a high densely populated metropolitan area, and whilst it is too early to evaluate the success of the scheme, Arriva must have considered that there was potential for the service in order to introduce within this market town.

Whilst the airport has a peripheral location, there will be demand for hotel provision from a proportion of the 20% that are travelling from West Kent, London and further afield.

	In conclusion, neither Wood nor RiverOak can provide empirical evidence of shared taxi as a mode as this is a new initiative to the UK. If there is the view from KCC that shared taxi is unlikely to be a viable mode of travel, then we would need to discuss this with KCC in terms of revised figures. It is noted however, that in terms of traffic flows, the numbers are low and reducing the proportion of shared taxi would have an insignificant effect on overall traffic generation, particularly in the peak hours (the AM is 0), as set out in the table

				within our original response.
7.	As outlined within KCC 's previous response, there is limited information provided as to how the fuel tanker trip generation has been calculated. Further justification will be required in order for there to be sufficient confidence in these figures.	The fuel tanker trips have been calculated from a series of complex calculations on the needs for fuel based on the anticipated numbers of flights arriving and departing the site for freight and passengers. A breakdown of these calculations for the year 20 of the proposed programme (worst case) is set out below detailing how the figures of 21 arrivals and 21 departures of fuel tanker have been derived in the TA. *Year 20* • Prediction for freight flights a fuel burn of 257,722 (Klitres) per year; • Prediction for passenger flights a fuel burn of 27,898 (Klitres) per year; • Total fuel burn (or fuel requirements) of 285,620 (Klitres) per year; • Fuel tankers assumed to be able to carry 38,000 litres of fuel; • As such 285,620 (Klitres) of fuel requires 7,516 fuel tankers per year; and • This is calculated as 21 tankers of fuel per day (rounded up) with deliveries across the 365 days of the year. • Fuel deliveries are, as set out in the TA, anticipated to arrive in a uniform pattern across the 24 hours of the day as the facility cannot accommodate multiple vehicles per hour. Tankers take some time to discharge the contents of the tanker and as such a schedule with the facility operating cross 24 hours is required. The same calculations have been undertaken based on fuel requirements for years 2-20. In summary this results in peak hour impacts of 1 arrival and 1 departures in the AM and PM peak hours and as such the sensitivity of the fuel tanker deliveries, which access directly onto the A299 via Canterbury Road West is not considered materially important in the overall traffic generation calculations of the proposed airport.	**Comments Accepted**	N/A
8.	With respect to the trip generation methodology for the	It is pleasing to see that the trip generation methodology using trips is considered appropriate. In terms of the museums, no traffic counts have been undertaken into and out of the	**Comments Accepted**	N/A

	employment uses in the Northern Grass area and for the museum, the TRICS-based approach adopted in the TA is considered appropriate, albeit it is surprising that the trip generation of the existing museum has not been used as a direct reference.	museum. It is felt that this would not be appropriate as the scale of the current museums and that which is proposed will be different. As such the approach to use larger museums from the TRICs database was felt the more robust approach. The traffic generated by the museum however is a very small part of overall traffic generation mix of the proposed development. In the AM Peak it is proposed the site would generate 2 arrivals and 1 departure and in the PM Peak 2 arrivals and 7 departures. It is hoped therefore that KCC will understand the justification set out above and agree that the traffic generation calculations for this element of the methodology can remain as set out in the DCO Submission Transport Statement.		
9.	It is noted that the office/administration staff are now assumed to follow a more traditional 9-5 working pattern, which is an improvement on previous assumptions. However, the majority of the operational staff shift patterns appear to avoid the AM and PM peak hours on the local highway network, which is considered overly	It has been identified that first flights departing smaller airports typically depart between 6.30-7.00am. Staff will be on site at 5.00am to open up and start processing passengers from 5.30am. If an aircraft is based at the airport the final return flight will typically be 10-11.00pm with the terminal being clear of passengers at approximately 11pm. Typically the final passenger processed for departure will be at approximately 8-9pm having arrived at the airport from 7pm onwards. Airports work on a two shift pattern per day and a three shift rotation to cover 7 days a week with typically 40-48 hrs per shift depending on arrival patterns. Above is the case at Newquay and will be so at other similar small airports. The actual patterns for different types of staff (ATC vs security vs ramp vs check-in) will be different but that is too much detail to offer at this stage to define, however the estimates on shift patterns presented in the TA figures provided a robust picture of what may be implemented which corresponds with real world examples.	**Comments Accepted**	N/A

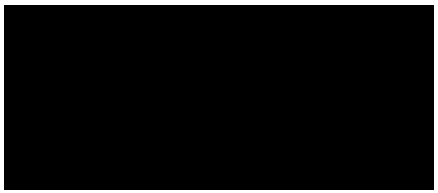
	optimistic and could potentially underestimate their impact. It is recommended that a sensitivity test is applied, whereby at least one-third of the operational staff generate peak hour trips.			
	Traffic/Trip distribution			
10.	It is stated in Paragraph 6.5.4 of the TA that the scope of the assessed highway network has been agreed with KCC; however, this is not the case. Whilst the area within which material local impacts are likely to be experienced will likely be contained within the model study area, trip origins and	The scope of assessment for revised assessment work within the strategic model is being scoped with KCC and the following junctions have now been established as a starting point following and email with James Wraight on 28th of September 2018. • Junction 1: A256 / Sandwich Rd (Four arm standard roundabout); • Junction 2: A299 / A256 / Cottington Link Rd (Four arm standard roundabout); • Junction 4: A299 / B2190 (Four arm standard roundabout); • Junction 6: A299 / Seamark Rd / A253 / Willetts Hill (Five arm standard roundabout); • Junction 7: A299 / A28 (Five arm standard roundabout); • Junction 8: A28 / Park Ln / Station Rd (Three arm mini roundabout with left in / left out simple priority); • Junction 10: Shottendane Rd / Manston Rd / Margate Hill (Four arm staggered); • Junction 12: Manston Road / B2050 / Spitfire Way (Four arm staggered priority); • Junction 13: Manston Court Road / B2050 (Three arm priority);	**Comments Accepted**	N/A

	destinations will likely be spread over a much wider area.	• Junction 15: Manston Rd / Hartsdown Rd / Tivoli Rd / College Rd / Nash Rd (Five arm • signalised); • Junction 16: Ramsgate Rd / College Rd / A254 / Beatrice Rd (Five arm signalised); • Junction 17: Ramsgate Road / Poorhole Lane / Margate Road / Star Lane (Four arm standard roundabout); • Junction 18: Star Ln / Manston Court Rd (Left in / left out simple priority); • Junction 20a: A256 (N) / A256 (S) / Manston Road East (Three arm priority); • Junction 20b: A256 / Manston Road West (Three arm standard roundabout); • Junction 21a: Canterbury Road / Haine Road (Three arm standard roundabout); • Junction 21b: A299 / A256 / Sandwich Rd / Canterbury Rd E (Four arm signalised); • Junction 22: Airport Access (Left in / left out priority); • Junction 24: Star Lane Link / Nash Road (Four arm standard roundabout); • Junction 25: Tesco Access (Three arm standard roundabout); • Junction 26: Newington Rd / Manston Rd (Three arm mini roundabout); • Junction 27: Newington Rd / High Street (Three arm mini roundabout); and • Junction 28: Wilfred Rd / A255 / Grange Rd (Four arm signalised). These junctions form “reasonable coverage” and it’s been agreed that this will be developed as part of an iterative process. It is hoped that this discussion will be wrapped up at the meeting with KCC on the 11th of October.		
11.	There is a lack of robust justification for certain aspects of the trip	The passenger distribution assumptions have been based on EU actual ticketing data and on 2011 CAA data. In summary the data shows substantive market penetration in east Kent, modest from Mid Kent – Medway towns, Maidstone etc. and depending on rail access some minor	**Response on 26th October 2018**	Appendices sent 29th October 2018 and comment on

distribution methodology presented. Examples include the assumed origins and destinations of passenger and freight trips within broad geographical areas, which are simply attributed to the "wider project team". With respect to the latter trip category, it is unclear why international air freight would be directed to/from the international ports of Dover, Folkestone (Channel Tunnel) and Ramsgate. It is also disputed that there are notable freight distribution sites in the Ashford area – there are in fact greater concentrations of these sites in the Sittingbourne, Maidstone and	penetration into the south east London market. There is little penetration above the River Thames because of the time and cost of travel to the Manston site and the presence of Stansted and Southend Airports. The Lower Thames Crossing could change this dynamic in the floating catchment but not the core catchment. Any location in Kent which is within one hour's drive of London Gatwick will see most traffic gravitating there, only a small amount will be generated by Manston on routes London Gatwick does not serve (e.g. Manchester, Liverpool, and Newcastle) or where it offers cheaper more convenient access to short haul leisure flights. The catchment boundary falls close to Maidstone, although concerns about journey time reliability on the M25 might extend this closer to Sevenoaks because the journey time to Manston would be much more certain. Appendix 1 shows the market analysis of the South East area and the demand profile Manston Airport could generate. Which was presented to the Airport Commission Davies Commission in 2014 by Manston Airport. A similar exercise has been undertaken for freight trips from the airport (drawings to support this are currently being prepared). However, the key points of this are that the distribution catchment for freight trips covers all the M25 and 30-60 minutes out from the M25 the Southern and western aerial routes (as well as the inner elements of the M25). Analysis has been undertaken GIS software to understand the potential distribution of freight trips by analysing trucking times from the Manston Airport site. Two trucking times for a freight vehicle have been assessed, 135 minutes (including a 15 minute delay for heavy traffic) from Manston Airport and 150 minutes (including a 10 minute delay for rush hour traffic) from Manston airport. GIS software provided an output of the distance on a map of the UK of the distance a HGV freight vehicle could achieve in the two trucking times used in the analysis. The results showed that the areas that can be reached in the 135 minute trucking time include all areas of Kent, areas along the M25 corridor to the M3 at Woking and to the M1 at St Albans, along the M23/A23 corridor to Haywards heath in Sussex and to the north along the M11 corridor to Bishops Stortford. The 150 minute trucking time would serve all areas in the 135 minute trucking time with the addition of all junctions of the M25, The M1 corridor to Luton, the A1(M) to	This response assumes knowledge about the dynamics of market penetration and freight journey times that require further explanation. Moreover, the Appendices referred to were not attached to your email. **Response on 30th October 2018** I am content with the passenger trip distribution, which is usefully informed by actual ticketing data from EU Jet's operations at Manston. With regard to the freight trip distribution,	these provided on 30th October. **Response on 30th October 2018** It is pleasing that the provision of the appendices has addressed the issues remaining with passenger distribution which as partiocually resolved the issues in point 11. All that remains is

	Dartford areas of Kent.	Stevenage, M11 to Stevenage, M23/A23 corridor to Brighton and the M3 to Farnborough. The areas located within the trucking time zones have reasonable journey times to Manston Airport. Air cargo trips generated in this area could serve the freight terminal at Manston Airport. Appendix 2 sets out the plans of the GIS assessment set out above. As with the freight capacity information is also from data submitted to the Davies Commission.	could you please explain the significance of the 135 minute and 150 minute trucking times?	to provide more detailed of the trucking times and this will be provided separately once the member of the project team has provided a more detailed narrative to Wood to send onto KCC.
12.	The gravity model approach to distributing passenger trips is considered appropriate in principle, albeit if first-hand information from the most recent period of passenger operations at Manston is available, this would be preferred.	It is pleasing to see KCC agreeing that the gravity model approach for distributing passengers is appropriate. The details on the most recent passenger operations at Manston are not available to us to use.	**Comments Accepted**	N/A
13.	Whilst the gravity model approach to distributing	The detailed gravity models for this element of the site have already been based on the Mid-Level Super output areas for the 2011 census (Journey to work data) that KCC have	**Response on 26th October 2018**	**Response on 30th October 2018**

employee trips to/from the Northern Grass area is acceptable, this should be cross-referenced with 2011 Census Journey to work data for the local Middle-level Super Output Areas for validation purposes.	suggested in this comment. The only exceptions to this are for locations outside Thanet where it was appropriate to gather data from a larger source such as district level.	This is noted and generally accepted; however as we discussed at our recent meeting, it needs to be cross-referenced against the Economic Assessment (or similar) accompanying the DCO application to ensure consistency.	Section 5.3 of ***The Economic and Social Impacts of Airport Operations Volume 4 of Manston Airport; National and Regional Aviation Asset***, by Azimuth Associated, dated July 2018 (part of the DCO submission) includes job forecasts by location, however, does not provide any level of detail that could be used for the TA. The approach undertaken for the purpose of the transport assessment, and reported in the TA was to develop a gravity model which resulted in the following distributions: • Thanet 76.16%



- Remaining East Kent – 23.65%
- West Kent – 0.2%

14.	It is not considered appropriate to distribute the Northern Grass area HGV trips on the same basis as the freight trips, as the nature of these businesses may be significantly different. It is considered that their catchment area is likely to be more localised.	The businesses on the Northern Grass Area will be complementary to the airport: 75% of the building areas will be warehouses which will support the proposed cargo facility, likely to comprise large scale and nationally focused businesses that will be looking to serve the South East. A relevant example is East Midlands Airport, the UK's second busiest cargo airport, handling more than 320,000 tonnes p.a. and is the UK hub for DHL and UPS, and support operations for TNT and Royal Mail. UPS has a current hub of 86,000sqft adjacent to the airport and intends to expand this to a 28.5 acre plot costing £114 million. This type of facility serves a wider area than just the local area - data in the Transport Assessment for the UPS planning application indicates that only 1-2% of the total HGVs generated by the site would have origins/destinations within an area local to the East Midlands Airport. This is reflective of the figure of 95% presented within the Manston Airport DCO Transport Assessment. It is clear that these large freight facilities constructed next to airports be that UPS, DHL, Amazon etc are regionally focused and for Manston London and the surrounding areas focused. There will be a smaller office element, but this does not generate significant HGvs and as such it not considered as important as the detailed set out above. This would be more locally focused as reflected in light vehicle trip distribution matrix.	**Response on 26th October 2018** I am not persuaded by this response, as again the geography of East Kent is not at all comparable to that of the East Midlands, which enjoys far superior connectivity to a catchment area encompassing many of England's largest towns and cities. It seems to me inevitable therefore that the nature of the businesses that will locate in the Northern Grass Area will be	**Response on 30th October 2018** This response seems to be based on opinion and ignores the fact that the Manston Airport proposal has been accepted as a Nationally Significant Infrastructure Project on the basis that there is a need for additional air freight capacity in the south east. The location of a distribution company such as UPS or DHL is linked to the opportunity that the cargo airport provides, and the

materially different to DHL, UPS etc. in many cases.	road connectivity is less relevant. There is ample evidence of other cargo airports which have colocations of distribution companies.

Issued by

Glyn Price

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Approved by

Bev Coupe

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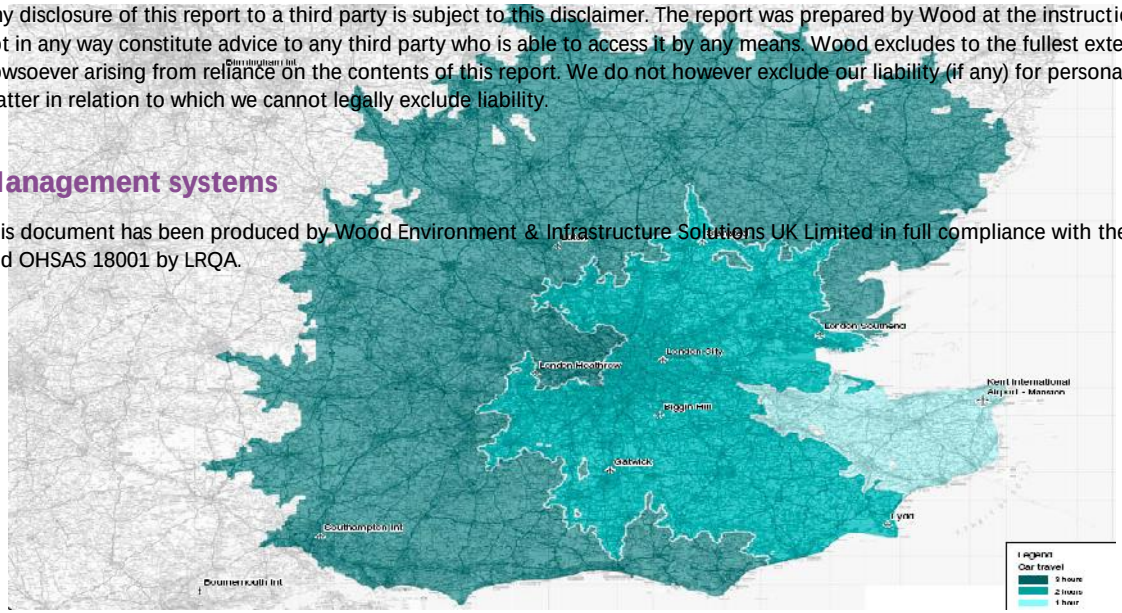
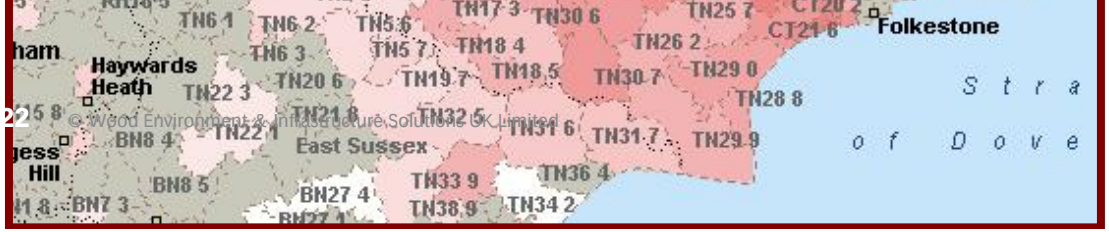




Appendix 1

Market Analysis to 2030

From the demand profiling work we undertook for our Interim Measures submission, we are confident that there are a number of niche's in the South East passenger market that Manston could help to address, not only in the medium term, but depending on future capacity development scenarios elsewhere, also in the period between 2025-50, which we are taking to correspond with the longer term.

Catchment Area

Using the most recent CAA survey data we have access to (from 2011 and 2012), we have been able to build up a picture of the nature and geographical distribution of existing demand within Manston's current core and extended catchment areas. These are illustrated in Figure 1, whose authenticity is verified by empirical evidence gathered during EU Jets operation from Manston in 2005, illustrated in Figure 2.

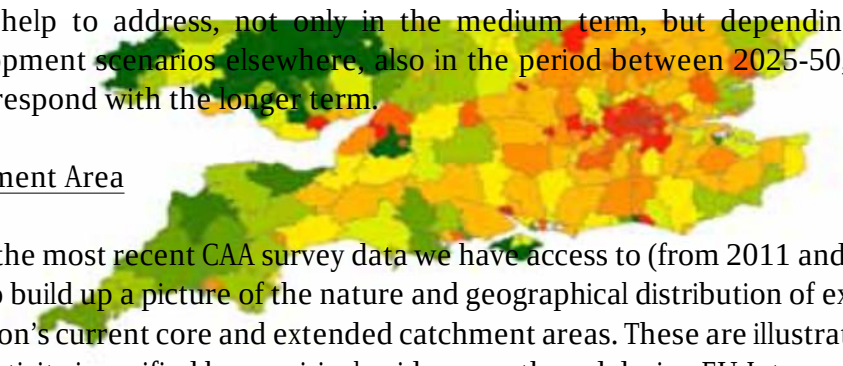


Figure 1: Manston Airports Catchment Area

Figure 2: Distribution of EU Jet Passengers Using Manston in 2005

As can be seen, while the Airport's core catchment is focused in Kent within an area bounded by the M25 and M20, its wider (or contested catchment) expands beyond both into East Sussex and the outer London suburbs East and South East of the capital.

Based on this analysis, we sought to identify how many air travellers who use other airports in the London area, have their origins or destinations within Manston's catchment area. We looked at this first based on existing surface access infrastructure and associated travel times, and then extrapolated this based on assumptions about those links to be improved or extended. This then provided a useful platform for the second part of the analysis, which examined the picture painted by DfT's 2011 and 2013 forecasts, in terms of the potential scale and nature of the capacity shortfall facing the South East moving forwards, and the contribution Manston can potentially make to meeting some of that shortfall by targeting certain key markets. This in turn, then acts as a forerunner to a brief description of how Manston could be developed to meet this demand before setting out a series of generic and airport specific policy propositions that we consider necessary to facilitate Manston taking on this role.

It is worth pointing out at this juncture, that this approach has been driven by the absence of any DfT Forecasting model runs that have included Manston. We know that there are spare slots within the model to add airports, and we hope that the Commission will at the very least request DfT produce model outputs for Manston under a Constrained (or Max Use) scenario and one with one additional runway added either at Heathrow or Stansted by 2030 but with the surface access enhancements we outline later incorporated.

Demand Assessment

Figure 3 below, provides an overview of current demand density in the southernmost part of the UK. As can be seen, the level of demand for air travel emanating from Kent is comparable

with other parts of the Home Counties around London, save for those immediately adjacent to Heathrow and Gatwick.

Figure 3: Density of Demand in the Southern Half of England and Wales

Source: CAA Data

Our analysis of O&D survey data collected from the other London airports, indicates that Manston's core and floating catchment areas currently generate demand of between 3.5-4.0m passengers per annum, depending on where the exact boundaries of the Airport's catchment is drawn (see Table 1).

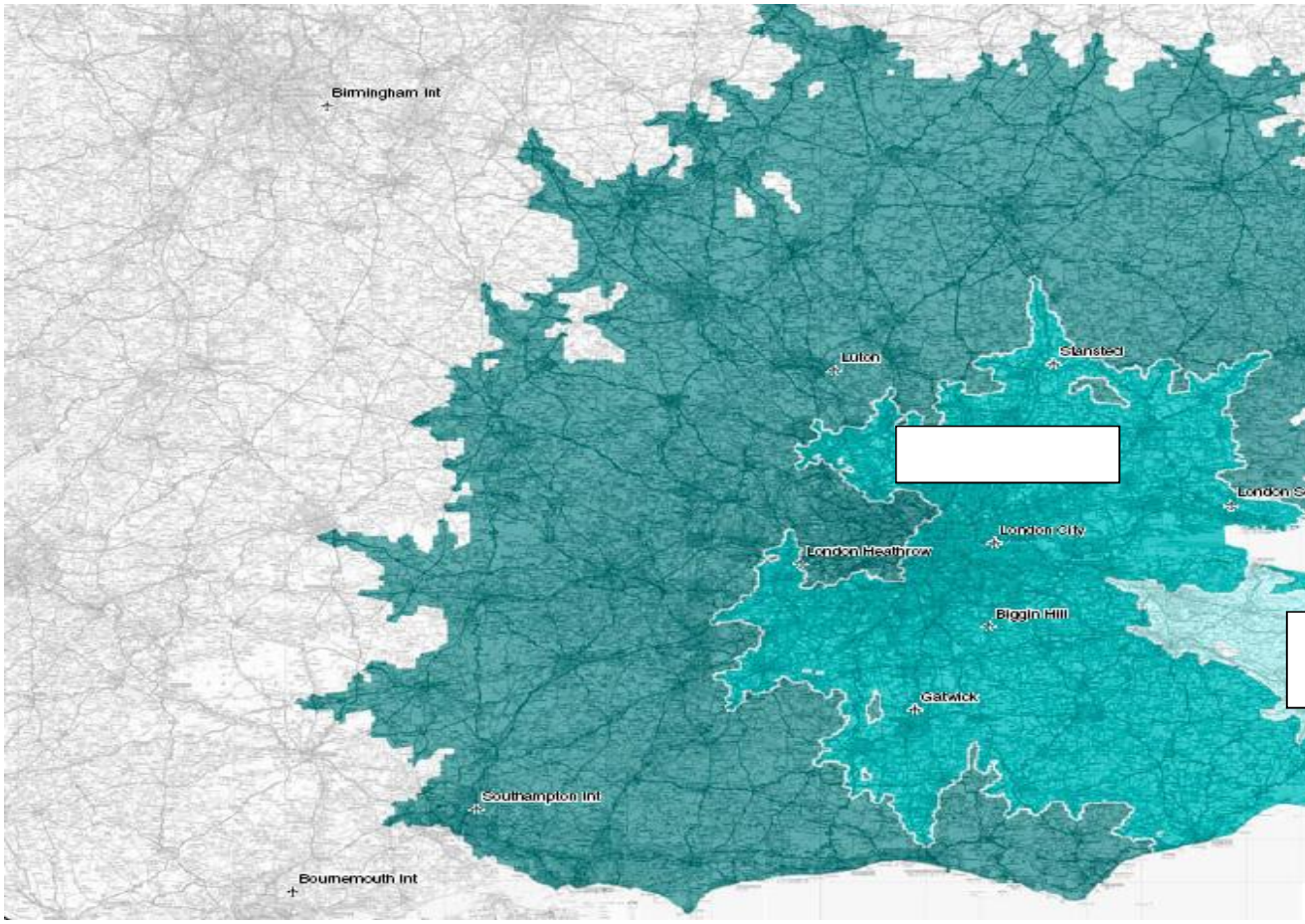
Table 1: Leakage from Manston's Catchment

MSE	Leakage		
Outer catchment	Business	Leisure	Total
Dartford District	39,433	231,649	271,082
Gravesham District	31,236	158,594	189,829
Hastings District	26,554	135,992	162,546
Maidstone District	52,142	300,236	352,378
Medway	68,439	388,215	456,654
Rother District	15,862	109,763	125,626
Sevenoaks District	41,058	295,695	336,753
Tonbridge and Malling District	27,932	198,425	226,357
Tunbridge Wells District	79,579	254,615	334,194
Grand Total	**382,235**	**2,073,183**	**2,455,418**
MSE	**Leakage**		
Inner catchment	Business	Leisure	Total
Ashford District	33,918	193,472	227,390
Canterbury District	46,218	294,806	341,024
Dover District	20,628	164,176	184,805
Shepway District	19,251	125,768	145,018
Swale District	37,863	148,213	186,076
Thanet District	50,628	181,701	232,329
Grand Total	**208,504**	**1,108,138**	**1,316,642**

MSE	Leakage		
Total catchment	Business	Leisure	Total
Total	**590,740**	**3,181,321**	**3,772,060**

However, from that same analysis and the fact that between 50-100,000 passengers are expected to use Manston this year, we know that most of this traffic is 'leaking' to other South East airports. The data suggests by far the largest percentage of this leaking traffic (around 85%) uses Gatwick and that much of it is leisure orientated (i.e. it is predominantly point-to-point and therefore not dependent on access to a hub airport such as Heathrow to be viable).

This is important, because in a Maximum Use scenario such as that the South East is likely to face until at least 2025, which is likely to be characterised by an increasing shortfall in capacity relative to demand, it is the premium hub airports such as Heathrow and Gatwick where capacity will be most constrained (see Appendix A). This also means that it is these airports where the price of access is likely to rise substantially, displacing thinner route domestic and short haul regional and low cost traffic serving routes with a high VFR/leisure content – a process that can be seen in action with Flybe's sale of its Gatwick slots, but also in Appendix B. It is exactly this traffic, where the journey's are point-to-point, frequency is less significant, airport charges need to be low, but speed and convenience of using an airport high that will have the greatest potential to move to alternative lower cost airports such as Manston.



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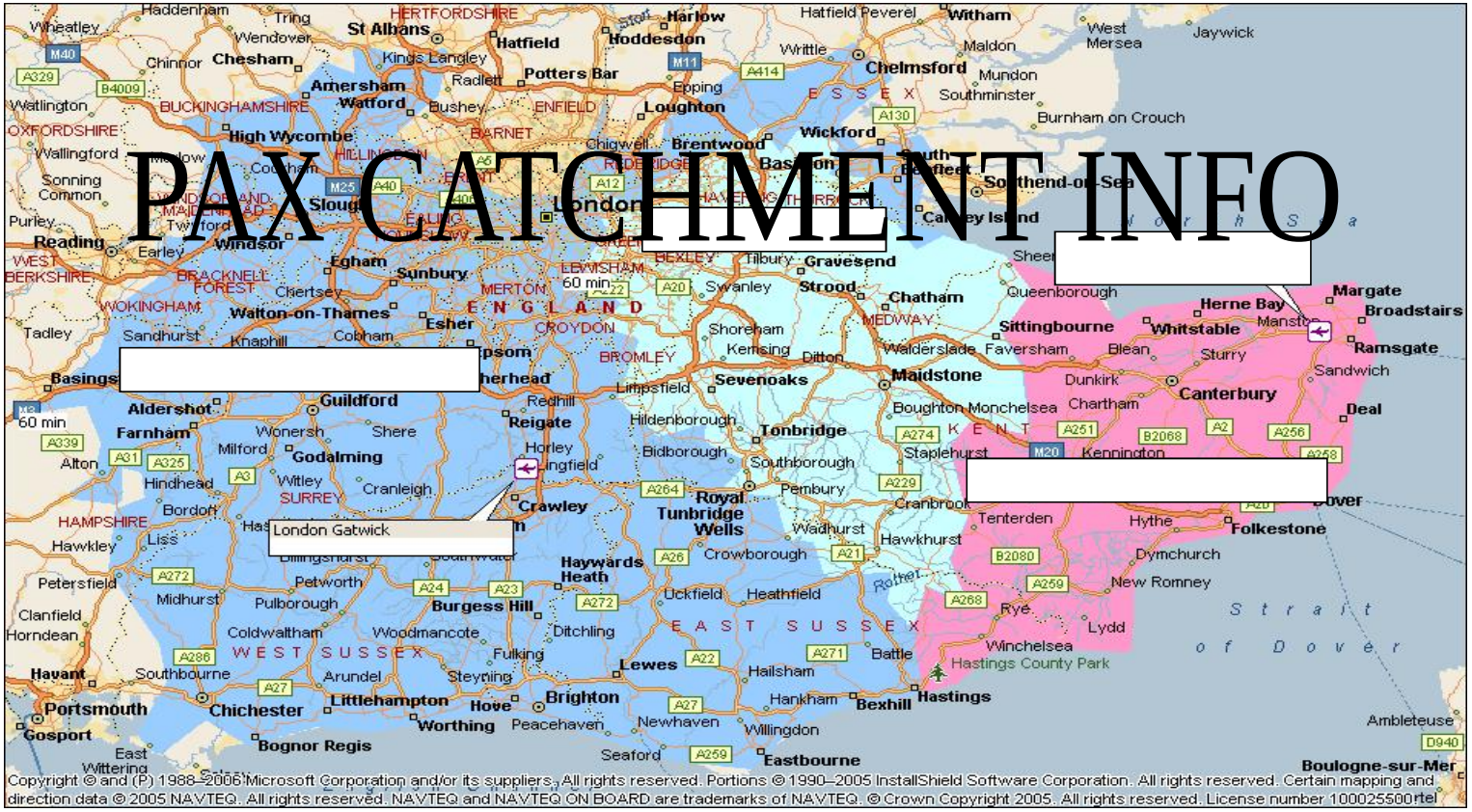
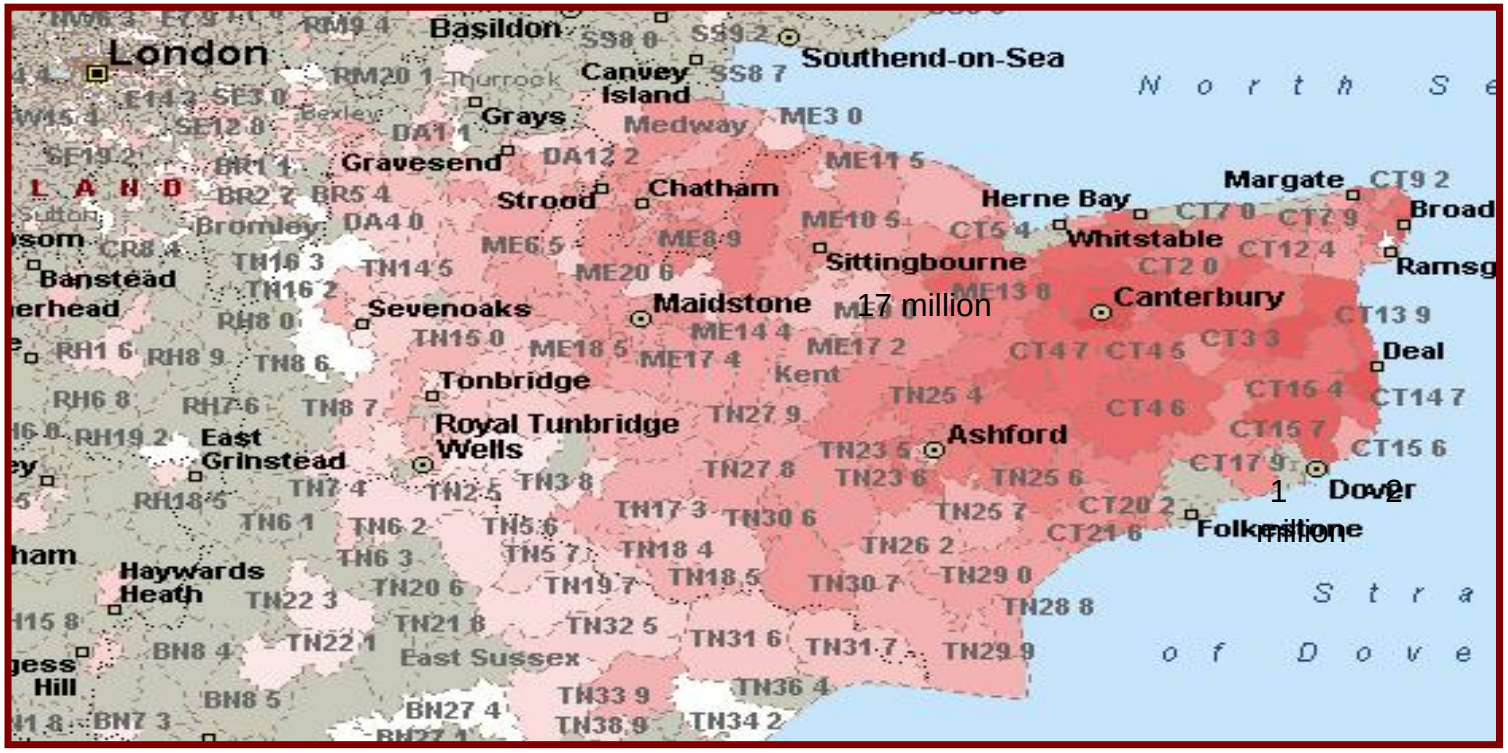


Catchment Area



Current Market

Floating Catchment

MANSTON AIRPORT

LGW Core Catchment

MSE Core Catchment

EUJet Actuals Data 2005

- EUJet services confirmed the market response to services offered at MSE

Catchment Analysis

- Catchment Area:
  - ‘Core’ catchment: area where passengers are more closely located to Manston than all other competing airports
  - ‘Floating’ catchment: area where drive times to/from Manston are similar to competing airports
  - Level of market penetration is likely to be substantially lower in the floating catchment
- Catchment Population:
  - ‘Core’ is made up of 726,600 people and includes 6 districts within Kent
  - ‘Floating’ is made up of 889,800 people and covers 7 districts within Kent and East Sussex
  - Total in 2007 was 1,616,400 people
- Total Passengers
  - C 4mppa, with most using LHR and LGW

Ashford	112,500
Canterbury	148,000
Dover	106,600
Shepway	100,100
Swale	130,200
Thanet	129,200
Total Core Catchment	726,600
Gravesham	97,700
Hastings	86,200
Maidstone	144,200
Medway	252,200
Rother	88,200
Tonbridge and Malling	115,700
Tunbridge Wells	105,600
Total Floationg Catchement	889,800
Total Combined	1,616,400

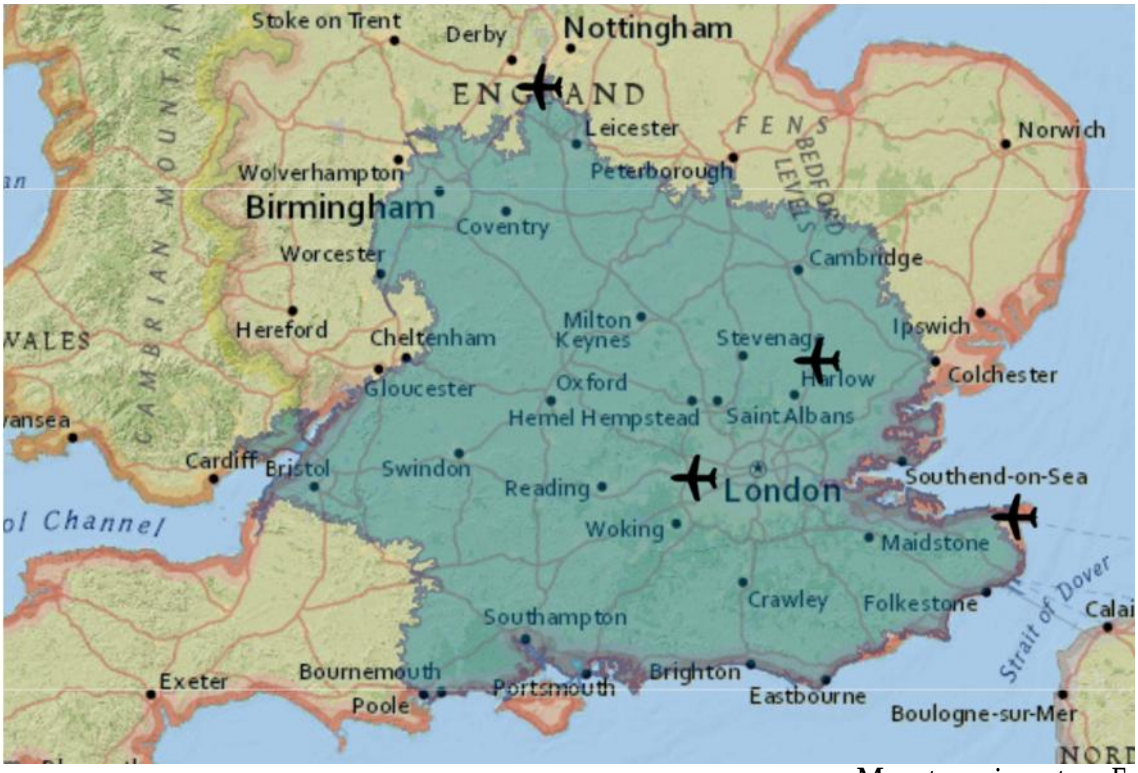
Data from UK National Statistics
Key Population and Vital Statistics - 2007

Appendix 2

15 min per hour penalty to demonstrate very heavy traffic:

Manston airport (135mins):

East Midlands (135mins):



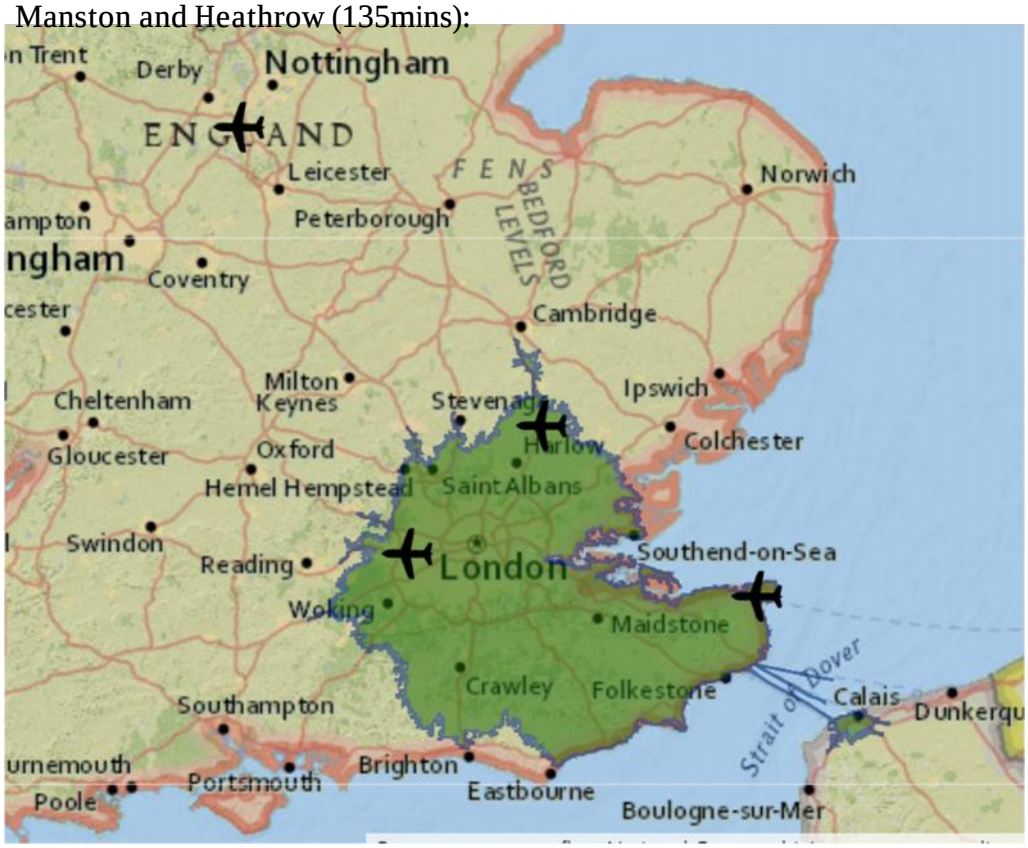
Manston airport vs East Midlands (135mins):


Lincoln
Stoke on Trent
Derby
Nottingham
ENGLAND
Leicester
FENS
BEDFORD LEVELS
Norwich
Wolverhampton
Peterborough
Birmingham
Coventry
Worcester
Cambridge
Milton Keynes
Ipswich
Hereford
Cheltenham
Stevenage
Harlow
Colchester
Gloucester
Oxford
Hemel Hempstead
Saint Albans
Cardiff
Bristol
Swindon
Reading
London
Southend-on-Sea
Woking
Maidstone
Crawley
Folkestone
Southampton
Strait of Dover
Exeter
Bournemouth
Portsmouth
Brighton

Heathrow airport (135mins):

Stansted airport (135mins):

Manston and Heathrow (135mins):

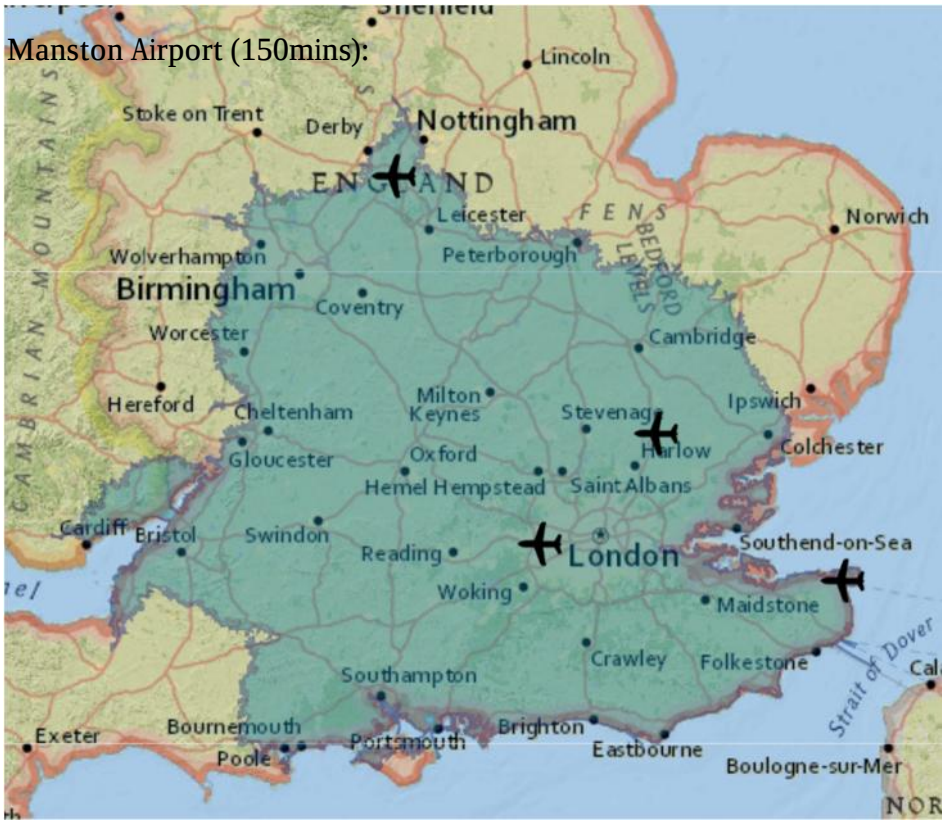


Manston vs Stansted (135mins):

All 4 combined (135mins):

10min per hour penalty to demonstrate rush hour:

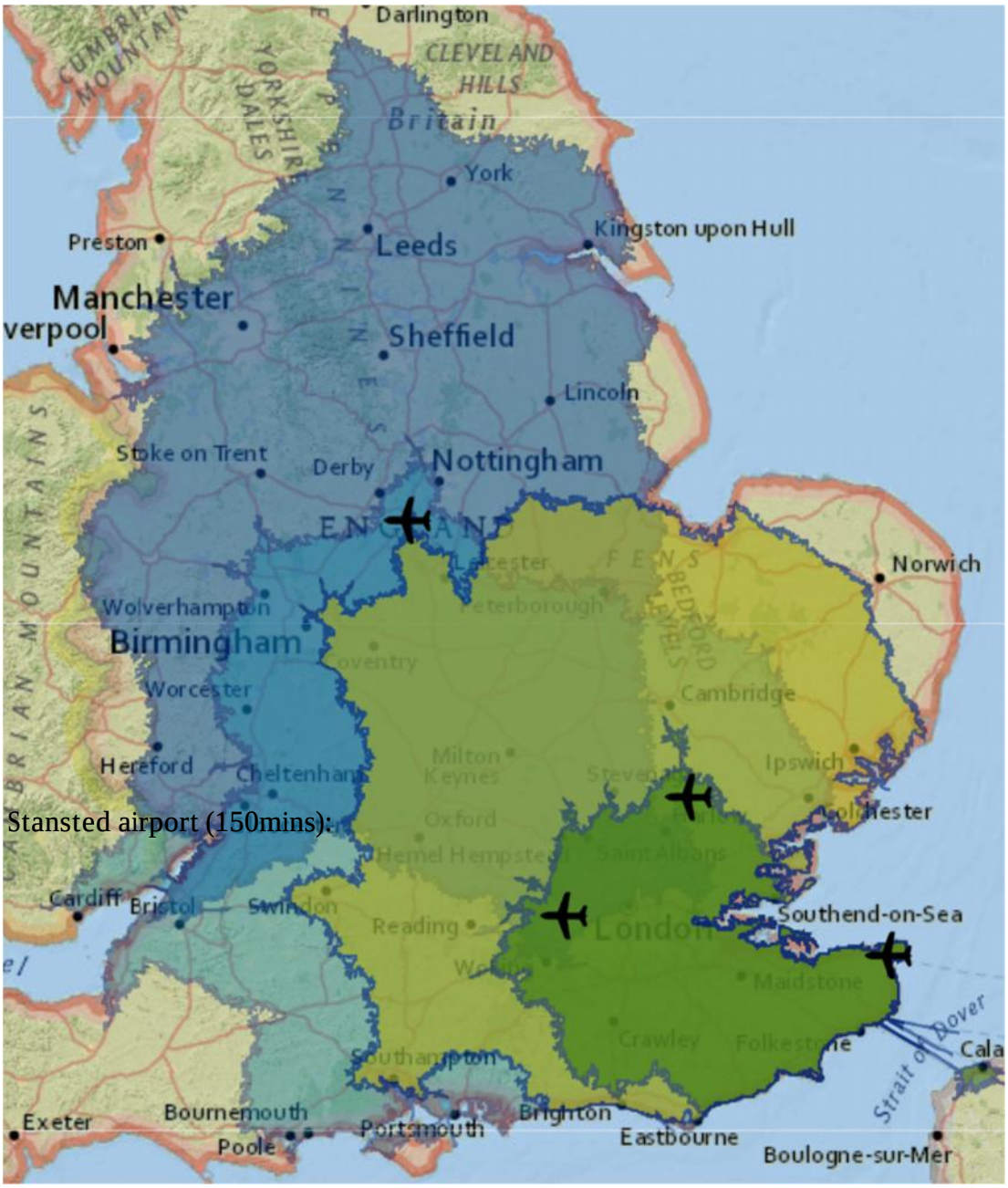
Manston Airport (150mins):



East Midlands (150mins):

Manston airport vs East Midlands (150mins):

Heathrow airport (150mins):



Stansted airport (150mins):

Manston airport vs Heathrow (150mins):

Manston vs Stansted airport (150mins):

All 4 combined (150mins):

Appendix 14.3
Traffic Flows

	Road	Rule	24 hour										AM Peak										PM Peak									
			Scenario 1: 2039 Baseline (KCC Alignment through NGA)		Scenario 2: 2039 Baseline (RO Alternative Alignment)		Scenario 3: 2039 Baseline + Developmen (RO Alternative Alignment)		Scenario 3 & Scenario 2: % Change		Scenario 3 & Scenario 1: % Change		Development Traffic Total		Scenario 1: 2039 Baseline (KCC Alignment through NGA)		Scenario 2: 2039 Baseline (RO Alternative Alignment)		Scenario 3: 2039 Baseline + Developmen (RO Alternative Alignment)		Scenario 3 & Scenario 2: % Change		Scenario 3 & Scenario 1: % Change		Development Traffic - Total		Scenario 1: 2039 Baseline (KCC Alignment through NGA)		Scenario 2: 2039 Baseline (RO Alternative Alignment)		2039 Future Baseline Plus Development (with link road)		Scenario 3 & Scenario 2: % Change		Scenario 3 & Scenario 1: % Change		Development Traffic - Total	
			All Vehs	HGV	All Vehs	HGV	All Vehs	HGV	All Vehs	HGV	All Vehs	HGV	All Veh	HGV	All Vehs	HGV	All Vehs	HGV	All Vehs	HGV	All Vehs	HGV	All Veh	HGV	All Vehs	HGV	All Vehs	HGV	All Vehs	HGV	All Vehs	HGV	All Veh	HGV
1	A299 Hengist Way between Richborough Way and Sandwich Road	1	35874	1223	36031	1129	37781	1129	5%	0%	5%	-8%	1750	0	2978	137	2976	121	3048	121	2%	0%	2%	-12%	72	0	2945	46	3057	48	3208	48	5%	1%	9%	4%	151	0
3	Canterbury Road East between A256 and Roya Harbour Approach	1	29463	1006	28661	1023	29381	1023	3%	0%	0%	2%	720	0	2496	114	2549	117	2625	117	3%	0%	5%	3%	76	0	2338	37	2406	38	2454	38	2%	0%	5%	3%	48	0
4	Manston Road between Haine Road and the railway line	2	13105	189	13105	187	13589	187	4%	0%	4%	-1%	484	0	1077	25	1030	25	1101	25	7%	0%	2%	0%	71	0	1243	3	1174	3	1253	3	7%	0%	1%	0%	79	0
5	B2014 Newington Road between B2050 Manston Road and A255 High Street	2	15631	322	15660	311	16144	311	3%	0%	3%	-3%	484	0	1485	37	1429	35	1478	35	3%	0%	0%	-5%	49	0	1280	12	1200	11	1254	11	4%	0%	-2%	-8%	54	0
6	A255 High Street between B2014 Newington Road and Ellington Place	2	22785	418	22785	410	23323	410	2%	0%	2%	-2%	538	0	1948	49	1881	47	1936	47	3%	0%	-1%	-4%	55	0	2014	14	1951	14	2010	14	3%	0%	0%	0%	59	0
7	A254 Margate Road	2	16410	194	15863	201	16537	201	4%	0%	1%	4%	674	0	1346	21	1300	24	1309	24	1%	0%	-3%	14%	9	0	1548	8	1460	8	1468	8	1%	0%	-5%	0%	8	0
8	A254 Ramsgate Road between Nash Lane and Paney Road	2	19562	377	19562	370	20082	370	3%	0%	3%	-2%	520	0	1650	47	1612	45	1619	45	0%	0%	-2%	-4%	7	0	1683	10	1678	10	1683	10	0%	0%	0%	0%	5	0
9	A254 Ramsgate Road north of the junction with	2	13183	269	13102	266	13102	266	0%	0%	-1%	-1%	0	0	1023	34	1048	35	1066	35	2%	0%	4%	3%	18	0	1150	6	1151	6	1151	6	0%	0%	0%	0%	0	0
10	A28 Canterbury Road, east of junction with Domneva Road	2	17918	1015	17722	1001	17750	1001	0%	0%	-1%	-1%	28	0	1544	114	1521	112	1537	112	1%	0%	0%	-2%	16	0	1495	39	1493	40	1505	40	1%	0%	1%	3%	12	0
11	Manston Road between Bramble Lane and Flete Road	1	6302	259	6302	224	6874	224	9%	0%	9%	-14%	572	0	571	39	575	34	686	34	19%	0%	20%	-13%	111	0	396	0	485	0	569	0	17%		44%		84	0
12	Shottendane Road , north east of the junction with Park Lane	2	20008	120	20008	113	20638	113	3%	0%	3%	-6%	630	0	1693	11	1715	10	1736	10	1%	0%	3%	-9%	21	0	1722	7	1650	7	1679	7	2%	0%	-2%	0%	29	0
13	B2050 Park Lane, between A28 Canterbury Road and Manston Road	2	1985	44	1985	45	1985	45	0%	0%	0%	2%	0	0	186	3	185	3	185	3	0%	0%	-1%	0%	0	0	145	3	149	3	149	3	0%	0%	3%	0%	0	0
14	A299 Thanet Way west of junction with A28	1	40673	1857	40358	2136	43029	2743	7%	28%	6%	48%	2671	607	3350	191	3314	216	3425	216	3%	0%	2%	13%	111	0	3523	89	3531	106	3611	106	2%	0%	2%	19%	80	0
15	A299 between A253 and A28	1	24112	1488	22578	1458	25290	2066	12%	42%	5%	39%	2712	608	1969	155	1927	151	2036	178	6%	18%	3%	15%	109	27	2118	78	2128	77	2214	108	4%	40%	5%	38%	86	31
16	A299 between B2190 and A253	1	33669	1861	32150	1833	34918	2441	9%	33%	4%	31%	2768	608	2709	189	2649	186	2768	213	4%	15%	2%	13%	119	27	3012	98	3013	98	3109	129	3%	31%	3%	32%	96	31
17	Minster Road southeast of the junction with Plumstone Road	2	2863	55	3098	54	3122	54	1%	0%	9%	-2%	24	0	268	7	267	7	268	7	0%	0%	0%	0%	1	0	259	1	214	1	214	1	0%	0%	-17%	0%	0	0
18	B2050 Manston Road between Spitfire Way and Shottendane Road	1	4922	95	4711	91	5809	91	23%	0%	18%	-4%	1098	0	556	10	422	11	502	11	19%	0%	-10%	10%	80	0	543	4	406	3	478	3	18%	0%	-12%	-25%	72	0
19	B2190 Spitfire Way between B2050 Manston Road and Cargo Access	1	16631	499	16630	656	20212	1122	22%	71%	22%	125%	3582	466	1488	62	1407	83	1649	108	17%	31%	11%	74%	242	25	1416	13	1390	15	1492	44	7%	186%	5%	238%	102	29
20	A299 between B2190 and Canterbury Road West	1	27298	1240	27319	1289	27623	1331	1%	3%	1%	7%	304	42	2239	146	2343	151	2461	153	5%	1%	10%	5%	118	2	2101	40	2248	42	2254	44	0%	5%	7%	10%	6	2
21	B2050 Manston Road between Manston Road and Manston Court Road	1	4302	483	4303	114	8299	284	93%	149%	93%	-41%	3996	170	1714	61	369	16	534	29	45%	86%	-69%	-52%	165	13	1706	12	354	2	461	18	30%	843%	-73%	50%	107	16
22	Manston Court Road, north of Manston Road	2	1748	14	1748	50	2210	50	26%	0%	26%	257%	462	0	56	2	149	7	157	7	5%	0%	180%	250%	8	0	58	0	145	0	151	0	4%		160%		6	0
23	Manston Court Road, west of the junction with Greenside Lane	1	22075	482	22075	469	23059	469	4%	0%	4%	-3%	984	0	1485	55	1422	2	1504	53	6%	0%	1%	-4%	82	0	2358	17	2291	17	2379	17	4%	0%	1%	0%	88	0
24	A256 Haine Road between B2050 Manston Road and Canterbury Road West	1	7577	402	7577	403	7577	403	0%	0%	0%	0%	0	0	1025	59	1028	59	1028	59	0%	0%	0%	0%	0	0	252	2	247	2	247	2	0%	0%	-2%	0%	0	0
25	Canterbury Road West between A299 and Cliff View Road	1	886	12	886	16	928	58	5%	263%	5%	383%	42	42	84	2	99	2	101	4	2%	100%	20%	100%	2	2	53	0	50	0	52	2	4%		-2%		2	2
26	Manston Court Road between Link Road and Star Link Development	2	14655	536	14655	1082	16259	1082	11%	0%	11%	102%	1604	0	1209	40	1183	108	1276	108	8%	0%	6%	170%	93	0	1269	40	1281	54	1346	54	5%	0%	6%	35%	65	0
27	Star Link Development Link	2	19597	0	19597	0	21201	0	8%		8%		1604	0	1696	0	1637	0	1718	0	5%		1%		81	0	1704	0	1659	0	1713	0	3%		1%		54	0
28	A256 Haine Road, north of Star Link development roundabout	2	27918	499	27918	493	29370	493	5%	0%	5%	-1%	1452	0	2271	58	2187	57	2244	57	3%	0%	-1%	-2%	57	0	2600	17	2508	17	2557	17	2%	0%	-2%	0%	49	0
29	A256 New Haine Road	2	19605	478	19586	477	19738	477	1%	0%	1%	0%	152	0	1712	55	1671	55	1695	55	1%	0%	-1%	0%	24	0	1592	17	1623	17	1627	17	0%	0%	0%	0%	4	0
30	A255 high street, west of the junction with the B2014	2	12995	376	12995	381	13049	381	0%	0%	0%	1%	54	0	1021	41	1037	42	1046	42	1%	0%	2%	2%	9	0	1136	15	1148	15	1151	15	0%	0%	1%	0%	3	0
31	A256 Richborough Way, south of the junction with the A299	1	36646	1562	36521	1149	38533	1149	6%	0%	5%	-26%	2012	0	3221	178	3176	116	3353	116	6%	0%	4%	-35%	177	0	2997	57	2988	57	3143	57	5%	0%	5%	0%	155	0
32	A299 between Canterbury Road West and A256 Richborough Way	2	12995	376	12995	381	13049	381	0%	0%	0%	1%	54	0	1021	41	1037	42	1046	42	1%	0%	2%	2%	9	0	1136	15	1148	15	1151	15	0%	0%	1%	0%	3	0
33	Tothill Street	1	36646	1562	36521	1149	38533	1149	6%	0%	5%	-26%	2012	0	3221	178	3176	116	3353	116	6%	0%	4%	-35%	177	0	2997	57	2988	57	3143	57	5%	0%	5%	0%	155	0
34	Minster Road north of A299	2	25413	1375	25044	909	27056	909	8%	0%	6%	-34%	2012	0	2058	157	2093	84	2270	84	8%	0%	10%	-46%	177	0	1976	50	1967	53	2122	53	8%	0%	7%	6%	155	0
35	B2190 Spitfire Way between cargo access and B2190 Columbus Avenue	2	8897	351	8917	336	9093	336	2%	0%	2%	-4%	176	0	794	42	748	40	759	40	1%	0%	-4%	-5%	11	0	734	10	749	10	757	10	1%	0%	3%	0%	8	0
36	B2050 Manston village east of Preston Road	1	25118	878	25330	894	28494	1460	12%	63%	13%	66%	3164	566	2102	103	2150	106	2392	131	11%	24%	14%	27%	242	25	2046	28	2075	28	2181	57	5%	101%	7%	104%	106	29
37	B2050 Manston village west of Preston Road	1	24414	1032	24649	1021	27879	1629	13%	60%	14%	58%	3230	608	2117	124	2086	123	2329	148	12%	21%	10%	19%	243	25	2042	30	2020	30	2126	59	5%	94%	4%	97%	106	29
38	B2050 Manston Road east of Passenger Access	2	5778	704	5778	699	9813	699	70%	0%	70%	-1%	4035	0	874	83	543	84	801	84	48%	0%	-8%	1%	258	0	797	22	428	22	759	22	77%	2%	-5%	0%	331	0
39	Manston Road north of Spitfire Way	2	5778	252	5778	153	9813	153	70%	0%	70%	-39%	4035	0	874	26	543	19	801	19	48%	2%	-8%	-27%	258	0	797	11	428	5	759	5	77%	11%	-5%	-55%	331	0
40	Manston Road north of Northern Grass Area	1	4481	242	4482	104	9019	104	101%	0%	101%	-57%	4537	0	844	25	395	11	661	11	67%	4%	-22%	-56%	266	0	748	11	359	5	696	5	94%	11%	-7%	-55%	337	0
41	Haine Road between B2050 and Leigh Road	1	17327	345	17538	779	18980	927	8%	19%	10%	169%	1442	148	620	46	1480	95	1676	101	13%	6%	170%	120%	196	6	420	6	1434	21	1528	29	7%	38%	264%	383%	94	8
42	A254 Ramsgate Road, north of the junction with Star Lane and Poorhole Lane	1	17557	192	17556	637	19270	637	10%	0%	10%	232%	1714	0	620	24	1372	87	1677	87	22%	0%	170%	263%	305	0	420	5	1475	9	1616	9	10%	0%	285%	80%	141	0
43	Poorhole Lane, east of the junction with A254	1	23492	757	23493	757	24477	757	4%	0%	4%	0%	984	0	1954	98	1885	98	1969	98	4%	0%	1%	0%	84	0	1969	15	1916	15	2004	15	5%	0%	2%	0%	88	0
44	Star Lane, east of A254	2	26041	217	26041	214	26715	214	3%	0%	3%	-1%	674	0	2155	21	2157	20	2168	20	1%	0%	1%	-5%	11	0	2228	12	2223	12	2231	12	0%	0%	0%	0%	8	0
45	College Road, east of A254	2	9986	107	9862	96	9862	96	0%	0%	-1%	-10%	0	0	809	6	823	9	823	9	0%	0%	2%	50%	0	0	842	10	857	5	857	5	0%	0%	2%	-50%	0	0
46	College Road, west of A254	2	4592	75	4169	69	4169	69	0%	0%	-9%	-8%	0	0	382	7	382	7	382	7	0%	0%	0%	0%	0	0	364	4	390	5	390	5	0%	0%	7%	25%	0	0
47	A28 Canterbury Road west of the junction with B2050 Park Lane	2	17567	379	17486	360	18006	360	3%	0%	2%	-5%	520	0	1542	47	1496	46	1521	46	2%	0%	-1%	-2%	25	0	1483	10	1459	9	1481	9	2%	0%	0%	-10%	22	0
48	A28 Canterbury Road west of the junction with A299	2	6015	120	5609	122	5846	122	4%	0%	-3%	2%	237	0	482	14	492	15	535	15	9%	0%	11%	7%	43	0	555	4	520	4	522	4	0%	0%	-6%	0%	2	0
49	A28 Canterbury Road east of the junction with A299	2	19382	301	19037	345	19263	345	1%	0%	-1%	15%	226	0	1760	26	1726	26	1760	26	2%	0%	0%	0%	34	0	1539	20	1534	26	1556	26	1%	0%	1%	30%	22	0
50	A253 west of the Monkton Roundabout	1	10164	426	10157	428	10197	428	0%	0%	0%	0%	40	0	890	33	894	34	901	34	1%	0%	1%	3%	7	0	818	31	818	31	818	31	0%	0%	0%	0%	0	0
51	Willetts Hill, south of the Monkton Roundabout	1	26829	641	26823	649	26823	649	0%	0%	0%	1%	0	0	2299	68	2328	70	2328	70	0%	0%	1%	3%	0	0	2189	28	2190	28	2190	28	0%	0%	0%	0%	0	0
52	B2050 Manston Road, East of Park Lane	1	9625	393	9478	385	9488	385	0%	0%	-1%	-2%	10	0	769	38	748	37	750	37	0%	0%	-2%	-3%	2	0	873	22	871	22	873	22	0%	0%	0%	0%	2	0
53	Canterbury Road West, West of the A256/A299 junction	1	2272	57	2272	57	2318	57	2%	0%	2%	0%	46	0	188	5	188	5	196	5	4%	0%	4%	0%	8	0	194	4	194	4	202	4	4%	0%	4%	0%	8	0
		1	20832	183	21133	167	21300	167	1%	0%	2%	-9%	167	0	1785	16	1801	15	1860	15	3%	0%	4%	-6%	59	0	1730	11	1702	10	1748	10	3%	0%	1%	-9%	46	0
		1	887	13	930	13	943	13	1%	0%	6%	0%	13	0	72	2	99	2	99	2	0%	0%	38%	0%	0	0	53	0	50	0	50	0	0%		-6%		0	0

Manston Airport:
Revised Traffic Data and Noise Impact Assessment

1. Introduction

1.1.1 The Environmental Statement (ES) [APP-033, 034, 035] supporting the application for a Development Consent Order (DCO) for Manston Airport was submitted in July 2018. This included a Noise Assessment (Chapter 12).

1.1.2 At the time the application was submitted, the Kent County Council (KCC) Thanet Strategic Transport Model (TSTM), which supports the draft Thanet Local Plan, was being revised and was not available for third party use. It was the intention of the Applicant to apply the TSTM as soon as the mo[redacted]r third party use and thi[redacted]as agreed with KCC.

1.1.3 Sin[redacted]e DCO application [APP-[redacted]], the Applicant has continued to engage with KCC with respect to the use of the model as well as consideration of their strategic plans as described in the Draft Thanet Local Plan and the KCC Transport Strategy. With the TSTM now available, the necessary data for sensitivity testing of the previous noise assessment has now been generated.

1.1.4 The Manston scoping report included road traffic as a noise source to be assessed in the ES [App-033,034,035]. No significant effects for noise from road traffic were reported in Chapter 12.

1.1.5 It is necessary to consider whether the revised road traffic data has the potential to produce adverse impacts upon noise sensitive receptors. This note reviews the revised traffic data to determine whether a more detailed road traffic noise assessment is required.

2. Evaluation criteria

2.1.1 With respect to Noise, the assessment procedure follows the advice set by The Highways Agency (now Highways England), Design Manual for Roads and Bridges (DMRB).

2.1.2 The extents of the road traffic noise model are consistent with the guidance set out within DMRB, being dictated by both distances from 'affected routes' and the likely magnitude of change on those routes. The affected routes are generally defined as:

- All routes that have been bypassed or improved, any proposed new routes or where the road has altered the alignment of any existing carriageway;
- All road segments that were predicted to experience a 25% increase or 20% decrease in vehicle flows, and/or a noticeable change in %HGV content;
- All routes where there has been a change in traffic speed or proportion of heavy goods vehicles which would lead to a 1dB change in road traffic noise levels; and
- Construction traffic haul routes (on public roads).

3. Review of traffic data

3.1.1 As a result of the revised traffic data, a further 30 road links require analysis as well as an amendment to the traffic distribution on the previously assessed links.

3.1.2 Sensitivity testing has been carried out on the traffic data, comparing the road traffic distribution both with and without the development. Results of the sensitivity testing has been illustrated in three figures:

Figure 12.22 – Predicted increase in road noise resulting from Manston operational traffic – Year 2;

Figure 12.23 – Predicted increase in road noise resulting from Manston operational traffic – Year 6; and

Figure 12.24 – Predicted increase in road noise resulting from Manston operational traffic – Year 20.

4. Likely impacts

4.1.1 **Figures 12.22** to **12.24** detail the change in noise level for Year 2, 6 and 20 respectively, visualising road links which require further assessment.

Year 2

4.1.2 **Figure 12.22** details that there are no links which are likely to exceed a change of 1dB during the daytime, as a result of development traffic.

4.1.3 During the night-time, there are 7 links which are likely to exceed a change of 1dB due to development traffic and would therefore require further assessment. These links have the potential to impact receptors off Minster Road, Spitfire Way, Bell Davies Drive and Manston Court Road.

Year 6

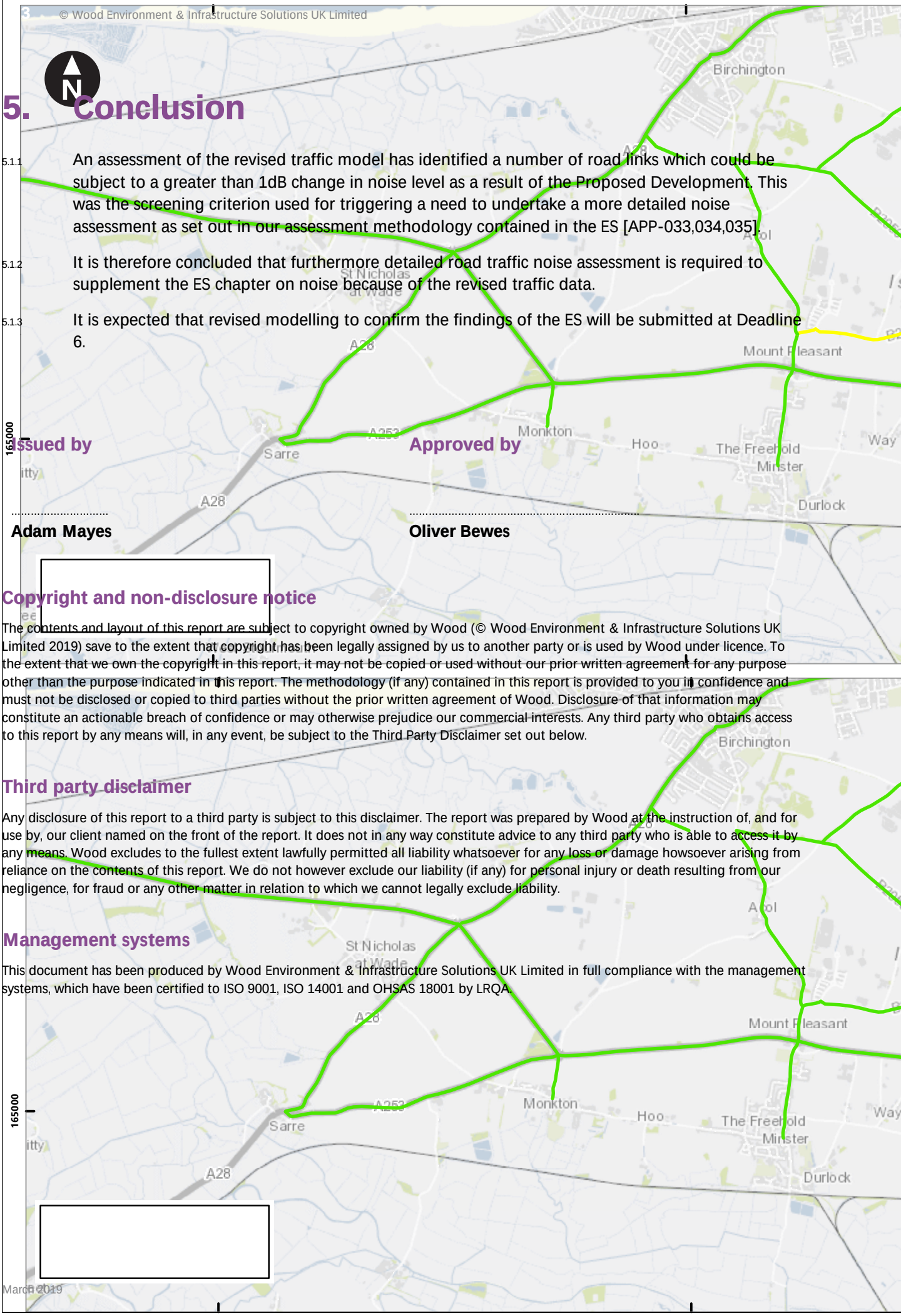
4.1.4 **Figure 12.23** details that there are 12 links which are likely to exceed a change of 1dB during the daytime, as a result of development traffic. These links have the potential to impact receptors off Spitfire Way, Bell Davies Drive, Manston Road, Manston Court Road and Star Lane. Therefore, further assessment is required.

4.1.5 During the night-time, there are 5 links which exceed a change of 1dB due to development traffic and would therefore require further assessment. These links have the potential to impact receptors off Manston Road, Manston Court Road and Star Lane.

Year 20

4.1.6 **Figure 12.24** details that there are 6 links which are likely to exceed a change of 1dB during the daytime, as a result of development traffic. These links have the potential to impact receptors off Bell Davies Drive and Manston Road. Therefore, further assessment is required.

4.1.7 During the night-time, there are 10 links which are likely to exceed a change of 1dB due to development traffic and would therefore require further assessment. These links have the potential to impact receptors off Minster Road, Spitfire Way, Bell Davies Drive and Manston Road.



5. Conclusion

5.1.1 An assessment of the revised traffic model has identified a number of road links which could be subject to a greater than 1dB change in noise level as a result of the Proposed Development. This was the screening criterion used for triggering a need to undertake a more detailed noise assessment as set out in our assessment methodology contained in the ES [APP-033,034,035].

5.1.2 It is therefore concluded that furthermore detailed road traffic noise assessment is required to supplement the ES chapter on noise because of the revised traffic data.

5.1.3 It is expected that revised modelling to confirm the findings of the ES will be submitted at Deadline 6.

Issued by

.....

Adam Mayes

Approved by

.....

Oliver Bewes

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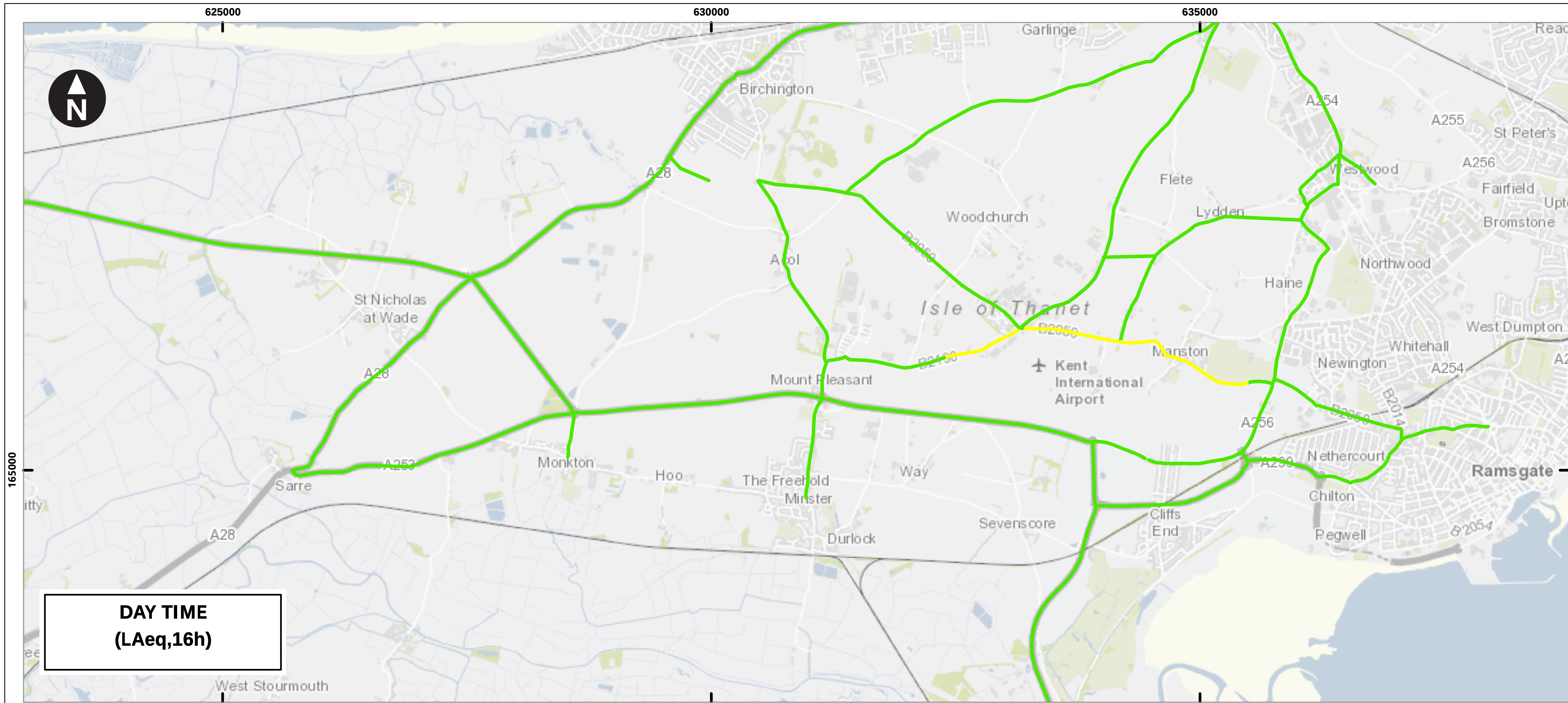
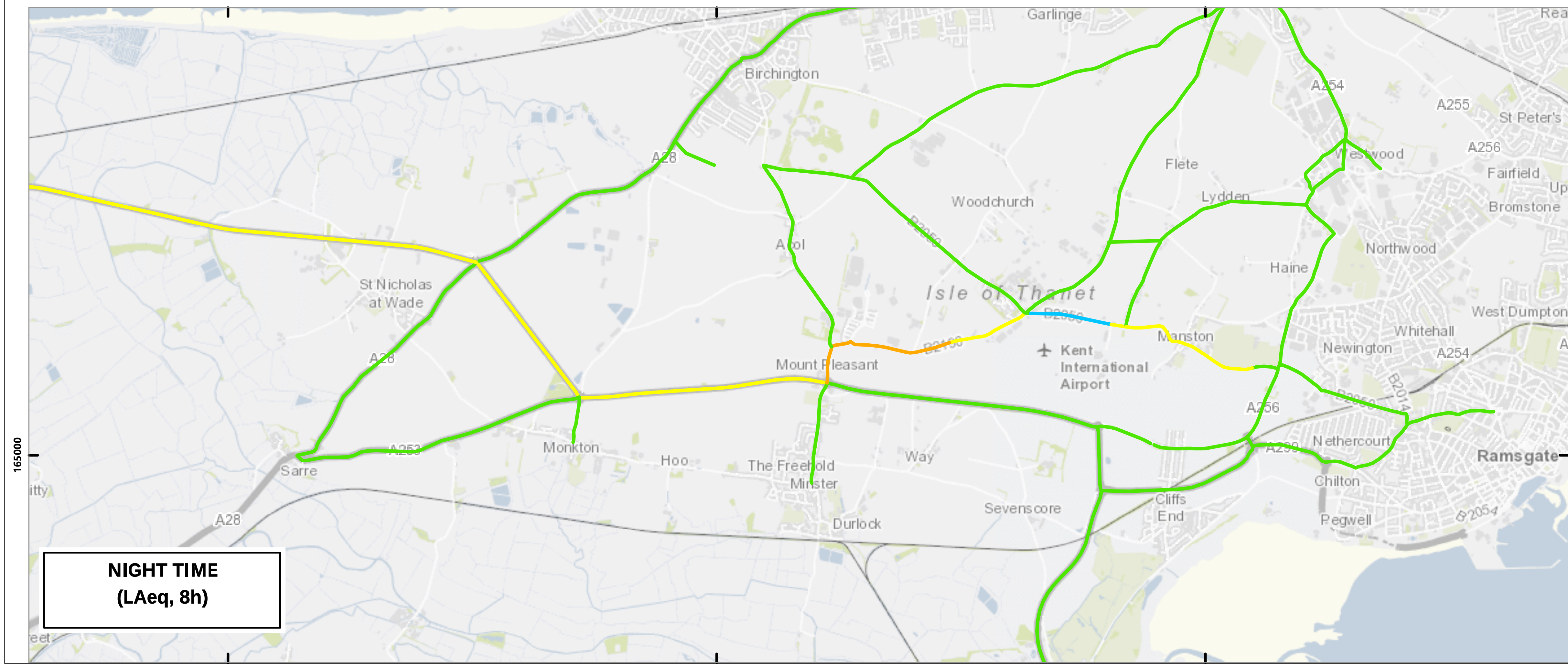

625000
630000
635000
165000
N
Garlinge
Birchington
A28
Woodchurch
Acol
Flete
Lydden
Haine
A254
A255
St Peter's
Westwood
A256
Fairfield
Bromstone
Northwood
West Dumpton
Whitehall
Newington
A254
Isle of Thanet
B2050
B2190
Manston
Kent International Airport
Mount Pleasant
St Nicholas at Wade
A28
A253
Sarre
Monkton
Hoo
The Freehold
Minster
Way
Durlock
Sevenscore
A256
A299
Nethercourt
Chilton
Pegwell
Ramsgate
Cliffs End
B2054
B2014
A28
West Stourmouth
DAY TIME
(LAeq,16h)


165000
Garlinge
Birchington
A28
Woodchurch
Acol
Flete
Lydden
Haine
A254
A255
St Peter's
Westwood
A256
Fairfield
Bromstone
Northwood
West Dumpton
Whitehall
Newington
A254
Isle of Thanet
B2050
B2190
Manston
Kent International Airport
Mount Pleasant
St Nicholas at Wade
A28
A253
Sarre
Monkton
Hoo
The Freehold
Minster
Way
Durlock
Sevenscore
A256
A299
Nethercourt
Chilton
Pegwell
Ramsgate
Cliffs End
B2054
B2014
A28
NIGHT TIME
(LAeq, 8h)

Key

Road noise change taking account of change in vehicle numbers and percentage of heavy goods vehicles resulting from the development

- 0 - 0.9 (dB)
- 1.0 - 2.9 (dB)
- 3.0 - 4.9 (dB)
- 5 - 9.9 (dB)
- >10 (dB)

0 1,000 2,000 3,000 m

Scale at A3: 1:50,000

Client

RSP

Manston Airport DCO

Figure 12.22
Predicted increase in road noise resulting from Manston operational traffic – Year 2

March 2019

wood.

wood.

5.1.2 Due to the late availability of AADT link flow data it has not been possible to carry out the additional modelling for this submission. As such the additional modelling and sensitivity testing of the ES Assessment will be submitted at Deadline 6.

Issued by

[redacted]

Martin Peirce

Approved by

[redacted]

Nick Hilton

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DAY TIME
(LAeq, 16h)

NIGHT TIME
(LAeq, 8h)

Key

Road noise change taking account of change in vehicle numbers and percentage of heavy goods vehicles resulting from the development

0 - 0.9 (dB)

1.0 - 2.9 (dB)

3.0 - 4.9 (dB)

5 - 9.9 (dB)

>10 (dB)

0 1,000 2,000 3,000 m

Scale at A3: 1:50,000

Client

Manston Airport DCO

Figure 12.23
Predicted increase in road noise resulting from Manston operational traffic – Year 6

March 2019

625000

630000

635000

DAY TIME
(LAeq,16h)

NIGHT TIME
(LAeq, 8h)

Key

Road noise change taking account of change in vehicle numbers and percentage of heavy goods vehicles resulting from the development

0 - 0.9 (dB)

1.0 - 2.9 (dB)

3.0 - 4.9 (dB)

5 - 9.9 (dB)

>10 (dB)

0 1,000 2,000 3,000 m

Scale at A3: 1:50,000

Client

Manston Airport DCO

Figure 12.24
Predicted increase in road noise resulting from Manston operational traffic – Year 20

March 2019