

Technical Note

Walking, Cycling and Horse-Riding Assessment and Review (GG 142)

Former Tollgate Hotel, Gravesend

Project Number: 22052
Doc Number: WCHAR01
Prepared for: BP Pulse

27 May 2025

Rev	Issue Purpose	Author	Reviewed	Approved	Date
A	Final	HA	HA	JB	27/05/2025

1. Introduction

- 1.1.1 This Walking, Cycling and Horse-Riding Assessment and Review (WCHAR) has been completed to support the development proposals at the Former Tollgate Hotel in Gravesend, Kent. The proposals seek to develop a 12-pump petrol filling station and a 24-space Electric Vehicle (EV) charging facility and are the subject of a live planning application (Application Reference: GB/20240856).
- 1.1.2 This WCHAR has been undertaken following discussions with National Highways regarding the implementation of an interim capacity mitigation scheme on the A2 westbound off slip at the 'Wrotham, Gravesend and Services' dumbbell junction off of the A2.
- 1.1.3 This WCHAR has been completed using GG 142 guidance to ensure suitability.

2. Background

- 2.1.1 The relevant persons relating to this WCHAR are as follows:
- **Lead Assessor** – Hannah Atkins, Associate Transport Planner
 - **Design Team Leader** – Jenny Baker, Director
 - **Additional Team Members** – Emily Gardiner, Senior Transport Planner
- 2.1.2 Hannah's skills and experience are aligned with the Lead Assessor Competencies set out in GG142.
- 2.1.3 The purpose of the WCHAR process is to facilitate the inclusion of WCHAR modes of travel in the highway scheme design process from the earliest stage, enabling the design team to

identify opportunities for improved facilities and integration with the local and national networks. The Lead Assessor has assessed these proposals as a **Small Scheme** under GG 142.

- 2.1.4 In line with Table 2.2.1N of GG 142 it is considered that the small scheme criteria are met for this scheme falling within the example of *'Changes to lane markings, priorities or widths on existing all-purpose trunk roads'*.

2.2 Existing Highway Conditions

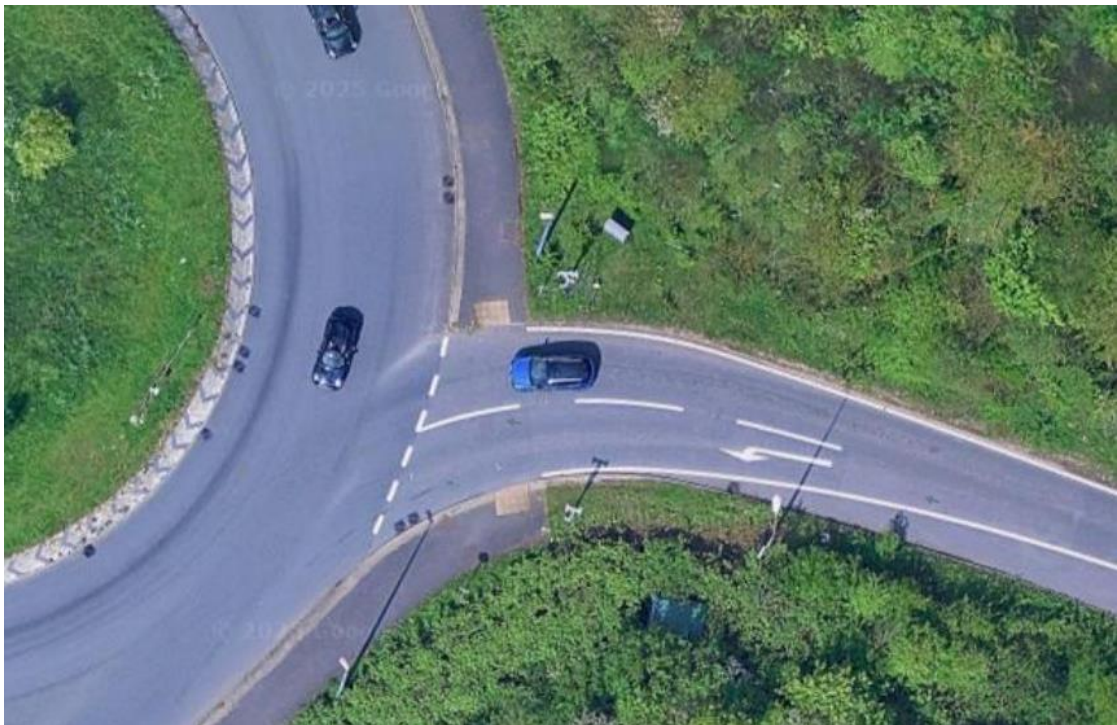
- 2.2.1 The proposed development lies to the south of Gravesend in Kent and to the north of the A2 with access derived from a dedicated arm of the A227 Wrotham Road / A2 eastbound slip road roundabout.
- 2.2.2 The site location is indicated in **Figure 2.1** below, with the corresponding location of the proposed capacity improvement scheme also highlighted on the A2 westbound off slip.

Figure 2.1 Site Location



- 2.2.3 Following ongoing discussions with National Highways (NH) regarding the westbound off slip it is understood that queueing is prevalent on this arm of the junction, often reaching the A2 mainline during the peak periods.
- 2.2.4 The slip road comprises predominantly of a single lane carriageway. On reaching the roundabout, a flared approach is provided. This flare accommodates left turn movements only, with the right-hand lane accommodating all remaining movements. the arrangement is shown in **Figure 2.2** below.

Figure 2.2 A2 Westbound Off Slip – Current Arrangement

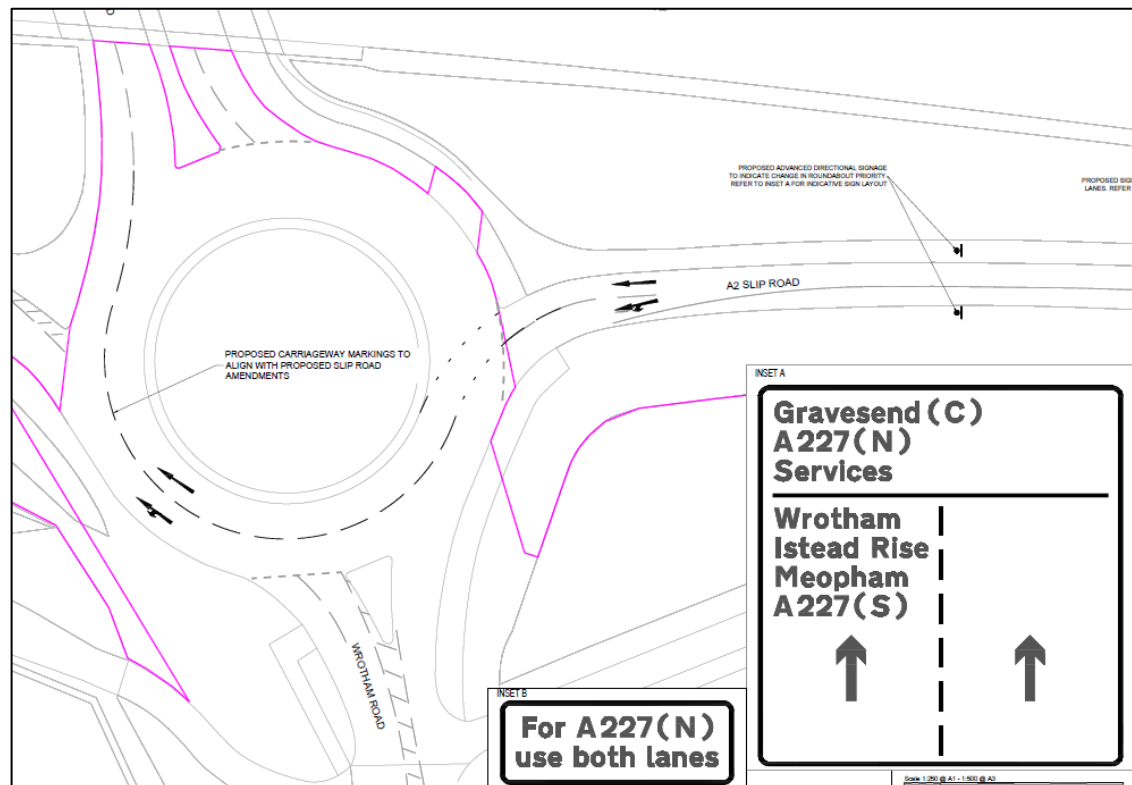


Source: Google Maps

2.3 Proposed Highway Scheme

- 2.3.1 Following discussions with NH relating to this arm and the associated extent of queueing, to mitigate the development impact at this location, an improvement scheme is proposed. The existing lining would be revised to allow right turning vehicles to utilise both lanes, offering a capacity improvement.
- 2.3.2 In conjunction with the amended lining on the slip road, roundabout gyratory markings will be added to delineate two-lanes for circulation.
- 2.3.3 Advanced signage will also be implemented to highlight to drivers the lane arrangement.
- 2.3.4 The existing dropped kerb, tactile paving crossing shown in **Figure 2.2** will be retained as part of the proposals. As the scheme only seeks to amend lining and associated signage, no changes to crossing distance for pedestrians and cyclists will take place.
- 2.3.5 The proposed capacity improvement scheme is shown below in **Figure 2.3**. The drawing (**Number 22052-MA-XX-DR-C-0102 P04**) for the capacity improvement scheme is included at the end of this report.

Figure 2.3 Proposed Capacity Improvement Scheme



Source: Drawing Number: 22052-MA-XX-DR-C-0102 P04

- 2.3.6 It should be noted that the above scheme is considered to be an interim improvement scheme, to support the proposed development. In the long term, the westbound off slip will be signalised as a result of the proposals for Application Reference: 20141214. The signalised scheme will include a Toucan crossing facility, to allow for controlled crossing movements for both pedestrians and cyclists.

2.4 WCHAR Study Area

- 2.4.1 The study area for the WCHAR is shown below in **Figure 2.4**. This has been considered suitable by the Lead Assessor, as it is directly related to the proposed capacity improvement scheme. The area encompasses the existing slip road crossing and the shared footway / cycleway adjacent to the crossing.

Figure 2.4 WCHAR Study Area



Source: Google Earth

3. WCHAR Assessment

3.1 Walking, Cycling and Horse-Riding Policies and Strategies

3.1.1 The policies and strategies which have been considered as part of this assessment are as follows:

- National Planning Policy Framework (NPPF, 2024);
- Department for Transport (DfT) Inclusive Mobility (2021) and LTN 1/20 Guidance (2020);
- DfT Decarbonising Transport A Better Greener Britain (2021);
- Kent County Council Local Transport Plan 5: Striking the Balance (2024); and
- Gravesham Local Plan Core Strategy.

3.1.2 The NPPF sets out the Governments planning policies for England and how these should be applied. With respect to non-motorised users, the NPPF Paragraph 109 states the following:

“Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:

e) identifying and pursuing opportunities to promote walking, cycling and public transport use"

3.1.3 Paragraph 117 notes that development should:

"a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use.

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards"

3.1.4 Inclusive Mobility (2021) is a DfT document which provides guidance with respect to universal accessibility in transport terms. As part of this, guidance is provided with respect to minimum safe and accessible footway widths, as well as guidance for cyclists. LTN 1/20 offers cycle design guidance and details good practice for ensuring cyclists are catered for.

3.1.5 Whilst it is acknowledged that the DfT's Decarbonising Transport (2021) document produced within a different political climate, the overarching principals with respect to active transport should continue to be supported.

3.1.6 In the need to reduce carbon emissions, the report highlighted the need to increase walking and cycling. Strategic Priority 1 was to *"accelerate modal shift to public and active transport"*. This highlighted the need to make *"public transport and active travel the natural first choice for our daily activities"*.

3.1.7 The report notes that:

"Increasing the share of journeys taken by cycling and walking does not rely on any technological breakthrough, delivers a host of co-benefits and is fundamental to any good local transport plan. With better quality infrastructure through high quality road design, dedicated routes, and networks, and enabling people to access cycles, people will feel safer and more confident walking and cycling for more and more short journeys.

Embracing new ways of sustainable travel, such as e-cycles and other emerging technologies, will create opportunities for more people to travel this way and foster new alternatives for journeys too time consuming, or too long, to previously walk or cycle."

3.1.8 Kent County Council's (KCC's) Local Transport Plan (LTP) 5 details the County's transport aspirations until 2037. As part of this, policies for walking and cycling are detailed.

3.1.9 Policy Outcome 9 specifically relates to active transport modes:

“Policy Outcome 9: Health, air quality, public transport use, congestion and the prosperity of Kent’s high streets and communities will be improved by supporting increasing numbers of people to use a growing network of dedicated walking and cycling routes.

A) We will aim to deliver walking and cycling improvements at prioritised locations in Kent to increase activity levels and support Kent’s diverse economy, presented in a Kent Cycling and Walking Infrastructure Plan.

Walking and cycling are already essential parts of people’s journeys in Kent. Almost everyone walks or wheels for at least some part of their journeys, whether it’s to shop around the town centre, get from the train station to the beach, or from the bus stop to the GP surgery. Supporting everyone to be able to walk, wheel and cycle with confidence will help meet Active Travel England’s target of 50% trips walked, wheeled or cycled in towns and cities by 2030.”

3.1.10 To help with achieving this Outcome, KCC outline several Strategic Aims:

- *“To make clear about where our priorities are for improvements to walking, wheeling and cycling across the county;*
- *To establish a prioritised programme of infrastructure improvements that we can seek funding for, contributing towards delivery of the national strategy led by Active Travel England; and*
- *To complement district-led Local Cycling and Walking Infrastructure Plans (LCWIPs) to find opportunities where infrastructure investment can deliver benefits for both short distance trips within a neighbourhood, and form part of a long distance continuous network across the county.”*

3.1.11 The Core Strategy, adopted in September 2014, is the principal document within Gravesham’s Local Plan and details the Borough’s main policy objectives up to 2028.

3.1.12 To achieve the spatial vision for the Borough, several strategic objectives regarding transport considerations are outlined, with Objective 15 noting:-

“Strategic Objective 15 – improve opportunities for recreation, sport, walking and cycling.”

3.1.13 Policy CS11 relates to Transport matters and indicates that *“The Council will seek improvements to walking and cycling facilities and networks in the Borough including provision in new development as appropriate.”*

3.2 Collision Data

3.2.1 Personal Injury Collision (PIC) statistics were obtained from KCC in support of the Transport Assessment (TA) produced for the application. A five-year period outside of the COVID pandemic years has been completed, resulting in the latest seven years having been assessed. The incident plot and D-print report are included at **Appendix A**.

- 3.2.2 Given the area assessed is greater than the scope of this WCHAR assessment, the PIC information has been focused on the A227 Wrotham Road / A2 westbound slips roundabout. A summary of the incidents at this location is provided in **Table 3-1** below.

Table 3-1 PIC Summary

Location	Incident Severity		
	Slight	Serious	Fatal
A227 Wrotham Road/A2 westbound slips roundabout	7	0	0
Total	7	0	0

- 3.2.3 A detailed review of the PIC data for this location is included at **Appendix A** for completeness.
- 3.2.4 As detailed in **Appendix A**, none of the seven 'slight' incidents recorded at this location involved any non-motorised users. As such, it is not considered that there are an existing highway safety concerns regarding non-motorised user travel at this location, that could be impacted by the proposed improvement scheme.

3.3 Public Transport Services

- 3.3.1 There are no bus stops or other public transport services within the WCHAR study area. The nearest bus stops are located to the north on the A227 Wrotham Road.

3.4 Trip Generators

- 3.4.1 There are no trip generators within the WCHAR study area. In terms of desire lines, the primary desire line is to the north of the study area, towards the town of Gravesend. Access to National Cycle Route 177 is also achievable to the north of the study area. To the south, access to the village of Istead Rise can be gained. Due to the scale of the settlement, it is considered to be a secondary desire line.

3.5 Site Visit

- 3.5.1 To ensure the onsite conditions have been suitably assessed, a site visit was conducted on Friday 23rd May 2025, during the morning (08:00-09:00) peak period. The site visit was attended by Emily Gardiner, where the study area was walked and photographed.
- 3.5.2 The weather during the visit was fine and dry. During the visit, no pedestrians or cyclists were observed.
- 3.5.3 The existing shared footway / cycleway facilities within the study were found to be maintained to a good standard, with no signs of damage. The existing dropped kerb, tactile paving crossing on the westbound off slip is in good condition and considered suitable to accommodate the needs of active travel users at this location. The shared footway / cycleway provision has a consistent width of 3.0m within the study area.

-
- 3.5.4 In places, small elements of vegetation encroachment were observed with vegetation noted within the tactile paving. Vegetation was also observed within the edge of carriageway.
 - 3.5.5 Given the level of usage is likely to be very low as result of the location of the study area, it is considered that this provision is acceptable.
 - 3.5.6 Images confirming the condition of the study area are provided in **Figure 3.1** below.

Figure 3.1 Existing Infrastructure – WCHAR Study Area



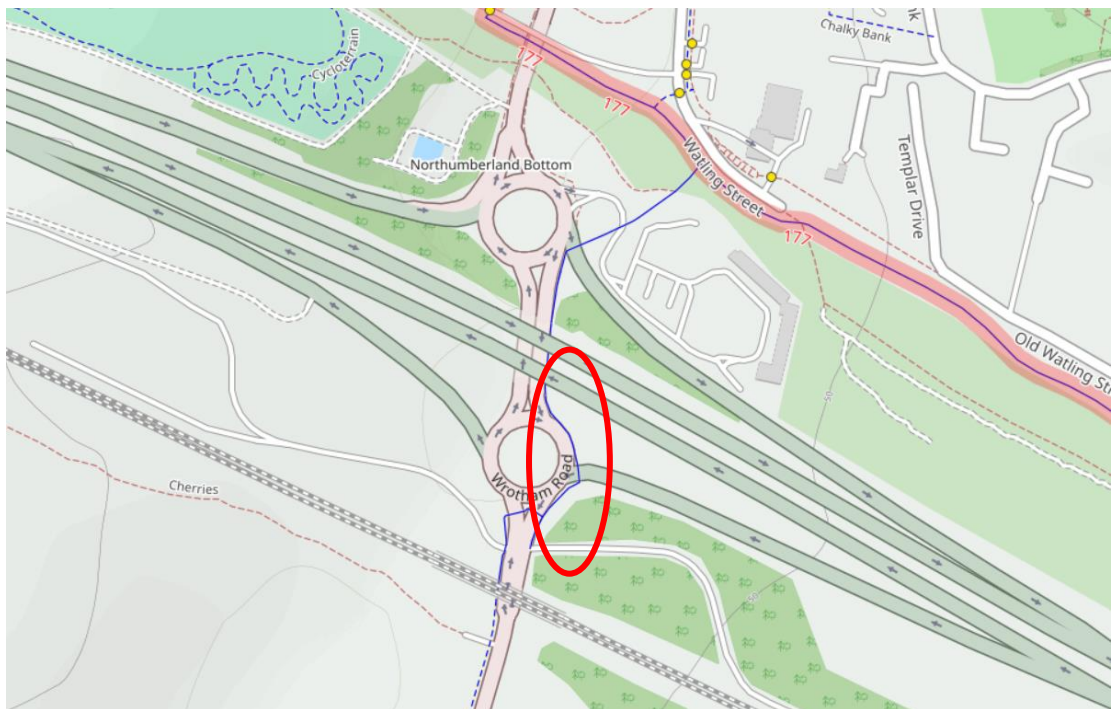
- 3.5.7 It should be noted that the Lead Assessor has been to site several times across the lifetime of the planning application. As such, the site visit conducted in support of this WCHAR assessment was to ensure no material changes had taken place since the previous visits completed by the Lead Assessor.

3.6 Existing Pedestrian, Cycle and Equestrian Facilities

Pedestrian and Cycle Facilities

- 3.6.1 Within the study area, there is a 3.0m shared footway / cycleway which bounds the eastern side of the roundabout. This facility continues to both the north and the south of the study area, as shown in blue on the extract below at **Figure 3.2**. A dropped kerb, tactile paving crossing is provided across the westbound off slip.

Figure 3.2 Pedestrian and Cycle Facilities



Source: OpenCycleMap

Equestrian Facilities

- 3.6.2 There are no equestrian facilities within the study area.

3.7 Consultation with Key Stakeholders

- 3.7.1 Stakeholder engagement has taken place as part of the planning application process. The applicant initially engaged with NH at the pre-application stage to agree the scope and methodology for the TA supporting the application. Engagement has continued thereafter and remains ongoing at the time of writing.
- 3.7.2 In addition, the applicant also undertook pre-application discussions with Kent County Council (KCC) as the local highway authority, again, to agree the scope of the TA. Discussions with KCC are ongoing at the time of writing.
- 3.7.3 During the course of discussions, consideration has been given to the junction capacity for both the A227 Wrotham Road / A2 Eastbound Slips / Site Access roundabout and the A227

Wrotham Road / A2 Westbound Slip Road roundabout (next to which the study area is located). Discussions have primarily related to the capacity of the junctions, hence the proposed capacity improvement for the westbound off slip.

- 3.7.4 KCC have raised comments regarding active transport connections to the site. These are, however, focussed on their network and fall outside of the study area and the applicant has sought to address these matters.
- 3.7.5 Confirmation was received from NH during the application process that the revised modelling issued for the roundabout was acceptable, as was the proposed capacity mitigation detailed above. No further comments regarding pedestrian or cycle matters were raised, with this WCHAR assessment requested in support of the proposed mitigation.
- 3.7.6 Given the scale of the scheme, no wider stakeholder, user group or public engagement has been undertaken.

4. User Opportunities

- 4.1.1 The opportunities highlighted below are deemed to be relevant to the highway scheme and should be considered by the Design Team Leader throughout the progression of the highway scheme design, in addition to any further opportunities that may arise through ongoing design development.

4.2 General and Strategic Opportunities

- 4.2.1 Given the scale of the scheme and the inherently limited use of the study area by non-motorised users as a result of its location, it is not considered that there is the opportunity to provide strategic improvements. Moreover, as detailed above, longer term mitigation measures are proposed within the study area which comprise a signalisation scheme. Therefore, the proposed scheme is seen as an interim improvement.

4.3 Walking and Cycling Specific Opportunities

- 4.3.1 As the infrastructure within the study area comprises of a shared footway / cycleway, opportunities for walking and cycling have been considered together.

Opportunity 1

- 4.3.2 Enhancements to the existing shared use facility through maintenance of existing vegetation to reduce encroachment onto the facility. Vegetation removal from the existing tactile paving to improve its condition.

4.4 Horse-Riding Specific Opportunities

- 4.4.1 There is no dedicated equestrian infrastructure that will be impacted as a result of the scheme. As such, no opportunities have been identified.

5. Walking, Cycling and Horse-Riding Review Statement

- 5.1.1 As Lead Assessor, I confirm that this walking, cycling and horse-riding assessment report has been compiled in accordance with DMRB GG 142. The walking, cycling and horse-riding assessment was undertaken by the following assessment and review team:

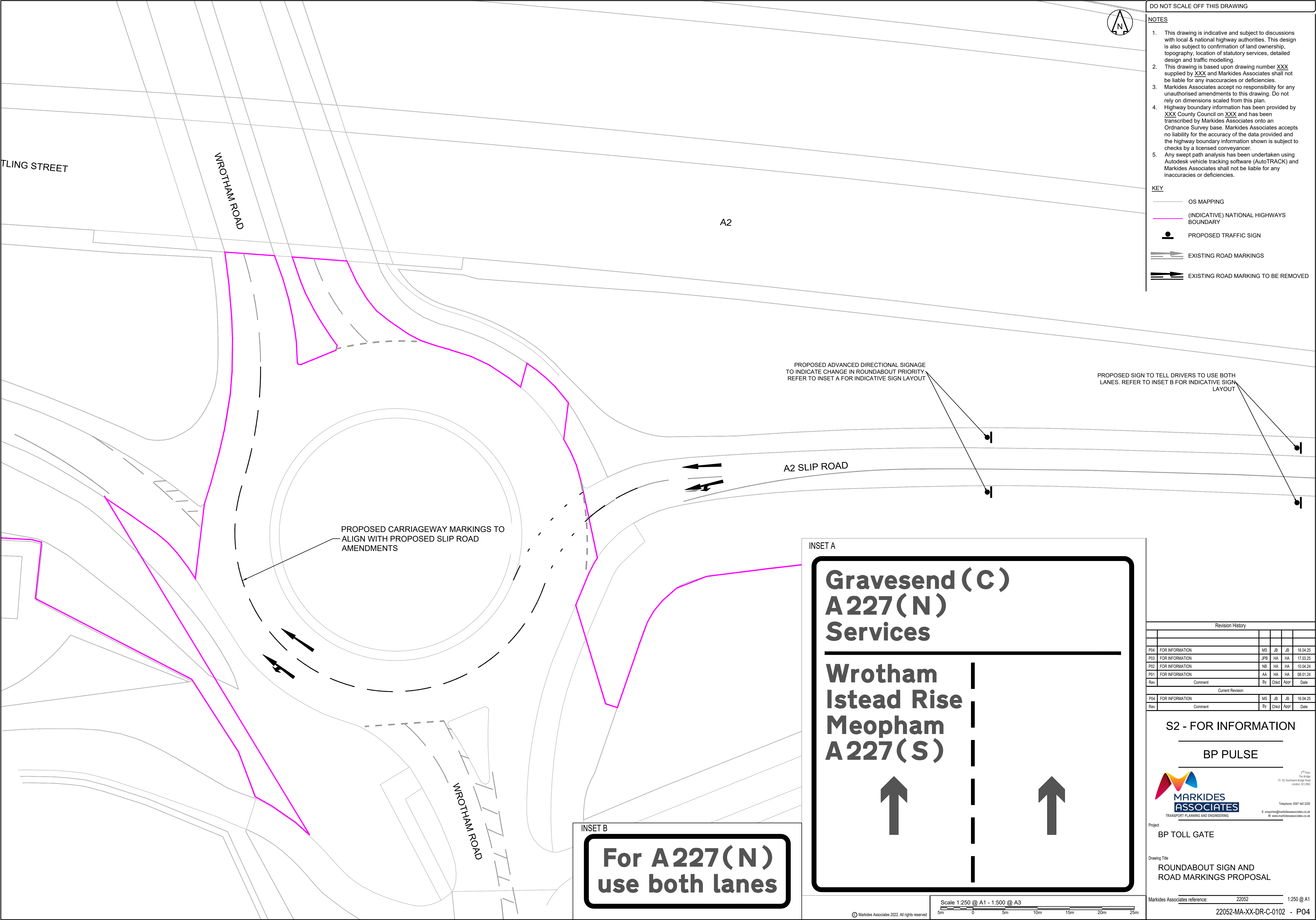
Name	Hannah Atkins
Position	Associate Transport Planner
Organisation	Markides Associates
Signed	
Dated	27/05/2025

- 5.1.2 As the design team leader, I confirm that the assessment has been undertaken at the appropriate stage of the highway scheme development.

- 5.1.3 I confirm that in my professional opinion the appointed Lead Assessor has the appropriate experience for the role making reference to the expected competencies contained in GG 142.

Name	Jenny Baker
Position	Director
Organisation	Markides Associates
Signed	J.Baker
Dated	27/05/2025

DRAWING



DO NOT SCALE OFF THIS DRAWING

NOTES

1. This drawing is indicative and subject to discussions with local & national highway authorities. This design is also subject to confirmation of land ownership, topography, location of statutory services, detailed design and traffic modelling.
2. This drawing is based upon drawing number XXX supplied by XXX and Markides Associates shall not be liable for any inaccuracies or deficiencies.
3. Markides Associates accept no responsibility for any unauthorised amendments to this drawing. Do not rely on dimensions scaled from this plan.
4. Highway boundary information has been provided by XXX County Council on XXX and has been transcribed by Markides Associates onto an Ordnance Survey base. Markides Associates accepts no liability for the accuracy of the data provided and the highway boundary information shown is subject to checks by a licensed conveyancer.
5. Any swept path analysis has been undertaken using Autodesk vehicle tracking software (AutoTRACK) and Markides Associates shall not be liable for any inaccuracies or deficiencies.

KEY

- OS MAPPING
- (INDICATIVE) NATIONAL HIGHWAYS BOUNDARY
- PROPOSED TRAFFIC SIGN
- EXISTING ROAD MARKINGS
- EXISTING ROAD MARKING TO BE REMOVED

PROPOSED ADVANCED DIRECTIONAL SIGNAGE TO INDICATE CHANGE IN ROUNDABOUT PRIORITY. REFER TO INSET A FOR INDICATIVE SIGN LAYOUT

PROPOSED SIGN TO TELL DRIVERS TO USE BOTH LANES. REFER TO INSET B FOR INDICATIVE SIGN LAYOUT

PROPOSED CARRIAGEWAY MARKINGS TO ALIGN WITH PROPOSED SLIP ROAD AMENDMENTS

INSET A

Gravesend (C)

A 227 (N)

Services

Wrotham

Istead Rise

Meopham

A 227 (S)

↑

↑

INSET B

For A 227 (N)

use both lanes

Revision History						
P04	FOR INFORMATION		MS	JB	JB	16.04.25
P03	FOR INFORMATION		JFB	HA	HA	17.03.25
P02	FOR INFORMATION		NB	HA	HA	10.04.24
P01	FOR INFORMATION		AA	HA	HA	08.01.24
Rev	Comment		By	Chkd	Appr	Date
Current Revision						
P04	FOR INFORMATION		MS	JB	JB	16.04.25
Rev	Comment		By	Chkd	Appr	Date

S2 - FOR INFORMATION

BP PULSE



Project
BP TOLL GATE

Drawing Title
ROUNDABOUT SIGN AND ROAD MARKINGS PROPOSAL

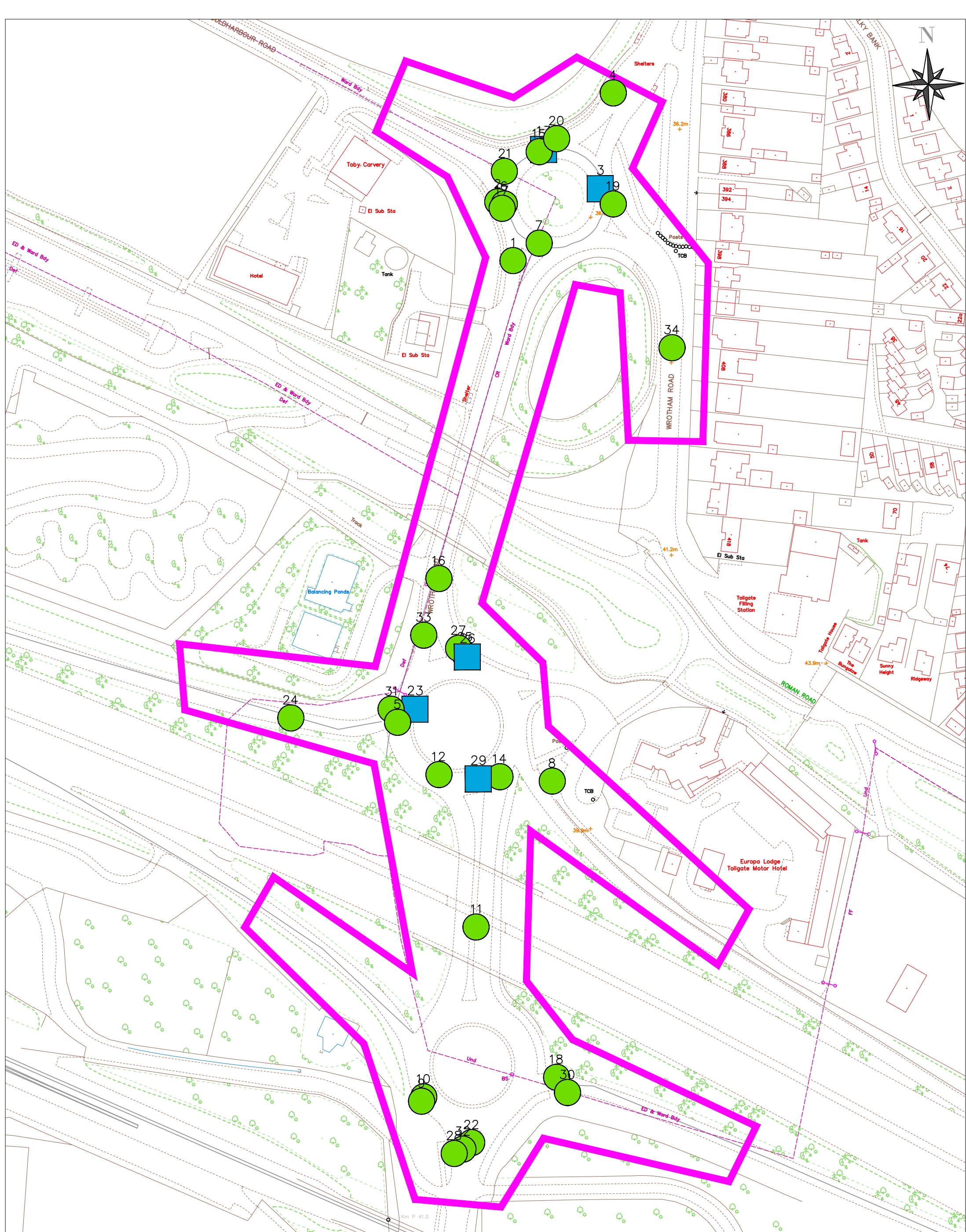
APPENDIX A – PIC DATA

A227 Wrotham Road / A2 Westbound Slips Roundabout

A total of seven 'slight' incidents were recorded at this location. The first incident occurred as two vehicles entered the roundabout from the A227 (S). The vehicle in the offside lane has assumed that the vehicle in the nearside lane is going to turn left, however, they continued straight, resulting in a collision.

Five incidents were the result of rear end shunts. The first was the result of a rear end shunt collision as a vehicle entered the roundabout. The car in front has braked sharply, with the following vehicle unable to stop in time. The second occurred on the A2 off slip and involved a goods vehicle failing to stop and colliding with two waiting vehicles. The third occurred on the A227 (S) and involved two cars. The fourth occurred as a vehicle attempted to enter the roundabout from the A2 off slip. However, the speed of the circulating traffic resulting in the vehicle remaining in place. The car travelling behind has then collided with the vehicle. The fifth incident occurred on the A227 (S) and involved two cars. The driver of the rear vehicle was noted to be using their phone at the time of the incident.

The final incident involved a car and a motorcycle. The two vehicles have collided as they entered the roundabout.



Location: A227 Roundabout Junctions, Gravesend
7 years personal injury crash data up to 30/09/2022
KCC Ref number: EXT/032/23

Crash Severity	
	Slight
	Serious
	Fatal



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Date: 16-March-2023

Time: 11:28:53

Title: **A227 Rndbts, Gravesend**

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

Date: 16-March-2023

Accident Date BETWEEN '01-Oct-2015' AND '30-Sep-2022'

There were 34 reported crashes resulting in injury

D-PRINT CRASH REPORT

16-Mar-2023

11:28:53

A227 Rndbts, Gravesend
Accident Date BETWEEN '01-Oct-2015' AND '30-Sep-2022'

No	Location	Reference/ Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
1	Road No A227 Grid 564153E Section 001 Ref 171483N	150262614 SLIGHT	14/10/2015	4	08:40	L	Dry	Fine			
	A227 Wrotham Road at Jct 10 Metres South of Coldharbour Road, Gravesend								Gravesham		
	V2 Has Approached Junction and Stopped. V1 Has Collided into the Back of V2.						Veh1, car, S -> N Veh2, car, S -> N			Casualties Vehicles	1 2
2	Road No A227 Grid 564146E Section 001 Ref 171510N	150263025 SLIGHT	21/10/2015	4	10:43	L	Wet/Damp	Rain		S.VEH	
	A227, Wrotham Road Jw Coldharbour Road, Gravesend, Kent								Gravesham		
	Driver Negotiated Roundabout of A227 with Coldharbour Road, Aquaplaned on Standing Water, Lost Control and Hit Barrier to Nearside.						Veh1, car, SW -> N			Casualties Vehicles	1 1
3	Road No A227 Grid 564193E Section 001 Ref 171516N	150264657 SERIOUS	01/12/2015	3	11:58	L	Dry	Fine			HGV
	A227 Wrotham Road J/W Coldharbour Road, Gravesend, Kent								Gravesham		
	V1 Has Travelled Along Coldharbour Road Where V1 Has then Collided with a Stationary Parked Vehicle (V3) Outside Morrisons Supermarket. V1 Has Continued its Journey and at the Junction of Coldharbour Road and Wrotham Road. V1 Has then Collided with another Vehicle (V2).						Veh1, car, N -> SE Veh2, goods > 7.5t, N -> S Veh3, car, P -> P			Casualties Vehicles	1 3

Key Involved

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

Street Lighting

L Daylight

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

FACTORS

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

Special Conditions

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

D-PRINT CRASH REPORT

16-Mar-2023

11:28:53

A227 Rndbts, Gravesend

Accident Date BETWEEN '01-Oct-2015' AND '30-Sep-2022'

No	Location	Reference/ Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
4	Road No A227 Grid 564199E Section 001 Ref 171560N	160265935 SLIGHT	09/01/2016	7	12:25	L	Wet/Damp	Rain			
A227 Wrotham Road, Outside 378, Gravesend Kent									Gravesham		
V2 Has left the Roundabout, Braked Suddenly when turning into a Layby on Wrotham Road Where Number 378 is Located. Owing to the Braking & Wet Road Conditions, V1 Has Hit the Rear of V2. the Impact then Led to V2 Being Moved Forward Towards the Layby Entrance at the Time of V3 Travelling in the Opposite Direction Causing V3 to Be Hit in the Offside by V2.							Veh1, car, S -> N Veh2, car, S -> N Veh3, car, N -> S			Casualties 1 Vehicles 3	
5	Road No A227 Grid 564100E Section Ref 171271N	42128 SLIGHT	14/01/2016	5	18:15	DRK STL	Dry	Fine			
A227 WROTHAM RD J/W COASTBOUND SLIP OFF TO A2, GRAVESEND									Gravesham		
V1 TRAVELLING LANE 1 SLIP ROAD OFF A2 COASTBOUND J/W A227, V3 TRAVELLING LANE 2 SLIP ROAD OFF A2 COASTBOUND J/W A227. V2 TRAVELLING A227 ON ROUNDABOUT J/W COASTBOUND SLIP OFF A2 TOWARDS GRAVESEND. V2 SLOWED ON ROUNDABOUT AS V1 ROLLED FORWARD. V3 DROVE ONTO ROUNDABOUT COLLIDING WITH V2. V2 HAD SLOWED AS D2 THOUGHT V1 WAS GOING TO PULL OUT ONTO ROUNDABOUT IN FRONT OF IT.							Veh1, car, NW -> SE Veh2, car, S -> N Veh3, car, NW -> N			Casualties 1 Vehicles 3	
6	Road No A227 Grid 564149E Section 080 Ref 171509N	80870 SLIGHT	22/06/2016	4	15:50	L	Dry	Fine		R.TURN	P/C
A227 WROTHAM RD RNDDBT J/W COLDHARBOUR RD, WROTHAM									Gravesham		
V2 WAS TRAVELLING DOWN THE A227 AND TURNED RIGHT AT RNDDBT ONTO COLDHARBOUR RD. V1 WAS TRAVELLING UP FROM WROTHAM AND TURNED LEFT. D1 DID NOT SEE V2 AND KNOCKED INTO THEM CAUSING THEM TO FALL OFF.							Veh1, car, S -> NW Veh2, pedal cycle, NE -> W			Casualties 1 Vehicles 2	

Key

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

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

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

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

D-PRINT CRASH REPORT

16-Mar-2023

11:28:53

A227 Rndbts, Gravesend

Accident Date BETWEEN '01-Oct-2015' AND '30-Sep-2022'

No	Location	Reference/ Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
7	Road No A227 Grid 564165E Section 001 Ref 171491N	86319 SLIGHT	01/07/2016	6	10:35	L	Wet/Damp	Fine		S.VEH	M/C
	A227, WROTHAM ROAD J/W COLDHARBOUR ROAD, GRAVESEND								Gravesham		
	V1 has come to the roundabout, turned and leaned around the roundabout, motorbike has slipped from underneath them causing them to fall off.						Veh1, m/cycle <= 50cc, N -> SW			Casualties	1
										Vehicles	1
8	Road No A2 Grid 564171E Section Ref 171244N	86830 SLIGHT	14/07/2016	5	00:01	DRK STL	Dry	Fine		+VE	
	A227 WROTHAM RD RND BT J/W A2 COASTBOUND SLIP RD, GRAVESEND (MAPPED TO LOCATION)								Gravesham		
	DRIVER OF VEHICLE WAS DRUNK AND HAS CRASHED INTO A LAMPPOST CAUSING MINOR INJURY TO DRIVER. DRIVER OF V2 HAS BRAKED HARD TO AVOID A COLLISION CAUSING NECK INJURY TO SELF, HOWEVER NO 2ND COLLISION TOOK PLACE.						Veh1, car, W -> E Veh2, car, W -> E			Casualties	2
										Vehicles	2
9	Road No A227 Grid 564111E Section 175 Ref 171097N	87432 SLIGHT	14/07/2016	5	08:15	L	Dry	Fine			M/C
	A227 WROTHAM ROAD RDBT J/W A2 WATLING STREET SLIP ON, GRAVESEND								Gravesham		
	V1 & V2 both travelling on Wrotham Road towards Gravesend. At roundabout j/w A2 London bound V1 has pulled up next to V2 believing V2 is turning left onto A2 due to their positioning and fact they are in left lane. V2 is going straight ahead & V1 is turning left. V1 collides with V2 on roundabout due to this.						Veh1, m/cycle 125 - 500cc, S -> NW Veh2, car, S -> N			Casualties	1
										Vehicles	2

Key

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

Street Lighting

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

FACTORS

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

Special Conditions

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

D-PRINT CRASH REPORT

16-Mar-2023

11:28:53

A227 Rndbts, Gravesend
Accident Date BETWEEN '01-Oct-2015' AND '30-Sep-2022'

No	Location	Reference/ Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
10	Road No A227 Grid 564112E Section 175 Ref 171099N	92186 SLIGHT	25/07/2016	2	10:05	L	Dry	Fine			
A227 WROTHAM RD RNDDBT J/W A2 WATLING STREET, GRAVESEND (MAPPED TO DESCRIPTION)									Gravesham		
V1 was travelling on the A227 towards Gravesend. It approached the roundabout at the Watling Street junction and drove on the roundabout. V2 suddenly put its brakes on causing V1 to impact into the rear of V2. Impact caused damage to the front drivers side front light and dislodged the bonnet of V1 and damage to the rear passenger lights. Passenger in V2 complained of neck pain was seen by paramedics but all in order.							Veh1, car, N -> S Veh2, car, N -> S			Casualties 1 Vehicles 2	
11	Road No A2 Grid 564136E Section 073 Ref 171177N	102865 SLIGHT	26/08/2016	6	18:05	L	Dry	Fine		S.VEH	M/C
A2 LONDON BOUND, MP 38/2, GRAVESEND									Gravesham		
V1 travelling London bound on A2, lost control for unknown reason and unseated rider.							Veh1, m/cycle 125 - 500cc, E -> W			Casualties 1 Vehicles 1	
12	Road No A227 Grid 564119E Section 001 Ref 171247N	116406 SLIGHT	04/10/2016	3	05:20	L	Dry	Fine			
A227, WROTHAM ROAD, GRAVESEND (MAPPED TO 564119,171247)									Gravesham		
V2 WAS WAITING AT THE 2ND ROUNDABOUT ON WROTHAM ROAD AND V1 REVERSED SUDDENLY AND V2, SHUNTING V2 BACK. C1 HAS SINCE HAD SHOULDER PAIN BUT HAS SEEKED MEDICAL ADVICE, C1 HAS MUSCLE SPASM IN THEIR NECK + SHOULDER AND HAS WHIPLASH.							Veh1, car, E -> W Veh2, car, E -> W			Casualties 1 Vehicles 2	

Key

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

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

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

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A227 Rndbts, Gravesend

Accident Date BETWEEN '01-Oct-2015' AND '30-Sep-2022'

No	Location	Reference/ Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
13	Road No A227 Grid 564167E Section Ref 171534N	137498 SERIOUS	01/12/2016	5	22:33	DRK STL	Wet/Damp	Fine		S.VEH	
	A227, WROTHAM ROAD, ON RDBT J/W COLDHARBOUR ROAD, NORTHFLEET										Gravesham
	V1 HAS ENTERED THE ROUNDABOUT AND THE DRIVER HAS LOST CONTROL AND CAUSED THE V1 TO ROLL.						Veh1, car, S -> N			Casualties Vehicles	1 1
14	Road No A227 Grid 564147E Section 001 Ref 171246N	174052 SLIGHT	09/04/2017	1	11:00	L	Dry	Fine			
	A227 WROTHAM ROAD RND BT J/W A227 WROTHAM ROAD, GRAVESEND									Gravesham	
	V1 was travelling south from Gravesend (A227) in the direction of Meopham. At a roundabout, which connects with the A2, V1 was in lane 1 (to go left or straight ahead). V1's SAT NAV asked them to return towards Gravesend. However V2 was in lane 2 on the inside of V1 intending to go straight ahead. V1 has manoeuvred right causing V2 to collide with the offside of V1.						Veh1, car, N -> N Veh2, car, N -> S			Casualties Vehicles	2 2
15	Road No A227 Grid 564165E Section 001 Ref 171533N	186598 SLIGHT	22/05/2017	2	12:20	L	Dry	Fine			
	A227 WROTHAM ROAD, ROUNDABOUT J/W COLDHARBOUR ROAD, GRAVESEND									Gravesham	
	V2 travelling on inside lane of roundabout. V1 travelling on outside of roundabout. Sat Nav instructs D1 to turn right and then cuts into the path of V2.						Veh1, car, S -> NE Veh2, car, S -> NE			Casualties Vehicles	1 2

Key Involved

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

Street Lighting

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

FACTORS

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

Special Conditions

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A227 Rndbts, Gravesend

Accident Date BETWEEN '01-Oct-2015' AND '30-Sep-2022'

No	Location	Reference/ Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
16	Road No A227 Grid 564119E Section 001 Ref 171337N	212369 SLIGHT	09/08/2017	4	17:49	L	Wet/Damp	Rain			
A227 WROTHAM ROAD AT JN WITH ROUNDABOUT FOR A2 SLIP, GRAVESEND									Gravesham		
V1 WAS TRAVELLING TOWARDS GRAVESEND HAVING LEFT THE A2 AT GRAVESEND CENTRAL. THE TRAFFIC WAS AT A STANDSTILL. V1 LEFT THE ROUNDABOUT ON A227 WROTHAM ROAD. THE TRAFFIC WAS SLOWLY MOVING. V2 WAS IN FRONT OF V1 AND V2 SUDDENLY STOPPED (EMERGENCY BRAKED) V1 COULD NOT STOP IN TIME AND HIT THE BACK OF V2.							Veh1, car, S -> N Veh2, car, S -> N			Casualties 2 Vehicles 2	
17	Road No A227 Grid 564148E Section 073 Ref 171507N	227489 SLIGHT	25/09/2017	2	11:45	L	Wet/Damp	Rain			M/C
A227, WROTHAM RD RND BT J/W WROTHAM RD, GRAVESEND.									Gravesham		
V2 TRAVELLING AROUND ROUNDABOUT. SLIPPED OFF OF VEHICLE (MOPED) WHILST MANOEUVRING. AS D1 STOOD UP THEY WERE CLIPPED BY THE NEARSIDE WING MIRROR OF V1, WHO WAS TAKING EVASIVE ACTION FROM A VEHICLE ON ITS OFFSIDE. DRIVER OF V2 KNOCKED OVER AT LOW SPEED, SLIGHT INJURY. (THE AGE OF D2/C1 IS NOT AVAILABLE)							Veh1, car, S -> N Veh2, m/cycle <= 50cc, S -> N			Casualties 1 Vehicles 2	

Key Involved

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

Street Lighting

L Daylight

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

FACTORS

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

Special Conditions

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ATS DEF Traffic Lights Defective
SIGNS Road Signs Defective or Obscured
RD WRKS Road Works
Surface Road Surface Defective

D-PRINT CRASH REPORT

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A227 Rndbts, Gravesend

Accident Date BETWEEN '01-Oct-2015' AND '30-Sep-2022'

No	Location	Reference/ Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
18	Road No A2 Section 073 Grid 564173E Ref 171108N	257764 SLIGHT	05/01/2018	6	13:30	L	Dry	Fine			GV
A2 TOLLGATE RNDDBT J/W A227 WROTHAM RD, GRAVESEND									Gravesham		
V2 WAS STATIONARY AT THE TOLLGATE RNDDBT GRAVESEND BEHIND V3 WAITING FOR V3 TO MOVE FORWARDS ONTO THE RNDDBT. V1 WAS TRAVELLING AT A HIGH SPEED COMING UP BEHIND V2. V1 COLLIDED WITH THE REAR OF V2 WHICH IN TURN CAUSED V2 TO COLLIDE WITH V3.							Veh1, goods < 3.5t, SE -> SW Veh2, car, SE -> SW Veh3, car, SE -> SW			Casualties 1 Vehicles 3	
19	Road No C364 Section 001 Grid 564199E Ref 171509N	258458 SLIGHT	07/01/2018	1	09:25	L	Dry	Fine			P/C
C364 COLDHARBOUR RD RNDDBT J/W A227 WROTHAM RD, GRAVESEND									Gravesham		
V2 travelling on Coldharbour Rd and had entered the rndbt at Wrotham Rd. V2 was crossing the rndbt and had nearly exited on the second exit when V1 came from Wrotham Rd too quickly and hit V2 from behind. R2 came off V2 and landed on road. V1 stopped and exchanged details,							Veh1, car, NE -> SE Veh2, pedal cycle, NW -> SE			Casualties 1 Vehicles 2	
20	Road No A227 Section 001 Grid 564173E Ref 171539N	262935 SLIGHT	21/01/2018	1	14:05	L	Wet/Damp	Rain			
A227, WROTHAM RD RNDDBT J/W COLDHARBOUR RD, GRAVESEND.									Gravesham		
D2 STATES THAT THEY WERE DRIVING FROM THE JUNCTION FROM WROTHAM RD, AS D2 DROVE PAST THE COLDHARBOUR RD JUNCTION TO CONTINUE ON TO THE A227 EXIT, A VEHICLE CAME FROM THE COLDHARBOUR RD JUNCTION. THIS VEHICLE DROVE TOO CLOSE TO V2 CAUSING D2 TO BRAKE AND SWERVE TO THE LEFT. D2 LOST CONTROL AND COLLIDED WITH THE BARRIERS AT THE SIDE OF THE ROAD.							Veh1, unknown veh type, NW -> SE Veh2, car, SW -> NE			Casualties 2 Vehicles 2	

Key

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

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

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

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

D-PRINT CRASH REPORT

16-Mar-2023

11:28:53

A227 Rndbts, Gravesend

Accident Date BETWEEN '01-Oct-2015' AND '30-Sep-2022'

No	Location	Reference/ Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
21	Road No A227 Grid 564149E Section 001 Ref 171524N	266307 SLIGHT	30/01/2018	3	10:27	L	Flood	Rain		S.VEH	
	A227, WROTHAM RD RNDDBT J/W COLDHARBOUR RD, GRAVESEND.								Gravesham		
	V1 NEGOTIATING ROUNDABOUT ON A227 TOWARDS GRAVESEND TOWN. V1 HIT LARGE PUDDLE ON INSIDE OF THE ROUNDABOUT, LOST CONTROL AND COLLIDED WITH NEARSIDE BARRIER CAUSING EXTENSIVE DAMAGE TO VEHICLE AND BARRIER. NO OTHER VEHICLES INVOLVED.						Veh1, car, SW -> NE			Casualties 1 Vehicles 1	
22	Road No A227 Grid 564134E Section 001 Ref 171078N	271349 SLIGHT	16/02/2018	6	13:14	L	Wet/Damp	Fine			M/C
	A227, WROTHAM RD, MEOPHAM, (MAPPED TO COORDS).								Gravesham		
	TWO VEHICLE RTC. V2 RIDER WAS KNOCKED OFF THEIR BIKE BY V1 AS IT PULLED OFF A ROUNDABOUT.						Veh1, car, S -> N Veh2, m/cycle > 500cc, S -> N			Casualties 1 Vehicles 2	
23	Road No A227 Grid 564108E Section 073 Ref 171277N	273761 SERIOUS	26/02/2018	2	20:57	DRK STL	Snow	Snow		S.VEH	
	A227 WROTHAM RD OFFSLIP RNDDBT J/W A227 WROTHAM RD, GRAVESEND								Gravesham		
	Police pursued V1. V1 took slip off A2 coastbound, but did not make the junction, went over the roundabout flipping onto its roof.						Veh1, car, NW -> NE			Casualties 2 Vehicles 1	

Key Involved

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

Street Lighting

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

FACTORS

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

Special Conditions

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

D-PRINT CRASH REPORT

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A227 Rndbts, Gravesend

Accident Date BETWEEN '01-Oct-2015' AND '30-Sep-2022'

No	Location	Reference/ Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
24	Road No A2 Section 073	Grid 564051E Ref 171273N	284734 SLIGHT	29/03/2018	5	12:35	L	Wet/Damp	Fine		
	A2, WROTHAM RD, SLIP, GRAVESEND (MAPPED TO COORDS).										Gravesham
	V1 has been travelling along the A2 coast bound intending to come off at the slip road for Gravesend West (Ebbsfleet). V1 has pulled in in front of V2. V1 stated they 'left it late'. V2 has been in lane 2 of slip and moved to lane 1, as V1 decides to undertake. V1 has clipped/struck the offside kerb when they state V2 has gone to cut in front of them. V1 has braked hard and states their vehicle then went into the side of V2 causing damage, having appeared to lose control. No independent witnesses.						Veh1, car, NW -> SE Veh2, car, NW -> SE			Casualties 2 Vehicles 2	
25	Road No U Section 001	Grid 564131E Ref 171302N	298904 SLIGHT	19/05/2018	7	21:30	DRK STU	Dry	Fine		
	WROTHAM RD RNDDBT J/W A2 ONSLIP, GRAVESEND (MAPPED TO DESC. ORIGINAL COORDS - 564140,171424)										Gravesham
	V2 stationary about to join A2/A227 coming from Gravesend. V1 appeared from nowhere and then reversed into V2 causing damage. V1 then drove off without exchanging details. DOB unknown for D2.						Veh1, car, SE -> NW Veh2, car, SW -> SE			Casualties 2 Vehicles 2	
26	Road No A227 Section 001	Grid 564132E Ref 171301N	886669 SERIOUS	28/09/2019	7	18:10	DRK STL	Dry	Fine		R.TURN
	A227, WROTHAM RD RNDDBT J/W A2, GRAVESEND.										Gravesham
	BOTH VEHICLES NEGOTIATING A RNDDBT ON A227 WROTHAM RD, V1 HAS HIT REAR OF V2 CAUSING DAMAGE, V1 HAS INITIALLY FAILED TO STOP BUT STOPPED A FEW MINUTES LATER, D1 WAS A PROVISIONAL LICENCE HOLDER ONLY AND NO INSURANCE.						Veh1, car, SW -> NE Veh2, car, SW -> E			Casualties 1 Vehicles 2	

Key

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

Street Lighting

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

FACTORS

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

Special Conditions

ATS OUT Traffic Lights Not Working
 ATS DEF Traffic Lights Defective
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 Surface Road Surface Defective

D-PRINT CRASH REPORT

16-Mar-2023

11:28:53

A227 Rndbts, Gravesend
Accident Date BETWEEN '01-Oct-2015' AND '30-Sep-2022'

No	Location	Reference/ Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
27	Road No A227 Grid 564128E Section 001 Ref 171305N	978972 SLIGHT	01/09/2020	3	07:55	L	Dry	Fine			
	A227 WROTHAM RD RNDDBT J/W A227 WROTHAM RD, GRAVESEND								Gravesham		
	V2 was stationary at the rndbt travelling south on Wrotham Rd when V1 collided with its rear. (No age for V1).						Veh1, car, NW -> SE Veh2, car, NE -> SE			Casualties Vehicles	1 2
28	Road No A227 Grid 564126E Section 001 Ref 171073N	1047309 SLIGHT	22/04/2021	5	10:51	L	Dry	Fine			
	A227, WROTHAM RD J/W WROTHAM RD RNDDBT, ISTEAD RISE.								Gravesham		
	V2 approaches roundabout, V1 brakes behind but collided into the rear of V2, causing minor damage/minor injury.						Veh1, car, S -> N Veh2, car, S -> N			Casualties Vehicles	3 2
29	Road No A227 Grid 564137E Section 001 Ref 171245N	1071796 SERIOUS	30/05/2021	1	19:32	L	Dry	Fine		+VE	
	A227, WROTHAM RD RNDDBT J/W A2 WROTHAM RD, ISTEAD RISE.								Gravesham		
	V1 was travelling down the slip rd from the A2 towards Gravesend/Istead Rise. At the roundabout at the end (tollgate), V1 has entered the roundabout and collided with the passenger side of V2. V3 has then been hit at front nearside but it is unknown how, believed V2 may have spun slightly and hit V3 or V3 may have hit back of V1 as V1 has damage to rear offside.						Veh1, car, SE -> W Veh2, car, E -> W Veh3, car, E -> W			Casualties Vehicles	3 3

Key Involved

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

Street Lighting

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

FACTORS

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

Special Conditions

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A227 Rndbts, Gravesend

Accident Date BETWEEN '01-Oct-2015' AND '30-Sep-2022'

No	Location	Reference/ Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
30	Road No A2 Section 001	Grid 564178E Ref 171101N	1092873 SLIGHT	24/09/2021	6	17:30	L	Dry	Fine		
	A2, WROTHAM RD, NORTHFLEET, (MAPPED TO COORDS)									Gravesham	
	OLR: D2 was in the left hand lane of the A2 to A227 slip rd, looking to join the roundabout and turn left on Wrotham Rd towards Meopham. D2 had attempted to join the roundabout but the traffic approaching from the right was speeding so D2 held position but V1 behind did not and drove into V2 rear. D1 was abusive and refused to give details. NO DOB FOR D1.						Veh1, car, E -> SW Veh2, car, E -> SW			Casualties 2 Vehicles 2	
31	Road No A2 Section 073	Grid 564097E Ref 171277N	1116588 SLIGHT	27/11/2021	7	05:29	DRK STL	Wet/Damp	Rain		
	A2, TOLLGATE SLIP OFF EASTBOUND, J/W A227, GRAVESEND (MAPPED TO COORDS)									Gravesham	
	V2 is a police vehicle following V1, a stolen vehicle. After a brief pursuit, V1 left the c/way on the nearside and collided with a lamppost.						Veh1, car, SW -> N Veh2, car, SW -> N			Casualties 1 Vehicles 2	
32	Road No A227 Section	Grid 564130E Ref 171075N	1188547 SLIGHT	10/06/2022	6	17:35	L	Dry	Fine		
	A227 WROTHAM RD RND BT J/W A227 WROTHAM RD, GRAVESEND									Gravesham	
	V1 WAS TRAVELLING NORTH ON WROTHAM RD WHILE D1 WAS USING THEIR PHONE AND COLLIDED WITH THE REAR OF V2, WHICH WAS STATIONARY ON THE APPROACH TO THE RND BT. (NO AGE OR POSTCODE FOR V1, NO DETAILS FOR V2).						Veh1, taxi, S -> N Veh2, car, S -> N			Casualties 1 Vehicles 2	

Key Involved

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

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A227 Rndbts, Gravesend
Accident Date BETWEEN '01-Oct-2015' AND '30-Sep-2022'

No	Location	Reference/ Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
33	Road No A227 Section	Grid 564112E Ref 171311N	1207309 SLIGHT	12/06/2022	1	19:24	L	Dry	Fine		S.VEH P/C
	A227, WROTHAM RD, HOTEL ACCESS, GRAVESEND (MAPPED TO COORDS)									Gravesham	
	It is believed that R1 has been travelling along Wrotham Rd A227 travelling north towards Gravesend town centre. V1 has not collided with any other vehicles, or roadside furniture. V1 has lost control and gone off bike falling into the footpath.							Veh1, pedal cycle, S -> NE			Casualties 1 Vehicles 1
34	Road No U Section	Grid 564226E Ref 171443N	1192520 SLIGHT	21/06/2022	3	07:45	L	Dry	Fine		O/TAKE
	WROTHAM RD, GRAVESEND (MAPPED TO COORDS)									Gravesham	
	V1 was seen in lane one of a roundabout, trying to turn right. After turning right and out of the roundabout, V1 collided with V2. V1 seems to have lost control.							Veh1, car, NW -> S Veh2, car, S -> NE			Casualties 2 Vehicles 2

Key Involved

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

Street Lighting

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STL Street Lights
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