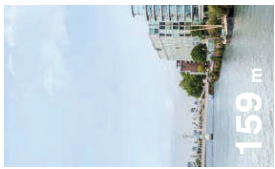


Facts & Figures



49 acres



159 m

...fronting the River Thames, and 194m fronting 'Inlet Harbour'



315k sqm
3500 units

315,000sqm residential built area, representing 3,500 residential units, supporting 6,500-7,000 local residents



8000 seats

New EUFC 8,000 seat stadium, also capable of hosting events of 20,000, realising c. 50 part time jobs on match days, and c. 400 on major event days



180k sqft

Commercial Space of c. 180,000sqft representing 1 person per 15sqm, equating to c. 1,100 jobs with corporate occupiers



150k sqft

Retail space c. 150,000sqft supporting c. 2million+ visits pa (v 30million at Bluewater), requiring c. 1,200 full and part time jobs



2000 m²

Medical Services facilitating c. 2,000sqm of 'all medical service' uses - requiring c. 50-60 medical specialist / consultancy jobs



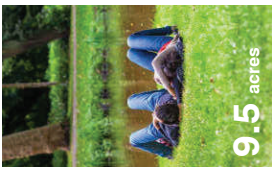
200 bed

200 Bed Hotel of c. 10,000sqm supporting local business visits, events, conferences and matches with 60 full and part time jobs



7000 sqm

Local retail, medical and essential services space supporting c.7,000sqm and c. 300 retail jobs



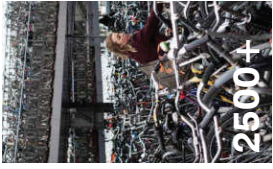
9.5 acres

Green Zones (including parklands, green spaces, private gardens, public access pitches and children play space



2650+

Car parking for both local and visitors of c. 2,650+ spaces



2500+

2,500+ bike spaces, associated storage and charging points



300+

Over 300+ Car Charging points across all car parking areas



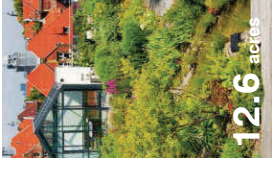
3 km

Pedestrian access pathways



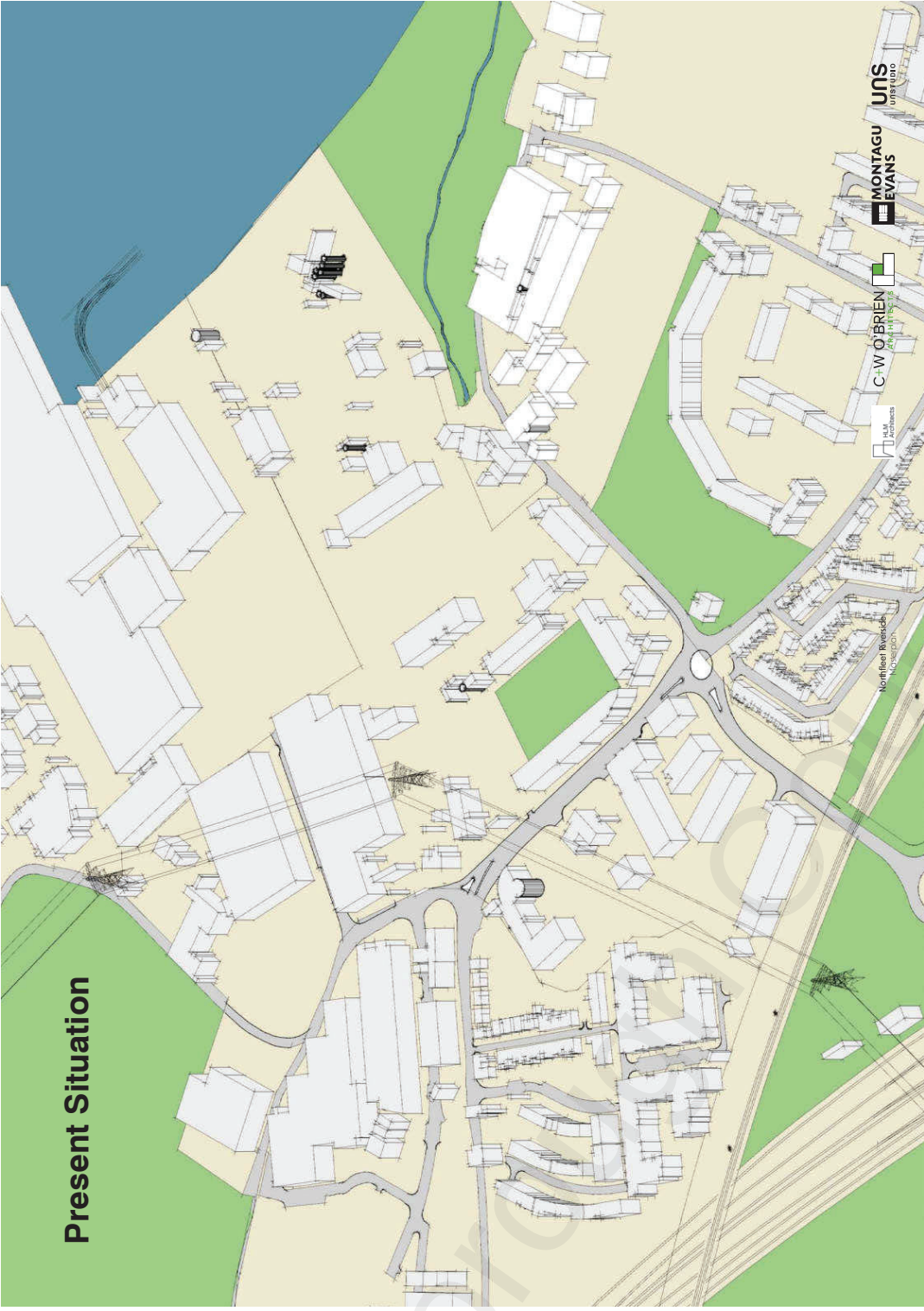
3000 jobs

500-3,000 full and part time jobs across retail, sports health, commercial office, event management, estate management, Food & Beverage & incubator SME's.



12.6 acres

Roof space capable of supporting green roofs and PV solar panels

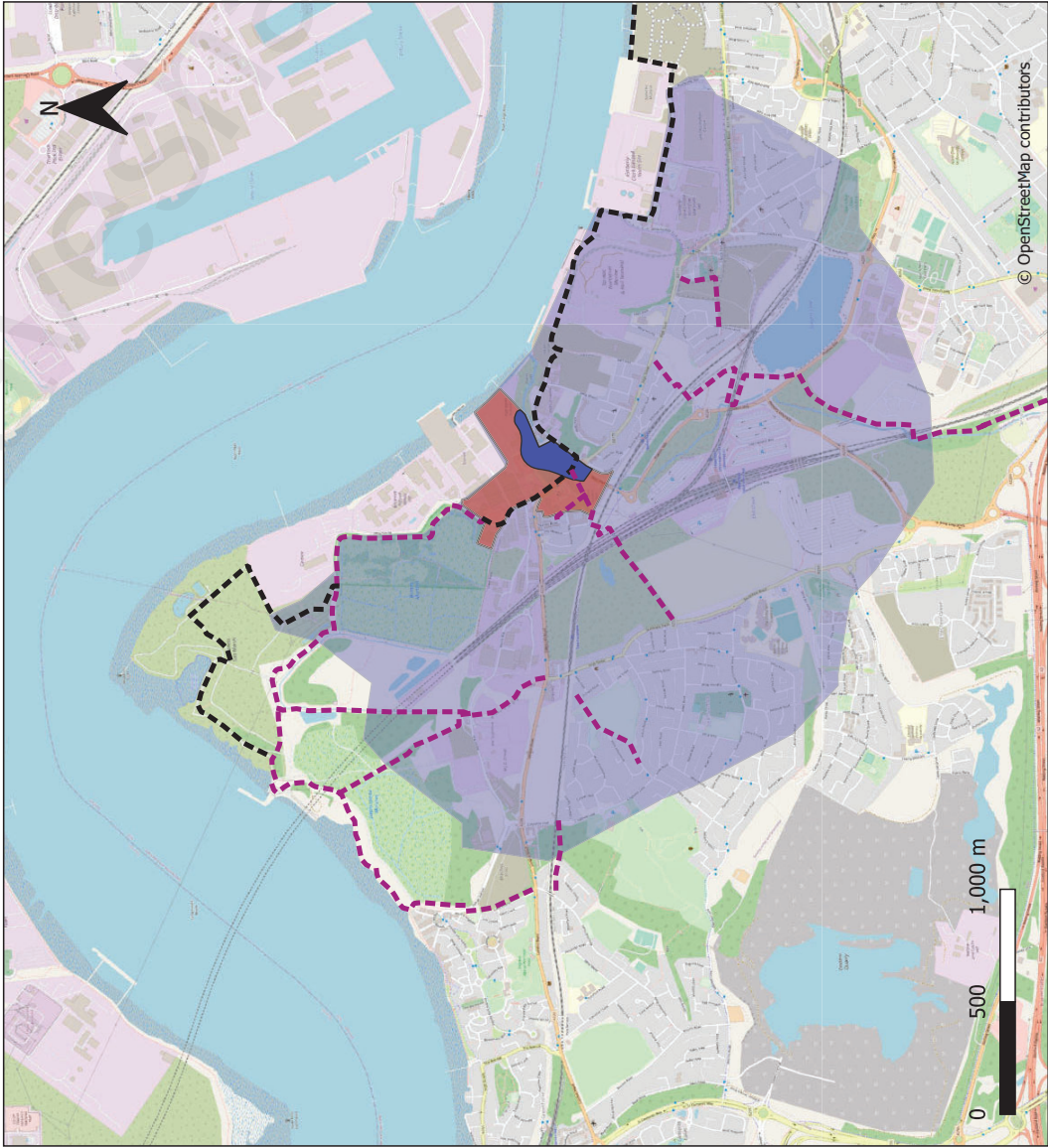


Present Situation



Appendix C





- Key**
- Site Location
 - Boulevard Neighbourhood
 - The Boulevard 2km Isochrone
 - Public Right of Way (PROW)**
 - Footpath
 - Promoted Route

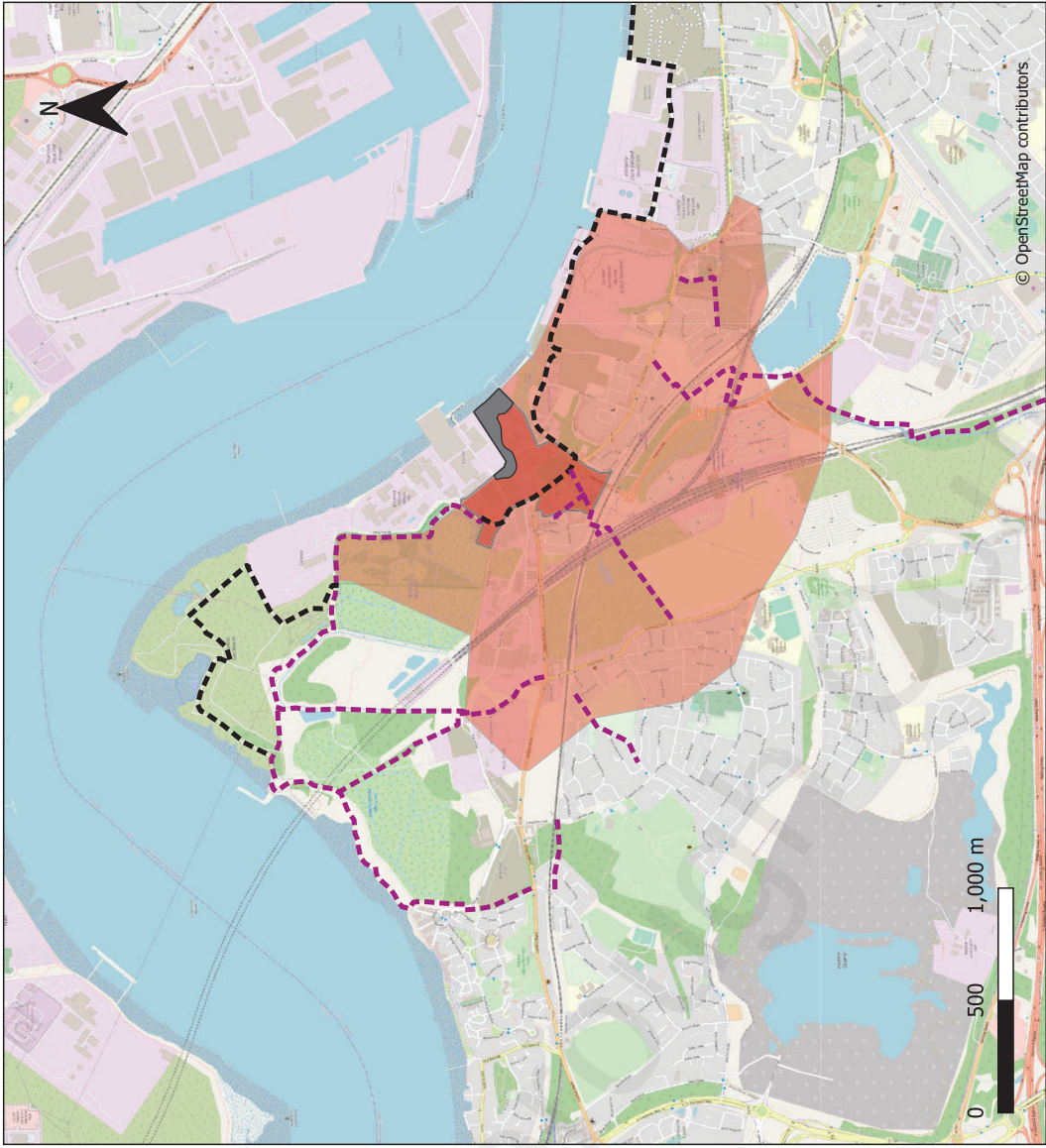
Northfleet Central 1 Ltd

Northfleet Harbourside, Gravesham

The Boulevard Neighbourhood
PROWs and 2km Isochrone

vectors.
— PART OF SLR

Drawn By: Checked By: 26/09/2022
BH DJ Figure 2.2.1



- Key**
- Site Location
 - Harbourside Neighbourhood
 - Harbourside 2km Isochrone
 - Public Right of Way (PROW)**
 - Footpath
 - Promoted Route

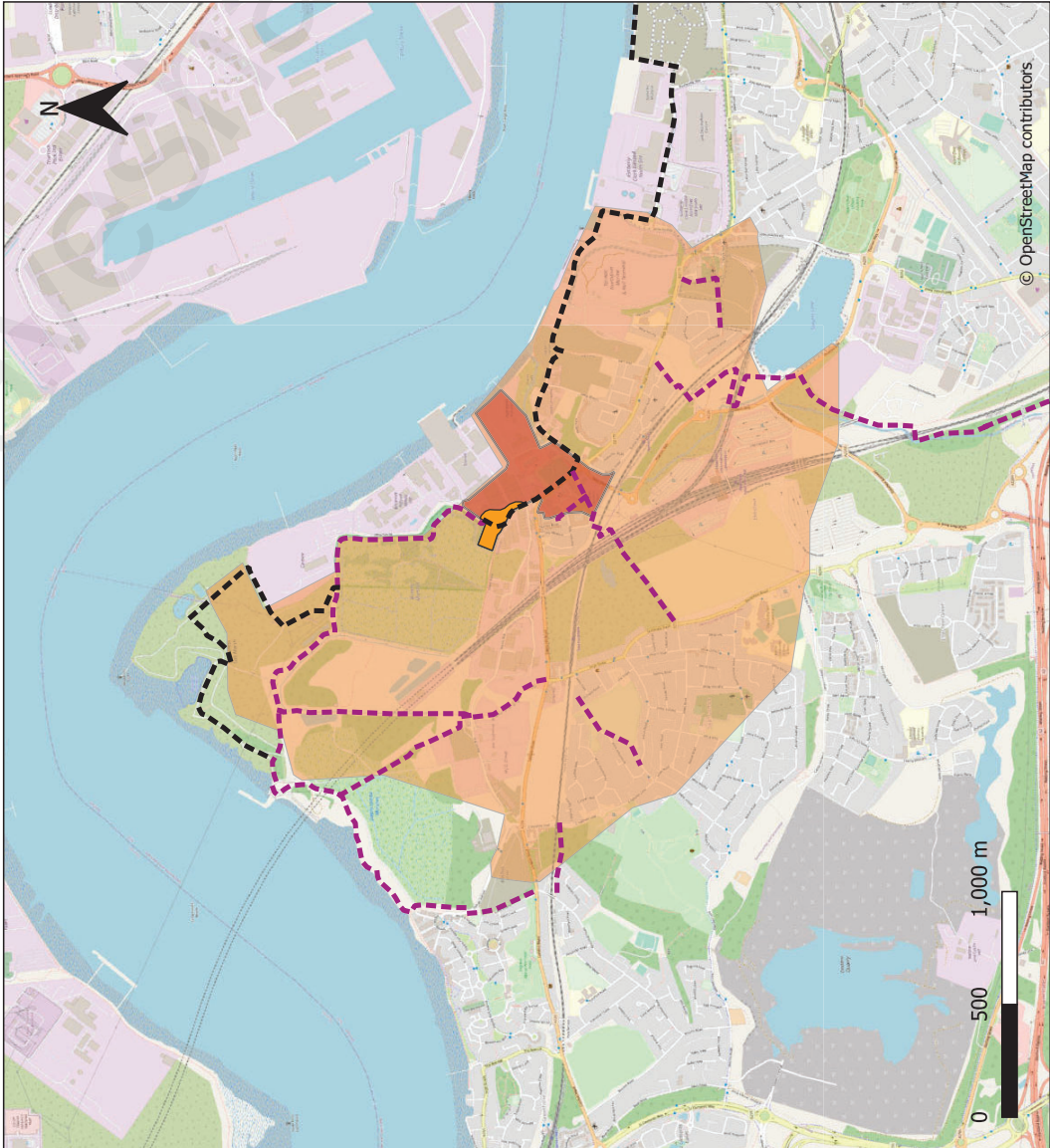
Northfleet Central 1 Ltd

Northfleet Harbourside, Gravesham

Harbourside Neighbourhood
PROWs and 2km Isochrone

vectors.
— PART OF SLR

Drawn By: Checked By: 26/09/2022
BH DJ Figure 2.2.1



Key

- Site Location
- Parklands Neighbourhood
- Parklands 2km Isochrone

Public Right of Way (PROW)

- Footpath
- Promoted Route

Northfleet Central 1 Ltd

Northfleet Harbourside, Gravesham

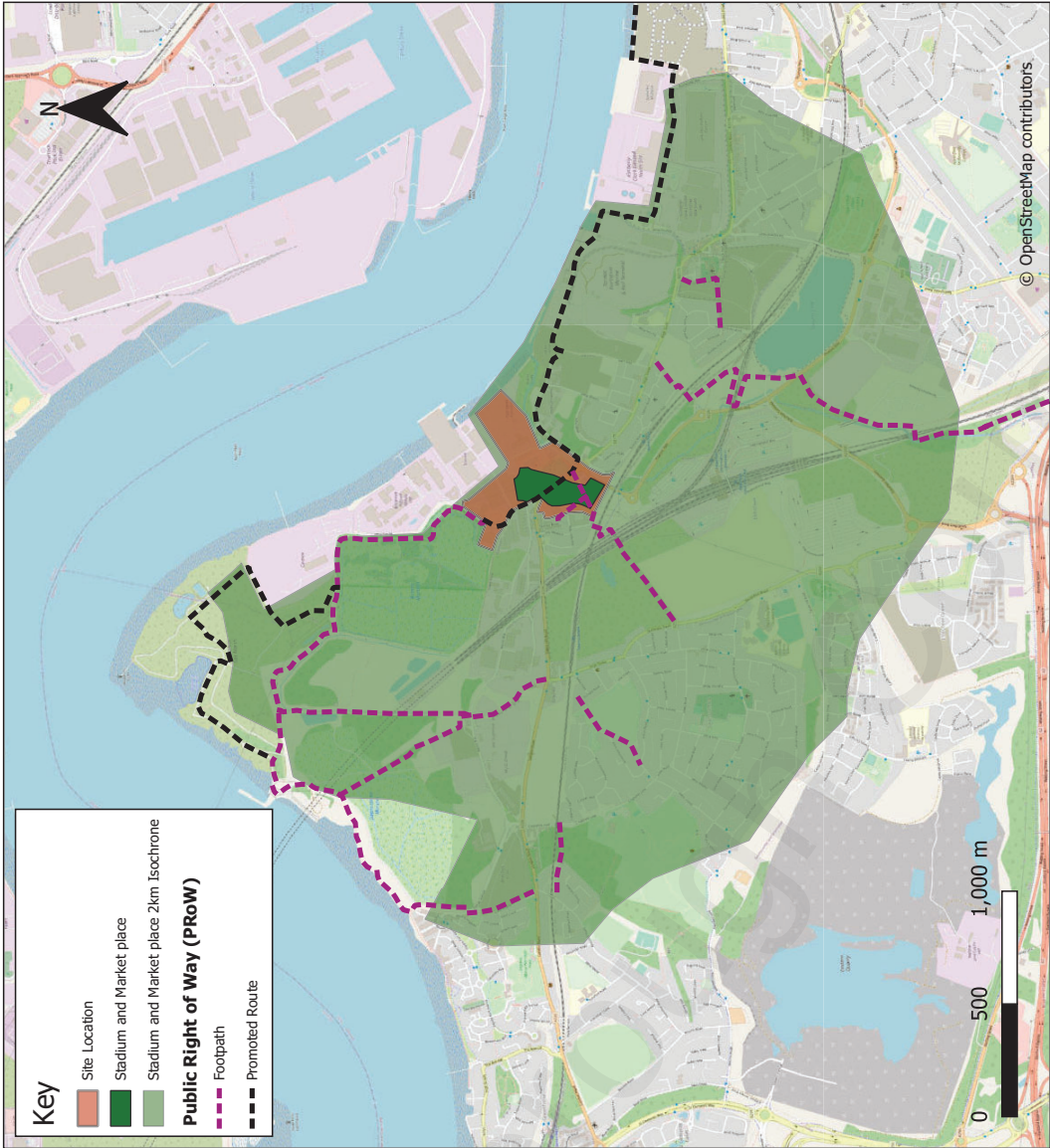
Parklands Neighbourhood PROWs and 2km Isochrone

vectors.

— PART OF SLR

Drawn By: Checked By: 26/09/2022

BH RS Figure 2.2.3



Key

- Site Location
- Stadium and Market place
- Stadium and Market place 2km Isochrone

Public Right of Way (PROW)

- Footpath
- Promoted Route

Northfleet Central 1 Ltd

Northfleet Harbourside, Gravesham

Stadium and Market Place PROWs and 2km Isochrone

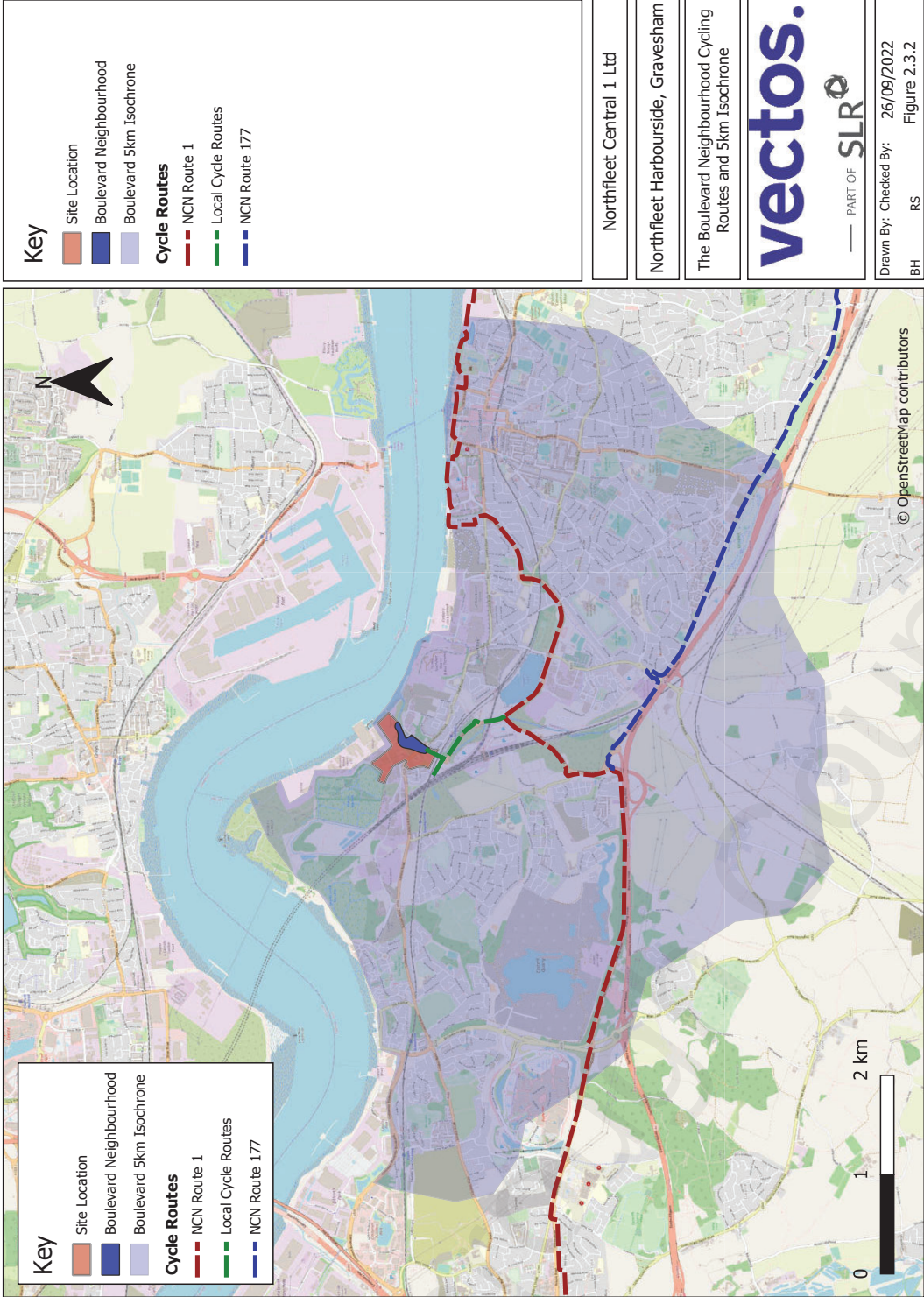
vectors.

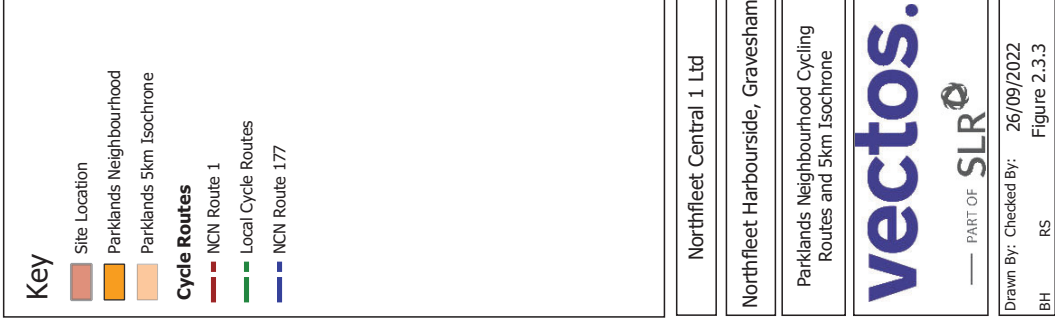
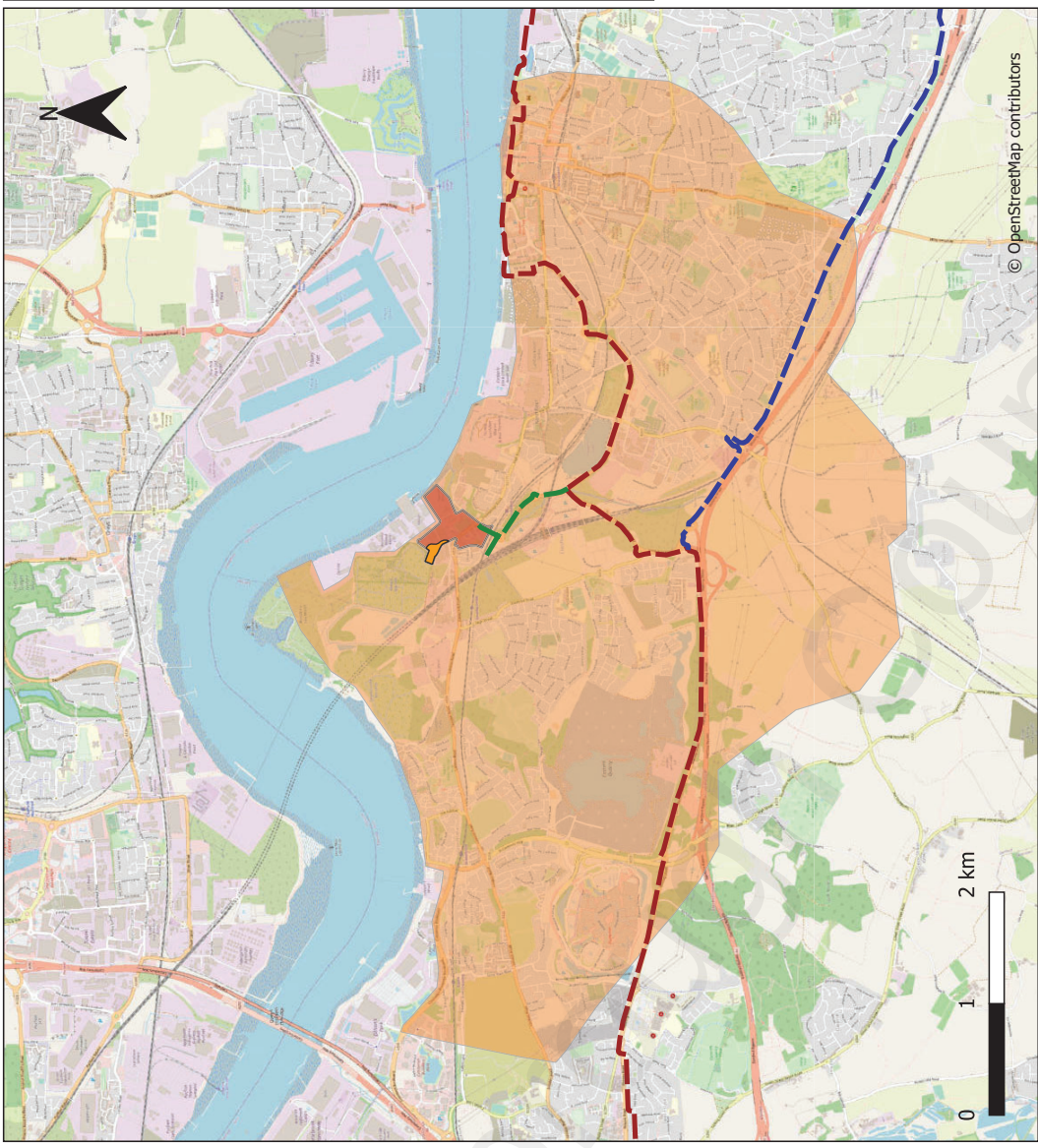
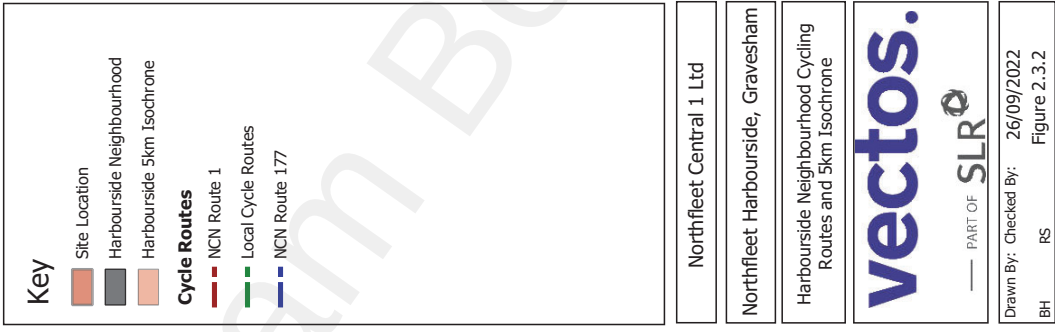
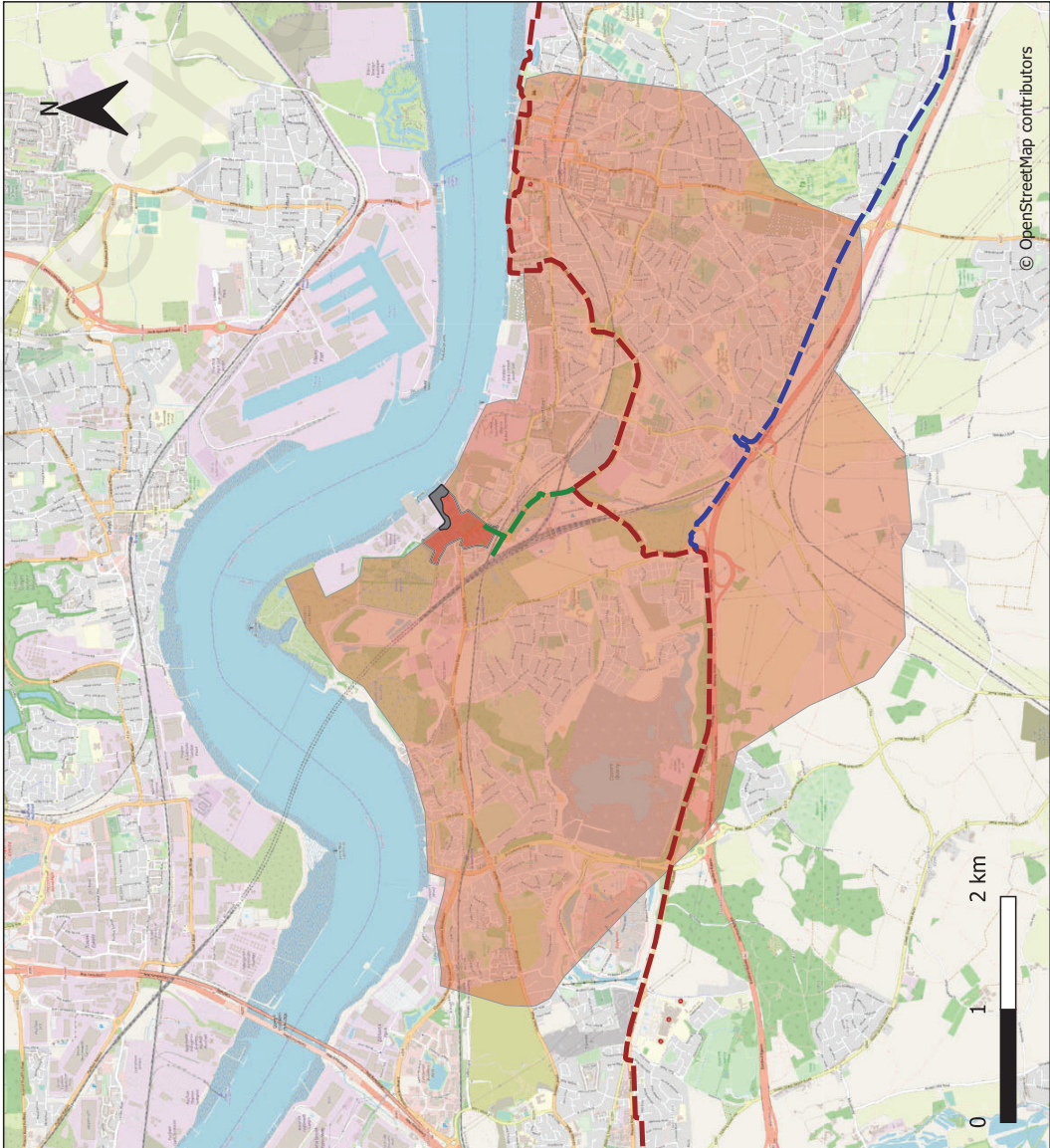
— PART OF SLR

Drawn By: Checked By: 26/09/2022

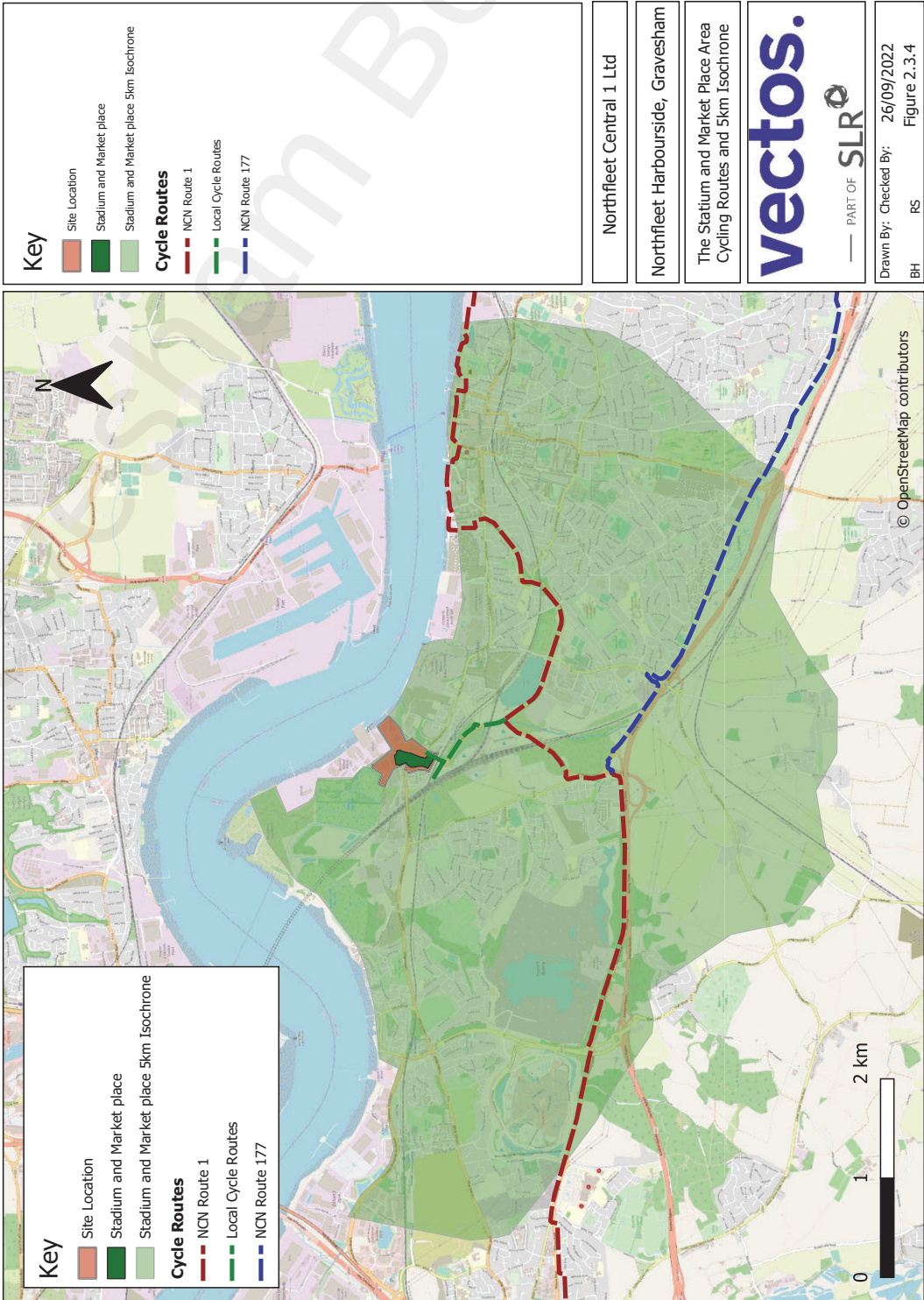
BH RS Figure 2.2.4

Appendix D





Appendix E



Northfleet Harbourside, Gravesham Walking and Cycling Assessment

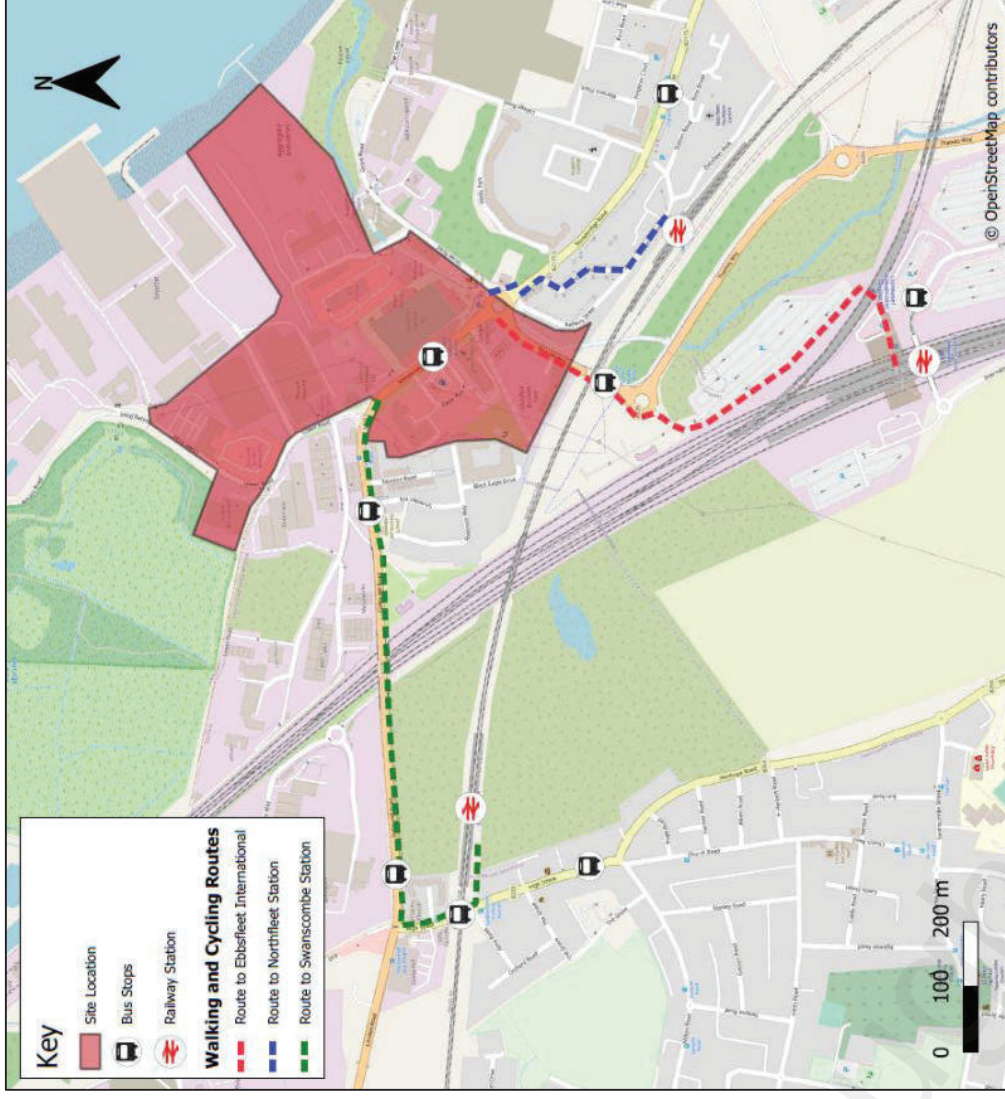
N05/226728

Introduction

1. The existing walking and cycling routes within close proximity to the site have been assessed.
2. This assessment has been undertaken in the form of a desk-based audit. Only the existing walking and cycling routes that are not located within the site boundary have been assessed. Routes within the site boundary have not been included within this assessment as the proposals for this development involve the complete redevelopment of the area and as such an assessment of these routes would not be beneficial or representative of the future site.
3. Throughout this assessment the Healthy Streets Indicators have been consulted.
4. The routes that have been assessed are from the site boundary to the following locations:
 - Ebbsfleet International Station
 - Northfleet Railway Station
 - Swanscombe Station

5. **Figure 1** presents the routes to these locations.

Figure 1: Walking and Cycling Routes



Route Assessments

Route to Ebbsfleet International

People chose to walk, cycle, and use public transport

6. This route has high quality, well surfaced footways on both sides of the A226 along with a dedicated cycle path running along the eastern side of the carriageway. It is noted that there is some overgrown vegetation on the approach to the Thamesway/Grove Road roundabout. To improve conditions along this section footways should be kept clear of vegetation to ensure that pedestrian movements (including wheelchairs) are not restricted.

People feel Safe

7. The route has street lighting throughout helping to make people feel safe after dark. No measures are suggested at this time.

Not too Noisy

8. At present there is a significant level of HGV movements along the A226. A number of these movements are associated with the existing industrial units in the area. It should be noted that the proposed development will lead to the removal of a number of these units and as such it can be assumed that the level of noise would reduce. Noting this, it is suggested that noise along this route could be further reduced with planting or screening.

Things to see and do

9. The route has little in the way of things to see and do. In order to improve this, planting and street furniture along the route could be introduced to improve the overall appearance of the site.

People Feel Relaxed

10. The footways along this route are large allowing pedestrians to shelter from vehicular traffic. As noted previously, lighting is also present along this route making people feel more relaxed. No new measures are suggested to enhance this indicator.

Easy to cross

11. There are dropped kerbs and tactile paving located at crossings along this route. It was noted that at points the location of the tactile paving is not in line with the pedestrian desire lines along this route, instead it is located further west which makes it redundant to many pedestrians.

Shade and Shelter

12. There is intermittent shade provided along this route, generally provided by trees and buildings along the route. There is also a lack of accessible rest areas with seating and shelter. The introduction of rest areas with shelter would mitigate this issue.

Places to stop and rest

13. There are no rest areas along this route, including benches or outdoor dining spaces. The introduction of rest areas with shelter would mitigate this issue.

Route to Northfleet Station

People chose to walk, cycle, and use public transport

14. This route has footways on both sides of the B2175 and Hamerton Road. A footway is located on just one side of Station Road. There are no dedicated cycle routes along these roads. Additional segregation for cyclists along this route, especially the B2175 could make this route more attractive and safer.

People feel Safe

15. The route has street lighting throughout helping to make people feel safe after dark. No measures are suggested at this time.

Not too Noisy

16. At present there is a significant level of HGV movements along the B2175 High Street. It should be noted that the proposed development will lead to the removal of a number of industrial units and as such it can be assumed that the level of noise would reduce. Along both Hamerton Road and Station Road it is much quieter. It is suggested that noise along the B2175 could be further reduced with planting or screening.

Things to see and do

17. The route has little in the way of things to see and do. In order to improve this, planting and street furniture along the route could be introduced to improve the overall appearance of the site.

People Feel Relaxed

18. The footways along the B2175 are of a considerable size allowing pedestrians to be relaxed around the passing traffic. As noted previously, lighting is also present along this route making people feel more relaxed. No new measures are suggested to enhance this indicator.

Easy to cross

19. There are dropped kerbs located at the B2175 crossing along this route. There is a lack of dedicated crossing points along both Hamerton Road and Station Road. However, as traffic flows along this route are very low this is of little concern.

Shade and Shelter

Along this route, buildings provide shade although this is subject to the time of day. Along the B2175 there are also some trees providing shelter.

Places to stop and rest

20. There are no rest areas along this route, including benches. The introduction of rest areas with shelter would mitigate this issue although due to the nature of the route there may be no opportunity to do this along the route.

Swanscombe Station

People chose to walk, cycle, and use public transport

21. This route has footways on both sides of the A226 (Galley Hill Road) and High Street. It was noted that along the A226 there is vegetation encroaching onto the pedestrian footway. Measures should be taken to ensure that footways are kept clear to ensure that pedestrians and wheelchairs are able to travel without restriction.

People feel Safe

22. The route has street lighting throughout helping to make people feel safe after dark. No measures are suggested at this time.

Not too Noisy

23. At present there is a significant level of HGV movements along the A226. As noted previously, the proposed development will lead to the removal of a number of these units and as such it can be assumed that the level of noise would reduce. It is suggested that noise along the A226 could be further reduced with planting or screening.

Things to see and do

24. The route has little in the way of things to see and do. In order to improve this, planting and street furniture along the route could be introduced to improve the overall appearance of the route.

People Feel Relaxed

25. The footway along the southern side of the A226 is wide allowing pedestrians to establish a gap between themselves and passing vehicles. Lighting is also present along this route making people feel more relaxed. No new measures are suggested to enhance this indicator.

Easy to cross

26. There are dropped kerbs located at the crossing points along this route. Specifically, there are two signalised pedestrian crossings along the A226. There is also a zebra crossing located along High Street.

Shade and Shelter

Along this route, shade is provided intermittently by both buildings and trees. No new measures are proposed at this time.

Places to stop and rest

27. There are no rest areas along this route, including benches. The introduction of rest areas with shelter would mitigate this issue although this may be difficult to achieve along the A226.

Summary

28. All three routes have been assessed with regard to their ability to accommodate both pedestrians and cyclists. A summary of each route is provided below:

Route to Ebbsfleet International

- In order to maximise the pedestrian usage of this route vegetation should be cleared from footways.
- Pedestrian crossings could be moved to ensure they are located along pedestrian desire lines. As such both pedestrians and wheelchair users would not need to deviate significantly from the most convenient route
- This route would be improved if its overall appearance is improved. This could be achieved through the introduction of planters along the route.
- The addition of accessible rest areas with shelter would likely attract more pedestrians to this route.

Route to Northfleet Station

- A segregated cycle lane would be beneficial for this route, and would act to increase the number of cyclists using the route.
- In order to dampen the noise produced by the HGVs along this route it is suggested that planting and screening could be introduced along the B2175.
- The introduction of planting would also act to improve the appearance of this route, improving the walking and cycling experience along the route.
- The introduction of sheltered seating would be beneficial to this route and would entice a greater number of people to walk and cycle this route.

Route to Swanscombe

- In order to maximise the pedestrian usage of this route vegetation should be cleared from footways.
- In order to dampen the noise produced by the HGVs along this route it is suggested that planting and screening could be introduced along the A226.
- The addition of accessible rest areas with shelter would likely attract more pedestrians to this route.

Gravesham Borough Council

crashmap.co.uk

Validated Data

Age	Gender	Vehicle	Location	Purpose	Car/hire	Car/hire
1	Male	26 - 35	Vehicle is passing a stationary vehicle on its offside	Offside	None	None
2	Male	66 - 75	Vehicle is moving off	Unknown	None	None

Fine without high winds

Dry

30

Daylight: regardless of presence of streetlights

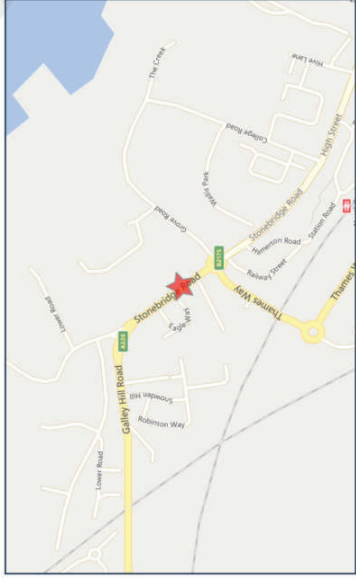
None

Not at or within 20 metres of junction

Central refuge - no other controls

Single carriageway

Not Applicable



For more information about the data please visit: www.crashmap.co.uk/home/Faq
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services

15/09/2022 11:06 AM

Page 2 of 2

Crash Date:

Wednesday, July 26, 2017

Time of Crash:

5:40:00 PM

Crash Reference:

2017460206156

Validated Data

Highest Injury Severity:

Serious

Number of Casualties:

1

Highway Authority:

Kent exc Medway Towns

Number of Vehicles:

1

Local Authority:

Dartford Borough

OS Grid Reference:

560541 174875

Weather Description:

Fine without high winds

Road Surface Description:

Dry

Speed Limit:

30

Light Conditions:

Daylight: regardless of presence of streetlights

Carriageway Hazards:

None

Junction Detail:

Crossroads

Junction Pedestrian Crossing:

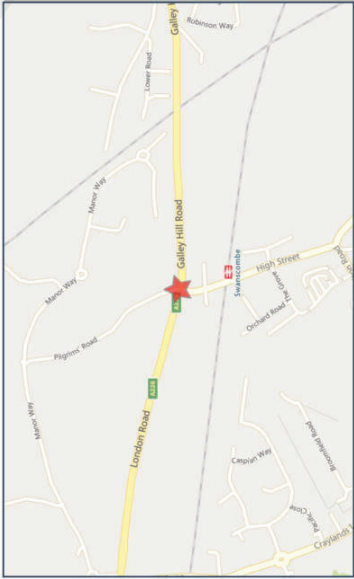
Pedestrian phase at traffic signal junction

Road Type:

Single carriageway

Junction Control:

Auto traffic signal



Vehicles involved

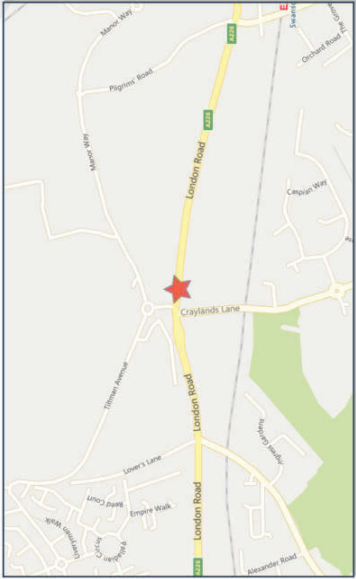
Validated Data

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Van or goods vehicle 3.5 tonnes mgw and under	6	Male	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Pedestrian	Female	11 - 15	In carriageway, crossing elsewhere within 50 metres of pedestrian crossing	Crossing from driver's nearside

Crash Date:	Thursday, March 07, 2019	Time of Crash:	7:56:00 PM	Crash Reference:	2019460825306	Validated Data
Highest Injury Severity:	Serious	Road Number:	A226	Number of Casualties:	1	
Highway Authority:	Kent exc Medway Towns			Number of Vehicles:	2	
Local Authority:	Dartford Borough			OS Grid Reference:	559943 174975	
Weather Description:	Raining with high winds					
Road Surface Description:	Wet or Damp					
Speed Limit:	30					
Light Conditions:	Darkness: street lights present and lit					
Carriageway Hazards:	None					
Junction Detail:	Not at or within 20 metres of junction					
Junction Pedestrian Crossing:	Pelican, puffin, toucan or similar non-junction pedestrian light crossing					
Road Type:	Single carriageway					
Junction Control:	Not Applicable					



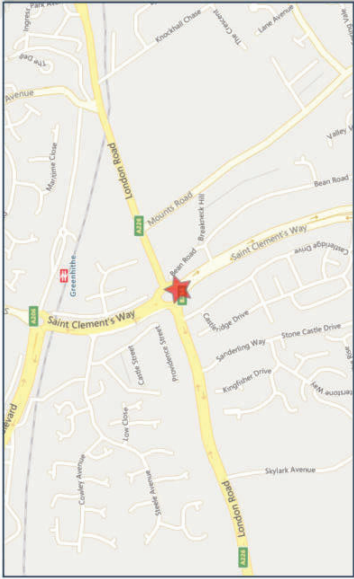
Vehicles involved						Validated Data			
Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Male	26 - 35	Vehicle is waiting to proceed normally but is held up	Front	Unknown	None	None
2	Car (excluding private hire)	15	Female	26 - 35	Vehicle is waiting to proceed normally but is held up	Back	Unknown	None	None

Casualties							
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Serious	Vehicle or pillion passenger	Female	11 - 15	Unknown or other	Unknown or other

Provisional Data does not include vehicle and casualty records

Crash Date: Thursday, May 06, 2021 **Time of Crash:** 10:41:00 AM **Provisional Data does not include vehicle and casualty records**
Crash Reference: 2021461046314

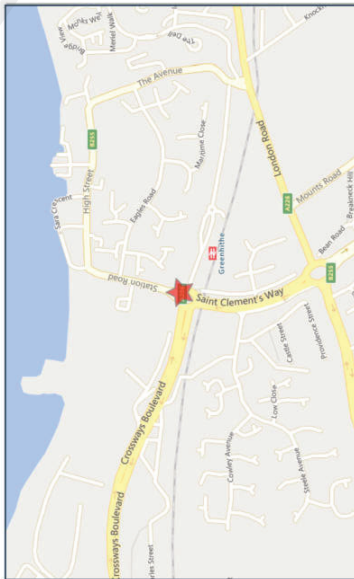
Highest Injury Severity:	Serious	Road Number:	B255	Number of Casualties:	1
Highway Authority:				Number of Vehicles:	2
Local Authority:				OS Grid Reference:	558478 174617
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	Pelican, puffin, toucan or similar non-junction pedestrian light crossing				
Road Type:	Roundabout				
Junction Control:	Not Applicable				

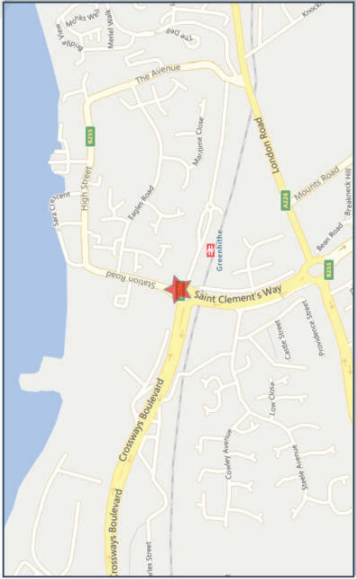


For more information about the data please visit: www.crashmap.co.uk/home/faq
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/home/Premium_Services

Provisional Data does not include vehicle and casualty records

For more information about the data please visit: www.crashmap.co.uk/home/faq
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/home/Premium_Services

Crash Date:		Thursday, February 16, 2017	Time of Crash:		6:25:00 AM	Crash Reference:		2017460157487	Validated Data	
Highest Injury Severity:		Serious		Road Number:		A206		Number of Casualties:		1
Highway Authority:		Kent exc Medway Towns		Number of Vehicles:		2		OS Grid Reference:		558409 174942
Local Authority:		Dartford Borough								
Weather Description:		Fine without high winds								
Road Surface Description:		Wet or Damp								
Speed Limit:		30								
Light Conditions:		Daylight: regardless of presence of streetlights								
Carriageway Hazards:		None								
Junction Detail:		Roundabout								
Junction Pedestrian Crossing:		No physical crossing facility within 50 metres								
Road Type:		Roundabout								
Junction Control:		Give way or uncontrolled								



Vehicles involved						Validated Data			
Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	12	Female	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Journey as part of work	None	None
2	Car (excluding private hire)	-1	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Journey as part of work	None	None

Casualties				Pedestrian Location		Pedestrian Movement	
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Unknown or other	Unknown or other
2	1	Serious	Driver or rider	Male	26 - 35		

Crash Date:

Thursday, July 23, 2020

Time of Crash:

1:10:00 PM

Crash Reference:

2020460967998

Validated Data

Highest Injury Severity:

Serious

Road Number:

A2

Number of Casualties:

1

Highway Authority:

Kent exc Medway Towns

Number of Vehicles:

2

Local Authority:

Dartford Borough

OS Grid Reference:

561275 172917

Weather Description:

Fine without high winds

Road Surface Description:

Dry

Speed Limit:

70

Light Conditions:

Daylight: regardless of presence of streetlights

Carriageway Hazards:

None

Junction Detail:

Roundabout

Junction Pedestrian Crossing:

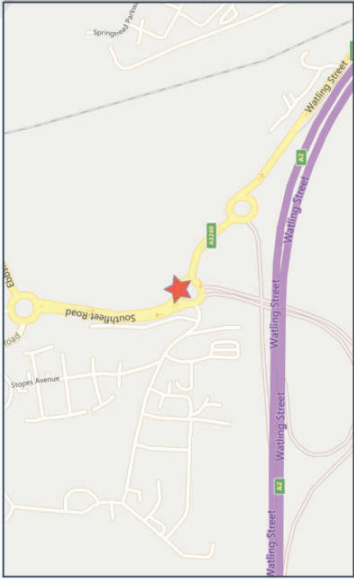
No physical crossing facility within 50 metres

Road Type:

Roundabout

Junction Control:

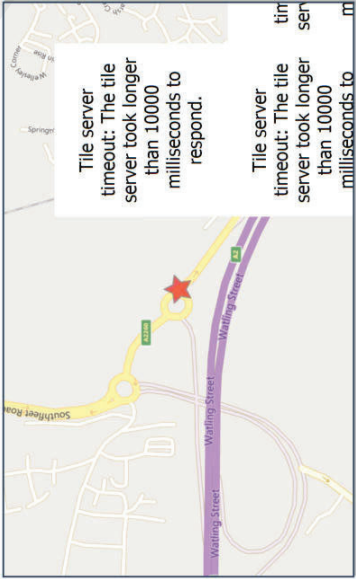
Authorised person



Vehicles involved						Validated Data			
Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Motorcycle over 50cc and up to 125cc	6	Male	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Unknown	None	None
2	Car (excluding private hire)	6	Female	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Unknown	None	None

Casualties				Validated Data			
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other

Crash Date:	Thursday, July 26, 2018	Time of Crash:	8:05:00 PM	Crash Reference:	2018460313625	Validated Data
Highest Injury Severity:	Serious	Road Number:	A2260	Number of Casualties:	1	
Highway Authority:	Kent exc Medway Towns			Number of Vehicles:	2	
Local Authority:	Dartford Borough			OS Grid Reference:	561495 172778	
Weather Description:	Fine without high winds					
Road Surface Description:	Dry					
Speed Limit:	70					
Light Conditions:	Daylight: regardless of presence of streetlights					
Carriageway Hazards:	None					
Junction Detail:	Not at or within 20 metres of junction					
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres					
Road Type:	Roundabout					
Junction Control:	Not Applicable					



Vehicles involved							Validated Data		
Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	3	Female	36 - 45	Vehicle proceeding normally along the carriageway, on a right hand bend	Offside	Other	None	None
2	Motorcycle over 500cc	10	Male	26 - 35	Vehicle is passing another moving vehicle on its offside	Nearside	Unknown	None	None

Casualties							
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Serious	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

crashmap.co.uk

Validated Data

Age	Gender	Vehicle	Location	Purpose	Car/hireway	Car/hireway
1	Male	26 - 35	Vehicle is passing a stationary vehicle on its offside	None	None	None
2	Male	66 - 75	Vehicle is moving off	Unknown	None	None

Fine

Dry

30

Day

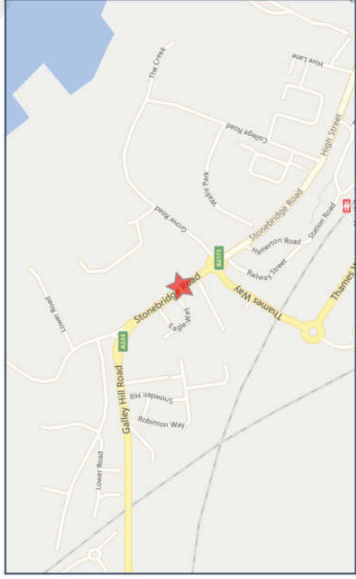
Non

Not

Cen

Sing

Not



For more information about the data please visit: www.crashmap.co.uk/home/Faq
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services

Page 2 of 2
19/09/2022 03:03 PM

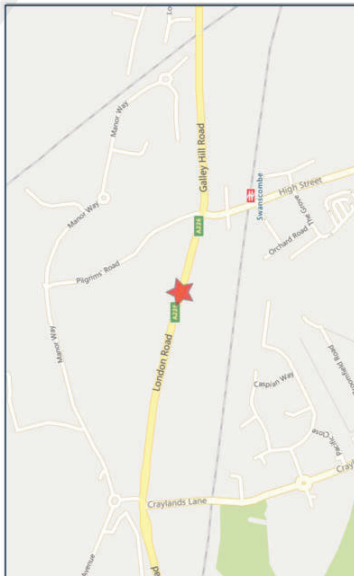
Page 2 of 2

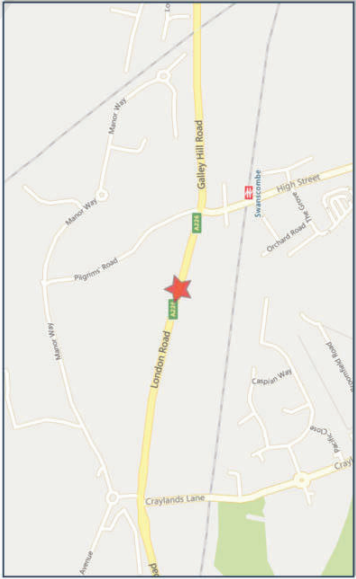
19/09/2022 03:03 PM

Page 1 of 2

powered by
agilysis

powered by
agilysys

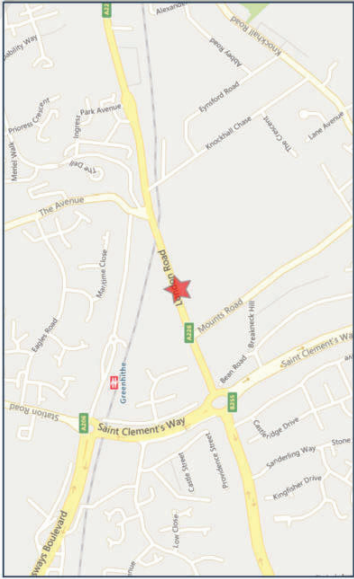
Crash Date:	Wednesday, September 02, 2020	Time of Crash:	2:37:00 PM	Crash Reference:	2020461007475	Validated Data:	
Highest Injury Severity:	Serious	Road Number:	A226	Number of Casualties:	1		
Highway Authority:	Kent exc Medway Towns			Number of Vehicles:	1		
Local Authority:	Dartford Borough			OS Grid Reference:	560364 174916		
Weather Description:	Fine without high winds						
Road Surface Description:	Dry						
Speed Limit:	30						
Light Conditions:	Daylight: regardless of presence of streetlights						
Carriageway Hazards:	None						
Junction Detail:	Not at or within 20 metres of junction						
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres						
Road Type:	Single carriageway						
Junction Control:	Not Applicable						
							



Vehicles involved					Validated Data				
Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	1	Male	66 - 75	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

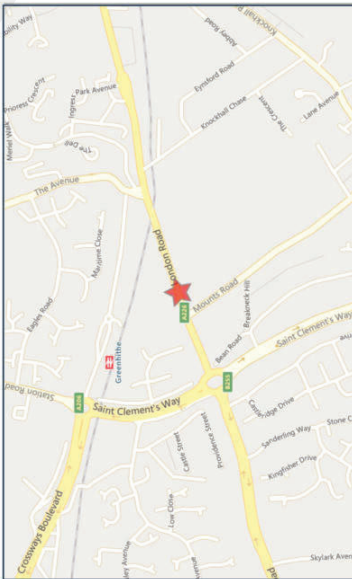
Casualties					Validated Data				
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement		
1	1	1 Serious	Pedestrian	Female	11 - 15	In carriageway, crossing elsewhere	Crossing from driver's nearside		

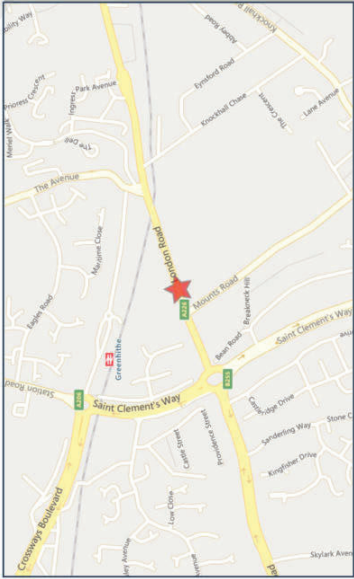
Crash Date:	Saturday, September 23, 2017	Time of Crash:	11:57:00 AM	Crash Reference:	2017460225594	Validated Data
Highest Injury Severity:	Serious	Road Number:	U0	Number of Casualties:	1	
Highway Authority:	Kent exc Medway Towns			Number of Vehicles:	2	
Local Authority:	Dartford Borough			OS Grid Reference:	558709 174741	
Weather Description:	Fine without high winds					
Road Surface Description:	Dry					
Speed Limit:	30					
Light Conditions:	Daylight: regardless of presence of streetlights					
Carriageway Hazards:	None					
Junction Detail:	Not at or within 20 metres of junction					
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres					
Road Type:	Single carriageway					
Junction Control:	Not Applicable					



Vehicles involved							Validated Data		
Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	1	Female	46 - 55	Vehicle is moving off	Front	Journey as part of work	None	None
2	Car (excluding private hire)	-1	Male	46 - 55	Vehicle is moving off	Back	Journey as part of work	None	None

Casualties							
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Female	46 - 55	Unknown or other	Unknown or other

Crash Date:		Thursday, March 12, 2020	Time of Crash:		8:50:00 AM	Crash Reference:		2020460940552	Validated Data	
Highest Injury Severity:		Serious	Road Number:		A226	Number of Casualties:		1		
Highway Authority:		Kent exc Medway Towns				Number of Vehicles:		2		
Local Authority:		Dartford Borough				OS Grid Reference:		558658 174723		
Weather Description:		Fine without high winds								
Road Surface Description:		Dry								
Speed Limit:		30								
Light Conditions:		Daylight: regardless of presence of streetlights								
Carriageway Hazards:		None								
Junction Detail:		Not at or within 20 metres of junction								
Junction Pedestrian Crossing:		No physical crossing facility within 50 metres								
Road Type:		Single carriageway								
Junction Control:		Not Applicable								



Vehicles involved							Validated Data		
Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
2	Car (excluding private hire)	4	Male	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Back	Other	None	None

Casualties				Pedestrian Location		Pedestrian Movement	
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Unknown or other	Unknown or other
2	1	Serious	Vehicle or pillion passenger	Female	26 - 35		