

**Transport Statement**

**Elite**

**Hornash Lane**

**Shadoxhurst**

**TN26 1HU**

RMB Consultants (Civil Engineering) Ltd

October 2017

RMB Consultants (Civil Engineering) Ltd  
39 Cossington Road  
Canterbury  
Kent  
CT1 3HU

Tel 01227 472128  
[www.rmbconsultants.co.uk](http://www.rmbconsultants.co.uk)

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## CONTENTS

1.	Introduction	3
1.1	Site Location	
1.2	Existing Site Use	
1.3	Proposed Site Use	
2.	Scope	6
3.	Policy Framework	7
4.	Existing Transport Conditions	11
4.1	Local Transport Network	
4.2	Accessibility	
4.3	Traffic Generation from the Existing Site	
4.4	Existing Site Access	
4.5	Crash Data	
4.6	Traffic Data	
5.	Future Traffic Flows Excluding Proposed Development	19
6.	Trip Generation	20
6.1	Proposed Development	
7.	Travel Plan	21
8.	Parking and Internal Layout	22
8.1	Car Parking	
8.2	Cycle Parking	
8.3	Internal Layout	
9.	Impact of the Transport Network and Compliance with Transport Policy	26
9.1	Impact on the Local Transport Network	
9.2	Compliance with Transport Policy	
10.	Impacts of Development on Safety	28
10.1	Internal Layout	
10.2	Wider Transport Network	
11.	Conclusion	29
	Appendix A - Crash Report	

## 1. Introduction

RMB Consultants (Civil Engineering) Ltd has been appointed to produce a Transport Statement to support a planning application for proposed development on land at Elite, Hornash Lane, Shadoxhurst, TN26 1HU.

### 1.1 Site Location

The site is located to the east of Shadoxhurst, 5km southwest of Ashford, Figure 1.

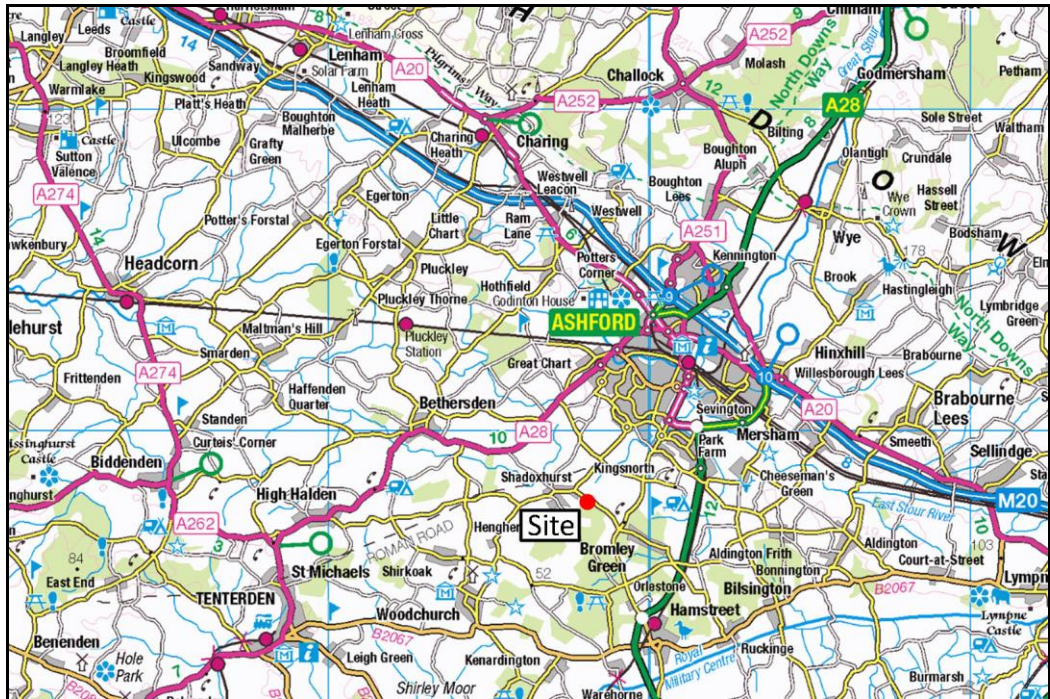


Figure 1. Site location with site highlighted.

## 1.2 Existing Site Use

The site is situated to the south of Hornash Lane, Shadoxhurst. It is a brownfield site that used to be used for car sales and agriculture and covers 0.96ha, Figure 2.



Figure 2. Existing site.

## 1.3 Proposed Site Use

An outline planning application is being made the demolition of existing commercial and agricultural buildings and the construction of seven detached dwellings, Figure 3.



Figure 3. Proposed development.

## 2. **Scope**

The report considers the transport effects of the existing and proposed development as follows:

*Chapter 3* reviews the current national and local transport policy framework as applicable to the site.

*Chapter 4* assesses the existing transport conditions.

*Chapter 5* considers future traffic flows excluding the proposed development.

*Chapter 6* considers transport conditions as a result of the proposed development.

*Chapter 7* considers Travel Plan initiatives that could be implemented to limit the use of cars and promote more sustainable travel options.

*Chapter 8* assesses parking and the internal layout within the proposed development site.

*Chapter 9* assesses the impact of the proposed development on the transport network and compliance with the national and local policy framework.

*Chapter 10* considers how the proposed development impacts on the safety of existing transport network users and development site users.

*Chapter 11* provides a summary of and conclusion to the report.

### 3. Policy Framework

#### National Planning Policy Framework

The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to be applied. It provides a set of core land-use planning principles should underpin both plan-making and decision-taking. This includes the principle to;

- *actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.*

The NPPF gives the following guidance in promoting sustainable transport:

- *All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether;*
  - *the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
  - *safe and suitable access to the site can be achieved for all people; and*
  - *improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.*
- *Plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised.*
- *Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to;*
  - *accommodate the efficient delivery of goods and supplies;*
  - *give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;*
  - *create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians; and*
  - *consider the needs of people with disabilities by all modes of transport.*
- *A key tool to facilitate this will be a Travel Plan. All developments which generate significant amounts of movement should be required to provide a Travel Plan.*

The NPPF recognises that opportunities to maximise sustainable transport solutions will vary from urban to rural areas:

- *Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce*



*the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas.*

- *Plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. However this needs to take account of policies set out elsewhere in this Framework, particularly in rural areas.*

These policies include the following:

- *To promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities.*

### **Local Transport Plan for Kent 2016-31**

Local Transport Plan 4 sets out Kent's vision for 2016-2031. It identifies five policies that are targeted at delivering specific outcomes:

#### ***Outcome 1: Economic growth and minimised congestion***

***Policy:*** *Deliver resilient transport infrastructure and schemes that reduce congestion and improve journey time reliability to enable economic growth and appropriate development, meeting demand from a growing population.*

#### ***Outcome 2: Affordable and accessible door-to-door journeys***

***Policy:*** *Promote affordable, accessible and connected transport to enable access for all to jobs, education, health and other services.*

#### ***Outcome 3: Safer travel***

***Policy:*** *Provide a safer road, footway and cycleway network to reduce the likelihood of casualties, and encourage other transport providers to improve safety on their networks.*

#### ***Outcome 4: Enhanced environment***

***Policy:*** *Deliver schemes to reduce the environmental footprint of transport, and enhance the historic and natural environment.*

#### ***Outcome 5: Better health and wellbeing***

***Policy:*** *Provide and promote active travel choices for all members of the community to encourage good health and wellbeing, and implement measures to improve local air quality.*

### **Ashford Borough Council Adopted Core Strategy 2008**

Transport is a key theme within Ashford Borough Council's Adopted Core Strategy.

**Policy CS1 - Guiding Principles states the following key planning objectives;**

- *The best use of previously developed land and buildings to help regenerate urban areas and the carefully phased release of green field land to make best use of a finite resource;*
- *The timely provision of community services and other local and strategic infrastructure to provide for the needs arising from development;*
- *A general balance between a growing population and the creation of jobs locally and, on large sites, a mix of residential, employment, community and other local services that together help create a well served community, capable of providing locally for many of its needs;*
- *A wider choice of easy to use forms of sustainable transport to serve developments that generate significant demand for movement;*
- *Healthy sustainable communities that put human health and well being at their heart – fostering access to amenities, healthier forms of transport, and mixed and cohesive communities designed for social interaction.*

**Policy CS15 - Transport;**

- *The Council will seek to promote public transport and other non-car based modes of travel especially in the Growth Area. This will be achieved primarily by the early introduction of a bus rapid transport system (SMARTLINK), initially on a two-arm basis but with the aim of extending this to other parts of the town as and when this is feasible, together with parking restraint in areas with good public transport. In addition, a new rail halt is planned at Park Farm and measures to encourage cycling will be promoted.*
- *The Council will also seek the earliest possible implementation of highway and other schemes that would remove serious impediments to growth and/or secure important environmental benefits. These include a new motorway junction (J10A), improvements to increase the capacity of the existing motorway junctions, a new road bypassing the town centre to the south (Victoria Way) and the introduction of Park & Ride schemes.*
- *Within this context, development proposals must show how all highway, public transport, walking and cycling needs arising from the development will be satisfied and provide for the timely implementation of all necessary infrastructure.*
- *Developments that would generate significant traffic movements must be well related to the primary and secondary road network, and this should have adequate capacity to accommodate the development. New accesses and intensified use of existing accesses onto the primary or secondary road network will not be permitted if a materially increased risk of road traffic accidents or significant traffic delays would be likely to result.*
- *In rural areas, proposals which would generate levels of traffic, including heavy goods vehicle traffic, beyond that which the rural roads could reasonably accommodate in terms of capacity and road safety will not be permitted.*

- *Where development sites include part of an identified key transport infrastructure route or facility, the land required should be reserved and the scheme designed to accommodate this. Proposals which are likely to prejudice such infrastructure being provided will not be permitted.*
- *The Council's Parking Strategy will be implemented through the designation in DPDs of three Park & Ride facilities at the Warren, Waterbrook and Chilmington Green and the provision of three new, multi-storey car parks in Ashford town centre together with the redevelopment of some existing surface car parks and a parking management plan that will increase car parking charges, particularly for long stay use in the town centre. It is currently envisaged that charges will be doubled in real terms by 2021.*
- *Maximum parking standards will accord with national standards and the South East Plan, except where existing SPG6 applies or where superseded by more restrictive standards in DPDs. In particular, as SMARTLINK and Park & Ride schemes are implemented, maximum parking standards for commercial developments in Ashford town centre will be progressively reduced with the aim of achieving a rate of half of the current PPG13 maximum standard by 2021. In addition, in the other main employment areas that are located on SMARTLINK routes or otherwise have good public transport accessibility, the aim will be to reduce maximum parking levels to 80% of the PPG13 standard. Full details will be set out in the Ashford Town Centre Area Action Plan and other DPDs.*

## 4. Existing Transport Conditions

### 4.1 Local Transport Network

#### Local Road Network

The site is accessed from Hornash Lane. Access to the main road network is available to the east and west of the site within 3km. The local road and rail network is shown in Figure 4.

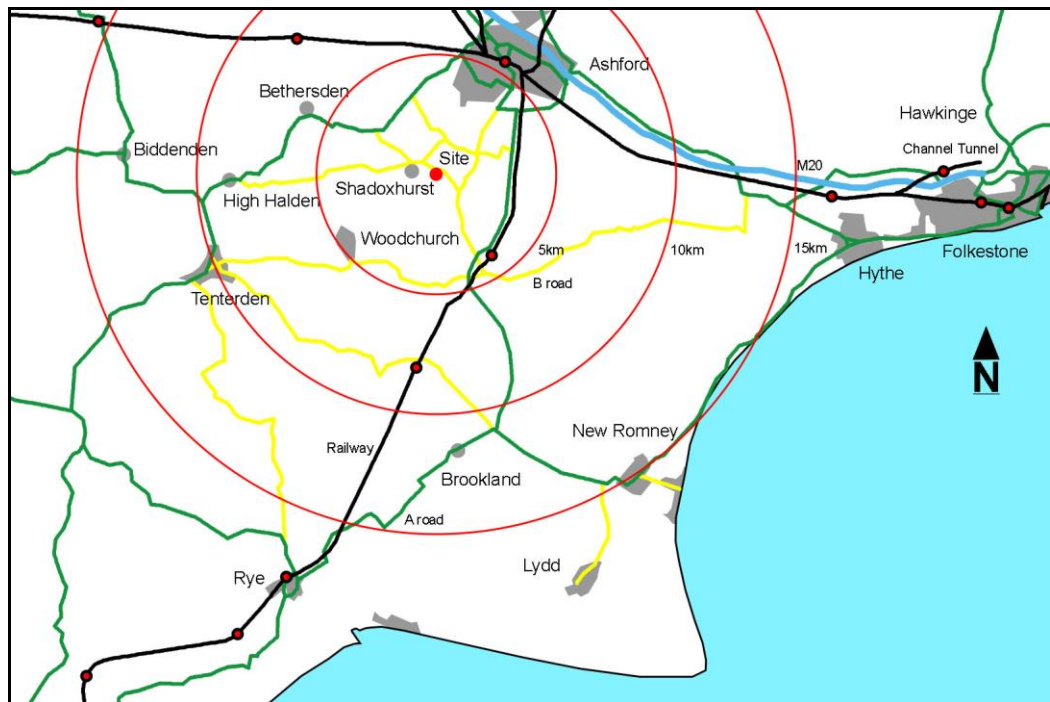


Figure 4. Local road and rail network.

#### Rail Connections

The closest railway station to the site is at Hamstreet, 5km southeast of the site. Hamstreet railway station gives local rail access to Ashford and Rye, Hastings and Eastbourne. Ashford International station is just over 5km from the site and has high speed services to London with journey times of 40 minutes.

#### Bus Connections

Shadoxhurst is served by the 2A bus route from Ashford to Tenterden. This operates an hourly service Monday to Saturday with a less frequent service on Sunday. The nearest stop to the site is at Lone Field, Figure 5.



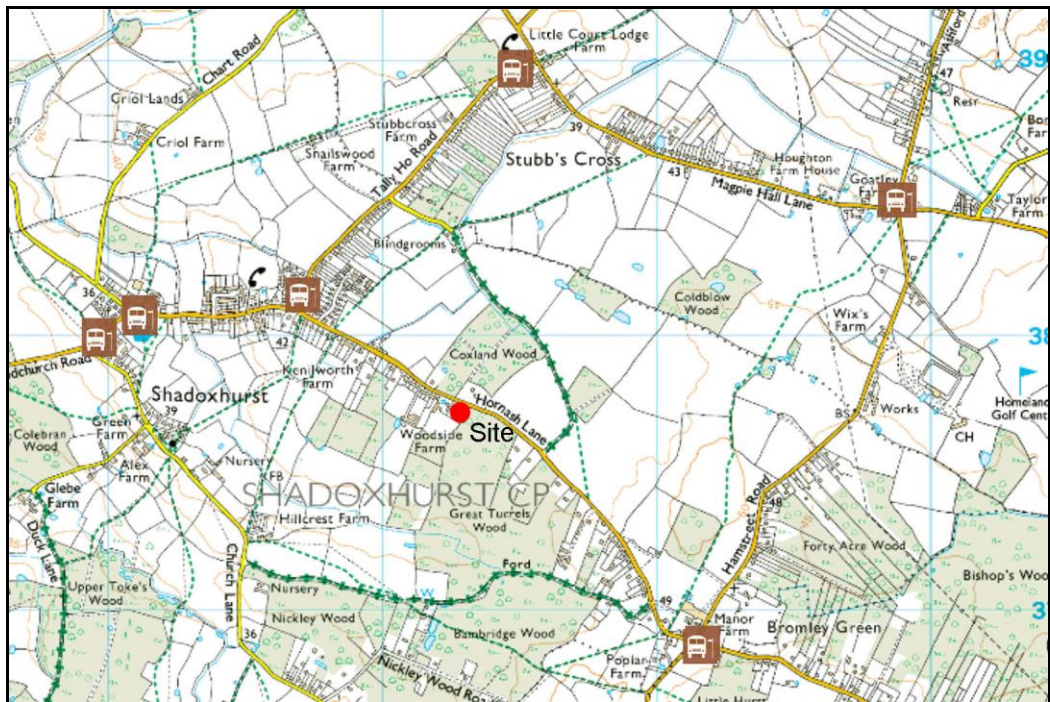


Figure 5. Local bus stops.

### Pedestrian and Cycle Connections

There is access to local byways and footways via the local road network, Figure 6.

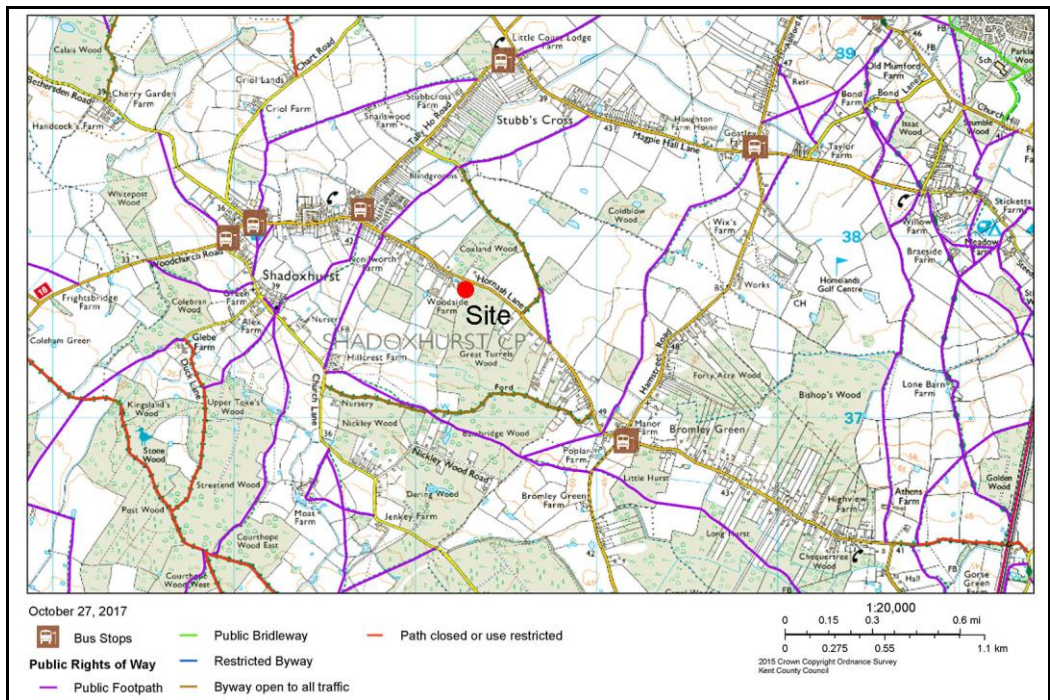


Figure 6. Local footpaths (purple) and byways (brown).

The site is close to national cycle route 18 which runs between Ashford and Tenterden, Figure 7.

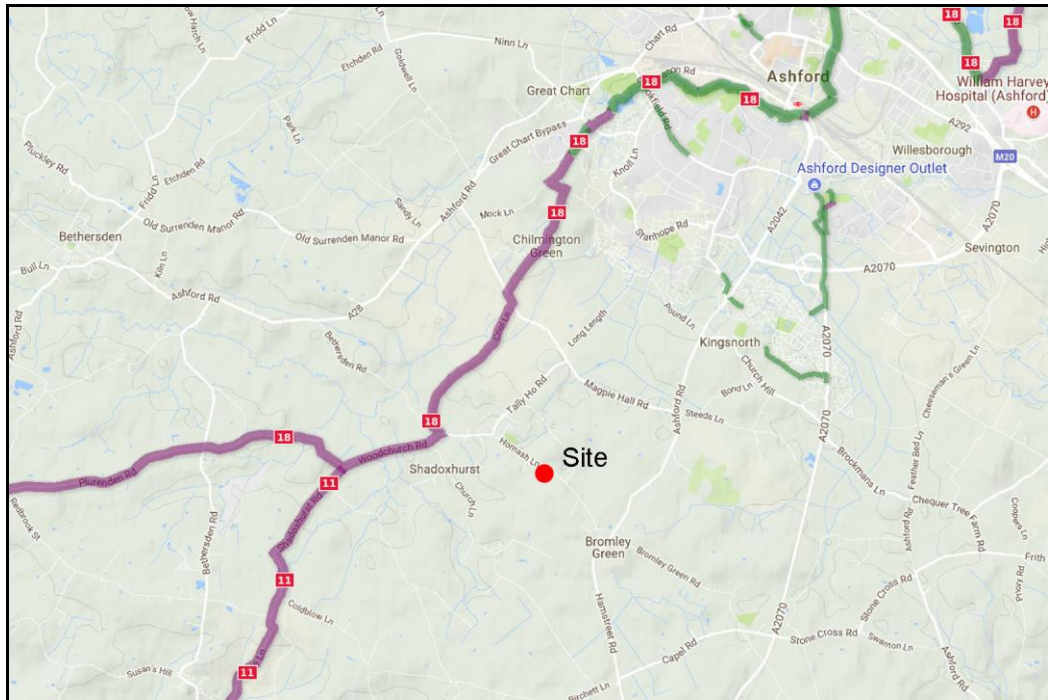


Figure 7. Cycle route map. (© Sustrans)

#### 4.2 Accessibility

The Tenterden and Rural Sites Development Plan Document identifies Shadoxhurst as a rural settlement.

Ashford Borough Council's Core Strategy identifies Ashford as a primary regional centre with Tenterden a secondary retail centre, Figure 8.

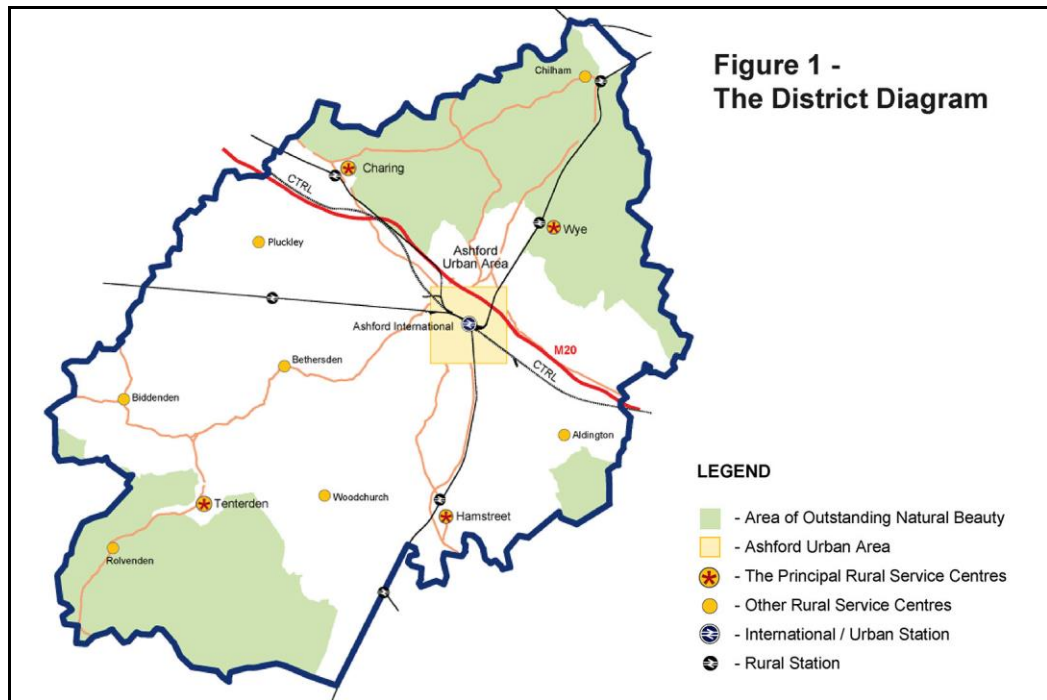


Figure 8. Ashford settlement hierarchy. (© Ashford Borough Council)

TRACC, a leading multi-modal transport accessibility tool, developed in conjunction with the Department for Transport, local authorities and transport planners, has been used to identify the areas that are accessible within 30 - 60 minutes of the site using public transport. TRACC is designed to calculate travel time using available public transport travel modes to various destinations.

Ashford is accessible within 30 minutes by public transport. Tenterden is accessible within 45 minutes, Figure 9. Whilst the site is in a rural location it is possible to access services exclusively by public transport.



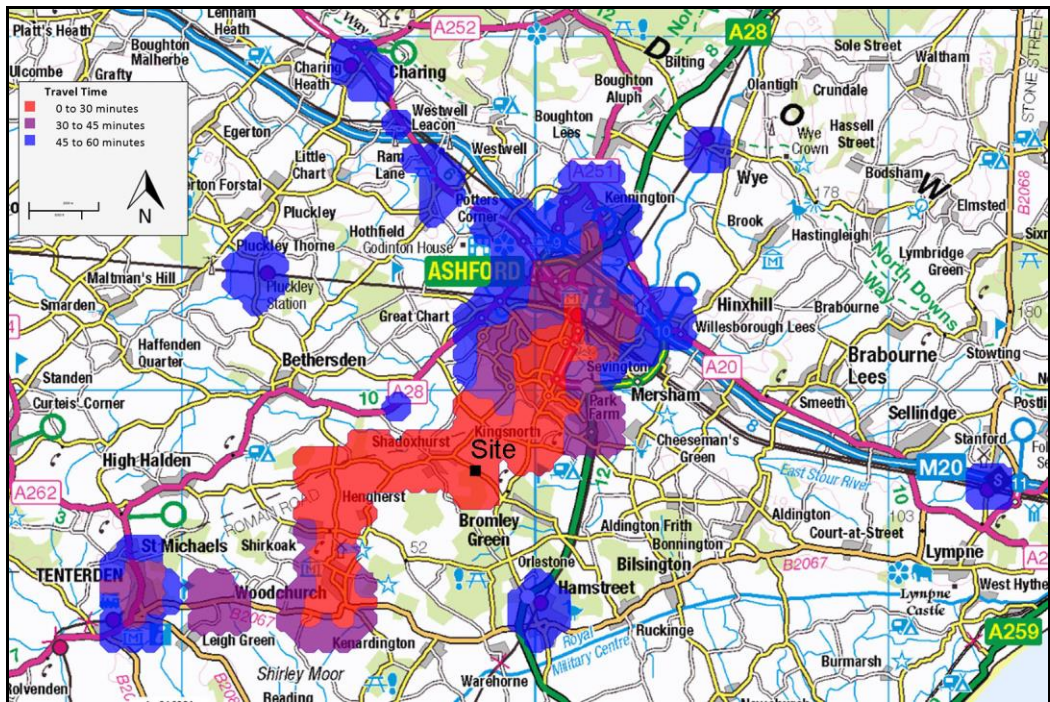


Figure 9. Areas accessible within 30 to 60 minutes of the site using public transport.

By bicycle, Ashford is accessible within 30 minutes, Figure 10.

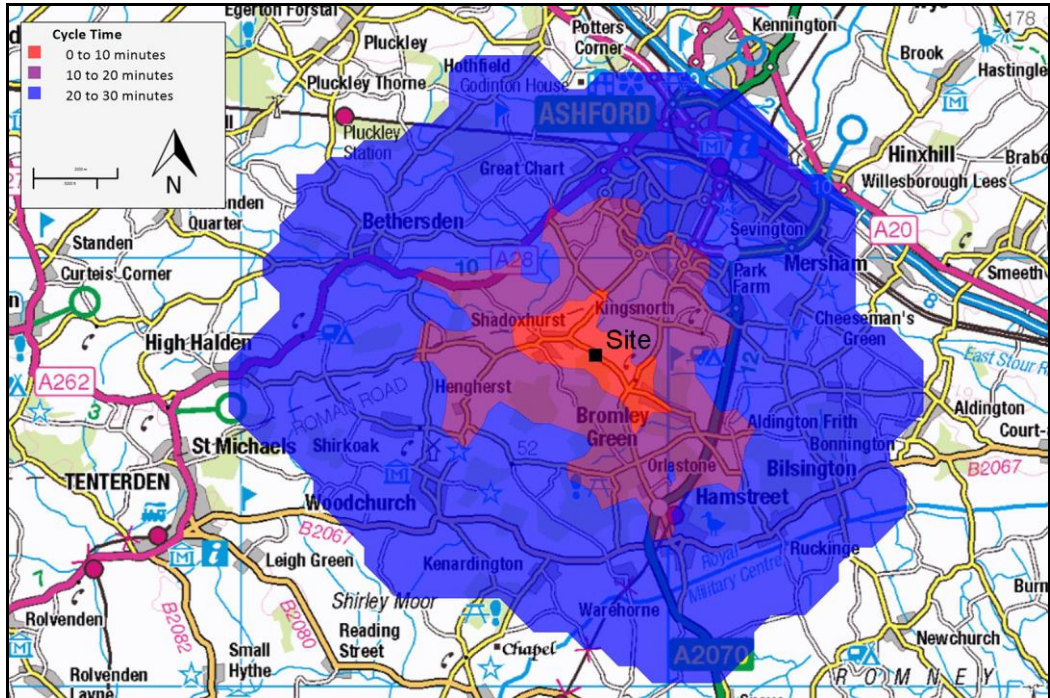


Figure 10. Areas accessible within 30 minutes of the site by bicycle.



TRACC has also been used to identify the areas that are within 400m to 1,200m walk distance, using roads and public footpaths. Bus stops are within 800m of the site with the Kings Head public house within 1,200m, Figure 11.

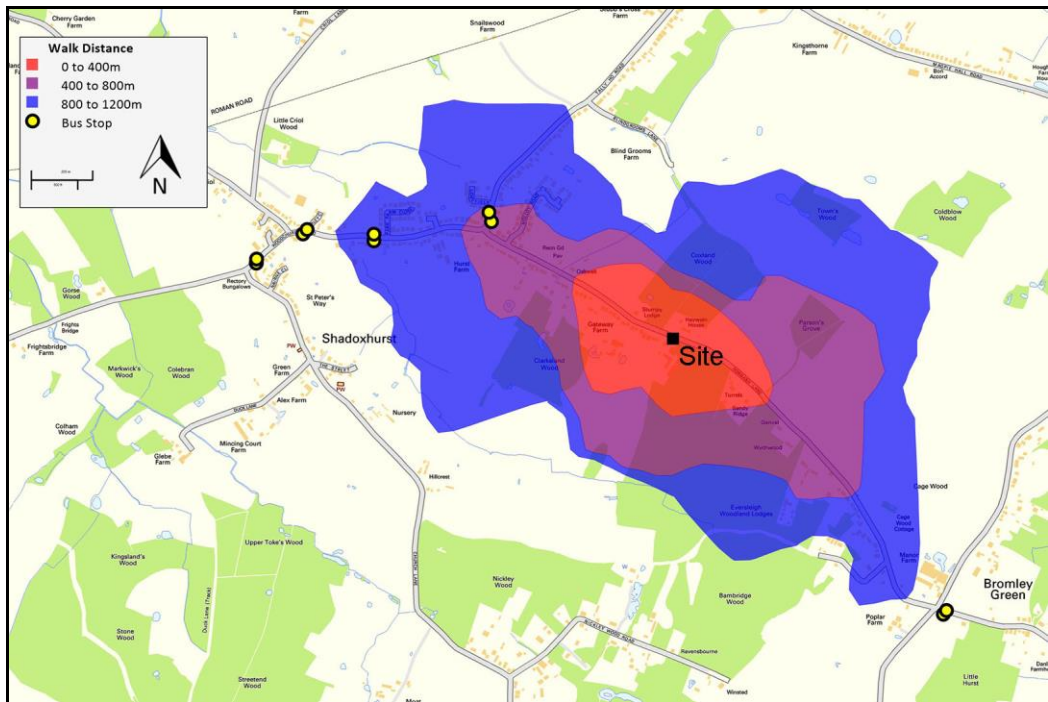


Figure 11. Areas accessible within 400 to 1,200m of the site.

### 4.3 Traffic Generation from the Existing Site

The existing site was used for a car sales area for up to 30 vehicles operated from a small office. The buildings to the rear of the site were in agricultural use. The car sales area covered approximately 400m<sup>2</sup>.

The potential traffic generation from the car sales area is based on typical trip rates from the Trip Rate Information Computer Systems (TRICS). TRICS is a database of transport surveys and is used to validate assumptions about the transport impact of new developments. Typical trip rates generated by car sales are shown in Table 1.

Time	Rate per 100m <sup>2</sup>	Trips 400m <sup>2</sup>
AM peak hour	1.5	6
PM peak hour	1.2	5
Daily	16	64

Table 1. Typical trip rates from the TRICS database for car sales showrooms.

Whilst a site specific analysis has not been carried out, the car sales area would be expected to generate 5-6 peak hour movements and approximately 64 daily traffic movements.

#### 4.4 Existing Site Access

There is an existing access to the site from Hornash Lane.

#### 4.5 Crash Data

Crash data has been obtained from Crashmap. Over the last five years there has been one crash recorded in the vicinity of the site, Figure 12. The crash report is attached at Appendix A.

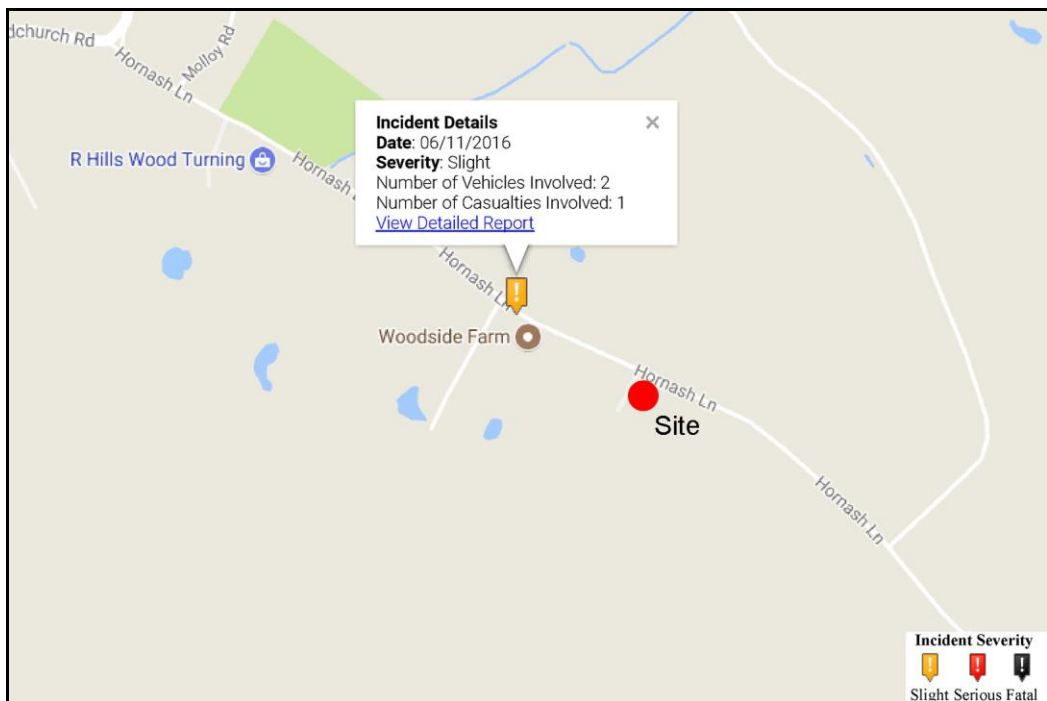


Figure 12. Crash record (© Crashmap).

#### 4.6 Traffic Data

A speed survey was undertaken using an automatic traffic counter (ATC) between Tuesday 22<sup>nd</sup> August 2017 and Monday 28<sup>th</sup> August 2017. The ATC location is shown in Figure 13. The results are shown in Table 2.



Figure 13. ATC location, east of the development site.

	Northwest bound	Southeast bound	Combined
<b>Total Vehicles</b>	3,454	3,028	6,482
<b>5 Day Average</b>	526	474	1,000
<b>7 Day Average</b>	493	433	926
<b>Peak am (maximum)</b>	38	36	74
<b>Peak pm (Maximum)</b>	66	61	127
<b>Average 85%ile Speed</b>	44.2	43.6	-
<b>Average Mean Speed</b>	37.4	36.6	-

Table 2. Traffic survey results.

## 5. Future Traffic Flows Excluding Proposed Development

Future traffic growth has been assessed using TEMPro. The growth factors have been applied to the traffic survey flows along Hornash Lane to estimate the number of vehicle movements in 2031, Table 3.

Flow	2017	Growth Factor	2031
5 day average	1,000	1.18	1,180
Peak am	74	1.15	85
Peak pm	127	1.16	147

Table 3. Future traffic growth along Hornash Lane.

## 6. Trip Generation

### 6.1 Proposed Development

The proposed development consists of seven houses.

The potential traffic generation from the development is based on typical trip rates from TRICS. Trip rates generated by residential development are shown in Table 4.

Time	Rate per house	Trips
AM peak hour	0.6	5
PM peak hour	0.6	5
Daily	5.0	35

*Table 4. Trip rates for the proposed development.*

The development of seven houses would be expected to generate five peak hour movements and 35 daily movements. The peak hour movements are comparable to the car sales use and the daily movements are likely to be less than a car sale use. The development is considered to be neutral in terms of traffic generation. The trip numbers are low with peak hour trips generated by the development equating to an average of one every 12 minutes.

The development trips represent 3.5% of the daily traffic using Hornash Lane. 35 movements is within daily fluctuations of vehicle movements along Hornash Lane and will have a negligible impact on this route.

## 7. Travel Plan

Kent County Council has published 'Guidance for Planning Officers on Transport Assessment and Travel Plans' (October 2008) and this advises that the need for a residential travel plan will be *individually assessed for any proposal over 100 units.*

Whilst a Travel Plan is not required under those criteria the following initiatives could be implemented as part of any development to limit the use of cars and promote more sustainable travel options;

- secure cycle storage can be provided for all dwellings;
- information on cycle routes, public footpaths, and local bus and rail services can form part of any home buyer's welcome pack; and
- broadband internet connections can facilitate home working.

## 8. Parking and Internal Layout

### 8.1 Car Parking

The proposed development will incorporate car parking in accordance with Ashford Borough Council's Residential Parking SPD.

The minimum parking standards based on a rural location are shown in Table 5. The guidance indicates that;

- garages are only acceptable as additional parking to the minimum spaces required;
- open car ports or car barns acceptable at all locations, subject to good design;
- spaces are best provided side by side, or in another independently accessible form as tandem parking arrangements are often under-utilised, tandem spaces count as 0.5 spaces;
- visitor parking is required at the rate of 0.2 spaces per unit.

House/Flat	Spaces per unit	
	total	allocated
2 bed house	2	2
3 bed house	2	2
4+ bed house	2	2

Table 5. Ashford Borough Council's minimum parking standards.

The total number of spaces required for the development is shown in Table 6.

House/Flat	Units	Spaces per unit	Spaces required
2-4+ bed house	7	2	14
Visitor spaces	7	0.2	2
<b>Space Total</b>	-	-	<b>16</b>

Table 6. Development parking requirements.

The submission is for outline planning permission. As such the layout is illustrative. It shows two parking spaces for each unit plus two visitor parking spaces, Figure 14. The total parking provided is in accordance with the SPD.





Figure 14. Development parking layout.

## 8.2 Cycle Parking

Ashford Borough Council's Residential Parking SPD requires storage for two cycles per dwelling for two and three bedroom houses and four cycles per dwelling for houses with four or more bedrooms. There is sufficient space within rear gardens to provide a cycle storage shed to meet these requirements.

## 8.3 Internal Layout

The development will use the existing access from Hornash Lane.

The access is at the boundary of the 40mph speed limit, that covers Hornash Lane to the west of the site, and the derestricted speed limit to the east. The speed survey indicates that the 85<sup>th</sup> percentile speed from west to east is 43.6mph and from east to west is 44.2mph.



Visibility at the proposed accesses has been assessed based on the requirements of the Design Manual for Roads and Bridges (DMRB). The visibility splays required are 2.4m x 120m for 44mph.

These splays are available as shown in Figure 15. The visibility splays are shown on drawing 759/201.

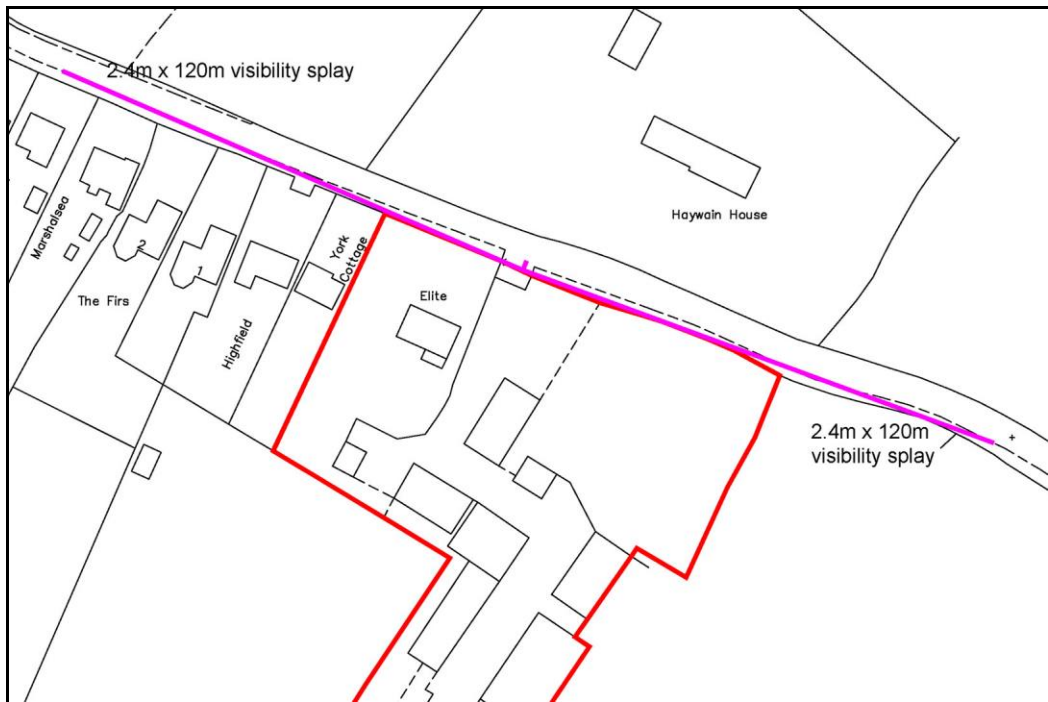


Figure 15. Visibility splays at the access.

Swept path analysis has been undertaken to assess turning within the development for an 11.2m long refuse vehicle, Figure 16. The swept paths are shown on drawing 759/202.

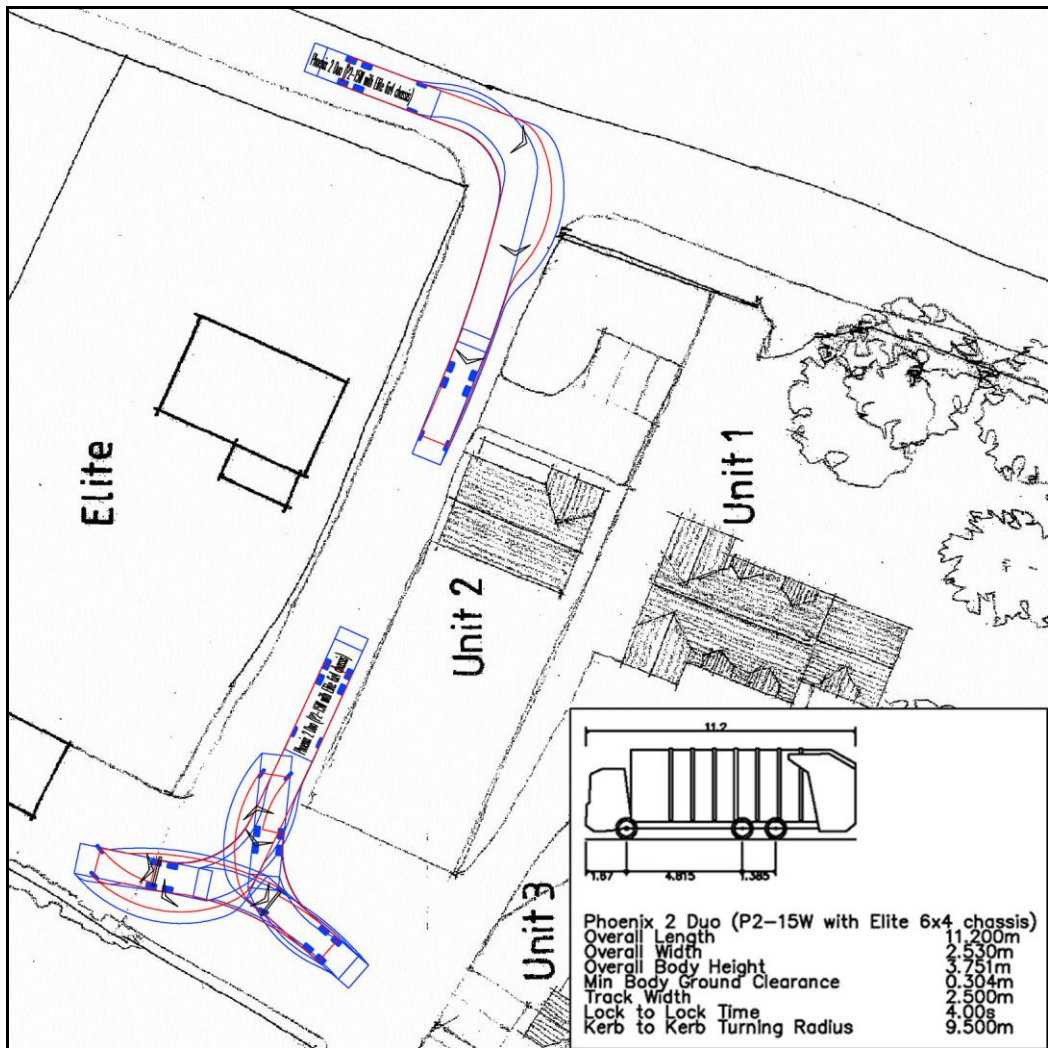


Figure 16. Swept path analysis.

## **9. Impact on the Transport Network and Compliance with Transport Policy**

### **9.1 Impact on the Local Transport Network**

The proposed development will generate an estimated 35 daily traffic movements.

#### **Junction Capacity**

TD 42/95 Geometric Design of Major/Minor Priority Junctions, part of the DMRB indicates the approximate capacity for T-junctions based on annual average daily traffic (AADT) flow along each arm.

TD 42/95 states:

*Simple junctions are appropriate for most minor junctions on single carriageway roads, but must not be used for wide single carriageways or dual carriageways. For new rural junctions they shall only be used when the design flow in the minor road is not expected to exceed about 300 vehicles 2-way AADT, and that on the major road is not expected to exceed 13,000 vehicles 2-way AADT.*

The proposed side flows from the development are less than 300 movements per day and the flows along Hornash Lane are much less than 13,000 vehicles per day, therefore a simple priority junction is appropriate.

#### **Wider Network**

The development is assessed as having a negligible impact of traffic flows along Hornash Lane.

### **9.2 Compliance with Transport Policy**

The proposed development is considered against the requirements of national and local transport policy.

#### **National Planning Policy Framework**

The NPPF includes the principle to;

- *actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.*

Ashford Borough Council's Core Strategy identifies Ashford as a primary regional centre with Tenterden a secondary retail centre. Local bus stops are within 800m of the site. Ashford is

accessible by public transport within 30 minutes, and Tenterden within 45 minutes. These times include the time taken to walk to bus stops. By bicycle, Ashford is accessible within 30 minutes.

The NPPF states that:

- *Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.*

This Transport Statement demonstrates that the development is in a sustainable location where services are accessible within 30 minutes by public transport to the primary regional centre of Ashford. Visibility splays at the site accesses are in accordance with the DMRB. The impacts of the development are not considered to be severe and therefore the proposals are acceptable under the NPPF.

#### **Local Transport Plan for Kent 2016-31**

The site is within 800m of bus stops and has access to the national cycle route network. Residents will be able to access services by public transport. This promotes active travel choices to encourage good health and wellbeing in accordance with Outcome 5: Better health and wellbeing of Kent County Council's Local Transport Plan 4 2016-2031.

#### **Ashford Borough Council Adopted Core Strategy 2008**

The development is considered to meet the transport themes within Ashford Borough Council's Adopted Core Strategy.

*Access to local bus stops meets the requirements of Policy CS1 to provide a wider choice of easy to use forms of sustainable transport to serve developments that generate significant demand for movement.*

*For the same reasons the development meets the requirements of Policy CS15 by promoting public transport and other non-car based modes of travel.*

*The development does not generate significant traffic movements and the road network has adequate capacity to accommodate the development. The access does not increase the risk of road traffic accidents or significant traffic delays.*

The development is considered to comply with national and local planning policies.

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## **10. Impacts of Development on Safety**

Two aspects of the impact of the development on safety have been considered, firstly internal layout and secondly the impact on the wider transport network.

### **10.1 Internal Layout**

The access meets the requirements of DMRB with visibility splays suitable for surveyed traffic speeds. Swept path analysis shows that the development is accessible to an 11.2m long refuse vehicle.

### **10.2 Wider Transport Network**

Visibility at the site access meets the requirements of the DMRB. The traffic generated by the development is assessed as having a negligible impact on the local highway network.

## 11. Conclusion

This Transport Statement has been commissioned to assess the transport impact of proposed development on land at Elite, Hornash Lane, Shadoxhurst, TN26 1HU.

The site is situated to the south of Hornash Lane, Shadoxhurst. It is a brownfield site that used to be used for car sales and agriculture and covers 0.96ha.

An outline planning application is being made the demolition of existing commercial and agricultural buildings and the construction of seven detached dwellings.

The Tenterden and Rural Sites Development Plan Document identifies Shadoxhurst as a rural settlement. Ashford Borough Council's Core Strategy identifies Ashford as a primary regional centre with Tenterden a secondary retail centre. Ashford is accessible within 30 minutes by public transport. Tenterden is accessible within 45 minutes. Whilst the site is in a rural location it is possible to access services exclusively by public transport. By bicycle, Ashford is accessible within 30 minutes. Bus stops are within 800m walk distance of the site with the Kings Head public house within 1,200m.

The development of seven houses would be expected to generate five peak hour movements and 35 daily movements. The peak hour movements are comparable to the car sales use and the daily movements are likely to be less than a car sale use. The development is considered to be neutral in terms of traffic generation. The development trips represent 3.5% of the daily traffic using Hornash Lane. 35 movements is within daily fluctuations of vehicle movements along Hornash Lane and will have a negligible impact on this route.

Visibility splays at the site access are in accordance with the DMRB. Car and cycle parking will be provided in accordance with Ashford Borough Council's Residential Parking SPD. Swept path analysis shows that the development is accessible to an 11.2m long refuse vehicle.

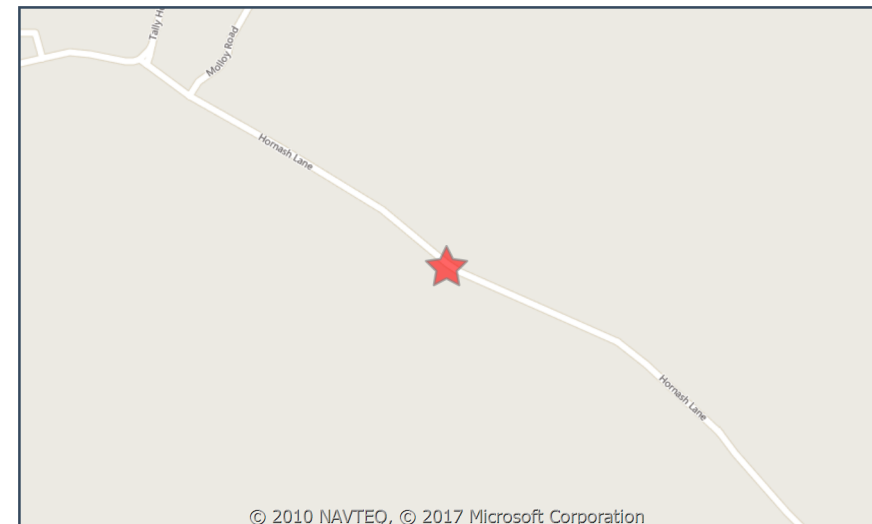
The development is in accordance with the requirements of national and local policies. The development is acceptable under the NPPF which states that *development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.*

## Appendix A - Crash Report



**Crash Date:** Sunday, November 06, 2016      **Time of Crash:** 10:45:00 AM      **Crash Reference:** 2016460126039

<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	U0	<b>Number of Casualties:</b>	1
<b>Highway Authority:</b>	Kent exc Medway Towns			<b>Number of Vehicles:</b>	2
<b>Local Authority:</b>	Ashford Borough			<b>OS Grid Reference:</b>	598157 137807
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	40				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Not at or within 20 metres of junction				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Single carriageway				
<b>Junction Control:</b>	Not Applicable				



For more information about the data please visit: [www.crashmap.co.uk/home/aboutthedata](http://www.crashmap.co.uk/home/aboutthedata) and [www.crashmap.co.uk/home/definitions](http://www.crashmap.co.uk/home/definitions)





### Vehicles involved

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	Pedal cycle	-1	Female	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
2	Car (excluding private hire)	16	Female	Unknown	Vehicle is parked in the carriageway	Back	Other	None	None

### Casualties

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

### Accident Description:

Not Available

For more information about the data please visit: [www.crashmap.co.uk/home/aboutthedata](http://www.crashmap.co.uk/home/aboutthedata) and [www.crashmap.co.uk/home/definitions](http://www.crashmap.co.uk/home/definitions)