

OTTERPOOL PARK

Environmental Statement Appendix 16: Collision Analysis Technical Note

MARCH 2022

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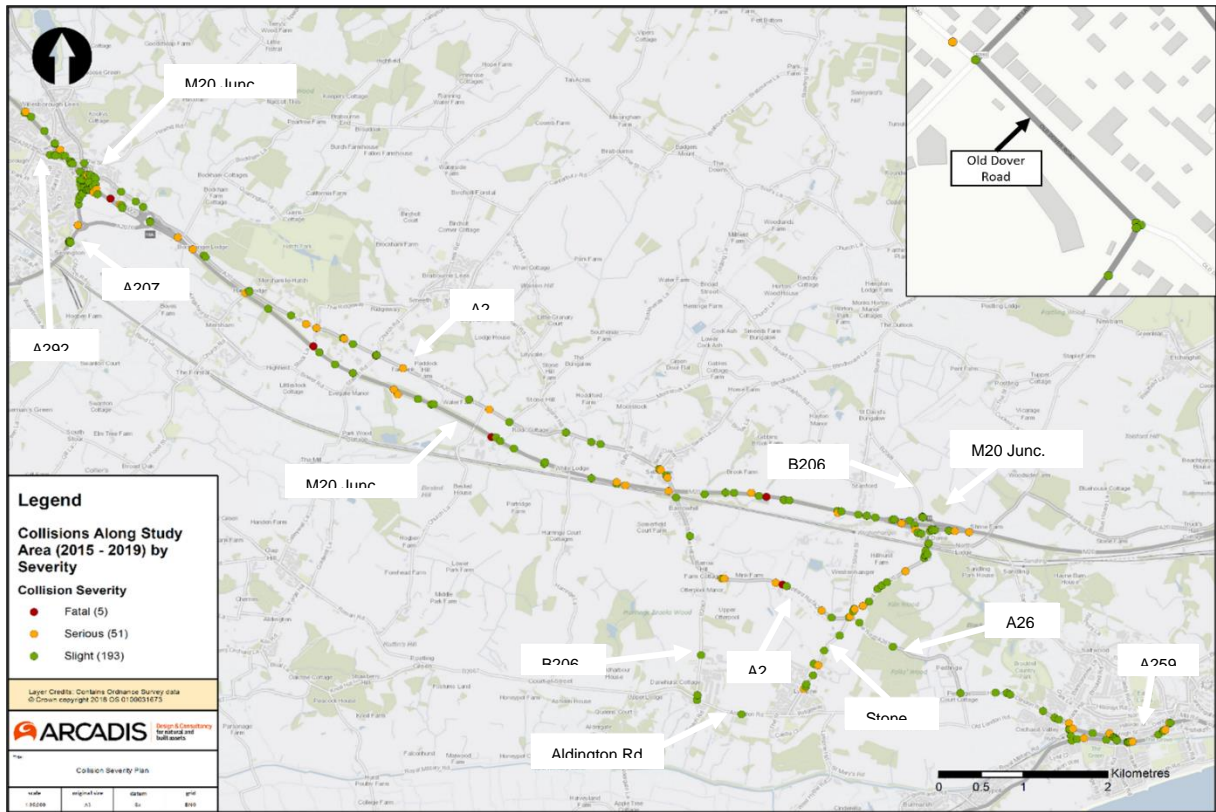
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EXECUTIVE SUMMARY

Personal injury collision data for the study area has been analysed for the five-year period to 2019 to identify collision clusters, trends and potential opportunity for collision reduction.

Figure 1 Total Collisions within Study Area



In total, 255 collisions occurred along the study area and these are highlighted by year and severity in the table below.

Table 1 Total Collisions within Study Area by Year and Severity

Year	Slight	Serious	Fatal	Total Collisions
2015	47	8	1	56
2016	48	12	2	62
2017	45	11	1	57
2018	33	12	1	46
2019	25	9	0	34
Total	198	52	5	255

The study area consisted of 11 study routes and the number of collisions within those routes have been identified as below.

Table 2 Number of Collisions in Each Study Route

Study Route	Five-year Collision Record
A20 Barrow Hill, Ashford Road & Hythe Road	70
M20 Junction 9-Junction 11 (excluding Junction 10A) Corridor	85
A261 Hythe Road	11
A259 Dymchurch Road & Seabrook Road	31
B2067 Otterpool Lane	3
Aldington Road	1
Stone Street	8
A2070 Bad Munstereifel Road & Lacton Interchange	35
A292	2
B2068	3
Old Dover Road, Canterbury	6
Total	255

The majority of collisions occurred along the M20 Corridor (Junction 9 - Junction 11 [excluding Junction 10A]) with 85 collisions (34% of total collisions).

This was followed by notable collision totals along A20 (Barrow Hill, Ashford Road & Hythe Road with 70 collisions – 28% of total collisions), A2070 (Bad Munstereifel Road & Lacton Interchange with 35 collisions – 14% of total collisions) and A259 (Dymchurch Road & Seabrook Road with 31 collisions – 12% of total collisions).

Four out of five of the recorded fatal collisions occurred along the M20 motorway, while most serious collisions (40) were split equally along the M20 and A20 respectively.

Collision clusters were prevalent along some study routes at the following locations:

- A20 generally along the route, but particularly
 - junction with (jw) Swan Lane.
 - jw The Airport Cafe (east of junction with B2076).
 - between Stone Street and M20 Junction 11.
- M20 generally along the route, but particularly
 - between Lees Road underbridge and just north of M20 Junction 10A roundabout.
 - between Barrow Hill underbridge and A20 Ashford Road overbridge.
- A259
 - Military Road / Malthouse Hill.
 - Rampart Road / Stade Street.
- A2070 Bad Munstereifel Road
 - at Junction 10 roundabout.
 - southern arm of Junction 10 roundabout.
 - Bad Munstereifel Road / Barrey Road.

Collision clusters were prevalent during the hours of darkness along some study routes at the following locations:

- A20
 - between M20 overbridge and M20 Junction 11.
- M20
 - between Stock Lane overbridge and Station Road overbridge.
 - between Church Lane and Harringe Lane.
 - between Barrow Hill and Stone Street.

Collision clusters were prevalent during wet road conditions along some study routes at the following locations:

- A20
 - between Harringe Lane and Swan Lane.
 - between M20 overbridge and M20 Junction 11.
- M20
 - between Stock Lane overbridge and Harringe Lane.

In terms of vulnerable road users, during the five-year period the highest number of pedestrian collisions (seven) occurred along the A259 carriageway, and 19 motorcycle collisions along the A20 carriageway.

The highest number of collisions involving cyclist were also recorded along the A259 carriageway and totalled six collisions.

1 COLLISION DATA

1.1 The Collision Study Area

1.1.1 Detailed personal injury collision data was analysed for the study area for the five-year period to 2019.

1.1.2 The study area consisted of 11 study routes, namely:

- A20 Barrow Hill, Ashford Road and Hythe Road
- M20 Corridor Junction 9 -Junction 11 (excluding Junction 10A)
- A261 Hythe Road
- A259 Dymchurch Road and Seabrook Road
- B2067 Otterpool Lane
- Aldington Road
- Stone Street
- A2070 Bad Munstereifel Road and Lacton Interchange
- A292
- B2068
- Old Dover Road, Canterbury

1.1.3 The study area was split into 11 study routes to represent the unique nature of the individual roads.

1.2 Collision Summary

1.2.1 Records of personal injury collisions in the study area were obtained from Kent County Council, supplied by Kent Police for the five-year period to end of December 2019. In total, 255 collisions occurred along the study area, which equated to an average of 50 collisions per year.

1.2.2 The distribution of collisions for the five-year period to December 2019 is shown in Figure 2 Total Collisions within Study Area (2015 – 2019). Collisions totals of the study area for the five-year period are also shown in Table 3.

Figure 2 Total Collisions within Study Area (2015 – 2019)

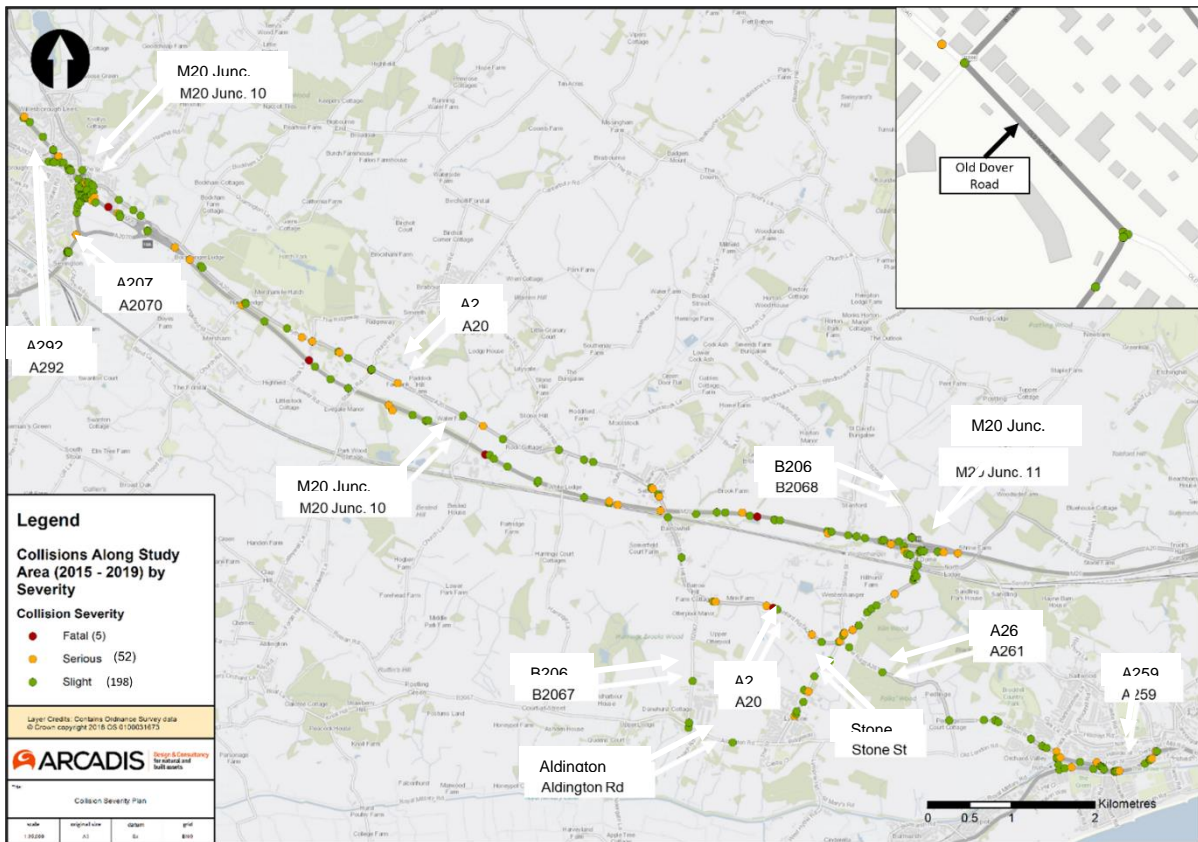


Table 3 Total Collisions within Study Area

Study Route	Collisions
A20 Barrow Hill, Ashford Road & Hythe Road	70
M20 Junction 10 - Junction 11 (excluding Junction 10A) Corridor	85
A261 Hythe Road	11
A259 Dymchurch Road & Seabrook Road	31
B2067 Otterpool Lane	3
Aldington Road	1
Stone Street	8
A2070 Bad Munstereifel Road & Lacton Interchange	35
A292	2
B2068	3
Old Dover Road, Canterbury	6
Total	255

1.2.3 Of the 255 reported collisions, 198 resulted in slight injuries (representing 78% of all collisions), 52 collisions resulted in serious injuries (20%) and five collisions (2%) resulted in fatal injuries.

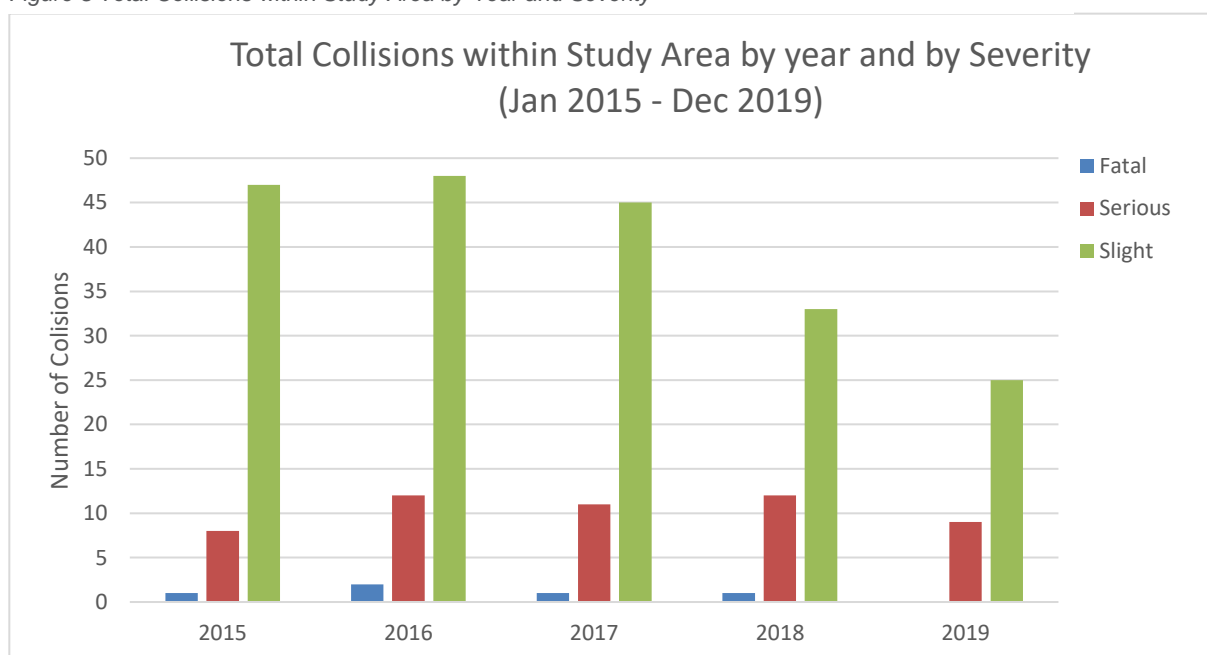
1.2.4 A summary of the total collisions over the five-year period by year and severity is provided in Table 4 and the yearly distribution of collisions by severity is presented in Figure 3.

Table 4 Total Collisions within Study Area by Year and Severity

Year	Slight	Serious	Fatal	Total Collisions
2015	47	8	1	56
2016	48	12	2	62
2017	45	11	1	57
2018	33	12	1	46
2019	25	9	0	34
Total	198	52	5	255

1.2.5 Figure 3 shows that total collisions per year peaked in 2016 but then generally declined during the remaining period.

Figure 3 Total Collisions within Study Area by Year and Severity



1.2.6 Collision clusters were prevalent along some study routes at the following locations:

- A20 generally along the route, but particularly
 - junction with (jw) Swan Lane.
 - jw The Airport Cafe (east of junction with B2076).
 - between jw Stone Street and M20 Junction 11.
- M20 generally along the route, but particularly
 - between Lees Road underbridge and just north of M20 Junction 10A Roundabout.
 - between Barrow Hill underbridge and A20 Ashford Road overbridge.
- A259
 - Military Road / Malthouse Hill.
 - Rampart Road / Stade Street.
- A2070 Bad Munstereifel Road
 - at Junction 10 roundabout.
 - southern arm of Junction 10 roundabout.
 - Bad Munstereifel Road / Barrey Road

1.3 Total Collisions within Study Area by Year and by Road Users

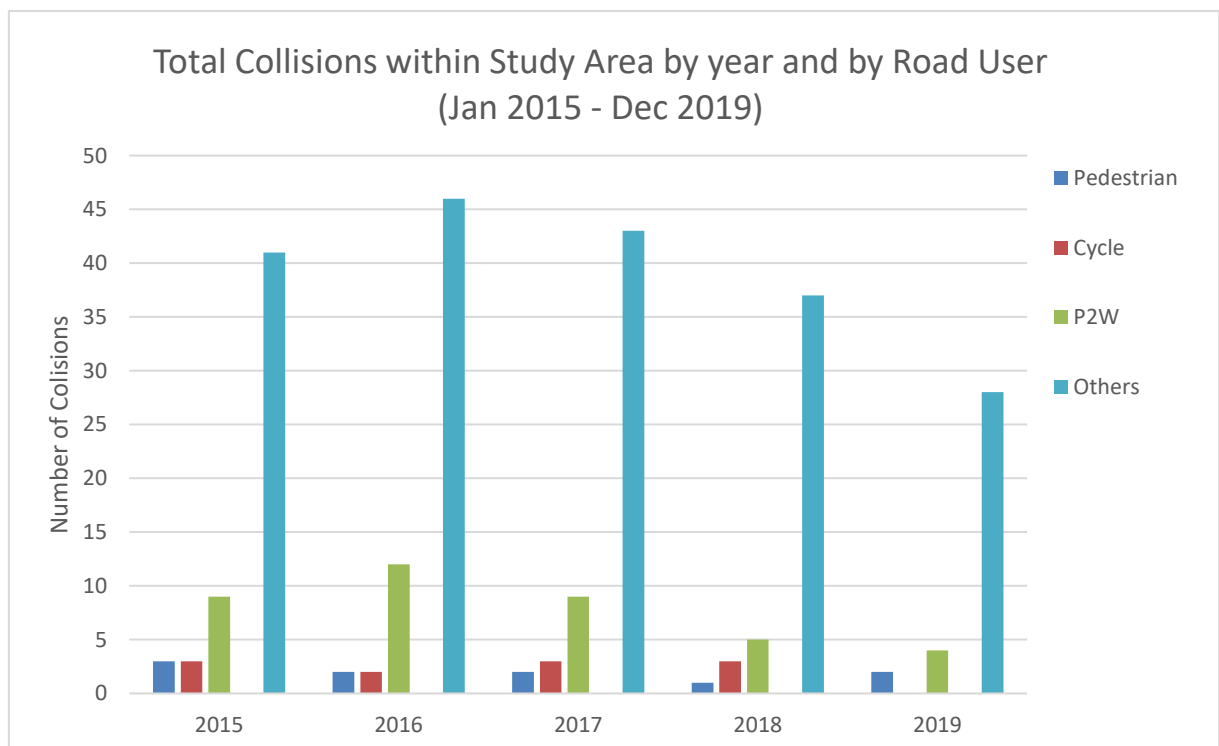
1.3.1 In terms of injuries to vulnerable road users, a total of 10 collisions resulted in injuries to pedestrians (4%), 11 collisions (4%) resulted in injuries to pedal cyclists and 39 collisions (15%) resulted in injuries to motorcyclists.

1.3.2 A summary of total collisions within the study area over the five-year period by year and road user is provided in Table 5 Total Collisions within Study Area by Year by Road User and shown in Figure 4.

Table 5 Total Collisions within Study Area by Year by Road User

Year	Pedestrians	Cycles	P2W	Others (cars, HGV's etc.)	Total
2015	3	3	9	41	56
2016	2	2	12	46	62
2017	2	3	9	43	57
2018	1	3	5	37	46
2019	2	0	4	28	34
Total	10	11	39	195	255

Figure 4 Total Collisions within Study Area by Year and by Road User



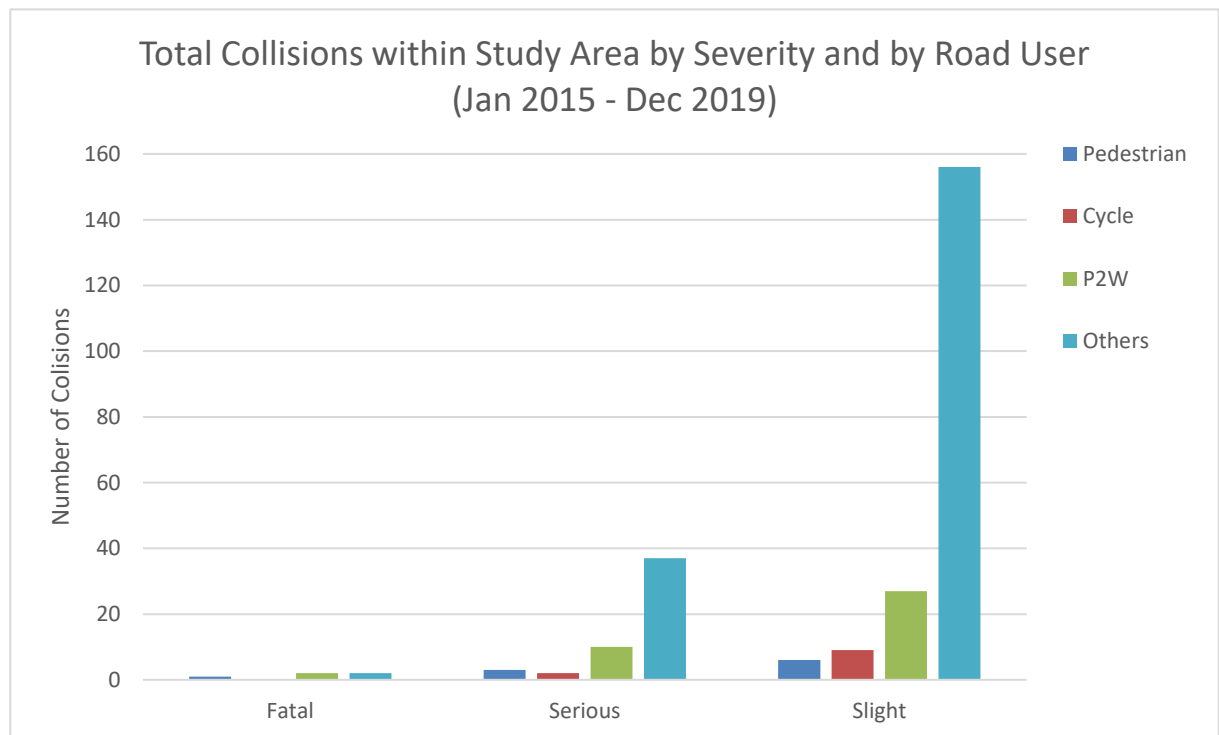
1.4 Total Collisions within Study Area by Severity and by Road Users

1.4.1 Table 6 Total Collisions within Study Area by Severity and by Road User shows total collisions within the study area by severity and by road user for the five-year period and this is summarised in Figure 5.

Table 6 Total Collisions within Study Area by Severity and by Road User

Road User	Fatal	Serious	Slight	Total
Pedestrian	1	3	6	10
Cycle	0	2	9	11
P2W	2	10	27	39
Others	2	37	156	195
Total	5	52	198	255

Figure 5 Total Collisions within Study Area by Severity and by Road User



1.5 Total Collisions within Study Area by Lighting Conditions

- 1.5.1 The distribution of total collisions by lighting conditions for the five-year period to December 2019 is shown in Figure 6 Total Collisions within Study Area by Lighting Conditions. Collisions totals by lighting condition and road user for the five-year period is shown in Table 7 Total Collisions within Study Area by Lighting Conditions and by Road User.
- 1.5.2 The majority of collisions occurred during the hours of daylight (185), representing 72% of all collisions, whilst 70 collisions (27%) occurred during the hours of darkness. This is also summarised in Figure 7 Total Collisions within Study Area by Lighting Conditions and by Road User.

Figure 6 Total Collisions within Study Area by Lighting Conditions

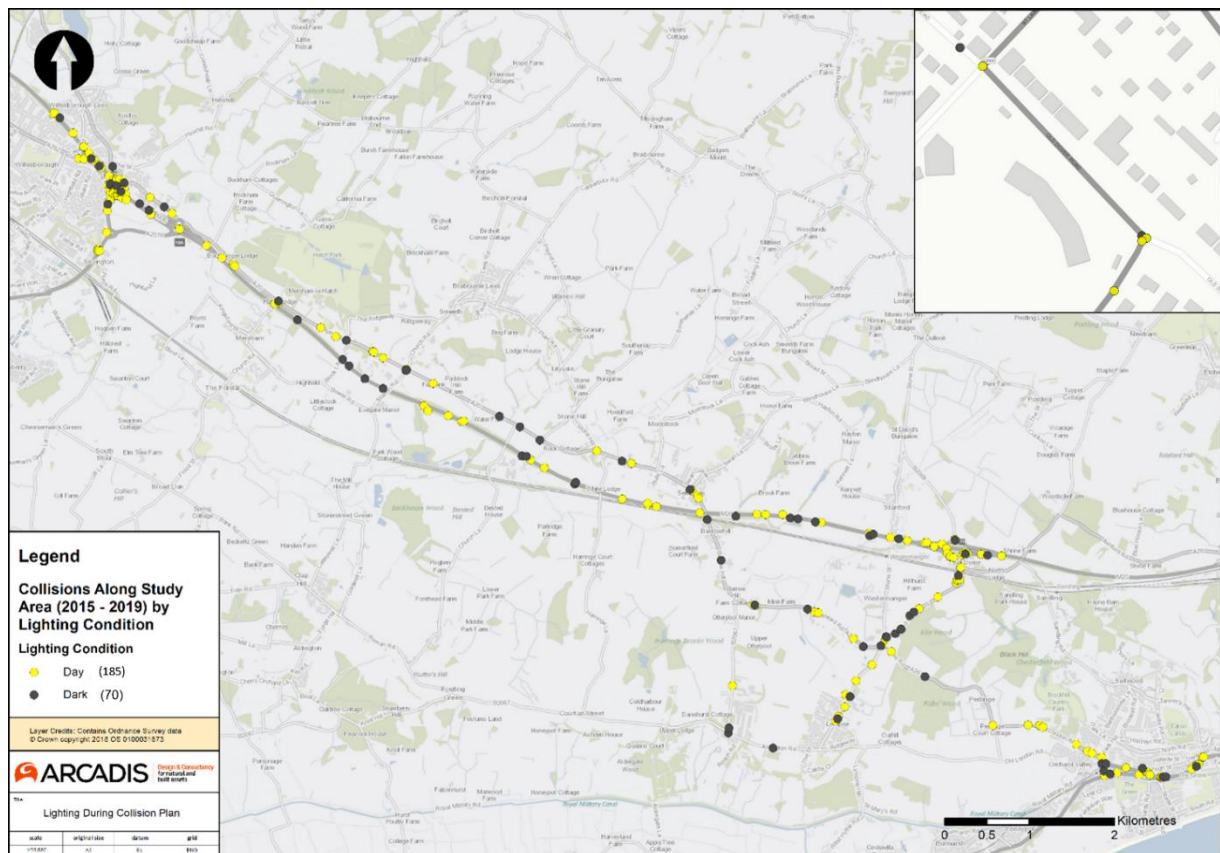
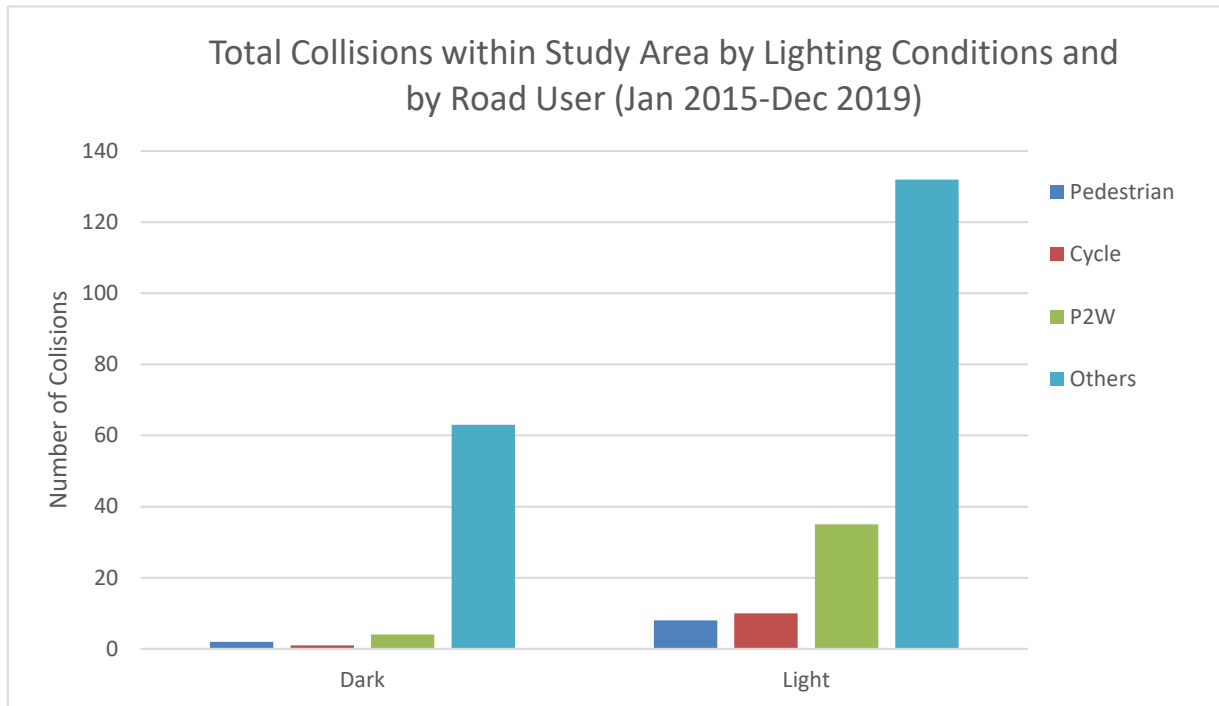


Table 7 Total Collisions within Study Area by Lighting Conditions and by Road User

Road User	Dark	Light	Total
Pedestrian	2	8	10
Cycle	1	10	11
P2W	4	35	39
Others	63	132	195
TOTAL	70	185	255

Figure 7 Total Collisions within Study Area by Lighting Conditions and by Road User



1.5.3 Collision clusters are prevalent during the hours of darkness along some study routes at the following locations:

- A20
 - between M20 overbridge and M20 Junction 11.
- M20
 - between Stock Lane overbridge and Station Road overbridge.
 - between Church Lane and Harringe Lane.
 - between Barrow Hill and Stone Street.

1.6 Total Collisions within Study Area by Road Surface Conditions

- 1.6.1 The distribution of total collisions by road surface conditions for the five-year period to December 2019 is shown in Figure 8. Collisions totals by road surface conditions and by road user for the five-year period is shown in Table 8 Total Collisions within Study Area by Road Surface Conditions and by Road User.
- 1.6.2 It can be seen that the majority of collisions (200) occurred on a dry road surface, representing 78% of all collisions, whilst 49 collisions (19%) and 6 collisions (2%) occurred on a wet road surface or during 'other' conditions (i.e. during frost, ice or snow) respectively. This is also summarised in Figure 9.

Figure 8 Total Collisions by Road Surface Conditions

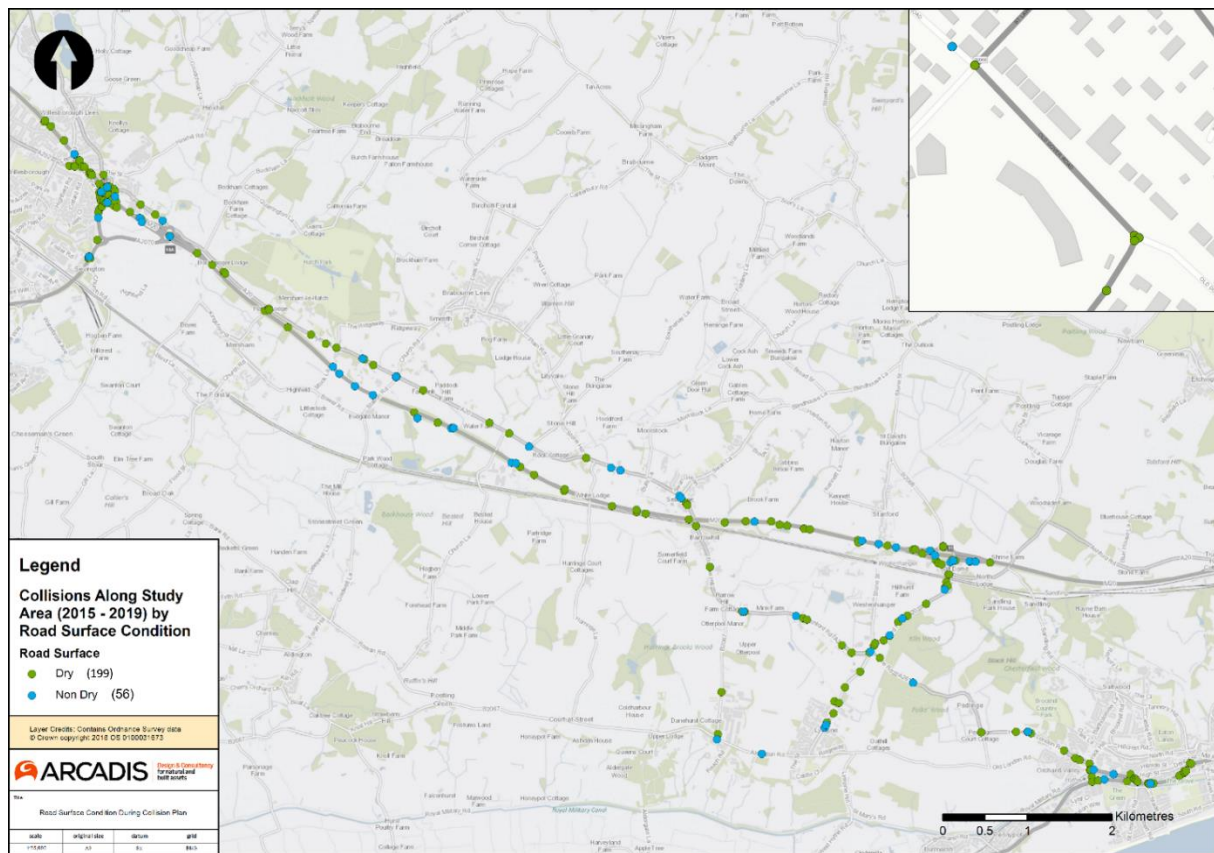
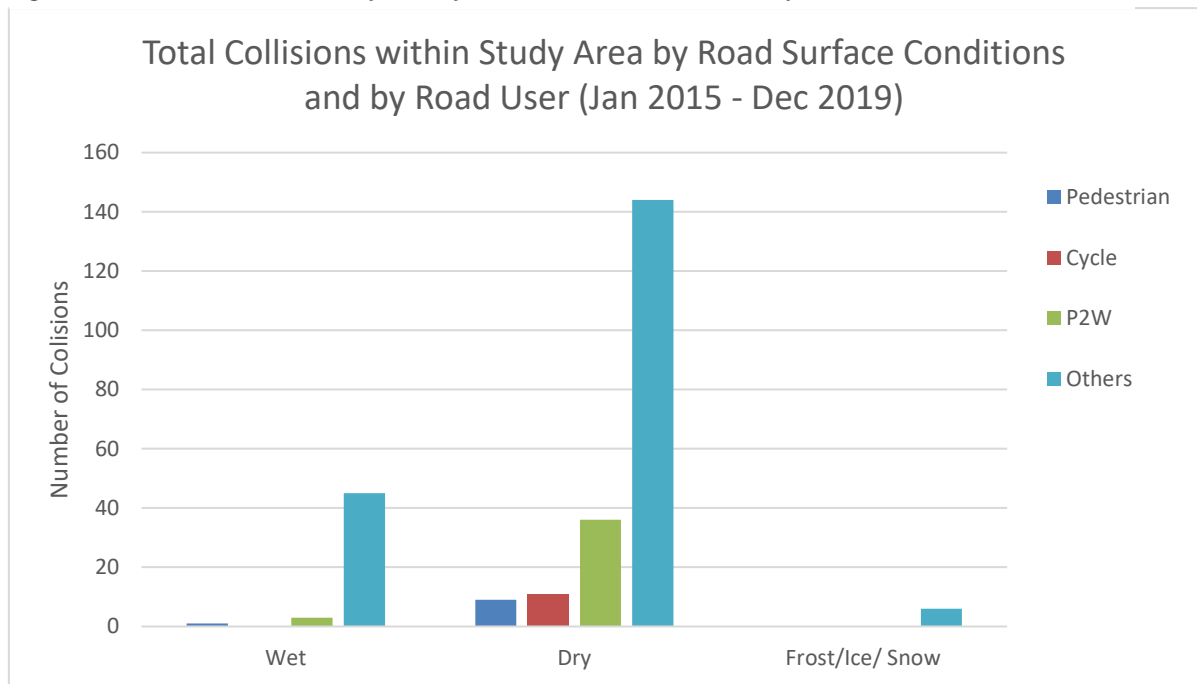


Table 8 Total Collisions within Study Area by Road Surface Conditions and by Road User

Road User	Wet	Dry	Frost/Ice/Snow	Total
Pedestrian	1	9	0	10
Cycle	0	11	0	11
P2W	3	36	0	39
Others	45	144	6	195
TOTAL	49	200	6	255

Figure 9 Total Collisions within Study Area by Road Surface Conditions and by Road User



1.6.3 Collision clusters were prevalent during wet road conditions along some study routes at the following locations:

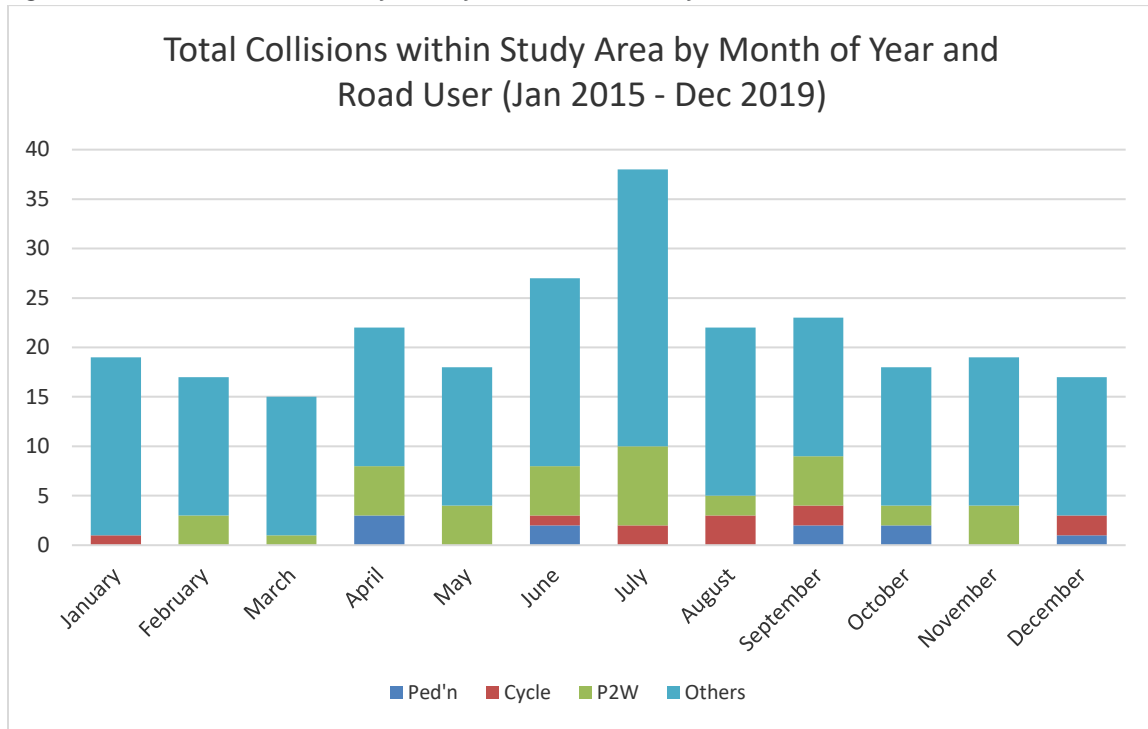
- A20
 - between Harringe Lane and Swan Lane.
 - between M20 overbridge and M20 Junction 11.
- M20
 - between Stock Lane overbridge and Harringe Lane.

1.7 Total Collisions within Study Area by Month of Year and Road User

1.7.1 Figure 10 highlights the distribution of total collisions by month of the year and by road user.

1.7.2 The number of collisions over each month is fairly consistent. However, the highest number of collisions along the Study Area occurred in July (38 collisions - 15%), followed by June (27 collisions - 11%). The least number of collisions occurred in March (15 collisions - 6%).

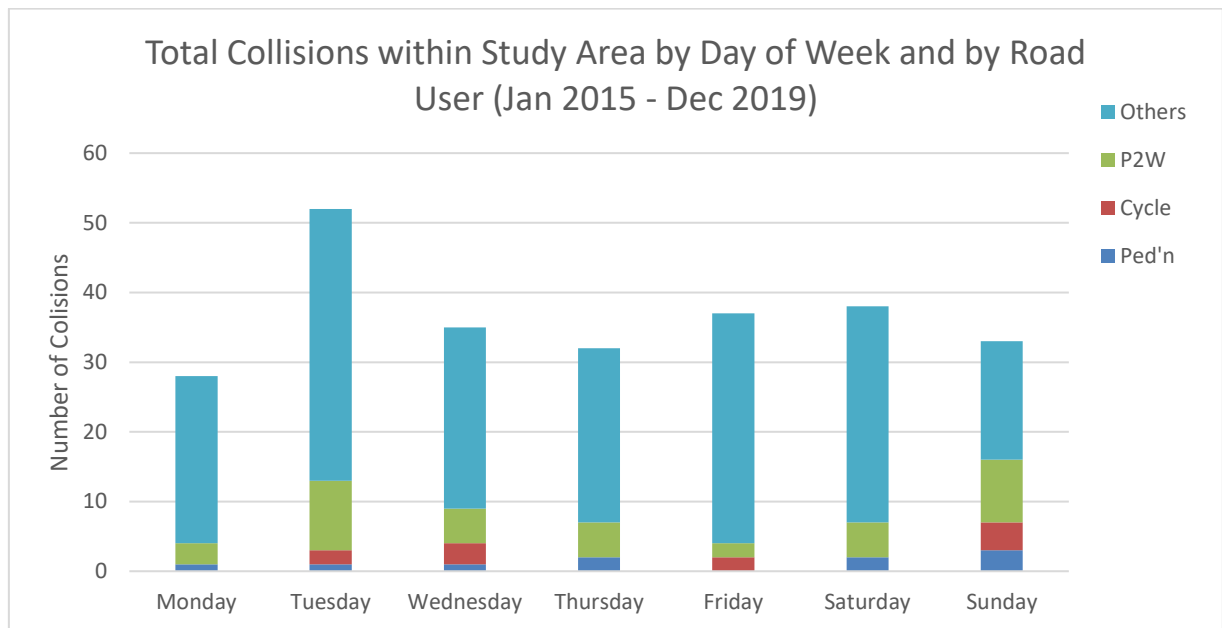
Figure 10 Total Collisions within Study Area by Month of Year and by Road User



1.8 Total Collisions within Study Area by Day of the Week and Road User

- 1.8.1 Figure 11 highlights the distribution of total collisions during the day of the week by road user.
- 1.8.2 In general, collisions occur fairly evenly throughout the week. However, the greatest number of collisions was recorded on a Tuesday (52 collisions, 20%) and the least number of collisions was recorded on a Monday (28 collisions, 11%).

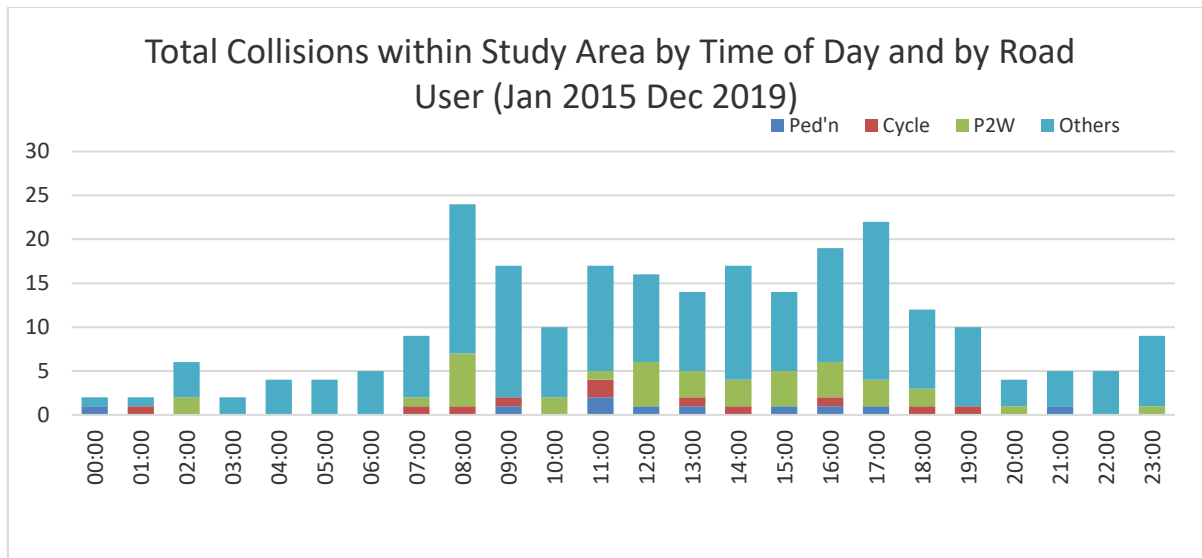
Figure 11 Total Collisions within Study Area by Day of Week and by Road User



1.9 Total Collisions within Study Area by Time of the day and Road User

- 1.9.1 Figure 12 highlights the distribution of total collisions by time of day and by road user.
- 1.9.2 Generally the highest number of collisions occurred during the AM and PM peak hour period (08:00-08:59 & 17:00-17:59).

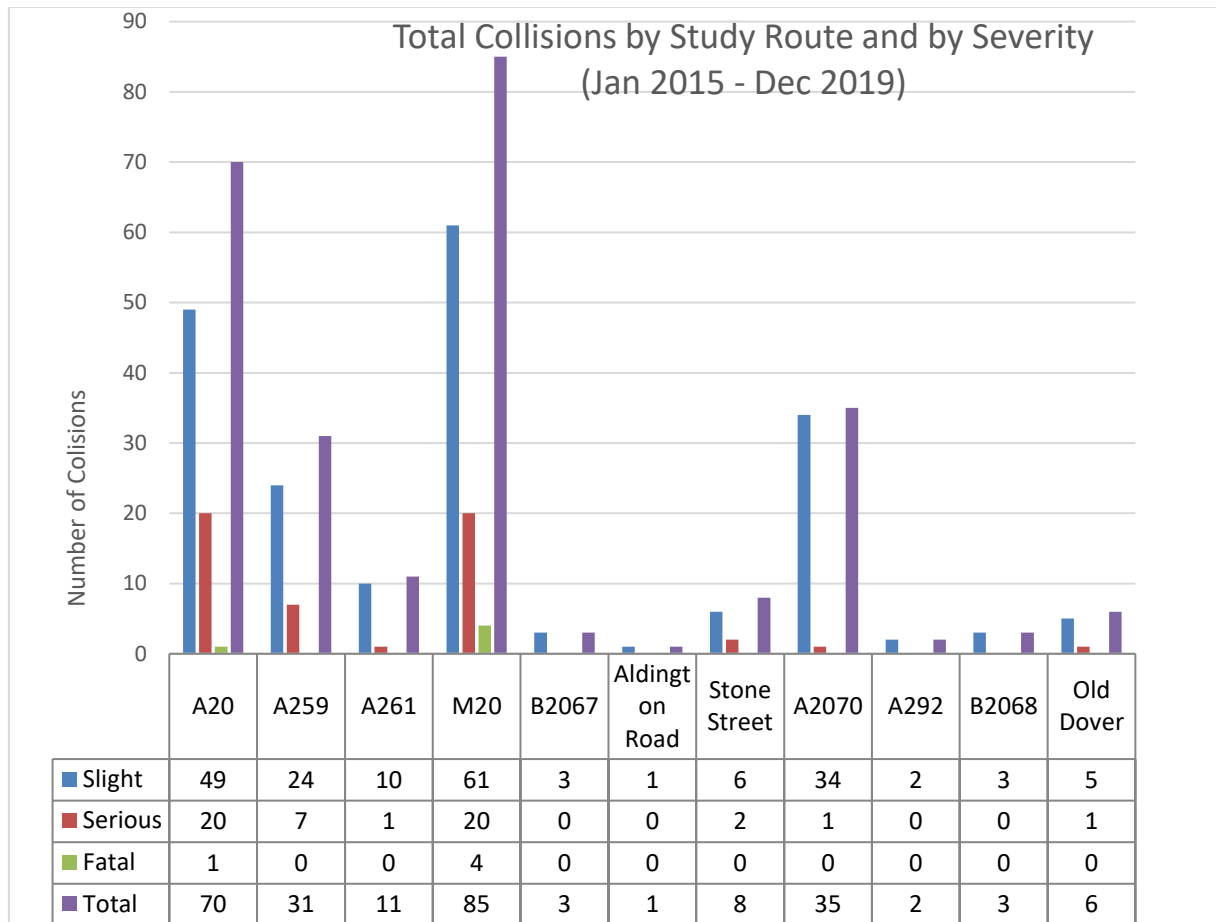
Figure 12 Total Collisions within Study Area by Time of Day and by Road User



1.10 Total Collisions by Study Route and Severity

- 1.10.1 Collision severity totals per study route and by severity are provided in Figure 13.
- 1.10.2 The majority of collisions occurred along the M20 Corridor (Junction 9 - Junction 11 [excluding Junction 10A]) with 85 collisions (34% of total collisions).
- 1.10.3 This was followed by notable collision totals experienced along A20 (Barrow Hill, Ashford Road & Hythe Road with 70 collisions – 28% of total collisions), A2070 (Bad Munstereifel Road & Lacton Interchange with 35 collisions – 14% of total collisions) and A259 (Dymchurch Road & Seabrook Road with 31 collisions – 12% of total collisions).
- 1.10.4 The other study route sections recorded low collision numbers by comparison, and this was primarily due to the nature of the roads and traffic flow accordingly.
- 1.10.5 Four out of five of the fatal collisions occurred along the M20 motorway, while most serious collisions (20) were recorded equally along the M20 and A20 respectively.

Figure 13 Total Collisions by Study Route and Severity



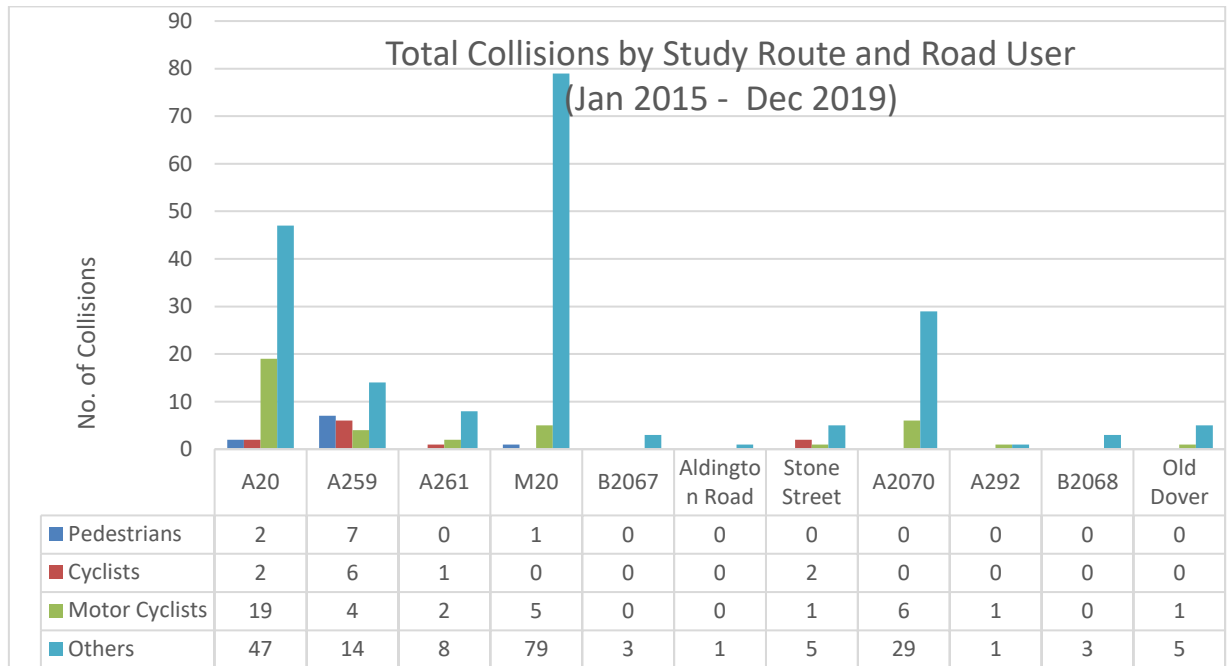
1.11 Total Collisions by Study Route and Road User

1.11.1 Figure 14 shows the number of collisions by study route and by road user.

1.11.2 In terms of vulnerable road users, during the five-year period the highest number of pedestrian collisions (seven) occurred along the A259 carriageway, and 19 motorcycle collisions along the A20 carriageway.

1.11.3 The highest number of collisions involving cyclist were also recorded along the A259 carriageway and totalled six collisions.

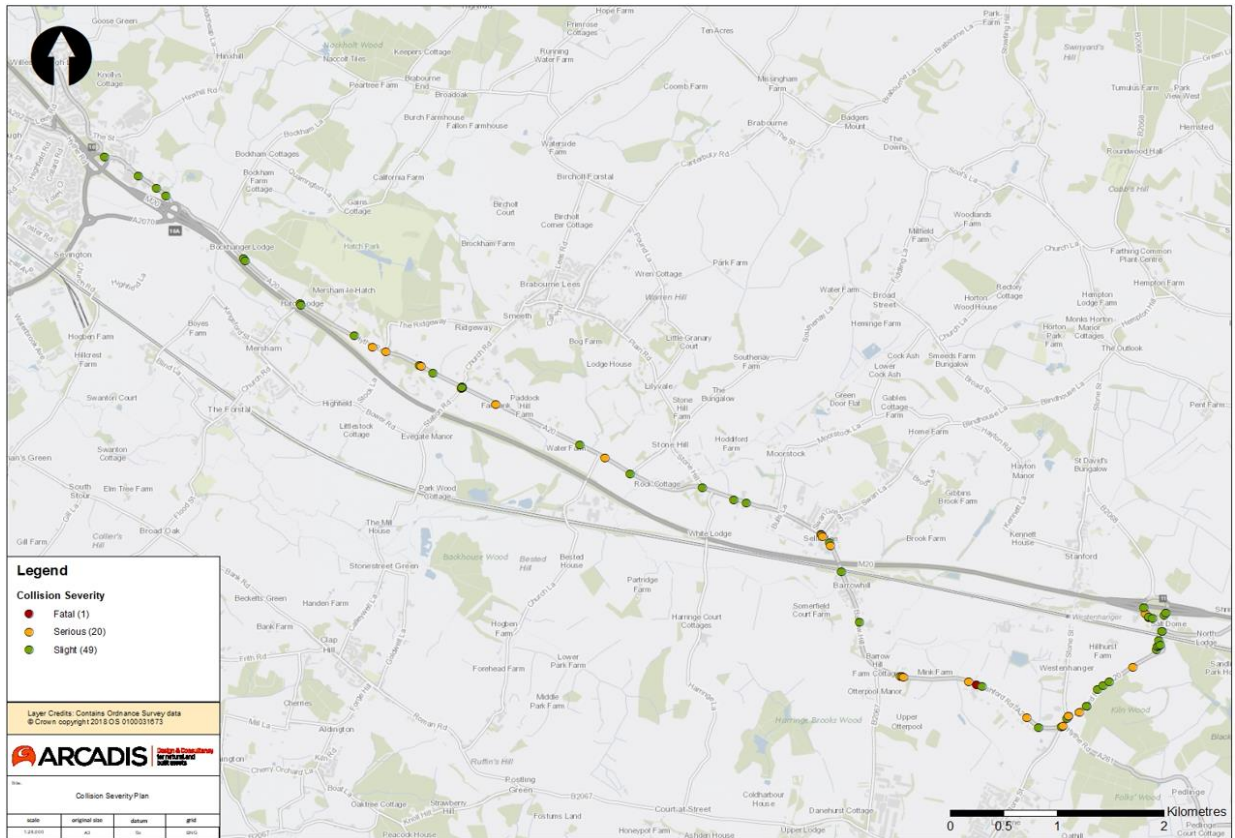
Figure 14 Total Collisions by Study Route and Road User



1.12 A20 Barrow Hill, Ashford Road & Hythe Road

1.12.1 In total, 70 collisions occurred along the A20 Study Route. The location of these collisions are shown in Figure 15 below.

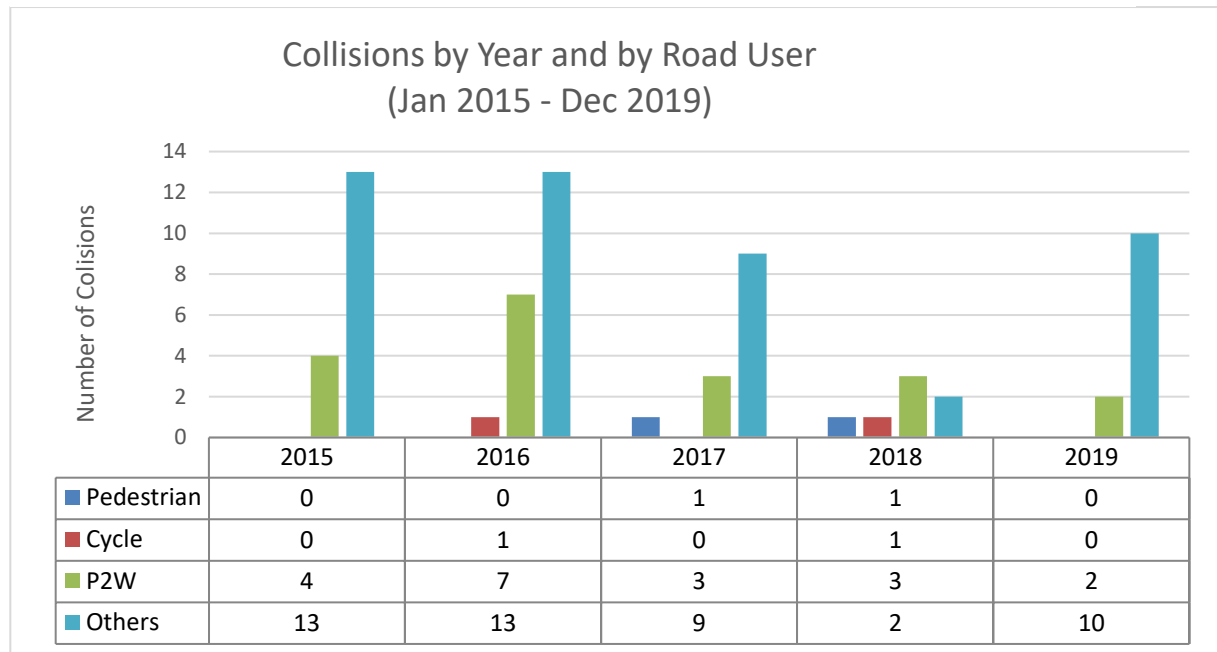
Figure 15 A20 Collision Study Route



1.13 A20 Collisions by Year and Road Users

1.13.1 Figure 16 shows the number of collisions recorded each year by road users along the A20 Study Route. The number of collisions was at its lowest during 2018.

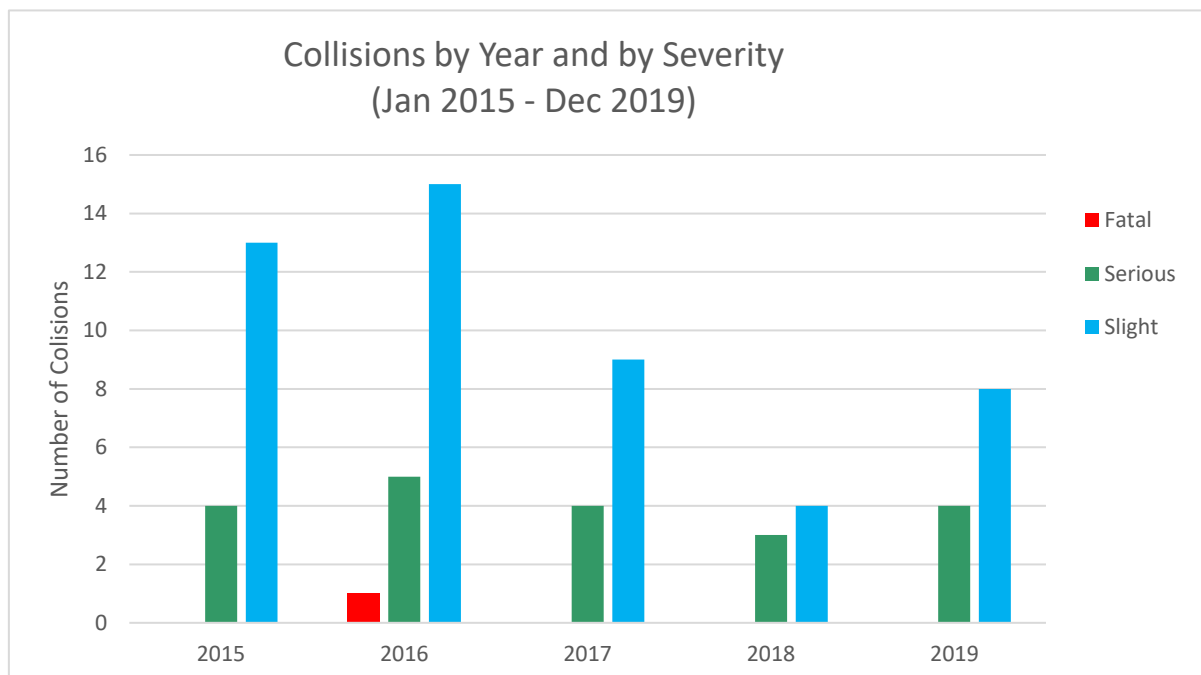
Figure 16 A20 Collisions by Year and by Road User



1.14 A20 Collisions by Year and Severity

1.14.1 Figure 17 shows the number of collisions recorded each year by severity along the A20 Study Route. One fatal collision occurred in 2016.

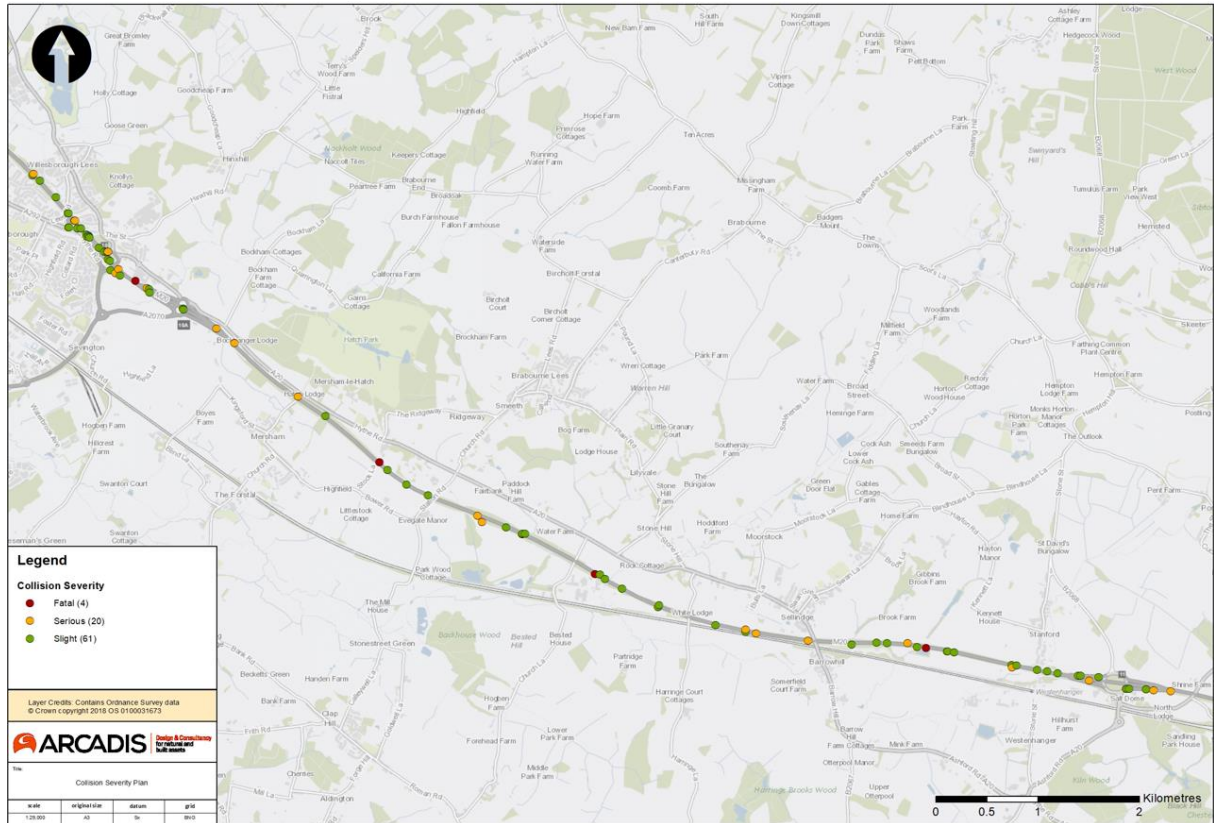
Figure 17 A20 Collisions by Year and by Severity



1.15 M20 Corridor Junction 9 - Junction 11 (excluding Junction 10A)

1.15.1 In total, 85 collisions occurred along the M20 Study Route. The location of these collisions are shown in Figure 18.

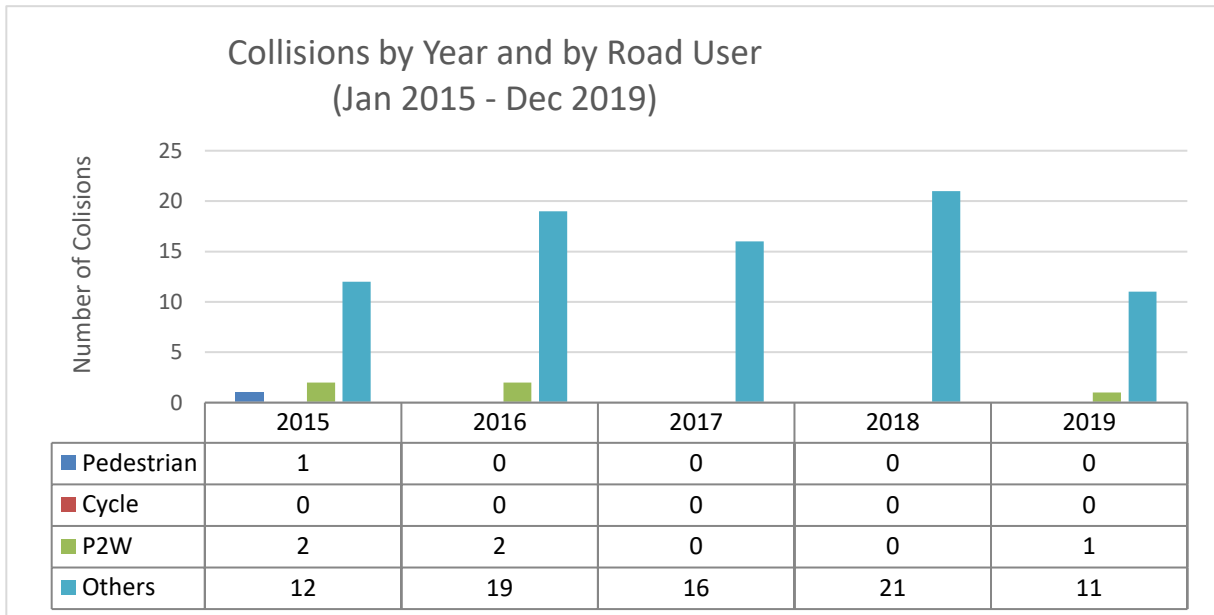
Figure 18 M20 Collision Study Route



1.16 M20 Collisions by Year and Road User

1.16.1 Figure 19 shows the number of collisions recorded by year and by road users along the M20 Study Route. The greatest number of collisions were recorded during the period 2016 to 2018.

Figure 19 M20 Collisions by Year and by Road User

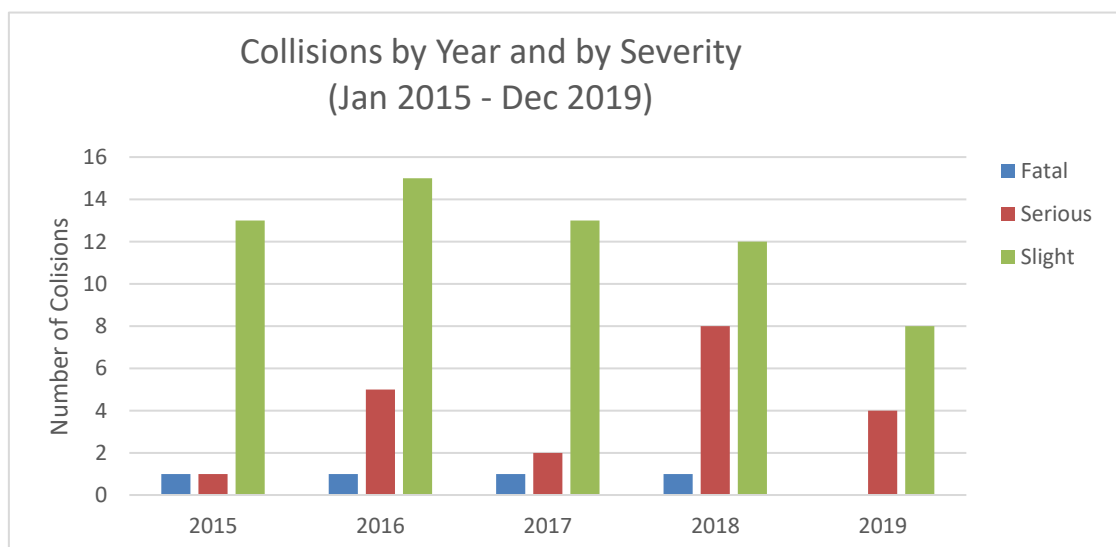


1.17 M20 Collisions by Year and Severity

1.17.1 Figure 20 shows the number of collisions recorded each year by severity along M20 Study Route. The number of collisions over the five-year period was fairly consistent except for 2019 where collisions were at their lowest recorded during the five-year period.

1.17.2 It is noted that one fatal collision occurred every year from 2015 to 2018. This represents the study route with the highest concentration of fatal collisions throughout the study area.

Figure 20 M20 Collisions by Year and by Severity



1.18 A2070 Bad Munstereifel Road & Lacton Interchange

1.18.1 In total, 35 collisions occurred along the study route. The location of these collisions are shown in Figure 21.

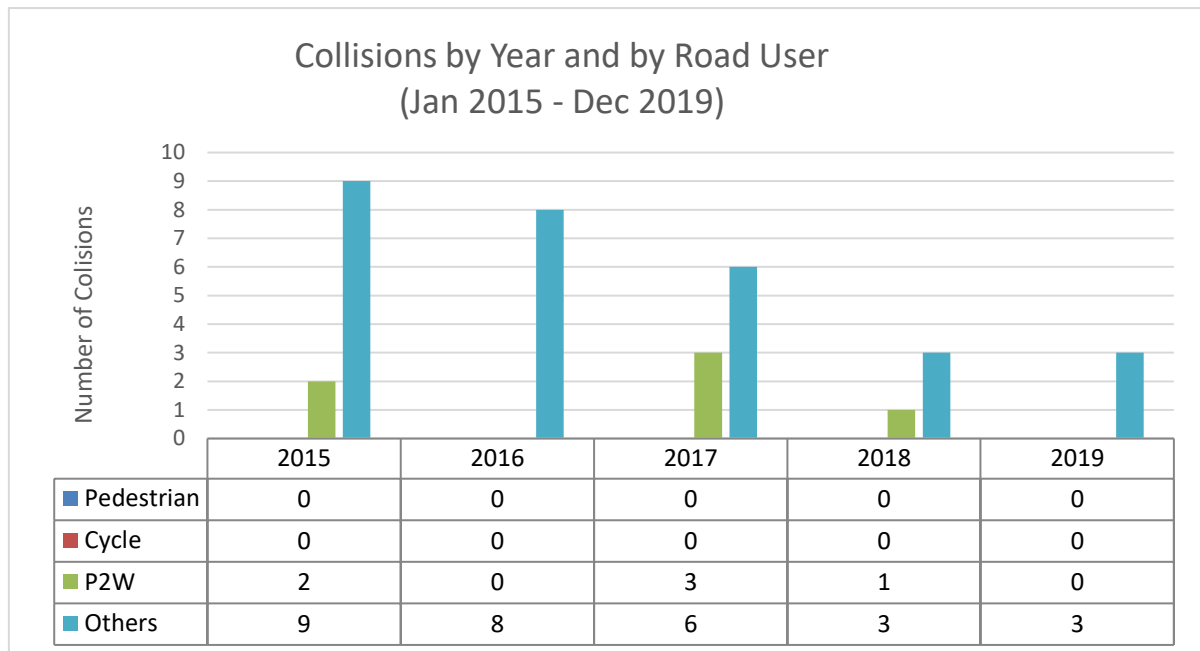
Figure 21 A2070 Collision Study Route



1.19 A2070 Collisions by Year and Road User

1.19.1 Figure 22 shows the number of collisions recorded each year by road users along the A2070 Study Route. Collisions have generally followed a downward trend since 2015.

Figure 22 A2070 Collisions by Year and by Road User

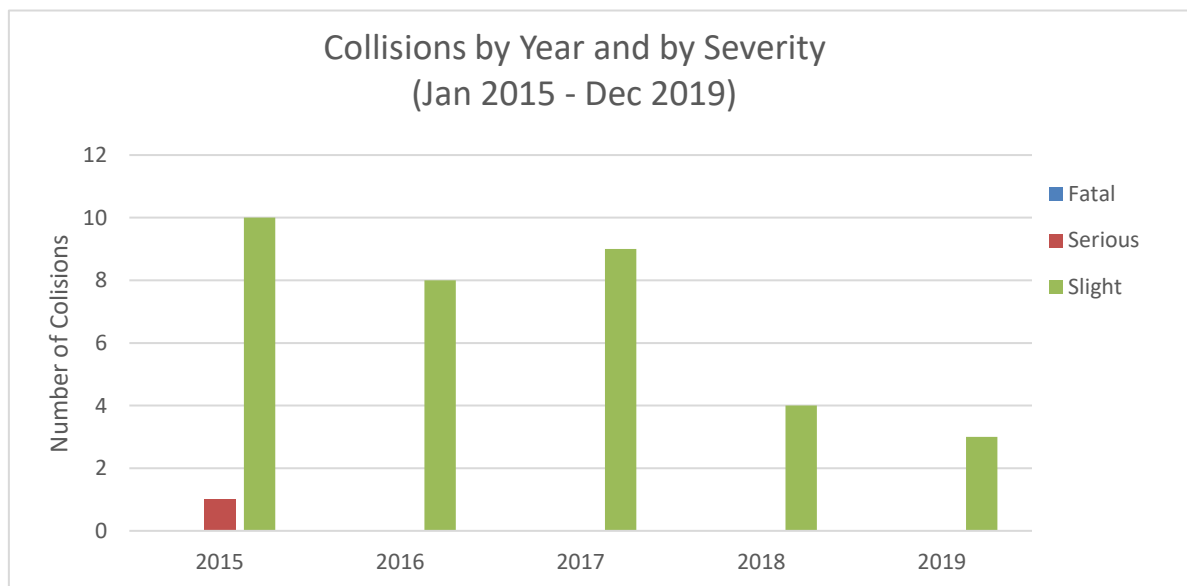


1.20 A2070 Collisions by Year and Severity

1.20.1 Figure 23 shows the number of collisions recorded each year by severity along A2070 Study Route. There was a general decline in the number of collisions over the five-year period.

1.20.2 It is noted that most collisions along the study route resulted in slight collisions.

Figure 23 A2070 Collisions by Year and by Severity



1.21 A259 Dymchurch Road / Seabrook Road

1.21.1 In total, 31 collisions occurred along the A259 Study Route. The location of these collisions are shown in Figure 24.

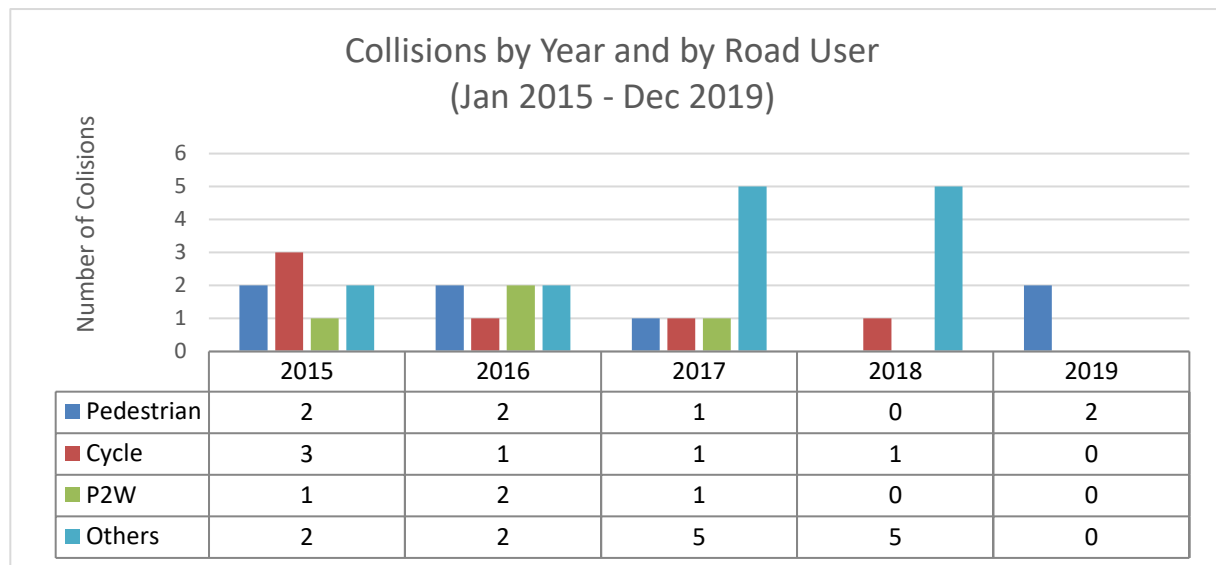
Figure 24 A259 Collision Study Route



1.22 A259 Collisions by Year and Road User

1.22.1 Figure 25 shows the number of collisions recorded each year by road users along the A259 Study Route. In general, the number of collisions that occurred each year was fairly consistent between 2015 to 2018, with a notable decrease in collisions recorded during 2019. It can also be seen that over 50% of total collisions along the study route involved vulnerable road users.

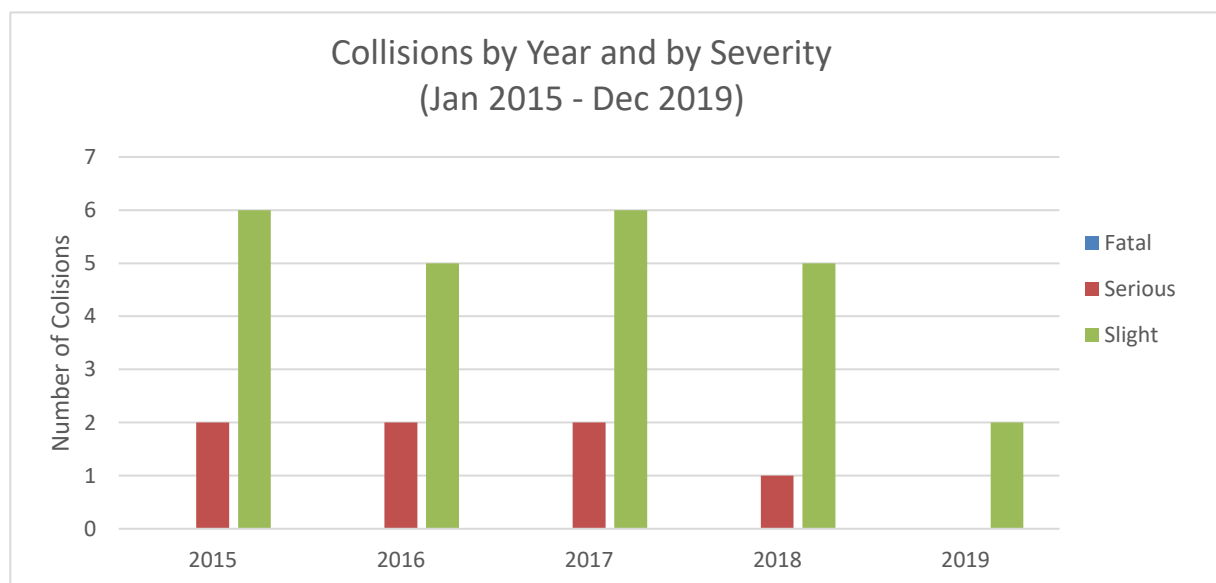
Figure 25 A259 Collisions by Year and by Road User



1.23 A259 Collisions by Year and Severity

1.23.1 Figure 26 shows the number of collisions recorded each year by severity along the A259 Study Route. The number of high severity collisions have generally declined over the five-year period.

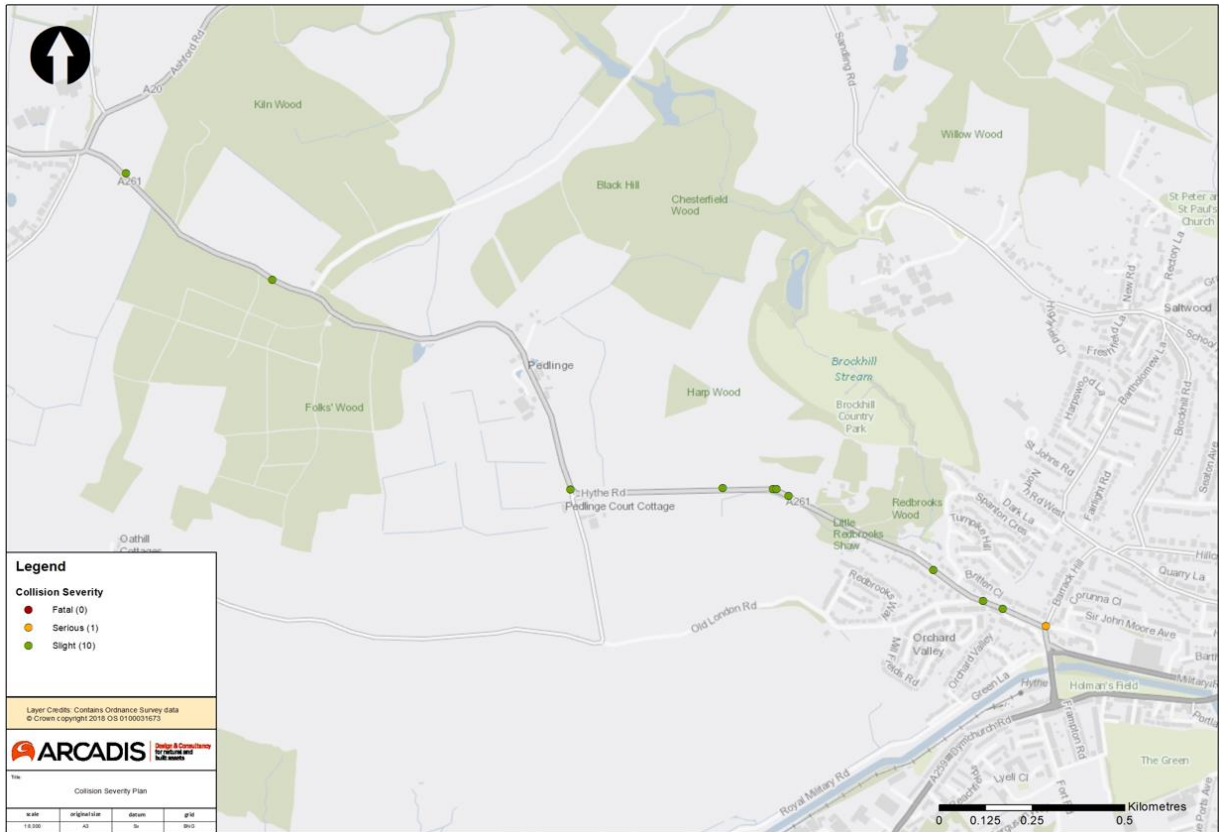
Figure 26 A259 Collisions by Year and by Severity



1.24 A261 Hythe Road

1.24.1 In total, 11 collisions occurred along the A261 Study Route. The location of all collisions is shown in Figure 27.

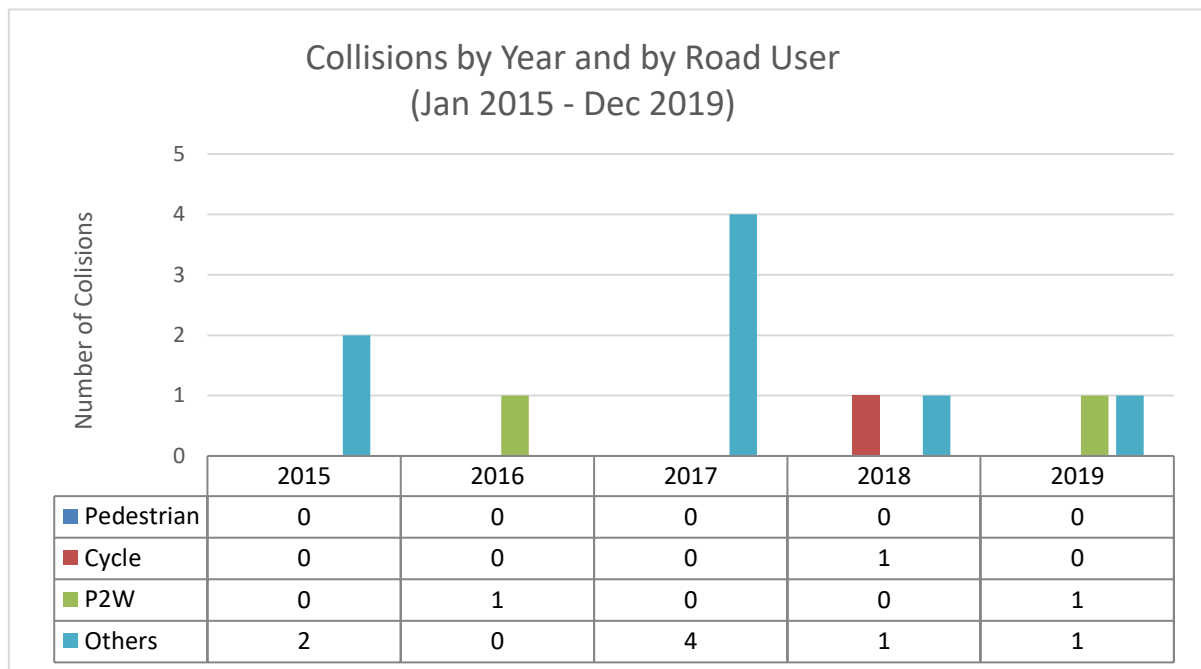
Figure 27 A261 Collision Study Route



1.25 A261 Collisions by Year and Road User

1.25.1 Figure 28 shows the number of collisions recorded by year and by road users along the A261 Study Route. No collisions involving pedestrians were recorded during this

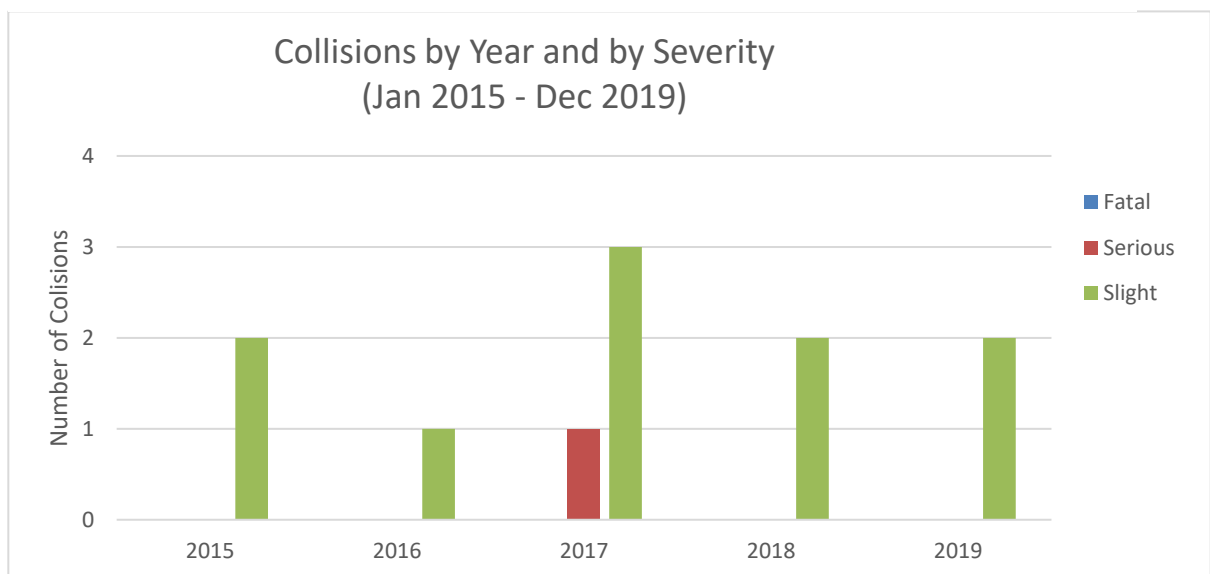
Figure 28 A261 Collisions by Year and by Road User period.



1.26 A261 Collisions by Year and Severity

1.26.1 Figure 29 shows the number of collisions recorded by year and severity along the A261 Study Route. Collisions notably peaked during 2017 with four collisions.

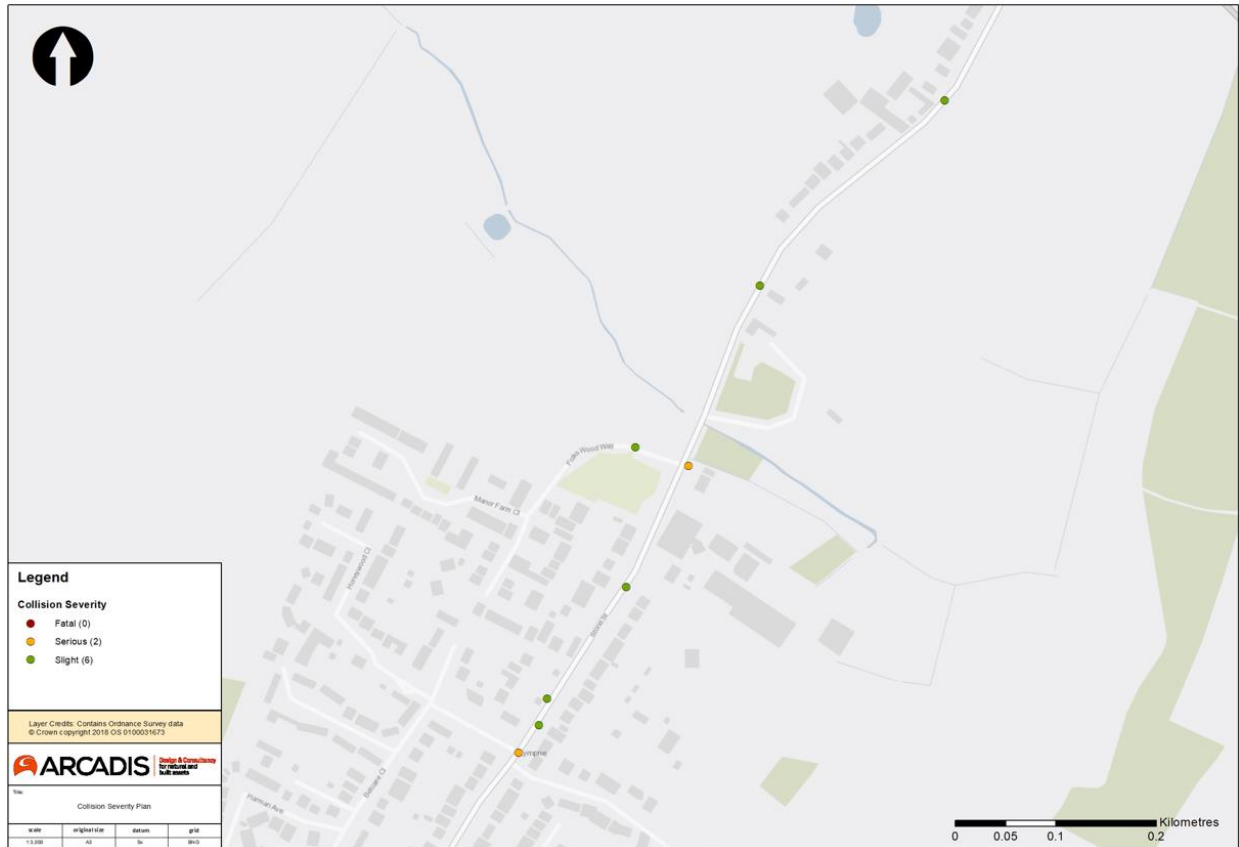
Figure 29 A261 Collisions by Year and by Severity



1.27 Stone Street

1.27.1 In total, 8 collisions occurred along the Stone Street Study Route. The location of all collisions are shown in Figure 30.

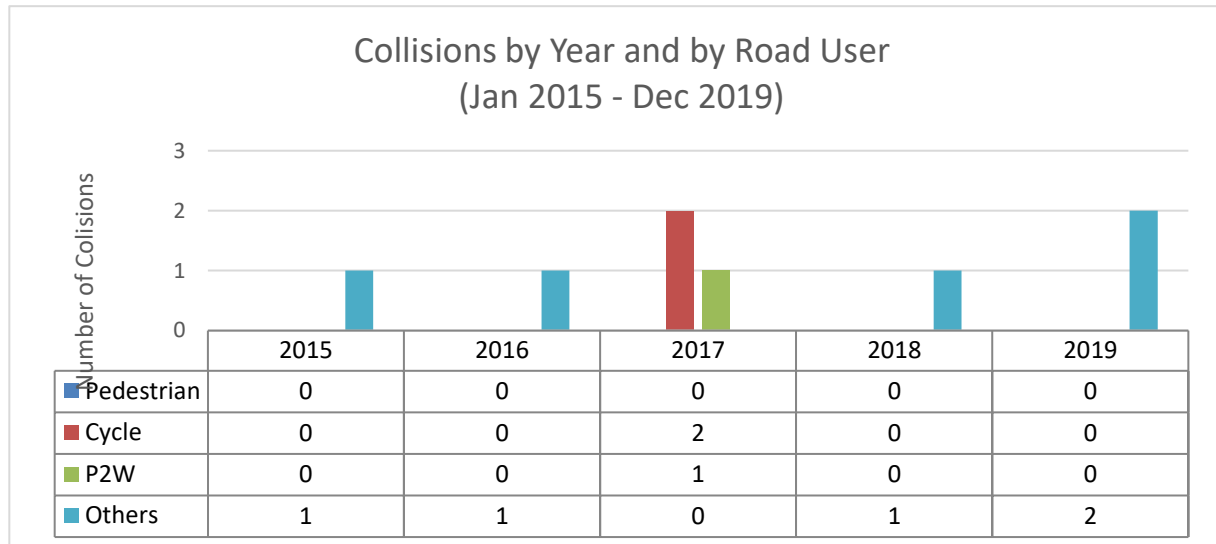
Figure 30 Stone Street Collision Study Route



1.28 Stone Street Collisions by Year and Road User

1.28.1 Figure 31 shows the number of collisions recorded by year and by road users along Stone Street Study Route. There are no discernible collision clusters along the Study Route.

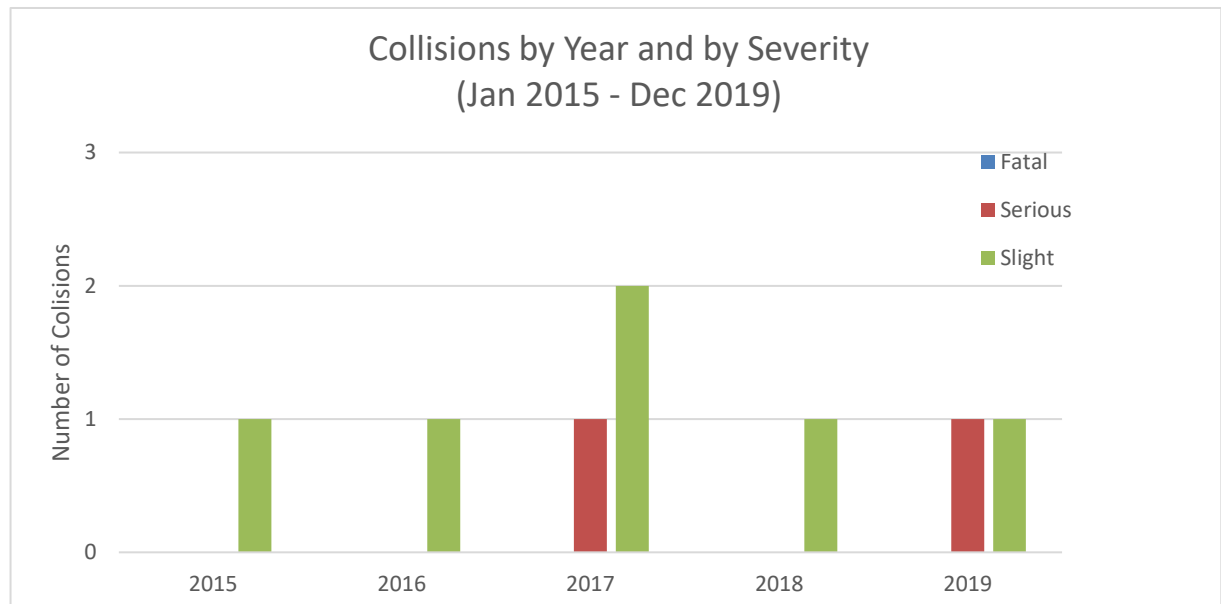
Figure 31 Stone Street Collision by Year and by Road User



1.29 Stone Street Collisions by Year and Severity

1.29.1 Figure 32 shows the number of collisions recorded by year and severity along Stone Street Study Route. The number of collisions remained relatively consistent per year.

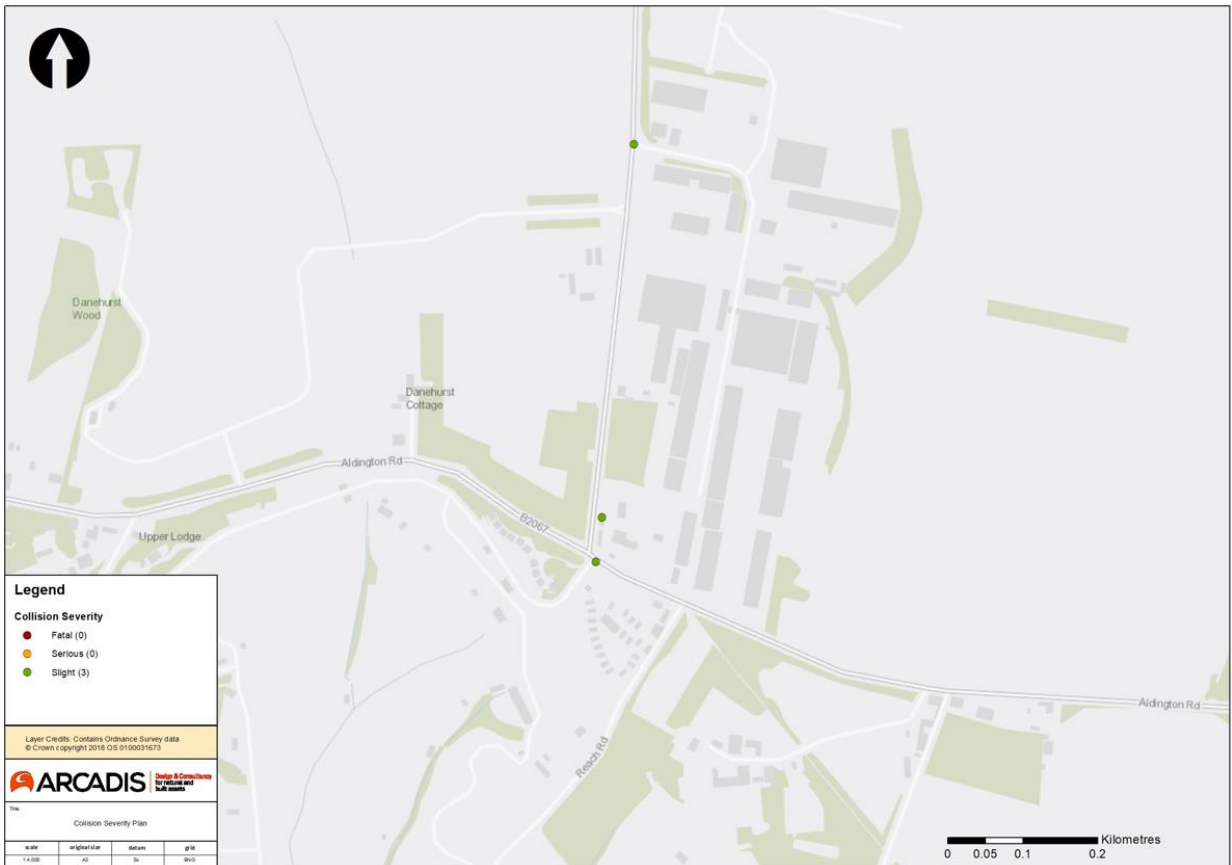
Figure 32 Stone Street Collisions by Year and by Severity



1.30 B2067 Otterpool Lane

1.30.1 In total, 3 collisions occurred along the B2067 Study Route. The location of all collisions are shown in Figure 33.

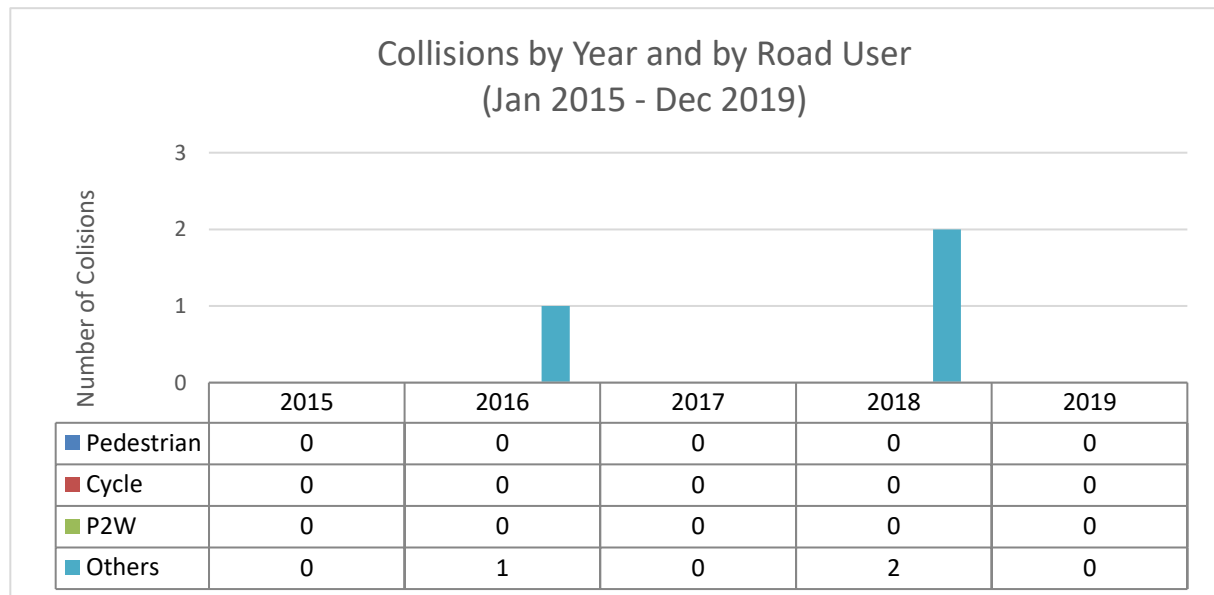
Figure 33 B2067 Otterpool Lane Collision Study Route



1.31 B2067 Collisions by Year and Road User

1.31.1 Figure 34 shows the number of collisions recorded by year and by road users along the B2067 Study Route. No collisions resulted in injuries to vulnerable road users.

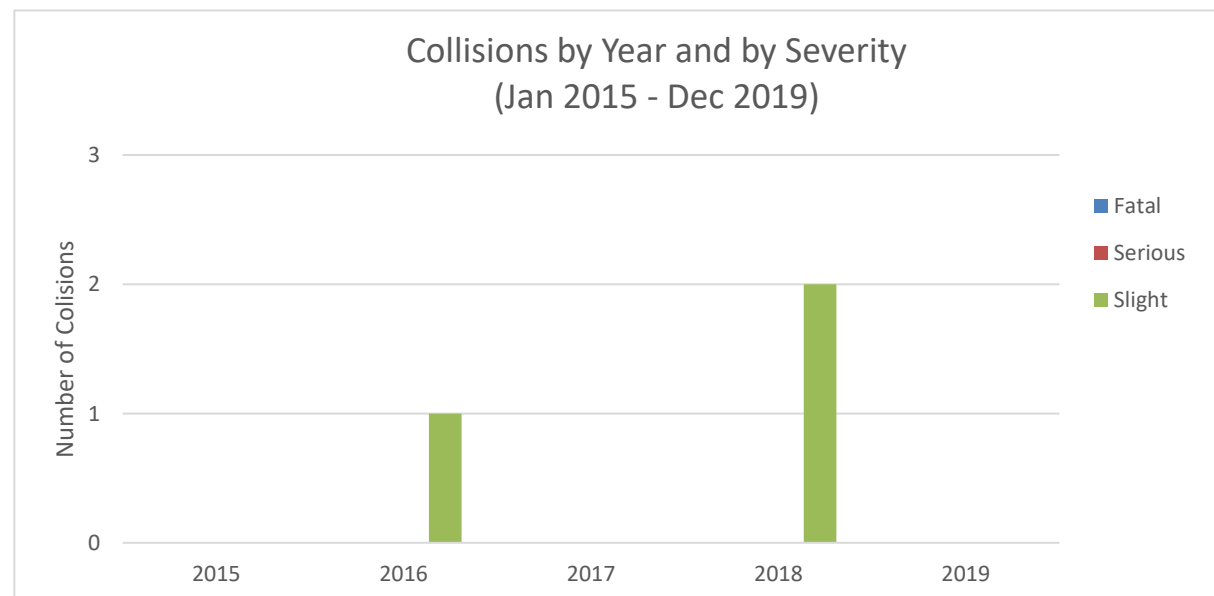
Figure 34 B2067 Otterpool Lane Collisions by Year and by Road User



1.32 B2067 Collisions by Year and Severity

1.32.1 Figure 35 shows the number of collisions recorded each year by severity along the B2067 Study Route. No high severity collisions were recorded during the study period.

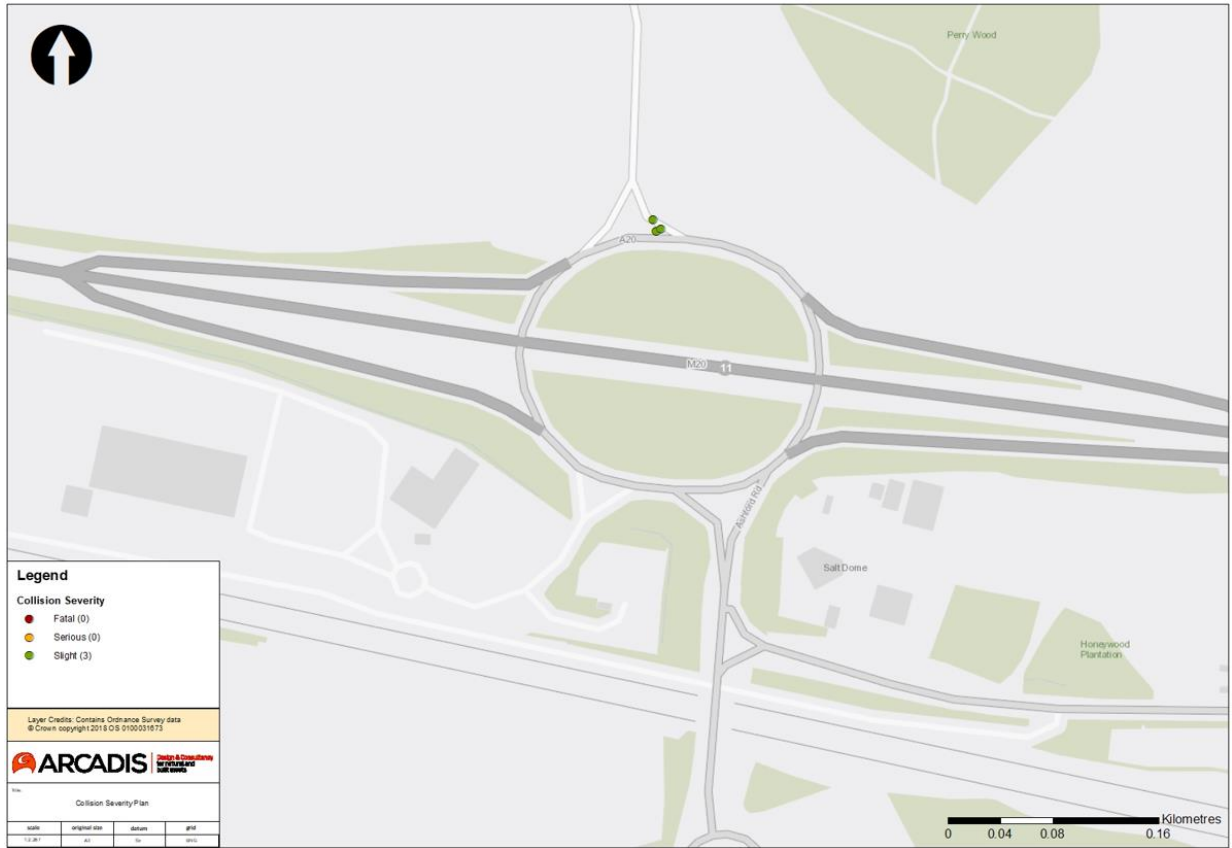
Figure 35 B2067 Otterpool Lane Collisions by Year and by Severity



1.33 B2068

1.33.1 In total, 3 collisions occurred along the B2068 Study Route. The location of all collisions are shown in Figure 36.

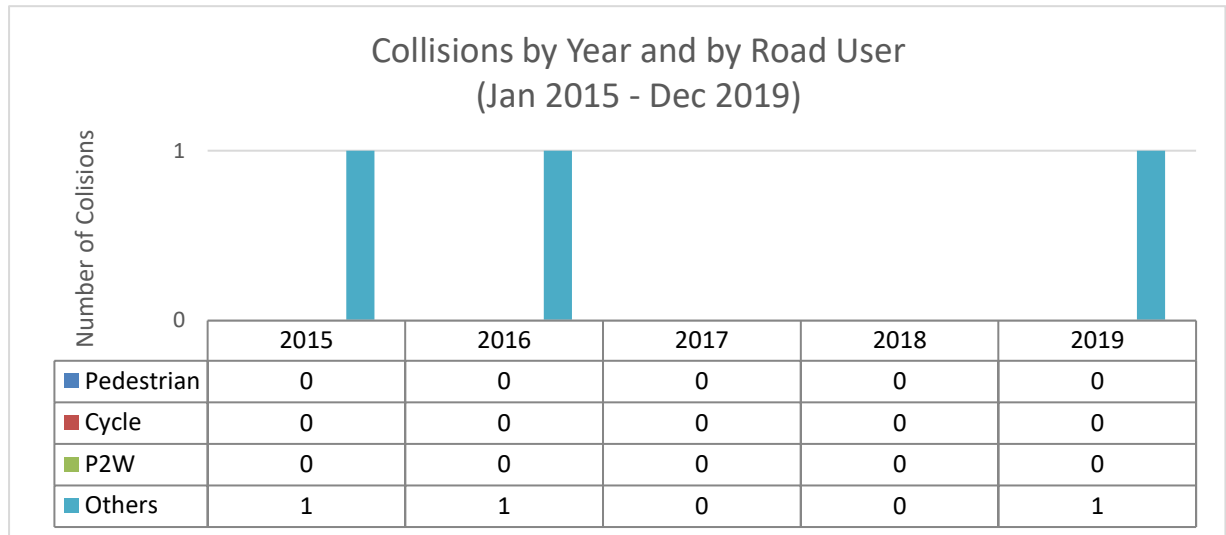
Figure 36 B2068 Collision Study Route



1.34 B2068 Collisions by Year and Road User

1.34.1 Figure 37 shows the number of collisions recorded by year and by road users along B2068 Study Route. Only three collisions occurred during this five-year period.

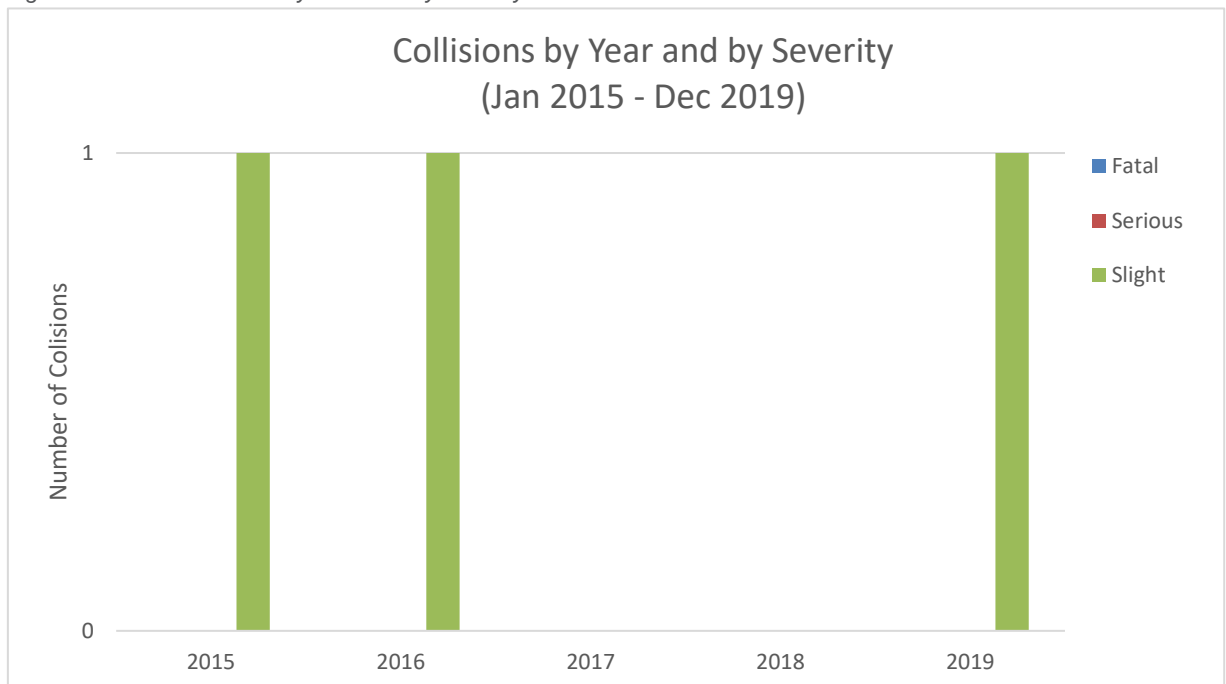
Figure 37 B2068 Collisions by Year and by Road User



1.35 B2068 Collisions by Year and Severity

1.35.1 Figure 38 shows the number of collisions recorded each year by severity along B2068 Study Route. The number of collisions over the five-year period was low.

Figure 38 B2068 Collisions by Year and by Severity



1.36 A292

1.36.1 In total, 2 collisions occurred along A292 Study Route. The location of all collisions are shown in Figure 39.

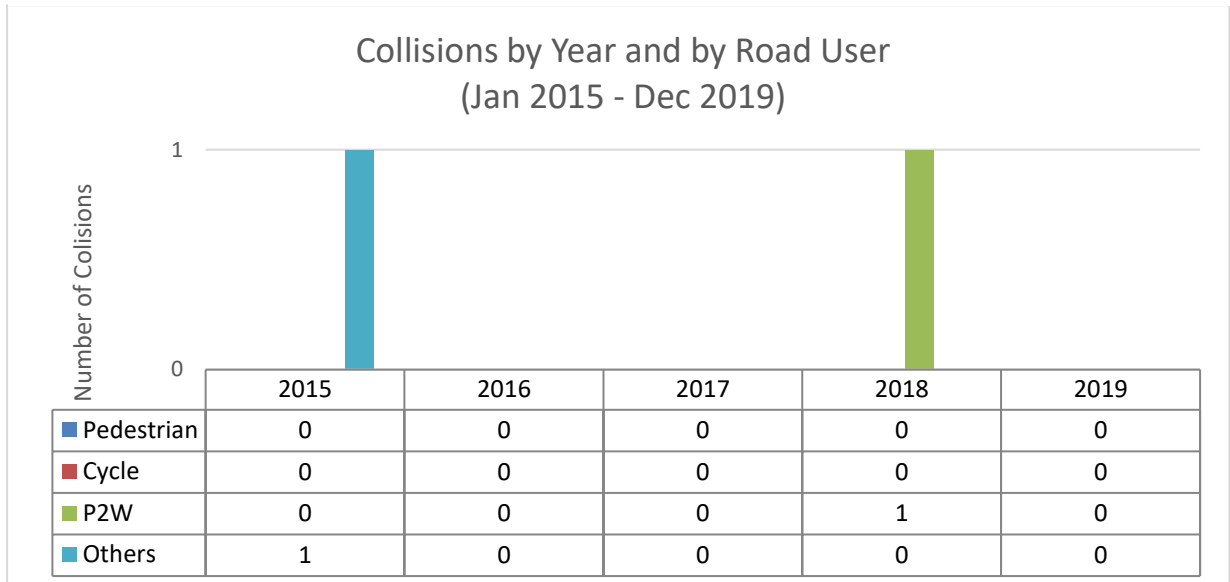
Figure 39 A292 Collision Study Route



1.37 A292 Collisions by Year and Road User

1.37.1 Figure 40 shows the number of collisions recorded by year and road user the A292 Study Route. The one collision involved a Powered-two-wheeler

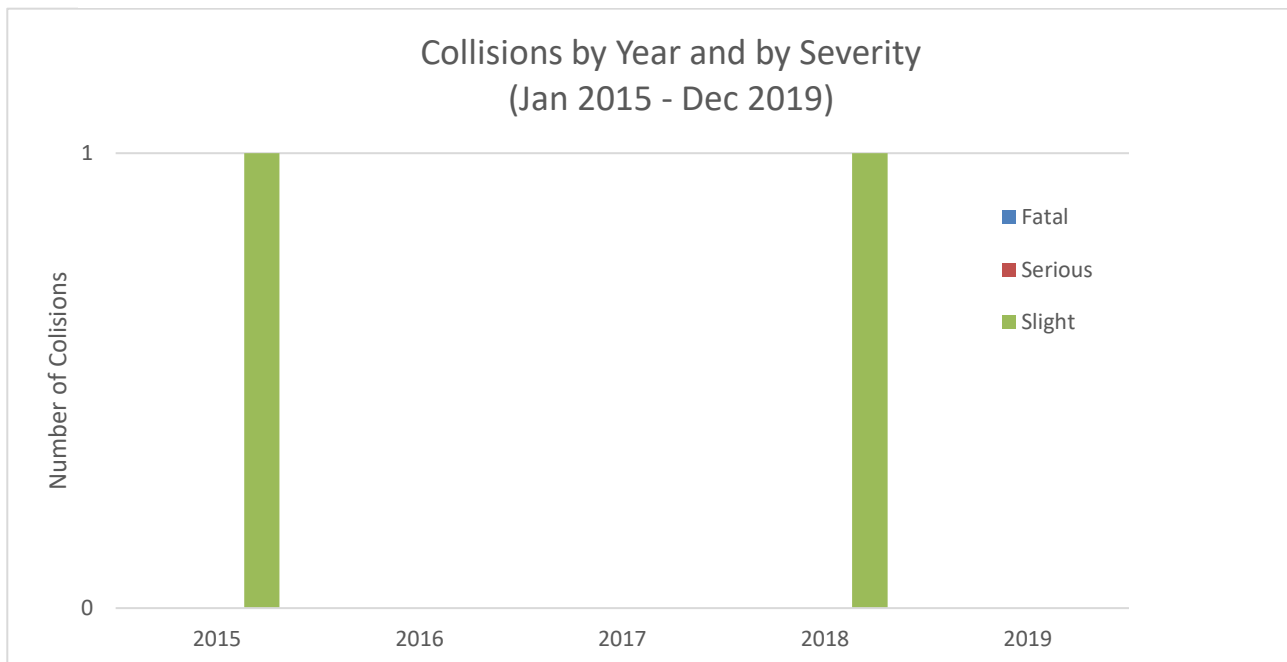
Figure 40 A292 Collisions by Year and by Road User



1.38 A292 Collisions by Year and Severity

1.38.1 Figure 41 shows the number of collisions recorded each year by severity along the A292 Study Route. Both collisions resulted in slight injuries.

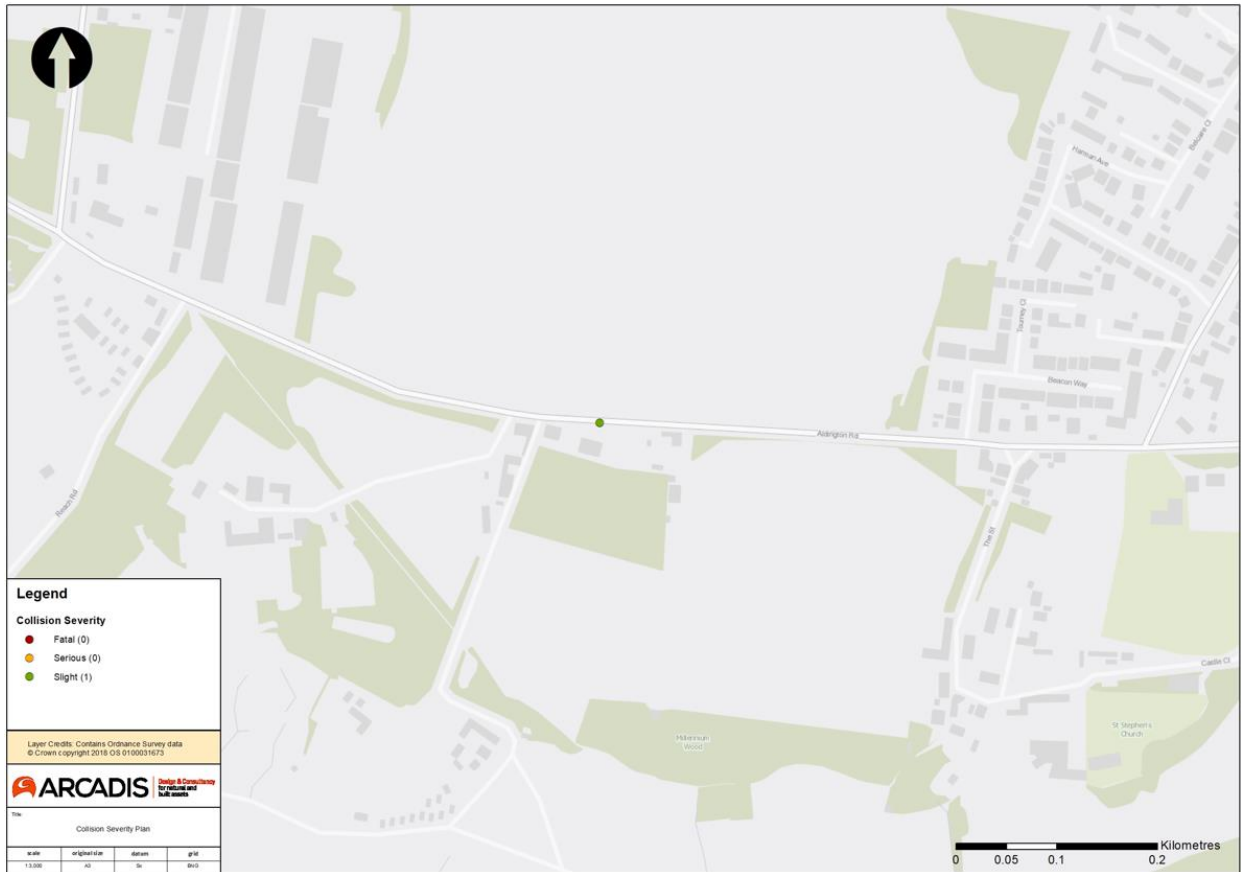
Figure 41 A292 Collisions by Year and by Severity



1.39 Aldington Road

1.39.1 In total, one collision occurred along the Adlington Road Study Route. The location of the collision is shown in Figure 42.

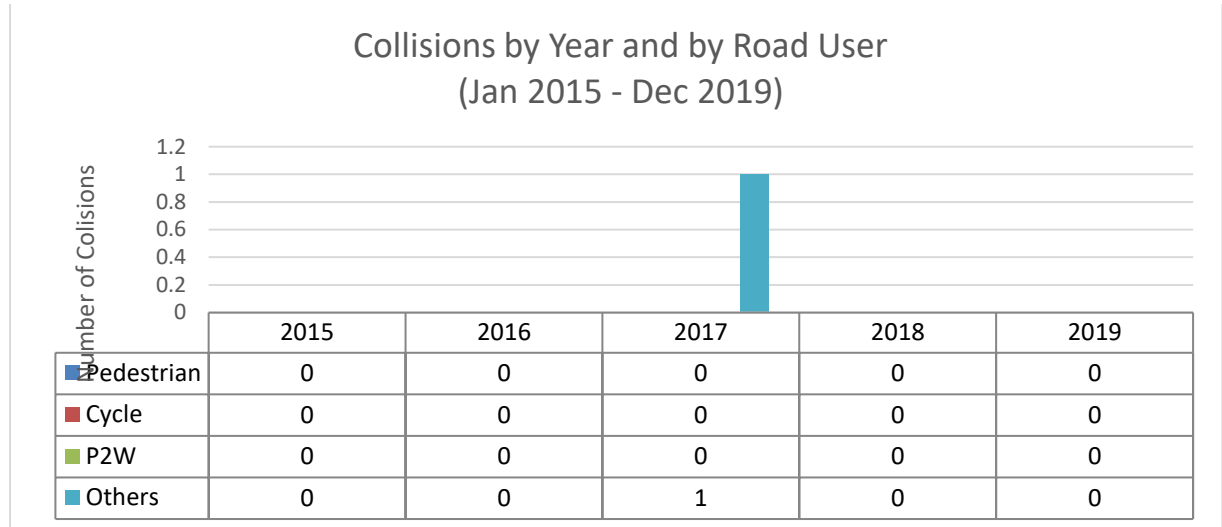
Figure 42 Aldington Road Collision Study Route



1.40 Aldington Road Collisions by Year and Road User

1.40.1 Figure 43 shows that the collision occurred in 2017 and did not involve any vulnerable road users.

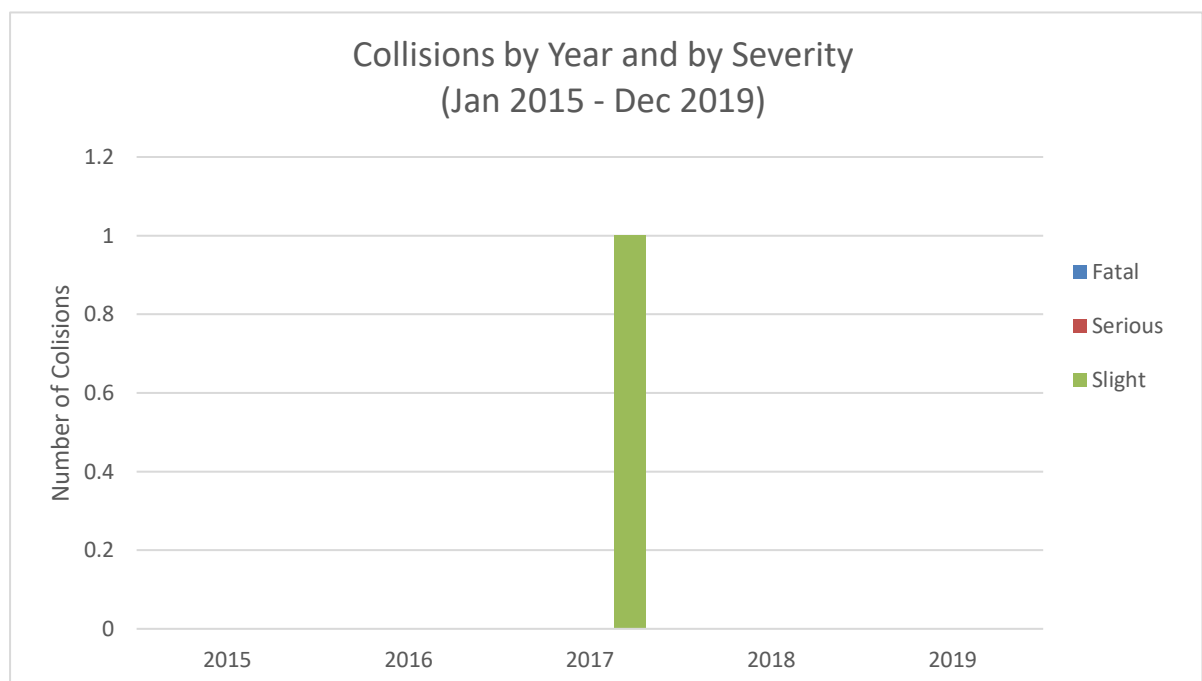
Figure 43 Aldington Road Collisions by Year and by Road User



1.41 A20 Collisions by Year and Severity

1.41.1 Figure 44 shows that the collision recorded along Adlington Study Route resulted in a slight collision.

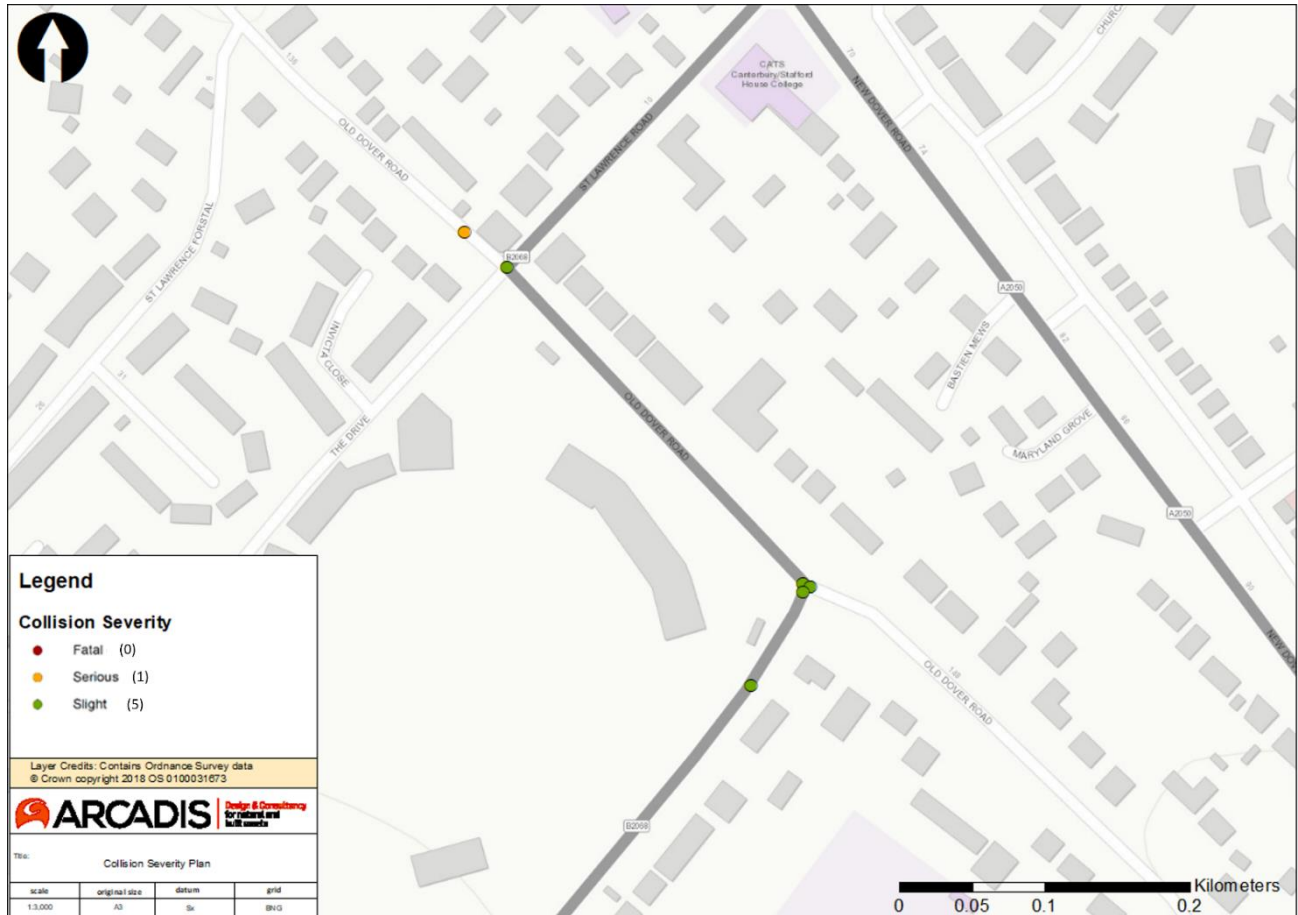
Figure 44 Aldington Road Collisions by Year and by Severity



1.42 Old Dover Road, Canterbury

1.42.1 In total, six collisions occurred along the Old Dover Road, Canterbury Study Route. The location of the collision is shown in Figure 45.

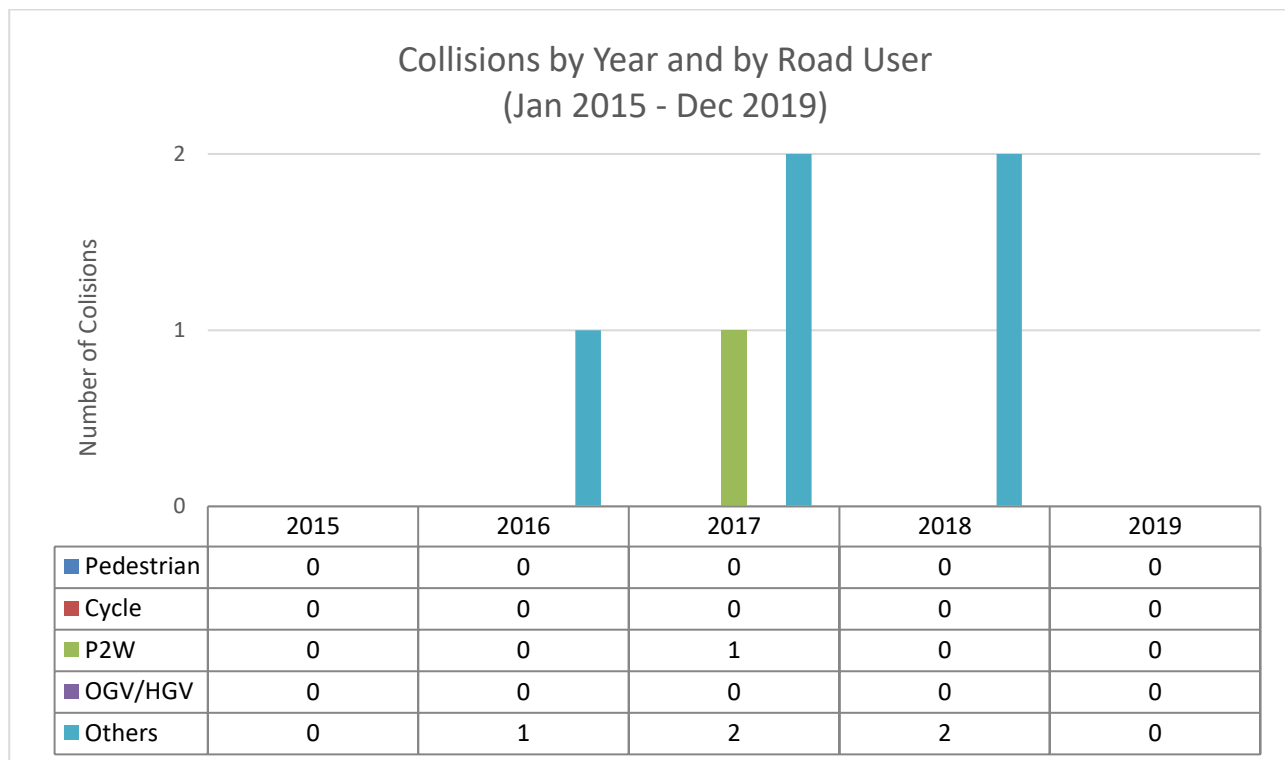
Figure 45 Old Dover Road Collision Study Route



1.43 Old Dover Road Collisions by Year and Road User

1.43.1 Figure 46 shows that the collision occurred in 2017 and did not involve any vulnerable road users.

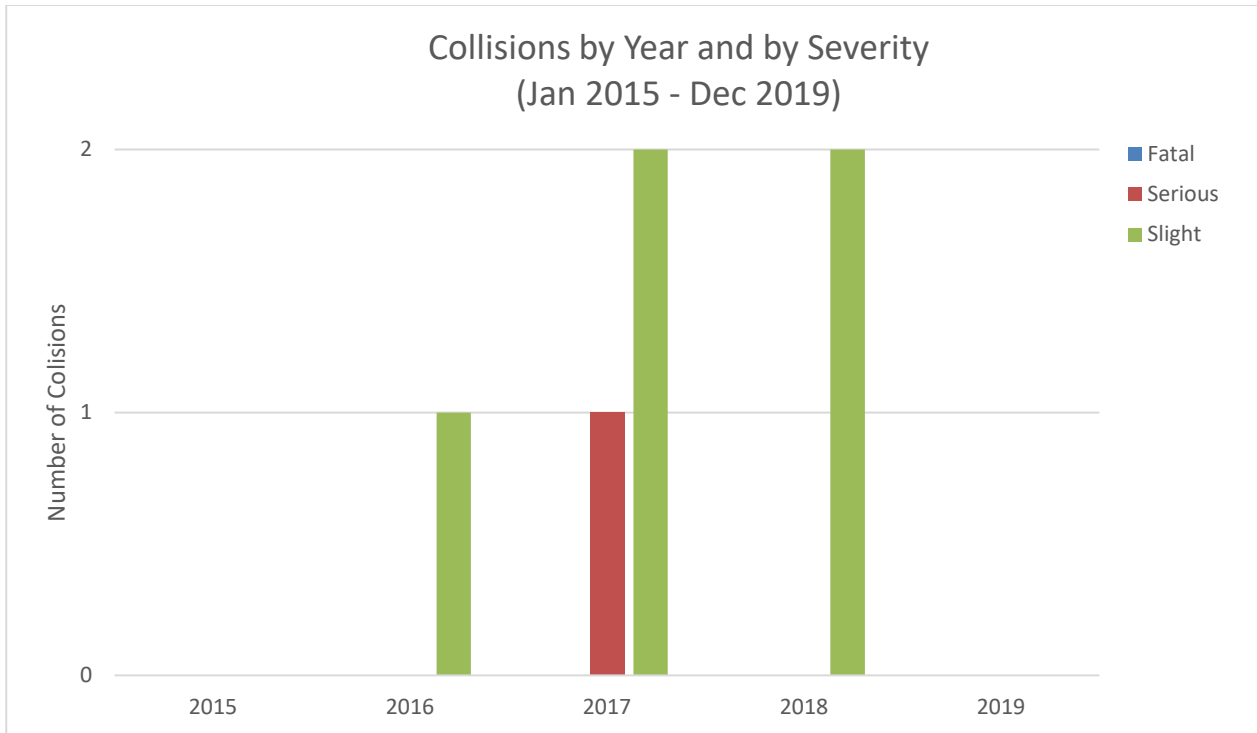
Figure 46 Old Dover Road Collisions by Year and by Road User



1.44 Old Dover Road Collisions by Year and Severity

1.44.1 Figure 47 shows that the majority of collisions recorded along Old Dover Study Route were of a slight severity.

Figure 47 Old Dover Road Collisions by Year and by Severity



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