8. Highways

8.1. This section seeks to address the comments made by the Kent County Council Highways Department on 10 January 2024 and Highways and National Highways on the 5 January 2024. A subsequent meeting was held with Kent County Council Highways on 16th February 2024. It is acknowledged that further clarifications with regards to the impact of glint and glare were raised in an addendum response on 23 February 2024 and these are dealt with under a separate subheading below.

8.2. The Traffic Note Addendum (Appendix 6) document has been prepared to address the matters raised.

8.3. The assessment of PIC data concluded that there are no highway safety issues that could be exacerbated by the temporary increase in traffic as a result of the development. Where necessary the applicant has agreed to suitably worded conditions with regards to a CEMP and DTMP.

8.4. Overall, the transport planning policy set out in the National Planning Policy Framework and NPPG are fully satisfied by the proposed development and inform drivers of routing and the presence of increased construction traffic.

8.5. It is acknowledged that there is a further access proposed on the enclosed resubmission drawings. However, this access will be for emergency access only and will not form an operational access during the lifetime of the operation.

Glint and Glare

8.6. The existing submitted assessment considers the existing vegetation and a topographical barrier between the M20 and the fields in which the proposed development will be located. This will therefore screen the potential glare for the majority of the route.

8.7. In light of comments received from National Highways, a Glint and Glare Technical Note has been prepared to provide the further modelling assessment of observation points as requested. The findings of this modelling are provided in the attached Glint and Glare Technical Note (Appendix 7).

8.8. The technical note concludes:

"Upon consideration of the length of road affected, intervening arrays, vegetation, and topography, a 'low impact' is determined towards a small section of the M20 whilst 'no impact' is determined to the remaining modelled road sections.

Whilst additional mitigation is not considered to be strictly necessary, installation of opaque fencing or all-year-round vegetation along a small section of the M20 road could further mitigate potential glare from array PV4, resulting in an 'insignificant' residual impact."

8.9. Notwithstanding that the suggested additional mitigation is not necessary, the revised Landscape Masterplan demonstrates that additional hedgerow and tree planting is proposed along the boundary of Field 6 and the M20. Therefore, as per the Glint and Glare Technical Note, the residual impact on the M20 is considered to be insignificant.

Appendix 6

Traffic Note Addendum

Land at Chimmens Solar Farm, Mussenden Lane.

Date: March 2024 | Pegasus Ref: P22-1221_R002 RevA_TR_AJ_JB

Author: JB / AJ

Document Management

Version	Date	Author	Checked/ Approved by:	Reason for revision
-	05 March 2024	AJ / JB	JK	Client issue
Rev A	28 March 2024	JB	JK	Client Comments

Contents

1. Introduction

1.1. This Traffic Note Addendum document has been prepared by Pegasus Group on behalf of RES Ltd (the Applicant) in relation to the planning application for a solar farm at Chimmens Solar Farm, Mussenden Lane (Ref: 23/03181/FUL).

1.2. The development proposals associated with this application include the construction of a solar photovoltaic (PV) farm with capacity to produce up to 49.9MW and all associated works, equipment and necessary infrastructure, on land south of Mussenden Lane, Sevenoaks.

1.3. The planning application was supported by a suite of documents including a Construction Traffic Management Plan (CTMP) to consider the transport and highways impacts of the development. KCC Highway Authority, KCC Public Rights of Way (PROW) and Access Services and National Highways (NH) have provided comments on the application. This Traffic Note Addendum addresses these outstanding comments from a transport perspective.

1.4. This document is to be read in conjunction with the CTMP which forms part of the planning application.

Scope of the Traffic Note Addendum

1.5. To ensure that this report fully addresses the comments from KCC and National Highways, the subsequent sections of this report have been designated to each set of comments and their requirements from each department, in order to supplement the information previously submitted within the CTMP.

1.6. The sections included within this report are as follows:

- **Section 2 –** sets out the concerns of the KCC PROW and Access team in relation to PROWs in the vicinity of the site, and how these concerns have been addressed;
- **Section 3 –** sets out the requirements of National Highways (NH) in relation to a Construction Environmental Management Plan, collision analysis, glint and glare assessment and Decommissioning Plan, with each of these concerns being resolved accordingly;
- **Section 4** – sets out the further information requested by KCC Highways in relation to PIC data and addresses the request for a Transport Assessment and assessment of Scratchers Lane/A20 junction; and
- **Section 5** – summarises this Traffic Note Addendum**.**

2. KCC PROW and Access Service Comments

Introduction

2.1. The following concerns were raised by KCC PROW and Access Service which have led them to place a holding objection on the application dated 08 January 2024 (**Appendix A**).

2.2. The comments and concerns are as follows, with each being required to be addressed to lift the objection.

1. *Omission of reference to one of the above PROW routes, SD332, within Application documents*

2. *Site access during construction and operation appear to be aligned along Public Footpath SD333*

3. *Insufficient detail regarding PROW incorporation to enable full comment, insufficient weight given to user amenity of PROW routes.*

2.3. A meeting was held with officers on 13 February 2024 and the below approach is in accordance with the meeting discussions. It was agreed that the changes to the scheme set out below would address the concerns raised.

2.4. A Planning Addendum document reference: R004v0_PL has been prepared which addresses all of the concerns raised from a planning perspective.

2.5. This section provides the additional information and clarification to specifically address the comments and concerns relating to the CTMP made by the Rights of Way Improvement Officer from a transport perspective only.

1. PROW Route SD332

2.6. PROW Route SD332 comprises two sub-numbered sections SD332/1 and SD332/2 and extends from Mussenden Lane in the north a total of 335m to Gabriel Spring Road East in the south. It travels along the hedgerow of the fields to the west of Three Gates Road. The footpath is accessed at the junction of Gabriel Spring Road and Three Gates Road via a gate and is signposted.

2.7. For the avoidance of doubt, as the route is located outside the application boundary there are no physical works to Public Footpath SD332.

2.8. The CTMP does not specifically refer to the route, with there being no anticipated impact from the development on Public Footpath SD332 from a transport perspective. Access to the route will be unfettered by the development construction.

2.9. As discussed during the meeting whilst the Gabriel Spring Road East and Three Gates Road junction is included within the redline boundary this is limited to potential vegetation trimming in order to achieve visibility splays at the junction. No works in the vicinity of this junction will impact the existing PROW route SD332 in the vicinity of the junction.

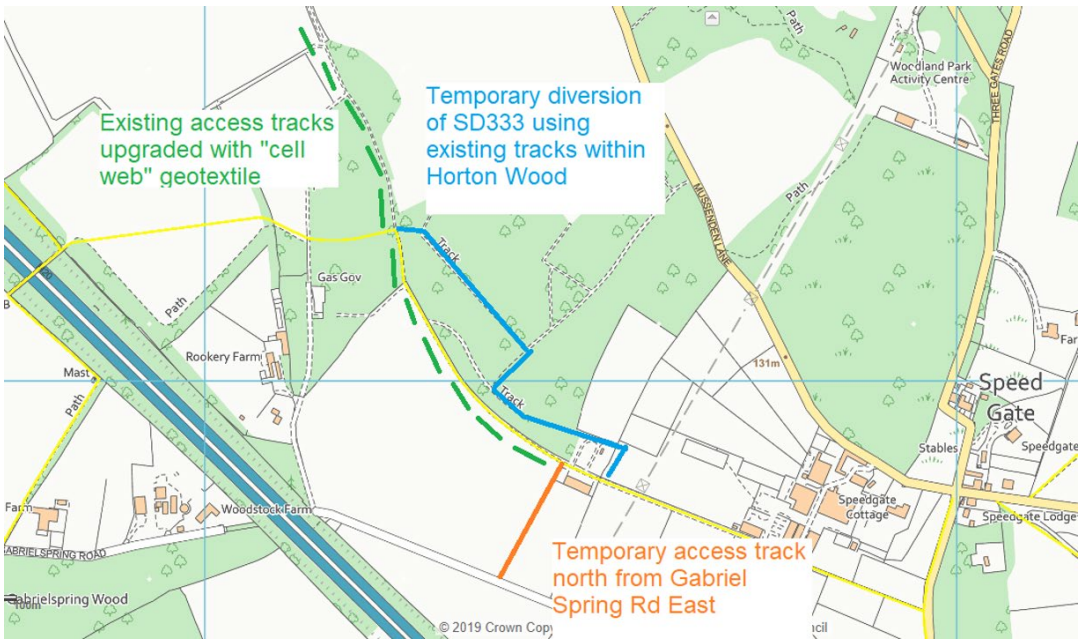
2.10. The development will not use any of PROW routes as haulage/construction routes, with the exception of Public Footpath SD333, which is discussed below. The proposed construction route is described in detail within **Section 4** and shown on a plan in **Appendix C** of the CTMP document reference: P22-1221-TR-R001 RevC.

2. Site Access and PROW Route SD333

2.11. Within the Planning Addendum document, it has acknowledged that during the construction period traffic will be routed along the existing track through the site which correlates with the alignment of Public Footpath SD333.

2.12. To resolve this, the applicant is proposing a temporary diversion route for the construction period as detailed below. This will enable the public to continue to utilise tracks and the onwards PROW network safely during this construction period. It is proposed that this alternative route will be clearly signposted for ease of use.

Plate 2.1 – Proposed Temporary Public Footpath Diversion Route



2.13. It was agreed with KCC that the alternative routing could be confirmed post application and that, if necessary, the alternative route could be amended to any such similar route depending on the construction phase and activities as long as construction traffic and the general public have separate routes. As such there would be no concern regarding user safety.

2.14. It is understood that the temporary closure and realignment will be agreed with Kent County Council under a separate agreement prior to any works commencing on site and can be secured by condition if necessary. As it typical of any PROW diversion, notices will be given on site giving advance warning of the diversion.

2.15. The existing alignment of the PROW will be included within the condition survey for the site with any damages as a direct result of construction made good upon reopening of the original PROW alignment.

2.16. Construction (and decommissioning) traffic will not route along any PROW with the exception of SD333 as set out above.

3. Further Details on PROW Incorporation

2.17. In relation to the specific requirements set out by the KCC PROW and Access Service in relation to the CTMP, the following changes have been made:

- RES Figure 3 – Ariel with Field Nos is provided to show land ownership only and did not form part of the CTMP. Features within the site including PROW are shown on RES Figure 4.

- RES Figure 4 - Infrastructure has been updated to show PROW SD333 (which routes through Field 9) with the alignment and removal of some solar panels to allow for a 11.5m buffer along the route of SD333. Figure 4 is included within the wider submission document pack.

- Following meeting with Kent PROW on 13 February 2024, Chimmens Solar Farm will deliver an upgrade of the stile at the junction of SD156 and SD333. Furthermore, the project will deliver information boards along footpaths SD156 and SD333 for the benefit of PROW users. Further details of the design changes are set out in R004v0_Planning Addendum.

3. National Highways Comments

Introduction

3.1. This section of the report sets out and responds to the concerns of National Highways set out within their 'National Highways Planning Response (NHPR 22-12) Formal Recommendation to an Application for Planning Permission' dated 05 January 2024.

3.2. Pegasus requested a meeting to discuss the comments in context of the site proposals. Further to this request NH provided an updated response dated 23 February 2024 and supporting technical note dated 19 February 2024.

3.3. All three responses from NH are included in **Appendix B** for reference.

3.4. The comments provided related to the following topic areas:

1. *Construction Environmental Management Plan;*
2. *Collision Analysis;*
3. *Glint and Glare; and*
4. *Decommissioning Phase.*

3.5. The concerns have been fully addressed below with a view to reaching agreement with NH.

1. Construction Phase

3.6. NH suggested a planning condition relating to the preparation, agreement, and adherence to a full Construction Environmental Management Plan (CEMP). The applicant accepts a condition in this regard.

2. Collision Analysis

3.7. NHNH, who operate the M25 and M20, requested that collision assessment area is extended beyond that provided in the CTMP to include M25 Junction 3 Swanley Interchange, where development construction traffic is proposed to route to/from the Strategic Road Network.

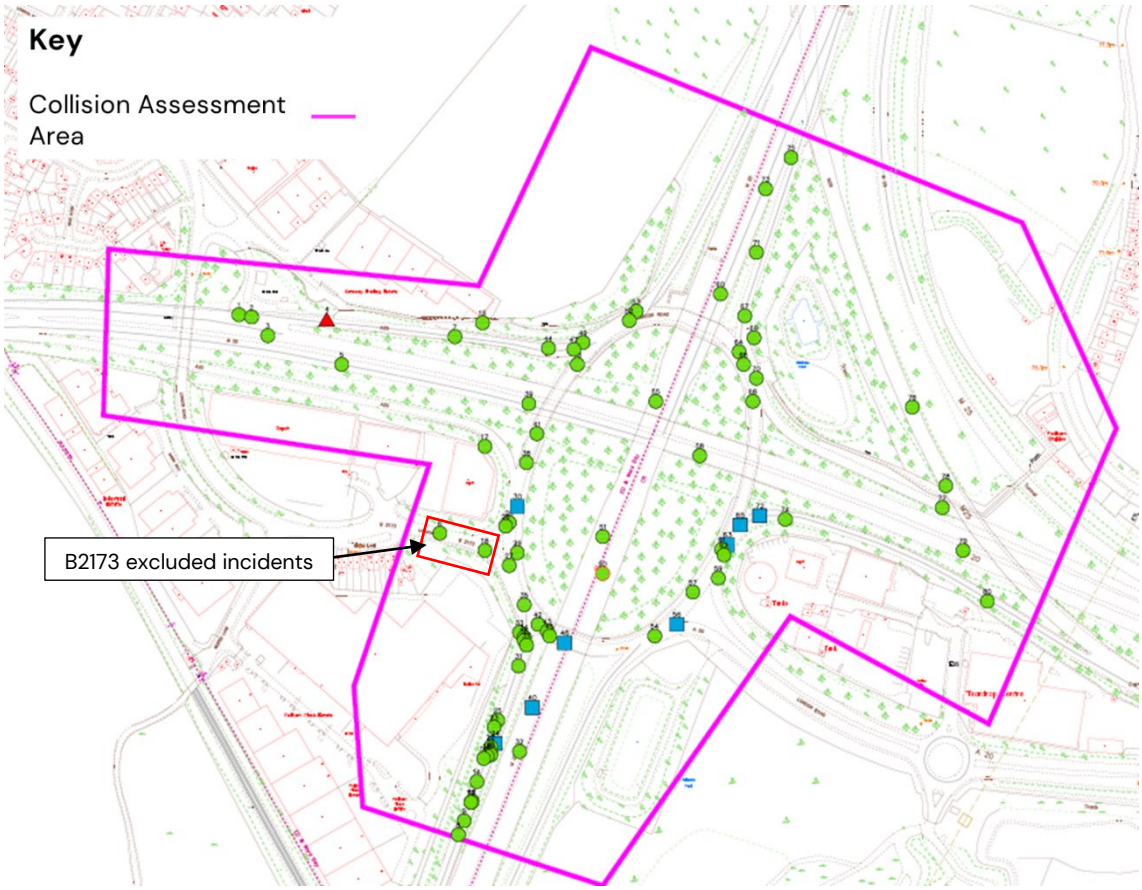
3.8. It is worth noting that construction traffic will be temporary in nature spanning a total of 6-12 months with a maximum of 30 two-way trips per day. This level of traffic increase at a busy motorway interchange will be well within the typical daily variation of traffic flows for the junction.

3.9. Nevertheless, in order to satisfy any concerns NH may have in regard to the highway safety of the junction and to consider the potential impact of temporary construction traffic within the study area a review has been undertaken and is set out in the following paragraphs.

3.10. STATS19 Personal Injury Collision (PIC) data has been obtained from KCC for the eight year period requested (01 January 2015 – 30 September 2023), covering five years pre-pandemic and all available post-pandemic years.

3.11. **Plate 3.1** illustrates the collision assessment area and PIC locations with the full data outputs provided in **Appendix C.**

Plate 3.1 - M23 Junction 3 Swanley Interchange - Collision Assessment Area



3.12. A total of 80 collisions were recorded within the study area and for the entire period.

3.13. Two incidents on the B2173 can be discounted from the analysis as this road does not form part of the construction traffic route.

3.14. Whilst all incidents are unfortunately regrettable, the majority (69) of incidents were classified as minor, eight were serious and only one was fatal.

3.15. Construction vehicles will use the A20 approach onto and from Junction 3 of the M25. Only one collision was recorded at the A20 approach which construction vehicles are proposed to use. The incident whilst classified as serious was the result of a circulating vehicle failing to stop at a red light. As such there is no common causation factor or trend of accidents on this approach which would be exacerbated by the traffic associated with the development.

3.16. The collisions per year are summarised in **Table 3.1** below.

Table 3.1 – Collisions per Year

Year	Number of Collisions			
	Fatal	Serious	Slight	Total
2015	1	1	11	13
2016	0	0	10	10
2017	0	2	4	6
2018	0	2	9	11
2019	0	1	8	9
2020	0	1	11	12
2021	0	1	11	12
2022	0	0	3	3
2023 (January – September)	0	0	2	2

3.21. **Table 3.1** indicates that generally the number of collisions per year has been on a downward trend since 2015, with the lowest collision numbers recorded in 2022 and 2023 (to date). The rate of serious incidents is low and in recent years all collisions are classified as slight.

3.22. **Table 3.1** highlights that there is no inherent highway safety issue at the junction which could be exacerbated by the development traffic.

Glint and Glare

3.23. A separate report has been undertaken by Mabbett and Associates which addresses concerns relating to Glint and Glare set out by JSJV in their 'Review of Specialist Glint and Glare Report for Planning Application 23/03181/FUL' document, dated 19 February 2024. This report can be found at Appendix 5 of the Planning Addendum

Decommissioning

3.24. NH suggested a planning condition relating to the preparation, agreement, and adherence to a full Decommissioning Traffic Management Plan (DTMP). The applicant accepts a condition in this regard.

4. KCC Highways Comments

Introduction

4.1. This section of the report sets out and responds to the concerns of KCC Highways dated 10 January 2024 included in full within **Appendix D**.

4.2. Further to the comments, a meeting was arranged between KCC highways and Pegasus Group on the 16 February 2024 to agree a way forward (the minutes of which are attached as **Appendix E**).

4.3. KCC Highways have confirmed that they are not looking to refuse the application, however more evidence is required to secure a favourable response.

4.4. Within this meeting KCC Highways set out that they required the following information:

1. Information pertaining to a Transport Assessment;
2. Confirmation of and information pertaining to a Mitigation Strategy;
3. Confirmation of whether Construction Traffic is required at Peak Hours, as well as further details relating to this; and
4. Review of PIC data of highlighted junctions along the A20 corridor.

1. Requirement for a Transport Assessment

4.5. KCC Highways agreed that a full Transport Assessment is not required subject to Pegasus providing it could be demonstrated that the relevant information typically provided within a TA were provided.

4.6. The requirements for a Transport Assessment are set out within Paragraph 015 (Reference ID: 42-015-20140306) of the 'Travel Plans, Transport Assessments and Statements' guidance document which forms part of the National Planning Policy Guidance (NPPG) dated 06 March 2014.

4.7. **Table 4.1** below sets out how these requirements have been addressed.

Table 4.1 – Transport Assessment Requirements and location of information

TA Requirements	Location of Information	Notes
Site Layout	Figure 4 - Infrastructure Layout plan	
Proposed Development Plans	Section 1 of CTMP	
Site Access Arrangements	Section 3 of CTMP	
Neighbouring Uses	Section 2 of CTMP	
Local Highway Network	Section 2 of CTMP	
Public Transport Provision	Not Relevant to the Site	As set out in Section 5 of CTMP, given the proposed land use all trips are envisioned to be undertaken via motor vehicles, car share will be encouraged.
Travel Characteristics	Section 5 of CTMP	
Committed Developments	Not Relevant to the Site	We are not aware of any committed developments in relation to the site and this has not been highlighted in our discussions with the council
Current Traffic Flows	Section 3 - 'Existing Traffic Flows' of this note	No junction capacity assessment is assumed to be required given the proposed mitigation to avoid peak hours
Injury Collision Records	Section 3 and 4 of this note and Section 2 of the CTMP	
Environmental Impact	Section 4 and 6 of CTMP	Section 4 sets out avoidance of built-up areas. Section 6 outlines a requirement for engines to be turned off
Accessibility	Section 2 of CTMP	As set out in Section 5 of CTMP, all trips are envisioned to be undertaken via motor vehicles, car share will be encouraged. Notwithstanding site context is set out in Section 2 of CTMP
Parking Facilities	Section 3 of CTMP and Figure 4 - Infrastructure Layout plan	
Environmental Sustainability	Section 5 of CTMP	
Mitigation	Section 6 of CTMP and throughout this note	

2. Existing Traffic Flows

4.8. To consider the developments construction traffic impact along the proposed construction route, a percentage impact review based on publicly available data. The percentage impact of operation traffic has also been included for information assuming these vehicles also route to from the M25 Junction 3 along the construction route.

4.9. **Table 4.2** below sets out the percentage change of vehicles along Scratchers Lane (southeast of Three Gates Road) based on data sourced from DfT's count point 805334 and the proposed development traffic.

Table 4.2 – Expected Percentage change of vehicles on Scratchers Lane

Existing Link Flows (2018)	Development Traffic (Daily Flows)	Percentage Change
Development Peak (Construction: 6-12 month period)		
4,004	30	0.70%
Development (Operation)		
4,004	<1	<0.10%

4.10. As described in detail within Section 5 of the CTMP, the temporary construction period will span 6-12 months, with the peak number of deliveries occurring in the first three month period, after which construction traffic numbers are reduced.

4.11. The maximum construction phase development traffic is predicted to be 30 daily trips which is less than a 1% increase in daily traffic along Scratchers Lane.

4.12. During the operational phase the development trip generation will be circa two vehicles (four two-way trips) per month and therefore the development impact will be negligible.

4.13. As stated above the temporary three-month construction peak period of 30 trips is the development peak traffic flow and the daily trips associated with the remaining construction phase and the operational development will be lower. This assessment represents the worst-case scenario.

4.14. **Table 4.3** sets out the expected percentage change of vehicles along the A20, Farningham based on data sourced from DfT's count point 46246.

Table 4.3 – Expected Percentage change of vehicles on the A20.

Existing Link Flows (2021)	Development Traffic (Daily Flows)	Percentage Change
Development Peak (Construction: 6-12 month period)		
20,542	30	0.10%
Development (Operation)		
20,542	<1	<0.10%

4.15. **Table 4.3** indicates that the development will result in a negligible increase in overall link flows, particularly given the development traffic will typically be lower than the peak traffic assessment above.

4.16. It is likely the existing link flows are higher than those recorded in 2021 given these flows could still be impacted by the pandemic, therefore the percentage change as a result of development set out above should be considered robust. Again, the construction peak trips

have an estimated duration of three months at the beginning of the temporary 6-12 month construction phase.

4.17. The construction traffic during the peak period will comprise circa 20 HGV and 10 LGV, total two-way trips. The A20 is already used regularly by HGVs, with 386 HGVs recorded daily within 2021. Therefore, the development site would result in a maximum increase of 5% during the peak construction period. There will be no HGV traffic attending the site during the operational phase.

4.18. Given the increase in trips in association with the development site is expected to be negligible in comparison to the overall trips undertaken on these roads, it was agreed that subject to avoiding undertaking deliveries during the network peaks there would be no requirement for a full junction assessment. As such the construction deliveries will be restricted to undertaking trips between 09:00 – 16:00 to avoid the peak period. This can be secured by condition if required.

3. Mitigation Strategy

4.19. Further to **Section 6** of the CTMP and as agreed with KCC, the site will utilise radio contact to ensure vehicles do not meet and have to pass on Gabriels Spring Road East. This would involve two individuals, one at the site access and a second at the junction with Three Gates Road where vehicles can safely pass.

4. A20 and M25, Farningham PIC Data

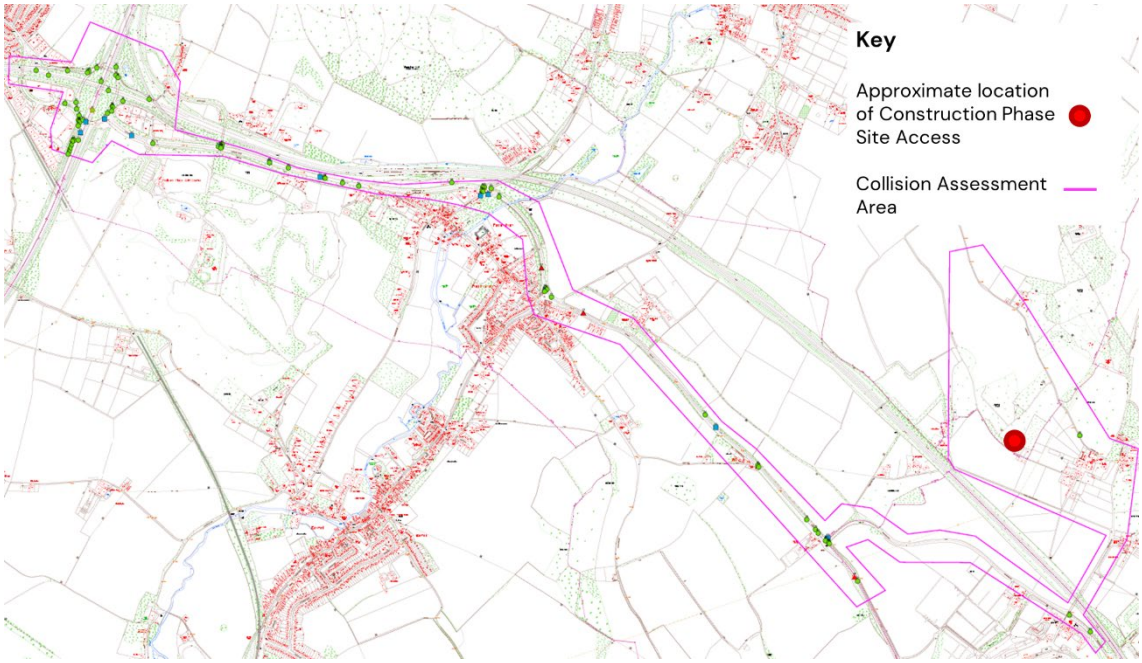
4.20. KCC have requested the Personal Injury collision (PIC) study area provided in the initial CTMP be extended to include the full construction route from the M25. KCC suggested that:

"there are clusters of PICs at the junction of A20/Scratchers Lane, with two nearby fatalities reported and further PIC clusters and fatalities on the highway network - on the A20 between M25 J3 and M26 J2a, which had not been accounted for and that the level of PIC data provided within the CTMP report did not consider the full impact of the proposed development".

4.21. Based on this, the following sections sets out the additionally required PIC data which covers the latest five-year period (01 October 2018 – 30 September 2023). The data provided by KCC is provided in **Appendix F.**

4.22. The area of study set out in **Plate 4.1** below covers the construction route from the M25 Junction 3 Swanley Interchange (M25 Junction 3) to the proposed development site, via the A20. The below analysis excludes the M25 Junction 3 Swanley Interchange which is analysed separately above in response to NHs comments where it was concluded there was no highway safety concern associated with the junction. The study area considers the full extent of the construction route beyond which trips will dissipate across the Strategic Road Network.

Plate 4.1 - PIC study area



4.23. The PIC data indicates a total of 49 collisions within the study area. Of these collisions there were three fatal collisions all located on the A20, nine serious collisions and 37 slight collisions.

4.24. Of these total collisions across the five-year period, 13 collisions involved goods vehicles over 3.5 tonnes (27% of recorded collisions) and only two of these were HGVs (4% of recorded collisions). The construction traffic associated with the site will be a combination of vehicles from cars/vans up to 16.5m articulated HGVs.

4.25. Many of the accidents can be attributed to driver behaviours, with there being multiple instances of vehicles failing to slow down in time for stationary traffic, and in some cases this leading to multiple vehicles being affected by this.

4.26. The number of collisions per year are summarised in **Table 4.4** below.

Table 4.4 – Total Collisions per Year

Year	Number of Collisions			
	Fatal	Serious	Slight	Total
2018 (October to December)	0	0	0	0
2019	0	3	7	10
2020	1	2	8	11
2021	0	2	7	9
2022	0	2	11	13
2023 (January – September)	2	0	4	6

4.31. Overall, there is no trend in the number of collisions per year although it is noted that 2023 saw the lowest number of collisions since 2018 with six collisions recorded in the nine-month period available and a prediction of eight collisions across the 12months adjusting this rate pro rata. It is concluded that there is no relationship between number of collisions and traffic volumes. As such it is not anticipated that a small increase in traffic volumes as a result of the development, on a temporary basis will exacerbate any existing highway safety issues which KCC have identified.

4.32. A total of eight collisions were recorded in the immediate vicinity of the Scratchers Lane A20 junction. Of these collisions none involved an HGV.

4.33. KCC raised concerns in particular regarding the right turn movements out of Scratchers Lane onto the A20. These have been examined in detail and summarised across the study period in Table 4.4 below.

Table 4.4 Collisions in the Vicinity of Scratchers Lane

Year	Number of Collisions			
	Fatal	Serious	Slight	Total
2018 (October to December)	0	0	0	0
2019	0	2	1	3
2020	0	0	2	2
2021	0	0	1	1
2022	0	0	1	1
2023 (January – September)	0	0	1	1

4.38. There has been a total of eight collisions over the study period, only one of which, in 2019, was associated with the right turn movement and no identifiable no common movement resulting in the collisions recorded.

4.39. The data suggests that there is a reducing trend in incidents in this specific location from 2019 when there were three incidents, two of which were classified as serious. Two slight incidents were reported in 2020 and in the most recent years, 2021, 2022 and up to September 2023 when there have been a total of only one recorded slight incident per year.

4.40. KCC have confirmed that the A20/ Scratchers Lane was not identified in KCCs 2023 highway safety report, and no remedial action has been proposed at the junction. As such it is not considered there is any existing highway safety issue at this junction that could be exacerbated by the temporary increase in traffic resulting from the development.

4.41. KCC Highway Improvements Team have identified the following junctions for remedial action along the A20 corridor:

- A20/ Fawkham Road/ School Lane;

- A20/ Button Street;
- A225/A20/Dartford Road; and
- A20 link in the vicinity of the A225.

4.42. At these junctions, construction traffic will route straight ahead and is not anticipated to turn, as per the construction route. As set out above, the development will result in a maximum of 0.1% increase in vehicle movements along the A20. This level of traffic volume change is well within typically daily fluctuations for an 'A' road. As such it is not anticipated that the development traffic would exacerbate any existing highway safety concerns along this route.

4.43. Notwithstanding the development will implement a range of mitigation measures to ensure any impact is minimised. Full details are set out within the CTMP however the relevant measures to ensure the development does not cause any highway safety issues are as follows:

- Construction signage to ensure vehicles use the approved route and such that other road users are aware of increased construction traffic;
- Delivery drivers, contractors and visitors will be provided with a route plan in advance of delivering to site to ensure that vehicles follow the proposed route;
- If ground conditions dictate, wheel washing facilities will be provided to reduce the spread of mud and dirt onto the local highway network. All construction vehicles will therefore have to exit through the wheel wash area. Additionally, road sweepers could be implemented if considered necessary;
- Vehicles carrying any loads that have a risk of shedding materials in transit will be sheeted as appropriate; and
- A dedicated community liaison officer will be appointed to engage with local residents throughout the construction phase.

4.44. Additionally further to post application discussions with KCC, it is proposed to avoid any deliveries during network peak hours, as further set out in Paragraph 4.18 of this note.

5. Summary

5.1. This Traffic Note Addendum provides the necessary additional information to fully satisfy the requirements and address the concerns of both KCC (both the PROW (Public Right of Way) and Access team as well as the Highways team) and National Highways.

5.2. This document supplements the previously submitted CTMP document, providing more information at the behest of both KCC and National Highways. The CTMP should therefore be read in conjunction with this document and the wider planning documentation.

5.3. KCC's PROW and Access team's comments are addressed in Section 3, which sets out the diversion of PROW route SD333 and confirming that there will be no impact on SD332.

5.4. Section 3 addresses National Highways comments in relation to PIC data concluding that there are no highway safety issues that could be exacerbated by the temporary increase in traffic as a result of the development. The applicant agrees to the post application conditions in relation to a CEMP and DTMP. Glint and Glare assessment is provided a separate report.

5.5. Section 4 addresses KCC Highways comments setting out how and where the items typically included within a TA have been provided within the submission. Additional details have been provided demonstrating the negligible development impact on the local highway network, including at the Scratchers Lane/ A20 junction, nonetheless it is proposed to avoid any deliveries during network peak hours. A detailed PIC analysis has been undertaken which indicates there are no existing highway safety issues along the construction route that could be exacerbated by the development, particularly in consideration of the proposed mitigation measures to reduce debris on the highway and inform drivers of routing and the presence of increased construction traffic.

5.6. Overall, the transport planning policy set out in the National Planning Policy Framework and NPPG are fully satisfied by the proposed development and it is concluded that there are no valid transportation reasons which should prevent the proposed development of the site.

Appendix A – KCC PROW Comments

Ashley Bidwell
Planning Case Officer
Sevenoaks District Council

By Email:

PROW & Access Service
1st Floor, Invicta House
County Hall
Maidstone
Kent, ME14 1XX

Phone: 03000 413449
Ask for: Kate Beswick
Email: kate.beswick@kent.gov.uk

Date: 8th January 2024

Dear Ashley

23/03181/FUL Chimmens Solar Farm / Land At Speedgate Farm Mussenden Lane Horton Kirby Kent

Thank you for the opportunity to comment on the above application. As a general statement, KCC's Public Rights of Way and Access Service are keen to ensure that our interests are represented with respect to our statutory obligation to protect the Public Rights of Way (PROW) in the County and to seek improvements to the network. The team is committed to working in partnership with the applicant to achieve the aims contained within the Rights of Way Improvement Plan (ROWIP) and Framing Kents Future, KCC Strategic Policy. Specifically, these relate to quality of life, supporting the rural economy, tackling disadvantage and safety issues, and providing sustainable transport choices.

The following Public Rights of Way are affected by or are immediately adjacent to the site: Public Footpaths SD156, SD333 and SD332, all connecting to the wider PROW network in the area.

KCC PROW and Access Service place a **holding objection** on the above application, however, would be in a position to lift this objection if the following points can be addressed and satisfactorily resolved:

- Omission of reference to one of the above PROW routes, SD332, within Application documents
- Site access during construction and operation appear to be aligned along Public Footpath SD333
- Insufficient detail regarding PROW incorporation to enable full comment, insufficient weight given to user amenity of PROW routes

KCC PROW and Access would therefore welcome direct engagement with the applicant to discuss these issues. A PROW Management Plan would be required by condition, detailing each PROW during each stage (construction, operation and decommissioning), width, surface, signage, crossings etc. to be agreed

and approved by KCC PROW and Access Service as Highway Authority, prior to the commencement of any works.

With more specific reference to the proposals:

Planning Statement

We note the height of the panels proposed is 3.6m high, which will have an adverse impact on PROW use adjacent to and within the site, particularly considering the forty year time scale of the project. The reference to the land being restored post decommissioning with "mitigation retained on site" requires clarity and confirmation, given the proposed wide buffer to SD333 within the site. Is this guaranteed, given the applicant is operating on a long term lease from the landowner?

3.12 – only mention appears to be re SD333 crossing Field 9 and the proposed offset. Therefore, omissions regarding SD332 and SD156, and no further detail re SD333 surface or environment. .

5.20 – reference to "retaining the existing PROW" as a benefit to the development which is both an incorrect and disappointing statement. The PROW routes existence is not dependent on the development.

Landscape and Visual Assessment

5.4.9 – SD333 is referenced, however SD156 appears to run immediately adjacent to the site and is therefore considered to be affected, as is SD332 which runs from Gabriels Spring Rd East north to Mussenden Lane, both of which are shown as access roads which will impact the PROW.

5.8.1 – the construction phase access routes outlined will affect SD332 and also SD130 adjacent to Scratchers Lane.

5.83 – any CMP must include reference to the PROW network in the area, particularly as the construction phase is 6-12 months which is a significant time period. The impact on the NMU use of local highways must be considered.

5.85 – Flood/Drainage – any works affecting the PROW routes gives risk of surface damage and potential flooding. PROW must therefore be included in the Risk Assessment as necessary.

CTMP

Location and Site Context – omission of Public Footpath SD332. Public Footpath SD156 will be impacted during construction, operation and decommissioning from visual, amenity and noise perspectives.

2.7 – this section requires greater consideration of the PROW network and the applicant is advised to engage directly with KCC PROW and Access Service. PROW routes should not be used as haulage/construction routes (SD333), however any temporary route agreed with ourselves to be necessary has to be approved through the legal process of a TTRO again with ourselves as the Highway Authority for PROW. Again, there is an omission of any reference to SD332 and the junctions with Gabriel Spring Road East and Mussenden Lane which will be impacted particularly during construction and decommissioning.

2.8 – Public Footpath SD333 within the development site – figure 3 Aerial with Field No.s – needs to show all PROW routes for context and clarity. There appears to be a hard standing area marked on the route of SD333 near Speedgate Farm which we would not allow.
Figure 4 Infrastructure Layout needs to show all PROW routes for context and clarity.

2.9- omission of PROW routes at the junctions of Gabriel Spring Road East, Three Gates Road and Mussenden Lane. We have concerns re the impact on user safety at these points particularly during construction and decommissioning.

3.3 - Appendix C Proposed Access Construction Routing Plan – the use of SD333 will have a major impact on the route and as the proposed temporary closure would be for twelve months an alternative should be considered. In the event this is not possible to be agreed any damange to the surface must be repaired with the route fully reinstated. We direct the applicant to our comments made at the pre application stage provided within the KCC Highways response at Appendix D. This application does not appear to reflect these comments.

Mitigation – signage and landscaping is not deemed to be enough in light of the impact on the PROW network. Notices should be on site giving advance warning to users and mitigation in terms of financial contribution to the improvement of the Network would be requested.

5.8/5.9 – greater detail is needed of any proposed diversion but ideally, we would not wish PROW routes to be used . In the event any temporary diversions are agreed this must be with ourselves, KCC PROW and Access Service, not Sevenoaks DC as mentioned and also as stated within the Sevenoaks DC pre application comments. Also, this must not be left until the detailed design stage in order to avoid future conflict.

5.10 – SD156 will be impacted by the development as it is immediately adjacent to the site at Fields F3A, F3B, F6 and F9. The parcels shown in the Infrastructure Layout Plan should be moved away from the route.

Condition Survey – this should include PROW routes SD333 and SD332.

Infrastructure Layout Appendix B – SD 333 crosses Field 9 and therefore the route must be shown to ensure no conflict and that the appropriate width is available.

Design and Access Statement – Constraints Table – see previous comments.
The proposals for CCTV would not be appropriate near PROW routes.
4 – Access – omission of any PROW issues which is disappointing.

LVIA – Again, insufficient reference to the impact on the PROW network. SD332 is omitted; the offset for SD333 is inappropriate mitigation and the visual impact on and amenity of use on SD156 is not considered.

This should be amended within the section on visual and recreational receptors as the overall effect is considered to be significant.
10.12 – Visual Effect summary again give insufficient weight to the impact on the PROW network.

Appendix 7 – Field 9 route of SD333 appears to be too close to the northernmost parcel of panels and requires amendment. There appears to be a hard standing area adjacent to SD333 which requires further detail of exact location and use. The plan does not show the are to the East of Three Gates Lane and the junction with SD332.

General Comments

Any disturbance of the routes and works affecting PROW require approval from KCC PROW and Access as the Highway Authority.

Again, all matters regarding access, access tracks, and compound and the impact on the PROW with regard to public user safety and enjoyment must be fully mitigated and proposals approved by KCC PROW and Access. Consideration should also be given to the impacts on the PROW network during the pre-construction/early design stage of the project, in addition to the construction and operational phases of the project. For example, during the pre-construction phase, excavation works may be required to evaluate ground conditions and reptile fencing may be erected to conduct ecological surveys. The results of these investigations may influence and determine the final design of the Solar Park, but the process of collecting the data may cause disruption to PROW users.

It is understood that transformers and electrical infrastructure would need to be installed within the Solar Park, but the placement of cables across PROW should be avoided. Digging trenches to accommodate cabling would disturb the surface of the highway, which would require the authorisation of the highway authority. Whilst this assent may be given by the County Council, the initial excavation work (and future maintenance works during the operational phase of the project) would cause disruption for path users.

Mitigation – This project provides an opportunity to improve the PROW network and develop new links for connectivity across the network and that provide safe alternatives to existing on-road routes.
The creation of new and upgrading of existing routes should be considered as positive outcomes of the scheme. The public benefits of such work would help to compensate for any disruption caused by the construction of the solar park and negative effects on the PROW network, which result from the delivery of the solar park and are unavoidable. KCC PROW and Access would welcome discussion with the applicant regarding an appropriate mechanism to secure funding to futureproof the network.

No reference to the KCC ROWIP, Framing Kents Future or the Kent Design Guide, all of which should be included here. Rights-of-Way-Improvement-Plan-2018-2028.pdf (kent.gov.uk). The NPPF policies should also include National Planning Policy Framework (July 2021) Section 100 : Planning policies and decisions should protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users, for example by adding links to existing rights of way networks including National Trails.

Summary

The Solar Farm will transform the character of the area and would have a significant impact on the PROW network, causing disruption to path users during the construction period, affecting the experience of path users during the operational phase and during decommissioning. However, with careful planning, engagement with KCC PROW and Access Service, and appropriate mitigation, it is hoped that the negative impacts identified can be addressed.

Going forward, the PROW & Access Service advises engagement with the applicant to review the impacts detailed in our holding objection, how they may be addressed and to consider PROW network improvements which could be delivered through the project and enhance the legacy of the Solar Park.

A PROW Scheme of Management would then be required to be conditioned and agreed and approved by KCC PROW and Access prior to commencement of any works.

Comments made with reference to NPPF Policies :

104 - Planning policies and decisions should protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users, for example by adding links to existing rights of way networks including National Trails.

124- Planning policies and decisions should:
a) encourage multiple benefits from both urban and rural land, including through mixed use schemes and taking opportunities to achieve net environmental gains such as developments that would enable new habitat creation or improve public access to the countryside.

This response is made on behalf of Kent County Council Public Rights of Way and Access Service. The views expressed should be considered only as the response of the County Council in respect of public rights of way and countryside access matters relating to the application.

Yours sincerely

Kate Beswick
Rights of Way Improvement Officer
PROW and Access Service

Appendix B – National Highways Comments

National Highways Planning Response (NHPR 22-12)
Formal Recommendation to an Application for Planning Permission

From: Christine Allen, Regional Director
Operations Directorate
South East Region
National Highways
PlanningSE@nationalhighways.co.uk

To: Sevenoaks District Council (FAO Mr A Bidwell)
planning.comments@sevenoaks.gov.uk

CC: transportplanning@dft.gov.uk
spatialplanning@nationalhighways.co.uk

Council's Reference: 23/03181/FUL

Location: Chimmens Solar Farm Land At Speedgate Farm Mussenden Lane Horton Kirby Kent

Proposal: Construction and operation of a solar farm with all associated works, equipment necessary infrastructure and biodiversity net gains. New Access Track

National Highways Ref: NH/23/04224

Referring to the consultation on a planning application dated 19 December 2023 referenced above, in the vicinity of the M20 and M25 that form part of the Strategic Road Network, notice is hereby given that National Highways' formal recommendation is that we:

~~a) offer no objection (see reasons at Annex A);~~

~~b) recommend that conditions should be attached to any planning permission that may be granted (see Annex A – National Highways recommended Planning Conditions & reasons);~~

c) recommend that planning permission not be granted for a specified period (see reasons at Annex A);

~~d) recommend that the application be refused (see reasons at Annex A)~~

Highways Act 1980 Section 175B is not relevant to this application.[1]

This represents National Highways' formal recommendation and is copied to the Department for Transport as per the terms of our Licence.

Should the Local Planning Authority not propose to determine the application in accordance with this recommendation they are required to consult the Secretary of State for Transport, as set out in the Town and Country Planning (Development Affecting Trunk Roads) Direction 2018, via transportplanning@dft.gov.uk and may not determine the application until the consultation process is complete.

The Local Planning Authority must also copy any consultation under the 2018 Direction to PlanningSE@nationalhighways.co.uk.

Signature: [redacted]	**Date:** 05 January 2024
Name: Nigel De Wit	**Position:** Assistant Spatial Planner National Highways
National Highways Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ planningSE@nationalhighways.co.uk	

[1] Where relevant, further information will be provided within Annex A.

Annex A National Highways' assessment of the proposed development

National Highways has been appointed by the Secretary of State for Transport as a strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

Recommended Non-Approval

It is recommended that the application should not be approved until **5 April 2024**.

Reasons

We will be concerned with proposals that have the potential to impact on the safe and efficient operation of the SRN, in this case, particularly within the vicinity of the M20 near Horton Kirby and the M25 near Swanley.

We require further information to be provided by the applicant on this application in order that an informed decision can be made in relation to the potential impacts of the development on the strategic road network. In particular, the following comments should be passed onto the applicant:

Throughout this response **ACTION points** for the applicant are highlighted in **underlined bold**.

Construction Phase

A Construction Traffic Management Plan (CTMP) has been provided in support of the application (produced by Pegasus Group, October 2023, reference P22-1221-TR-R001 Rev C). The CTMP outlines likely traffic generation of the site, and the way in which construction and operational traffic will be managed.

At the appropriate stage of the planning process we are minded to recommend a planning condition relating to the preparation, agreement, and adherence to a full Construction Environmental Management Plan (CEMP). Condition wording as below:

***'Condition**: No part of the development hereby permitted shall commence until a Construction Environmental Management Plan has been submitted and agreed in writing by the Local Planning Authority (in consultation with the Highway Authority for the M20 and M25). Construction of the development shall then be carried out in accordance with the agreed Construction Environmental Management Plan.*

Reason: *To mitigate any adverse impact from the development on the M20 and M25 in accordance with DfT Circular 01/2022'*

Collision Analysis

There is a need for the collision assessment area to include the M25 Junction 3 Swanley Interchange.

A detailed STATS 19 collision analysis is required in the vicinity of the M25 Junction 3 Swanley Interchange. Collision data should cover five years pre-pandemic, as well as the pandemic period.

Glint and Glare

A Glint and Glare Assessment has been provided in support of the application (produced by Mabbett, dated 31 October 2023, rev 2.0). The assessment outlines glare is predicted on the west to east direction of the M20 from mid-March to late May, and early August to late September 05:30 – 06:30 for period of between five and 25 minutes per day.

We are seeking a specialist view on the findings of the report, the likely impact on the SRN, and the requirement for any mitigation. This specialist advice is not yet available. Upon receipt and review of this information, we will update the NHPR accordingly.

Decommissioning Phase

No Decommissioning Plan has been submitted.

At the appropriate stage of the planning process we are minded to recommend a planning condition relating to the preparation, agreement, and adherence to a full Decommissioning Traffic Management Plan (DTMP). Condition wording as below:

'Condition: *No decommissioning works shall commence on the site hereby permitted (including site clearance) until a Decommissioning Traffic Management Plan has been submitted and agreed in writing by the Local Planning Authority (in consultation with the Highway Authority for the M20 and M25). Decommissioning of the development shall then be carried out in accordance with the agreed Decommissioning Traffic Management Plan.*

Reason: *To mitigate any adverse impact from the development on the M20 and M25 in accordance with DfT Circular 01/2022'*

The above represents our *initial* requirements. As the analysis progresses, it is possible that further requirements may emerge.

Conclusion

Given the above, it is currently not possible to determine whether the application would have an unacceptable impact on the safety, reliability and/or operational efficiency of the SRN (the tests set out in DfT Circular 01/2022 and DLUHC NPPF December 2023 [particularly paras 114 to 117]). This response details the steps that need to be taken in order to resolve this issue.

In light of the above, National Highways currently recommends that planning permission not be granted (other than a refusal if the Council so wishes) for a period of three months from the date of this response to allow the applicant to resolve the outstanding matters.

This recommendation can be replaced, renewed, or reviewed during the three-month period, or at its end, dependent on progress made with regards to the outstanding matters.

Standing advice to the local planning authority

The Climate Change Committee's 2022 Report to Parliament notes that for the UK to achieve net zero carbon status by 2050, action is needed to support a modal shift away from car travel. The NPPF supports this position, with paragraphs 74 and 109 prescribing that significant development should offer a genuine choice of transport modes, while paragraphs 108 and 114 advise that appropriate opportunities to promote walking, cycling and public transport should be taken up.

Moreover, the build clever and build efficiently criteria as set out in clause 6.1.4 of PAS2080 promote the use of low carbon materials and products, innovative design solutions and construction methods to minimise resource consumption.

These considerations should be weighed alongside any relevant Local Plan policies to ensure that planning decisions are in line with the necessary transition to net zero carbon.

National Highways Planning Response (NHPR 22-12)
Formal Recommendation to an Application for Planning Permission

From: Christine Allen, Regional Director
Operations Directorate
South East Region
National Highways
PlanningSE@nationalhighways.co.uk

To: Sevenoaks District Council (FAO Mr A Bidwell)
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The Local Planning Authority must also copy any consultation under the 2018 Direction to PlanningSE@nationalhighways.co.uk.

Signature: 	**Date:** 23 February 2024
Name: Nigel De Wit	**Position:** Assistant Spatial Planner National Highways
National Highways Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ planningSE@nationalhighways.co.uk	

[1] Where relevant, further information will be provided within Annex A.

Annex A National Highways' assessment of the proposed development

National Highways has been appointed by the Secretary of State for Transport as a strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

Recommended Non-Approval

It is recommended that the application should not be approved until **23 May 2024**.

Reasons

We will be concerned with proposals that have the potential to impact on the safe and efficient operation of the SRN, in this case, particularly within the vicinity of the M20 near Horton Kirby and the M25 near Swanley.

We require further information to be provided by the applicant on this application in order that an informed decision can be made in relation to the potential impacts of the development on the strategic road network. In particular, the following comments should be passed onto the applicant.

Throughout this response **ACTION points** for the applicant are highlighted in **underlined bold**.

Construction Phase

A Construction Traffic Management Plan (CTMP) has been provided in support of the application (produced by Pegasus Group, October 2023, reference P22-1221-TR-R001 Rev C). The CTMP outlines likely traffic generation of the site, and the way in which construction and operational traffic will be managed.

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Reason: *To mitigate any adverse impact from the development on the M20 and M25 in accordance with DfT Circular 01/2022'*

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There is a need for the collision assessment area to include the M25 Junction 3 Swanley Interchange.

A detailed STATS 19 collision analysis is required in the vicinity of the M25 Junction 3 Swanley Interchange. Collision data should cover five years pre-pandemic, as well as the pandemic period.

We are in discussion with the applicant to confirm detailed requirements.

Glint and Glare

A Glint and Glare Assessment has been provided in support of the application (produced by Mabbett, dated 31 October 2023, rev 2.0). The assessment outlines glare is predicted on the west to east direction of the M20 from mid-March to late May, and early August to late September 05:30 – 06:30 for period of between five and 25 minutes per day.

We have sought specialist advice in relation to this report; this advice is now available.

Forge Solar's 'Route' tool, which has been used in the assessment is deemed to be unreliable; and there are aspects of the assessment methodology which do not align with recommended process and represent an oversimplification of available guidance and industry best practice.

Considering the inconsistencies of the 'route' receptors on the Forge software (see Section 3.1), it is required the results of road are confirmed through assessment of observation points (OPs) on Forge.

Decommissioning Phase

No Decommissioning Plan has been submitted.

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shall then be carried out in accordance with the agreed Decommissioning Traffic Management Plan.

Reason: *To mitigate any adverse impact from the development on the M20 and M25 in accordance with DfT Circular 01/2022'*

The above represents our *current* requirements. As the analysis progresses, it is possible that further requirements may emerge.

Conclusion

Given the above, it is currently not possible to determine whether the application would have an unacceptable impact on the safety, reliability and/or operational efficiency of the SRN (the tests set out in DfT Circular 01/2022 and DLUHC NPPF December 2023 [particularly paras 114 to 117]). This response details the steps that need to be taken in order to resolve this issue.

In light of the above, National Highways currently recommends that planning permission not be granted (other than a refusal if the Council so wishes) for a period of three months from the date of this response to allow the applicant to resolve the outstanding matters.

This recommendation can be replaced, renewed, or reviewed during the three-month period, or at its end, dependent on progress made with regards to the outstanding matters.

Standing advice to the local planning authority

The Climate Change Committee's 2022 Report to Parliament notes that for the UK to achieve net zero carbon status by 2050, action is needed to support a modal shift away from car travel. The NPPF supports this position, with paragraphs 74 and 109 prescribing that significant development should offer a genuine choice of transport modes, while paragraphs 108 and 114 advise that appropriate opportunities to promote walking, cycling and public transport should be taken up.

Moreover, the build clever and build efficiently criteria as set out in clause 6.1.4 of PAS2080 promote the use of low carbon materials and products, innovative design solutions and construction methods to minimise resource consumption.

These considerations should be weighed alongside any relevant Local Plan policies to ensure that planning decisions are in line with the necessary transition to net zero carbon.

Tech Note

Spatial Planning Framework Commission

Job number:	K507		
Job title:	Chimmens Solar Farm		
To:	Nigel De Wit	**cc:**	
Topic:	Review of Specialist Glint and Glare Report for Planning Application 23/03181/FUL		

	Prepared:	**Checked/Approved**
Name:	Alex Freeman	Derek Jones
Date:	14/02/2024	19/02/2024

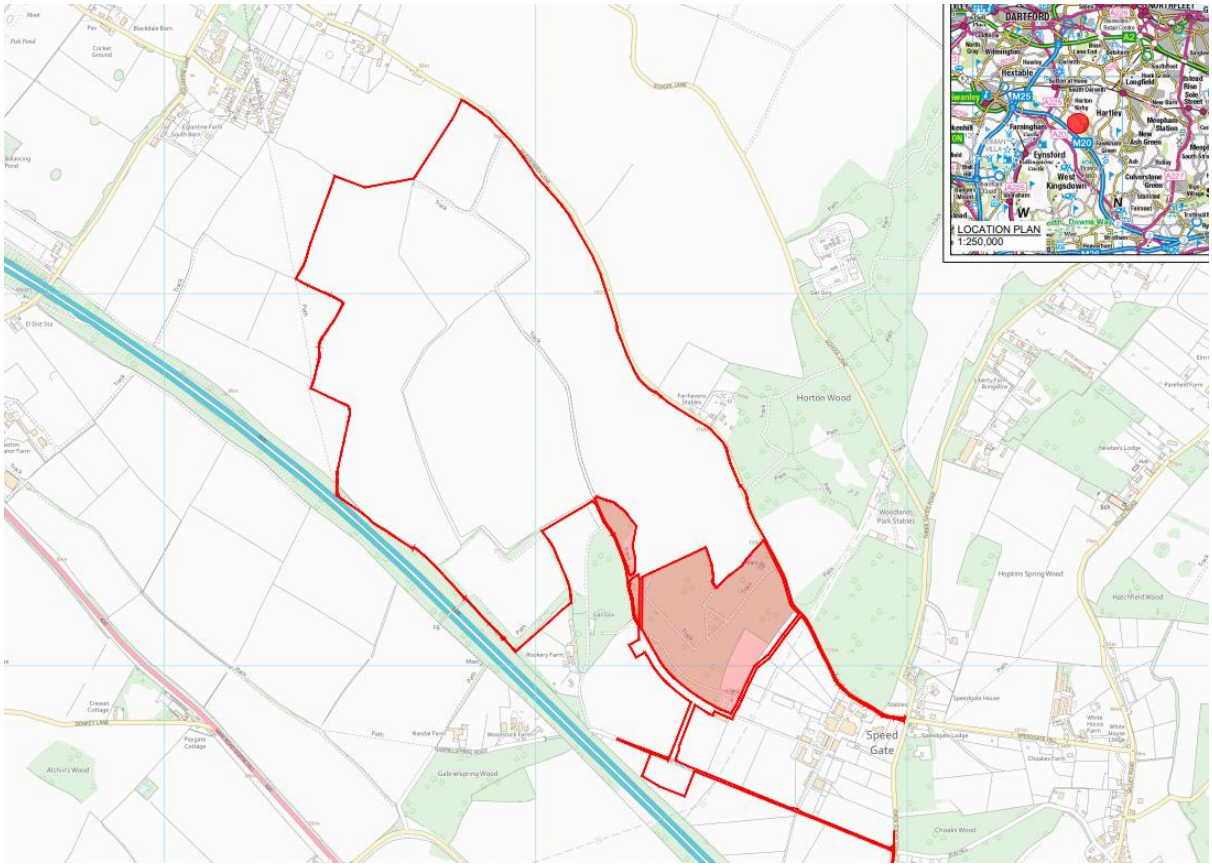
Throughout this response any **ACTION POINTS** for the applicant are shown as **bold underlined**.

Introduction

1 Application 23/03181/FUL is for the 'Construction and operation of a solar farm with all associated works, equipment necessary infrastructure and biodiversity net gains. New Access Track'.

2 The development is located at Chimmens Solar Farm, Land at Speedgate Farm, Mussenden Lane, Horton Kirby, Kent. The Local Planning Authority is Sevenoaks District Council, and Kent are the Local Highway Authority.

3 The site bounds the M20 motorway, to the south-east of Junction 1, which connects the M20 to Junction 3 of the M25. The below map is taken from Appendix A of the provided Construction Traffic Management Plan (CTMP) (produced by Pegasus Group, October 2023, reference P22-1221-TR-R001 Rev C). The driving distance from the site to Swanley Interchange (M25 Junction 3) is 4 miles.



4 National Highways submitted a Holding Recommendation NHPR to Sevenoaks District Council dated 5 January 2024, which outlined the requirements for National Highways to be able to determine the likely impact of the development on the SRN. This included the applicant providing a STATS-19 collision analysis of M25 Junction 3 Swanley Interchange, and the recommendation of the inclusion of conditions for a Construction Environmental Management Plan, and a full Decommissioning Traffic Management Plan.

5 The NHPR also outlined that National Highways were also awaiting specialist opinion of the findings of the Glint and Glare report (produced by Mabbett and Associates), the likely impact on the SRN, and the acceptability of the mitigation proposed. Following agreement with National Highways, Pager Power were appointed by JSJV to review the Glint and Glare report.

Glint and Glare Report Review

6 As commissioned by JSJV, Pager Power reviewed the Mabbett and Associates Glint and Glare report provided by the applicant and submitted their findings in a report to JSJV (Review of Glint and Glare Assessment, February 2024, Rev 1). The findings of the review are summarised below:

7 The main findings of the review of the Mabbett and Associates Glint and Glare report are outlined below:

- The content of the Glint & Glare Assessment appears professional and transparent
- The assessment concludes that a low impact is predicted upon road users along the M20 travelling west to east. This overall conclusion is considered justified
- Forge Solar's 'Route' tool, which has been used in the assessment is deemed to be unreliable; and there are aspects of the assessment methodology which do not align with recommended process and represent an oversimplification of available guidance and industry best practice

8 Pager Power has recommended the below clarification be sought:

- **Considering the inconsistencies of the 'route' receptors on the Forge software (see Section 3.1), it is required the results of the road are confirmed through assessment of observation points (OPs) on Forge.**

9 The full Pager Power Review is found at Appendix A of this JSJV TN.

10 JSJV recommend that National Highways submit this TN (including Appendix A) to the applicant to ensure that the required clarifications are satisfactorily addressed with the required evidence being submitted to National Highways for further review.

Collision Analysis

11 The holding recommendation NHPR requests the following in relation to M25 Junction 3 Swanley interchange:

'A detailed STATS 19 collision analysis is required in the vicinity of the M25 Junction 3 Swanley Interchange. Collision data should cover five years pre-pandemic, as well as the pandemic period.'

12 Since the issue of the NHPR, the applicant has raised the query below within an email dated 13 February 2024:

'We understand from the comments that NH has requested a detailed highway safety review of Personal Injury Collision data at the M25 Junction 3 Swanley Interchange. Given this is a major motorway interchange we would anticipate our impact here would be insignificant compared to existing traffic volumes, noting the development would generate the greatest traffic volumes during the construction phase which would be temporary. We are therefore keen to understand the rationale behind the request for a highway safety review and agree on potential ways forward in this regard.

It would also be useful to agree the scope of assessment required with regards to extent and years.'

13 The principal purpose of the SRN is to enable safe, reliable, predictable, and efficient journeys. Even in cases where development impacts are temporary, there may still be a requirement to carry out collision analysis to ascertain whether the additional traffic movements may exacerbate any existing collision issues. This is particularly the case where the additional traffic movements include additional HGV vehicles. This information is useful in terms of determining the routing of construction related vehicles.

14 The map overleaf shows the extent of the SRN that needs to be considered within the analysis:

(Source: Streetmap.co.uk)

15 In the first instance, it would be acceptable to carry out a *preliminary* analysis using a tool such as Crashmap. Collisions need to be recorded by severity and illustrated on suitable mapping.

16 The time period required for the accident analysis is detailed in the 'action point' – see paragraph 11. However, if post pandemic data is now available, correspondingly fewer years of analysis will be required pre pandemic.

17 The applicant is invited to submit the *preliminary* analysis as detailed above; at such time it will be possible to determine whether more detailed analysis is needed.

Conclusion

Holding recommendation – further evidence required

APPENDIX A

PAGERPOWER
Urban & Renewables

Review of Glint & Glare Assessment

Systra

Chimmens Solar Farm

February 2024





PLANNING SOLUTIONS FOR:

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ADMINISTRATION PAGE

Job Reference:	13075A
Author:	Abdul Wadud
Telephone:	+44 (0) 1787 319001
Email:	abdul@pagerpower.com

Reviewed By:	Jacob Cunningham; Michael Sutton
Email:	jacob@pagerpower.com; michael@pagerpower.com

Issue	Date	Detail of Changes
1	February 2024	Initial issue

Stour Valley Business Centre, Brundon Lane, Sudbury, CO10 7GB

T:*+44 (0)1787 319001* E:*info@pagerpower.com* W: *www.pagerpower.com*

EXECUTIVE SUMMARY

Report Purpose

Pager Power have conducted an independent review of the Glint & Glare Assessment prepared by Mabbett for the proposed Chimmens Solar Farm development. Mabbett's report assess the impacts on road users, residential amenity, and surrounding aviation activity. Pager Power's review has specifically considered the potential impact in the context of the Strategic Road Network (SRN), in this case, road users of the M20.

No supplementary modelling or analysis has been undertaken by Pager Power. No contact with Mabbett has been made to confirm this author's understanding of their report, and all interpretations are based on an independent reading thereof.

Pager Power's Recommended Clarifications

- Use of Forge Solar's 'Route' tool, which Pager Power has determined to be unreliable, has been utilised in the assessment;
- Considering the inconsistencies of the 'route' receptors on the Forge software (see Section 3.1), it is recommended the results of the road are confirmed through assessment of observation points (OPs) on Forge.

Overall Conclusions

- The content of the Glint & Glare Assessment appears professional and transparent;
- The assessment concludes that a low impact is predicted upon road users along the M20 travelling west to east. This overall conclusion is considered justified.

PAGERPOWER
Urban & Renewables

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ABOUT PAGER POWER

Pager Power is a dedicated consultancy company based in Suffolk, UK. The company has undertaken projects in 59 countries within Europe, Africa, America, Asia and Australasia.

The company comprises a team of experts to provide technical expertise and guidance on a range of planning issues for large and small developments.

Pager Power was established in 1997. Initially the company focus was on modelling the impact of wind turbines on radar systems. Over the years, the company has expanded into numerous fields including:

- Renewable energy projects;
- Building developments;
- Aviation and telecommunication systems.

Pager Power prides itself on providing comprehensive, understandable and accurate assessments of complex issues in line with national and international standards. This is underpinned by its custom software, longstanding relationships with stakeholders and active role in conferences and research efforts around the world.

Pager Power's assessments withstand legal scrutiny and the company can provide support for a project at any stage.

PREAMBLE

Company Position

Pager Power was founded in 1997 and is a dedicated planning consultancy serving the building and renewable sector worldwide. Central to the company's work in the solar sector is our public guidance document, now in its fourth edition. This document was first published in April 2017, following its drafting by the company directors and its circulation among solar developers and stakeholders alike for comment. This included Highways England, the forerunner to National Highways, this is summarised in the section below.

Pager Power has been commissioned to review an external glint assessment, undertaken by Wardell Armstrong. The author considers Pager Power's own guidance document to contain the most appropriate assessment methodology for solar developments as it pertains to glint and glare. However, it is acknowledged that this guidance is not national policy and nor should it be considered the only acceptable approach to characterisation of the issue. Therefore, this review has sought to separate as far as possible the question of whether the assessment methodology is in keeping with Pager Power's own recommended methodology and the question of whether the assessment methodology appears reasonable on its own merits.

Consultation with Highways England

In November 2016, prior to the drafting of the first edition of the guidance, engagement with Highways England[1] in order to request their input ahead of first publication. Highways England provided some regulatory background to their operation and drew attention to two resources, which were the '*Strategic road network and the delivery of sustainable development*' and '*Planning and the strategic road network in England*'. These documents were published in 2013 and 2015 respectively, at the time of writing the former remains in force and the latter has been withdrawn.

The first issue of Pager Power's guidance document was made available to Highways England following its publication in April 2017. No formal comment on the guidance has been provided by Highways England or its successor National Highways. At the time of writing, there has been no formal endorsement, rejection or other comment from National Highways or its predecessors on Pager Power's guidance document.

[1] Correspondence was with Warren Hilton and Simon Emery.

1 INTRODUCTION

1.1 Reviewed Documents

The key document that has been reviewed is the 'Glint & Glare Assessment'[2], supported by three appendices, A through C. No supplementary original analysis has been undertaken to validate the analysis within the original assessment outside of technical commentary.

1.2 Report Structure

The review comments are presented for each page of the Glint & Glare Assessment. This has been the focus of the review exercise.

A cursory examination of the report appendices has been completed, including cross-checks of the technical input that has informed the modelling.

Sub-sections pertaining to recommended clarifications are presented following the review notes.

[2] Reference: 23_03181_FUL-GLINT_AND_GLARE_ASSESSMENT-3336067

2 REVIEW OF GLINT ASSESSMENT

2.1 Review Notes

Table 1 below and on the following pages presents the author's notes on the external report – comments are limited to parameters pertaining to glint and glare specifically in the context of road users. The comments use terms like 'Pager Power considers' rather than 'the author considers' to avoid any confusion as to which author is being referenced.

All page numbers are with reference to the provided file, containing the report and appendices across 37 pages. The page number listed in the table therefore correlates with the combined file but not with the page number shown in the report footer.

Page	Description	Comment
1/37	Cover page	-
2/37	Acknowledgement	-
3/37	Table of Contents	-
4/37	Introduction	Pager Power agrees with the definitions set out for both glint and glare.
5/37	Development Characteristics	-
6/37	Development Characteristics (continued)	-
7/37	Development Characteristics (continued)	Pager Power agrees that 'smooth glass with Anti-Reflective coating (ARC)' is appropriate to model the solar panel arrays, as it is understood to be the most common surface material for solar panels.
8/37	Legislation & Guidance	-
9/37	Legislation & Guidance (continued)	-
10/37	Legislation & Guidance (continued)	-
11/37	Legislation & Guidance (continued)	-

Page	Description	Comment
12/37	Methodology	Pager Power considers the overall methodology described here to be appropriate. The glare modelling is undertaken using external software provided by Forge Solar which Pager Power considers a very common and appropriate choice. The reviewed report highlights some of the limitations of the external modelling results appropriately and advises that the output is subject to further technical assessment
13/37	Methodology (continued)	Pager Power considers the additional height above ground level to model the typical road user viewing height and definition of a driver's field-of-view as appropriate. Whilst the FAA guidance specifically relates to aviation and not road users, Pager Power agrees that solar reflections outside the field-of-view of a road user is mitigated. Pager Power agrees with the classification of ocular impact and definitions.
14/37	Methodology - Magnitude of Impact / Ocular Impact (continued)	-

Page	Description	Comment
15/37	Methodology - Magnitude of Impact / Ocular Impact (continued)	Pager Power agrees with the general principles to determine the impact for road users; however, advises that there is more to consider when determining the overall impact. Pager Power advises caution that the length of road affected can be considered in determining the impact, as sustained glare towards any length of road where a solar reflection is geometrically possible can affect the safety of a road and road user. It is not clear how the length of road correlates to the table of glare intensities presented for road users. Pager Power agrees that obstructions to the line of sight can be considered in determining the significance of impact.
16/37	Methodology - Magnitude of Impact / Ocular Impact (continued)	The obstruction component within the Forge Solar geometric model has been utilised to account for existing obstacles (such as trees and buildings) that obstruct views of the reflecting panel area(s). Pager Power agrees that such obstructions can be considered to determine the impact significance.
17/37	Receptor Screening & Modelling Considerations	Pager Power agrees that local roads do not need to be geometrically modelled for assessment and that any impact will be of a low magnitude. Two major national roads have been identified within proximity of the proposed development: the M20 and A20. The M20 has been included and assessed within the geometric model. The A20 has not been geometrically modelled and identifies existing vegetation bordering the side of this section of the A20. Pager Power agrees that views of the proposed development are significantly obstructed along the A20 and its exclusion for the geometric model is justified.

Page	Description	Comment
18/37	Receptor Screening & Modelling Considerations (continued)	Pager Power have cross-referenced the identified section of the A20 with Figures 5.2 and 5.3 presented and agree that the exclusion of the A20 is justified.
19/37	Receptor Screening & Modelling Considerations (continued)	Pager Power agrees that the identified section of the M20 should be considered for geometric modelling within the assessment. There are no further details of the assessed length of the M20 or modelling resolution along this section of the M20. It is recommended that this is clarified.
20/37	Receptor Screening & Modelling Considerations (continued)	Existing vegetation has been identified as an obstruction and geometrically modelled within the assessment. Pager Power considers this acceptable, including the modelling height.
21/37	Receptor Screening & Modelling Considerations (continued)	Pager Power agrees that the identified obstructions identified within Figure 5.6 is acceptable.
22/37	Modelling Results & Interpretation	Not reviewed
23/37	Modelling Results & Interpretation (continued)	Not reviewed

Page	Description	Comment
24/37	Modelling Results & Interpretation (continued)	Not reviewed
25/37	Modelling Results & Interpretation (continued)	Not reviewed
26/37	Modelling Results & Interpretation (continued)	Section 6.2.1 presents the geometric modelling results for the M20 for panels tilted at 10°. Pager Power gather that the assessed section of the M20 is modelled with 'Route' receptors within the Forge model. 'Route' receptors on Forge have been used to assess the roads. Pager Power advises caution and cross-checks when using 'Route' receptors due to experience of spurious results. The modelling output may be understating solar reflections towards the assessed roads due to inconsistent results – see Section 3.2. (With reference to the modelling results of 'no glare' as shown by Forge) In practice, glare is geometrically possible but not in a location that would be considered significant i.e. outside the field-of-view.
27/37	Modelling Results & Interpretation (continued)	Section 6.2.2 presents the geometric modelling results for the M20 for panels tilted at 20°. Comments as per page 26. Section 6.2.3 discusses the geometric modelling results for both models (panels tilted at 10° and 20°). The results between the two models are comparable which Pager Power expect based on industry experience. The report mentions that solar reflections are geometrically possible towards "two small sections of the route" with no further detail to identify these sections. In line with the methodology presented, it cannot be determined if this 'small section' is small enough to mitigate the potential impact, as the report

Page	Description	Comment
		previously states that the length of road affected can also be considered in determining the significance of impact. The report describes the sections of road where solar reflections are experienced, and where the glare originates from.
28/37	Modelling Results & Interpretation (continued)	The report states that arrays 4 and 5 are closest to the M20 and therefore has the biggest impact. Pager Power considers this dismissive of elevated road users (such as HGV drivers) where arrays behind these arrays will be visible and still could have an impact. The modelling result suggests solar reflections will only be geometrically possible towards a very short section of the assessed road. Based on Pager Power's industry experience, this would not be predicted.
29/37	Modelling Results & Interpretation (continued)	Pager Power considers the conclusion of existing vegetation and topography to mitigate the impact upon road users travelling west to east justified.
30/37	Conclusions	The report concludes an overall 'low impact' is predicted for road users travelling west to east when considering the screening and mitigating factors. Fleeting views of the site is considered to be a mitigating factor but any sustained glare would need further consideration. Pager Power considers the conclusion for the A20 and local roads appropriate and in accordance with the methodology presented.
31/37	Appendix A	Not reviewed
32/37	Appendix A (continued)	Not reviewed

Page	Description	Comment
33/37	Appendix B	Not reviewed
34/37	Appendix B (continued)	Not reviewed
35/37	Appendix B (continued)	Not reviewed
36/37	Appendix C	The assumptions, limitations and fixed model variables are not considered to significantly affect the outcome of the assessment and are of industry normalities.
37/37	Back page	-

Table 1 *Review comments*

3 RECOMMENDED CLARIFICATIONS

3.1 Route Receptor Inconsistencies

The 'route' receptor has been used on Forge modelling software to assess the impacts along the surrounding roads and railway line. The 'route' receptor plots a continuous line along the route instead of using individual receptor points.

Pager Power has attempted to use 'route' receptors on previous projects; however, analysis has shown that the 'route' tool provides incorrect results.

Inconsistencies typically consist of gaps in the continuous line where solar reflections are not deemed geometrically possible yet, based on Pager Power's experience and results either side of the gap, solar reflections should be geometrically possible. These inconsistencies are shown throughout Figures 6.4 – 6.7 of the Glint & Glare Assessment.

It is therefore recommended that cross-checks are undertaken using a set of defined individual observation points (OPs) along the route to establish the accuracy of the results. As a result, the significance of the obstructions should be considered again if the cross-checks identify glare along additional stretches of road.

4 FURTHER INFORMATION

4.1 Pager Power's Recommended Clarifications

- Use of Forge Solar's 'Route' tool, which Pager Power has determined to be unreliable, has been utilised in the assessment;
- Considering the inconsistencies of the 'route' receptors on the Forge software (see Section 3.1), it is recommended the results of the road are confirmed through assessment of observation points (OPs) on Forge.

4.2 Overall Conclusions

- The content of the Glint & Glare Assessment appears professional and transparent;
- The assessment concludes that a low impact is predicted upon road users along the M20 travelling west to east. This overall conclusion is considered justified.

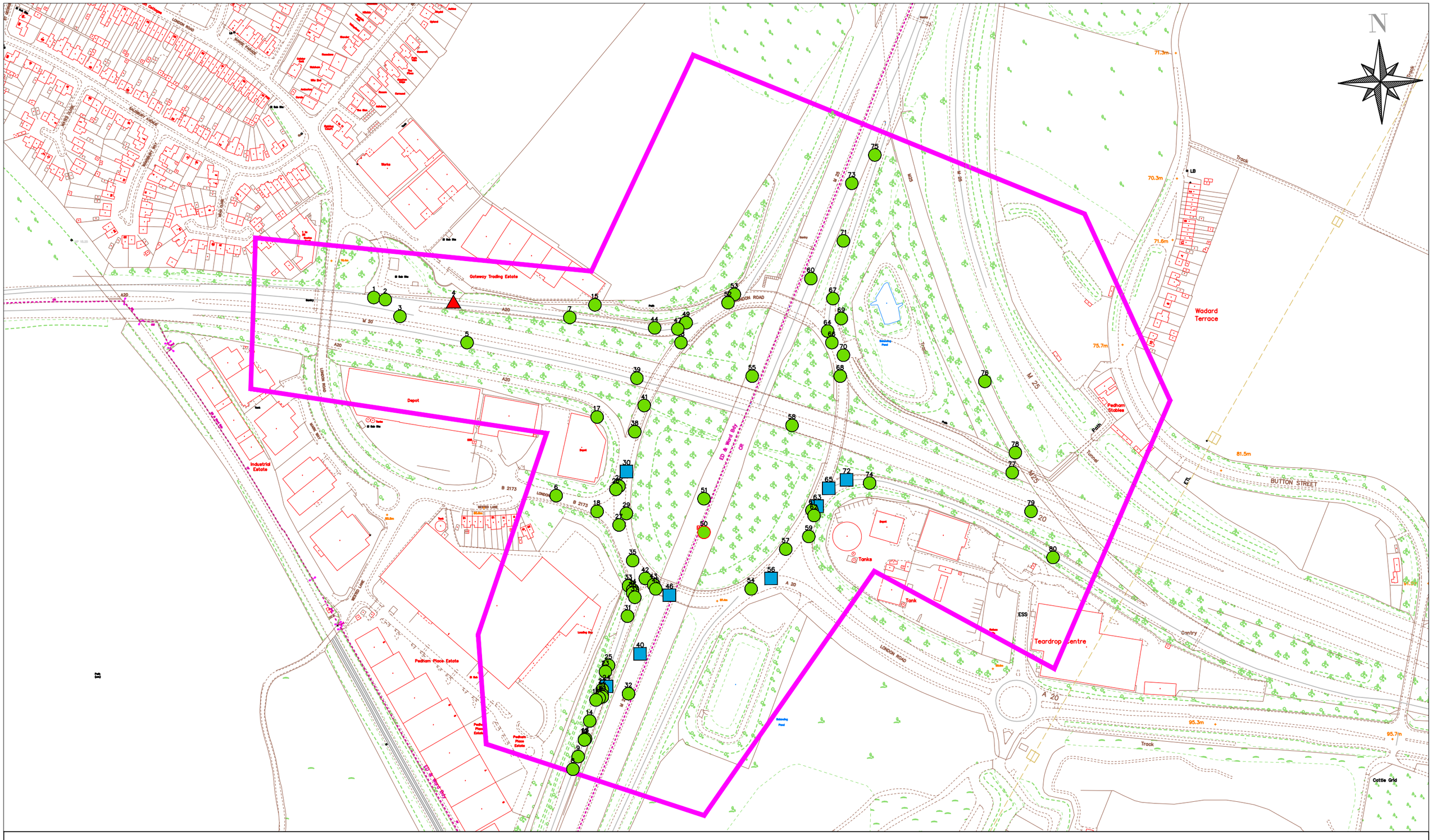
PAGERPOWER

Urban & Renewables

Pager Power Limited
Stour Valley Business Centre
Sudbury
Suffolk
CO10 7GB

Tel: +44 1787 319001 **Email:** info@pagerpower.com **Web:** www.pagerpower.com

Appendix C – M25 Junction 3 PIC Data



Location: M25, J3 Farningham

Personal injury crash data 01/01/2015 up to 30/09/2023

KCC Ref number: EXT/023/24

Crash Severity

- Slight
- Serious
- Fatal

Kent County Council
kent.gov.uk

Date: 07-February-2024
Time: 19:28:38

Title: **M25 J3, Farningham**

Requested output:**D - Print Crash Report**
Date: 07-February-2024
Accident Date BETWEEN '01-Jan-2015' AND '30-Sep-2023'

There were 80 reported crashes resulting in injury

D-PRINT CRASH REPORT

7-Feb-2024
19:28:38

M25 J3, Farningham
Accident Date BETWEEN '01-Jan-2015' AND '30-Sep-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
1	**Road No A20 Grid 552380E** **Section 015 Ref 167894N**	SLIGHT	15/03/2018	5	07:53	L	Wet/Damp	Rain			
	A20 BROOM HILL EASTBOUND OFFLSIP RNDBT J/W A20 BROOM HILL RNDBT, SWANLEY (MAPPED TO DESC. ORIGINAL COORDS - 552380,167894)								Sevenoaks		
	V2 WAS 3RD VEHICLE BACK FROM THE LIGHTS ON SLIP ROAD OFF THE A20 AND STATIONARY. V1 THEN HIT THE REAR OF V2.						Veh1, car, NW -> SE Veh2, car, NW -> SE			Casualties 1 Vehicles 2	
2	**Road No A20 Grid 552391E** **Section 015 Ref 167892N**	SLIGHT	20/12/2016	3	19:47	DRK STL	Dry	Fine			
	A20 SLIP ROUNDABOUT M25								Sevenoaks		
	V1 was coming up the slip. Failed to look properly as a result went into V2 which then went into V3. Slight injury to V2 driver.S170 complied with.						Veh1, car, NW -> SE Veh2, car, NW -> SE Veh3, car, NW -> SE			Casualties 1 Vehicles 3	
3	**Road No M20 Grid 552405E** **Section 276 Ref 167876N**	SLIGHT	08/05/2021	7	13:00	L	Dry	Fine			
	M20, A CARRIAGEWAY, SWANLEY (MAPPED TO COORDS)								Sevenoaks		
	V3 was travelling southeast on the M20 and came to a stop in queueing traffic. V2 was coming to a stop behind V3 when they were struck from behind by V1, shunting V2 into the rear of V3.						Veh1, car, NW -> SE Veh2, car, NW -> SE Veh3, car, NW -> SE			Casualties 3 Vehicles 3	

Key

Involved

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

Street Lighting

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

FACTORS

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

Special Conditions

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

D-PRINT CRASH REPORT

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M25 J3, Farningham
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No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
4	**Road No A20 Grid 552456E** **Section 018 Ref 167888N**	FATAL	06/06/2015	7	03:15	DRK NSL	Dry	Fine		S.VEH	
	A20 Slip Off, 300 Metres West of M25 Junction 3, Swanley, Kent								Sevenoaks		
	C1 (Deceased) Driving V1 an Automatic Vehicle Eastbound Along A20 Towards the M20. Also in Vehicle was a Passenger (C2). Vehicle Has left A20 at J3 of M25 at the Last Minute Crossing End of Hatchings.C1 Lost Control of the Vehicle which Rotated off the Slip Road up Embankment into Trees and Bushes Colliding with Road Sign. Vehicle Landed on Roof Back in Carriageway. C1 Ejected from Vehicle and Died at the Scene.						Veh1, car, W -> E				Casualties 2 Vehicles 1
5	**Road No M20 Grid 552469E** **Section 276 Ref 167851N**	SLIGHT	04/10/2020	1	06:30	L	Wet/Damp	Rain Wind			
	M20, B CARRIAGEWAY, SWANLEY (MAPPED TO COORDS)								Sevenoaks		
	V1 was travelling west on the M20 when its bonnet fell from the vehicle and landed in the carriageway in front of V2, which subsequently drove over it.						Veh1, car, SE -> NW Veh2, car, SE -> NW				Casualties 1 Vehicles 2
6	**Road No B2173 Grid 552554E** **Section 027 Ref 167705N**	SLIGHT	12/10/2021	3	15:50	L	Dry	Fine			
	B2173 LONDON RD, SWANLEY (MAPPED TO COORDS)								Sevenoaks		
	V1, travelling east on London Rd, failed to stop for stationary traffic in front of them and collided with the rear of V2, pushing it into the rear of V3. V1 failed to stop at the scene.						Veh1, car, W -> SE Veh2, car, W -> SE Veh3, car, W -> SE				Casualties 1 Vehicles 3

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M25 J3, Farningham
Accident Date BETWEEN '01-Jan-2015' AND '30-Sep-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
7	**Road No A20 Grid 552567E** **Section 018 Ref 167875N**	SLIGHT	18/12/2019	4	17:30	DRK NSL	Wet/Damp	Rain			
	A20, BROOM HILL SLIP EASTBOUND OFF, SWANLEY, (MAPPED TO COORDS).								Sevenoaks		
	Vehicles 2, 3 & 4 have been queuing to come off the A20 at the Swanley junction. V1 appears to have misjudged this causing a chain reaction crash where each vehicle gets shunted up the rear and then hits the vehicle in front. V5 has been driving past and a bumper has flown off and hit V5.						Veh1, car, SW -> NE Veh2, car, SW -> NE Veh3, car, SW -> NE Veh4, car, SW -> NE Veh5, car, SW -> NE				Casualties 4 Vehicles 5
8	**Road No M25 Grid 552570E** **Section 095 Ref 167444N**	SLIGHT	01/10/2021	6	17:30	L	Dry	Fine			
	M25, J3 OFF SLIP, SWANLEY INTERCHANGE (MAPPED TO GRIDS)								Sevenoaks		
	V2 was stationary at the traffic lights of the exit slip of J3, M25. V1, travelling northeast, drove into V2 from behind.						Veh1, car, SW -> NE Veh2, car, SW -> NE				Casualties 1 Vehicles 2
9	**Road No M25 Grid 552575E** **Section 095 Ref 167456N**	SLIGHT	23/10/2020	6	12:42	L	Wet/Damp	Rain			
	M25 J3 FROM J4 OFF SLIP, SWANLEY, (MAPPED TO COORDS).								Sevenoaks		
	V1 travelling on M25 'B', exited at junction 3 (Swanley/M20 junction). V1 collided with rear of V2 which was stationary in traffic held for traffic lights. V2 as a result of collision was pushed forward and hit rear of V3.						Veh1, car, SW -> NE Veh2, car, SW -> NE Veh3, car, SW -> NE				Casualties 2 Vehicles 3

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No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
10	**Road No M25 Grid 552581E** **Section 095 Ref 167472N**	SLIGHT	19/12/2018	4	17:41	DRK STL	Wet/Damp	Rain			GV
	M25, MARKER POST 14/7, B CARRIAGEWAY, J3 FROM J4 OFF SLIP, SWANLEY.								Sevenoaks		
	TRAFFIC SUDDENLY SLOWS ON M25 B SLIP OFF AT JUNCTION 3 FOR SWANLEY. V1 FAILS TO REACT IN TIME AND COLLIDES INTO REAR OF V2 WHICH IS FORCED INTO REAR OF V3.						Veh1, car, SW -> NE Veh2, goods < 3.5t, SW -> NE Veh3, car, SW -> NE				Casualties 2 Vehicles 3
11	**Road No M25 Grid 552581E** **Section 095 Ref 167472N**	SLIGHT	08/07/2016	6	12:54	L	Dry	Fine			
	M25, J3 SLIP OFF,B CARRIAGEWAY (MAPPED TO 552581,167472)								Sevenoaks		
	V2 WAS STOPPED ON THE SLIP-OFF OF J3 M25 B CARRIAGEWAY DUE TO TRAFFIC BUILD UP AT THE ROUNDABOUT AHEAD.V1 FAILED TO RECOGNISE THIS AND BRAKED TOO LATE, HITTING THE REAR OF V2.						Veh1, car, SW -> NE Veh2, car, SW -> NE				Casualties 2 Vehicles 2
12	**Road No M25 Grid 552581E** **Section 095 Ref 167472N**	SLIGHT	15/04/2018	1	17:41	L	Dry	Fine			
	M25, J3 SLIP, SWANLEY								Sevenoaks		
	3 VEHICLE RTC. V2 AND V3 WERE COMING TO A STOP WHILE APPROACHING A ROUNDABOUT, V1 HAS NOT SLOWED DOWN ENOUGH AND HAS HIT V2, WHICH HAS THEN MADE CONTACT WITH V3.						Veh1, car, SW -> NE Veh2, car, SW -> NE Veh3, car, SW -> NE				Casualties 3 Vehicles 3

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No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
13	**Road No M25 Grid 552582E** **Section 095 Ref 167473N**	SLIGHT	05/01/2018	6	13:25	L	Wet/Damp	Fine			
	M25 SLIP RD TO SWANLEY INTERCHANGE, SWANLEY (MAPPED TO CARRIAGEWAY. ORIGINAL COORDS - 552576,167474)								Sevenoaks		
	V1 CHANGED FROM LANE 2 TO 1 ON SLIP. V1 NOT REALISED VEHICLES AHEAD IN LANE 1 WERE STATIONARY. V1 HAS BRAKED AND ATTEMPTED TO CHANGE TO LANE 2 AGAIN HOWEVER ANOTHER VEHICLE PREVENTED THIS. V1 HAS COLLIDED WITH REAR OF V3 WHICH IN TURN HAS COLLIDED WITH V4. V1 HAS CONTINUED BACK INTO LANE 2 BRIEFLY BEFORE CROSSING BACK INTO LANE1 AND COMING TO A HALT ON NEARSIDE VERGE. V2 HAS COLLIDED WITH REAR OF V3 FOLLOWING INITIAL COLLISION BETWEEN V1 AND V3. (AGE FOR V1 NOT KNOWN)						Veh1, car, SW -> NE Veh2, car, SW -> NE Veh3, car, SW -> NE Veh4, car, SW -> NE				Casualties 1 Vehicles 4
14	**Road No M25 Grid 552586E** **Section 095 Ref 167490N**	SLIGHT	15/10/2020	5	15:00	L	Dry	Fine			HGV M/C
	M25 EXIT SLIP, J3, SWANLEY, (MAPPED TO COORDS).								Sevenoaks		
	(COMPLETED AT SWANLEY POLICE STATION FRONT COUNTER): V2 (m/c) in queue of traffic on exit slip road (J3 M25) anti clockwise, pulled up in front of V1. V1 continued into rear of V2. D1 drove off. V1 & DRIVER UNKNOWN.						Veh1, goods > 7.5t, SW -> NE Veh2, m/cycle > 500cc, SW -> NE				Casualties 1 Vehicles 2

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- *P/C* Pedal Cycle
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M25 J3, Farningham
Accident Date BETWEEN '01-Jan-2015' AND '30-Sep-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
15	**Road No A20 Grid 552591E** **Section 018 Ref 167887N**	SLIGHT	28/02/2016	1	20:45	DRK STL	Dry	Fine			
	A20 SLIP ROAD JW M25 J3								Sevenoaks		
	All 3 vehs were exiting A20 on slip towards M25 Junction 3 Swanley interchange. The traffic approaching roundabout & traffic lights suddenly slowed and stopped. V1 has not braked quickly enough and collided with V2 which in turn has collided with V3.						Veh1, car, W -> E Veh2, car, W -> E Veh3, car, W -> E				Casualties 1 Vehicles 3
16	**Road No M25 Grid 552592E** **Section 276 Ref 167510N**	SLIGHT	14/08/2021	7	14:50	L	Dry	Fine			
	M25 J3 FROM J4 OFF SLIP, SWANLEY, (MAPPED TO COORDS).								Sevenoaks		
	ALL 4 VEHICLES EXITING M25 AT J3 ON B CARRIAGEWAY. VEHS SLOWED FOR ROUNDABOUT V1 MISJUDGED TRAFFIC COMING TO A STOP CAUSING IT TO COLLIDE WITH V2. THIS THEN COLLIDED WITH V3 PUSHING IT INTO V4.						Veh1, car, SW -> NE Veh2, car, SW -> NE Veh3, car, SW -> NE Veh4, car, SW -> NE				Casualties 2 Vehicles 4
17	**Road No A20 Grid 552593E** **Section 276 Ref 167780N**	SLIGHT	01/02/2017	4	19:20	DRK STL	Wet/Damp	Rain		S.VEH	
	A20, ON SLIP AT SWANLEY BYPASS, J/W M25, JCT 3								Sevenoaks		
	V1 DROVE ROUND THE BEND ON THE SLIP ROAD ONTO THE A20 THE WHEELS LOST TRACTION ON WET LEAVES ON THE ROAD CAUSING THE DRIVER TO OVER STEER. THE VEHICLE HIT A KERB AND CAUSED IT TO SPIN OUT OF CONTROL AND HIT THE START OF A CRASH BARRIER, EVENTUALLY COMING TO A STOP IN LANE 1.						Veh1, car, S -> W				Casualties 1 Vehicles 1

Key

Involved

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

Street Lighting

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

FACTORS

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

Special Conditions

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

D-PRINT CRASH REPORT

7-Feb-2024
19:28:38

M25 J3, Farningham
Accident Date BETWEEN '01-Jan-2015' AND '30-Sep-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
18	**Road No B2173 Grid 552593E** **Section 276 Ref 167690N**	SLIGHT	09/12/2015	4	03:38	DRK STL	Wet/Damp	Fine			
	B2173 London Road, Swanley, Kent								Sevenoaks		
	Both Vehicles Came off the M25 Looking to Go down the A20. On Seeing the A20 is Closed V2 Has Slowed to Work out the Diversion Route down the B2173. V1 Has Also Come off the M25 Knowing the Diversion. V1 Has Failed to Notice V2 Slow down and Has Rear Ended V2.						Veh1, car, SE -> W Veh2, car, SE -> W			Casualties 2 Vehicles 2	
19	**Road No M25 Grid 552595E** **Section 276 Ref 167512N**	SLIGHT	25/07/2019	5	18:00	L	Dry	Fine			
	M25, J3 FROM J4 OFF SLIP, 128 METRES FROM J/W BROOM HILL RNDBT, FARNINGHAM.								Sevenoaks		
	V2 AND V3 SLOWING ON SLIP RD FOR AN UNKNOWN AND NON-DISCLOSED REASON. V1 HAS COLLIDED WITH THE REAR OF V2, PUSHING IT INTO V3. MINOR INJURIES ACHES AND PAINS. NO HOSPITAL TREATMENT REQUIRED.						Veh1, car, SW -> NE Veh2, car, SW -> NE Veh3, car, SW -> NE			Casualties 3 Vehicles 3	
20	**Road No M25 Grid 552598E** **Section 276 Ref 167513N**	SLIGHT	09/03/2019	7	13:30	L	Dry	Fine			M/C
	M25 J3 OFF SLIP, 125 METRES FROM J/W BRROM HILL RNDBT, SWANLEY. (RE-MAPPED TO LOCTION, OLD COORDS 552788,167994)								Sevenoaks		
	V1 was travelling with another motorcycle. Entered slip off towards J3 (Kent bound), queue of vehicles on slip road. Other motorcyclist braked for queue but appears V1 did not. V1 made impact with rear of slowing queued vehicle (V2), went over bars and smashed rear windscreen with helmet and then came off bike into live lane.						Veh1, m/cycle 125 - 500cc, S -> NE Veh2, car, S -> NE			Casualties 1 Vehicles 2	

Key

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

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

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

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

D-PRINT CRASH REPORT

7-Feb-2024
19:28:38

M25 J3, Farningham
Accident Date BETWEEN '01-Jan-2015' AND '30-Sep-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
21	**Road No M25 Grid 552598E** **Section 276 Ref 167515N**	SLIGHT	27/02/2018	3	14:50	L	Snow	Snow			HGV GV
	M25 SLIP, MARKER POST 14/8, B CARRIAGEWAY, J3, SWANLEY.								Sevenoaks		
	All vehicles travelling on the slip-off at Junction 3, M25 (B). A vehicle ahead stopped hard and fast. Vehs 3 and 2 stopped but V1 skidded and collided with the rear of V2 pushing it into V3.						Veh1, goods 3.5 - 7.5t, SW -> NE Veh2, car, SW -> NE Veh3, goods < 3.5t, SW -> NE			Casualties 1 Vehicles 3	
22	**Road No M25 Grid 552598E** **Section 276 Ref 167520N**	SLIGHT	07/07/2021	4	17:09	L	Wet/Damp	Fine			
	M25 J3 FROM J4 OFFSLIP, SWANLEY (MAPPED TO COORDS)								Sevenoaks		
	V2 was travelling northeast on the slip road and slowing down on the approach to the rndbt when they were struck from behind by V1.						Veh1, car, SW -> NE Veh2, car, SW -> NE			Casualties 1 Vehicles 2	
23	**Road No M25 Grid 552601E** **Section 018 Ref 167537N**	SLIGHT	22/06/2015	2	16:19	L	Dry	Fine			
	M25, B C/Way, Mp 14/3, Swanley, Kent								Sevenoaks		
	Vehicles Queueing on Slip Road, Leading to Traffic Light Controlled Roundabout. Veh 1 Changed Lanes at the Last Minute and Collided with Rear of Veh 2. this in Turn Has Hit Along the O/S of Veh 3.						Veh1, car, SW -> NE Veh2, car, SW -> NE Veh3, car, SW -> NE			Casualties 2 Vehicles 3	

Key

Involved
- *PED* Pedestrian
- *HGV* Heavy Goods Vehicle
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- *M/C* Motor Cycle
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Street Lighting
- *L* Daylight
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FACTORS
- *+VE* Positive Breath Test
- *R.TURN* Right Turn Manoeuvre
- *O/TAKE* Overtaking Manoeuvre
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Special Conditions
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D-PRINT CRASH REPORT

7-Feb-2024
19:28:38

M25 J3, Farningham
Accident Date BETWEEN '01-Jan-2015' AND '30-Sep-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
24	**Road No M25 Grid 552602E** **Section 276 Ref 167523N**	SERIOUS	13/08/2018	2	15:55	L	Dry	Fine		S.VEH	PSV
	M25, B CARRIAGEWAY, MP14/4, SWANLEY								Sevenoaks		
	D1 had to brake sharply due to vehicles ahead slowing / stopping in fairly slow-moving traffic. V1 swerved to the nearside, hit the nearside barrier and rolled over onto its side. The vehicle came to rest just prior to falling 10 feet onto the slip road. V1 contained 51 passengers in addition to the driver.						Veh1, bus or coach, SW -> NE				Casualties 13 Vehicles 1
25	**Road No A20 Grid 552604E** **Section 018 Ref 167543N**	SLIGHT	11/10/2015	1	19:11	DRK USL	Dry	Fine			
	A20, Swanley Interchange, Swanley, Kent (Mapped to 552580/167540)								Sevenoaks		
	This Rtc Involved Three Vehicles. V1 Has Driven into the Back of V2 Whilst Looking at a Road Sign. V2 Has then Driven into the Back of V3. the Driver of V2 was Complaining of Neck Pain Where They Had Hit Their Head During the Impact.						Veh1, car, SW -> NE Veh2, car, SW -> NE Veh3, car, SW -> NE				Casualties 1 Vehicles 3
26	**Road No A20 Grid 552611E** **Section Ref 167711N**	SLIGHT	10/03/2022	5	21:45	L	Dry	Fine			
	A20 BROOM HILL RNDBT J/W B2173 LONDON RD, SWANLEY								Sevenoaks		
	V1 and V2 moved off towards the rndbt when V1 collided with the side of V2. (No age for V1 or V2).						Veh1, car, SW -> NE Veh2, car, SW -> NE				Casualties 1 Vehicles 2

Key

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

Street Lighting
- *L* Daylight
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FACTORS
- *+VE* Positive Breath Test
- *R.TURN* Right Turn Manoeuvre
- *O/TAKE* Overtaking Manoeuvre
- *S.VEH* Single Vehicle

Special Conditions
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D-PRINT CRASH REPORT

7-Feb-2024
19:28:38

M25 J3, Farningham
Accident Date BETWEEN '01-Jan-2015' AND '30-Sep-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
27	**Road No A20 Grid 552614E** **Section 018 Ref 167677N**	SLIGHT	17/09/2023	1	13:20	L	Wet/Damp	Rain			
	A20 BROOM HILL RNDBT J/W B2173 LONDON ROAD, FARNINGHAM								Sevenoaks		
	OLR: V2 was coming off the M25 and proceeded on the roundabout to take the second exit on to the A20 heading to Bromley/Chislehurst direction. At the first exit there was a car V1 pulled up with its hazards on sat on the white lines that indicate the do not enter marked area. As V2 proceeded round the roundabout V1 pulled out in front of them, V2 braked to stop hitting them. V1 used no indicators and it was evident they didn't have enough time to pull out safely. As V2 braked V3 went into the back of them. V2/V3 pulled over and put the hazards on. V1 that caused the accident stopped so D2 approached the vehicle to get their details at which point V1 sped off and left the scene.						Veh1, car, S -> N Veh2, car, S -> N Veh3, car, S -> N				Casualties 2 Vehicles 3
28	**Road No A20 Grid 552614E** **Section 018 Ref 167714N**	SLIGHT	21/08/2017	2	06:20	L	Wet/Damp	Fine			M/C
	A20, SWANLEY INTERCHANGE RNDBT J/W B2173 LONDON RD, SWANLEY.								Sevenoaks		
	VEHICLES 1 & 2 NEGOTIATING THE A20 SWANLEY INTERCHANGE RNDBT. AT JUNCTION WITH B2173 V1 COLLIDED INTO THE REAR OF V2.						Veh1, car, SW -> NE Veh2, m/cycle 125 - 500cc, SW -> NE				Casualties 1 Vehicles 2
29	**Road No A20 Grid 552621E** **Section 018 Ref 167688N**	SLIGHT	20/03/2018	3	08:15	L	Wet/Damp	Fine			GV
	A20 BROOM HILL RNDBT J/W B2173 LONDON RD, SWANLEY								Sevenoaks		
	V2 TRAVELLING AROUND SWANLEY INTERCHANGE HAS COME TO A STOP AT TRAFFIC LIGHTS ADJACENT TO B2173. V1 HAS FAILED TO STOP AND DRIVEN INTO THE REAR OF V2, CAUSING V2 TO BE PUSHED OFF HIGHWAY.						Veh1, goods < 3.5t, SE -> N Veh2, car, SE -> N				Casualties 1 Vehicles 2

Key

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

Street Lighting
- *L* Daylight
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FACTORS
- *+VE* Positive Breath Test
- *R.TURN* Right Turn Manoeuvre
- *O/TAKE* Overtaking Manoeuvre
- *S.VEH* Single Vehicle

Special Conditions
- *ATS OUT* Traffic Lights Not Working
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D-PRINT CRASH REPORT

7-Feb-2024
19:28:38

M25 J3, Farningham
Accident Date BETWEEN '01-Jan-2015' AND '30-Sep-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
30	**Road No A20 Grid 552621E** **Section 018 Ref 167728N**	SERIOUS	08/05/2015	6	05:35	L	Dry	Fine			M/C P/C
	A20 Swanley Interchange Jw B2173 London Road, Swanley, Kent								Sevenoaks		
	3 Lanes of Traffic Were Stationary at the Interchange Waiting for the Lights to Change from Red to Green. A Pedal Cyclist Rushed across the Carriageway as Lights Changed. V2, a Motorbike Came Around the Roundabout in Lane 3 and Collided with the Pedal Cyclist. both Parties Were Injured and Taken to Hospital.						Veh1, pedal cycle, SW -> NE Veh2, m/cycle > 500cc, S -> N			Casualties 2 Vehicles 2	
31	**Road No M25 Grid 552622E** **Section 276 Ref 167590N**	SLIGHT	13/08/2019	3	09:40	L	Dry	Fine			GV
	M25 J4-J3 OFFSLIP, SWANLEY (MAPPED TO COORDS)								Sevenoaks		
	V1 failed to observe stationary traffic waiting in lane 1 when approaching the red traffic lights towards the rndbt. V1 then collided with the rear offside of V2, forcing it forward into the rear of V3. V1 then span out of control and collided with V4.						Veh1, car, SW -> NE Veh2, car, SW -> NE Veh3, car, SW -> NE Veh4, goods < 3.5t, SW -> NE			Casualties 2 Vehicles 4	
32	**Road No M25 Grid 552623E** **Section 014 Ref 167516N**	SLIGHT	26/07/2019	6	05:25	L	Wet/Damp	Rain			
	M25, B CARRIAGEWAY, SWANLEY, (MAPPED TO COORDS).								Sevenoaks		
	V1 travelling in lane 4/4 heavy rain & has then collided with V2 which was travelling in the inside lane, both vehs have spun hitting the crash barrier. Both drivers have differing accounts of what happened. D1 is claiming that V2 moved into their lane, D2 is claiming they were struck from behind from nowhere.						Veh1, car, SW -> NE Veh2, car, SW -> NE			Casualties 2 Vehicles 2	

Key

Involved

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

Street Lighting

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

FACTORS

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

Special Conditions

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

D-PRINT CRASH REPORT

M25 J3, Farningham
Accident Date BETWEEN '01-Jan-2015' AND '30-Sep-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
33	**Road No M25 Grid 552623E** **Section 276 Ref 167619N**	SLIGHT	21/07/2019	1	20:50	L	Dry	Fine			
	M25 J3 FROM J4 OFF SLIP J/W A20 BROOM HILL RNDBT, SWANLEY								Sevenoaks		
	V2 was stationary at traffic lights when was struck from behind by V1.						Veh1, car, SW -> NE Veh2, car, SW -> NE				Casualties 2 Vehicles 2
34	**Road No M25 Grid 552627E** **Section 276 Ref 167615N**	SLIGHT	28/02/2020	6	09:35	L	Wet/Damp	Rain Wind			
	M25 SLIP RD NEAR J/W BROOM HILL RNDBT, SWANLEY.								Sevenoaks		
	V1 has collided into the rear of V2, after seeming to misjudge the space available / not seen it in time. V2 has shunted forward into V3.						Veh1, car, SW -> NE Veh2, car, SW -> NE Veh3, car, SW -> NE				Casualties 2 Vehicles 3
35	**Road No A20 Grid 552627E** **Section 018 Ref 167643N**	SLIGHT	31/10/2020	7	21:08	DRK STU	Dry	Fine		O/TAKE	
	A20, BROOM HILL RNDBT J/W M25 J3 FROM J4 OFF SLIP, SWANLEY								Sevenoaks		
	Traffic was moving very slowly, V1 was on the lefthand side behind V2 and their route was completely different to V2's as they were heading straight and V1 was heading towards the exit to B2173. There was a narrow space in front of V2, suddenly V1 changed their mind as they seemingly realised they were going the wrong way. Without any clue or indication, V1 speeded up, overtaking V2 from the left and cutting across V2 towards the right, hitting their passenger side front door, driver nearside wing with the offside rear of their vehicle ending up stopping at the front of V2. D2 stopped but D1 did not stop, seemingly did not even realise they had hit V2. There were two passengers on board with D2 who witnessed the incident. Police officers from Kent Police attended the scene as they were passing by from the same roundabout.						Veh1, car, SE -> NW Veh2, taxi, SE -> NW				Casualties 1 Vehicles 2

Key

Involved

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

Street Lighting

L	*Daylight*
STL	*Street Lights*
USL	*Street LIghts Unlit*
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STU	*Street Lights Unknown*

FACTORS

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

Special Conditions

ATS OUT	*Traffic Lights Not Working*
ATS DEF	*Traffic Lights Defective*
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RD WRKS	*Road Works*
Surface	*Road Surface Defective*

D-PRINT CRASH REPORT

7-Feb-2024
19:28:38

M25 J3, Farningham
Accident Date BETWEEN '01-Jan-2015' AND '30-Sep-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
36	**Road No M25 Grid 552627E** **Section 276 Ref 167612N**	SLIGHT	28/07/2020	3	11:55	L	Dry	Fine			GV
	M25, OFF SLIP NEAR J/W A20 BROOM HILL RNDBT, SWANLEY.								Sevenoaks		
	This is a three vehicle RTC in which all vehicles have been travelling North on the M25 off slip at the Swanley interchange (Junction 3). As vehicles 2 & 3 have been slowing for the roundabout, vehicle 1 has failed to brake sufficiently, causing it to collide with the rear of vehicle 2 and shunt into the rear of vehicle 3.						Veh1, car, SW -> NE Veh2, goods < 3.5t, SW -> NE Veh3, car, SW -> NE				Casualties 1 Vehicles 3
37	**Road No M25 Grid 552629E** **Section 276 Ref 167608N**	SLIGHT	04/01/2020	7	18:50	DRK STL	Dry	Fine			
	M25 J4-J3 OFF SLIP J/W A20 BROOM HILL RNDBT, SWANLEY								Sevenoaks		
	V2 was waiting to pull onto the rndbt from the northbound slip road of the M25. As the lights started to change, V2 was struck from behind by V1. D1 failed to stop at the scene.						Veh1, car, SW -> NE Veh2, car, SW -> NE				Casualties 3 Vehicles 2
38	**Road No A20 Grid 552629E** **Section 276 Ref 167766N**	SLIGHT	04/07/2016	2	19:45	L	Dry	Fine			GV
	A20, LONDON ROAD J/W B2173								Sevenoaks		
	V2 was stationary at red automated traffic signals when V1 came around roundabout, was momentarily distracted and went into the rear of V2 causing damage and minor injury to D2.						Veh1, goods < 3.5t, SE -> N Veh2, goods < 3.5t, SE -> N				Casualties 1 Vehicles 2

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Involved

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FACTORS

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R.TURN	*Right Turn Manoeuvre*
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M25 J3, Farningham
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No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
39	**Road No M20 Grid 552631E** **Section 028 Ref 167817N**	SLIGHT	07/09/2015	2	06:30	L	Dry	Fine			
	M20 Mp 28/4 Junction 2 to 1, Swanley								Sevenoaks		
	Rtc on Hard Shoulder up Ahead, All Traffic Slowing down as Did V2. V1 Hit V2 in the Rear, D1 was Getting Something out of Their Bag at the Time.						Veh1, car, SE -> NW Veh2, car, SE -> NW			Casualties 1 Vehicles 2	
40	**Road No M25 Grid 552634E** **Section 012 Ref 167554N**	SERIOUS	02/07/2019	3	10:15	L	Dry	Fine			HGV
	M25, A CARRIAGEWAY, SWANLEY (MAPPED TO COORDS)								Sevenoaks		
	V1 HAD A TEMPORARY LOSS OF CONCENTRATION AND POSSIBLY FELL ASLEEP BRIEFLY BEFORE VEERING FROM LANE 2 INTO LANE 1 AND COLLIDING WITH V2. THIS CAUSED V1 TO SPIN AND COLLIDE WITH THE NEARSIDE BARRIER.						Veh1, car, SW -> NE Veh2, goods > 7.5t, SW -> NE			Casualties 2 Vehicles 2	
41	**Road No A20 Grid 552638E** **Section 018 Ref 167791N**	SLIGHT	08/03/2016	3	19:30	DRK STL	Dry	Fine			
	A20 JW M25 J3, SWANLEY ROUNDABOUT, SWANLEY								Sevenoaks		
	V1 was slowing for a red light whilst on a roundabout. V2 skidded whilst slowing and hit V1. S170 was complied with at the scene. V3 details are unknown. It has not been involved in having caused any damage.						Veh1, car, SW -> NE Veh2, car, SW -> NE Veh3, car, SW -> NE			Casualties 1 Vehicles 3	

Key

Involved

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M25 J3, Farningham
Accident Date BETWEEN '01-Jan-2015' AND '30-Sep-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
42	**Road No A20 Grid 552639E** **Section 018 Ref 167626N**	SLIGHT	20/12/2015	1	11:33	L	Wet/Damp	Rain			
	A20 Swanley Interchange Roundabout Jw London Road, Swanley								Sevenoaks		
	V3 (Police Vehicle) was on Immediate Call and Traffic Slowed to Allow V3 to Progress. V1 Has Failed to React in Time and Collided with the Rear of V2.						Veh1, car, SE -> NW Veh2, car, SE -> NW Veh3, car, S -> N			Casualties 3 Vehicles 3	
43	**Road No A20 Grid 552647E** **Section Ref 167620N**	SLIGHT	26/05/2022	5	06:30	L	Dry	Fine			HGV
	A20, BROOM HILL RNDBT J/W M25 J3 FROM J4 OFF SLIP, FARNINGHAM								Sevenoaks		
	BOTH VEHICLES TRAVELLING AROUND THE SWANLEY INTERCHANGE. THE AUTOMATIC TRAFFIC LIGHTS TURNED TO RED. V2 BRAKED TO AVOID RUNNING THE LIGHT AND V1 HIT THE REAR RESULTING IN MINOR DAMAGE.						Veh1, goods > 7.5t, SE -> NW Veh2, car, SE -> NW			Casualties 1 Vehicles 2	
44	**Road No A20 Grid 552648E** **Section 018 Ref 167865N**	SLIGHT	18/10/2015	1	02:57	L	Dry	Fine			
	A20, Slip off to Swanley Coastbound, Swanley, Kent								Sevenoaks		
	Veh 1 Has Exited at Swanley Interchange from A20 Coastbound. it Has Hit Veh 2 from Behind Whilst it was Slowing for Red Ats. Air Bags Deployed Veh 1. All Parties Stopped and 170. Driver of Veh 1 Has then left Scene Prior to Police Arrival. Witnesses State Driver Smelt of Alcohol. Unable to Trace Driver at Address.						Veh1, car, W -> E Veh2, car, W -> E			Casualties 1 Vehicles 2	

Key

Involved

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

Street Lighting

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

FACTORS

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

Special Conditions

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

D-PRINT CRASH REPORT

7-Feb-2024
19:28:38

M25 J3, Farningham
Accident Date BETWEEN '01-Jan-2015' AND '30-Sep-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
45	**Road No A20 Grid 552649E** **Section 276 Ref 167616N**	SLIGHT	25/04/2018	4	16:07	L	Wet/Damp	Rain			
	A20, BROOM HILL RNDBT (SWANLEY INTERCHANGE) J/W B2173, SWANLEY.								Sevenoaks		
	V1 COLLIDED WITH THE REAR OF V2 WHEN V2 WAS STATIONARY AT NON FUNCTIONING TRAFFIC LIGHTS, WAITING TO PROCEED WITH CAUTION BUT UNABLE TO DUE TO VIEW BEING BLOCKED BY LARGE LORRY ON THE RIGHT OF V2 IN LANE 2. V1 AND V2 IN LANE 1						Veh1, car, SE -> NW Veh2, car, SE -> NW				Casualties 1 Vehicles 2
46	**Road No A20 Grid 552662E** **Section 276 Ref 167610N**	SERIOUS	22/09/2020	3	16:20	L	Dry	Fine		R.TURN	M/C
	A20 BROOM HILL RNDBT, SWANLEY (MAPPED TO COORDS).								Sevenoaks		
	V1 is a motorbike with a single rider who was travelling on the Swanley Interchange underneath the M25 towards Swanley. As V1 is merging from lane 1-2 the rider has struck the rear offside of V2, which was travelling and maintaining lane 2 of 3. Rider has fallen off motorbike and sustained injuries. Minor damage to both vehicles.						Veh1, m/cycle > 500cc, S -> E Veh2, car, E -> N				Casualties 1 Vehicles 2
47	**Road No A20 Grid 552670E** **Section Ref 167864N**	SLIGHT	05/04/2022	3	08:25	L	Dry	Fine			HGV
	A20 BROOM HILL SLIP EASTBOUND OFF J/W A20 BROOM HILL RNDBT, SWANLEY								Sevenoaks		
	V2 was in the middle lane of the eastbound off slip and came to a stop at the traffic lights with V1 on their nearside. V1 then began moving off and collided with the nearside of V2. V1 did not stop at the scene.						Veh1, goods > 7.5t, W -> E Veh2, car, W -> E				Casualties 1 Vehicles 2

Key

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

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

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

Special Conditions
- *ATS OUT* Traffic Lights Not Working
- *ATS DEF* Traffic Lights Defective
- *SIGNS* Road Signs Defective or Obscurred
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D-PRINT CRASH REPORT

7-Feb-2024
19:28:38

M25 J3, Farningham
Accident Date BETWEEN '01-Jan-2015' AND '30-Sep-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
48	**Road No A20 Grid 552673E** **Section 018 Ref 167851N**	SLIGHT	06/06/2017	3	15:30	L	Wet/Damp	Fine Wind			
	A20, SWANLEY ROUNDABOUT AT J/W M25 NORTHBOUND, SWANLEY								Sevenoaks		
	V2 on roundabout waiting for lights to change. V1 believed lights had changed and has collided with the rear of V2.						Veh1, car, SW -> NE Veh2, car, SW -> NE				Casualties 1 Vehicles 2
49	**Road No A20 Grid 552678E** **Section 018 Ref 167870N**	SLIGHT	18/10/2021	2	16:26	L	Dry	Fine			HGV
	A20, OFF SLIP J/W M25, SWANLEY INTERCHANGE								Sevenoaks		
	V1 was travelling east on the off slip road at junction 3 of A20. V1 collided with the rear of V2, which was stopped at the red light.						Veh1, goods > 7.5t, W -> NE Veh2, car, W -> NE				Casualties 1 Vehicles 2
50	**Road No M25 Grid 552695E** **Section 012 Ref 167670N**	SLIGHT	07/07/2023	6	16:33	L	Dry	Fine	Stand		
	M25, THROUGH J3 FROM J2, SWANLEY, (MAPPED TO COORDS).								Sevenoaks		PED
	V1 and V2 were both in lane 1 of 2, stationary at the red ATS when D1 has got out due to damage to the driver side front window. D2 has exited their vehicle in order to a take a picture, D1 has got back in V1 and driven towards D2 causing them to fall over upon making contact. V1 has then driven away colliding with V2 front driver side door. V1 has then failed to stop.						Veh1, car, NE -> SW Veh2, car, P -> P				Casualties 1 Vehicles 2

Key

Involved

PED	*Pedestrian*
HGV	*Heavy Goods Vehicle*
GV	*Goods Vehicle*
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FACTORS

+VE	*Positive Breath Test*
R.TURN	*Right Turn Manoeuvre*
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Special Conditions

ATS OUT	*Traffic Lights Not Working*
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M25 J3, Farningham
Accident Date BETWEEN '01-Jan-2015' AND '30-Sep-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
51	**Road No M25 Grid 552695E** **Section 012 Ref 167702N**	SLIGHT	07/11/2015	7	19:15	DRK NSL	Wet/Damp	Fine			
	M25, Marker Post 14/1B, Swanley, Kent								Sevenoaks		
	4X Vehicle Rtc on M25, B Swanley, V1 Has Moved out to Overtake V2 and Been Hit from Behind Losing Control and Hitting V2. V4 Has Seen Static Vehicle in Lane 1 but Unable to Stop.						Veh1, car, SW -> NE Veh2, car, SW -> NE Veh3, car, SW -> NE Veh4, car, SW -> NE				Casualties 2 Vehicles 4
52	**Road No M25 Grid 552718E** **Section 276 Ref 167889N**	SLIGHT	28/08/2021	7	18:02	L	Dry	Fine			
	M25 J3 TO J2 ON SLIP J/W A20 BROOM HILL RNDBT, SWANLEY.								Sevenoaks		
	V1 and V2 were manoeuvring around J3 of the M25 Swanley interchange. V2 was in lane 1 of 2 turning right towards M20 slip. V1 was in lane 2 of 2 and attempted to overtake V2 to slip off to M25, has collided with V2's nearside causing them to loose control and hit the crash barrier and flip the vehicle.						Veh1, car, SW -> NE Veh2, car, SW -> NE				Casualties 2 Vehicles 2
53	**Road No A20 Grid 552724E** **Section 018 Ref 167897N**	SLIGHT	24/11/2016	5	14:24	L	Dry	Fine		R.TURN	
	A20, SWANLEY INTERCHANGE J/W M25, SLIP ON 'B'								Sevenoaks		
	X2 vehicle minor damage RTA. X1 very minor injury. Section 170 complied with at scene. V1 was travelling in the nearside lane. V2 was in the middle lane. V2 was in the lane to take the slip road off towards the M25. As V2 took lane 2 on the slip road, V1 which was in lane 1 clipped V2. Very minor damage to both cars. Very minor injury to the driver of V1.						Veh1, car, E -> W Veh2, car, E -> W				Casualties 1 Vehicles 2

Key

Involved

PED	*Pedestrian*
HGV	*Heavy Goods Vehicle*
GV	*Goods Vehicle*
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PSV	*Bus/Coach*

Street Lighting

L	*Daylight*
STL	*Street Lights*
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STU	*Street Lights Unknown*

FACTORS

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

Special Conditions

ATS OUT	*Traffic Lights Not Working*
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D-PRINT CRASH REPORT

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19:28:38

M25 J3, Farningham
Accident Date BETWEEN '01-Jan-2015' AND '30-Sep-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
54	**Road No A20 Grid 552740E** **Section 018 Ref 167616N**	SLIGHT	05/08/2016	6	10:50	L	Dry	Fine			M/C
	A20, SWANLEY INTERCHANGE J/W M25 JUNCTION 3								Sevenoaks		
	V1 & V2 moved away from automatic light signal together. V1 was in lane 1 of 3 to go straight ahead. V2 was in lane 2 of 3 to go straight ahead. V1 made a sudden turn to their right across the path of V2 causing the rider of V2 to drop their motor cycle in an attempt to avoid a collision.						Veh1, car, NE -> SW Veh2, m/cycle > 500cc, NE -> SW			Casualties 2 Vehicles 2	
55	**Road No M25 Grid 552741E** **Section 012 Ref 167819N**	SLIGHT	18/05/2021	3	11:20	L	Wet/Damp	Fine			HGV
	M25, B CARRIAGEWAY, SWANLEY (MAPPED TO COORDS)								Sevenoaks		
	V1 and V2 were travelling northeast on the M25 in slow-moving traffic. V2 came to a stop and was then struck from behind by V1.						Veh1, goods > 7.5t, SW -> NE Veh2, car, SW -> NE			Casualties 2 Vehicles 2	
56	**Road No A20 Grid 552759E** **Section 018 Ref 167626N**	SERIOUS	28/06/2021	2	13:58	L	Dry	Fine			HGV
	A20, LONDON RD J/W BROOM HILL RNDBT/SWANLEY INTERCHG, SWANLEY.								Sevenoaks		
	V2 was entering Swanley Interchange from A20 London Rd. As traffic lights have turned green, D2 has pulled away from lights. V1 has been negotiating Swanley Interchange roundabout. D1 has not stopped at red traffic light and has crashed into V2.						Veh1, goods > 7.5t, NE -> SW Veh2, car, SE -> NW			Casualties 1 Vehicles 2	

Key

Involved

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

Street Lighting

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FACTORS

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

Special Conditions

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

D-PRINT CRASH REPORT

7-Feb-2024
19:28:38

M25 J3, Farningham
Accident Date BETWEEN '01-Jan-2015' AND '30-Sep-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
57	**Road No A20 Grid 552773E** **Section 018 Ref 167654N**	SLIGHT	18/06/2020	5	16:24	L	Dry	Fine		O/TAKE	
	A20 BROOMHILL RNDBT J/W A20 LONDON RD, SWANLEY								Sevenoaks		
	V2 was driving from M25 Northbound going right at roundabout to Swanley B2173. V1 was going round the roundabout and collided with the offside bumper of V2. This has caused a scratch. V1 also had scratches.						Veh1, car, N -> SW Veh2, car, N -> SW			Casualties 1 Vehicles 2	
58	**Road No M20 Grid 552779E** **Section 028 Ref 167772N**	SLIGHT	07/12/2021	3	08:55	L	Dry	Fine			HGV
	M20, B CARRIAGEWAY, SWANLEY (MAPPED TO COORDS)								Sevenoaks		
	V2 was travelling northwest on the M20 in the middle lane when V1 changed lanes to the right and collided with the nearside of V2. (No details for V1).						Veh1, goods > 7.5t, SE -> NW Veh2, car, SE -> NW			Casualties 2 Vehicles 2	
59	**Road No A20 Grid 552795E** **Section 018 Ref 167666N**	SLIGHT	11/04/2019	5	21:50	L	Dry	Fine			HGV
	A20 BROOM HILL RNDBT J/W A20 LONDON RD, SWANLEY								Sevenoaks		
	V2 WAS IN LANE ONE OF BROOM HILL RNDBT APPROACHING THE EXIT FOR LONDON RD. V1 MADE A LATE MANOEUVRE TO JOIN LONDON RD AND IN DOING SO CLIPPED THE FRONT OFFSIDE OF V2. D2 BRAKED ABRUPTLY TO TRY AND AVOID A COLLISION, CAUSING MINOR INJURIES TO THE OCCUPANTS. V1 FAILED TO STOP AT THE SCENE.						Veh1, car, NE -> SE Veh2, goods > 7.5t, NE -> SE			Casualties 3 Vehicles 2	

Key

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

Street Lighting
- *L* Daylight
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FACTORS
- *+VE* Positive Breath Test
- *R.TURN* Right Turn Manoeuvre
- *O/TAKE* Overtaking Manoeuvre
- *S.VEH* Single Vehicle

Special Conditions
- *ATS OUT* Traffic Lights Not Working
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D-PRINT CRASH REPORT

7-Feb-2024
19:28:38

M25 J3, Farningham
Accident Date BETWEEN '01-Jan-2015' AND '30-Sep-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
60	**Road No M25 Grid 552797E** **Section 012 Ref 167912N**	SLIGHT	28/01/2015	4	13:30	L	Dry	Fine			
	M25 Junction 3, a Carriageway, Marker Post 13/9, Swanley, Kent								Sevenoaks		
	V1 (Details Not Known) Has Dropped Large Plastic Waste Bin which Has Ended up in Lane 3 of 3. V3 Has Had to Perform an Emergency Stop and V2 Has Collided into Rear of V3. Passenger V2 Sustained Minor Injury.						Veh1, car, SW -> NE Veh2, car, SW -> NE Veh3, car, SW -> NE				Casualties 1 Vehicles 3
61	**Road No A20 Grid 552798E** **Section 018 Ref 167691N**	SLIGHT	26/10/2021	3	20:05	DRK STL	Dry	Other			GV
	A20, ROUNDABOUT J/W M25, SWANLEY INTERCHANGE								Sevenoaks		
	V2 travelling south on the roundabout of the A20, Swanley interchange. V1 has cut across from lane 2 and hit the offside wing of V2.						Veh1, goods < 3.5t, N -> S Veh2, car, N -> S				Casualties 1 Vehicles 2
62	**Road No M20 Grid 552800E** **Section 018 Ref 167686N**	SLIGHT	11/04/2021	1	16:00	L	Dry	Fine			
	M20 ROUNDABOUT, SWANLEY (MAPPED TO DESCRIPTION, ORIGINAL GRIDS 552704, 167728)								Sevenoaks		
	OLR: D2 was on the Swanley roundabout going towards the M25 Junction. The other driver was heading towards M25 too on the lane next to D2's driver side, then cut across into V2 pushing them onto the A20 junction where the driver suddenly decided to turn off to the A20 with no indication.						Veh1, car, N -> E Veh2, car, N -> S				Casualties 1 Vehicles 2

Key

Involved

PED	*Pedestrian*
HGV	*Heavy Goods Vehicle*
GV	*Goods Vehicle*
M/C	*Motor Cycle*
P/C	*Pedal Cycle*
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Street Lighting

L	*Daylight*
STL	*Street Lights*
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FACTORS

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

Special Conditions

ATS OUT	*Traffic Lights Not Working*
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D-PRINT CRASH REPORT

7-Feb-2024
19:28:38

M25 J3, Farningham
Accident Date BETWEEN '01-Jan-2015' AND '30-Sep-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
63	**Road No M25 Grid 552803E** **Section 276 Ref 167695N**	SERIOUS	15/10/2017	1	17:15	L	Dry	Fine			M/C
	M25, JUNCTION 3, BROOM HILL ROUNDABOUT, SWANLEY								Sevenoaks		
	V1 and V2 were travelling South West on the Broom Hill roundabout. V1 was in the offside lane intending to continue around the roundbaout to join M25 North Bound and V2 was in middle lane intending to turn left to join A20. Both vehicles negotiated the roundabout but as they approached the A20 Slip Road V1 realised it was in the wrong lane to proceed around the roundabout, changed lanes into the path of V2 and vehicles collided.						Veh1, car, N -> S Veh2, m/cycle > 500cc, N -> S				Casualties 2 Vehicles 2
64	**Road No A20 Grid 552813E** **Section 018 Ref 167862N**	SLIGHT	01/01/2018	2	12:20	L	Wet/Damp	Rain			
	A20 RNDBT J/W M20, SWANLEY								Sevenoaks		
	V1 AND V2 BOTH TRAVELLING ON M25 ENTERED THE SLIP ON FOR THE M20. V1 BRAKED AND STOPPED SUDDENLY, EVEN THOUGH THE LIGHTS WERE GREEN, CAUSING V2 TO COLLIDE WITH V1. V1 DROVE AWAY WITHOUT STOPPING.						Veh1, car, NE -> SE Veh2, car, NE -> SE				Casualties 1 Vehicles 2
65	**Road No M20 Grid 552814E** **Section 028 Ref 167712N**	SERIOUS	15/07/2018	1	15:44	L	Dry	Fine			
	M20 JUNCTION 1 FROM M20/M25 LINK ROAD OFF SLIP (MAPPED TO DESCRIPTION, ORIGINAL COORDINATES 552811, 167686)								Sevenoaks		
	V2 APPROACHED AN RTS. D2 BRAKED SHARPLY BUT STOPPED IN TIME FOR THE RED LIGHT, STOPPING AT THE STOP LINE. V1 DID NOT STOP IN TIME AND COLLIDED WITH THE REAR OF V2. V3 THEN COLLIDED WITH THE REAR OF V1 AND V1 MADE CONTACT WITH V2 AGAIN.						Veh1, car, E -> W Veh2, car, E -> W Veh3, car, E -> W				Casualties 3 Vehicles 3

Key

Involved
- *PED* Pedestrian
- *HGV* Heavy Goods Vehicle
- *GV* Goods Vehicle
- *M/C* Motor Cycle
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FACTORS
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- *R.TURN* Right Turn Manoeuvre
- *O/TAKE* Overtaking Manoeuvre
- *S.VEH* Single Vehicle

Special Conditions
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D-PRINT CRASH REPORT

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M25 J3, Farningham
Accident Date BETWEEN '01-Jan-2015' AND '30-Sep-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
66	**Road No A20 Grid 552817E** **Section 018 Ref 167851N**	SLIGHT	11/11/2020	4	20:45	DRK STL	Dry	Fine			GV
	A20 BROOM HILL RNDBT J/W M25 J4-J3 OFFSLIP, SWANLEY								Sevenoaks		
	V2 was travelling around the rndbt and went through a green light at the junction with the southbound offslip of the M25 when V1 went through a red light and collided with the nearside of V2.						Veh1, goods < 3.5t, N -> SE Veh2, car, NW -> S				Casualties 1 Vehicles 2
67	**Road No M25 Grid 552818E** **Section 276 Ref 167893N**	SLIGHT	01/09/2019	1	17:00	L	Dry	Fine			
	M25 J3-J2 OFF SLIP J/W A20 BROOM HILL RNDBT, SWANLEY								Sevenoaks		
	V2 AND V3 WERE TRAVELLING SOUTH ON THE SLIP RD AND CAME TO A STOP AT THE JUNCTION WITH THE RNDBT. V1 FAILED TO SLOW DOWN AND COLLIDED WITH THE REAR OF V2, FORCING IT INTO THE REAR OF V3.						Veh1, car, NE -> SW Veh2, car, NE -> SW Veh3, car, NE -> SW				Casualties 5 Vehicles 3
68	**Road No A20 Grid 552825E** **Section 018 Ref 167819N**	SLIGHT	04/02/2015	4	09:03	L	Dry	Fine			GV
	A20 J/W M25 J3 Rdbt, Swanley, Kent								Sevenoaks		
	Apparantly V1 the Police Surveillance Van, is on a Live Operation, Using Blue Lights and Two Tones to Filter Slowly and Carefully Negotiating a Roundabout when Two Cars to the Police Driver's Front left Side, Slow down and Stop. both These Vehicles Collide into the Rear of Each Other. the Police Driver Makes no Contact with either Vehicle. All Three Parties Move to a Safe Area, Exchange Details. Gps is Called, Evidence Gathered from Zdr in Vehicle. no Evidence of Careless Driving Suggested.						Veh1, car, N -> S Veh2, car, N -> S Veh3, goods < 3.5t, N -> S				Casualties 1 Vehicles 3

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FACTORS
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- *R.TURN* Right Turn Manoeuvre
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Special Conditions
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M25 J3, Farningham
Accident Date BETWEEN '01-Jan-2015' AND '30-Sep-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
69	**Road No M25 Grid 552826E** **Section 012 Ref 167874N**	SLIGHT	04/11/2016	6	14:21	DRK USL	Wet/Damp	Rain			HGV
	M25 JCT 3, SLIP OFF J/W A20 RDBT SWANLEY INTERCHANGE								Sevenoaks		
	V1 & V2 were stationary at the traffic lights on off slip of M25 of J3. Upon moving off both vehicles have collided on the roundabout.						Veh1, goods > 7.5t, E -> W Veh2, car, E -> W				Casualties 1 Vehicles 2
70	**Road No A20 Grid 552828E** **Section 018 Ref 167839N**	SLIGHT	23/07/2020	5	08:12	L	Dry	Fine			HGV
	A20 BROOM HILL RNDBT J/W M20 J1-J2 ON SLIP, SWANLEY								Sevenoaks		
	Copied from OLR: The collision occurred on the M25-M20/A20 roundabout near Swanley. V1/lorry was in the right lane and V2 was driving in the middle lane ahead of the lorry then D1 suddenly came into D2's lane and hit the driver's side rear door with their front left-hand side bumper. Location at the Swanley exit on the roundabout. D2 had to press the horn as they dragged V2 for a few metres, then V1 pulled over back to their right, to their lane. D1 put their window down and asked what happened, D2 said they'd hit them and to pull over. D1 refused at first and drove off in front, so D2 followed to make sure they pulled over. They took the M20 exit then D1 stopped on the side, they both got out. D2 started taking photos, D1 became abusive and they hit D2 in the mouth, grabbed phone to delete the picture, threw phone & drove off. D2 called police.						Veh1, goods > 7.5t, NW -> SE Veh2, car, NW -> SE				Casualties 1 Vehicles 2

Key

Involved

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

Street Lighting

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

FACTORS

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

Special Conditions

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

D-PRINT CRASH REPORT

7-Feb-2024
19:28:38

M25 J3, Farningham
Accident Date BETWEEN '01-Jan-2015' AND '30-Sep-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
71	**Road No M25 Grid 552828E** **Section 276 Ref 167948N**	SLIGHT	15/06/2016	4	15:14	L	Dry	Fine			GV
	M25 SLIP OFF AT JUNCTION 3, SWANLEY ROUNDABOUT								Sevenoaks		
	V1 LEFT SLIP ROAD AT JUNCTION 3 CLOCKWISE APPROACHING SWANLEY ROUNDABOUT WHEN IT CAME UPON QUEUING TRAFFIC HELD AT TRAFFIC LIGHTS. V1 HIT V2 FROM THE REAR, V2 HAS SHUNTED FORWARD INTO V3.						Veh1, car, NE -> SW Veh2, goods < 3.5t, NE -> SW Veh3, goods < 3.5t, NE -> SW				Casualties 4 Vehicles 3
72	**Road No M20 Grid 552831E** **Section 028 Ref 167720N**	SERIOUS	27/03/2017	2	11:12	L	Dry	Fine			
	M20, SLIP OFF J3, B CARRIAGEWAY, SWANLEY (MAPPED TO DESCRIPTION. ORIGNAL CO-ORDS 552840,167810)								Sevenoaks		
	V1 changed from lane 1 to lane 2 on approach to the traffic signal. V1 then collided into rear of V2 at the traffic signal.						Veh1, car, E -> W Veh2, car, SE -> W				Casualties 3 Vehicles 2
73	**Road No M25 Grid 552836E** **Section 012 Ref 168003N**	SLIGHT	19/05/2015	3	20:05	L	Wet/Damp	Rain			HGV
	M25, Mp 13/8+50 A, Swanley, Kent								Sevenoaks		
	V1 Aquaplaned and Swerved Trying to Get to the Hard Shoulder, Whilst Braking, V2 (Hgv) Had Nowhere to Go and Collided with the Rear of V1.						Veh1, car, NE -> SW Veh2, goods > 7.5t, NE -> SW				Casualties 1 Vehicles 2

Key

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

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

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

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

D-PRINT CRASH REPORT

7-Feb-2024
19:28:38

M25 J3, Farningham
Accident Date BETWEEN '01-Jan-2015' AND '30-Sep-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
74	**Road No M20 Grid 552853E** **Section 028 Ref 167717N**	SLIGHT	21/10/2020	4	12:36	L	Wet/Damp	Rain			GV
	M20 JUNCTION 1 FROM M20/M25 LINK ROAD OFF SLIP, FARNINGHAM, (MAPPED TO COORDS).								Sevenoaks		
	V1 FAILED TO STOP IN TIME ON APPROACH TO TRAFFIC LIGHTS AT JCT 3 OF M25. V2 AND V3 WERE STATIONARY AT LIGHTS. V1 STRUCK V2 FROM BEHIND PUSHING IT INTO V3. (VRM FOR V1 UNKNOWN).						Veh1, car, SE -> NW Veh2, car, SE -> NW Veh3, goods < 3.5t, SE -> NW				Casualties 5 Vehicles 3
75	**Road No M25 Grid 552858E** **Section 276 Ref 168030N**	SLIGHT	26/12/2017	3	13:48	L	Dry	Fine			
	M25 SLIP RD, MARKER POST 13/0, J3, SWANLEY.								Sevenoaks		
	V1 has been driving behind V2, both in lane 1 of 3. V2 has slowed in congestion. V1 has then failed to stop, hitting the rear of V2 , pushing it across to lane 3. No other vehicles were involved but two independant witnesses stopped at scene and verified this account. D2 has front facing dashcam footage which also verified this.						Veh1, car, NE -> SW Veh2, car, NE -> SW				Casualties 1 Vehicles 2
76	**Road No M25 Grid 552963E** **Section 276 Ref 167814N**	SLIGHT	06/04/2018	6	05:54	L	Dry	Fine			HGV GV
	M20 TO M25 LINK ROAD TOWARDS DARTFORD RIVER CROSSING								Sevenoaks		
	Item thrown from V2 to V1 causing nearside front window to smash and injure the passenger in V1. V1 then pulls in front of V2 and brakes hard. V2 swerves right to avoid collision but on doing this swerves into path of V3 and collides with V3 causing damage to both vehicles. At some point the door of V1 is ripped off and flies downs the road colliding with V4 causing damage.						Veh1, goods < 3.5t, SE -> N Veh2, goods < 3.5t, SE -> N Veh3, goods > 7.5t, SE -> N Veh4, car, SE -> N				Casualties 1 Vehicles 4

Key

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

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

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

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

D-PRINT CRASH REPORT

7-Feb-2024
19:28:38

M25 J3, Farningham
Accident Date BETWEEN '01-Jan-2015' AND '30-Sep-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
77	**Road No M20 Grid 552989E** **Section 276 Ref 167727N**	SLIGHT	15/11/2021	2	16:30	L	Dry	Fine			
	M20 J1-J2 ON SLIP, SWANLEY (MAPPED TO COORDS)								Sevenoaks		
	V3 was travelling southeast on the slip road towards the M20 behind V2. V1, which was in front of V2, braked suddenly, causing V2 to collide with V1. V3 braked but collided with the rear of V2. V1 did not stop at the scene. (No age for V2/C2).						Veh1, car, NW -> SE Veh2, car, NW -> SE Veh3, car, NW -> SE				Casualties 2 Vehicles 3
78	**Road No M20 Grid 552992E** **Section 276 Ref 167746N**	SLIGHT	20/08/2016	7	08:40	L	Dry	Fine		S.VEH	
	M20, SLIP ROAD (MAPPED TO 552992,167746)								Sevenoaks		
	V1 travelling on slip (J1 M20) upon skidding on oil on road. Driver took evasive action to avoid hitting another vehicle. V.1 left carriageway and hit the crash barrier on nearside.						Veh1, car, S -> N				Casualties 1 Vehicles 1
79	**Road No M20 Grid 553007E** **Section 028 Ref 167690N**	SLIGHT	10/01/2015	7	14:48	DRK USL	Wet/Damp	Fine Wind		S.VEH	
	M20, London Bound, off Slip Road, Mp 28/8, Swanley, Kent.								Sevenoaks		
	V1 Slight Injury Rtc. V1 left M20 B C/Way onto Slip Road and Had a Blow Out. Driver of V1 Lost Control and Hit Armco on Nearside then Armco on Offside and V1 Ended up in Lane 1 Facing the Wrong Direction.						Veh1, car, SE -> NW				Casualties 1 Vehicles 1

Key

Involved

PED	*Pedestrian*
HGV	*Heavy Goods Vehicle*
GV	*Goods Vehicle*
M/C	*Motor Cycle*
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FACTORS

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

Special Conditions

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SIGNS	*Road Signs Defective or Obscurred*
RD WRKS	*Road Works*
Surface	*Road Surface Defective*

D-PRINT CRASH REPORT

7-Feb-2024
19:28:38

M25 J3, Farningham
Accident Date BETWEEN '01-Jan-2015' AND '30-Sep-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
80	**Road No M20 Grid 553028E** **Section 028 Ref 167646N**	SLIGHT	23/10/2015	6	06:54	L	Dry	Fine			HGV
	M20 Slip off to M25, Swanley, Kent (Mapped to 553030,167640)								Sevenoaks		
	V1 a Foreign Lorry Driver Has Moved Lanes and Collided with a Vehicle in Lane 2.						Veh1, goods > 7.5t, SE -> NW Veh2, car, SE -> NW			Casualties 1 Vehicles 2	

Key

Involved

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

Street Lighting

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FACTORS

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R.TURN	*Right Turn Manoeuvre*
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S.VEH	*Single Vehicle*

Special Conditions

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

Appendix D – KCC Highways Comments

Highways and Transportation
Kroner House
Eurogate Business Park
Ashford
TN24 8XU
Tel: 03000 418181
Date: 10 January 2024
Our Ref:

Sevenoaks District Council
Council Offices
Argyle Road
Sevenoaks
Kent
TN13 1HG

Application - SE/23/03181/FUL
Location - Chimmens Solar Farm Land At Speedgate Farm Mussenden Lane Horton Kirby Kent
Proposal - Construction and operation of a solar farm with all associated works, equipment necessary infrastructure and biodiversity net gains. New Access Track.

I refer to the above planning application and in order that I may fully assess the highway implications I shall require further information in respect of:-

A Transport Assessment has not been provided by the applicant to support this planning application. Additionally, an assessment of Scratchers Lane / A20 has not been undertaken, which is the minimum requirement expected by KCC Highways. The reason for Scratchers Lane being required for the assessment is that traffic across both peak periods experiences delay accessing the A20. HGV traffic will require larger gaps in the flow of traffic on the A20 to continue on the wider highway network. The existing delay already appears to extend 200 metres back to Gabriel Spring Road.
There are also a cluster of Personal Injury Collisions (PIC) at the junction of A20/Scratchers Lane, with two nearby fatalities reported. Looking further along the A20 corridor there are increased PIC clusters and fatalities on the highway network - on the A20 between M25 J3 and M26 J2a . It is unclear whether the construction phase will exacerbate any common causes of personal injury collisions on the highway network. The personal injury collisions that have been included within the Construction Traffic Management Plan are confined within close proximity of the site and do not consider the full impact of the poposed development.

Informative: It is important to note that planning permission does not convey any approval to carry out works on or affecting the public highway.

Any changes to or affecting the public highway in Kent require the formal agreement of the Highway Authority, Kent County Council (KCC), and it should not be assumed that this will be a given because planning permission has been granted. For this reason, anyone considering works which may affect the public highway, including any highway-owned street furniture, is advised to engage with KCC Highways and Transportation at an early stage in the design process.

Across the county there are pieces of land next to private homes and gardens that do not look like roads or pavements but are actually part of the public highway. Some of this highway land

is owned by Kent County Council whilst some is owned by third party owners. Irrespective of the ownership, this land may have highway rights over the topsoil.

Works on private land may also affect the public highway. These include works to cellars, to retaining walls which support the highway or land above the highway, and to balconies, signs or other structures which project over the highway. Such works also require the approval of the Highway Authority.

Kent County Council has now introduced a formal technical approval process for new or altered highway assets, with the aim of improving future maintainability. This process applies to all development works affecting the public highway other than applications for vehicle crossings, which are covered by a separate approval process.

Should the development be approved by the Planning Authority, it is the responsibility of the applicant to ensure, before the development is commenced, that all necessary highway approvals and consents have been obtained and that the limits of the highway boundary have been clearly established, since failure to do so may result in enforcement action being taken by the Highway Authority. The applicant must also ensure that the details shown on the approved plans agree in every aspect with those approved under the relevant legislation and common law. It is therefore important for the applicant to contact KCC Highways and Transportation to progress this aspect of the works prior to commencement on site.

Guidance for applicants, including information about how to clarify the highway boundary and links to application forms for vehicular crossings and other highway matters, may be found on Kent County Council's website: https://www.kent.gov.uk/roads-and-travel/highway-permits-and-licences/highways-permissions-and-technical-guidance. Alternatively, KCC Highways and Transportation may be contacted by telephone: 03000 418181

Yours Faithfully

Director of Highways & Transportation

*This is a statutory technical response on behalf of KCC as Highway Authority. If you wish to make representations in relation to highways matters associated with the planning application under consideration, please make these directly to the Planning Authority.

Appendix E – KCC Highways Meeting Minutes

Minutes: Post Application Highways Comments

Project name:	**Chimmens Solar Farm Land At Speedgate Farm Mussenden Lane Horton, Kirby, Kent**
Author:	JB
Date of meeting:	16 February 2024
Meeting venue:	Teams
Project number:	P21-1221
Reference:	23/03181/FUL – Post Application Highways Comments

In attendance:

Steve Timson – Kent County Council Highways

Karen Evans – Pegasus Group (Transport)

Jenny Bennett - Pegasus Group (Transport)

	Introduction	Action
1	ST confirmed that KCC highways are not minded to refuse the application, however do require more evidence to provide a favourable response.	-
2	It was agreed that there were no highways concerns associated with the operation phase of the development given the low vehicle flows.	-
3	JB confirmed that Public Rights of Way and National Highways comments were being addressed separately.	
4	ST confirmed access was considered acceptable subject to suitable mitigation. It was suggested that radio contact/ bankspersons could be used to ensure vehicles do not meet and have to pass on Gabriels Spring Road East. This would require two individuals, one at the site access and a second at the junction with Three Gates Road. Pegasus agreed this appears a pragmatic approach to controlling movements into and out of the site. The client has subsequently agreed this mitigation can be delivered.	-
5	ST confirmed that the concerns raised by KCC regarding the A20/ Scratchers Lane queueing were based on Google Maps and anecdotal evidence of vehicles using Scratchers Lane as a rat run from surrounding villages. As such they were	-

	not based on a survey of the junction and KCC were unaware if existing data was available. Pegasus have subsequently contacted the traffic data team at KCC who do not hold any turning count data for the A20/ Scratchers Lane junction. It was discussed that the concerns related to the peak hours only and therefore if delivery hours were restricted (the use of 9-4 was discussed with KCC) that the concerns would be alleviated and a full junction assessment would not be required. This would be secured by condition. If construction traffic is required during the peak hours it is understood KCC would request further assessment work to demonstrate the capacity at the junction. The client has subsequently agreed a condition on hours would be acceptable while allowing flexibility to review and carry out further assessment if required.	
6	ST noted that a number of junctions along the A20 corridor are highlighted within the KCC 2023 road safety report and are being put forward for remedial action. ST has subsequently sent through the junctions of concern. It was suggested remedial action would be 'soft' and relate to measures such as average speed cameras and traffic islands to replace existing hatching. It was noted whilst the A20/ Scratchers Lane junction has previously raised highway safety concerns, it is not raised as a junction of concern within the 2023 report. ST did raise concerns that increased HGV movements could result in more slower moving vehicles which could encourage inappropriate overtaking. The proportionality of these remedial action schemes compared to our percentage impact along the A20 was discussed and it was agreed Pegasus to provide further evidence in this regard alongside a PIC review. KE queried the timing of the proposed schemes noting if these were not implemented prior to the construction period they would not be relevant to the scheme. It was agreed Pegasus would provide KCC with further information on our percentage impact which can be used to consider the 'fairness' of any requests for contributions. ST confirmed KCC would not condition that any road safety remedial action would need to be implemented prior to the construction of our scheme. Pegasus confirmed the development would ensure all the typical mitigation (as already set out in the CTMP) to reduce any potential impacts of construction traffic on the A20 such as measures to reduce debris on the carriageway, signage to notify other drivers of the presence of slow moving vehicles, and the use of competent contractors/ delivery drivers. ST did however still request an analysis of accident data covering the full construction route be presented.	Pegasus
7	ST agreed that a full Transport Assessment is not required subject to Pegasus providing a "Traffic Note Addendum" which provides the additional information	Pegasus

	and clarifications above/ in response to their comments and demonstrates (with reference to the CTMP where relevant) that all relevant items typically included within a TA have been addressed.	

Appendix F – Local Highway Network PIC Data

Location: A20 and M25 J3, Farningham

5 years personal injury crash data up to 30/09/2023

KCC Ref number: EXT/024/24

Crash Severity

- Slight
- Serious
- Fatal

N

Kent County Council
kent.gov.uk

Date: 07-February-2024
Time: 18:31:34

Title: **A20 and M25, Farningham**

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

Date: 07-February-2024

Accident Date BETWEEN '01-Oct-2018' AND '30-Sep-2023'

There were 90 reported crashes resulting in injury

D-PRINT CRASH REPORT

7-Feb-2024
18:31:34

A20 and M25, Farningham
Accident Date BETWEEN '01-Oct-2018' AND '30-Sep-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
1	**Road No M20 Grid 552405E** **Section 276 Ref 167876N**	SLIGHT	08/05/2021	7	13:00	L	Dry	Fine			
	M20, A CARRIAGEWAY, SWANLEY (MAPPED TO COORDS)								Sevenoaks		
	V3 was travelling southeast on the M20 and came to a stop in queueing traffic. V2 was coming to a stop behind V3 when they were struck from behind by V1, shunting V2 into the rear of V3.						Veh1, car, NW -> SE Veh2, car, NW -> SE Veh3, car, NW -> SE				Casualties 3 Vehicles 3
2	**Road No M20 Grid 552469E** **Section 276 Ref 167851N**	SLIGHT	04/10/2020	1	06:30	L	Wet/Damp	Rain Wind			
	M20, B CARRIAGEWAY, SWANLEY (MAPPED TO COORDS)								Sevenoaks		
	V1 was travelling west on the M20 when it's bonnet fell from the vehicle and landed in the carriageway in front of V2, which subsequently drove over it.						Veh1, car, SE -> NW Veh2, car, SE -> NW				Casualties 1 Vehicles 2
3	**Road No B2173 Grid 552554E** **Section 027 Ref 167705N**	SLIGHT	12/10/2021	3	15:50	L	Dry	Fine			
	B2173 LONDON RD, SWANLEY (MAPPED TO COORDS)								Sevenoaks		
	V1, travelling east on London Rd, failed to stop for stationary traffic in front of them and collided with the rear of V2, pushing it into the rear of V3. V1 failed to stop at the scene.						Veh1, car, W -> SE Veh2, car, W -> SE Veh3, car, W -> SE				Casualties 1 Vehicles 3

Key

Involved

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

Street Lighting

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FACTORS

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

Special Conditions

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

D-PRINT CRASH REPORT

7-Feb-2024
18:31:34

A20 and M25, Farningham
Accident Date BETWEEN '01-Oct-2018' AND '30-Sep-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
4	**Road No A20 Grid 552567E** **Section 018 Ref 167875N**	SLIGHT	18/12/2019	4	17:30	DRK NSL	Wet/Damp	Rain			
	A20, BROOM HILL SLIP EASTBOUND OFF, SWANLEY, (MAPPED TO COORDS).								Sevenoaks		
	Vehicles 2, 3 & 4 have been queuing to come off the A20 at the Swanley junction. V1 appears to have misjudged this causing a chain reaction crash where each vehicle gets shunted up the rear and then hits the vehicle in front. V5 has been driving past and a bumper has flown off and hit V5.						Veh1, car, SW -> NE Veh2, car, SW -> NE Veh3, car, SW -> NE Veh4, car, SW -> NE Veh5, car, SW -> NE				Casualties 4 Vehicles 5
5	**Road No M25 Grid 552570E** **Section 095 Ref 167444N**	SLIGHT	01/10/2021	6	17:30	L	Dry	Fine			
	M25, J3 OFF SLIP, SWANLEY INTERCHANGE (MAPPED TO GRIDS)								Sevenoaks		
	V2 was stationary at the traffic lights of the exit slip of J3, M25. V1, travelling northeast, drove into V2 from behind.						Veh1, car, SW -> NE Veh2, car, SW -> NE				Casualties 1 Vehicles 2
6	**Road No M25 Grid 552575E** **Section 095 Ref 167456N**	SLIGHT	23/10/2020	6	12:42	L	Wet/Damp	Rain			
	M25 J3 FROM J4 OFF SLIP, SWANLEY, (MAPPED TO COORDS).								Sevenoaks		
	V1 travelling on M25 'B', exited at junction 3 (Swanley/M20 junction). V1 collided with rear of V2 which was stationary in traffic held for traffic lights. V2 as a result of collision was pushed forward and hit rear of V3.						Veh1, car, SW -> NE Veh2, car, SW -> NE Veh3, car, SW -> NE				Casualties 2 Vehicles 3

Key

Involved

PED	*Pedestrian*
HGV	*Heavy Goods Vehicle*
GV	*Goods Vehicle*
M/C	*Motor Cycle*
P/C	*Pedal Cycle*
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7-Feb-2024
18:31:34

A20 and M25, Farningham
Accident Date BETWEEN '01-Oct-2018' AND '30-Sep-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
7	**Road No M25 Grid 552581E** **Section 095 Ref 167472N**	SLIGHT	19/12/2018	4	17:41	DRK STL	Wet/Damp	Rain			GV
	M25, MARKER POST 14/7, B CARRIAGEWAY, J3 FROM J4 OFF SLIP, SWANLEY.								Sevenoaks		
	TRAFFIC SUDDENLY SLOWS ON M25 B SLIP OFF AT JUNCTION 3 FOR SWANLEY. V1 FAILS TO REACT IN TIME AND COLLIDES INTO REAR OF V2 WHICH IS FORCED INTO REAR OF V3.						Veh1, car, SW -> NE Veh2, goods < 3.5t, SW -> NE Veh3, car, SW -> NE				Casualties 2 Vehicles 3
8	**Road No M25 Grid 552586E** **Section 095 Ref 167490N**	SLIGHT	15/10/2020	5	15:00	L	Dry	Fine			HGV M/C
	M25 EXIT SLIP, J3, SWANLEY, (MAPPED TO COORDS).								Sevenoaks		
	(COMPLETED AT SWANLEY POLICE STATION FRONT COUNTER): V2 (m/c) in queue of traffic on exit slip road (J3 M25) anti clockwise, pulled up in front of V1. V1 continued into rear of V2. D1 drove off. V1 & DRIVER UNKNOWN.						Veh1, goods > 7.5t, SW -> NE Veh2, m/cycle > 500cc, SW -> NE				Casualties 1 Vehicles 2
9	**Road No M25 Grid 552592E** **Section 276 Ref 167510N**	SLIGHT	14/08/2021	7	14:50	L	Dry	Fine			
	M25 J3 FROM J4 OFF SLIP, SWANLEY, (MAPPED TO COORDS).								Sevenoaks		
	ALL 4 VEHICLES EXITING M25 AT J3 ON B CARRIAGEWAY. VEHS SLOWED FOR ROUNDABOUT V1 MISJUDGED TRAFFIC COMING TO A STOP CAUSING IT TO COLLIDE WITH V2. THIS THEN COLLIDED WITH V3 PUSHING IT INTO V4.						Veh1, car, SW -> NE Veh2, car, SW -> NE Veh3, car, SW -> NE Veh4, car, SW -> NE				Casualties 2 Vehicles 4

Key

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

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

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

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

D-PRINT CRASH REPORT

7-Feb-2024
18:31:34

A20 and M25, Farningham
Accident Date BETWEEN '01-Oct-2018' AND '30-Sep-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
10	**Road No M25 Grid 552595E** **Section 276 Ref 167512N**	SLIGHT	25/07/2019	5	18:00	L	Dry	Fine			
	M25, J3 FROM J4 OFF SLIP, 128 METRES FROM J/W BROOM HILL RNDBT, FARNINGHAM.								Sevenoaks		
	V2 AND V3 SLOWING ON SLIP RD FOR AN UNKNOWN AND NON-DISCLOSED REASON. V1 HAS COLLIDED WITH THE REAR OF V2, PUSHING IT INTO V3. MINOR INJURIES ACHES AND PAINS. NO HOSPITAL TREATMENT REQUIRED.						Veh1, car, SW -> NE Veh2, car, SW -> NE Veh3, car, SW -> NE			Casualties 3 Vehicles 3	
11	**Road No M25 Grid 552598E** **Section 276 Ref 167520N**	SLIGHT	07/07/2021	4	17:09	L	Wet/Damp	Fine			
	M25 J3 FROM J4 OFFSLIP, SWANLEY (MAPPED TO COORDS)								Sevenoaks		
	V2 was travelling northeast on the slip road and slowing down on the approach to the rndbt when they were struck from behind by V1.						Veh1, car, SW -> NE Veh2, car, SW -> NE			Casualties 1 Vehicles 2	
12	**Road No M25 Grid 552598E** **Section 276 Ref 167513N**	SLIGHT	09/03/2019	7	13:30	L	Dry	Fine			M/C
	M25 J3 OFF SLIP, 125 METRES FROM J/W BRROM HILL RNDBT, SWANLEY. (RE-MAPPED TO LOCTION, OLD COORDS 552788,167994)								Sevenoaks		
	V1 was travelling with another motorcycle. Entered slip off towards J3 (Kent bound), queue of vehicles on slip road. Other motorcyclist braked for queue but appears V1 did not. V1 made impact with rear of slowing queued vehicle (V2), went over bars and smashed rear windscreen with helmet and then came off bike into live lane.						Veh1, m/cycle 125 - 500cc, S -> NE Veh2, car, S -> NE			Casualties 1 Vehicles 2	

Key

Involved

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

Street Lighting

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

FACTORS

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

Special Conditions

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

D-PRINT CRASH REPORT

7-Feb-2024
18:31:34

A20 and M25, Farningham
Accident Date BETWEEN '01-Oct-2018' AND '30-Sep-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
13	**Road No A20 Grid 552611E** **Section Ref 167711N**	SLIGHT	10/03/2022	5	21:45	L	Dry	Fine			
	A20 BROOM HILL RNDBT J/W B2173 LONDON RD, SWANLEY								Sevenoaks		
	V1 and V2 moved off towards the rndbt when V1 collided with the side of V2. (No age for V1 or V2).						Veh1, car, SW -> NE Veh2, car, SW -> NE				Casualties 1 Vehicles 2
14	**Road No A20 Grid 552614E** **Section 018 Ref 167677N**	SLIGHT	17/09/2023	1	13:20	L	Wet/Damp	Rain			
	A20 BROOM HILL RNDBT J/W B2173 LONDON ROAD, FARNINGHAM								Sevenoaks		
	OLR: V2 was coming off the M25 and proceeded on the roundabout to take the second exit on to the A20 heading to Bromley/Chislehurst direction. At the first exit there was a car V1 pulled up with its hazards on sat on the white lines that indicate the do not enter marked area. As V2 proceeded round the roundabout V1 pulled out in front of them, V2 braked to stop hitting them. V1 used no indicators and it was evident they didn't have enough time to pull out safely. As V2 braked V3 went into the back of them. V2/V3 pulled over and put the hazards on. V1 that caused the accident stopped so D2 approached the vehicle to get their details at which point V1 sped off and left the scene.						Veh1, car, S -> N Veh2, car, S -> N Veh3, car, S -> N				Casualties 2 Vehicles 3
15	**Road No M25 Grid 552622E** **Section 276 Ref 167590N**	SLIGHT	13/08/2019	3	09:40	L	Dry	Fine			GV
	M25 J4-J3 OFFSLIP, SWANLEY (MAPPED TO COORDS)								Sevenoaks		
	V1 failed to observe stationary traffic waiting in lane 1 when approaching the red traffic lights towards the rndbt. V1 then collided with the rear offside of V2, forcing it forward into the rear of V3. V1 then span out of control and collided with V4.						Veh1, car, SW -> NE Veh2, car, SW -> NE Veh3, car, SW -> NE Veh4, goods < 3.5t, SW -> NE				Casualties 2 Vehicles 4

Key

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

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

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

Special Conditions
- *ATS OUT* Traffic Lights Not Working
- *ATS DEF* Traffic Lights Defective
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D-PRINT CRASH REPORT

7-Feb-2024
18:31:34

A20 and M25, Farningham
Accident Date BETWEEN '01-Oct-2018' AND '30-Sep-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
16	**Road No M25 Grid 552623E** **Section 276 Ref 167619N**	SLIGHT	21/07/2019	1	20:50	L	Dry	Fine			
	M25 J3 FROM J4 OFF SLIP J/W A20 BROOM HILL RNDBT, SWANLEY								Sevenoaks		
	V2 was stationary at traffic lights when was struck from behind by V1.						Veh1, car, SW -> NE Veh2, car, SW -> NE				Casualties 2 Vehicles 2
17	**Road No M25 Grid 552623E** **Section 014 Ref 167516N**	SLIGHT	26/07/2019	6	05:25	L	Wet/Damp	Rain			
	M25, B CARRIAGEWAY, SWANLEY, (MAPPED TO COORDS).								Sevenoaks		
	V1 travelling in lane 4/4 heavy rain & has then collided with V2 which was travelling in the inside lane, both vehs have spun hitting the crash barrier. Both drivers have differing accounts of what happened. D1 is claiming that V2 moved into their lane, D2 is claiming they were struck from behind from nowhere.						Veh1, car, SW -> NE Veh2, car, SW -> NE				Casualties 2 Vehicles 2

Key

Involved

PED	*Pedestrian*
HGV	*Heavy Goods Vehicle*
GV	*Goods Vehicle*
M/C	*Motor Cycle*
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STU	*Street Lights Unknown*

FACTORS

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

Special Conditions

ATS OUT	*Traffic Lights Not Working*
ATS DEF	*Traffic Lights Defective*
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D-PRINT CRASH REPORT

7-Feb-2024
18:31:34

A20 and M25, Farningham
Accident Date BETWEEN '01-Oct-2018' AND '30-Sep-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
18	**Road No A20 Grid 552627E** **Section 018 Ref 167643N**	SLIGHT	31/10/2020	7	21:08	DRK STU	Dry	Fine		O/TAKE	
	A20, BROOM HILL RNDBT J/W M25 J3 FROM J4 OFF SLIP, SWANLEY								Sevenoaks		
	Traffic was moving very slowly, V1 was on the lefthand side behind V2 and their route was completely different to V2's as they were heading straight and V1 was heading towards the exit to B2173. There was a narrow space in front of V2, suddenly V1 changed their mind as they seemingly realised they were going the wrong way. Without any clue or indication, V1 speeded up, overtaking V2 from the left and cutting across V2 towards the right, hitting their passenger side front door, driver nearside wing with the offside rear of their vehicle ending up stopping at the front of V2. D2 stopped but D1 did not stop, seemingly did not even realise they had hit V2. There were two passengers on board with D2 who witnessed the incident. Police officers from Kent Police attended the scene as they were passing by from the same roundabout.						Veh1, car, SE -> NW Veh2, taxi, SE -> NW				Casualties 1 Vehicles 2
19	**Road No M25 Grid 552627E** **Section 276 Ref 167615N**	SLIGHT	28/02/2020	6	09:35	L	Wet/Damp	Rain Wind			
	M25 SLIP RD NEAR J/W BROOM HILL RNDBT, SWANLEY.								Sevenoaks		
	V1 has collided into the rear of V2, after seeming to misjudge the space available / not seen it in time. V2 has shunted forward into V3.						Veh1, car, SW -> NE Veh2, car, SW -> NE Veh3, car, SW -> NE				Casualties 2 Vehicles 3

Key

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

Street Lighting
- *L* Daylight
- *STL* Street Lights
- *USL* Street LIghts Unlit
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FACTORS
- *+VE* Positive Breath Test
- *R.TURN* Right Turn Manoeuvre
- *O/TAKE* Overtaking Manoeuvre
- *S.VEH* Single Vehicle

Special Conditions
- *ATS OUT* Traffic Lights Not Working
- *ATS DEF* Traffic Lights Defective
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D-PRINT CRASH REPORT

7-Feb-2024
18:31:34

A20 and M25, Farningham
Accident Date BETWEEN '01-Oct-2018' AND '30-Sep-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
20	**Road No M25 Grid 552627E** **Section 276 Ref 167612N**	SLIGHT	28/07/2020	3	11:55	L	Dry	Fine			GV
	M25, OFF SLIP NEAR J/W A20 BROOM HILL RNDBT, SWANLEY.								Sevenoaks		
	This is a three vehicle RTC in which all vehicles have been travelling North on the M25 off slip at the Swanley interchange (Junction 3). As vehicles 2 & 3 have been slowing for the roundabout, vehicle 1 has failed to brake sufficiently, causing it to collide with the rear of vehicle 2 and shunt into the rear of vehicle 3.						Veh1, car, SW -> NE Veh2, goods < 3.5t, SW -> NE Veh3, car, SW -> NE				Casualties 1 Vehicles 3
21	**Road No M25 Grid 552629E** **Section 276 Ref 167608N**	SLIGHT	04/01/2020	7	18:50	DRK STL	Dry	Fine			
	M25 J4-J3 OFF SLIP J/W A20 BROOM HILL RNDBT, SWANLEY								Sevenoaks		
	V2 was waiting to pull onto the rndbt from the northbound slip road of the M25. As the lights started to change, V2 was struck from behind by V1. D1 failed to stop at the scene.						Veh1, car, SW -> NE Veh2, car, SW -> NE				Casualties 3 Vehicles 2
22	**Road No M25 Grid 552634E** **Section 012 Ref 167554N**	SERIOUS	02/07/2019	3	10:15	L	Dry	Fine			HGV
	M25, A CARRIAGEWAY, SWANLEY (MAPPED TO COORDS)								Sevenoaks		
	V1 HAD A TEMPORARY LOSS OF CONCENTRATION AND POSSIBLY FELL ASLEEP BRIEFLY BEFORE VEERING FROM LANE 2 INTO LANE 1 AND COLLIDING WITH V2. THIS CAUSED V1 TO SPIN AND COLLIDE WITH THE NEARSIDE BARRIER.						Veh1, car, SW -> NE Veh2, goods > 7.5t, SW -> NE				Casualties 2 Vehicles 2

Key

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

Street Lighting
- *L* Daylight
- *STL* Street Lights
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FACTORS
- *+VE* Positive Breath Test
- *R.TURN* Right Turn Manoeuvre
- *O/TAKE* Overtaking Manoeuvre
- *S.VEH* Single Vehicle

Special Conditions
- *ATS OUT* Traffic Lights Not Working
- *ATS DEF* Traffic Lights Defective
- *SIGNS* Road Signs Defective or Obscurred
- *RD WRKS* Road Works
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D-PRINT CRASH REPORT

A20 and M25, Farningham
Accident Date BETWEEN '01-Oct-2018' AND '30-Sep-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
23	**Road No A20 Grid 552647E** **Section Ref 167620N**	SLIGHT	26/05/2022	5	06:30	L	Dry	Fine			HGV
	A20, BROOM HILL RNDBT J/W M25 J3 FROM J4 OFF SLIP, FARNINGHAM								Sevenoaks		
	BOTH VEHICLES TRAVELLING AROUND THE SWANLEY INTERCHANGE. THE AUTOMATIC TRAFFIC LIGHTS TURNED TO RED. V2 BRAKED TO AVOID RUNNING THE LIGHT AND V1 HIT THE REAR RESULTING IN MINOR DAMAGE.						Veh1, goods > 7.5t, SE -> NW Veh2, car, SE -> NW				Casualties 1 Vehicles 2
24	**Road No A20 Grid 552662E** **Section 276 Ref 167610N**	SERIOUS	22/09/2020	3	16:20	L	Dry	Fine		R.TURN	M/C
	A20 BROOM HILL RNDBT, SWANLEY (MAPPED TO COORDS).								Sevenoaks		
	V1 is a motorbike with a single rider who was travelling on the Swanley Interchange underneath the M25 towards Swanley. As V1 is merging from lane 1-2 the rider has struck the rear offside of V2, which was travelling and maintaining lane 2 of 3. Rider has fallen off motorbike and sustained injuries. Minor damage to both vehicles.						Veh1, m/cycle > 500cc, S -> E Veh2, car, E -> N				Casualties 1 Vehicles 2
25	**Road No A20 Grid 552670E** **Section Ref 167864N**	SLIGHT	05/04/2022	3	08:25	L	Dry	Fine			HGV
	A20 BROOM HILL SLIP EASTBOUND OFF J/W A20 BROOM HILL RNDBT, SWANLEY								Sevenoaks		
	V2 was in the middle lane of the eastbound off slip and came to a stop at the traffic lights with V1 on their nearside. V1 then began moving off and collided with the nearside of V2. V1 did not stop at the scene.						Veh1, goods > 7.5t, W -> E Veh2, car, W -> E				Casualties 1 Vehicles 2

Key

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

Street Lighting
- *L* Daylight
- *STL* Street Lights
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- *NSL* No Street Lights
- *STU* Street Lights Unknown

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

Special Conditions
- *ATS OUT* Traffic Lights Not Working
- *ATS DEF* Traffic Lights Defective
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D-PRINT CRASH REPORT

7-Feb-2024
18:31:34

A20 and M25, Farningham
Accident Date BETWEEN '01-Oct-2018' AND '30-Sep-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
26	**Road No A20 Grid 552678E** **Section 018 Ref 167870N**	SLIGHT	18/10/2021	2	16:26	L	Dry	Fine			HGV
	A20, OFF SLIP J/W M25, SWANLEY INTERCHANGE								Sevenoaks		
	V1 was travelling east on the off slip road at junction 3 of A20. V1 collided with the rear of V2, which was stopped at the red light.						Veh1, goods > 7.5t, W -> NE Veh2, car, W -> NE				Casualties 1 Vehicles 2
27	**Road No M25 Grid 552695E** **Section 012 Ref 167670N**	SLIGHT	07/07/2023	6	16:33	L	Dry	Fine	Stand		
	M25, THROUGH J3 FROM J2, SWANLEY, (MAPPED TO COORDS).								Sevenoaks		PED
	V1 and V2 were both in lane 1 of 2, stationary at the red ATS when D1 has got out due to damage to the driver side front window. D2 has exited their vehicle in order to a take a picture, D1 has got back in V1 and driven towards D2 causing them to fall over upon making contact. V1 has then driven away colliding with V2 front driver side door. V1 has then failed to stop.						Veh1, car, NE -> SW Veh2, car, P -> P				Casualties 1 Vehicles 2
28	**Road No M25 Grid 552718E** **Section 276 Ref 167889N**	SLIGHT	28/08/2021	7	18:02	L	Dry	Fine			
	M25 J3 TO J2 ON SLIP J/W A20 BROOM HILL RNDBT, SWANLEY.								Sevenoaks		
	V1 and V2 were manoeuvring around J3 of the M25 Swanley interchange. V2 was in lane 1 of 2 turning right towards M20 slip. V1 was in lane 2 of 2 and attempted to overtake V2 to slip off to M25, has collided with V2's nearside causing them to lose control and hit the crash barrier and flip the vehicle.						Veh1, car, SW -> NE Veh2, car, SW -> NE				Casualties 2 Vehicles 2

Key

Involved

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

Street Lighting

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FACTORS

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

Special Conditions

ATS OUT	*Traffic Lights Not Working*
ATS DEF	*Traffic Lights Defective*
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D-PRINT CRASH REPORT

A20 and M25, Farningham
Accident Date BETWEEN '01-Oct-2018' AND '30-Sep-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
29	**Road No M25 Grid 552741E** **Section 012 Ref 167819N**	SLIGHT	18/05/2021	3	11:20	L	Wet/Damp	Fine			HGV
	M25, B CARRIAGEWAY, SWANLEY (MAPPED TO COORDS)								Sevenoaks		
	V1 and V2 were travelling northeast on the M25 in slow-moving traffic. V2 came to a stop and was then struck from behind by V1.						Veh1, goods > 7.5t, SW -> NE Veh2, car, SW -> NE				Casualties 2 Vehicles 2
30	**Road No A20 Grid 552759E** **Section 018 Ref 167626N**	SERIOUS	28/06/2021	2	13:58	L	Dry	Fine			HGV
	A20, LONDON RD J/W BROOM HILL RNDBT/SWANLEY INTERCHANGE, SWANLEY.								Sevenoaks		
	V2 was entering Swanley Interchange from A20 London Rd. As traffic lights have turned green, D2 has pulled away from lights. V1 has been negotiating Swanley Interchange roundabout. D1 has not stopped at red traffic light and has crashed into V2.						Veh1, goods > 7.5t, NE -> SW Veh2, car, SE -> NW				Casualties 1 Vehicles 2
31	**Road No A20 Grid 552773E** **Section 018 Ref 167654N**	SLIGHT	18/06/2020	5	16:24	L	Dry	Fine		O/TAKE	
	A20 BROOMHILL RNDBT J/W A20 LONDON RD, SWANLEY								Sevenoaks		
	V2 was driving from M25 Northbound going right at roundabout to Swanley B2173. V1 was going round the roundabout and collided with the offside bumper of V2. This has caused a scratch. V1 also had scratches.						Veh1, car, N -> SW Veh2, car, N -> SW				Casualties 1 Vehicles 2
32	**Road No M20 Grid 552779E** **Section 028 Ref 167772N**	SLIGHT	07/12/2021	3	08:55	L	Dry	Fine			HGV
	M20, B CARRIAGEWAY, SWANLEY (MAPPED TO COORDS)								Sevenoaks		
	V2 was travelling northwest on the M20 in the middle lane when V1 changed lanes to the right and collided with the nearside of V2. (No details for V1).						Veh1, goods > 7.5t, SE -> NW Veh2, car, SE -> NW				Casualties 2 Vehicles 2

Key

Involved

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

Street Lighting

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STU	*Street Lights Unknown*

FACTORS

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

Special Conditions

ATS OUT	*Traffic Lights Not Working*
ATS DEF	*Traffic Lights Defective*
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D-PRINT CRASH REPORT

A20 and M25, Farningham
Accident Date BETWEEN '01-Oct-2018' AND '30-Sep-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
33	**Road No A20 Grid 552795E** **Section 018 Ref 167666N**	SLIGHT	11/04/2019	5	21:50	L	Dry	Fine			HGV
	A20 BROOM HILL RNDBT J/W A20 LONDON RD, SWANLEY								Sevenoaks		
	V2 WAS IN LANE ONE OF BROOM HILL RNDBT APPROACHING THE EXIT FOR LONDON RD. V1 MADE A LATE MANOEUVRE TO JOIN LONDON RD AND IN DOING SO CLIPPED THE FRONT OFFSIDE OF V2. D2 BRAKED ABRUPTLY TO TRY AND AVOID A COLLISION, CAUSING MINOR INJURIES TO THE OCCUPANTS. V1 FAILED TO STOP AT THE SCENE.						Veh1, car, NE -> SE Veh2, goods > 7.5t, NE -> SE				Casualties 3 Vehicles 2
34	**Road No A20 Grid 552798E** **Section 018 Ref 167691N**	SLIGHT	26/10/2021	3	20:05	DRK STL	Dry	Other			GV
	A20, ROUNDABOUT J/W M25, SWANLEY INTERCHANGE								Sevenoaks		
	V2 travelling south on the roundabout of the A20, Swanley interchange. V1 has cut across from lane 2 and hit the offside wing of V2.						Veh1, goods < 3.5t, N -> S Veh2, car, N -> S				Casualties 1 Vehicles 2
35	**Road No M20 Grid 552800E** **Section 018 Ref 167686N**	SLIGHT	11/04/2021	1	16:00	L	Dry	Fine			
	M20 ROUNDABOUT, SWANLEY (MAPPED TO DESCRIPTION, ORIGINAL GRIDS 552704, 167728)								Sevenoaks		
	OLR: D2 was on the Swanley roundabout going towards the M25 Junction. The other driver was heading towards M25 too on the lane next to D2's driver side, then cut across into V2 pushing them onto the A20 junction where the driver suddenly decided to turn off to the A20 with no indication.						Veh1, car, N -> E Veh2, car, N -> S				Casualties 1 Vehicles 2

Key

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

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

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

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

D-PRINT CRASH REPORT

7-Feb-2024
18:31:34

A20 and M25, Farningham
Accident Date BETWEEN '01-Oct-2018' AND '30-Sep-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
36	**Road No A20 Grid 552817E** **Section 018 Ref 167851N**	SLIGHT	11/11/2020	4	20:45	DRK STL	Dry	Fine			GV
	A20 BROOM HILL RNDBT J/W M25 J4-J3 OFFSLIP, SWANLEY								Sevenoaks		
	V2 was travelling around the rndbt and went through a green light at the junction with the southbound offslip of the M25 when V1 went through a red light and collided with the nearside of V2.						Veh1, goods < 3.5t, N -> SE Veh2, car, NW -> S			Casualties 1 Vehicles 2	
37	**Road No M25 Grid 552818E** **Section 276 Ref 167893N**	SLIGHT	01/09/2019	1	17:00	L	Dry	Fine			
	M25 J3-J2 OFF SLIP J/W A20 BROOM HILL RNDBT, SWANLEY								Sevenoaks		
	V2 AND V3 WERE TRAVELLING SOUTH ON THE SLIP RD AND CAME TO A STOP AT THE JUNCTION WITH THE RNDBT. V1 FAILED TO SLOW DOWN AND COLLIDED WITH THE REAR OF V2, FORCING IT INTO THE REAR OF V3.						Veh1, car, NE -> SW Veh2, car, NE -> SW Veh3, car, NE -> SW			Casualties 5 Vehicles 3	

Key

Involved

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

Street Lighting

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

FACTORS

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

Special Conditions

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

D-PRINT CRASH REPORT

7-Feb-2024
18:31:34

A20 and M25, Farningham
Accident Date BETWEEN '01-Oct-2018' AND '30-Sep-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
38	**Road No A20 Grid 552828E** **Section 018 Ref 167839N**	SLIGHT	23/07/2020	5	08:12	L	Dry	Fine			HGV
	A20 BROOM HILL RNDBT J/W M20 J1-J2 ON SLIP, SWANLEY								Sevenoaks		
	Copied from OLR: The collision occurred on the M25-M20/A20 roundabout near Swanley. V1/lorry was in the right lane and V2 was driving in the middle lane ahead of the lorry then D1 suddenly came into D2's lane and hit the driver's side rear door with their front left-hand side bumper. Location at the Swanley exit on the roundabout. D2 had to press the horn as they dragged V2 for a few metres, then V1 pulled over back to their right, to their lane. D1 put their window down and asked what happened, D2 said they'd hit them and to pull over. D1 refused at first and drove off in front, so D2 followed to make sure they pulled over. They took the M20 exit then D1 stopped on the side, they both got out. D2 started taking photos, D1 became abusive and they hit D2 in the mouth, grabbed phone to delete the picture, threw phone & drove off. D2 called police.						Veh1, goods > 7.5t, NW -> SE Veh2, car, NW -> SE				Casualties 1 Vehicles 2
39	**Road No M20 Grid 552853E** **Section 028 Ref 167717N**	SLIGHT	21/10/2020	4	12:36	L	Wet/Damp	Rain			GV
	M20 JUNCTION 1 FROM M20/M25 LINK ROAD OFF SLIP, FARNINGHAM, (MAPPED TO COORDS).								Sevenoaks		
	V1 FAILED TO STOP IN TIME ON APPROACH TO TRAFFIC LIGHTS AT JCT 3 OF M25. V2 AND V3 WERE STATIONARY AT LIGHTS. V1 STRUCK V2 FROM BEHIND PUSHING IT INTO V3. (VRM FOR V1 UNKNOWN).						Veh1, car, SE -> NW Veh2, car, SE -> NW Veh3, goods < 3.5t, SE -> NW				Casualties 5 Vehicles 3

Key

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

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

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

Special Conditions
- *ATS OUT* Traffic Lights Not Working
- *ATS DEF* Traffic Lights Defective
- *SIGNS* Road Signs Defective or Obscurred
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- *Surface* Road Surface Defective

D-PRINT CRASH REPORT

7-Feb-2024
18:31:34

A20 and M25, Farningham
Accident Date BETWEEN '01-Oct-2018' AND '30-Sep-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
40	**Road No A20 Grid 552898E** **Section 018 Ref 167539N**	SERIOUS	08/06/2021	3	19:58	L	Dry	Fine			HGV GV
	A20, LONDON RD, FARNINGHAM, (MAPPED TO COORDS).								Sevenoaks		
	V2 stationary on A20 due to start of roadworks. V1 following V3 along A20 approaching V1. V3 has moved out of lane suddenly V1 has then crashed into V2.						Veh1, goods < 3.5t, S -> N Veh2, goods > 7.5t, P -> P				Casualties 5 Vehicles 2
41	**Road No M20 Grid 552989E** **Section 276 Ref 167727N**	SLIGHT	15/11/2021	2	16:30	L	Dry	Fine			
	M20 J1-J2 ON SLIP, SWANLEY (MAPPED TO COORDS)								Sevenoaks		
	V3 was travelling southeast on the slip road towards the M20 behind V2. V1, which was in front of V2, braked suddenly, causing V2 to collide with V1. V3 braked but collided with the rear of V2. V1 did not stop at the scene. (No age for V2/C2).						Veh1, car, NW -> SE Veh2, car, NW -> SE Veh3, car, NW -> SE				Casualties 2 Vehicles 3
42	**Road No A20 Grid 553008E** **Section 018 Ref 167499N**	SLIGHT	09/03/2020	2	20:20	L	Wet/Damp	Rain		S.VEH	M/C
	A20, LONDON RD RNDBT J/W LONDON RD, FARNINGHAM.								Sevenoaks		
	V1 is a motorbike and was travelling at slow speed along the A20. Weather conditions were poor and the road surface slippery. Upon entering the roundabout the rider has lost traction and fallen off the bike.						Veh1, m/cycle 50 - 125cc, E -> W				Casualties 1 Vehicles 1

Key

Involved

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

Street Lighting

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

FACTORS

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

Special Conditions

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

D-PRINT CRASH REPORT

7-Feb-2024
18:31:34

A20 and M25, Farningham
Accident Date BETWEEN '01-Oct-2018' AND '30-Sep-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
43	**Road No A20 Grid 553346E** **Section 021 Ref 167484N**	SLIGHT	22/09/2021	4	07:54	L	Dry	Fine			
	A20, LONDON RD J/W C294 BUTTON ST, FARNINGHAM								Sevenoaks		
	V1 on the slip road to turn from A20 into Button St. V2 was in the outside lane and noticed V1 pull across the lane, V2 began pulling into the inside lane to avoid V1. The offside of V2 collided with the nearside V1 travelling north.						Veh1, car, NW -> N Veh2, car, NW -> SE				Casualties 1 Vehicles 2
44	**Road No A20 Grid 553358E** **Section 021 Ref 167477N**	SLIGHT	12/08/2020	4	11:12	L	Dry	Fine		O/TAKE R.TURN	M/C
	A20 LONDON RD J/W BUTTON ST, FARNINGHAM								Sevenoaks		
	V1 pulled out of Button St into path of on coming vehicle which swerved causing the rider to dismount to avoid a collision.						Veh1, car, N -> W Veh2, m/cycle > 500cc, W -> E				Casualties 1 Vehicles 2
45	**Road No A20 Grid 553359E** **Section 021 Ref 167479N**	SERIOUS	09/07/2019	3	15:25	L	Dry	Fine		R.TURN	
	A20 LONDON RD J/W C294 BUTTON ST, FARNINGHAM								Sevenoaks		
	V1 WAS TRAVELLING NORTHWEST ON LONDON RD AND CAME TO A STOP TO TURN RIGHT INTO BUTTON ST. AS V1 TURNED RIGHT, IT COLLIDED WITH V2, WHICH WAS TRAVELLING IN THE OPPOSITE DIRECTION. WITNESSES PRIOR TO THE COLLISION STATED THAT V2 WAS SPEEDING AND DRIVING POORLY.						Veh1, car, SE -> NE Veh2, car, NW -> SE				Casualties 5 Vehicles 2

Key

Involved

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

Street Lighting

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

FACTORS

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

Special Conditions

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

D-PRINT CRASH REPORT

7-Feb-2024
18:31:34

A20 and M25, Farningham
Accident Date BETWEEN '01-Oct-2018' AND '30-Sep-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
46	**Road No A20 Grid 553359E** **Section 021 Ref 167475N**	SLIGHT	31/10/2019	5	08:40	L	Dry	Fine		R.TURN	GV
	A20 LONDON ROAD JW BUTTON STREET, FARNINGHAM (GRIDS UPDATED TO REFLECT DESCRIPTION, ORIGINAL GRIDS 553477, 169348)								Sevenoaks		
	V1 HAS PULLED OUT OF CENTRAL LAYBY ONTO A20 AND HAS HIT V2 WHO HAS BEEN TRAVELLING ALONG THE A20 TOWARDS SWANLEY (POSTCODE FOR V1 NOT KNOWN)						Veh1, goods < 3.5t, N -> W Veh2, car, SE -> NW				Casualties 1 Vehicles 2
47	**Road No C294 Grid 553359E** **Section 095 Ref 167487N**	SLIGHT	29/11/2021	2	06:52	DRK NSL	Frost/Ice	Fine		R.TURN	HGV
	C294, BUTTON ST J/W A20 LONDON RD, SWANLEY								Sevenoaks		
	V2 was turning right having pulled across the carriageway, whilst checking the opposing carriageway was clear before completing the manoeuvre, V1 has collided with the rear offside of V2. D1 had stated due to it being dark had not seen V2.						Veh1, car, W -> E Veh2, goods > 7.5t, E -> N				Casualties 1 Vehicles 2
48	**Road No A20 Grid 553363E** **Section 021 Ref 167478N**	SLIGHT	15/12/2022	5	17:22	DRK STL	Dry	Fine			GV
	A20, LONDON RD J/W C294 BUTTON ST, FARNINGHAM.								Sevenoaks		
	V1 was at the junction of Button St where they were flashed by a vehicle travelling in lane 1 of the A20 to let them out. As V1 has left the junction, V2 has driven up in lane 2 and hit V1 at the driver's side door. V2 was more than likely in the course of overtaking the vehicle that signalled to let V1 go, and ended up colliding with V1 as they left the junction.						Veh1, car, N -> SE Veh2, goods < 3.5t, W -> SE				Casualties 1 Vehicles 2

Key

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

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

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

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

D-PRINT CRASH REPORT

7-Feb-2024
18:31:34

A20 and M25, Farningham
Accident Date BETWEEN '01-Oct-2018' AND '30-Sep-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
49	**Road No C294 Grid 553366E** **Section 095 Ref 167494N**	SLIGHT	06/12/2020	1	13:02	L	Wet/Damp	Rain		S.VEH	
	C294 BUTTON ST J/W A20 LONDON RD, FARNINGHAM								Sevenoaks		
	V1 was travelling southeast on London Rd and turned left into Button St too quickly, colliding with the offside barrier.						Veh1, car, NW -> NE				Casualties 1 Vehicles 1
50	**Road No A20 Grid 553610E** **Section 022 Ref 167402N**	SERIOUS	10/11/2021	4	12:54	L	Wet/Damp	Rain		R.TURN	
	A20 LONDON RD, SWANLEY (MAPPED TO COORDS)								Sevenoaks		
	V2 was travelling northwest on London Rd when V1 turned right out of a layby, attempting to cross two lanes. V2 could not stop in time and collided with the offside of V1.						Veh1, car, SW -> SE Veh2, car, SE -> NW				Casualties 3 Vehicles 2
51	**Road No A20 Grid 553610E** **Section 022 Ref 167400N**	SLIGHT	21/08/2019	4	08:20	L	Dry	Fine			GV
	A20 LONDON RD, FARNINGHAM (MAPPED TO COORDS)								Sevenoaks		
	V1 PULLED OUT OF A LAYBY AND ATTEMPTED A TO COMPLETE A U-TURN IN THE LIVE LANE. V2 HAD NO TIME TO STOP AND COLLIDED WITH THE OFFSIDE OF V1.						Veh1, goods < 3.5t, SE -> SE Veh2, car, SE -> NW				Casualties 1 Vehicles 2
52	**Road No A20 Grid 553708E** **Section 023 Ref 167373N**	SLIGHT	11/01/2021	2	16:40	DRK NSL	Wet/Damp	Rain			
	A20, LONDON RD, FARNINGHAM, (MAPPED TO COORDS).								Sevenoaks		
	V2 TRAVELLED AT 40 MPH SPEED LIMIT WHEN STRUCK TO REAR BY V1.						Veh1, car, NW -> SE Veh2, car, NW -> SE				Casualties 1 Vehicles 2

Key

Involved

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

Street Lighting

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

FACTORS

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

Special Conditions

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

D-PRINT CRASH REPORT

7-Feb-2024
18:31:34

A20 and M25, Farningham
Accident Date BETWEEN '01-Oct-2018' AND '30-Sep-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
53	**Road No A20 Grid 553872E** **Section Ref 167326N**	SERIOUS	19/01/2022	4	17:45	DRK STU	Wet/Damp	Fine			GV
	A20 LONDON ROAD, FARNINGHAM (MAPPED TO GRID REF)								Sevenoaks		
	V1 was travelling east on the A20 London Road towards Farningham, when for reasons currently unknown, it has crossed the solid double white line system separating the single lane of traffic from the two lanes of traffic in the opposite direction, colliding with V2 which was oncoming in lane two of two. The driver's of both vehicles sustained serious injuries.						Veh1, car, NW -> SE Veh2, goods < 3.5t, SE -> NW				Casualties 2 Vehicles 2
54	**Road No A20 Grid 553896E** **Section Ref 167320N**	SLIGHT	01/03/2022	3	07:58	DRK NSL	Wet/Damp	Rain		O/TAKE	P/C
	A20 LONDON RD, FARNINGHAM (MAPPED TO COORDS)								Sevenoaks		
	R2 was cycling southeast on London Rd when they were struck by the nearside wing mirror of V1. V1 did not stop at the scene.						Veh1, car, NW -> SE Veh2, pedal cycle, NW -> SE				Casualties 1 Vehicles 2
55	**Road No A20 Grid 553898E** **Section 023 Ref 167319N**	SLIGHT	26/12/2019	5	13:36	L	Wet/Damp	Rain		S.VEH	
	A20, LONDON RD, FARNINGHAM, (MAPPED TO COORDS).								Sevenoaks		
	V1 has spun in wet conditions, caught kerb and forced vehicle into the ditch. Passers by state driver was not driving suitably for conditions of road and being a high powered vehicle has lost control.						Veh1, car, SE -> NW				Casualties 1 Vehicles 1

Key

Involved

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

Street Lighting

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FACTORS

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

Special Conditions

ATS OUT	*Traffic Lights Not Working*
ATS DEF	*Traffic Lights Defective*
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D-PRINT CRASH REPORT

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A20 and M25, Farningham
Accident Date BETWEEN '01-Oct-2018' AND '30-Sep-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
56	**Road No A20 Grid 553988E** **Section 024 Ref 167295N**	SLIGHT	26/09/2021	1	09:20	L	Dry	Fine			
	A20, LONDON RD, FARNINGHAM (MAPPED TO COORDS)								Sevenoaks		
	CAD: D2 stated that was approaching a roundabout when V1 in front stopped suddenly causing D2 to brake sharply. V1 then collided with the rear of V2.						Veh1, car, SE -> NW Veh2, car, SE -> NW				Casualties 1 Vehicles 2
57	**Road No A20 Grid 554072E** **Section 024 Ref 167279N**	SLIGHT	26/04/2020	1	20:05	L	Dry	Fine		O/TAKE	P/C
	A20, LONDON RD, FARNINGHAM, (MAPPED TO COORDS).								Sevenoaks		
	R2 was riding pedal bike on the A20 uphill towards Swanley having just passed 'Aunty Carols' Kennels. An unknown vehicle passed R2 too close and V1's wing mirror clipped R2, causing them to fall off their bike onto a nearside layby.						Veh1, car, SE -> NW Veh2, pedal cycle, SE -> NW				Casualties 1 Vehicles 2
58	**Road No M20 Grid 554552E** **Section 030 Ref 167297N**	SLIGHT	19/02/2022	7	19:30	DRK NSL	Wet/Damp	Fine			HGV
	M20, A C/WAY, FARNINGHAM, (MAPPED TO REVISED COORDS PROVIDED)								Sevenoaks		
	Following a pursuit of a stolen vehicle, 4 vehicles were damaged including suspect vehicle.						Veh1, car, NW -> SE Veh2, goods > 7.5t, P -> P Veh3, car, NW -> SE Veh4, car, NW -> SE Veh5, car, NW -> SE				Casualties 1 Vehicles 5

Key

Involved

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

Street Lighting

L	*Daylight*
STL	*Street Lights*
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FACTORS

+VE	*Positive Breath Test*
R.TURN	*Right Turn Manoeuvre*
O/TAKE	*Overtaking Manoeuvre*
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Special Conditions

ATS OUT	*Traffic Lights Not Working*
ATS DEF	*Traffic Lights Defective*
SIGNS	*Road Signs Defective or Obscurred*
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D-PRINT CRASH REPORT

7-Feb-2024
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A20 and M25, Farningham
Accident Date BETWEEN '01-Oct-2018' AND '30-Sep-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
59	**Road No U Grid 554701E** **Section 095 Ref 167229N**	SERIOUS	04/05/2021	3	08:01	L	Dry	Fine Wind		R.TURN	M/C
	DARTFORD RD J/W PETROL STATION, FARNINGHAM								Sevenoaks		
	As V2 left the rndbt onto Dartford Rd they were struck by V1 which had turned right out of the petrol station.						Veh1, car, NW -> SW Veh2, m/cycle > 500cc, NE -> SW			Casualties 1 Vehicles 2	
60	**Road No A20 Grid 554708E** **Section 028 Ref 167255N**	SLIGHT	07/10/2020	4	18:55	DRK STL	Dry	Fine			P/C
	A20 LONDON RD RNDBT J/W A20 LONDON RD, FARNINGHAM								Sevenoaks		
	R2 WAS TRAVELLING NORTHEAST ON LONDON RD AND ENTERED THE RNDBT INTENDING TO TAKE THE THIRD EXIT ONTO DARTFORD RD. R2 STAYED OUT WIDE ON THE RNDBT WHEN V1 TOOK THE SECOND EXIT, CUTTING UP THE CYCLIST AND CAUSING R2 TO COLLIDE WITH THE REAR OF V1. (NO GENDER, AGE, VRM OR POSTCODE FOR V1).						Veh1, car, SE -> NW Veh2, pedal cycle, SE -> NE			Casualties 1 Vehicles 2	
61	**Road No A20 Grid 554712E** **Section Ref 167272N**	SLIGHT	27/05/2022	6	08:00	L	Dry	Fine			GV
	A20, LONDON RD RNDBT J/W A225 DARTFORD RD, FARNINGHAM								Sevenoaks		
	V2 WAS TRAVELLING AROUND THE RNDBT FROM JOINING AT FARNINGHAM HILL. AS APPROACHING THE A225 JUNCTION V1 PULLED OUT ON V2, AS V1 WAS PULLING A TRAILER, V2 HAD NO OPTION BUT TO TRY SLOWING DOWN BUT DROVE HEAD ON INTO THE SIDE OF V1. D1 DROVE OFF BUT RETURNED DUE TO BEING TOLD TO BY WITNESS.						Veh1, goods < 3.5t, W -> E Veh2, car, NW -> SE			Casualties 1 Vehicles 2	

Key

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

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

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

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

D-PRINT CRASH REPORT

7-Feb-2024
18:31:34

A20 and M25, Farningham
Accident Date BETWEEN '01-Oct-2018' AND '30-Sep-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
62	**Road No A20 Grid 554714E** **Section Ref 167250N**	SLIGHT	28/05/2022	7	13:00	L	Dry	Fine			
	A20, LONDON RD RNDBT J/W A20, FARNINGHAM								Sevenoaks		
	OLR: V2 on the roundabout of the A20 in Farningham, was proceeding towards Swanley on the roundabout when V1 collided into V2 passenger side without stopping, then tried to flee the scene.						Veh1, car, SW -> W Veh2, car, SE -> NW				Casualties 2 Vehicles 2
63	**Road No A20 Grid 554721E** **Section 028 Ref 167274N**	SLIGHT	22/07/2021	5	15:53	L	Dry	Fine			M/C
	A20, LONDON RD J/W A225 DARTFORD RD, FARNINGHAM.								Sevenoaks		
	V2 was heading straight over roundabout on A20. V1 has attempted to turn left and has cut V2 up causing damage to front right side of V2.						Veh1, m/cycle > 500cc, W -> NE Veh2, car, W -> NE				Casualties 1 Vehicles 2
64	**Road No A20 Grid 554741E** **Section 028 Ref 167235N**	SERIOUS	04/11/2020	4	08:40	L	Dry	Fine			GV
	A20 LONDON RD J/W DARTFORD RD, FARNINGHAM								Sevenoaks		
	V1 went around the inside of the rndbt at speed, misjudging the path of V2, overcorrecting, and colliding with a lamppost. (No gender, age or postcode for V2).						Veh1, car, E -> NW Veh2, goods < 3.5t, SE -> NW				Casualties 1 Vehicles 2

Key

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

Street Lighting
- *L* Daylight
- *STL* Street Lights
- *USL* Street LIghts Unlit
- *NSL* No Street Lights
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FACTORS
- *+VE* Positive Breath Test
- *R.TURN* Right Turn Manoeuvre
- *O/TAKE* Overtaking Manoeuvre
- *S.VEH* Single Vehicle

Special Conditions
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18:31:34

A20 and M25, Farningham
Accident Date BETWEEN '01-Oct-2018' AND '30-Sep-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
65	**Road No A20 Grid 554756E** **Section Ref 167267N**	SLIGHT	21/02/2022	2	19:24	DRK STL	Dry	Fine		R.TURN	
	A20, LONDON RD RNDBT J/W WITH DARTFORD RD, FARNINGHAM								Sevenoaks		
	ARC: V1 was travelling along Dartford Way away from Eynsford. V1 approached rndbt next to Harvest Energy Garage. V1 was taking a right to travel on London Rd towards West Kingsdown. V2 entered the rndbt away from Dartford. V2 collided with V1 on rndbt. V2 was heading on A20 towards Swanley. V2 damage to offside front. V1 has damage to nearside front.						Veh1, car, SW -> SE Veh2, car, NE -> W				Casualties 2 Vehicles 2
66	**Road No A20 Grid 554797E** **Section Ref 167223N**	SLIGHT	29/01/2022	7	13:35	L	Dry	Fine			
	A20, LONDON RD, FARNINGHAM								Sevenoaks		
	V1 has been driving at approx 60mph behind V2, V2 has slowed and began to indicate to park on the opposite side of the road. In the process of slowing down V1 has began to overtake V2 but has caught the rear right side of V2 causing damage. V2 did not leave the carriageway. Both V1 and V2 have admitted they had intention to cross the solid white line and only V1 has broken the solid white line.						Veh1, car, W -> E Veh2, car, W -> E				Casualties 1 Vehicles 2
67	**Road No A20 Grid 555016E** **Section 030 Ref 166853N**	FATAL	31/07/2023	2	16:00	L	Wet/Damp	Rain			HGV
	A20 LONDON ROAD (AT TRAFFIC ISLAND) FARNINGHAM								Sevenoaks		
	V1 travelling from the direction of Farningham towards West Kingsdown (N to S) has, for unknown reasons, lost control, driven over end of Traffiic Island and collided head on with V2 travelling in the opposite direction.						Veh1, car, N -> S Veh2, goods 3.5 - 7.5t, S -> N				Casualties 4 Vehicles 2

Key

Involved

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

Street Lighting

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

FACTORS

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

Special Conditions

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

D-PRINT CRASH REPORT

A20 and M25, Farningham
Accident Date BETWEEN '01-Oct-2018' AND '30-Sep-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
68	**Road No A20 Grid 555032E** **Section 031 Ref 166735N**	SLIGHT	09/01/2019	4	21:20	DRK STL	Wet/Damp	Fine		R.TURN	
	A20 LONDON RD J/W A225 EYNSFORD RD, FARNINGHAM								Sevenoaks		
	V1 WAS TRAVELLING SOUTHEAST ON MAIN RD AND V2, A POLICE VEHICLE, WAS TRAVELLING IN THE OPPOSITE DIRECTION. V1 WAS TRAVELLING AT EXCESS SPEED AND OVERTOOK ANOTHER UNKNOWN VEHICLE. V2 ACTIVATED THEIR LIGHTS AND PERFORMED A U-TURN, WHICH IS SUSPECTED TO HAVE SPOOKED D1. D1 HAS THEN ATTEMPTED TO TURN RIGHT AT SPEED ONTO EYNSFORD RD, LOST CONTROL AND COLLIDED WITH ROADSIDE FURNITURE.						Veh1, car, NW -> SW Veh2, car, SE -> SE				Casualties 1 Vehicles 2
69	**Road No A20 Grid 555035E** **Section 031 Ref 166751N**	SLIGHT	17/09/2022	7	07:27	L	Dry	Fine		R.TURN	GV
	A20, LONDON RD J/W A225, EYNSFORD RD, FARNINGHAM								Sevenoaks		
	V1 has come down Eynsford Rd and has come to the junction at A20 Main Rd. This is a no right turn. V1 has pulled out attempting to turn right. V2 has been driving down the A20 Main Rd towards Farningham. V1 has pulled out in front of V2, causing V2 to collide with the offside / front of V1, causing it to spin to the other side of the road.						Veh1, car, S -> SE Veh2, goods < 3.5t, SE -> N				Casualties 2 Vehicles 2
70	**Road No A20 Grid 555038E** **Section 031 Ref 166745N**	SERIOUS	04/03/2020	4	12:05	L	Dry	Other		R.TURN	P/C
	A20 LONDON RD J/W A225 EYNSFORD RD, FARNINGHAM								Sevenoaks		
	V1 WAS WAITING TO TURN RIGHT OFF LONDON RD INTO EYNSFORD RD. V1 GAVE WAY TO AN ONCOMING VEHICLE BEFORE TURNING ACROSS THE PATH OF V2, FAILING TO SEE THEM APPROACHING THE JUNCTION. V2 COLLIDED WITH THE NEARSIDE OF V1.						Veh1, car, NW -> SW Veh2, pedal cycle, SE -> N				Casualties 1 Vehicles 2

Key

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

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

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

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

D-PRINT CRASH REPORT

A20 and M25, Farningham
Accident Date BETWEEN '01-Oct-2018' AND '30-Sep-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
71	**Road No A20 Grid 555043E** **Section 031 Ref 166746N**	SLIGHT	18/06/2021	6	14:17	L	Wet/Damp	Rain			
	A20 MAIN ROAD J/W A225 EYNSFORD ROAD, FARNINGHAM								Sevenoaks		
	V1 has aquaplaned/hit a dip and lost control. V1 then swerved into a traffic island, rolled and hit a lamppost. V1 caught V2 on offside. V2 swerved to avoid V1 and left carriageway. V1 overturned onto roof.						Veh1, car, N -> SE Veh2, car, SE -> N				Casualties 1 Vehicles 2
72	**Road No A20 Grid 555067E** **Section 031 Ref 166706N**	SLIGHT	03/01/2023	3	14:50	L	Wet/Damp	Rain			
	A20, LONDON RD, FARNINGHAM, (MAPPED TO COORDS).								Sevenoaks		
	V2 has been travelling along A20 after exiting the roundabout. Was followed by V1. D1 has glanced away at phone briefly and has not noticed V2 slowing. V1 has then collided with the rear of V2 after not being sure which speed this occurred.						Veh1, car, NW -> SE Veh2, car, NW -> SE				Casualties 1 Vehicles 2
73	**Road No A20 Grid 555232E** **Section 033 Ref 166620N**	FATAL	11/02/2023	7	22:50	DRK STL	Wet/Damp	Fine			GV
	A20 GORSE HILL APPROX 120M FROM J/W EGLANTINE LANE, FARNINGHAM								Sevenoaks		
	V1 was travelling along the A20 in the direction of Farningham. V2 was travelling in the opposite direction, towards Brands Hatch. For reasons yet to be determined, V1 has travelled in the oncoming lane, colliding with V2 head on. V1 travelled for some distance down the carriageway towards Farningham before coming to rest on the nearside pavement. V2 left the carriageway to the nearside down a small ditch. V1 contained 5 occupants, one of which is deceased, one seriously injured. V2 contained one occupant.						Veh1, car, SE -> NW Veh2, goods < 3.5t, NW -> SE				Casualties 6 Vehicles 2

Key

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

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

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

Special Conditions
- *ATS OUT* Traffic Lights Not Working
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D-PRINT CRASH REPORT

7-Feb-2024
18:31:34

A20 and M25, Farningham
Accident Date BETWEEN '01-Oct-2018' AND '30-Sep-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
74	**Road No A20 Grid 555861E** **Section 035 Ref 166099N**	SLIGHT	14/10/2019	2	18:04	DRK USL	Wet/Damp	Rain Wind			GV
	A20 MAIN RD GORSE HILL, FARNINGHAM (MAPPED TO COORDS)								Sevenoaks		
	V1 WAS TRAVELLING SOUTHEAST ON MAIN RD GORSE HILL IN HEAVY RAIN. D1 FAILED TO SEE V2 STATIONARY AT THE SIDE OF THE ROAD WITH ITS HAZARD LIGHTS ON. V1 COLLIDED WITH THE REAR OFFSIDE OF V2, CAUSING IT TO REBOUND ONTO THE OPPOSITE CARRIAGEWAY AND COLLIDE HEAD ON WITH V3, TRAVELLING IN THE OPPOSITE DIRECTION.						Veh1, car, NW -> SE Veh2, car, P -> P Veh3, goods < 3.5t, SE -> NW				Casualties 2 Vehicles 3
75	**Road No A20 Grid 555917E** **Section Ref 166034N**	SERIOUS	14/02/2022	2	17:15	L	Wet/Damp	Other		O/TAKE	GV
	A20 GORSE HILL, FARNINGHAM (MAPPED TO COORDS)								Sevenoaks		
	V1 was travelling towards northwest on Gorse Hill when it began to overtake a line of moving traffic and veered onto the opposite side of the carriageway, colliding with V2. D1 fled the scene.						Veh1, car, SE -> NW Veh2, goods < 3.5t, NW -> SE				Casualties 1 Vehicles 2
76	**Road No A20 Grid 556133E** **Section 037 Ref 165837N**	SLIGHT	14/11/2022	2	08:05	L	Dry	Fine		R.TURN	
	A20, GORSE HILL J/W DONKEY LANE, FARNINGHAM.								Sevenoaks		
	Both vehs have been travelling up Gorse Hill, which is a southbound direction. V2 was directly in front of V1/bin lorry. V2 came across a parked veh on their side of the road. V2 indicated right to turn right onto Donkey Lane. V1 has interpreted the indicator as V2 passing the parked vehicle. V1 has begun to commit the overtake of the parked vehicle at approx 45-50 mph. V2 began to turn right. V1 collided with the offside of V2, both vehicles were shunted to the other side of the road.						Veh1, REFUSE LORRY, NW -> SE Veh2, car, NW -> W				Casualties 1 Vehicles 2

Key

Involved

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

Street Lighting

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

FACTORS

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

Special Conditions

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

D-PRINT CRASH REPORT

7-Feb-2024
18:31:34

A20 and M25, Farningham
Accident Date BETWEEN '01-Oct-2018' AND '30-Sep-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
77	**Road No A20 Grid 556138E** **Section Ref 165829N**	SLIGHT	28/03/2022	2	08:00	L	Wet/Damp	Fog Mist			M/C
	A20, GORSE HILL J/W DONKEY LANE, FARNINGHAM								Sevenoaks		
	V2 has slowed down on A20 as vehicle in front has slowed down to turn into Donkey Lane. R1/motorbike has not slowed down fast enough and hit V2 in the rear, propelling rider into rear window.						Veh1, m/cycle > 500cc, SE -> NW Veh2, car, SE -> NW				Casualties 1 Vehicles 2
78	**Road No A20 Grid 556386E** **Section Ref 165558N**	SLIGHT	09/01/2022	1	11:12	L	Wet/Damp	Fine		S.VEH	
	A20 GORSE HILL, WEST KINGSDOWN (MAPPED TO COORDS)								Sevenoaks		
	V1 was travelling southeast on Gorse Hill when they were dazzled by sunlight and left the carriageway to the nearside, colliding with a tree and an electrical box.						Veh1, car, NW -> SE				Casualties 2 Vehicles 1
79	**Road No A20 Grid 556432E** **Section 039 Ref 165506N**	SLIGHT	21/01/2023	7	10:05	L	Wet/Damp	Fine			P/C
	A20 GORSE HILL, FARNINGHAM, (MAPPED TO COORDS).								Sevenoaks		
	R2/Cyclist has hit back doors of V1 as vehicle has pulled out of a lay-by. R2 was travelling down hill at speed. Low sun caused vision impairments.						Veh1, car, SE -> NW Veh2, pedal cycle, SE -> NW				Casualties 1 Vehicles 2
80	**Road No A20 Grid 556445E** **Section 039 Ref 165488N**	SLIGHT	22/06/2020	2	14:50	L	Dry	Fine			M/C
	A20 GORSE HILL J/W LAYBY, WEST KINGSDOWN								Sevenoaks		
	V2 was travelling northwest on Gorse Hill when V1 pulled out from the layby to D2's nearside and collided with V2.						Veh1, car, SE -> NW Veh2, m/cycle > 500cc, SE -> NW				Casualties 2 Vehicles 2

Key

Involved

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

Street Lighting

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

FACTORS

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

Special Conditions

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

D-PRINT CRASH REPORT

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A20 and M25, Farningham
Accident Date BETWEEN '01-Oct-2018' AND '30-Sep-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
81	**Road No A20 Grid 556483E** **Section 040 Ref 165449N**	SLIGHT	17/07/2021	7	13:59	L	Dry	Fine			
	A20 MAIN RD J/W C291 GABRIEL SPRING ROAD/CONTINUES INTO SCRATCHERS LANE, FARNINGHAM								Sevenoaks		
	V1 was at a give way junction but has pulled out on V2. V2 has then hit V1 because they were unable to stop in time.						Veh1, taxi, NE -> SW Veh2, car, NW -> SE				Casualties 4 Vehicles 2
82	**Road No A20 Grid 556488E** **Section 040 Ref 165451N**	SERIOUS	05/11/2019	3	07:32	L	Wet/Damp	Fine		R.TURN	M/C
	A20 MAIN ROAD GORSE HILL J/W C291 GABRIEL SPRING ROAD/CONTINUES INTO SCRATCHERS LANE, FARNINGHAM								Sevenoaks		
	V1 WAS TURNING RIGHT OUT OF GABRIEL SPRING RD AND COLLIDED WITH V2, WHICH WAS TRAVELLING SOUTHEAST ON GORSE HILL. R2 WAS THROWN OFF V1.						Veh1, car, NE -> NW Veh2, m/cycle > 500cc, NW -> SE				Casualties 2 Vehicles 2
83	**Road No C291 Grid 556495E** **Section Ref 165463N**	SERIOUS	19/07/2019	6	22:25	DRK STL	Wet/Damp	Rain Wind		S.VEH	
	C291 GABRIEL SPRING ROAD/CONTINUES INTO SCRATCHERS LANE J/W A20 MAIN RD GORSE HILL, FAWKHAM.								Sevenoaks		
	V1 TRAVELLING A20, TURNED LEFT INTO GABRIEL SPRING ROAD. IT WAS DARK AND RAINING AT THE TIME. TRAVELLING AT LOW SPEED AS IT TOOK THE TURNING INTO SCRATCHERS LANE, REAR END SLIP OUT AND HIT LAMP POST ON THE NEARSIDE. VEHICLE CAME TO A STOP, AIRBAGS DEPLOYED.						Veh1, car, NW -> E				Casualties 2 Vehicles 1

Key

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

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

Special Conditions
- *ATS OUT* Traffic Lights Not Working
- *ATS DEF* Traffic Lights Defective
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D-PRINT CRASH REPORT

A20 and M25, Farningham
Accident Date BETWEEN '01-Oct-2018' AND '30-Sep-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
84	**Road No A20 Grid 556499E** **Section 040 Ref 165439N**	SLIGHT	03/02/2019	1	15:30	L	Dry	Fine		R.TURN	
	A20 LONDON RD J/W C291 GABRIEL SPRING RD/CONTINUES INTO SCRATCHERS LANE, FAWKHAM GREEN								Sevenoaks		
	V1 stopped on the A20 at the junction with Gabriel Spring Rd waiting to turn right. V2 was travelling in the opposite direction and V1 pulled out into its path causing a collision.						Veh1, car, SE -> NE Veh2, car, NW -> SE				Casualties 1 Vehicles 2
85	**Road No A20 Grid 556503E** **Section 040 Ref 165434N**	SLIGHT	13/07/2020	2	05:49	L	Dry	Fine			
	A20 MAIN ROAD GORSE HILL J/W C291 GABRIEL SPRING RD/CONTINUES INTO SCRATCHERS LANE, FARNINGHAM								Sevenoaks		
	V2 was travelling southeast on Gorse Hill and V1 was travelling on Gabriel Spring Road towards the junction with Gorse Hill at speed. V1 failed to look to their right as they turned left in front of V2, causing a collision.						Veh1, car, NE -> SE Veh2, car, NW -> SE				Casualties 2 Vehicles 2
86	**Road No A20 Grid 556633E** **Section 041 Ref 165257N**	FATAL	06/08/2020	5	04:12	DRK NSL	Dry	Fine	NW	S.VEH	HGV PED
	A20 MAIN ROAD GORSE HILL, WEST KINGSDOWN (MAPPED TO GRID REF)								Sevenoaks		
	V1 is a left hand drive street sweeping vehicle and was travelling north. The pedestrian is seen on the dashcam of the HGV walking in the carriageway with their back to oncoming traffic. At this early stage it appears that the driver of the HGV may not have had a chance to react to the pedestrian given the rural location and no streetlighting. The pedestrian suffered injuries incompatible with life and was declared deceased at the scene.						Veh1, goods > 7.5t, SE -> NW				Casualties 1 Vehicles 1

Key

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

Street Lighting
- *L* Daylight
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FACTORS
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Special Conditions
- *ATS OUT* Traffic Lights Not Working
- *ATS DEF* Traffic Lights Defective
- *SIGNS* Road Signs Defective or Obscurred
- *RD WRKS* Road Works
- *Surface* Road Surface Defective

D-PRINT CRASH REPORT

7-Feb-2024
18:31:34

A20 and M25, Farningham
Accident Date BETWEEN '01-Oct-2018' AND '30-Sep-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
87	**Road No A20 Grid 556649E** **Section 042 Ref 165240N**	SLIGHT	12/08/2023	7	06:16	L	Dry	Fine		S.VEH	M/C
	A20, LONDON RD, FARNINGHAM, (MAPPED TO COORDS).								Sevenoaks		
	R1 WAS TRAVELLING 50MPH ALONG A20 TOWARDS FARNINGHAM. R1 BEGAN TO FEEL TIRED AND EYES BEGAN TO CLOSE, HAS VEERED INTO NEARSIDE KERB, BOUNCED BACK INTO ROAD AND R1 HAS COME OFF BIKE.						Veh1, m/cycle 50 - 125cc, SE -> NW				Casualties 1 Vehicles 1
88	**Road No U Grid 557743E** **Section 098 Ref 165065N**	SLIGHT	14/10/2020	4	08:56	L	Dry	Fine		O/TAKE R.TURN	
	SCRATCHERS LANE J/W THREE GATES RD, WEST KINGSDOWN								Sevenoaks		
	V1 was travelling northwest on Scratchers Lane at speed. V2 was travelling in the same direction and began to turn right into Three Gates Rd. D1 began to overtake V2 as they began turning and collided with its offside. D1 ran away from the scene.						Veh1, car, SE -> NW Veh2, car, SE -> NE				Casualties 1 Vehicles 2
89	**Road No U Grid 557797E** **Section 098 Ref 165992N**	SLIGHT	13/07/2019	7	18:21	L	Dry	Fine			
	MUSSENDEN LANE, FAWKHAM GREEN (MAPPED TO COORDS)								Sevenoaks		
	D2 was travelling southeast on Mussenden Lane and approached a nearside bend when they met V1 travelling at speed in the opposite direction. D2 swerved into a hedge and V1 travelled past V2 before flipping over onto its roof. D2 claims they could smell alcohol on D1's breath.						Veh1, car, E -> NW Veh2, car, NW -> SE				Casualties 1 Vehicles 2

Key

Involved

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

Street Lighting

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

FACTORS

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

Special Conditions

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

D-PRINT CRASH REPORT

7-Feb-2024
18:31:34

A20 and M25, Farningham
Accident Date BETWEEN '01-Oct-2018' AND '30-Sep-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
90	**Road No U** **Grid 557851E** **Section 098** **Ref 164979N**	SLIGHT	10/05/2023	4	15:55	L	Wet/Damp	Fog Mist			
	SCRATCHERS LANE, FAWKHAM, (MAPPED TO COORDS).								Sevenoaks		
	V1 WAS TRAVELLING FROM FAWKHAM ALONG SCRATCHERS LANE ON THE WAY TO THE TIP AT PEDHAM PLACE IN SWANLEY. D1 STATES THAT A SPIDER WAS ON THE DASHBOARD, THEY WENT TO HIT IT AND SWERVED. DOESN'T REMEMBER ANYTHING APART FROM WAKING UP BEING PULLED OUT OF V1. V2 WAS TRAVELLING IN THE OPPOSITE DIRECTION TOWARDS FAWKHAM WHEN V1 HAS SWERVED ONTO THEIR SIDE OF THE ROAD AND COLLIDED HEAD ON. BOTH DRIVER AND PASSENGER TAKEN TO PRU HOSPITAL AS A PRECAUTION ALL HAD SEAT BELT TYPE INJURIES TO CHEST AND ABDOMEN.		Veh1, car, SE -> NW Veh2, car, NW -> SE						Casualties 3 Vehicles 2	

Key

Involved

PED	*Pedestrian*
HGV	*Heavy Goods Vehicle*
GV	*Goods Vehicle*
M/C	*Motor Cycle*
P/C	*Pedal Cycle*
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Street Lighting

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

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Appendix 7

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See a Difference.

Glint & Glare Technical Note

25 April 2024

TO: **National Highways**

FM: **Lily Hart (Mabbett); Alexandra Clacy (Mabbett); Joshua Jones (Mabbett)**

CC: **Renewable Energy Systems Ltd**

RE: **Chimmens Solar Farm: Glint and Glare Technical Note**

1.0 Introduction

Mabbett & Associates Ltd (Mabbett) has been commissioned by Renewable Energy Systems Ltd to undertake glint and glare assessment services with regard to the proposed ground-mounted solar development located at Mussenden Lane, Kent. A Glint & Glare Assessment was prepared for submission alongside the planning application, dated 31 October 2023.

Prior to lodging the planning application, a pre-application advice request (ref: 23/03181/FUL) was submitted to Sevenoaks District Council.

National Highways were consulted as part of the pre-application consultation and responded regarding glint and glare on 23 February 2024:

> *"A Glint and Glare Assessment has been provided in support of the application (produced by Mabbett, dated 31 October 2023, rev 2.0). The assessment outlines glare is predicted on the west to east direction of the M20 from mid-March to late May, and early August to late September 05:30 – 06:30 for period of between five and 25 minutes per day.*
>
> *We have sought specialist advice in relation to this report; this advice is now available.*
>
> *Forge Solar's 'Route' tool, which has been used in the assessment is deemed to be unreliable; and there are aspects of the assessment methodology which do not align with recommended process and represent an oversimplification of available guidance and industry best practice.*
>
> *Considering the inconsistencies of the 'route' receptors on the Forge software (see Section 3.1), it is required the results of road are confirmed through assessment of observation points (OPs) on Forge."*

Mabbett has prepared this glint and glare technical note to respond to National Highways comments.

2.0 Response to Comments

Mabbett note the comments regarding the comments regarding the modelling methodology used for the glare assessment of the M20.

Mabbett note that the request for modelling of observation points (OPs) rather than a route. Mabbett are aware of guidance that has been produced by fellow Glint & Glare Assessment providers in the absence of formal guidance by National Highways or other road consultees.

This states that individual receptor locations should be selected along the relevant section of road at no more than 200 metres apart.

The key difference between observation points and the route tool is that the observation points do not consider the field of view of a vehicle driver travelling along a road. This is to assist with determination of impact significance as glare beyond the main field of view of road vehicle drivers is considered to be mitigated. The observation points may provide a worst-case assessment (depending on the density of points selected) but it is not wholly realistic. For example, there may be cases where glare is predicted behind or to the side of a road vehicle driver travelling on a route.

Another difference is that the route tool enables the assessor to model the potential the impact along a road length by interpolating between the route nodes. Where the distance between route nodes is large, this may average out variations in topography such that peaks and dips are missed. However, this factor can be mitigated by ensuring the node spacing within the assessed route is small and by reviewing for variations in between the selected nodes.

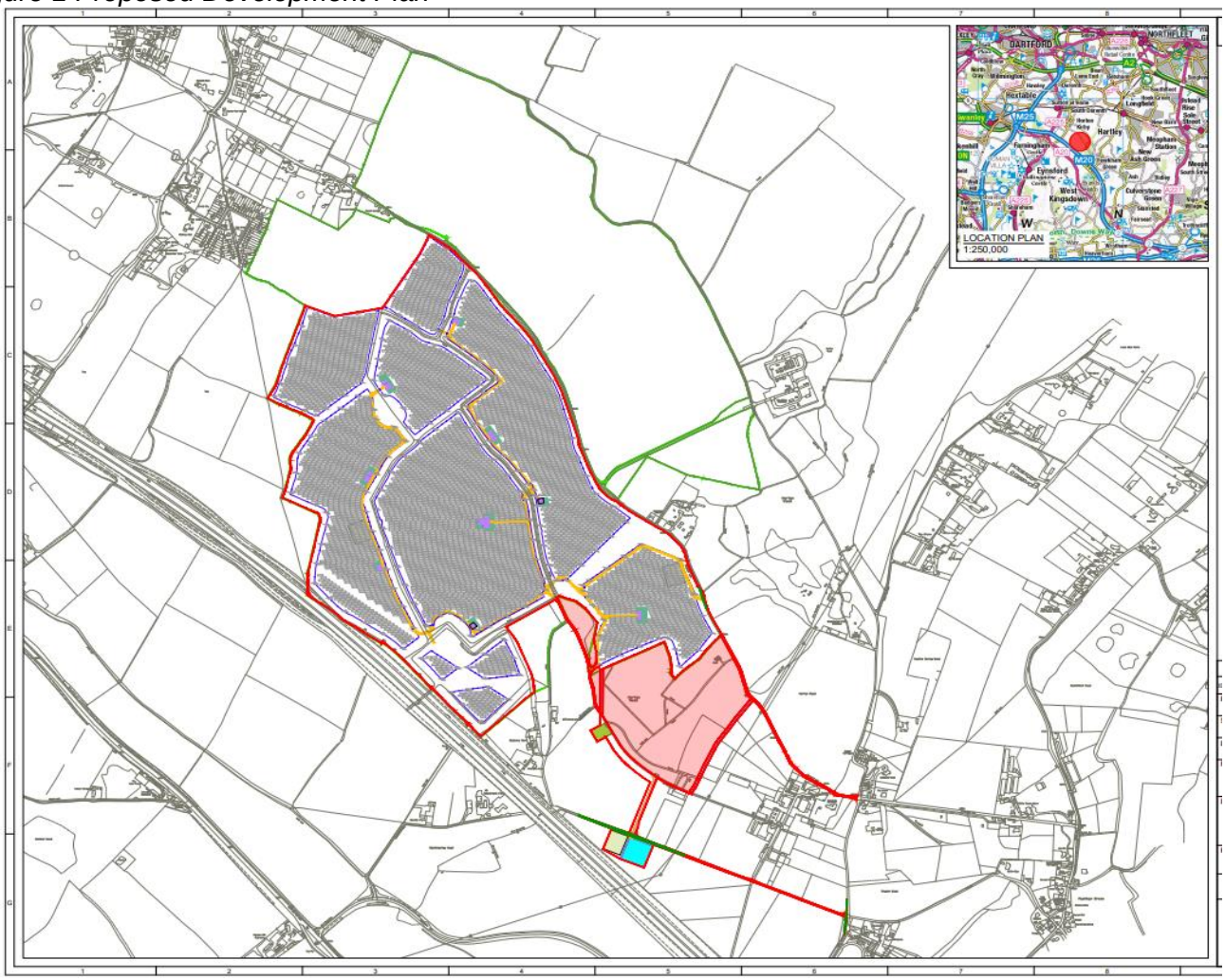
Nonetheless, Mabbett has undertaken further modelling assessment of observation points as requested.

3.0 Modelling Considerations

3.1 Proposed Development

The Proposed Development plan is shown below in Figure 1 and details the proposed solar panel layout.

Figure 1 Proposed Development Plan

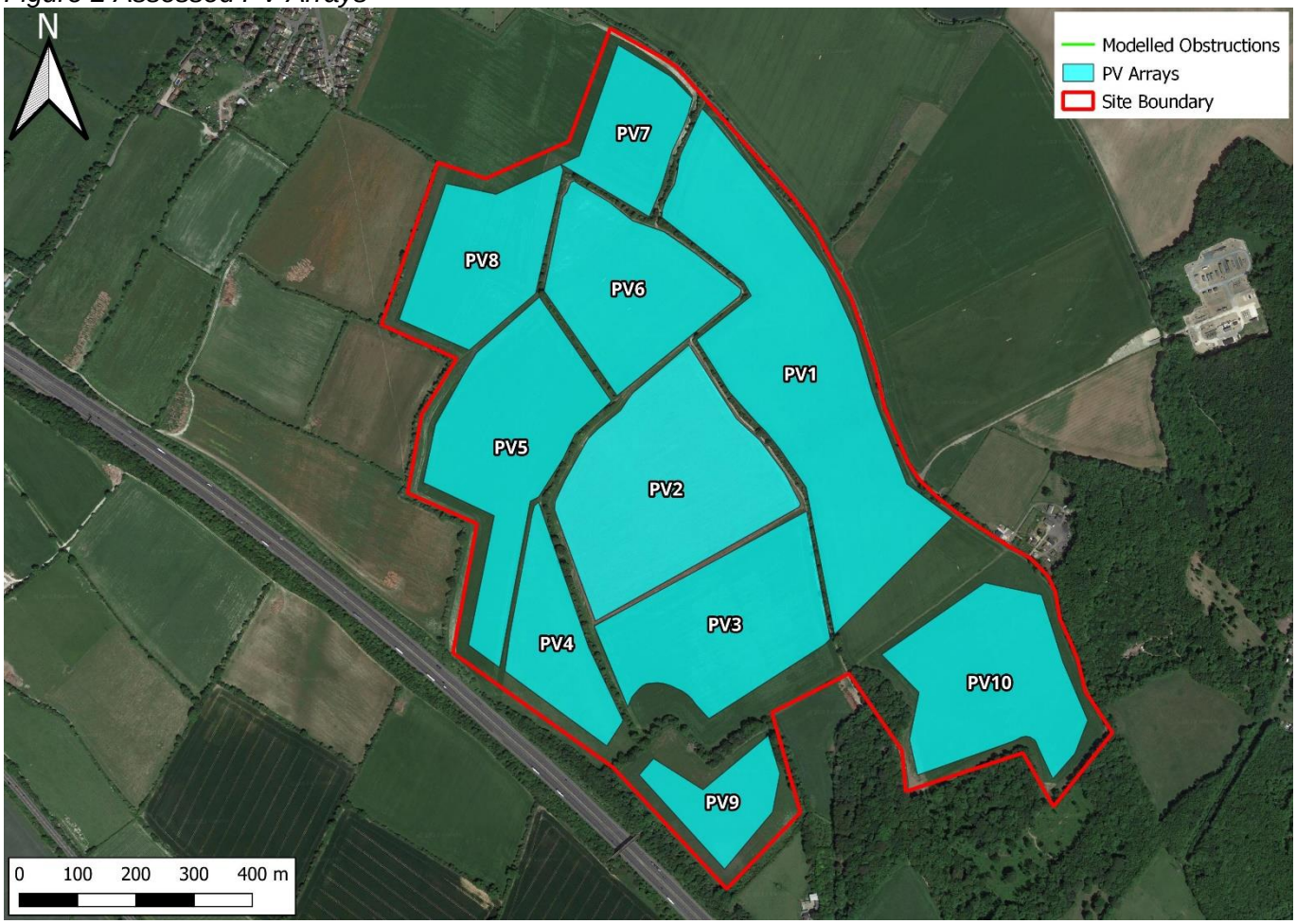


For assessment purposes, the proposed array layout was simplified as shown in Figure 2 below. This is consistent with the original assessment. The assessed PV module orientations and inclinations, as well as the modelled panel height, are summarised in the below table. A range of tilts are under consideration between 10° and 20° for the ground-mounted arrays. As such, two different potential design angles (10° and 20°) were modelled to provide a robust glare assessment.

PV Array	Orientation (Azimuth)[1]	Panel Tilt	Average Panel Height above ground
10° Tilt			
PV1	180°	10°	2.15m
PV2	180°	10°	2.15m
PV3	180°	10°	2.15m
PV4	180°	10°	2.15m
PV5	180°	10°	2.15m
PV6	180°	10°	2.15m
PV7	180°	10°	2.15m
PV8	180°	10°	2.15m
PV9	180°	10°	2.15m
PV10	180°	10°	2.15m
20° Tilt			
PV1	180°	20°	2.15m
PV2	180°	20°	2.15m
PV3	180°	20°	2.15m
PV4	180°	20°	2.15m
PV5	180°	20°	2.15m
PV6	180°	20°	2.15m
PV7	180°	20°	2.15m
PV8	180°	20°	2.15m
PV9	180°	20°	2.15m
PV10	180°	20°	2.15m

[1] North referenced at 0°.

Figure 2 Assessed PV Arrays



Imagery © 2024 Google

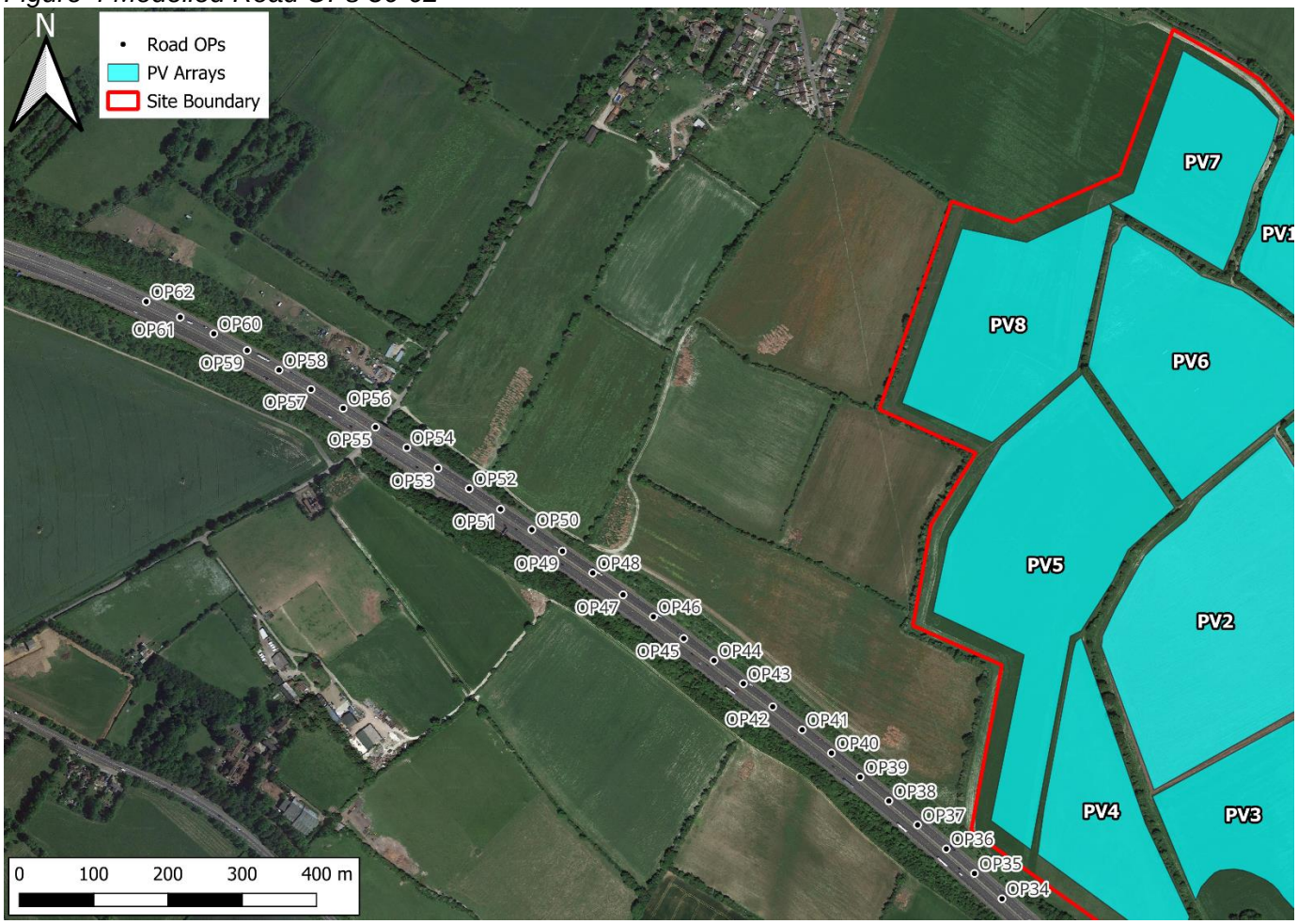
3.2 Roads Modelling

As per the instruction of National Highways, the M20 road to the south of the Proposed Development has been modelled with observation points as a worst-case approach. The observation points were modelled at 50m intervals for the full length of the road, as shown in Figure 3 and Figure 4.

Figure 3 Modelled Road OPs 1-35

Imagery © Google 2024

Figure 4 Modelled Road OPs 36-62



Imagery © Google 2024

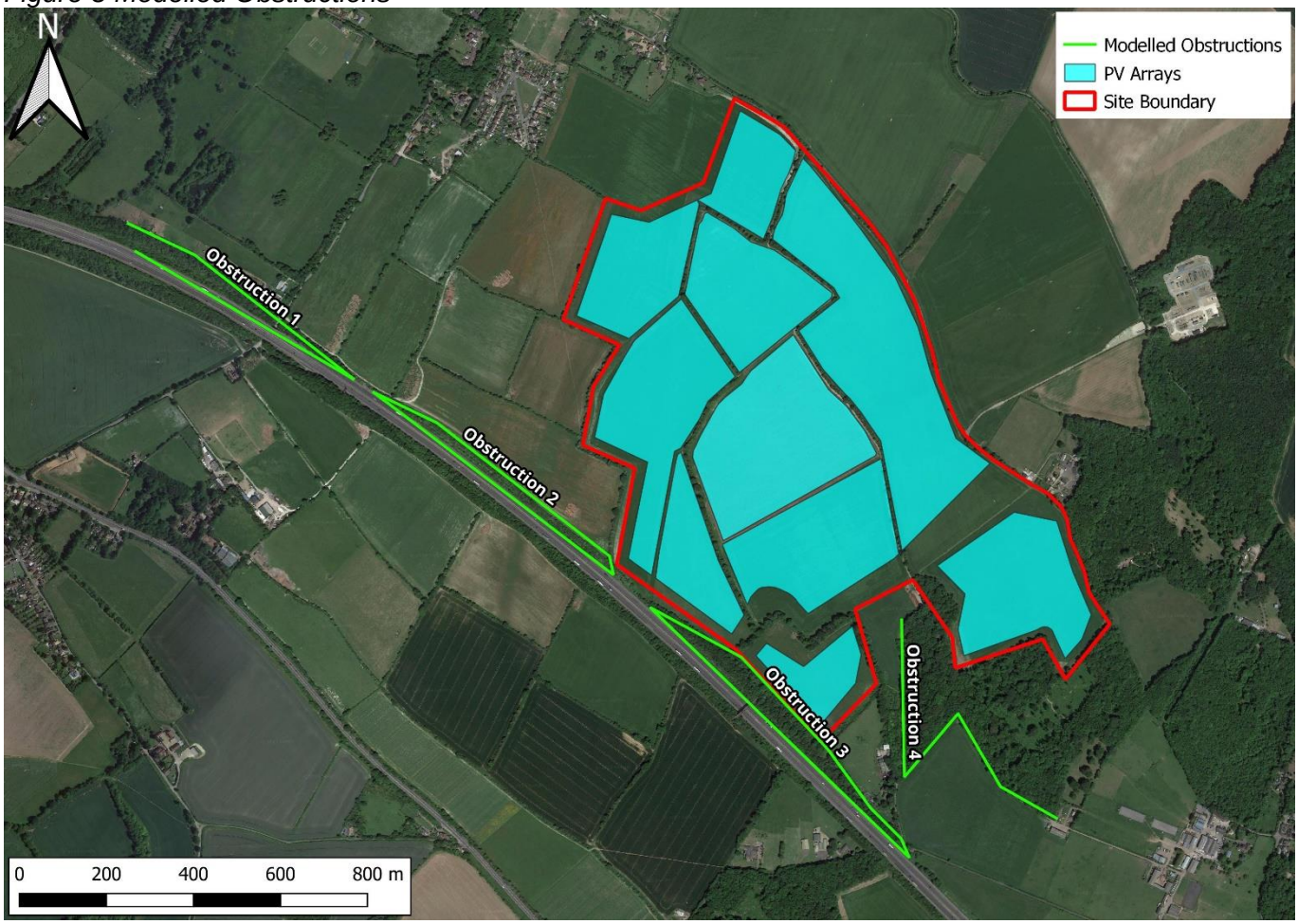
3.3 Obstructions Modelling

As per the original report, vegetation was modelled within the assessment as an obstruction of line of sight between light-sensitive receptors and the PV arrays. The heights of the obstructions were approximated using Google Street View and can be found below. The location of the obstructions can be seen below in Figure 5.

Obstruction	Description	Height*
Obstruction 1	Tree line running along M20	4m
Obstruction 2	Tree line running along M20	4m
Obstruction 3	Tree line running along M20	5m
Obstruction 4	Tree line between PV9 and PV10	5m

*Heights estimated using Google Street View

Figure 5 Modelled Obstructions



Imagery © Google 2024

4.0 Modelling Results and Interpretation

4.1 10° tilt

PV Array	Impact
PV1	Glare predicted toward OPs 34 and 35 between 04:30-06:30 from early April to early September for less than 30 minutes per day. Glare also predicted toward OP 50 between 05:00-06:00 from late April to mid-August September for 2-3 minutes per day.
PV2	Glare predicted toward OP 35 between 04:30-06:00 from early May to early August for less than 30 minutes per day. Also, toward OP 34 at approximately 05:00 for less than 15 minutes per day from June to early July.
PV3	Glare predicted toward OPs 34 and 35 between 04:30-06:30 from mid-March to late September for less than 25 minutes per day. Also, toward OP 36 at approximately 06:00 in late March and mid-September for less than 10 minutes per day.
PV4	Glare predicted toward OP 35 between 05:00-06:30 from mid-March to mid-September for less than 20 minutes per day. Also, toward OP 36 at approximately 06:00 in late March and early September for less than 10 minutes per day.
PV5	Glare predicted toward OP 35 between 05:00-06:30 from early May to early August for less than 20 minutes per day. Also, toward OP 36 at approximately 06:00 in late March and early September for less than 5 minutes per day.
PV6	Glare predicted toward OP 50 between 05:00-06:30 from early April to early June, and late June to early September for less than 5 minutes per day.

PV Array	Impact
PV7	Glare predicted toward OP 50 between 05:00-06:30 from early May to early August for less than 5 minutes per day.
PV8	***No glare predicted towards M20.***
PV9	***No glare predicted towards M20.***
PV10	***No glare predicted towards M20.***

4.2 20° tilt

PV Array	Impact
PV1	Glare predicted toward OPs 34 and 35 between 05:00-06:30 from early April to early September for less than 25 minutes per day. Glare also predicted toward OP 50 at approximately 06:00 from late April to mid-August September for 2-3 minutes per day.
PV2	Glare predicted toward OP 35 between 05:00-06:30 from mid-May to late July for less than 25 minutes per day.
PV3	Glare predicted toward OPs 34 and 35 between 05:00-06:30 from mid-March to late September for less than 25 minutes per day. Also, toward OP 36 at approximately 06:00 in late March and mid-September for less than 10 minutes per day.
PV4	Glare predicted toward OPs 35 between 05:30-06:30 from mid-March to mid-September for less than 20 minutes per day. Also, toward OP 36 at approximately 06:00 in late March and early September for less than 10 minutes per day. Also, toward OP 34 at approximately 06:00 for 1-2 minutes sporadically from April to August (total annual 17 minutes).
PV5	Glare predicted toward OP 35 between 05:30-06:30 from mid-May to late July for less than 20 minutes per day. Also, toward OP 36 at approximately 06:00 in late March and early September for less than 5 minutes per day.
PV6	Glare predicted toward OP 50 between 05:30-06:30 from early April to early September for less than 5 minutes per day.
PV7	Glare predicted toward OP 50 between 05:30-06:30 from mid-May to late July for less than 5 minutes per day.
PV8	***No glare predicted towards M20.***
PV9	***No glare predicted towards M20.***
PV10	***No glare predicted towards M20.***

5.0 Impact Discussion

Road users are predicted to receive glare at a small number of observation points (OPs 34-36 & 50).

Where glare is predicted toward a road, industry guidance states that further review of any mitigating factors should be undertaken to determine if there is a mitigation requirement.

5.1 OP 50

OP 50 is located between Obstructions 1 and 2. There is no vegetation bounding the M20 that has been modelled. This is shown in Figure 6.

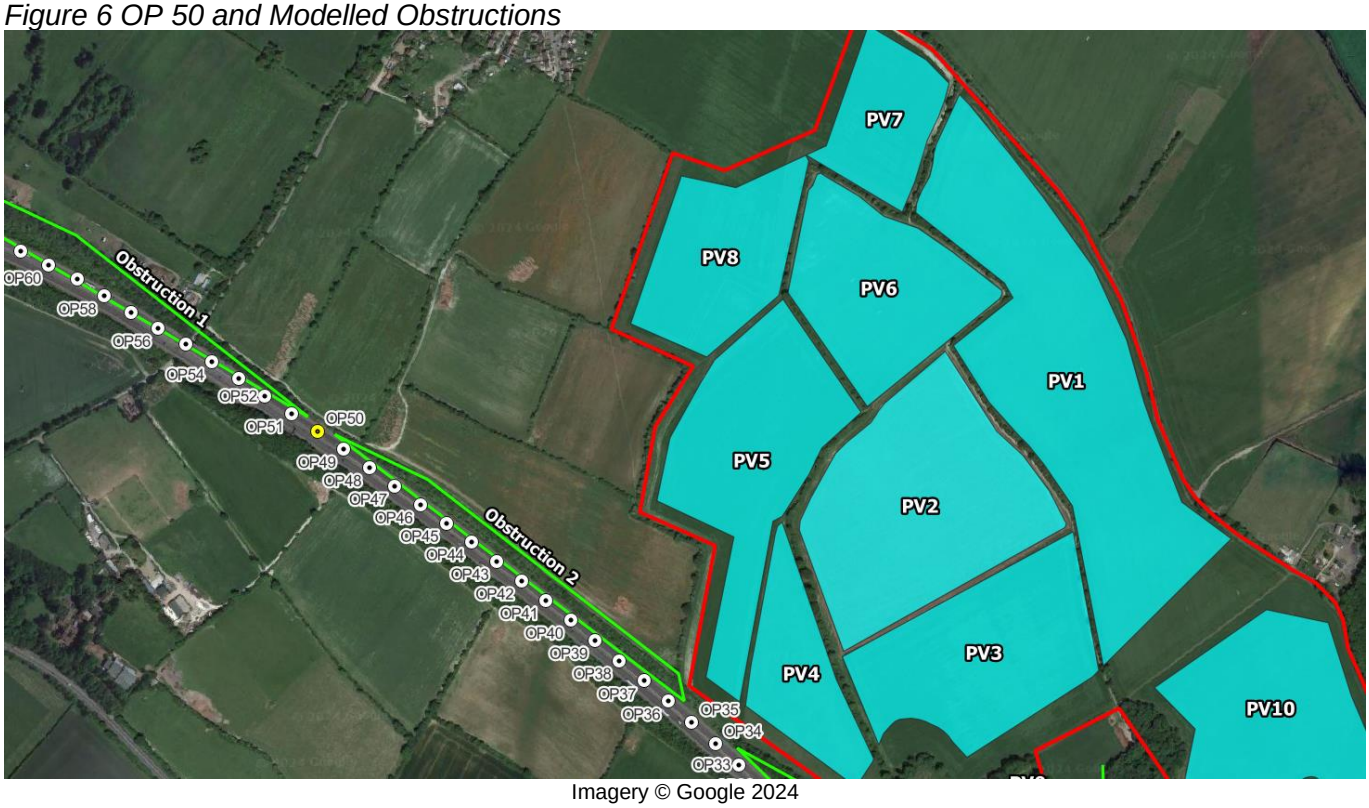
The model therefore predicts glare from PV1, PV6 and PV7.

However, the model also does not take account of intervening topography between the observation point and the modelled arrays. Further review of line of sight indicates that the topography of the fields southwest

of PV5 and PV8 blocks the line of sight from OP 50 to arrays PV1, PV6 and PV7. This is shown in Figure 7.

Therefore, as glare is not geometrically possible, there would be “no impact” toward road users at OP 50.

Figure 6 OP 50 and Modelled Obstructions



Imagery © Google 2024

Figure 7 OP 50 Street View toward Proposed Development

Imagery © Google Street View 2024

5.2 OPs 34-36

OPs 34-36 are located between Obstructions 2 and 3. There is no vegetation bounding the M20 that has been modelled. This is shown in Figure 8.

The model therefore predicts glare from PV1 – PV5 toward OP35, glare from PV1-PV4 toward OP34 and glare from PV3-PV5 toward OP36.

Figure 8 OPs 34-36 & Modelled Obstructions

A further review of Google Street View image is presented in Figures 9-11. These images show that the potential view of the arrays PV1-3 and PV5 is blocked by the vegetation and embankment aligning the M20 and also by the field containing PV4. Therefore, as glare is not geometrically possible, there would be “no impact” toward road users at OPs 34-36 from PV1-3 and PV5.

With regard to PV4, the review of Google Street View images indicates that the embankment provides good screening of line of sight for the majority of the OP 34-36 section of the M20. This is supplemented by vegetation which provides additional screening from May to October.

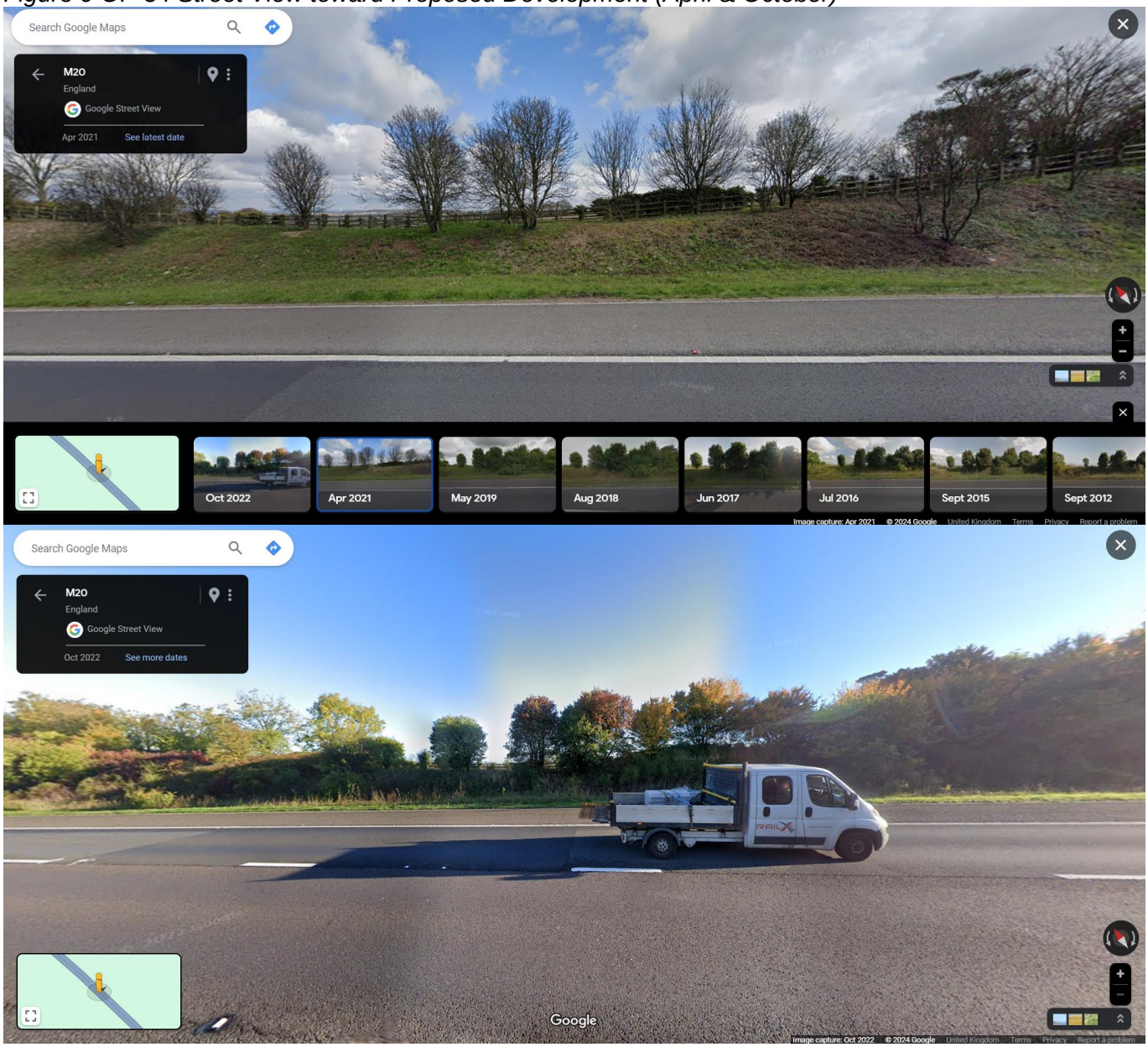
As per the request of National Highways, the road has been modelled with observation points. Observation points assume a field-of-view (FOV) of 360°. For a road vehicle driver, the field-of-view is generally focussed on the direction of travel. It is generally considered that glare that appears beyond a driver FOV of 100° (50° view angle to left and right of direction of travel) is mitigated. This means that the glare towards drivers on the road at the modelled OPs is likely to be further reduced considering that the origin of the glare relative to the road vehicle driver.

Another factor which can mitigate the significance of solar panel glare is the extent to which impacts coincide with effects of direct sunlight. It is considered that when the Sun is lower in the sky (sunrise, sunset), the Sun is a more prominent source of light than glare from a solar panel. In this case, the glare from PV4 is predicted to occur from mid-March to mid-September between 05:00-06:30. This coincides with when the Sun would be lower in the sky.

Therefore, it is considered reasonable to assign a ‘low impact’ significance to road users along this section of the M20.

Whilst additional mitigation is not considered to be strictly necessary, installation of opaque fencing or all-year-round vegetation along this specific section of the road could further mitigate potential glare from array PV4, resulting in an ‘insignificant’ residual impact.

Figure 9 OP 34 Street View toward Proposed Development (April & October)

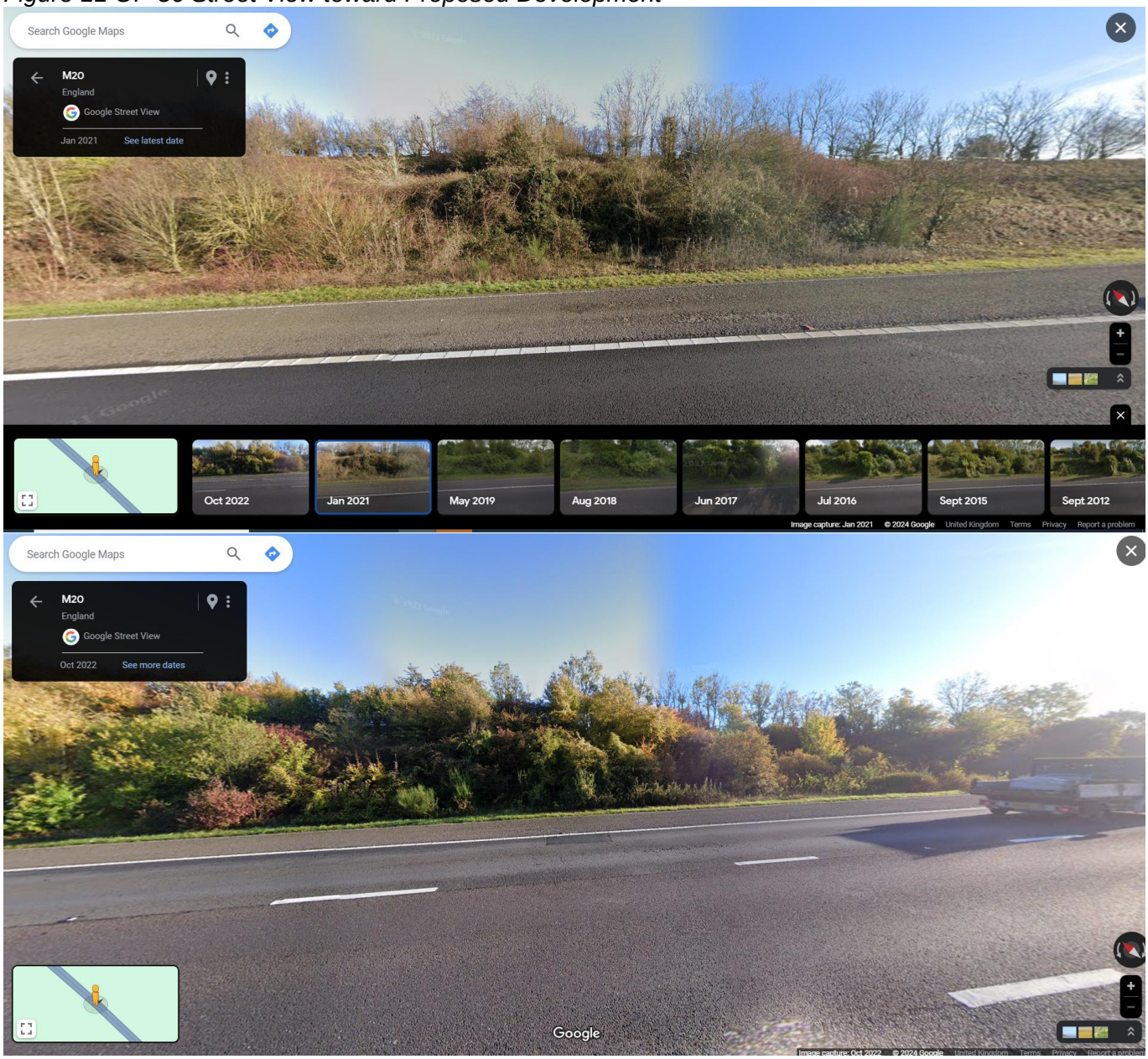


Imagery © 2024 Google Street View

Figure 10 OP 35 Street View toward Proposed Development (April & October)

Imagery © 2024 Google Street View

Figure 11 OP 36 Street View toward Proposed Development



Imagery © 2024 Google Street View

6.0 Conclusions

Mabbett has reviewed the potential for glint and glare impact toward road users.

Upon consideration of the length of road affected, intervening arrays, vegetation, and topography, a 'low impact' is determined towards a small section of the M20 whilst 'no impact' is determined to the remaining modelled road sections.

Whilst additional mitigation is not considered to be strictly necessary, installation of opaque fencing or all-year-round vegetation along a small section of the M20 road could further mitigate potential glare from array PV4, resulting in an 'insignificant' residual impact.

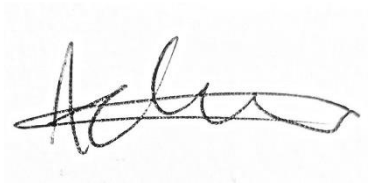
The results of this additional analysis are consistent with the original Glint & Glare Assessment report.

This technical note has been prepared by the following Mabbett personnel:

MABBETT & ASSOCIATES LTD

Lily Hart, BSc (Hons)
Environmental Consultant

This report has been reviewed and approved by the following Mabbett personnel:
MABBETT & ASSOCIATES LTD



Alexandra Clacy, MSc
Environmental Engineer

MABBETT & ASSOCIATES LTD

Josh Jones, BSc, MSc, MIAQM, MIEnvSc
Senior Environmental Consultant