

Appendix 20 - WCHAR November 2025

**Applicant Statement of Case - Appendices
CROWN/2025/000002 Sevington Inland Border Facility**



Sevington Inland Border Facility

M20 Junction 10A Mitigation
Walking, cycling and horse-riding assessment and review
(WCHAR)

November 2025

Waterman Infrastructure & Environment Ltd

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Client Name: Department for Transport (DfT), His Majesty's Revenue & Customs (HMRC) and Department for Environment, Food and Rural Affairs (DEFRA)

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Quality Assurance – Approval Status

This document has been prepared and checked in accordance with Waterman Group's IMS (BS EN ISO 9001: 2015, BS EN ISO 14001: 2015 and BS EN ISO 45001:2018)

Revision	Status	Date	Prepared by	Checked by	Approved by
P01	S2	Nov 2025	A. Beard Senior Associate Director	M. Scroggs Principal Transport Planner	A. Beard Senior Associate Director

Comments

Comments

Comments

Revision	Status
<i>Pnn</i> Preliminary (shared; non-contractual)	S1 Coordination
<i>Cnn</i> Contractual	S2 Information
	S3 Review & Comment
	S4 Review & Authorise
	S5 Review & Acceptance
	A0, A1, An Authorised & Accepted (<i>n</i> =work stage if applicable)

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Contents

1. Introduction	1
Purpose	1
Background	1
Scheme Proposals	1
Study Area	2
Clarifications	4
2. WCHAR Assessment	6
Assessment of walking, cycling and horse-riding policies and strategies	6
Collision data	6
Existing pedestrian and cyclist facilities within the study area	8
Multi-modal provision	8
Walking provision	8
Cycling provision	10
Equestrian provision	10
Existing pedestrian and cyclist facilities beyond scheme extents	10
Multi-modal provision	10
Walking, cycling and equestrian provision	11
Pedestrian and Cyclist Survey Data	13
Trip Generators	13
Site Visit	14
Liaison with key stakeholders, local user groups, and wider public	14
3. User Opportunities	15
Pedestrian and cyclist user opportunities	15
4. Next Steps	16
5. Team Statement	17

Figures

Figure 1: Location of Scheme	3
Figure 2: Study Area	4
Figure 3: Collision Location Plan	7
Figure 4: A20 Hythe Road (view east from M20 J10A)	8
Figure 5: A20 Hythe Road (view west from M20 J10A)	9
Figure 6: PRow Footpath AE175 (view north from A20 Hythe Road)	10
Figure 7: Public Rights of Way Plan	12
Figure 8: National Cycle Network Plan	13

Tables

Table 1: Site Visit Notes	14
Table 2: Pedestrian and Cyclist Specific Opportunities	15
Table 3: Lead Assessor	17
Table 4: Assessor	17
Table 5: Design Team Leader	17

Appendices

- A. Preliminary Scheme Layout
- B. Collision Data

1. Introduction

Purpose

- 1.1 This Assessment Report has been produced in accordance with the requirements set out in the Design Manual for Roads and Bridges (DMRB) guidance, GG 142 '*Walking, cycling and horse-riding assessment and review*' (WCHAR) dated November 2019.
- 1.2 This report considers minor junction improvement proposals at M20 Junction 10A, to mitigate the impact of the Crown Development Application (Ref: CROWN/2025/0000002) for Sevington Inland Border Facility ('Sevington IBF', the 'Proposed Development'), near Ashford in Kent. Specifically, the proposed mitigation is targeted at alleviating existing constraints on the A20 approaches to the junction, without adversely impacting upon other approaches or the circulatory carriageway.
- 1.3 The Site, comprising M20 Junction 10A, is located immediately north-east of the Proposed Development, accessed via the A2070 which forms a grade-separated interchange with the M20 and A20 at Junction 10A. The A2070 and M20, including Junction 10A, form part of the Strategic Road Network (SRN) managed by National Highways. The A20 approaches to the junction form part of the local road network, managed by Kent County Council.
- 1.4 The purpose of this report is to provide an assessment of the existing facilities and provision for pedestrians, cyclists and equestrians that will help inform decision making throughout the design process. Where appropriate, opportunities for improvements have been identified with the intention that these should be considered through the design process and re-visited during the GG 142 process through the production of the Review Report.

Background

- 1.5 The designer proposing this scheme is Waterman Infrastructure & Environment Ltd ('Waterman'). Mark Scroggs is the Design Team Leader for the scheme and has appointed the following Lead Assessor to undertake the Walking, cycling and horse-riding assessment and review process.
 - Lead Assessor: Andrew Beard BSc (Hons) MCIHT, Senior Associate Director, Waterman
- 1.6 Andrew's skills and experience are aligned with the Lead Assessor Competencies set out in GG 142. Andrew has determined the scheme to be a 'small scheme' in accordance with GG 142 as it comprises minor changes to an existing motorway junction that affects the local highway network in a rural area. Andrew has not appointed any additional Assessors.
- 1.7 This preliminary design stage Review Report is delivered during the preliminary design phase of the scheme.

Scheme Proposals

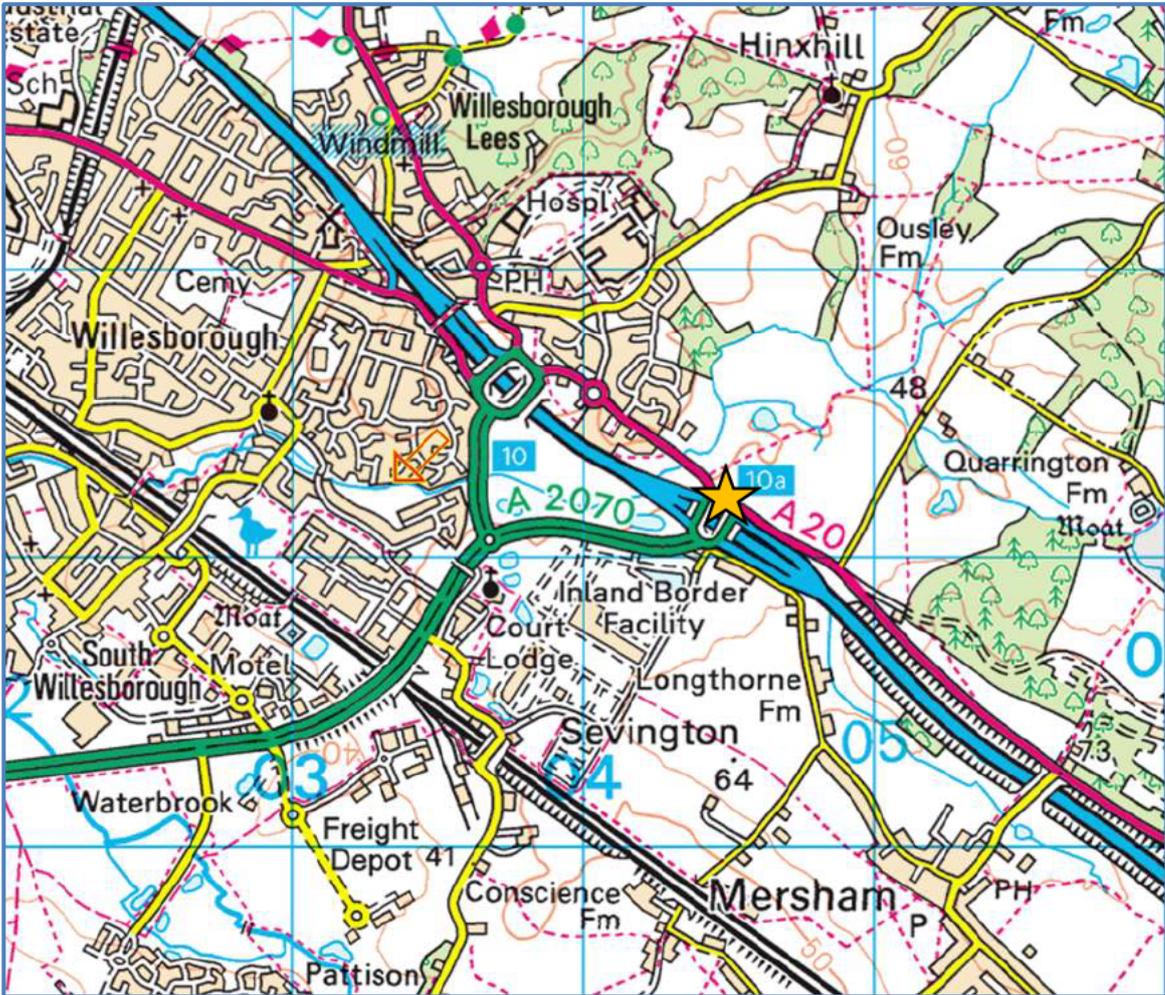
- 1.8 The Scheme comprises proposed measures to improve the operation of both the A20 eastbound and A20 westbound approaches at the junction, taking account of the existing geometric constraints and minimising any impact on the other approaches and the circulatory carriageway.
- 1.9 The A20 eastbound approach currently comprises a single lane which flares out to a wide one-lane approach at the give-way line where it adjoins the circulatory carriageway. A preliminary option layout has been designed to mitigate the existing constraint on this arm, and includes the following elements:

- A 40-metre-long flare (additional lane) that is 4.2 wide in its middle section, which is envisaged to serve traffic headed to the A20 eastern arm, added to the nearside of the approach. This provides sufficient width for Heavy Goods Vehicles (HGVs) to travel in the lane and not conflict with traffic in the neighbouring lane.
 - The second approach lane has been made 4.2m wide in its middle section. This provides sufficient width for HGVs to travel in the lane and not conflict with traffic in the neighbouring lane.
 - The existing 2.5m wide shared footway/cycleway realigned on the northern kerb line to accommodate the widening of the carriageway for the additional approach lane.
- 1.10 The A20 westbound approach currently comprises a single lane which flares out to two 60-metre-long lanes behind the give-way line. A preliminary option layout, comprising the introduction of traffic signal control on the A20 westbound approach and on the corresponding roundabout circulatory carriageway, has been designed to mitigate the existing constraint on this arm, and includes the following elements:
- Stoplines on both the A20 westbound approach and corresponding circulatory carriageway, with the circulatory approach widened within the existing carriageway to three approach lanes for approximately 15m. The hatching on the carriageway alongside the roundabout centre island has been removed to accommodate the third approach lane.
 - The marking of two lanes on the M20 eastbound on-slip exit for approximately 60m prior to a merge, as in the same format as on the M20 westbound on-slip exit for consistency. This element may require some minor realignment of the kerb on the southern side of the on-slip at the immediate exit location from the roundabout. This measure would encourage two lanes of vehicles to pass around the circulatory and exit to the M20 eastbound on-slip, thereby providing an improvement to the current arrangement which only allows for one lane of traffic exiting to the M20 eastbound on-slip.
 - Swept path analysis has been undertaken of the vehicle movements using the revised stretches of carriageway at the intersection to demonstrate that a 16.5m long articulated HGV can manoeuvre without straying into or overhanging neighbouring lanes or conflicting with the kerb.
- 1.11 The preliminary option layout is illustrated by drawing no. 20982110-WAT-HGN-XX-DR-H-060-P02 presented at [Appendix A](#) of this report.
- 1.12 It is anticipated that an independent Stage 1 Road Safety Audit (RSA) will be conducted and any issues and recommendations raised will be addressed in subsequent iterations of design.
- 1.13 It is intended that the information within this Assessment Report will help inform the design team as to the needs of and issues faced by pedestrians, cyclists and equestrians as they progress improvement options at the junction.

Study Area

- 1.14 The broad study area is shown in [Figure 1](#) in map form, and a more detailed satellite image shows the approximate localised extent of the Scheme for reference in [Figure 2](#). The assessment area has been set by the Lead Assessor and covers approximately a 250m radius centred upon the Scheme.

Figure 1: Location of Scheme



Source: www.streetmap.co.uk

Figure 2: Study Area



Source: www.google.co.uk/maps

Clarifications

- 1.15 GG 142 sets out procedures required to implement WCHAR for highway schemes and includes requirements and advice to be used in the assessment and review of walking, cycling and horse-riding opportunities. The purpose is to facilitate the inclusion of all walking, cycling and horse-riding modes in the design process from the earliest stage, enabling the design team to identify potential opportunities for improved facilities and integration with the local and national networks throughout the design process.
- 1.16 It is stated that the Assessment shall be undertaken during the options or concept stage, and the Assessment Report shall be completed before the end of preliminary design. Due to project programming the concept and options design stages were already underway when the decision to undertake the WCHAR was made. The delivery of this Assessment report is however timed to coincide with the end of the preliminary design stage.

- 1.17 As a 'small' scheme, as defined in GG 142, the Assessment stage is not required to include the collation and analysis of walking, cycling and horse-riding user survey data, or information gathered during liaison with local user groups and wider public.
- 1.18 Although WCHARs are conducted to primarily consider the requirements of pedestrians, cyclists, equestrians and other vulnerable road users (i.e. wheelchair users, push chair users and the mobility impaired), due to Scheme location, absence of existing facilities within the study area, and scale/nature of the proposed scheme, the requirements for equestrians are not specifically identified in this report.

2. WCHAR Assessment

2.1 This section summarises the findings of the assessment as set out in Section 4 of GG 142.

Assessment of walking, cycling and horse-riding policies and strategies

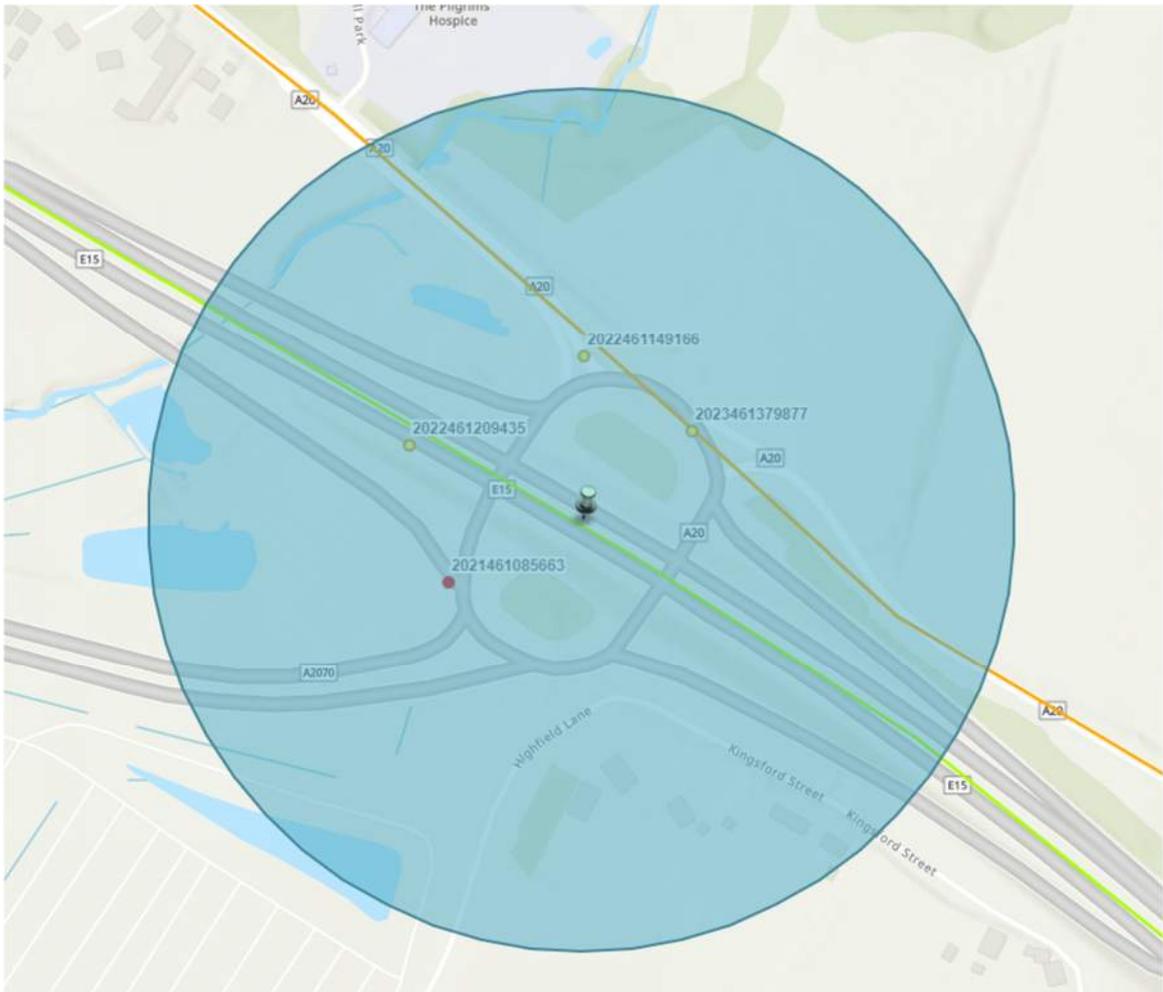
2.2 The following documents have been reviewed as part of the assessment:

- National Networks National Policy Statement (NPS, Department for Transport, March 2024)
- National Planning Policy Framework (NPPF, Ministry of Housing, Communities & Local Government, December 2024)
- National Planning Practice Guidance: Travel Plans, Transport Assessments and Statements (NPPG, Ministry of Housing, Communities & Local Government, March 2014)
- Strategic road network and the delivery of sustainable development (Circular 01/2022, Department of Transport, National Highways, December 2022)
- Cycle Infrastructure Design (Local Transport Note 1/20, Department for Transport, July 2020)
- Local Transport Plan 5: Striking the Balance (Kent County Council, 2024)
- Transport Assessment & Travel Plan Guidance 2025 (Kent County Council)
- Active Travel Strategy (Kent County Council, 2017)
- Vision Zero – The Road Safety Strategy for Kent (Kent County Council, 2021)
- Kent Cycling and Walking Infrastructure Plan (KWCIP, Kent County Council, August 2024)
- Ashford Local Plan 2030 (Ashford Borough Council, February 2019)
- Ashford Cycling & Walking Strategy 2019-2029 (Ashford Borough Council)

Collision data

- 2.3 A review of the road safety records for the immediate local highway network has been undertaken to determine if there are any prevailing trends that may suggest deficiencies in the current highway layout, or where an increase in traffic flows may lead to an increased risk to highway safety.
- 2.4 In-line with GG 142 guidance, data from the most recent 3-year period (January 2021 to December 2023 inclusive) has been reviewed for recorded Personal Injury Accident (PIA) data within a 250m radius of the M20 Junction 10A junction.
- 2.5 A plan illustrating the location of the collisions within the vicinity of the site is provided in [Figure 3](#), with the full Crashmap output provided at [Appendix B](#).

Figure 3: Collision Location Plan



Source: crashmap.maps.arcgis.com

- 2.6 The recorded collision data identified a total of four PIAs within the study area, one of which occurred on the mainline M20 London bound carriageway and has been discounted, as it does not relate to the proposed Scheme. Of the remaining three collisions, one was classified as 'serious' in severity, and two as 'slight'.
- 2.7 The first PIA, occurring in August 2021 in dry daylight conditions, comprised a side-swipe collision between a motorcycle and car on the London bound exit from the roundabout to the Westbound M20 on-slip, resulting in serious injury to the motorcyclist.
- 2.8 The second PIA, occurring in February 2022 in dry daylight conditions, comprised a nose-tail collision between two cars on the A20 eastbound approach to the junction, resulting in slight injury to the driver of one car.
- 2.9 The third PIA, occurring in November 2023 in wet daylight conditions, comprised a side-swipe collision between a car and goods vehicle on the circulatory carriageway in the vicinity of the eastern A20 arm of the junction, resulting in slight injury to the driver and passenger in the car.
- 2.10 Based upon the recorded PIA data, the existing highway network is not considered to have any inherent highway safety issues. No collision cluster sites or trends are identified that would influence or impact the proposed highway scheme or discourage use by pedestrians or cyclists.

Existing pedestrian and cyclist facilities within the study area

Multi-modal provision

- 2.11 Located to the east of Ashford, the study area is outside of the urban extents of the town and is rural in character.
- 2.12 M20 Junction 10A has a shared footway / cycleway on its northern kerb line connecting the A20 eastern and western arms. There are no cycle parking facilities, bus stops or other multi-modal infrastructure or interchanges located within the immediate study area.

Walking provision

- 2.13 A 2.5m wide shared footway / cycleway runs along the northern kerb line of the A20 Hythe Road and M20 Junction 10A, connecting the A20 to the east and west of the junction for pedestrians. The extent of the existing footway / cycleway within the study area is street-lit and in a generally good state of repair and free of obstructions and debris.
- 2.14 Photographs illustrating the existing conditions on the shared footway / cycleway at M20 Junction 10A are provided at [Figure 4](#) and [Figure 5](#) below.

Figure 4: A20 Hythe Road (view east from M20 J10A)



Figure 5: A20 Hythe Road (view west from M20 J10A)



- 2.15 A Public Right of Way (PRoW) Footpath AE175, is located within the study area, accessed via steps to the north of the A20 Hythe Road, located approximately 65m northwest of M20 Junction 10A. This PRoW runs in a generally northeast then northerly direction towards Hinxhill and is accessed directly from the existing footway / cycleway as illustrated by [Figure 6](#) below.

Figure 6: PRow Footpath AE175 (view north from A20 Hythe Road)



- 2.16 There are no formal crossing facilities on the A20 Hythe Road within the immediate study area.

Cycling provision

- 2.17 A 2.5m wide shared footway / cycleway runs along the northern kerb line of the A20 Hythe Road and M20 Junction 10A, connecting the A20 to the east and west of the junction for cyclists.
- 2.18 Photographs illustrating the existing conditions on the shared footway / cycleway at M20 Junction 10A are provided at Figure 4 and Figure 5 above.

Equestrian provision

- 2.19 There is no equestrian provision within the immediate study area.

Existing pedestrian and cyclist facilities beyond scheme extents

Multi-modal provision

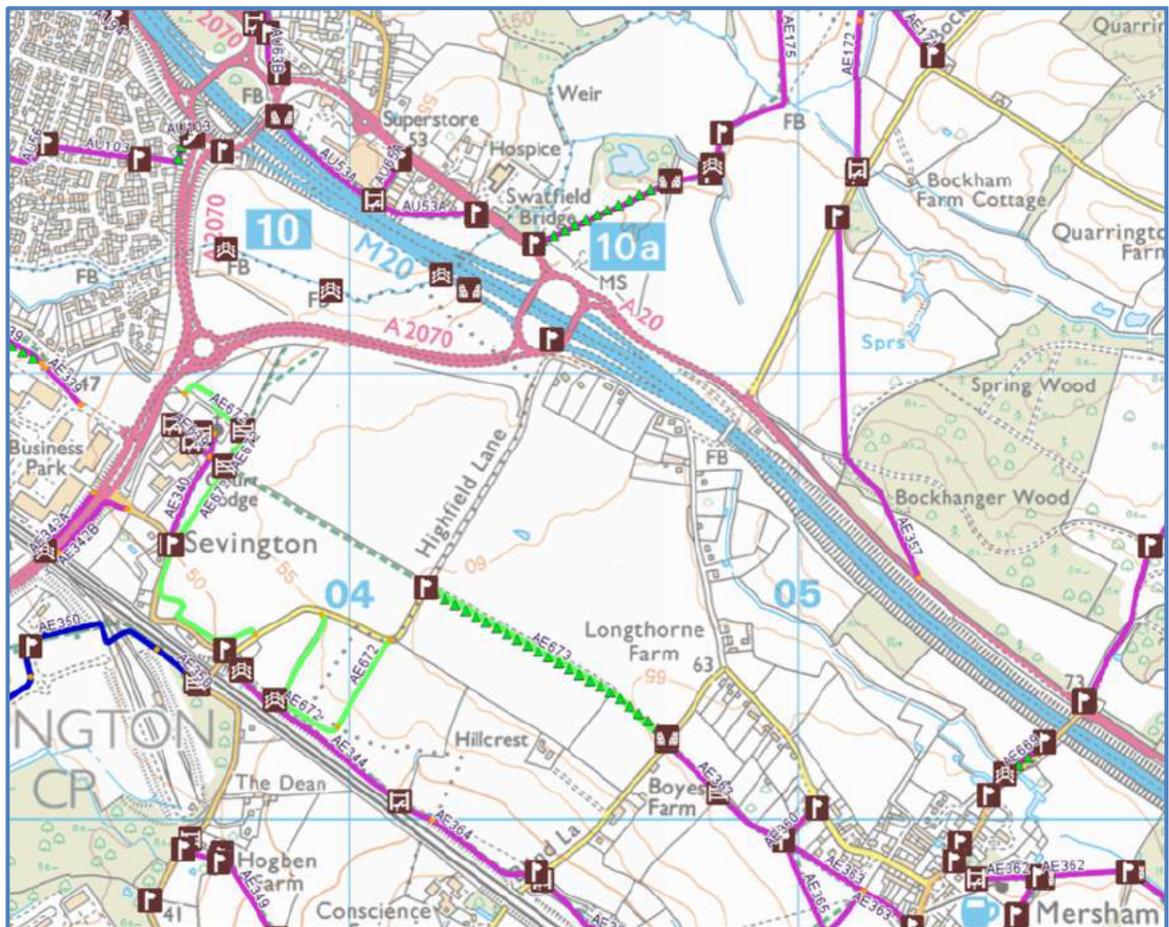
- 2.20 Existing bus stops are located on the A20 Hythe Road, immediately southeast of Bockham Lane, approximately 450m southeast of Junction 10A. The eastbound stop, accessed via a shared footway/cycleway on the northern kerb line of the A20 from M20 Junction 10A, is marked by a flag sign and provides timetable information. The westbound stop is unmarked, other than by a short section of hardstanding. These stops are served by the hourly No. 10 service between Ashford Railway Station and Folkstone Bus Station (Monday-Saturday).

- 2.21 Additional bus stops are located at Tesco Cockcroft, approximately 600m northwest of Junction 10A. The northbound stop, which is accessed via a continuous footway alongside the A20 Hythe Road, is located within a layby, marked by a flag sign and carriageway markings, and provides timetable information, a passenger shelter and seating. The southbound bus stop is marked by a layby and carriageway markings only. These stops are also served by the hourly No. 10 service between Ashford Railway Station and Folkstone Bus Station (Monday-Saturday).
- 2.22 A further bus stop, also 600m northwest of Junction 10A, is located within the Tesco access road and accessed by passengers on foot via the Tesco site. It is located within a layby, marked by a flag sign and carriageway markings, and provides timetable information, a passenger shelter and seating, and is served by the 15-minute frequency (Monday-Saturday) No. 503 service between Ashford Rail Station and Tesco, via William Harvey Hospital. The No. 503 also provides a 30-minute frequency service on Sundays and Public Holidays.

Walking, cycling and equestrian provision

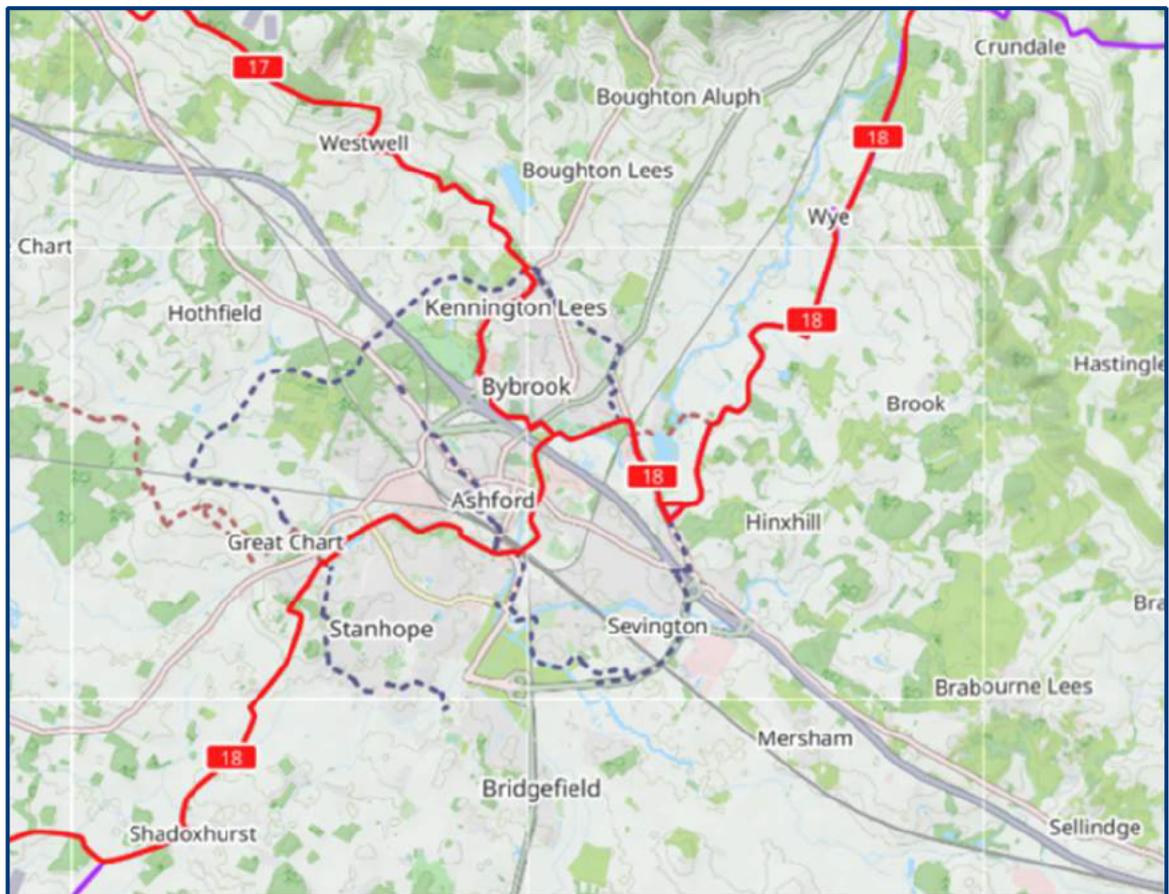
- 2.23 The study area is rural in character and continues to be so to the north, east and south of M20 Junction 10A. To the northwest lies the residential area of Willesborough, which becomes more urban in character as progress is made northwest along the A20 Hythe Road.
- 2.24 The following pedestrian facilities lie outside the immediate scheme extents and have been identified:
- Shared footway / cycleway route along the northern kerb line of the A20 Hythe Road extending northwards to and beyond M20 Junction 10 on A2070 Kennington Road to William Harvey Hospital and Willesborough Lees, and southwards to Bookham Lane.
 - Footway, cycleway and equestrian link between A20 Hythe Road and Kingsford Lane via an overbridge crossing of the M20 for access to Mersham and Sevington.
 - Signalised pedestrian crossing on A20 Hythe Road at its junction with Honeysuckle Avenue for access to Tesco superstore.
 - Signalised pedestrian crossings and footway overbridge crossing of M20 at Junction 10 Lacton Interchange for access to Willesborough.
 - Several Public Rights of Way (PRoW) are accessible from the study area via the existing highway network, including Public Footpaths AE175, AU53A, AU65A, AE357, AE363, AE360 and AE340, and Bridleways AE672, AE673. These are shown on the PRoW map at [Figure 7](#).
 - National Cycle Network (NCN) Route 18 runs through Ashford, linking Canterbury to Royal Tunbridge Wells. It is accessed via the A2070 Kennington Road at Blackwall Road South in Willesborough Lees, approximately 1.9km north of M20 Junction 10A. NCN Route 17 intersects with Route 18 north of Ashford and extends to Rochester. A plan illustrating the route of NCN 18 is provided at [Figure 8](#).

Figure 7: Public Rights of Way Plan



Source: webapps.kent.gov.uk

Figure 8: National Cycle Network Plan



Pedestrian and Cyclist Survey Data

- 2.25 Given the rural character of the scheme location, particularly to the north, east, and south of Junction 10A, pedestrian/cycle movements are expected to be low.
- 2.26 No pedestrian, cycling or equestrian user surveys were considered necessary to be commissioned for this scheme.

Trip Generators

- 2.27 Trip generators within the wider study area which could be popular with pedestrians and cyclists include:
- Willesborough (urban area)
 - Mersham (rural village)
 - Sevington IBF (employment)
 - William Harvey Hospital (employment, health care)
 - Tesco superstore, Willesborough (employment, shopping)
 - St Mary's Church, Sevington
 - Bus stops

Site Visit

- 2.28 A site visit was conducted by the Lead Assessor on Tuesday 18 November 2025 and observations made during daylight hours between 12:30 and 13:00 and under the hours of darkness between 17:00 and 17:30, during the network PM Peak period.
- 2.29 The prevailing weather and highway conditions during the site visit were cold and overcast with a dry carriageway surface. Street lighting was present and operational during the hours of darkness.
- 2.30 Traffic conditions at M20 Junction 10A were considered broadly normal and representative, with steady flows of traffic around the junction, albeit the A20 westbound exit (serving Willesborough Lees) was closed for sewer repair works, with a diversion for traffic requiring this route back along the A2070 via Bad Munstereifel Road, to M20 Junction 10 (the Lacton Interchange).
- 2.31 During the site visit the following items were noted (Table 1):

Table 1: Site Visit Notes

Site Visit Notes
There is a surfaced and street lit shared footway / cycleway on the northern kerb line of the junction between A20 Hythe Road (west) and A20 Hythe Road (east).
Two pedestrians were observed using the surfaced footway / cycleway during the site visit, one in each observation period.
One cyclist was observed using the surfaced footway / cycleway during the site visit, in the PM peak observation period.
No pedestrians were observed using the PRoW in either observation period.
There are no crossing facilities on the A20 approaches or on M20 Junction 10A.
There are no further pedestrian / cycle facilities at M20 J10A other than a section of shared footway / cycleway, connecting Kingsford Lane to the A2070 at the southern extent of the junction, segregated from the circulatory carriageway by pedestrian restraint and acoustic fencing barriers.
Large vehicles, particularly articulated HGVs circulating the roundabout were observed to slow considerably on approach to the M20 coastbound on-slip exit to negotiate the exit radius onto the slip road, which is a constraint to the flow of traffic and impedes traffic entering the roundabout from the A20 westbound approach.

Liaison with key stakeholders, local user groups, and wider public

- 2.32 No consultation has taken place with key stakeholders, local user groups or the wider public.

3. User Opportunities

Pedestrian and cyclist user opportunities

- 3.1 There are currently considered to be limited opportunities to improve facilities for pedestrians and cyclists, given the localised and specific nature of the Scheme.
- 3.2 Pedestrian and cyclist specific opportunities relevant to the proposed scheme are highlighted in Table 2. These should be considered by the design team leader throughout the progression of the highway scheme design in addition to any further opportunities that may arise through the ongoing development of the design.

Table 2: Pedestrian and Cyclist Specific Opportunities

Ref:	Opportunity
1	Provision of a wider footway / cycleway, with reference to LTN 1/20 guidance, may be appropriate along the northern side of M20 Junction 10A, although such provision should be proportionate to the nature / quantum of those likely to use the route.

4. Next Steps

- 4.1 The material contained within this Assessment Report will be used to help the designer confirm engineering solutions with due regard for the needs of pedestrians and cyclists.
- 4.2 The opportunities identified within this report will be reviewed as the scheme design progresses beyond the planning submission, alongside any new opportunities identified during the developing scheme design.

5. Team Statement

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

Table 3: Lead Assessor

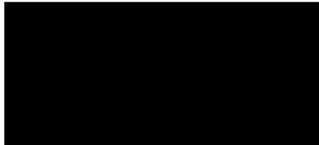
Name:	Andrew Beard
Position:	Senior Associate Director
Organisation:	Waterman Infrastructure & Environment Ltd
Signed:	
Date:	21 November 2025

Table 4: Assessor

Name:	N/A
Position:	N/A
Organisation:	N/A
Signed:	N/A
Date:	N/A

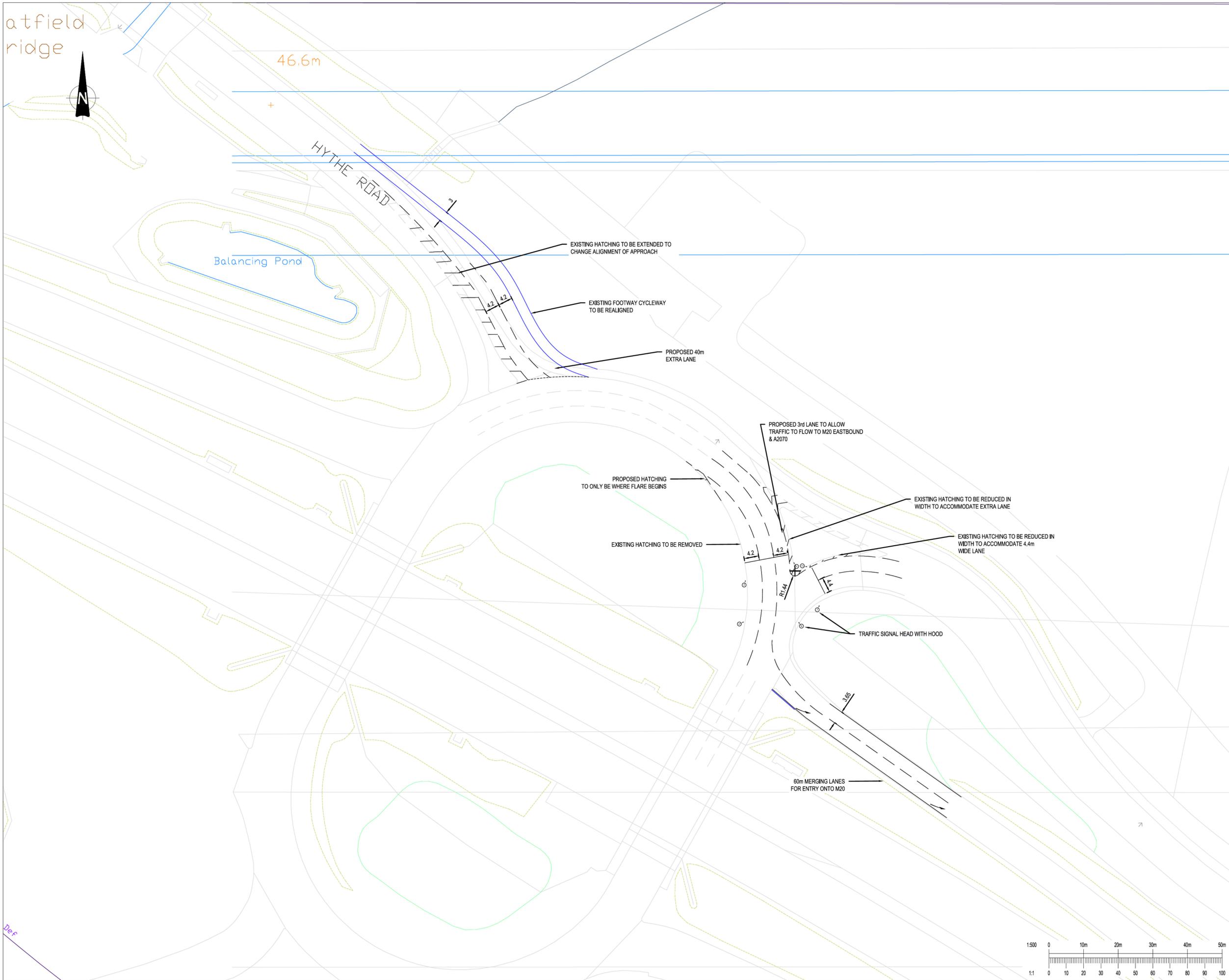
- 5.2 As design team leader, I confirm that the assessment has been undertaken at the appropriate stage of the highway scheme development.
- 5.3 I confirm that in my professional opinion the appointed Lead Assessor has the appropriate experience for the role making reference to the expected competencies contained in GG 142.

Table 5: Design Team Leader

Name:	Mark Scroggs
Position:	Principal Transport Planner
Organisation:	Waterman Infrastructure & Environment Ltd
Signed:	
Date:	21 November 2025

Appendices

A. Preliminary Scheme Layout



This drawing should not be scaled. Dimensions to be verified on site. Any discrepancies should be referred to the Engineer prior to work being put in hand.
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GENERAL NOTES

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL ENGINEER'S, ARCHITECT'S OR OTHER RELEVANT DRAWINGS AND SPECIFICATIONS.
2. ALL DIMENSIONS AND LEVELS ARE TO BE CHECKED ON SITE BY THE CONTRACTOR PRIOR TO PREPARING ANY WORKING DRAWINGS OR COMMENCING ON SITE.
3. THE CONTRACTOR MUST ENSURE AND WILL BE HELD RESPONSIBLE FOR THE OVERALL STABILITY OF THE BUILDING/STRUCTURE/EXCAVATION AT ALL STAGES OF THE WORK.
4. ALL WORK BY THE CONTRACTOR MUST BE CARRIED OUT IN SUCH A WAY THAT ALL REQUIREMENTS UNDER THE HEALTH AND SAFETY AT WORK ACT ARE SATISFIED.
5. ALL WORK IS TO BE CARRIED OUT IN COMPLIANCE WITH THE REQUIREMENTS OF THE RELEVANT STATUTORY AUTHORITIES AND REGULATIONS.

KEY:

- EXISTING ROAD MARKINGS
- PROPOSED ROAD MARKINGS
- PROPOSED KERBING
- PROPOSED TRAFFIC SIGNAL HEADS

Rev	Date	Description	By	CHK
P02	10.11.25	ISSUED	SR	AB
P01	07.10.25	ISSUED	CW	AB

Amendments

Project **SEVINGTON INLAND BORDER FACILITY**

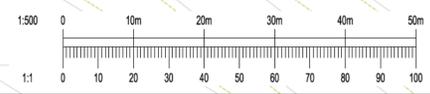
Title **PRELIMINARY M20 JUNCTION 10a PROPOSED MITIGATION SCHEME**

Client **HMRC & DEFRA**



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Work Stage	STAGE 2 Concept Design	RIBA
Subsidiary	INFORMATION	S2
Designed By	CW Director	AB Waterman Ref
Drawn By	CW Date	AB Scales @ A1
Date	OCTOBER 2025	WIE20982
Project Originator Functional Spatial Form Discipline Number	Revision	
20982110-WAT-HGN-XX-DR-H-060103	P02	



B. Collision Data

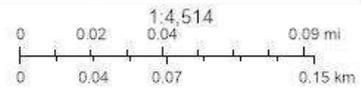
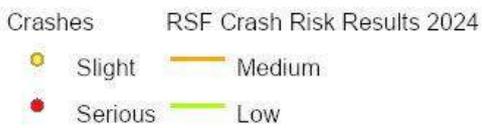
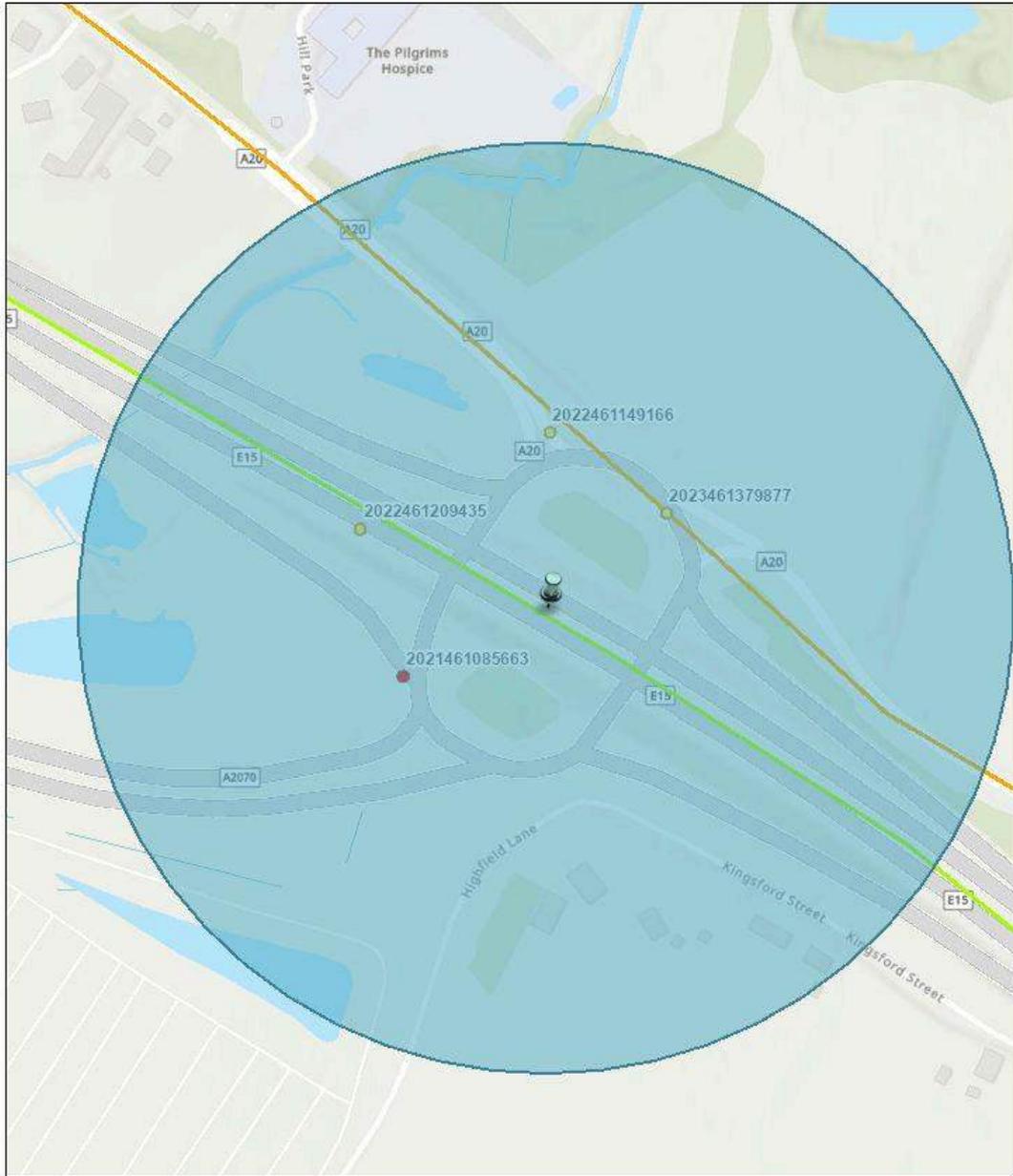


M20 Junction 10A

Area of Interest (AOI) Information

Area : 195,906.79 m²

Nov 14 2025 23:18:47 Greenwich Mean Time



Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community. Sources: Esri, Maxar, Airbus DS, USGS, NGA, NASA, OGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatasysteisen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap, and the GIS user community.

Three-year PIA data (January 2021 to December 2023 inclusive)

Summary

Name	Count	Area(m ²)	Length(m)
Crashes	4	N/A	N/A

Crashes

#	Carriageway_Hazards	Severity	Officer_Attended	Accident_DateTime	Year
1	None	Serious	Police officer attended crash scene	August 31, 2021	2021
2	None	Slight	Police officer attended crash scene	November 28, 2023	2023
3	None	Slight	Police officer attended crash scene	February 23, 2022	2022
4	None	Slight	Police officer attended crash scene	February 24, 2022	2022

#	Number_of_vehicles	Number_of_casualties	Easting	Northing	Highway_Authority
1	2	1	604372	141096	Kent exc Medway Towns
2	2	2	604509	141189	Kent exc Medway Towns
3	2	1	604445	141230	Kent exc Medway Towns
4	1	1	604346	141174	Kent exc Medway Towns

#	Road_Number	Weather_conditions	Road_Type	Road_surface	Speed_Limit
1	A2070	Fine without high winds	Roundabout	Dry	40
2	A2070	Fine without high winds	Roundabout	Wet or Damp	60
3	A20	Fine without high winds	Roundabout	Dry	40
4	M20	Fine without high winds	Dual carriageway	Dry	70

#	Light_conditions	Junction_detail	Pedestrian_Crossing	Involved_pedalcycle	Involved_Motorcycle
1	Daylight: regardless of presence of streetlights	Not at or within 20 metres of junction	No physical crossing facility within 50 metres	0	1
2	Daylight: regardless of presence of streetlights	Not at or within 20 metres of junction	No physical crossing facility within 50 metres	0	0
3	Daylight: regardless of presence of streetlights	Roundabout	No physical crossing facility within 50 metres	0	0
4	Daylight: regardless of presence of streetlights	Not at or within 20 metres of junction	No physical crossing facility within 50 metres	0	0

#	Pedestrian_casualty	Child_casualty	Pedal_cycleuser_casualty	Motorcycle_user_casualty	Involved_car
1	0	0	0	1	1
2	0	0	0	0	1
3	0	0	0	0	1
4	0	0	0	0	1

#	Involved_goodsvehicle	Involved_Bus	Involved_young_driver	Local_Authority_District	Junction_control
1	0	0	0	Ashford	Unknown
2	1	0	0	Ashford	Unknown
3	0	0	0	Ashford	Give way or uncontrolled
4	0	0	0	Ashford	Unknown

#	Is_Provisional	Is_Amended	Web_Link	Count
1	N	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2021461085663	1
2	N	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2023461379877	1
3	N	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2022461149166	1
4	N	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2022461209435	1

Report produced from CrashMap Pro

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