planning
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Transport Statement for Classicus Estates Ltd
Land Off 52 New Street, Ash

November 2022
PL/AP/16898

Contents

Appendices

A Bus Timetables
B Personal Injury Collision (PIC) Data
C Proposed Site Layout Plans
D Stage 1 Access Designs, Vehicle Tracking and Visibility Splay Drawings
E Automatic Traffic Count Data
F Stage 1 Road Safety Audits (RSA)
G Designer's Responses to RSA
H TRICS Reports

1 Introduction

1.1.1 DHA has been commissioned by Classicus Estates Ltd to provide transport planning advice in relation to a proposed residential development at Land Off 52 New Street, Ash, Dover, Kent, CT3 2BN.

1.1.2 This Transport Statement (TS) has been produced in accordance with the National Planning Practice Guidance (2014) and the scope agreed with Kent County Council Highways and Transportation (KCC H&T) at the pre-application stage (written response received on 3rd October 2022 under Reference: PE/22/00074 and Scoping Response dated 7th September 2022 under Reference: LM PAP2022/54).

1.1.3 Following this introduction, the TS is structured as follows:-

- Section 2 summarises the existing transport conditions local to the site;
- Section 3 sets out the development proposals;
- Section 4 provides an assessment of compliance with transport planning policy;
- Section 5 looks at the forecast vehicular trip generation of the proposals; and
- Section 6 provides a summary and conclusion.

2 Existing Transport Conditions

2.1 The Existing Site

2.1.1 The site is located in the village of Ash between New Street and Sandwich Road. The site is bound by residential uses to the east, south and west, with paddocks and commercial uses adjacent to the western and eastern boundaries respectively. To the north is agricultural land and to the south is further residential dwellings. The location of the site in local context can be seen in Figure 2-1 below.

2.1.2 The site itself contains a number of single storey industrial buildings, associated offices (formally a dwelling) areas of hardstanding and scrub land. In the south-eastern and north-western corners of the site are existing dwellings (No. 52 New Street and Nos. 51-53 Sandwich Road respectively).

Figure 2-1: Site Location (courtesy of Google Earth)

2.1.3 The adjacent land to the east is the subject of a hybrid planning application (Reference. DOV/20/00284) for 34 dwellings (24 in Full and 10 in Outline) and the adjacent land to the west is the subject of an outline application (Reference: DOV/22/01120) for nine dwellings.

2.1.4 All three sites form the 2.23 hectare site allocation for residential development under Policy LA21 in the Land Allocations Local Plan (2015). This wider site is also allocated for housing in the Ash Neighbourhood Plan 2021, under Policy ANP7a.

2.2 Local Highway Network

2.2.1 Access to the site is currently gained via an existing access between 48 and 52 New Street. This provides access into a yard that is no longer in use. The access measures approximately 7.3m in width at the bell mouth and approximately 4.5m in width within the site confines.

2.2.2 New Street at the site access has a carriageway wide of approximately 5.0-5.5m and is subject to a 30mph speed limit. From the site access there is a continuous footway to the west towards the centre of the village.

2.2.3 Sandwich Road is subject to an unrestricted national speed limit (i.e. 60mph) which reduces to 30mph almost adjacent to the western site boundary (at 52 Sandwich Road). From the site, there is a continuous footway along Sandwich Road to the west towards the centre of the village, as towards the A257 to the east.

2.2.4 Access to the wider highway network is achieved by heading east along Sandwich Road to the A257 Ash Bypass, which leads to Sandwich and the A256, which takes a north/south alignment between Thanet and Dover. Heading west along New Street and The Street also links to the A257 to the west of Ash and provides a direct route to Canterbury and the A2. Heading east along New Street also leads to the A256 via Eastry to the south.

2.3 Walking and Cycling Infrastructure

2.3.1 On Sandwich Road, there is a continuous 2.0m width footway which routes west into the centre of Ash, albeit it requires pedestrians to cross the carriageway from south to north enroute. The footway is subject to street lighting.

2.3.2 With regard to Public Rights of Way (PRoW), there are a number located within proximity to the site. This includes those in the immediate vicinity which provide connections to the local roads in and around Ash. There are also a number of PRoWs slightly further afield that provide longer links to the wider countryside and PRoW network. A map of local PRoWs is shown in Figure 2-2 overleaf.

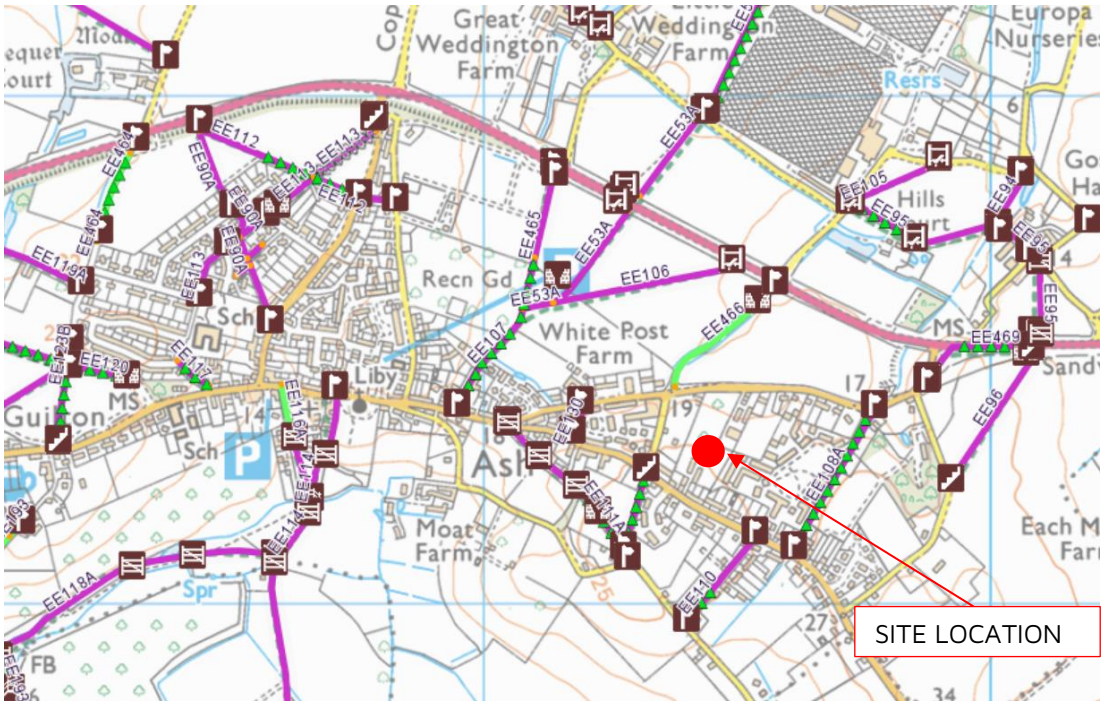

Figure 2-2: Local PRoW Network (courtesy of KCC) (Green = Bridleway and Purple = Footpath)

2.3.3 As a consequence of the village location of the site, dedicated cycle routes are not common; however National Cycle Route 1 is located approximately 2km to the north of the site and routes in an east-west direction between Dover and London. Local Cycle Route 15 is available in Sandwich approximately 2.5km to the east and runs in a north-south direction between Thanet and Dover. These routes are highlighted in Figure 2-3 overleaf. The local highway network within Ash is also considered to be suitable for on-carriageway cycling by competent individuals in view of its generally low-speed and lightly-trafficked nature.

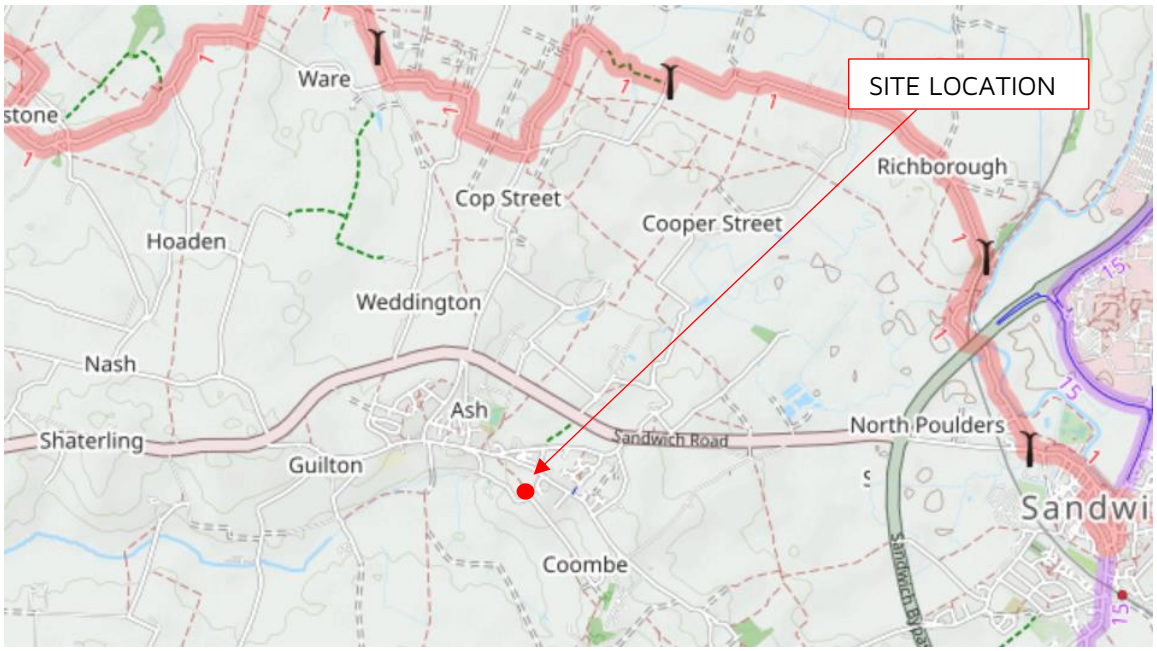

Figure 2-3: Local Cycle Network (courtesy of OpenCyleMap.org)

2.4 Public Transport Infrastructure

2.4.1 The nearest bus stops to the site are located at Cherry Garden Lane on Sandwich Road, almost adjacent to the site, and at Mill Field on New Street, approximately 70m to the west of the existing site access. The services that call at these stops are summarised in Table 2-1 below. It is noted that Route 43 links Canterbury and Sandwich via a number of rural villages and communities including Wingham and Littlebourne. Around three services per hour are available on weekdays and Saturdays, with a reduced Sunday service. There are additional school bus services to schools in Sandwich and Canterbury. Full timetables are included at **Appendix A**.

Service No.	Bus stop	Route	Frequency
43	Cherry Garden Lane	Discovery Park - Sandwich - Ash -Wingham - Littlebourne - Canterbury	**Mon-Sat**: Approximately three services per hour **Sunday**: 1 service per hour
44	Cherry Garden Lane	Discovery Park - Sandwich - Ash -Wingham - Littlebourne - Canterbury	**School bus**: one AM and one PM
43A	Mill Field	Discovery Park - Sandwich - Ash -Wingham - Littlebourne - Canterbury	**Mon-Fri**: two AM and one PM (morning services are school services) **Sat & Sun**: No Services
Sandwich Connect	Mill Field	Staple - Sandwich - Northbourne - Mongeham	**Mon-Fri**: Three/four services per day **Sat & Sun**: No Services

Table 2-1: Local Bus Routes and Frequencies

2.4.2 The closest railway station is Sandwich, approximately 5km to the east of the site. The station provides access to frequent services throughout the week between

London Charing Cross / St Pancras and Ramsgate via Ashford International, Folkestone Central, Dover Priory and Deal.

2.5 Accessibility

2.5.1 The centre of Ash is approximately 500m (or a six-minute walk) to the west of the site. A range of everyday services and facilities is located in the village including – but not limited to – bus stops, two convenience stores, a primary school, a doctor's surgery, pharmacy, public house, restaurants, hairdressers, a village hall and a number of sports and recreation clubs. This provides the site with a good level of accessibility and will allow the opportunity for a number of journeys to be undertaken by non-car means.

2.6 Highway Safety

2.6.1 Personal Injury Collision (PIC) data has been sourced from KCC for the area surrounding the proposal site for the latest three-year period between 1st July 2019 and 30th June 2022.

2.6.2 The area covers the eastern part of Ash from approximately 87 The Street in the west to East Manor Farm in the east, and the A257 in the north to Coombe Lane Cottage in the south. The accident plot and PIC data report are included at **Appendix B**.

2.6.3 Of the four incidents recorded, one was reported as being 'fatal', with the other three classified as 'slight' in severity. A summary of the incidents is shown below in Table 2-2. Following the table is a description of the incidents, outlined in the order they are provided within the table.

Junction/Link	Accident Severity			Light Conditions		Weather Conditions		Road Surface Conditions		
	Sli.	Ser.	Fat.	Light	Dark	Fine	Oth.	Dry	Wet	Ice
70 New Street, Ash	1	0	0	1	0	1	0	1	0	0
Outside 8 Collar Makers Green, Ash	1	0	0	1	0	1	0	1	0	0
A257 ash Bypass, J/W Hills Court Road	0	0	1	0	1	1	0	0	1	0
Saunders Lane, Ash	1	0	0	1	0	1	0	1	0	0
Total	**3**	**0**	**1**	**3**	**1**	**4**	**0**	**3**	**1**	**0**

Table 2-2: Summary of PIC Data

2.6.4 Incident one near 70 New Street involved a cyclist who assumed that a car driver would give way as a van was parked on the car's side of the road. The car passed the van and collided with the cyclist on the way through.

2.6.5 Incident two occurred on Collar Makers Green and involved a dismounted cyclist waiting to cross the road and a car hitting the bicycle and knocking over the cyclist,

causing injury. The driver of the vehicle claimed they did not see the cyclist due to being dazzled by the sun.

2.6.6 Incident three involved a fatal collision between a car travelling south-east along the A257 and a pedestrian crossing the bypass from Hills Court Road heading south-west to the Public Right of Way.

2.6.7 Incident four involved a head-on collision at low speed between two cars on Saunders Lane. The first car had slowed for the blind corner when the second approached at speed and was unable to stop before colliding with it.

2.6.8 It is apparent that human error was the dominant cause of the recorded incidents, rather than any inherent fault with the highway layout or condition. Furthermore, incidents two and three occurred on roads that are unlikely to be used by residents of the proposal site. It is not therefore considered that the proposed development would materially exacerbate the local highway safety record.

3 Development Proposals

3.1 Overview

3.1.1 Outline planning permission is sought with all matters reserved (except for access) for the demolition of existing buildings, including 51-53 Sandwich Road, and the erection of up to 52 new homes, including affordable, access from New Street and Sandwich Road, together with associated parking, open space, landscaping, drainage and associated infrastructure.

3.1.2 The proposals include two options for access off Sandwich Road following the granting of a temporary Tree Preservation Order (TPO) on the hedge along the northern boundary of the site (Reference: TPO/22/00016). The application seeks approval for both access options, with the most appropriate to be determined at the later Reserved Matters stage. This has resulted in two potential development options, where the access either comes broadly through the centre of the northern site boundary and through the temporarily TPO'd hedge (Option 1), or it is located to the north-west corner of the site where, subject to appropriate arboricultural management, the hedge can be retained (Option 2).

3.1.3 Option 1 provides a total of 52 new dwellings, with a net gain of 50 due to the retention of an existing dwelling (No. 52 New Street) and the demolition of another (Nos. 51-53 Sandwich Road). Option 2 provides a total of 51 dwellings, with a net gain of 49 due to the retention of No. 52 New Street and the demolition of Nos. 51-53 Sandwich Road.

3.1.4 Both site layout options are included at **Appendix C**. The potential accommodation schedules are shown in Table 3-1 and 3-2 below and overleaf.

Unit Type	Total
1-bed Flat	1
2-bed Flat	13
2-bed House	10
3-bed House	15
4-bed House	13
Total	52

Table 3-1: Accommodation Schedule for Option 1

Unit Type	Total
1-bed Flat	2
2-bed Flat	12
2-bed House	10
3-bed House	13
4-bed House	13
Total	52

Table 3-2: Accommodation Schedule for Option 2

3.2 Access

3.2.1 Vehicular access to the site will be gained via two separate access points. The first involves the upgrading of the existing access from New Street on the southern boundary of the site to provide an initial 5.5m carriageway width with 6.0m kerb radii, before narrowing to 4.8m within the site confines.

3.2.2 The proposed southern access is located within a 30mph speed limit and will therefore require visibility splays of 2.4 x 43m in each direction, in accordance with the guidance contained in Manual for Streets. The drawings included at **Appendix D** confirm that these splays are achievable within land under the control of the applicant and the Local Highway Authority.

3.2.3 The proposed northern access from Sandwich Road would comprise a new priority junction. As has been noted, Sandwich Road is currently subject to the National Speed Limit (i.e. 60mph) across the site frontage, although the 30mph gateway is located a short distance to the west. Therefore, a week-long Automatic Traffic Count (ATC) survey was completed to determine the 85th percentile vehicle speeds for design purposes. The survey took place during the week commencing Friday 10th December 2021 and recorded 85th percentile speeds of 41.2mph and 37.1mph for eastbound and westbound traffic respectively. The full survey data is included at **Appendix E**. Based on these design speeds, visibility splays of 2.4 x 80m (eastbound) and 2.4 x 93m (westbound) are required in each direction in accordance with the guidance contained in the Manual for Streets. However, it is proposed that the 30mph gateway be relocated to incorporate the site access.

3.2.4 Access Option 1 provides an access in a central position with an eastern visibility splay of 2.4m x 80m and a western splay of 2.4m x 93m both. The access would have an initial carriageway width of 5.5m before narrowing to 4.8m within the site confines.

3.2.5 Access Option 2 provides an access to the north-west corner of the site, which seeks to accommodate the TPO'd hedge and minimise the extent of loss. This access would also provide an eastern visibility splay of 2.4m x 80m and a western splay of 2.4m x 93m. The access would incorporate an initial 5.5m wide carriageway before narrowing to 4.8m within the site confines.

3.2.6 An uncontrolled pedestrian crossing is proposed on Sandwich Road in to provide a connection to the eastbound bus stop.

3.2.7 Both access options are included at **Appendix D**.

3.2.8 Within the site, it is currently proposed that the main spine road will connect the two site accesses, with spur roads providing access to the adjacent sites to the east and west. The exact layout will be determined as part of a future Reserved Matters application

3.3 Road Safety Audit

3.3.1 An independent Stage 1 Road Safety Audit (RSA) of the two site access options has been completed and is included at **Appendix F**. The Designer's Responses to the RSA is included at **Appendix G**.

3.3.2 A summary of the points raised within the RSA and the Designer's Responses is provided in Table 3-3 below for Access Option 1 and Table 3-4 for Access Option 2.

Point Raised	Recommendation	Designers Response
New Street Access - Vehicles are often parked on New Street outside of the houses that do not have off-street parking available. Those within the eastward visibility splay, outside no.54 (photo 1) obstruct the visibility splay and could therefore increase the risk of side impact collisions between vehicles leaving the development and westbound traffic.	24 hour waiting restrictions should be installed on the northern side of New Street to stop on-street parking within the visibility splay.	Agreed – An 'at any time' parking restriction is proposed on this section of New Street.
Sandwich Road Access - When a bus is stationery at the eastbound bus stop and is being overtaken by an eastbound vehicle, a vehicle turning left out of the development could be involved in a head-on collision if the exiting driver glances right, sees nothing approach from the east, and turns let out without looking to the west before crossing the give way lines.	The bus stop and shelter should be relocated to the west, around halfway between the development junction and Cherry Garden Lane.	Disagree - The bus stop is not a busy stop and therefore buses stop here for less than a minute in most cases. Additionally, if a bus is present when a driver is looking to exit the site, this will be clear to the exiting driver. As the hazard is infrequent and the risk is low, the bus stop is not proposed to be moved.
Sandwich Road Access - The swept path drawing does not show how a large vehicle can access the development from the west when a bus is stationary at the eastbound bus stop; a refuse vehicle or pantechnicon making a delivery to the development is likely to overrun the western shoulder of the junction, damaging the kerbs, footway and tactile paving, increasing the risk of trips and falls for pedestrians.	The bus stop and shelter should be relocated to the west, halfway between the development junction and Cherry Garden Lane.	Disagree - Drivers of large vehicles are professional drivers and know their destination or are using a sat-nav and therefore know that they are approaching their junction. As mentioned in the response to point 2.2, a bus in this location will not be stopping for a prolonged period of time. Given this, it is considered extremely unlikely a larger vehicle will attempt to overtake the bus, and will instead wait for passengers to board/alight.
The visibility splays are shown going through a thick, mature hedge, overgrown with ivy, in the southern	The mature hedge on each side of the development access should be removed altogether.	Noted - The hedgerow in question is a thick hedge with a Tree Protection Order (TPO) associated with it. The visibility splays clip the front of the

verge on both sides of the development access		hedge, which would require trimming. The hedge will be trimmed back 0.5m behind the visibility splay.
Sandwich Road Access – Telegraph pole would be located in widened footway to the west of the access on the south side of the road.	The telegraph pole should be located to a point at the back of the widened footway.	Agreed - The telegraph pole will be relocated to the rear of the footway as annotated in Drawing 16404/H-01 Rev P3.
The northern verge of Sandwich Road is between 1.5m and 2m above the adjacent field with a steep drop of its back edge.	The footway should have a flat margin, a minimum of 500mm wide, along its back edge so that errant pedestrians have a chance of recovery to minimise the risk of them falling onto the field below.	Agreed - A 0.5m flat verge has been demonstrated behind the proposed footway on the revised Drawing 16404-H-01 Rev P3 to reduce this risk.

Table 3-3: RSA and Designer's Response Summary – Access Option 1

Point Raised	Recommendation	Designers Response
New Street Access - Vehicles are often parked on New Street outside of the houses that do not have off-street parking available. Those within the eastward's visibility splay, outside no.54 (photo 1) obstruct the visibility splay and could therefore increase the risk of side impact collisions between vehicles leaving the development and westbound traffic.	24 hour waiting restrictions should be installed on the northern side of New Street to stop on-street parking within the visibility splay.	Agreed – An 'at any time' parking restriction is proposed on this section of New Street.
Sandwich Road Access - When a bus is stationary at the eastbound bus stop and is being overtaken by an eastbound vehicle, a vehicle turning left out of the development could be involved in a head-on collision if the exiting driver glances right, sees nothing approach from the east, and turns let out without looking to the west before crossing the give way lines.	The bus stop and shelter should be relocated to the west, around halfway between the development junction and Cherry Garden Lane.	Disagree - The bus stop is not a busy stop and therefore buses stop here for less than a minute in most cases. Additionally, if a bus is present when a driver is looking to exit the site, this will be clear to the exiting driver. As the hazard is infrequent and the risk is low, the bus stop is not proposed to be moved.
Sandwich Road Access - The swept path drawing does not show how a large vehicle can access the development from the west when a bus is stationary at the eastbound bus stop; a refuse vehicle or pantechnicon making a delivery to the development is likely to overrun the western shoulder of the junction, damaging the kerbs, footway and tactile paving, increasing the risk of trips and falls for pedestrians.	The bus stop and shelter should be relocated to the west, halfway between the development junction and Cherry Garden Lane.	Disagree - Drivers of large vehicles are professional drivers and know their destination or are using a sat-nav and therefore know that they are approaching their junction. As mentioned in the response to point 2.2, a bus in this location will not be stopping for a prolonged period of time. Given this, it is considered extremely unlikely a larger vehicle will attempt to overtake the bus, and will instead wait for passengers to board/alight.
The visibility splays are shown going through a thick, mature hedge, overgrown with ivy, in the southern verge on both sides of the development access	The mature hedge on each side of the development access should be removed altogether.	Noted - The hedgerow in question is a thick hedge with a Tree Protection Order (TPO) associated with it. The visibility splays clip the front of the hedge, which would require

		trimming. The hedge will be trimmed back 0.5m behind the visibility splay.
The uncontrolled pedestrian crossing is located at the tangent point of the access onto Sandwich Road, very close to where vehicles will be turning out of the development.	The uncontrolled pedestrian crossing of Sandwich Road should be located further away from the development access.	Agreed - The Pedestrian crossing has been moved 5m further to the west in order to reduce the chances of a vehicle missing the pedestrian.
Sandwich Road Access – Telegraph pole would be located in widened footway to the west of the access on the south side of the road.	The telegraph pole should be located to a point at the back of the widened footway.	Agreed - The telegraph pole will be relocated to the rear of the footway as annotated in Drawing 16404/H-01 Rev P3.
The northern verge of Sandwich Road is between 1.5m and 2m above the adjacent field with a steep drop of its back edge.	The footway should have a flat margin, a minimum of 500mm wide, along its back edge so that errant pedestrians have a chance of recovery to minimise the risk of them falling onto the field below.	Agreed - A 0.5m flat verge has been demonstrated behind the proposed footway on the revised Drawing 16404-H-01 Rev P3 to reduce this risk.

Table 3-4: RSA and Designer's Response Summary – Access Option 2

3.4 Parking

3.4.1 Details of on-site parking will be forthcoming as part of future Reserved Matters applications and will be provided with reference to the applicable KCC standards at the time of submission.

3.5 Site Servicing

3.5.1 To ensure that the proposed site accesses are accessible to service vehicles, swept path analysis has been undertaken for an 11.4m length refuse vehicle. The associated drawings are included at **Appendix D** and confirm that the accesses can comfortably accommodate these vehicle types.

3.6 Construction Traffic

3.6.1 Site offices and welfare facilities will be located within the site. Wheel washing equipment will be provided as necessary for construction phases. Access to the construction site will be secured and operated in accordance with current health and safety legislation. Delivery and construction HGV traffic will be accommodated on the construction site, with no requirement for waiting on the public highway. Daily movements of goods vehicles, in particular, will be timed to avoid peak traffic times.

3.6.2 As is common practice, a condition will be offered to require the applicant to agree a Construction Environmental Management Plan (CEMP), to demonstrate to the Local Planning and Highway Authorities that adequate measures are in place to ameliorate any temporary effects from construction activities and processes.

3.6.3 Third-party suppliers and contractors visiting the site will be made aware of the construction access and routeing arrangements at the start of the project. Site management will ensure compliance with construction access arrangements.

4 Transport Planning Policy

4.1 National Planning Policy Framework (NPPF)

4.1.1 The NPPF sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other developments can be produced. The NPPF is a material consideration in planning decisions.

4.1.2 At the heart of the NPPF is a presumption in favour of sustainable development. This is reflected in Section 9 of the document where it is noted that significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering genuine choice of transport modes. The NPPF advises that in assessing sites, it should be ensured that:-

(a) "Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

(b) Safe and suitable access to the site can be achieved for all users; and

(c) Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost-effectively mitigated to an acceptable degree."

4.1.3 Paragraph 111 states that: "*development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe*."

4.1.4 Paragraph 112 then goes on to note that applications for development should:-

(a) "Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high-quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

(b) Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

(c) Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

(d) Allow for the efficient delivery of goods, and access by service and emergency vehicles; and

(e) Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."

4.1.5 All developments that will generate significant amounts of movement should be required to provide a Travel Plan, and the application should be supported by a Transport Statement or Transport Assessment so that the likely impacts of the proposal can be assessed.

4.2 National Planning Practice Guidance (NPPG)

4.2.1 The NPPG was established in March 2014 as a supporting resource in conjunction with the NPPF, which is also a material consideration in determining planning applications. With respect to transport, the NPPG includes a section titled *'Travel Plans, Transport Assessments and Statements in Decision-Taking'*. This provides general guidance on the process of producing these documents, including the following:-

> *"The Transport Assessment or Transport Statement may propose mitigation measures where these are necessary to avoid unacceptable or "severe" impacts. Travel Plans can play an effective role in taking forward those mitigation measures which relate to on-going occupation and operation of the development."*

4.2.2 In terms of parking provision, the requirements are set out by local guidance (see below); however, further to the NPPF, the following should be taken into consideration (Paragraph 8):-

> *"Maximum parking standards can lead to poor quality development and congested streets, local planning authorities should seek to ensure parking provision is appropriate to the needs of the development and not reduced below a level that could be considered reasonable."*

4.3 Local Transport Plan 4 (LTP4): Delivering Growth without Gridlock 2016-2031

4.3.1 LTP4 was prepared by KCC and runs from 2016 to 2031. The Plan includes details on how the County Council will meet its transport ambition for Kent, which is:-

> *"To deliver safe and effective transport, ensuring that all Kent's communities and businesses benefit, the environment is enhanced and economic growth is supported."*

4.3.2 This ambition will be realised through five targeted, overarching policies which will aim to deliver specific outcomes for the county:-

> *"Outcome 1: Economic growth and minimised congestion*
>
> *Policy: Deliver resilient transport infrastructure and schemes that reduce congestion and improve journey time reliability to enable economic growth and appropriate development, meeting demand from a growing population.*
>
> *Outcome 2: Affordable and accessible door-to-door journeys*
>
> *Policy: Promote affordable, accessible and connected transport to enable access for all to jobs, education, health and other services.*

Outcome 3: Safer travel

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

Outcome 4: Enhanced environment

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

Outcome 5: Better health and wellbeing

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

4.3.3 Within LTP4, KCC outlines strategic, countywide and local strategies for achieving the above outcomes, whilst continuing to promote and deliver *'Growth without Gridlock'*.

4.4 Dover Core Strategy (2010)

4.4.1 The Dover Core Strategy for the period up to 2026 was adopted in 2010. By 2026, the District Council's aim for Dover is:-

"To transform Dover into a leading town in the region and regenerate the District so that economically and socially it equals or out-performs the region.

4.4.2 To achieve this aim, a number of objectives have been identified. Of particular relevance are Objectives 8 and 9, which aim to:-

"4 Address more localised needs for employment, housing and community facilities at Deal, Sandwich and the rural area promote the employment area to the north of Sandwich and investigate whether constraints in the Middle/North Deal area can be overcome and additional potential realised

8. Improve ease of travel to, from and within the District for both people and freight; concentrate development where it can best align with facilities and reduce the need for travel, especially at the Regional Hub of Dover; encourage walking, cycling and public transport through the provision of new facilities

12. Ensure that the Strategy's infrastructure needs are identified and that required infrastructure is provided at the right time;"

4.4.3 Policy DM11 relates to the Location of Development and Managing Travel Demand and states:-

"Planning applications for development that would increase travel demand should be supported by a systematic assessment to quantify the amount and type of travel likely to be generated and include measures that satisfy

demand to maximise walking, cycling and the use of public transport. Development that would generate travel will not be permitted outside the urban boundaries and rural settlement confines unless justified by development plan policies. Development that would generate high levels of travel will only be permitted within the urban areas in locations that are, or can be made to be, well served by a range of means of transport."

4.4.4 Policy DM12 relates to the management of the road hierarchy and development:-

"The access arrangements of development proposals will be assessed with regard to the Highway Network set out in the Local Transport Plan for Kent. Planning applications that would involve the construction of a new access or the increased use of an existing access onto a trunk or primary road will not be permitted if there would be a significant increase in the risk of crashes or traffic delays unless the proposals can incorporate measures that provide sufficient mitigation."

4.4.5 Policy DM13 sets out the parking provision for the district, in which:-

"Provision for parking should be a design led process based upon the characteristics of the site, the locality, the nature of the proposed development and its design objectives. Provision for non-residential development, and for residential cycle provision, should be informed by Kent County Council Guidance SPG4, or any successor. Provision for residential development should be informed by the guidance in the Table for Residential Parking."

4.4.6 The table for residential parking sets out that for suburban edge/village/rural locations, the minimum provision should be 1 unallocated space per 1 and 2 bed flat, 1.5 spaces per 1 and 2 bed house (with the allocation of one space), 2 independently accessible spaces per 3 bed house (with the allocation of one or both spaces) and 2 independently accessible spaces per 4 bed house (with the allocation both spaces).

4.4.7 It also advises that tandem parking can be underutilised and that garages are in addition to the parking requirements listed above. Visitor parking is required at a ratio of 0.2 spaces per unit.

4.5 Land Allocations Local Plan (2015)

4.5.1 The site forms part of an existing allocation; Policy LA21 – Land to the south of Sandwich Road. The allocation estimates approximately 95 dwellings and in terms of highways and transportation requires a vehicular access from Sandwich Road and at least an emergency access from New Street. It also states that the allocation must provide a comprehensive approach and retain existing boundary hedgerows and vegetation.

4.6 Dover District Local Plan 2002

4.6.1 Saved Policy TR9 seeks the provision of cycle routes shown on the policy map in which one proposed cycle route passes through Ash east to west along New Street and The Street.

4.7 Ash Neighbourhood Development Plan

4.7.1 The Ash Neighbourhood Development Plan (NDP) was adopted in 2021 and sets out the vision for Ash from 2018 to 2037. The vision states:-

> *"By 2037, we envision a rural community with green spaces, safe spaces, adequate medical services, and the right kind of houses in the right place, with good biodiversity (also a community pub, a thriving church and schools)."*

4.7.2 Five themes underpin this vision in which Theme 1 seeks sustainable planning and Theme 2 refers to traffic management. A number of objectives are proposed to address these themes. Objective 2 seeks to:-

> *"...ensure that the housing requirements of the parish are sustainable i.e. number, type, design quality and built quality, built environment, sensitive site allocations and how they will respond to climate change resilience. These will be achieved through the planning policies over the life-time of the plan."*

4.7.3 Objective 5 specifically relates to traffic and infrastructure, in which:-

> *"The objective is to improve traffic flows and reduce climate impact within the parish so as to reduce the reliance on private cars and to improve the infrastructure and traffic management by ensuring developments are located within easy reach of local amenities to encourage walking and cycling. To encourage the use of electric vehicles by ensuring the necessary charging points are installed in each development and the village centre, if and when developments take place. This will be achieved through a mixture of planning policies and local initiatives:*
>
> - *to improve access to the village and rural areas (car parking)*
> - *improved traffic management*
> - *improved IT technologies and associated infrastructure to reduce travel*
> - *increase the number of people working from home by ensuring new dwellings support these activities."*

4.7.4 The NDP then provides a number of policies to achieve the objectives of the Plan.

4.7.5 Policy ANP3 relates to green and open spaces in new developments and requires new developments to existing green corridors and provide access by foot or cycle to and around the village and public amenities.

4.7.6 Policy ANP5 addresses climate change and in part i) requires new development to provide an unspecified provision of electric vehicle car charging points and part j) requires development to provide good quality pedestrian/cycle infrastructure.

4.7.7 Policy ANP7a) Agri / Cowans land brings forward the same allocation as within the Dover Land Allocations Local Plan. This policy also seeks that the existing boundary hedgerows and vegetation are retained and enhanced as part of the development and requires vehicular access to the site from Sandwich Road and New Street

4.7.8 Policy ANP13 sets out the expected off-street parking provision in accordance with the KCC standards and not less than:-

> *"- 1.5 parking spaces independently accessible for each 1 and 2 bed dwelling;*
> *- 2 parking spaces independently accessible for each 3 and 4 bed dwelling;*
> *- 1 parking space independently accessible for each specialist dwelling; or*
> *- a communal car park.*
>
> *The above requirements exclude garages."*

4.7.9 In addition, the policy states that development should:-

> *"13.2 Not result in a net loss of on-site parking space;*
>
> *13.3 Not result in the loss of off-road public parking space through the need for cross over and / or visibility splays: and*
>
> *13.4 Not lead to over-spill parking on to public areas."*

4.7.10 Policy ANP15 states that development proposals within the Plan area should include measures to minimise and make acceptable the impacts on the local road network by:-

> *"15.1 Demonstrating how walking and cycling opportunities have been prioritised and new connections have been made to existing routes.*
>
> *15.2 Encouraging the use of sustainable transport, such as public transport, and including new and enhanced pedestrian/ cycle routes within the development leading to the existing public transport network and, where necessary, the provision of new bus infrastructure.*
>
> *15.3 Ensuring that development does not lead to adverse impacts upon air quality."*

4.7.11 It adds that proposals that either adversely affect existing walking and cycling routes or do not encourage appropriate new walking and cycling opportunities, will not be supported.

4.8 Policy Compliance

4.8.1 The proposals are seen to comply with all relevant national and local transport planning policies. The site benefits from allocations in both the Local and Neighbourhood Plans. It enjoys good access to the local highway network and is located within a reasonable walking distance of everyday services and public transport options, providing residents with realistic opportunities for non-car travel. Regular bus routes serving the nearby settlements allow for connectivity with larger service centres.

4.8.2 The review of personal injury collision data contained in this report identifies no inherent faults with the layout or condition of the local highway network that would be materially exacerbated by the proposed development and the site access designs have been subject to an independent Stage 1 Road Safety Audit.

4.8.3 The vehicular trip generation of the proposed development is set out in the following section of this TS and would not have a material adverse highway capacity impact.

4.8.4 Given the above and that below, it is clear that the proposed development will not result in 'severe' residual transport impacts, in accordance with Paragraph 111 of the NPPF.

5 Trip Generation

5.1 Overview

5.1.1 This section outlines the methodology employed to calculate the likely vehicle trip generation of the proposed development. TRICS Version 7.9.3 has been used to complete this assessment.

5.2 Existing Site Vehicle Trip Generation

5.2.1 The existing site comprises a number of buildings that were last in use as commercial/light industrial units, as well as two dwellings that remain in use. Whilst these uses have an appreciable trip generation/attraction potential, in the interest of a robust assessment, it has been assumed that the site does not currently attract vehicle trips.

5.3 Proposed Development Vehicle Trip Generation

5.3.1 As has been noted, two development options are proposed; with Option 1 comprising a total of 53 dwellings and Option 2 comprising 51 dwellings. Option 1 has been used to assess the proposed development vehicle trip generation in the interest of a robust assessment.

Affordable Houses

5.3.2 The estimated vehicle trip generation for this element of the proposed development has been ascertained with reference to the national TRICS trip rate database. The site selection *'03-RESIDENTIAL, D-AFFORDABLE / LOCAL AUTHORITY HOUSES'* has been made. Survey sites outside of London, in England, Scotland and Wales, have been considered in '*Suburban Area'* locations to provide a sufficiently large dataset. Weekday periods were assessed to provide a robust consideration of peak traffic conditions. A summary of the resulting TRICS trip rates is provided in Table 5-1 below. The full TRICS data reports are included at **Appendix H**.

Period	Arrivals	Departures	Total
0800-0900	0.156	0.243	0.399
1700-1800	0.280	0.237	0.517
0700-1900	2.181	2.138	4.319

Table 5-1: TRICS Vehicle Trip Rates – Affordable / Local Authority Houses (trips / dwelling)

5.3.3 These trip rates have subsequently been factored by the total number of affordable houses proposed (three dwellings) to provide the trip generation forecast in Table 5-2 overleaf. Please note that any discrepancies are the result of rounding in MS Excel.

Period	Arrivals	Departures	Total
0800-0900	0	1	1
1700-1800	1	1	2
0700-1900	7	6	13

Table 5-2: Vehicle Trip Generation - Affordable / Local Authority Houses (3 dwellings)

Affordable Flats

5.3.4 The estimated vehicle trip generation for this element of the proposed development has been ascertained with reference to the TRICS selection *'03-RESIDENTIAL, D-AFFORDABLE / LOCAL AUTHORITY FLATS*. Survey sites outside of London, in England, Scotland and Wales, have been considered in '*Suburban Area'* locations to provide a sufficiently large dataset. Weekday periods were assessed to provide a robust consideration of peak traffic conditions. A summary of the resulting TRICS trip rates is provided in Table 5-13 below. The full TRICS data reports are included at **Appendix H**.

Period	Arrivals	Departures	Total
0800-0900	0.053	0.087	0.14
1700-1800	0.098	0.075	0.173
0700-1900	0.885	0.894	1.779

Table 5-3: TRICS Vehicle Trip Rates – Affordable / Local Authority Flats (trips / dwelling)

5.3.5 These trip rates have subsequently been factored by the total number of affordable flats proposed (12 dwellings) to provide the trip generation summary in Table 5-4 below. Please note that any discrepancies are the result of rounding in MS Excel.

Period	Arrivals	Departures	Total
0800-0900	1	1	2
1700-1800	1	1	2
0700-1900	11	11	21

Table 5-4: Vehicle Trip Generation - Affordable / Local Authority Houses (12 dwellings)

Private Houses

5.3.6 The estimated vehicle trip generation for the private houses has been ascertained with reference to the TRICS selection *'03-RESIDENTIAL, A-HOUSES PRIVATELY OWNED'*. Survey sites outside of London, in England, Scotland and Wales, have been considered in '*Suburban Area'* locations. Weekday periods were assessed to provide a robust consideration of peak traffic conditions. A summary of the resulting TRICS trip rates is provided in Table 5-55 overleaf. The full TRICS data reports are included at **Appendix H**.

Period	Arrivals	Departures	Total
0800-0900	0.142	0.375	0.517
1700-1800	0.342	0.156	0.498
0700-1900	2.278	2.296	4.574

Table 5-5: TRICS Vehicle Trip Rates - Houses Privately Owned (trips / dwelling)

5.3.7 These trip rates have subsequently been factored by the total number of private houses proposed (36 dwellings) to provide the trip generation summary outlined in Table 5-66 below. Please note that any discrepancies are the result of rounding in MS Excel.

Period	Arrivals	Departures	Total
0800-0900	5	14	19
1700-1800	12	6	18
0700-1900	82	83	165

Table 5-6: Vehicle Trip Generation - Houses Privately Owned (36 dwellings)

Private Flats

5.3.8 The estimated vehicle trip generation for the private flats has been ascertained with reference to the TRICS selection *'03-RESIDENTIAL, B-FLATS PRIVATELY OWNED'*. Survey sites outside of London, in England, Scotland and Wales, have been considered in '*Suburban Area'* locations. Weekday periods were assessed to provide a robust consideration of peak traffic conditions. A summary of the resulting TRICS trip rates is provided in Table 5-57 below. The full TRICS data reports are included at **Appendix H**.

Period	Arrivals	Departures	Total
0800-0900	0.059	0.184	0.243
1700-1800	0.165	0.083	0.248
0700-1900	1.077	1.142	2.219

Table 5-7: TRICS Vehicle Trip Rates - Flats Privately Owned (trips / dwelling)

5.3.9 These trip rates have subsequently been factored by the total number of private flats proposed (2 dwellings) to provide the trip generation summary outlined in Table 5-68 below. Please note that any discrepancies are the result of rounding in MS Excel.

Period	Arrivals	Departures	Total
0800-0900	0	0	0
1700-1800	0	0	0
0700-1900	2	2	4

Table 5-8: Vehicle Trip Generation - Flats Privately Owned (2 dwellings)

Proposed Development Total Trip Generation

5.3.10 The vehicle trip generation of the affordable and privately owned dwellings have been combined to produce the total proposed development trip generation summary for the 53 units in Table 5-99 below.

Period	Arrivals	Departures	Total
0800-0900	6	16	22
1700-1800	15	7	22
0700-1900	101	102	203

Table 5-9: Total Proposed Development Vehicle Trip Generation (53 dwellings)

5.3.11 It has been demonstrated that the proposed development has the capacity to generate approximately 203 vehicle movements across the 12-hour weekday period (0700-1900), equating to approximately 17 movements per hour on average. During the AM and PM weekday peak hours, the development is forecast to generate approximately 22 movements – or approximately one every three minutes on average which is not considered to be a significant impact. Moreover, as an allocated site for residential development a proposed level of trip generation has already been accepted. In addition, in the context of the site's potential extant trip generation, the effect of the proposed vehicle trip generation is reduced.

6 Summary and Conclusion

6.1.1 This Transport Statement has been prepared on behalf of Classicus Estates Ltd in support of an outline planning application for a proposed residential development at Land off 52 New Street, in Ash, Dover, Kent, CT3 2BN.

6.1.2 The site benefits from an allocation for residential development in both the Dover Local Plan and the Ash Neighbourhood Plan. It enjoys good access to the local highway network and is located within a reasonable walking distance of everyday services and public transport options, providing residents with realistic opportunities for non-car travel. Regular bus routes serving the nearby settlements allow for connectivity with larger service centres.

6.1.3 A review of the most recent three-year Personal Injury Collision data up to 30th June 2022 for the local highway network confirms that there have been four recorded incidents within the site vicinity during this period. Given that these incidents were apparently caused by human error, it is not considered that the proposed development would materially exacerbate the highway safety record at this location.

6.1.4 The proposed site accesses from New Street and Sandwich Road have been designed with reference to the applicable Manual for Streets standards and have been subject to an independent Stage 1 Road Safety Audit. Two access options have been identified from Sandwich Road to address the recent Tree Preservation Order placed on the hedgerow along the northern site boundary.

6.1.5 It has been demonstrated that the proposed development has the capacity to generate approximately 203 vehicle movements across the 12-hour weekday period (0700-1900), equating to approximately 17 movements per hour on average. This includes 22 vehicle movements in the AM and PM peak hours. In view of the site's accessibility to a range of primary routes, it is anticipated that these vehicle trips will readily dissipate across the wider highway network, with no significant impacts on highway capacity or amenity. Notwithstanding this, as an allocated site, these trips have already been considered as acceptable.

6.1.6 Given the above, it is concluded that the proposed development should not have any material adverse transport impacts and therefore there should be no sound transport- based objections to the planning application.

APPENDIX
A

Bus Timetables

This timetable will operate from 31st October 2021

43/43A

• Discovery Park • Sandwich • Ash • Wingham • Littlebourne • Canterbury

MONDAYS TO FRIDAYS except Bank Holidays

	43A	43	43	44	43	43	43	43	43	43	43	43	43		43	43	43		43	43	43A	43	43	43
				Sch	NSch																Sch	SSH		
80/81 leaves from **Deal** South Street at						0705				0833		0853	0933	then at these minutes		53	33	until	1433				1538	
	EW			EW		↓				↓		↓	↓			↓	↓						↓	
Discovery Park	↓			↓							0908				08					1508				1608
Sandwich Guildhall, Stop B arr	0639			0730		↓				↓	0918	↓	↓		18	↓	↓			1518			↓	1618
Sandwich Guildhall, Stop B dep	0640	0654	0725	0730	0734	0759	0821	0841	0841	0901	0921	0941	1001		21	41	01		1501	1521	1530	1546	1606	1621
Ash The Chequer Inn	0649	0706	0737	0742	0746	0811	0833	0853	0853	0913	0933	0953	1013		33	53	13		1513	1533	1558	1558	1618	1633
Wingham The Anchor	0655	0714	0745	STT	0755	0820	0842	0901	0901	0921	0941	1001	1021		41	01	21		1521	1541	1606	1606	1626	1641
Wingham Church	0656	0715	0746	0756	0756	0821	0843	0902	0902	0922	0942	1002	1022		42	02	22		1522	1542	1607	1607	1627	1642
Littlebourne The Maltings	0701	0721	0752	0802	0802	0827	0850	0908	0908	0928	0948	1008	1028		48	08	28		1528	1548	1613	1613	1633	1648
Canterbury Bus Station arr	0714	0736	0807	0821	0821	0846	0905	0921	0921	0941	1001	1021	1041		01	21	41		1541	1601	1626	1626	1646	1701

	43A	43	43	43	43	43	43	43	43
80/81 leaves from **Deal** South Street at		1633		1653	1733		1753	1938	
		↓		↓	↓		↓	↓	
Discovery Park			1708			1808			
Sandwich Guildhall, Stop B arr		↓	1718	↓	↓	1818	↓	↓	E
Sandwich Guildhall, Stop B dep	1641	1701	1721	1741	1801	1821	1841	2013	2204
Ash The Chequer Inn	1653	1713	1733	1753	1813	1833	1853	2022	2213
Wingham The Anchor	1701	1721	1741	1801	1821	1841	1901	2029	2220
Wingham Church	1702	1722	1742	1802	1822	1842	1902	2030	2221
Littlebourne The Maltings	1708	1728	1748	1808	1828	1848	1908	2036	2227
Canterbury Bus Station arr	1721	1741	1801	1821	1841	1901	1921	2046	2236

SATURDAY mornings

	43	43	43	43	43	43	43	
80/81 leaves from **Deal** South Street at	0648	0728		0753	0833		0853	then at the same times as on Mondays to Fridays
	↓	↓		↓	↓		↓	
Discovery Park						0908		
Sandwich Guildhall, Stop B arr	↓	↓		↓	↓	0918	↓	
Sandwich Guildhall, Stop B dep	0725	0759	0821	0841	0901	0921	0941	
Ash The Chequer Inn	0727	0811	0833	0853	0913	0933	0953	
Wingham The Anchor	0745	0820	0842	0901	0921	0941	1001	
Wingham Church	0746	0821	0843	0902	0922	0942	1002	
Littlebourne The Maltings	0752	0827	0850	0908	0928	0948	1008	
Canterbury Bus Station arr	0807	0846	0905	0921	0941	1001	1021	

Extra journey on Wednesdays during school term 43 - (1330) departure from Sandwich Technology School via St Barts Road, Woodnesborough, Wingham and arrives at Canterbury Bus Station (1415)

Sch - This bus journey runs on schooldays only.

NSch - This bus journey runs on Mondays to Fridays during school holidays only.

SSH - This bus journey runs on Saturdays and school holidays only.

• - This bus journey runs via St Barts Road and Woodnesborough.

0705 - This bus starts from Deal South Street at 0705 on schooldays and 0728 during school holidays.

EW - This bus starts from Eastry (Old Hospital) 14 minutes before the time shown at Sandwich Guildhall. It serves Woodnesborough (0630, 0721) and St Bart's Road (0635, 0726).

STT - This bus serves Staple (Three Tuns) at 0748.

E - This bus starts from Eastry (Old Hospital) at 2154, and runs directly to Sandwich via the A256.

Special bus timetables may apply during the Christmas period between 24 December and 1 January. Please contact us for details.

This timetable will operate from 31st October 2021

43/43A

• Canterbury • Littlebourne • Wingham • Ash • Sandwich • Discovery Park

MONDAYS TO FRIDAYS except Bank Holidays

	43	43A	43A	43	43	43	43	43	43	43	43	43	43	43		43	43	43		43	43A	43	43	44	43	43
		Sch	Sch	NSch	Sch	NSch																StA	SSH	Sch		
Canterbury Bus Station D3	0655	0720	0735	0740	0740	0756	0816	0836	0856	0916	0936	0956	1016	1036	then at these minutes	56	16	36	until	1516	1536	1556	1616	1616	1636	1656
Littlebourne The Maltings	0704	0731	0746	0751	0751	0807	0827	0847	0907	0927	0947	1007	1027	1047		07	27	47		1527	1547	1607	1627	1627	1647	1707
Wingham Church	0708	0736	0751	0756	0756	0812	0832	0852	0912	0932	0952	1012	1032	1052		12	32	52		1532	1552	1612	1632	1632	1652	1712
Wingham The Anchor	0710	0738	0753	0758	0758	0814	0834	0854	0914	0934	0954	1014	1034	1054		14	34	54		1534	1554	1614	1634	STT	1654	1714
Ash The Chequer Inn	0717	0747	0804	0806	0809	0822	0842	0902	0922	0942	1002	1022	1042	1102		22	42	02		1542	1602	1622	1642	1643	1702	1722
Sandwich Technology School	▼	0807	0825	▼	0830	▼	▼	▼	▼	▼	▼	▼	▼	▼		▼	▼	▼		▼	▼	▼	▼	▼	▼	▼
Sandwich Guildhall, Stop A arr	0727	0814	0832	0816	0837	0832	0852	0912	0932	0952	1012	1032	1052	1112		32	52	12		1552	1612	1632	1652	1653	1712	1732
Sandwich Guildhall, Stop A dep	0727		0836			0836	0854	0916	0936	0954	1016	1036	1054	1116		36	54	16		1554	1616	1636	1654	1654	1716	1736
Discovery Park	↓		↓			↓	0900	↓	↓	1000	↓	↓	1100	↓		↓	00	↓		1600	↓	↓	1700	1700	↓	↓
	↓		↓			↓		↓	↓		↓	↓		↓		↓		↓			↓	↓			↓	↓
80/81 arrives in **Deal** South Street at	0819		0921			0921		0942	1021		1042	1121		1142		21		42			1642	1721			1742	1821

	43	43	43	43	43	43	43	43
Canterbury Bus Station D3	1716	1736	1756	1826	1856	1926	2105	2240
Littlebourne The Maltings	1727	1747	1807	1837	1906	1936	2115	2250
Wingham Church	1732	1752	1812	1842	1911	1941	2120	2255
Wingham The Anchor	1734	1754	1814	1844	1912	1943	2122	2257
Ash The Chequer Inn	1742	1802	1822	1852	1919	1950	2129	2304
Sandwich Technology School	▼	▼	▼	▼	▼	▼	▼	▼
Sandwich Guildhall, Stop A arr	1752	1812	1832	1902	1929	1959	2137	2312
Sandwich Guildhall, Stop A dep	1754	1816	1836	1908		2008	2138	2313
Discovery Park	1800	↓	↓	↓		↓	E	↓
		↓	↓	↓		↓		↓
80/81 arrives in **Deal** South Street at		1842	1921	1934		2048		2353

SATURDAY mornings

	43	43	43	43	43	43	
Canterbury Bus Station D3	0656	0756	0816	0836	0856	0916	then at the same times as on Mondays to Fridays
Littlebourne The Maltings	0705	0807	0827	0847	0907	0927	
Wingham Church	0709	0812	0832	0852	0912	0932	
Wingham The Anchor	0711	0814	0834	0854	0914	0934	
Ash The Chequer Inn	0718	0822	0842	0902	0922	0942	
Sandwich Technology School	▼	▼	▼	▼	▼	▼	
Sandwich Guildhall, Stop A arr	0728	0832	0852	0912	0932	0952	
Sandwich Guildhall, Stop A dep	0736	0836	0854	0916	0936	0954	
Discovery Park	↓	↓	0900	↓	↓	1000	
	↓	↓		↓	↓		
80/81 arrives in **Deal** South Street at	0821	0921		0942	1021		

Sch - This bus journey runs on schooldays only.

NSch - This bus journey runs on Mondays to Fridays during school holidays only.

SSH - This bus journey runs on Saturdays and school holidays only.

● - These buses run via Woodnesborough.

E - This bus continues to Eastry.

STT - This bus serves Staple (Three Tuns) at 1637.

StA - This bus starts from St Anselms Sch at 1544 and runs via New Dover Road to the Bus Station

Special bus timetables may apply during the Christmas period between 24 December and 1 January. Please contact us for details.

This timetable will operate from 31st October 2021

43 • Sandwich • Ash • Wingham • Littlebourne • Canterbury

SUNDAYS & BANK HOLIDAYS

	43	43	43	43	43	43	43	43	43	43	43
80/81 leaves from **Deal** South Street at	0827	0927	1027	1127	1227	1327	1427	1527	1627	1727	1827
	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼
Sandwich Guildhall, Stop B dep	0915	1015	1115	1215	1315	1415	1515	1615	1715	1815	1915
Ash The Chequer Inn	0927	1027	1127	1227	1327	1427	1527	1627	1727	1827	1927
Wingham The Anchor	0935	1035	1135	1235	1335	1435	1535	1635	1735	1835	1935
Wingham Church	0936	1036	1136	1236	1336	1436	1536	1636	1746	1836	1936
Littlebourne The Maltings	0942	1042	1142	1242	1342	1442	1542	1642	1742	1842	1942
Canterbury Bus Station arr	0955	1055	1155	1255	1355	1455	1555	1655	1755	1855	1955

43 • Canterbury • Littlebourne • Wingham • Ash • Sandwich

SUNDAYS & BANK HOLIDAYS

	43	43	43	43	43	43	43	43	43
Canterbury Bus Station D3	0918	1018	1118	1218	1318	1418	1518	1618	1718
Littlebourne The Maltings	0929	1029	1129	1229	1329	1429	1529	1629	1729
Wingham Church	0934	1034	1134	1234	1334	1434	1534	1634	1734
Wingham The Anchor	0935	1035	1135	1235	1335	1435	1535	1635	1735
Ash The Chequer Inn	0942	1042	1142	1242	1342	1442	1542	1642	1742
Sandwich Guildhall, Stop A	0952	1052	1152	1252	1352	1452	1552	1652	1752
	▼	▼	▼	▼	▼	▼	▼	▼	▼
80/81 arrives at **Deal** South Street at	1041	1141	1241	1341	1441	1541	1641	1741	1741

▼ - There's no need to change buses, stay on the bus to continue on to Deal, South Street

Special bus timetables may apply during the Christmas period between 24 December and 1 January. Please contact us for details.

Sandwich Connect Upper Deal - Staple

Britannia Coaches Ltd

Mondays to Fridays

Upper Deal, adj St Nicholas Close	*arr*	**10:20**	**11:50**		**13:50**	**15:18**
Upper Deal, adj St Nicholas Close	*dep*	**10:22**	**11:52**		**13:52**	**15:22**
Upper Deal, adj Leather Bottle		10:22	11:52		13:52	15:22
Great Mongeham, adj Three Horseshoes		10:23	11:53		13:53	15:23
Great Mongeham, opp Village Hall		**10:24**	**11:54**		**13:54**	**15:24**
Great Mongeham, opp Church		**10:25**	**11:55**		**13:55**	**15:25**
Great Mongeham, opp Mongeham Church Close		**10:26**	**11:56**		**13:56**	**15:26**
Little Mongeham, Chalk Pits (SW-bound)		10:27	11:57		13:57	15:27
Northbourne, Crossroads (N-bound)		**10:30**	**12:00**		**14:00**	**15:30**
Betteshanger, Ham Crossroads (NW-bound)		10:31	12:01		14:01	15:31
Betteshanger, opp Updown Lane		**10:33**	**12:03**		**14:03**	**15:33**
Sandwich, Sandwich Bypass (E-bound)		10:37	12:07		14:07	15:37
Sandwich, adj Sandwich Technology School		10:38	12:08		14:08	15:38
Sandwich, Stone Cross (N-bound)		10:38	12:08		14:08	15:38
Sandwich, adj St Bart's Road East		10:39	12:09		14:09	15:39
Sandwich, opp St George's Road		10:39	12:09		14:09	15:39
Sandwich, Guildhall (Stop B)	*arr*	**10:40**	**12:10**		**14:10**	**15:40**
Sandwich, Guildhall (Stop B)	*dep*	**10:43**		**12:43**	**14:13**	**15:43**
Sandwich, adj St George's Road		10:43		12:43	14:13	15:43
Sandwich, adj Hazelwood Meadow		10:44		12:44	14:14	15:44
Sandwich, opp Burch Avenue		10:45		12:45	14:15	15:45
Sandwich, opp Poulders Gardens East		10:45		12:45	14:15	15:45
Sandwich, opp Poulders Gardens West		10:46		12:46	14:16	15:46
Woodnesborough, opp Claremont Terrace		10:47		12:47	14:17	15:47
Woodnesborough, opp Melville Lea		10:48		12:48	14:18	15:48
Woodnesborough, opp Oak House		**10:49**		**12:49**	**14:19**	**15:49**
Marshborough, Marshborough Road (W-bound)		10:50		12:49	14:20	15:50
Ash, adj Old Radar Station		10:51		12:50	14:21	15:51
Ash, adj Langdon Avenue		10:52		12:51	14:22	15:52
Ash, adj Mill Field		**10:53**		**12:52**	**14:23**	**15:53**
Ash, adj Street End Corner		10:54		12:53	14:24	15:54
Ash, opp The Chequer Inn		**10:56**		**12:56**	**14:26**	**15:56**
Ash, adj The Volunteer		10:56		12:56	14:26	15:56
Ash, Guilton Corner (SW-bound)		**10:57**		**12:57**	**14:27**	**15:57**
Ash, adj Durlock Nursery		**10:59**		**12:59**	**14:29**	**15:59**
Staple, opp Staple Farm		11:01		13:01	14:31	16:01
Staple, opp The Old School		11:01		13:01	14:31	16:01
Staple, The Street (W-bound)		**11:02**		**13:02**	**14:32**	**16:02**

Staple, opp The Three Tuns	*arr*	**11:03**	**13:03**	**14:33**	**16:03**

Compiled from data for the period Mon 10-Oct-2022 to Sun 16-Oct-2022. Times not in bold are estimated by using the distance between the stops.

Sandwich Connect Staple - Upper Deal

Britannia Coaches Ltd

Mondays to Fridays

Staple, adj The Three Tuns	*dep*	**09:39**	**11:09**	**13:09**	**14:39**
Staple, The Street (E-bound)		**09:40**	**11:10**	**13:10**	**14:40**
Staple, adj The Old School		09:40	11:10	13:10	14:40
Staple, adj Staple Farm		09:40	11:10	13:10	14:40
Ash, opp Durlock Nursery		**09:43**	**11:13**	**13:13**	**14:43**
Ash, Guilton Corner (NE-bound)		**09:45**	**11:15**	**13:15**	**14:45**
Ash, opp The Volunteer		09:45	11:15	13:15	14:45
Ash, adj The Chequer Inn		**09:46**	**11:16**	**13:16**	**14:45**
Ash, opp Street End Corner		09:47	11:17	13:17	14:46
Ash, opp Mill Field		**09:49**	**11:19**	**13:19**	**14:48**
Ash, opp Langdon Avenue		09:49	11:19	13:19	14:48
Ash, opp Old Radar Station		09:50	11:20	13:20	14:49
Marshborough, Marshborough Road (E-bound)		09:51	11:21	13:21	14:50
Woodnesborough, adj Oak House		**09:53**	**11:23**	**13:23**	**14:51**
Woodnesborough, adj Melville Lea		09:53	11:23	13:23	14:51
Woodnesborough, adj Claremont Terrace		09:54	11:24	13:24	14:52
Sandwich, adj Poulders Gardens West		09:55	11:25	13:25	14:53
Sandwich, adj Poulders Gardens East		09:56	11:26	13:26	14:54
Sandwich, opp St Bart's Road West		09:56	11:26	13:26	14:54
Sandwich, adj Burch Avenue		09:56	11:26	13:26	14:54
Sandwich, opp Hazelwood Meadow		09:57	11:27	13:27	14:55
Sandwich, opp St George's Road		09:58	11:28	13:28	14:56
Sandwich, Guildhall (Stop B)	*arr*	**09:59**	**11:29**	**13:29**	**14:57**
Sandwich, Guildhall (Stop B)	*dep*	**10:02**	**11:32**	**13:32**	**15:00**
Sandwich, adj St George's Road		10:02	11:32	13:32	15:00
Sandwich, opp St Bart's Road East		10:02	11:32	13:32	15:00
Sandwich, Stone Cross (SW-bound)		10:03	11:33	13:33	15:01
Sandwich, opp Sandwich Technology School		10:03	11:33	13:33	15:01
Sandwich, Sandwich Bypass (W-bound)		10:04	11:34	13:34	15:02
Betteshanger, adj Updown Lane		**10:09**	**11:39**	**13:39**	**15:07**
Betteshanger, Ham Crossroads (SE-bound)		10:10	11:40	13:40	15:08
Northbourne, Crossroads (S-bound)		**10:12**	**11:42**	**13:42**	**15:10**
Little Mongeham, Chalk Pits (SE-bound)		10:14	11:44	13:44	15:12
Great Mongeham, adj Mongeham Church Close		**10:16**	**11:46**	**13:46**	**15:14**
Great Mongeham, adj Church		**10:17**	**11:47**	**13:47**	**15:15**
Great Mongeham, o/s Village Hall		**10:18**	**11:48**	**13:48**	**15:16**
Great Mongeham, opp Three Horseshoes		10:18	11:48	13:48	15:16
Upper Deal, opp St Francis Close		10:19	11:49	13:49	15:17

Upper Deal, St Martin's Road (NW-bound)		10:19	11:49	13:49	15:17
Upper Deal, adj St Nicholas Close	***arr***	**10:20**	**11:50**	**13:50**	**15:18**
Upper Deal, adj St Nicholas Close	***dep***	**10:22**	**11:52**	**13:52**	**15:22**

Compiled from data for the period Mon 10-Oct-2022 to Sun 16-Oct-2022. Times not in bold are estimated by using the distance between the stops.

APPENDIX
B

Personal Injury Accident Data

Location: Sandwich Road, New street - Ash

3 years personal injury crash data up to 30/06/2022

KCC Ref number: EXT/207/22

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Crash Severity

- Slight
- Serious
- Fatal

Kent County Council
kent.gov.uk

Date: 12-October-2022
Time: 13:21:11

Title: **Sandwich Road & New Street - Ash**

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

Date: 12-October-2022

Accident Date BETWEEN '01-Jul-2019' AND '30-Jun-2022'

There were 4 reported crashes resulting in injury

D-PRINT CRASH REPORT

12-Oct-2022
13:21:11

Sandwich Road & New Street - Ash
Accident Date BETWEEN '01-Jul-2019' AND '30-Jun-2022'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
1	**Road No U Grid 629473E** **Section 009 Ref 158170N**	SLIGHT	30/05/2020	7	11:40	L	Dry	Fine			P/C
	NEW STREET, ASH, (MAPPED TO COORDS).								Dover		
	V1 travelling through Ash towards Woodnesborough with 2 pedal cycles coming in the opposite direction. A van was parked on V1's side of the road and so the cyclist believed V1 would give way and so continued cycling. V1 passed the stationery van and collided with cyclist on the way through.						Veh1, car, NW -> SE Veh2, pedal cycle, SE -> NW				Casualties 1 Vehicles 2
2	**Road No U Grid 629661E** **Section 009 Ref 158319N**	SLIGHT	25/06/2020	5	14:05	L	Dry	Fine	N	S.VEH	
	COLLAR MAKERS GREEN, ASH (MAPPED TO COORDS)								Dover		PED
	Stated by inft: C1 was out for some daily exercise on way home, dismounted bike to wait for a clearing so they could cross the road, when all of a sudden V1 hit the rear wheel, spinning the bike round which hit C1 knocking them to the ground in the middle of the road and causing injury. V1 did stop and reverse back stating they didn't see C1 as sun was in their eyes.						Veh1, car, W -> E				Casualties 1 Vehicles 1
3	**Road No A257 Grid 629584E** **Section Ref 158640N**	FATAL	24/01/2022	2	06:50	DRK NSL	Wet/Damp	Fine	SW	S.VEH	
	A257 ASH BYPASS J/W HILLS COURT ROAD, DOVER								Dover		PED
	V1 was travelling generally south easterly along the A257 Ash Bypass, while at the same time C1 was believed to have been crossing the road from Hills Court Road crossing generally south west towards a public right of way through an open field. At this time a collision occurred.						Veh1, car, NW -> SE				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

12-Oct-2022
13:21:11

Sandwich Road & New Street - Ash
Accident Date BETWEEN '01-Jul-2019' AND '30-Jun-2022'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
4	**Road No U** **Grid 629897E** **Section** **Ref 158152N**	SLIGHT	27/02/2022	1	10:30	L	Dry	Fine			
	SAUNDERS LANE, ASH (MAPPED TO COORDS)								Dover		
	Copied from OLR: D2 was driving up Saunders Lane from the bypass end, doing 15 mph and beginning to slow for the blind corner. At this point V1 came around the corner at some speed. D2 was able to fully stop and sound horn, but V1 was not able to stop and hit the front of V2. Exchanged some details. V1 AGE AND POSTCODE UNKNOWN.						Veh1, car, SW -> NW Veh2, car, NW -> 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*

APPENDIX C

Proposed Site Layout

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Proposed Site Plan
1:500

N
W E
S

0m 5.0m 15.0m 30.0m
2.5m 10.0m 20.0m
Scale Bar (in metres)

Indicative Schedule of Accommodation

Unit No.	Size	Type
1	-	Existing Dwelling
2	93	3Bed 5Person House
3	93	3Bed 5Person House
4	115	4Bed 7Person House
5	93	3Bed 5Person House
6	93	3Bed 5Person House
7	93	3Bed 5Person House
8	93	3Bed 5Person House
9	79	2Bed 4Person House
10	115	4Bed 7Person House
11	121	4Bed 7Person House (2.5)
12	121	4Bed 7Person House (2.5)
13	121	4Bed 7Person House (2.5)
14	121	4Bed 7Person House (2.5)
15	115	4Bed 7Person House
16	115	4Bed 7Person House
17	93	3Bed 5Person House
18	93	3Bed 5Person House
19	93	3Bed 5Person House
20	93	3Bed 5Person House
21	93	3Bed 5Person House
22	99	3Bed 5Person House (2.5)
23	99	3Bed 5Person House (2.5)
24	99	3Bed 5Person House (2.5)
25	99	3Bed 5Person House (2.5)
26	50	1Bed 2Person Flat G.F. - Affordable
27	70	2Bed 4Person Flat F.F. - Affordable
28	70	2Bed 4Person Flat F.F. - Affordable
29	70	2Bed 4Person Flat G.F. - Affordable
30	70	2Bed 4Person Flat F.F. - Affordable
31	70	2Bed 4Person Flat S.F. - Affordable
32	70	2Bed 4Person Flat (F.O.G.) - Affordable
33	121	4Bed 7Person House (2.5)
34	121	4Bed 7Person House (2.5)
35	121	4Bed 7Person House (2.5)
36	121	4Bed 7Person House (2.5)
37	115	4Bed 7Person House
38	70	2Bed 4Person Flat (F.O.G.)
39	70	2Bed 4Person Flat (F.O.G.)
40	79	2Bed 4Person House
41	79	2Bed 4Person House
42	79	2Bed 4Person House
43	79	2Bed 4Person House
44	79	2Bed 4Person House
45	79	2Bed 4Person House
46	70	2Bed 4Person Flat G.F. - Affordable
47	70	2Bed 4Person Flat F.F. - Affordable
48	70	2Bed 4Person Flat G.F. - Affordable
49	70	2Bed 4Person Flat F.F. - Affordable
50	61	2Bed 3Person Flat (F.O.G.) - Affordable
51	79	2Bed 4Person House - Affordable
52	79	2Bed 4Person House - Affordable
53	79	2Bed 4Person House - Affordable

Total = 4703 sqm gia (50,624 sqft gia)

Summary : 1no. 1Bed Flat
13no. 2Bed Flats
10no. 2Bed Houses
15no. 3Bed Houses
13no. 4Bed Houses

52no. New Homes + Existing Dwelling (Plot1) = 53 Total

Suggested Affordable - 15no. dwellings - Plots 26-32 and 46-53
(1 x 1 bed and 14 x 2 beds)

54 - 61 : Adjacent Site - Illustrative Layout for 8no. Dwellings
62 - 76 : Outline Planning Submission by ON Architecture (20/00284)
77 - 100 : Detailed Planning Submission by ON Architecture (20/00284)

REV.		BY	CH'K'D	DATE
A	Junctions Updated	RT	NDT	25.10.22
-	Original Issue	RT	NDT	20.10.22

Taylor Roberts Limited
Taylor Roberts Ltd.
Suite 3, Franklin House,
10 Best Lane,
Canterbury,
Kent CT1 2JB
Tel:
01227 45 75 45
E-mail:
enquiries@taylorroberts.co.uk
Web:
www.taylorroberts.co.uk

PROJECT: 52 New Street, Ash, Nr. Canterbury, Kent.

CLIENT: Classicus Estates Ltd.

DRAWING: Proposed Site Plan Colour, Showing All Land Parcels, Option 1.

SCALE(SHEET SIZE):	JOB NO.:	REV.:
1:500 (A1)	22/23/05	A

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Wherever figured dimensions are given they are to be accepted in preference to scaled sizes, the Contractor is responsible for verifying all dimensions shown hereon and for advising Taylor Roberts Ltd. of any discrepancies before putting affected work in hand. No claim will be entertained for demolition, alteration or making good of any work which may be required by Taylor Roberts Ltd. resulting from the contractors failure to advise him of any such discrepancies.

N
W E
S

0m 5.0m 15.0m 30.0m
2.5m 10.0m 20.0m
Scale Bar (in metres)

Retain existing hedgerow
Bus Stop
To Ash Village Centre
To Sandwich / Deal
SANDWICH ROAD
New Access Point
(as designed by DHA Transport)
Existing Access Point
Footpath Link
Turning Head
L.E.A.P
Biodiversity Zone
Cherry Garden
Parking 65 - 74
CHERRY GARDEN LANE
NEW STREET
MILL FIELD
PIPPIN CLOSE
Relocate services pole
Existing Access Point
26.7m
Gas
Gov

Indicative Schedule of Accommodation

Unit No.	Size	Type
1	-	Existing Dwelling
2	93	3Bed 5Person House
3	93	3Bed 5Person House
4	115	4Bed 7Person House
5	93	3Bed 5Person House
6	93	3Bed 5Person House
7	93	3Bed 5Person House
8	93	3Bed 5Person House
9	79	2Bed 4Person House
10	115	4Bed 7Person House
11	121	4Bed 7Person House (2.5)
12	121	4Bed 7Person House (2.5)
13	121	4Bed 7Person House (2.5)
14	121	4Bed 7Person House (2.5)
15	115	4Bed 7Person House
16	115	4Bed 7Person House
17	93	3Bed 5Person House
18	79	2Bed 4Person House - Affordable
19	79	2Bed 4Person House - Affordable
20	93	3Bed 5Person House
21	93	3Bed 5Person House
22	99	3Bed 5Person House (2.5)
23	99	3Bed 5Person House (2.5)
24	99	3Bed 5Person House (2.5)
25	99	3Bed 5Person House (2.5)
26	50	1Bed 2Person Flat G.F. - Affordable
27	70	2Bed 4Person Flat F.F. - Affordable
28	70	2Bed 4Person Flat F.F. - Affordable
29	70	2Bed 4Person Flat G.F. - Affordable
30	70	2Bed 4Person Flat F.F. - Affordable
31	70	2Bed 4Person Flat S.F. - Affordable
32	70	2Bed 4Person Flat (F.O.G.) - Affordable
33	121	4Bed 7Person House (2.5)
34	121	4Bed 7Person House (2.5)
35	121	4Bed 7Person House (2.5)
36	121	4Bed 7Person House (2.5)
37	115	4Bed 7Person House
38	70	2Bed 4Person Flat (F.O.G.)
39	70	2Bed 4Person Flat (F.O.G.)
40	79	2Bed 4Person House
41	79	2Bed 4Person House
42	79	2Bed 4Person House
43	79	2Bed 4Person House
44	79	2Bed 4Person House
45	79	2Bed 4Person House
46	50	1Bed 2Person Flat G.F. - Affordable
47	70	2Bed 4Person Flat F.F /(F.O.G). - Affordable
48	70	2Bed 4Person Flat (F.O.G) - Affordable
49	70	2Bed 4Person Flat G.F. - Affordable
50	70	2Bed 4Person Flat F.F - Affordable
51	79	2Bed 4Person House - Affordable
Total =	4506 sqm gia (48,504 sqft gia)	

Summary : 2no. 1Bed Flat
12no. 2Bed Flats
10no. 2Bed Houses
13no. 3Bed Houses
13no. 4Bed Houses

50no. New Homes + Existing Dwelling (Plot1) = 51 Total

Suggested Affordable - 15no. dwellings - Plots 18-19, 26-32 and 46-51
(2 x 1 bed and 13 x 2 beds)

52 - 59 : Adjacent Site - Illustrative Layout for 8no. Dwellings
60 - 74 : Outline Planning Submission by ON Architecture (20/00284)
75 - 98 : Detailed Planning Submission by ON Architecture (20/00284)

Proposed Site Plan
1:500

REV.		BY	CH'K'D	DATE
-	Original Issue	RT	NDT	25.10.22

Taylor Roberts Limited
Taylor Roberts Ltd.
Suite 3, Franklin House,
10 Best Lane,
Canterbury,
Kent CT1 2JB
Tel:
01227 45 75 45
E-mail:
enquiries@taylorroberts.co.uk
Web:
www.taylorroberts.co.uk

PROJECT: 52 New Street, Ash, Nr. Canterbury, Kent.

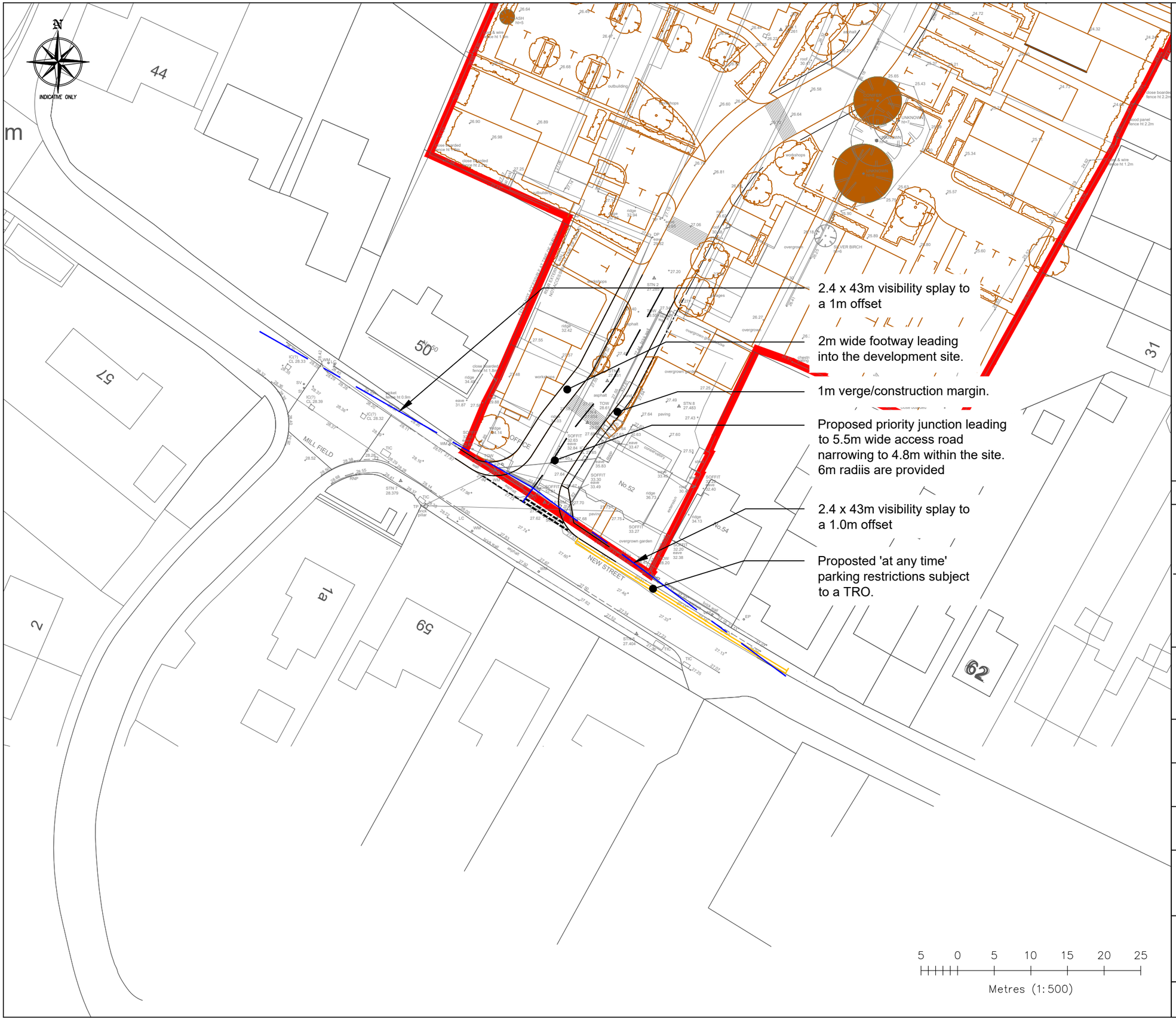
CLIENT: Classicus Estates Ltd.

DRAWING: Proposed Site Plan Colour, Showing All Land Parcels, Option 2.

SCALE(SHEET SIZE): 1:500 (A1) JOB NO.: 22/23/06 REV.:

APPENDIX D

Access Design and Visilibility Splays



ONLY SCALE FOR PLANNING PURPOSES

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- If received electronically it is the recipients responsibility to print to correct scale. Only written dimensions should be used.
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- Drawing is based on OS data and topographical survey.
- Drawing is subject to highway definition data and a stage 1 RSA.

REV	DATE	BY	DESCRIPTION	CHK	APD
P3	03.11.22	JM	RSA Comments	CS	CS
P2	28.10.22	JM	Topographical Survey	CS	CS
P1	14.03.22	JM	First Issue	CS	CS

client

CLASSICUS ESTATES LTD

project

LAND AT SANDWICH ROAD, ASH

title

PROPOSED ACCESS DESIGN
NEW STREET

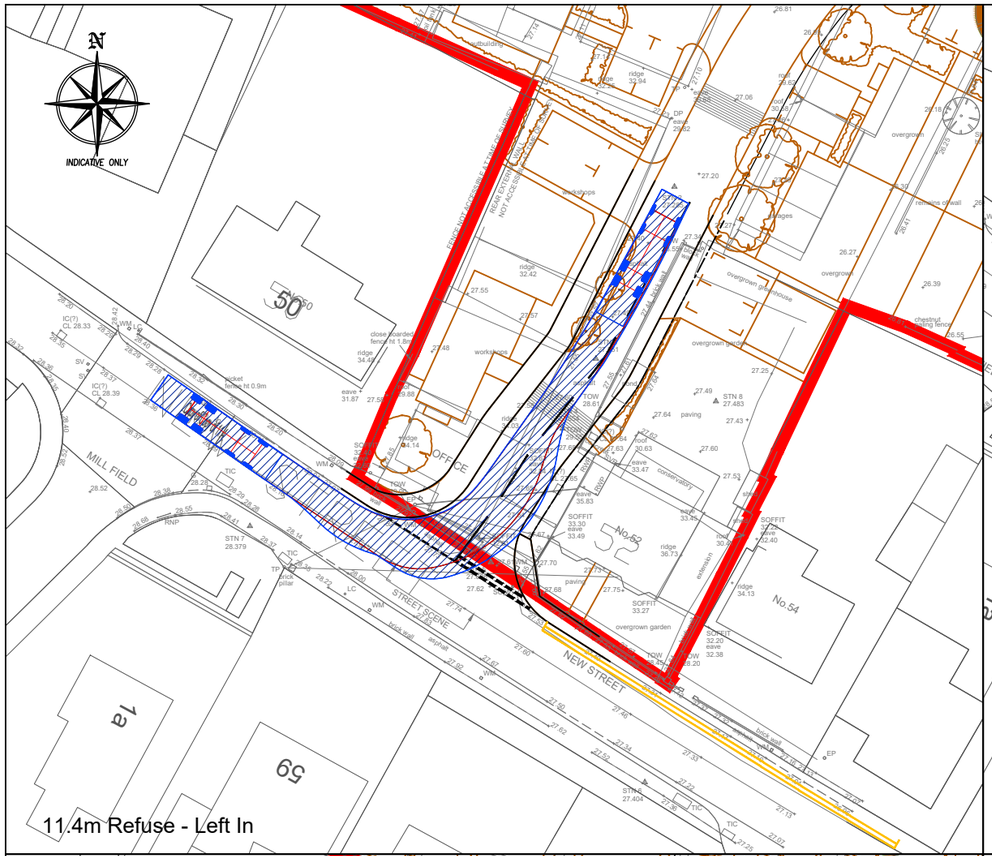
project	drwg	rev
16404	H-02	P3

Drawn	Checked	Approved	scale @ A3	date
JM	CS	CS	1:500	03.11.22

status: FOR INFORMATION — P

Eclipse House, Eclipse Park. Sittingbourne Road
Maidstone, Kent. ME14 3EN
t: 01622 776226 f: 01622 776227
e: info@dhaplanning.co.uk w: www.dhaplanning.co.uk

CAD Reference: A3



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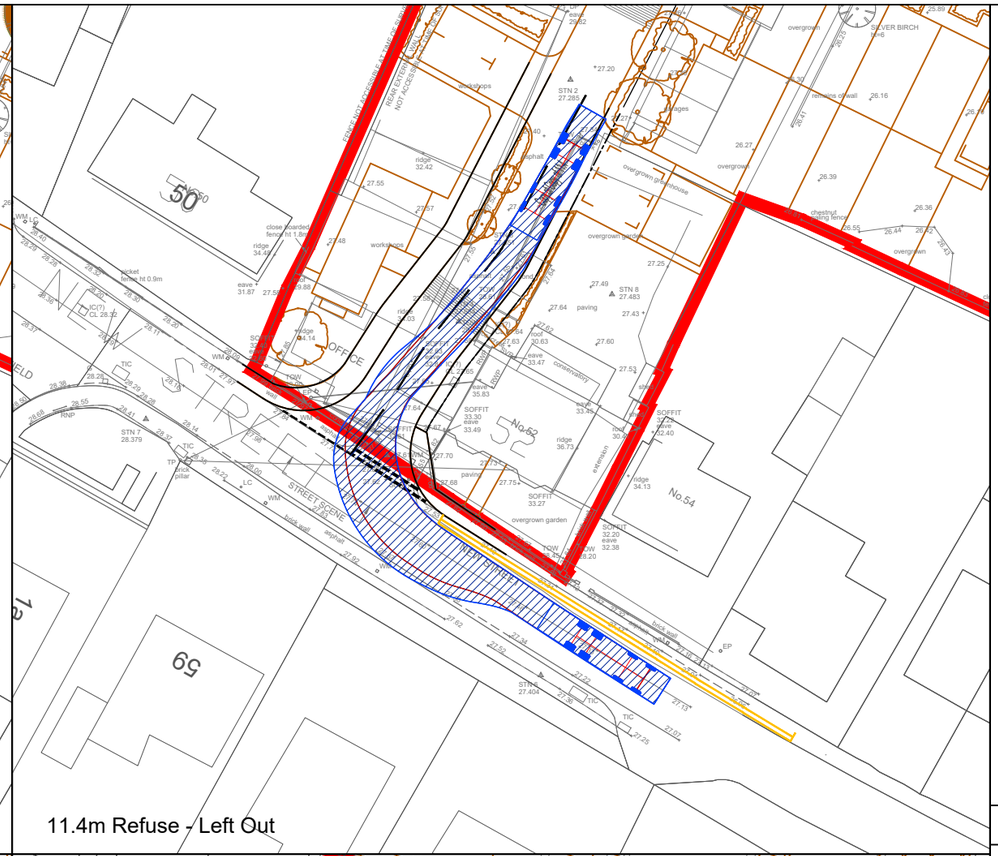
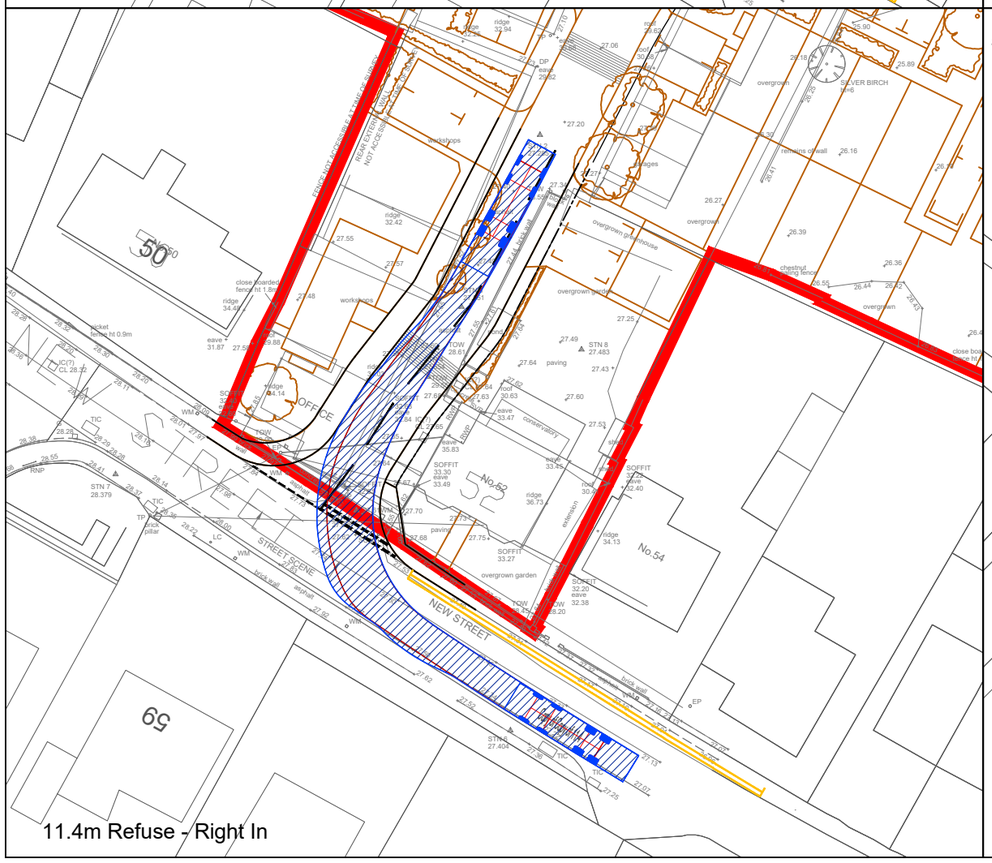
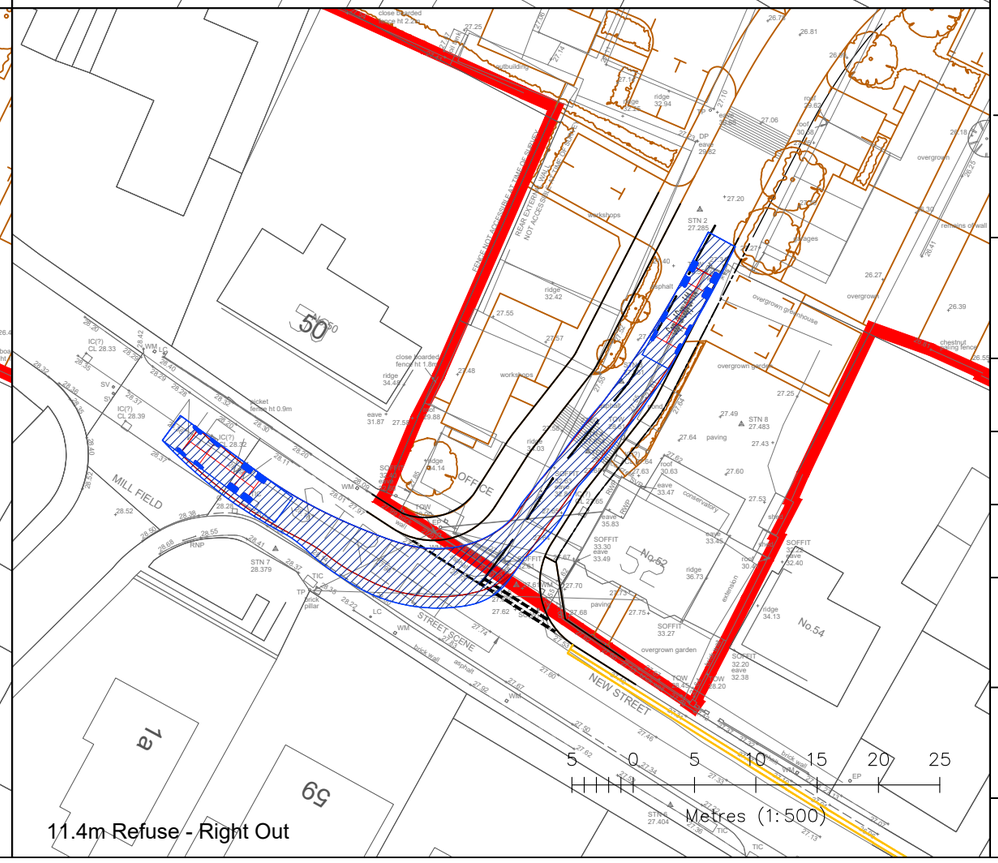


11.4m Refuse - Left Out



11.4m Refuse - Right In



11.4m Refuse - Right Out

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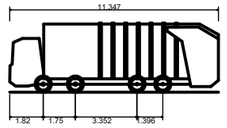

11.4m Refuse	
Overall Length	11.347m
Overall Width	2.500m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.330m

Notes:

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REV	DATE	BY	DESCRIPTION	CHK	APD
P3	04.11.22	JM	RSA Comments	CS	CS
P2	28.10.22	JM	Topographical Survey	CS	CS
P1	20.06.22	JM	First Issue	CS	CS

client

CLASSICUS ESTATES LTD

project

LAND AT SANDWICH ROAD, ASH

title

VEHICLE SWEPT PATH ANALYSIS
11.4M REFUSE VEHICLE

project	drwg	rev
16404	T-02	P3

Drawn	Checked	Approved	scale @ A3	date
JM	CS	CS	1:500	04.11.22

status: FOR INFORMATION — P

Eclipse House, Eclipse Park. Sittingbourne Road
Maidstone, Kent. ME14 3EN
t: 01622 776226 f: 01622 776227
e: info@dhaplanning.co.uk w: www.dhaplanning.co.uk

CAD Reference: A3

INDICATIVE ONLY

Verge to be converted to footway to provide a 2m width

2.4 x 93m visibility splay (hedge trimmed 0.5m behind the splay)

Existing 30/60mph sign to be relocated

Uncontrolled pedestrian crossing to be provided to bus stop including a new stretch of footway with a 0.5m flat verge to the rear of the footway

ATC Location

2.4 x 80m visibility splay (hedge trimmed 0.5m behind the splay)

Proposed 30/60mph speed limit change with red carpet and 'dragon teeth' road markings reprovided

Proposed priority junction leading to 5.5m wide access road narrowing to 4.8m within the site. An uncontrolled pedestrian crossing equipped with dropped kerbs and tactile paving is provided over the junction mouth.

Telegraph Pole to be relocated

Eastbound		Westbound	
85%ile	41.20 mph	85%ile	37.10 mph
	66.29 kph		59.69 kph
	70.29		63.69
SSD=vt+v2/2d		SSD=vt+v2/2d	
where:		where:	
v = speed (m/s)		v = speed (m/s)	
t = driver reaction time (s)		t = driver reaction time (s)	
d = decelleration (m/s2)		d = decelleration (m/s2)	
1kph=	0.2778 m/s	1kph=	0.2778 m/s
v=	19.53	v=	17.69
t=	2	t=	2
d=	3.68	d=	3.68
vt=	39.05	vt=	35.39
v2=	381.23	v2=	313.03
2d=	7.36	2d=	7.36
SSD=	90.849 m	SSD=	77.917 m
plus 2.4	93.249 inc bonet length	plus 2.4	80.317 inc bonet length

10 0 10 20 30 40 50
Metres (1:1000)

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- Drawing is based on OS data and topographical survey.
- Drawing is subject to highway definition data.
- A week long ATC survey was completed by K&M Traffic Surveys Ltd commencing 10th December 2021 which recorded 85th percentile speeds of 41.2mph and 37.1mph for eastbound and westbound traffic respectively. The recorded 85th percentile speeds have been used within calculations set out in Manual for Streets 2 using a driver reaction time of 2s, deceleration rate of 3.68m/s², gradient and wet weather factor to calculate the required visibility splay length.

REV	DATE	BY	DESCRIPTION	CHK	APD
P3	03.11.22	JM	RSA Comments	CS	CS
P2	28.10.22	JM	Topographical Survey	CS	CS
P1	14.01.22	JM	First Issue	CS	CS

client
CLASSICUS ESTATES LTD

project
LAND AT SANDWICH ROAD, ASH

title
PROPOSED ACCESS ARRANGEMENT OPTION 1

project	drwg	rev
16404	H-01	P3

Drawn	Checked	Approved	scale @ A3	date
JM	CS	CS	1:1000	03.11.22

status: FOR INFORMATION — P

Eclipse House, Eclipse Park. Sittingbourne Road
Maidstone, Kent. ME14 3EN
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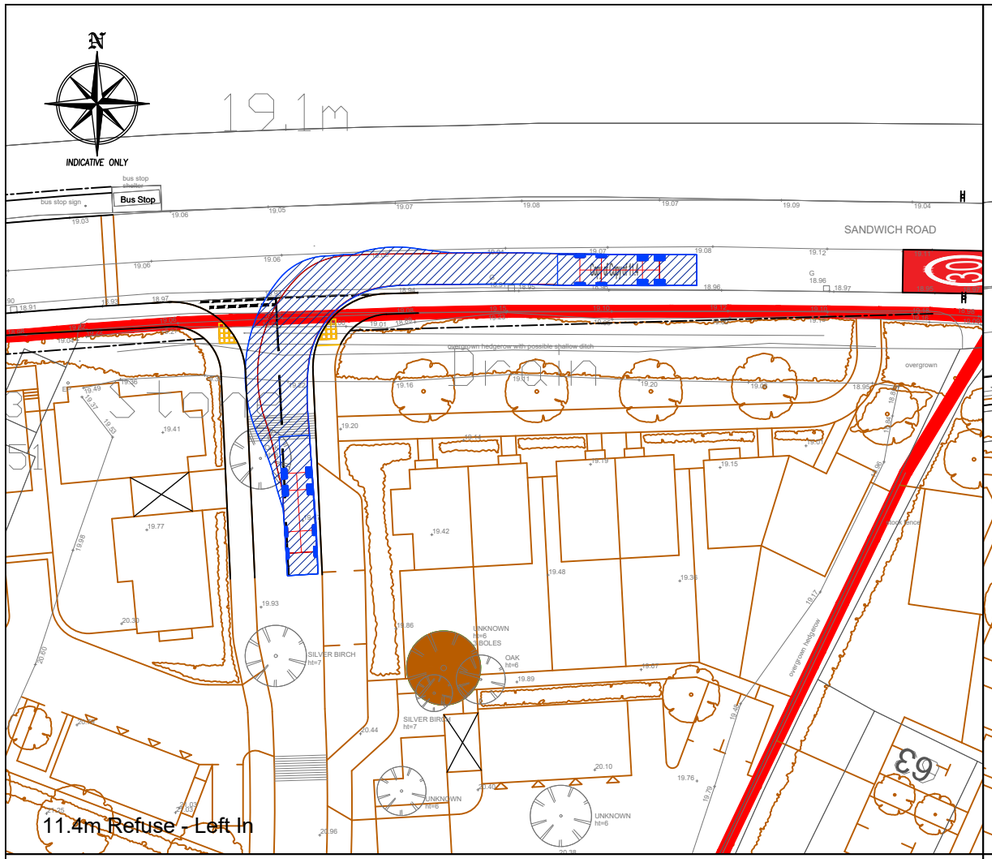
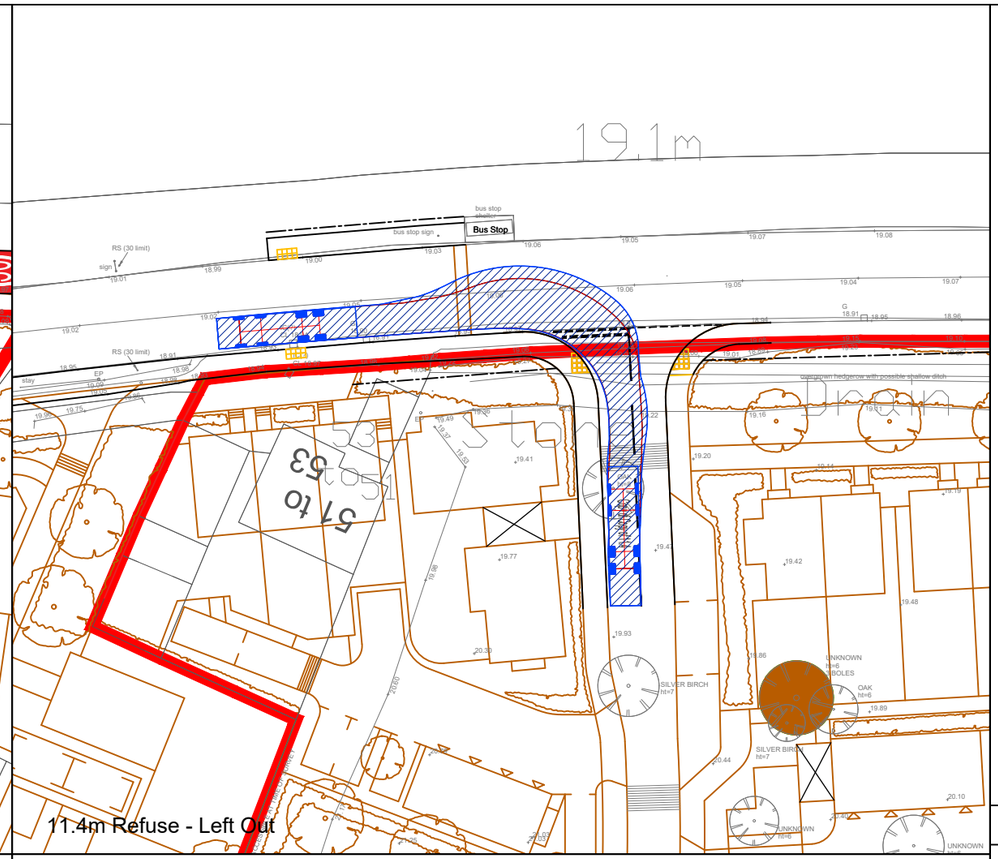
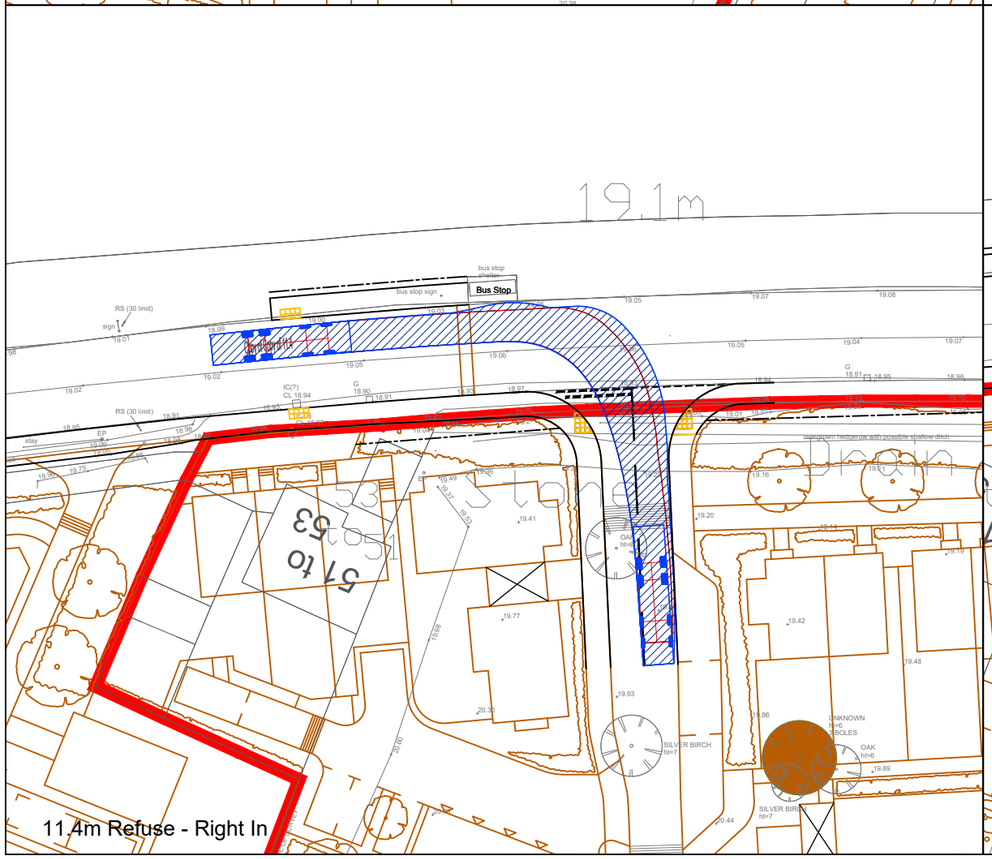


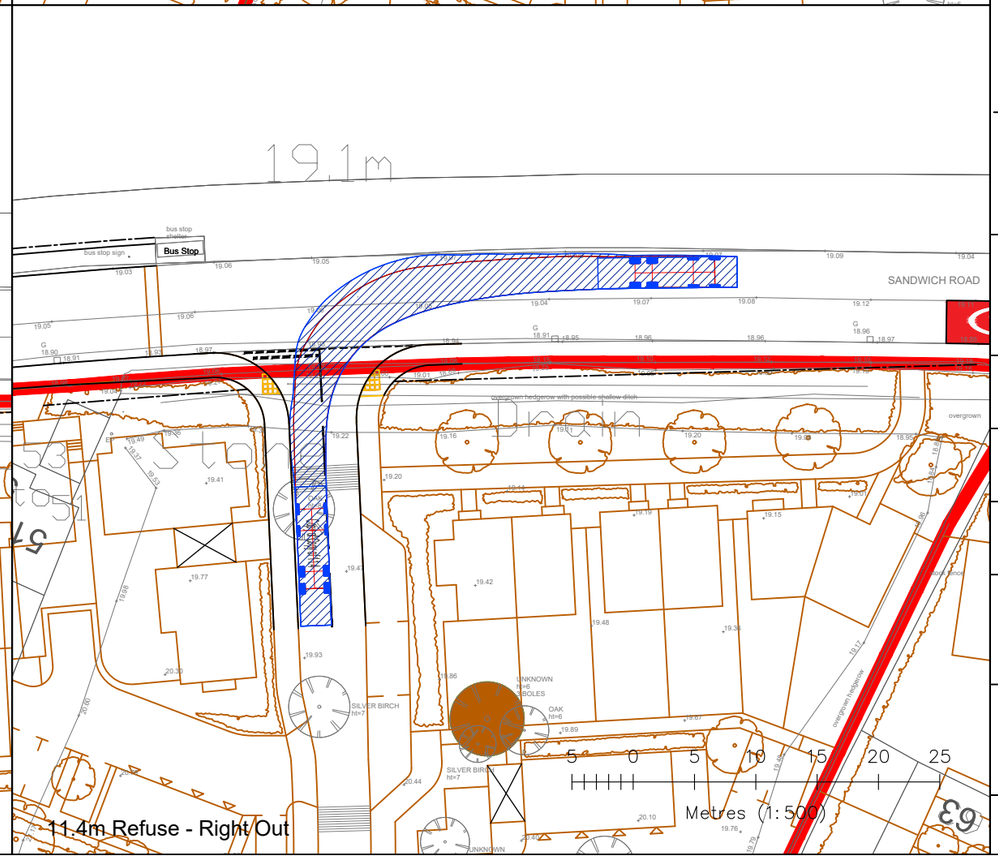
11.4m Refuse - Left In



11.4m Refuse - Left Out



11.4m Refuse - Right In



11.4m Refuse - Right Out

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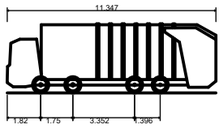

11.4m Refuse	
Overall Length	11.347m
Overall Width	2.500m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.330m

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P3	04.11.22	JM	RSA Comments	CS	CS
P2	28.10.22	JM	Topographical Survey	CS	CS
P1	14.01.22	JM	First Issue	CS	CS

client

CLASSICUS ESTATES LTD

project

LAND AT SANDWICH ROAD, ASH

title

VEHICLE SWEPT PATH ANALYSIS
11.4M REFUSE VEHICLE

project	drwg	rev
16404	T-01	P3

Drawn	Checked	Approved	scale @ A3	date
JM	CS	CS	1:500	04.11.22

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INDICATIVE ONLY

Verge to be converted to footway to provide a 2m width

2.4 x 93m visibility splay

Uncontrolled pedestrian crossing to be provided to bus stop including a new stretch of footway with a level verge of 0.5m width behind

ATC Location

2.4 x 80m visibility splay (hedge trimmed 0.5m behind the splay)

Proposed 30/60mph speed limit change with red carpet and dragon teeth reprovided

Existing 30/60mph gateway and telegraph pole to be relocated

10 0 10 20 30 40 50
Metres (1:1000)

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REV	DATE	BY	DESCRIPTION	CHK	APD
P2	03.11.22	JM	RSA Comments	CS	CS
P1	28.10.22	JM	First Issue	CS	CS

client
CLASSICUS ESTATES LTD

project
LAND AT SANDWICH ROAD, ASH

title
PROPOSED ACCESS ARRANGEMENT SANDWICH ROAD OPTION 2

project	drwg	rev
16404	H-03	P2

Drawn	Checked	Approved	scale @ A3	date
JM	CS	CS	1:1000	03.11.22

status: FOR INFORMATION — P

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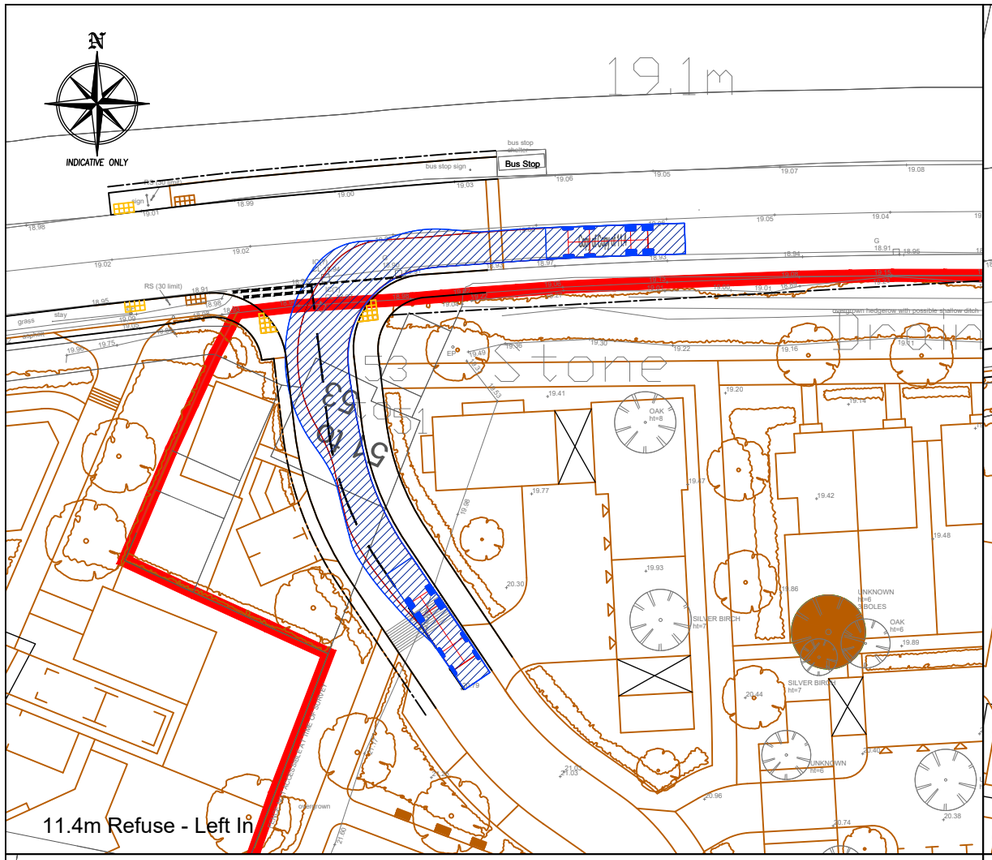

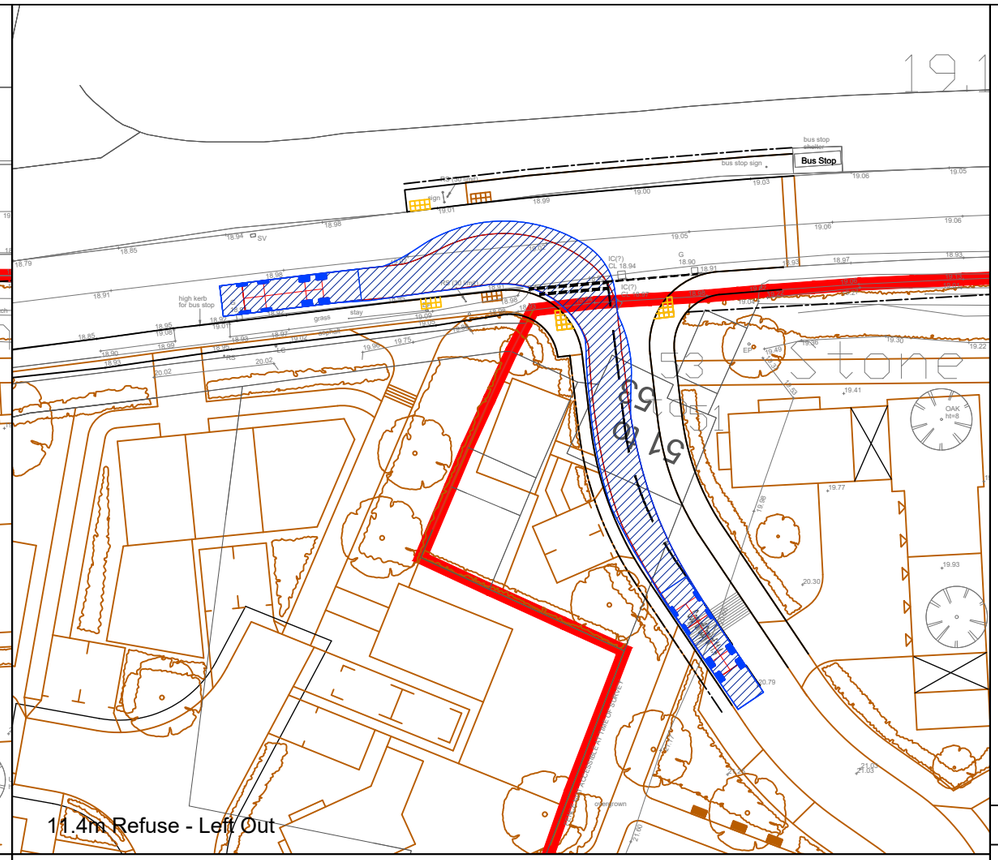

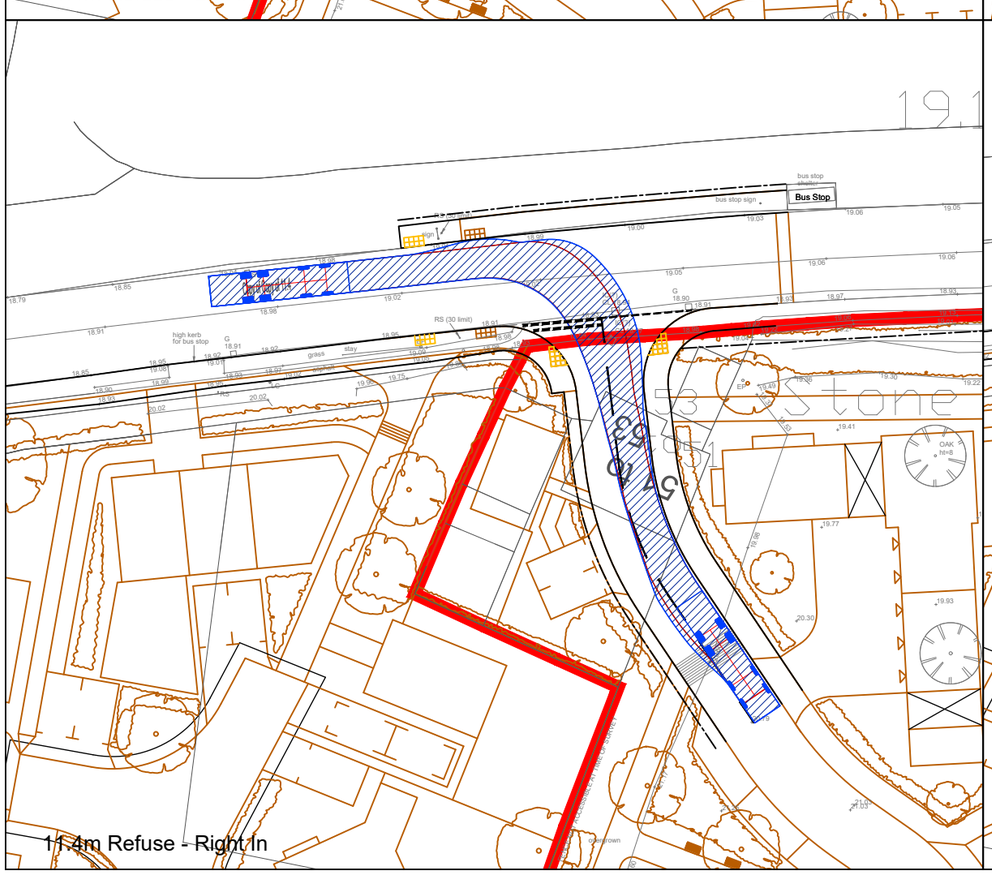

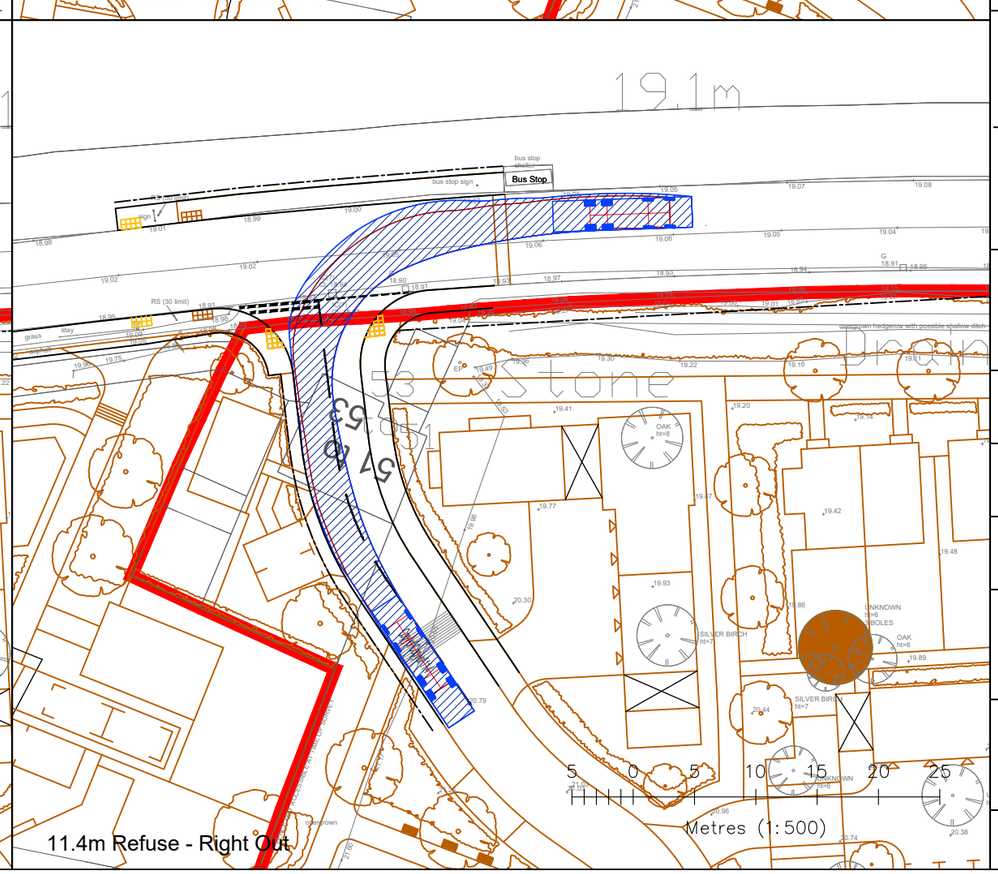

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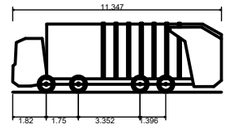

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REV	DATE	BY	DESCRIPTION	CHK	APD
P2	04.11.22	JM	RSA Comments	CS	CS
P1	28.10.22	JM	First Issue	CS	CS

client

CLASSICUS ESTATES LTD

project

LAND AT SANDWICH ROAD, ASH

title

VEHICLE SWEPT PATH ANALYSIS
11.4M REFUSE VEHICLE

project	drwg	rev
16404	T-02	P2

Drawn	Checked	Approved	scale @ A3	date
JM	CS	CS	1:500	04.11.22

status: FOR INFORMATION — P

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CAD Reference: A3

APPENDIX E

Automatic Traffic Count Data

Class		Axles	Groups	Description	Parameters	Dominant Vehicle	Aggregate
1	SV	2	1 OR 2	Short - Car, light Van	d(1)>=1.7m, d(1)<=3.2m & axles=2		Light
2	SVT	3, 4 OR 5	3	Short Towing - Trailer, Caravan, Boat, etc.	groups=3, d(1)>=2.1m, d(1)<=3.2m, d(2)>=2.1m & axles=3,4,5		
3	TB2	2	2	Two axle truck or Bus	d(1)>3.2m & axles=2		Medium
4	TB3	3	2	Three axle truck or Bus	axles=3 & groups=2		
5	T4	>3	2	Four axle truck	axles>3 & groups=2		
6	ART3	3	3	Three axle articulated vehicle or Rigid vehicle and trailer	d(1)>3.2m, axles=3 & groups=3		Heavy
7	ART4	4	>2	Four axle articulated vehicle or Rigid vehicle and trailer	d(2)<2.1m or d(1)<2.1m or d(1)>3.2m axles = 4 & groups>2		
8	ART5	5	>2	Five axle articulated vehicle or Rigid vehicle and trailer	d(2)<2.1m or d(1)<2.1m or d(1)>3.2m axles = 5 & groups>2		
9	ART6	>=6	>2	Six (or more) axle articulated vehicle or Rigid vehicle and trailer	axles=6 & groups>2 or axles>6 & groups=3		
10	BD	>6	4	B-Double or Heavy truck and trailer	groups=4 & axles>6		
11	DRT	>6	5	Double road train or Heavy truck and two trailers	groups=5,6 & axles>6		
12	TRT	>6	>6	Triple road train or Heavy truck and three (or more) trailers	groups>6 & axles>6		
14	M/C	2	1 OR 2	Motorcycle	d(1)>=1.18m, d(1)<=1.7m & axles=2		Light
15	CYCLE	2	1 OR 2	Cycle	d(1)<1.18 & axles=2		

K&MTRAFFIC SURVEYS

SITE: SANDWICH RD ASH LOCATION: Attached to bus stop pole

GRID REFERENCE: 51.278804, 1.288514 DIRECTION: EASTBOUND SPEED LIMIT: 40

10 December 2021

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
1000	19	15	0	4	0	0	0	0	0	0	0	0	0	0	0	31.6	39.3
1100	51	42	0	9	0	0	0	0	0	0	0	0	0	0	0	34.5	39.2
1200	68	59	1	6	0	1	0	1	0	0	0	0	0	0	0	36.1	42.9
1300	58	47	0	11	0	0	0	0	0	0	0	0	0	0	0	35.4	41.8
1400	60	50	0	7	0	0	0	0	0	0	0	0	0	1	2	34.6	41.3
1500	72	61	1	8	0	1	0	1	0	0	0	0	0	0	0	36.5	43.4
1600	77	72	0	5	0	0	0	0	0	0	0	0	0	0	0	34.7	40.4
1700	61	55	0	6	0	0	0	0	0	0	0	0	0	0	0	35.7	41.5
1800	60	51	0	6	0	0	0	0	0	0	0	0	0	2	1	36	40.7
1900	24	21	0	3	0	0	0	0	0	0	0	0	0	0	0	36.4	43
2000	14	13	0	1	0	0	0	0	0	0	0	0	0	0	0	37.7	42.9
2100	14	11	0	3	0	0	0	0	0	0	0	0	0	0	0	36.4	44.7
2200	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	36.8	39.1
2300	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	32.1	-
07-19	**526**	**452**	**2**	**62**	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**3**	**3**	**35.3**	**41.2**
06-22	**578**	**497**	**2**	**69**	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**3**	**3**	**35.5**	**41.6**
06-00	**594**	**512**	**2**	**70**	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**3**	**3**	**35.4**	**41.5**
00-00	**594**	**512**	**2**	**70**	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**3**	**3**	**35.4**	**41.5**

11 December 2021

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	35.7	-
0100	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	28.6	-
0200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	46.1	-
0300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	35.3	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	35.8	-
0700	17	16	0	1	0	0	0	0	0	0	0	0	0	0	0	34.2	39.1
0800	48	41	0	4	0	0	0	0	0	0	0	0	0	0	3	33.3	39.5
0900	64	58	0	6	0	0	0	0	0	0	0	0	0	0	0	34	39.3
1000	61	51	2	8	0	0	0	0	0	0	0	0	0	0	0	34.6	40.1
1100	60	56	0	4	0	0	0	0	0	0	0	0	0	0	0	35.4	41.6
1200	53	46	0	7	0	0	0	0	0	0	0	0	0	0	0	35.4	41.8
1300	65	57	1	5	0	0	0	0	0	0	0	0	0	0	2	34.6	42.2
1400	55	51	0	3	0	0	0	0	0	0	0	0	0	0	1	36.2	42.4
1500	51	45	0	5	0	0	0	0	0	0	0	0	0	1	0	33.6	41.6
1600	47	42	0	5	0	0	0	0	0	0	0	0	0	0	0	35.3	40.6
1700	43	39	0	4	0	0	0	0	0	0	0	0	0	0	0	36.2	44.4
1800	32	26	0	6	0	0	0	0	0	0	0	0	0	0	0	34.5	41.4
1900	28	24	0	1	0	0	0	0	0	0	0	0	0	0	3	34	44.9
2000	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	37.2	48.9
2100	15	13	0	2	0	0	0	0	0	0	0	0	0	0	0	33.9	40.2
2200	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	35.7	43.4
2300	12	11	0	1	0	0	0	0	0	0	0	0	0	0	0	32.2	38.5
07-19	**596**	**528**	**3**	**58**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**6**	**34.8**	**41.2**
06-22	**656**	**581**	**3**	**62**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**9**	**34.8**	**41.2**
06-00	**680**	**604**	**3**	**63**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**9**	**34.8**	**41.2**
00-00	**690**	**614**	**3**	**63**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**9**	**34.8**	**41.2**

12 December 2021

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	38	-
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	29.5	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	33.7	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	47.9	-
0700	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	35.7	-
0800	20	20	0	0	0	0	0	0	0	0	0	0	0	0	0	36.4	43.7
0900	58	51	0	6	0	0	0	0	0	0	0	0	0	0	1	34.2	41.4
1000	64	61	0	2	0	0	0	0	0	0	0	0	0	1	0	35.6	40.1
1100	58	55	0	3	0	0	0	0	0	0	0	0	0	0	0	36.9	42.7
1200	60	58	0	2	0	0	0	0	0	0	0	0	0	0	0	36.6	40.8
1300	48	46	0	1	0	0	0	0	0	0	0	0	0	0	1	35.7	40.9
1400	39	37	0	2	0	0	0	0	0	0	0	0	0	0	0	32.7	37.7
1500	36	33	0	1	0	0	0	0	0	0	0	0	0	2	0	36.9	44.1
1600	29	28	0	1	0	0	0	0	0	0	0	0	0	0	0	36.1	42.8
1700	29	27	0	1	0	0	0	0	0	0	0	0	0	0	1	34.3	38.6
1800	28	27	1	0	0	0	0	0	0	0	0	0	0	0	0	36.6	44.4
1900	14	12	0	2	0	0	0	0	0	0	0	0	0	0	0	37	43.1
2000	12	11	0	1	0	0	0	0	0	0	0	0	0	0	0	37.3	43.7
2100	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	35	-
2200	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	33.7	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**478**	**452**	**1**	**19**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**3**	**35.6**	**41.4**
06-22	**514**	**484**	**1**	**23**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**3**	**35.7**	**41.9**
06-00	**518**	**488**	**1**	**23**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**3**	**35.7**	**41.9**
00-00	**529**	**499**	**1**	**23**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**3**	**35.7**	**42**

13 December 2021

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	31.7	-
0500	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	33.3	-
0600	14	13	0	1	0	0	0	0	0	0	0	0	0	0	0	35.1	42.1
0700	61	55	0	6	0	0	0	0	0	0	0	0	0	0	0	34.5	39.6
0800	84	79	0	4	0	0	0	0	0	0	0	0	0	0	1	34.6	41.5
0900	79	67	0	10	0	0	0	0	0	0	0	0	0	1	1	34.5	39.2
1000	79	66	0	7	1	2	0	0	0	0	0	0	0	1	2	33.4	39.6
1100	74	63	0	11	0	0	0	0	0	0	0	0	0	0	0	35.6	42.5
1200	71	61	0	10	0	0	0	0	0	0	0	0	0	0	0	35.3	40.9
1300	57	48	0	8	0	0	0	0	0	0	0	0	0	1	0	35	42.1
1400	62	55	0	5	1	0	0	0	0	0	0	0	0	0	1	35.4	40.7
1500	60	52	0	8	0	0	0	0	0	0	0	0	0	0	0	34.6	41.3
1600	68	56	0	10	0	0	1	0	0	0	0	0	0	0	1	34.9	40.1
1700	51	44	0	6	0	0	0	0	0	0	0	0	0	1	0	35.4	41.7
1800	36	33	0	3	0	0	0	0	0	0	0	0	0	0	0	36.8	43.1
1900	35	33	0	1	0	0	0	0	0	0	0	0	0	0	1	35.8	42.4
2000	8	6	0	2	0	0	0	0	0	0	0	0	0	0	0	34.5	-
2100	10	9	0	1	0	0	0	0	0	0	0	0	0	0	0	41.2	-
2200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	33.8	-
2300	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	34.6	-
07-19	**782**	**679**	**0**	**88**	**2**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**6**	**34.9**	**40.8**
06-22	**849**	**740**	**0**	**93**	**2**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**7**	**35**	**41.1**
06-00	**856**	**746**	**0**	**94**	**2**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**7**	**35**	**41**
00-00	**861**	**751**	**0**	**94**	**2**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**7**	**35**	**41**

14 December 2021

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	36.2	-
0500	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	32.6	-
0600	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	36.1	41.3
0700	55	51	0	2	0	0	0	0	0	0	0	0	0	1	1	34.1	39.4
0800	90	82	0	7	0	0	0	0	0	0	0	0	0	0	1	34.9	41.3
0900	83	69	0	11	1	0	0	0	0	0	0	0	0	1	1	33.2	38.8
1000	75	67	0	7	1	0	0	0	0	0	0	0	0	0	0	35.1	41
1100	53	43	1	8	0	0	0	0	0	0	0	0	0	1	0	34.7	40.2
1200	69	60	0	7	1	0	0	0	0	0	0	0	0	1	0	35.3	41
1300	49	41	0	5	1	0	0	0	0	0	0	0	0	0	2	35.6	41.6
1400	66	54	1	9	1	0	0	0	0	0	0	0	0	0	1	35.2	41.7
1500	78	59	0	17	0	0	1	0	0	0	0	0	0	0	1	36.3	42
1600	72	59	0	12	0	1	0	0	0	0	0	0	0	0	0	33.6	40.6
1700	61	52	0	7	0	0	0	0	0	0	0	0	0	2	0	35.8	42.5
1800	46	40	0	4	0	0	0	0	0	0	0	0	0	1	1	35.2	40.9
1900	23	21	0	2	0	0	0	0	0	0	0	0	0	0	0	36.9	42.4
2000	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	37.8	47.9
2100	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	33.5	-
2200	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	38.8	-
2300	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	38.7	-
07-19	**797**	**677**	**2**	**96**	**5**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**8**	**34.9**	**40.9**
06-22	**851**	**728**	**2**	**99**	**5**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**8**	**35**	**41.1**
06-00	**860**	**736**	**2**	**100**	**5**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**8**	**35**	**41.2**
00-00	**867**	**743**	**2**	**100**	**5**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**8**	**35**	**41.1**

15 December 2021

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	47.3	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	33.2	-
0500	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	32.8	-
0600	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	36.6	44
0700	74	66	0	7	0	0	0	0	0	0	0	0	0	1	0	34.7	41.1
0800	83	72	0	10	0	0	0	0	1	0	0	0	0	0	0	35.8	43.8
0900	76	66	0	9	0	0	0	1	0	0	0	0	0	0	0	33.8	40
1000	57	50	0	7	0	0	0	0	0	0	0	0	0	0	0	35	41.6
1100	50	41	0	8	0	0	0	0	0	0	0	0	0	1	0	34.9	41.2
1200	64	51	2	11	0	0	0	0	0	0	0	0	0	0	0	35.6	41.6
1300	64	59	0	4	0	0	0	0	0	0	0	0	0	0	1	33.6	40.4
1400	56	47	0	8	0	1	0	0	0	0	0	0	0	0	0	34.8	40.2
1500	71	57	1	13	0	0	0	0	0	0	0	0	0	0	0	35.8	40.7
1600	64	61	0	2	0	0	0	0	0	0	0	0	0	1	0	34.1	40.9
1700	47	36	0	11	0	0	0	0	0	0	0	0	0	0	0	34.5	38.6
1800	30	22	0	6	0	0	0	0	0	0	0	0	0	1	1	34.4	40.3
1900	18	14	0	3	0	0	0	0	0	0	0	0	0	0	1	33.9	40.9
2000	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	38.1	45.5
2100	11	10	0	1	0	0	0	0	0	0	0	0	0	0	0	40.9	48.2
2200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	33.1	-
2300	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	38.4	-
07-19	**736**	**628**	**3**	**96**	**0**	**1**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**4**	**2**	**34.8**	**40.9**
06-22	**794**	**681**	**3**	**100**	**0**	**1**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**4**	**3**	**35**	**40.9**
06-00	**801**	**687**	**3**	**101**	**0**	**1**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**4**	**3**	**35**	**40.9**
00-00	**808**	**694**	**3**	**101**	**0**	**1**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**4**	**3**	**35**	**40.9**

16 December 2021

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	44.4	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	38.1	-
0500	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	32.6	-
0600	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	33.7	38.4
07-19	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**
06-22	**15**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**33.7**	**38.4**
06-00	**15**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**33.7**	**38.4**
00-00	**23**	**23**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**34.9**	**40.7**

K&MTRAFFIC SURVEYS

SITE: SANDWICH RD ASH LOCATION: Attached to bus stop pole

GRID REFERENCE: 51.278804, 1.288514 DIRECTION: EASTBOUND SPEED LIMIT: 40

10 December 2021

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
1000	19	0	1	3	3	8	3	0	1	0	0	0	0	0	0	0	31.6	39.3
1100	51	0	1	0	8	28	13	1	0	0	0	0	0	0	0	0	34.5	39.2
1200	68	0	0	3	12	27	18	5	2	1	0	0	0	0	0	0	36.1	42.9
1300	58	0	1	2	10	29	8	5	2	1	0	0	0	0	0	0	35.4	41.8
1400	60	0	3	5	8	21	18	3	2	0	0	0	0	0	0	0	34.6	41.3
1500	72	0	0	1	10	33	18	9	1	0	0	0	0	0	0	0	36.5	43.4
1600	77	0	0	3	12	37	21	3	1	0	0	0	0	0	0	0	34.7	40.4
1700	61	0	0	0	11	26	17	7	0	0	0	0	0	0	0	0	35.7	41.5
1800	60	0	0	1	10	25	18	5	0	1	0	0	0	0	0	0	36	40.7
1900	24	0	0	0	4	10	7	3	0	0	0	0	0	0	0	0	36.4	43
2000	14	0	0	0	3	4	6	0	0	1	0	0	0	0	0	0	37.7	42.9
2100	14	0	0	1	2	5	3	2	1	0	0	0	0	0	0	0	36.4	44.7
2200	11	0	0	0	0	6	5	0	0	0	0	0	0	0	0	0	36.8	39.1
2300	5	0	0	0	4	0	0	1	0	0	0	0	0	0	0	0	32.1	-
07-19	**526**	**0**	**6**	**18**	**84**	**234**	**134**	**38**	**9**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**35.3**	**41.2**
06-22	**578**	**0**	**6**	**19**	**93**	**253**	**150**	**43**	**10**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**35.5**	**41.6**
06-00	**594**	**0**	**6**	**19**	**97**	**259**	**155**	**44**	**10**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**35.4**	**41.5**
00-00	**594**	**0**	**6**	**19**	**97**	**259**	**155**	**44**	**10**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**35.4**	**41.5**

11 December 2021

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	35.7	-
0100	3	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	28.6	-
0200	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	46.1	-
0300	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	35.3	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	4	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	35.8	-
0700	17	0	0	0	6	8	2	0	1	0	0	0	0	0	0	0	34.2	39.1
0800	48	1	1	4	9	18	12	2	1	0	0	0	0	0	0	0	33.3	39.5
0900	64	0	0	1	17	31	12	3	0	0	0	0	0	0	0	0	34	39.3
1000	61	0	0	3	14	23	17	4	0	0	0	0	0	0	0	0	34.6	40.1
1100	60	0	0	0	17	19	21	2	1	0	0	0	0	0	0	0	35.4	41.6
1200	53	0	1	0	11	20	16	5	0	0	0	0	0	0	0	0	35.4	41.8
1300	65	2	0	2	16	23	16	5	1	0	0	0	0	0	0	0	34.6	42.2
1400	55	0	1	1	8	16	24	5	0	0	0	0	0	0	0	0	36.2	42.4
1500	51	0	1	4	14	16	12	4	0	0	0	0	0	0	0	0	33.6	41.6
1600	47	0	0	0	11	21	12	2	0	1	0	0	0	0	0	0	35.3	40.6
1700	43	0	0	2	7	19	8	5	1	0	1	0	0	0	0	0	36.2	44.4
1800	32	0	0	1	9	12	8	2	0	0	0	0	0	0	0	0	34.5	41.4
1900	28	0	3	0	5	10	5	5	0	0	0	0	0	0	0	0	34	44.9
2000	13	0	0	0	4	4	3	1	1	0	0	0	0	0	0	0	37.2	48.9
2100	15	0	0	2	2	7	3	1	0	0	0	0	0	0	0	0	33.9	40.2
2200	12	0	0	0	2	5	4	1	0	0	0	0	0	0	0	0	35.7	43.4
2300	12	0	0	2	4	4	1	0	1	0	0	0	0	0	0	0	32.2	38.5
07-19	**596**	**3**	**4**	**18**	**139**	**226**	**160**	**39**	**5**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**34.8**	**41.2**
06-22	**656**	**3**	**7**	**20**	**150**	**249**	**173**	**46**	**6**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**34.8**	**41.2**
06-00	**680**	**3**	**7**	**22**	**156**	**258**	**178**	**47**	**7**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**34.8**	**41.2**
00-00	**690**	**3**	**7**	**23**	**157**	**262**	**180**	**49**	**7**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**34.8**	**41.2**

12 December 2021

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	9	0	0	0	3	3	0	1	2	0	0	0	0	0	0	0	38	-
0100	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	29.5	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	33.7	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	47.9	-
0700	9	0	0	0	1	5	1	2	0	0	0	0	0	0	0	0	35.7	-
0800	20	0	0	0	6	5	6	3	0	0	0	0	0	0	0	0	36.4	43.7
0900	58	1	0	2	12	25	14	4	0	0	0	0	0	0	0	0	34.2	41.4
1000	64	0	0	0	11	27	22	3	1	0	0	0	0	0	0	0	35.6	40.1
1100	58	0	0	0	9	24	19	5	1	0	0	0	0	0	0	0	36.9	42.7
1200	60	0	0	0	6	30	20	3	1	0	0	0	0	0	0	0	36.6	40.8
1300	48	1	0	2	8	17	15	1	3	0	1	0	0	0	0	0	35.7	40.9
1400	39	0	1	1	11	19	6	1	0	0	0	0	0	0	0	0	32.7	37.7
1500	36	0	0	0	5	15	10	6	0	0	0	0	0	0	0	0	36.9	44.1
1600	29	0	0	0	6	13	7	2	1	0	0	0	0	0	0	0	36.1	42.8
1700	29	0	1	0	7	15	4	2	0	0	0	0	0	0	0	0	34.3	38.6
1800	28	0	0	0	6	10	8	3	1	0	0	0	0	0	0	0	36.6	44.4
1900	14	0	0	0	2	6	5	0	1	0	0	0	0	0	0	0	37	43.1
2000	12	0	0	0	1	5	4	2	0	0	0	0	0	0	0	0	37.3	43.7
2100	9	0	0	2	2	1	2	2	0	0	0	0	0	0	0	0	35	-
2200	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	33.7	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**478**	**2**	**2**	**5**	**88**	**205**	**132**	**35**	**8**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**35.6**	**41.4**
06-22	**514**	**2**	**2**	**7**	**93**	**217**	**143**	**40**	**9**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**35.7**	**41.9**
06-00	**518**	**2**	**2**	**7**	**93**	**221**	**143**	**40**	**9**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**35.7**	**41.9**
00-00	**529**	**2**	**2**	**7**	**97**	**225**	**143**	**41**	**11**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**35.7**	**42**

13 December 2021

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	31.7	-
0500	4	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	33.3	-
0600	14	0	0	0	6	3	4	0	0	1	0	0	0	0	0	0	35.1	42.1
0700	61	0	0	0	18	29	9	5	0	0	0	0	0	0	0	0	34.5	39.6
0800	84	0	1	4	14	38	22	5	0	0	0	0	0	0	0	0	34.6	41.5
0900	79	1	1	1	11	43	19	3	0	0	0	0	0	0	0	0	34.5	39.2
1000	79	0	4	5	18	29	20	2	1	0	0	0	0	0	0	0	33.4	39.6
1100	74	0	0	3	13	34	15	8	1	0	0	0	0	0	0	0	35.6	42.5
1200	71	0	0	3	17	27	17	6	1	0	0	0	0	0	0	0	35.3	40.9
1300	57	0	1	2	10	28	9	6	0	1	0	0	0	0	0	0	35	42.1
1400	62	0	1	3	8	27	20	3	0	0	0	0	0	0	0	0	35.4	40.7
1500	60	0	2	4	8	26	17	1	2	0	0	0	0	0	0	0	34.6	41.3
1600	68	0	1	1	15	26	21	3	1	0	0	0	0	0	0	0	34.9	40.1
1700	51	0	0	1	10	22	12	4	2	0	0	0	0	0	0	0	35.4	41.7
1800	36	0	0	0	10	11	10	4	0	0	0	0	1	0	0	0	36.8	43.1
1900	35	0	2	0	5	12	13	3	0	0	0	0	0	0	0	0	35.8	42.4
2000	8	0	0	2	1	2	2	0	1	0	0	0	0	0	0	0	34.5	-
2100	10	0	0	0	0	4	4	0	0	2	0	0	0	0	0	0	41.2	-
2200	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	33.8	-
2300	5	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	34.6	-
07-19	**782**	**1**	**11**	**27**	**152**	**340**	**191**	**50**	**8**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**34.9**	**40.8**
06-22	**849**	**1**	**13**	**29**	**164**	**361**	**214**	**53**	**9**	**4**	**0**	**0**	**1**	**0**	**0**	**0**	**35**	**41.1**
06-00	**856**	**1**	**13**	**29**	**166**	**365**	**215**	**53**	**9**	**4**	**0**	**0**	**1**	**0**	**0**	**0**	**35**	**41**
00-00	**861**	**1**	**13**	**29**	**168**	**367**	**216**	**53**	**9**	**4**	**0**	**0**	**1**	**0**	**0**	**0**	**35**	**41**

14 December 2021

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	36.2	-
0500	6	0	0	0	4	0	2	0	0	0	0	0	0	0	0	0	32.6	-
0600	11	0	0	0	2	5	4	0	0	0	0	0	0	0	0	0	36.1	41.3
0700	55	0	1	0	14	28	9	2	1	0	0	0	0	0	0	0	34.1	39.4
0800	90	0	1	3	18	39	23	3	3	0	0	0	0	0	0	0	34.9	41.3
0900	83	2	0	7	18	35	17	2	2	0	0	0	0	0	0	0	33.2	38.8
1000	75	0	0	1	16	33	19	6	0	0	0	0	0	0	0	0	35.1	41
1100	53	0	0	3	13	19	15	2	1	0	0	0	0	0	0	0	34.7	40.2
1200	69	0	0	0	16	28	22	2	1	0	0	0	0	0	0	0	35.3	41
1300	49	0	2	2	6	20	14	3	1	1	0	0	0	0	0	0	35.6	41.6
1400	66	1	0	2	14	26	15	8	0	0	0	0	0	0	0	0	35.2	41.7
1500	78	1	0	1	12	32	25	4	2	1	0	0	0	0	0	0	36.3	42
1600	72	1	2	3	16	28	17	5	0	0	0	0	0	0	0	0	33.6	40.6
1700	61	0	0	0	13	26	17	3	2	0	0	0	0	0	0	0	35.8	42.5
1800	46	0	0	2	6	24	9	4	0	1	0	0	0	0	0	0	35.2	40.9
1900	23	0	0	0	2	10	9	2	0	0	0	0	0	0	0	0	36.9	42.4
2000	13	0	0	1	3	3	2	3	0	1	0	0	0	0	0	0	37.8	47.9
2100	7	0	0	2	0	3	1	1	0	0	0	0	0	0	0	0	33.5	-
2200	6	0	0	0	3	1	0	0	2	0	0	0	0	0	0	0	38.8	-
2300	3	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0	38.7	-
07-19	**797**	**5**	**6**	**24**	**162**	**338**	**202**	**44**	**13**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**34.9**	**40.9**
06-22	**851**	**5**	**6**	**27**	**169**	**359**	**218**	**50**	**13**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**35**	**41.1**
06-00	**860**	**5**	**6**	**27**	**173**	**361**	**218**	**50**	**16**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**35**	**41.2**
00-00	**867**	**5**	**6**	**27**	**177**	**362**	**220**	**50**	**16**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**35**	**41.1**

15 December 2021

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	47.3	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	33.2	-
0500	5	0	0	1	1	2	1	0	0	0	0	0	0	0	0	0	32.8	-
0600	14	0	0	0	1	7	4	2	0	0	0	0	0	0	0	0	36.6	44
0700	74	1	0	1	18	32	17	5	0	0	0	0	0	0	0	0	34.7	41.1
0800	83	0	0	3	18	34	15	10	3	0	0	0	0	0	0	0	35.8	43.8
0900	76	0	0	8	20	27	16	4	1	0	0	0	0	0	0	0	33.8	40
1000	57	0	0	1	17	22	14	2	1	0	0	0	0	0	0	0	35	41.6
1100	50	0	0	2	7	25	14	1	1	0	0	0	0	0	0	0	34.9	41.2
1200	64	0	0	2	9	33	16	4	0	0	0	0	0	0	0	0	35.6	41.6
1300	64	2	1	1	17	24	17	2	0	0	0	0	0	0	0	0	33.6	40.4
1400	56	0	0	0	14	29	10	2	1	0	0	0	0	0	0	0	34.8	40.2
1500	71	0	0	1	11	32	21	6	0	0	0	0	0	0	0	0	35.8	40.7
1600	64	0	0	7	14	19	19	3	2	0	0	0	0	0	0	0	34.1	40.9
1700	47	0	0	1	8	28	9	1	0	0	0	0	0	0	0	0	34.5	38.6
1800	30	0	1	1	5	14	6	3	0	0	0	0	0	0	0	0	34.4	40.3
1900	18	0	1	2	3	4	7	1	0	0	0	0	0	0	0	0	33.9	40.9
2000	15	0	0	1	1	5	6	2	0	0	0	0	0	0	0	0	38.1	45.5
2100	11	0	0	0	0	4	3	3	1	0	0	0	0	0	0	0	40.9	48.2
2200	3	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	33.1	-
2300	4	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	38.4	-
07-19	**736**	**3**	**2**	**28**	**158**	**319**	**174**	**43**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**34.8**	**40.9**
06-22	**794**	**3**	**3**	**31**	**163**	**339**	**194**	**51**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**35**	**40.9**
06-00	**801**	**3**	**3**	**31**	**165**	**342**	**195**	**52**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**35**	**40.9**
00-00	**808**	**3**	**3**	**32**	**166**	**345**	**196**	**53**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**35**	**40.9**

16 December 2021

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	2	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	44.4	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	38.1	-
0500	4	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	32.6	-
0600	15	0	0	1	4	7	2	0	1	0	0	0	0	0	0	0	33.7	38.4
07-19	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**
06-22	**15**	**0**	**0**	**1**	**4**	**7**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**33.7**	**38.4**
06-00	**15**	**0**	**0**	**1**	**4**	**7**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**33.7**	**38.4**
00-00	**23**	**0**	**0**	**1**	**6**	**10**	**4**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**34.9**	**40.7**

Grand Total

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
--	4372	14	37	138	868	1830	1114	290	65	13	2	0	1	0	0	0	35.1	41.2

K&MTRAFFIC SURVEYS

SITE: SANDWICH RD ASH LOCATION: Attached to bus stop pole

GRID REFERENCE: 51.278804, 1.288514 DIRECTION: EASTBOUND SPEED LI

	Fri	Sat	Sun	Mon	Tue	Wed	Thu		Averages
	10-Dec	11-Dec	12-Dec	13-Dec	14-Dec	15-Dec	16-Dec		1-5.
Hour									
0000-0100	*	3	9	0	0	1	2		0.8
0100-0200	*	3	1	0	0	0	0		0
0200-0300	*	2	0	0	0	0	0		0
0300-0400	*	2	0	0	0	0	0		0
0400-0500	*	0	1	1	1	1	2		1.3
0500-0600	*	0	0	4	6	5	4		4.8
0600-0700	*	4	1	14	11	14	15		13.5
0700-0800	*	17	9	61	55	74	*		63.3
0800-0900	*	48	20	84	90	83	*		85.7
0900-1000	*	64	58	79	83	76	*		79.3
1000-1100	19	61	64	79	75	57	*		57.5
1100-1200	51	60	58	74	53	50	*		57
1200-1300	68	53	60	71	69	64	*		68
1300-1400	58	65	48	57	49	64	*		57
1400-1500	60	55	39	62	66	56	*		61
1500-1600	72	51	36	60	78	71	*		70.3
1600-1700	77	47	29	68	72	64	*		70.3
1700-1800	61	43	29	51	61	47	*		55
1800-1900	60	32	28	36	46	30	*		43
1900-2000	24	28	14	35	23	18	*		25
2000-2100	14	13	12	8	13	15	*		12.5
2100-2200	14	15	9	10	7	11	*		10.5
2200-2300	11	12	4	2	6	3	*		5.5
2300-2400	5	12	0	5	3	4	*		4.3
Totals									
0700-1900	*	596	478	782	797	736	*		767.3
0600-2200	*	656	514	849	851	794	*		828.8
0600-0000	*	680	518	856	860	801	*		838.6
0000-0000	*	690	529	861	867	808	*		845.3
AM Peak	*	900	1000	800	800	800	*		
	*	64	64	84	90	83	*		
PM Peak	1600	1300	1200	1200	1500	1500	*		
	77	65	60	71	78	71	*		

MIT: 40

1-7.

2.5
0.7
0.3
0.3
1
3.2
9.8
43.2
65
72
59.2
57.7
64.2
56.8
56.3
61.3
59.5
48.7
38.7
23.7
12.5
11
6.3
4.8

———

682.5
739.5
750.7
758.7

K&MTRAFFIC SURVEYS

SITE: SANDWICH RD ASH LOCATION: Attached to bus stop pole

GRID REFERENCE: 51.278804, 1.288514 DIRECTION: WESTBOUND SPEED LIMIT: 40

10 December 2021

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
1000	15	12	0	3	0	0	0	0	0	0	0	0	0	0	0	29.8	35.5
1100	73	64	1	7	1	0	0	0	0	0	0	0	0	0	0	31	35.9
1200	63	52	0	9	1	0	1	0	0	0	0	0	0	0	0	31.1	36.4
1300	68	58	0	9	0	0	0	1	0	0	0	0	0	0	0	30.7	37
1400	84	73	1	8	0	0	0	1	0	0	0	0	0	0	1	31.8	37.2
1500	75	70	1	3	0	0	0	1	0	0	0	0	0	0	0	33.1	38.3
1600	91	80	0	10	0	0	0	0	0	0	0	0	0	0	1	30.5	36.1
1700	77	70	0	6	1	0	0	0	0	0	0	0	0	0	0	30.5	36.7
1800	51	45	0	4	0	0	0	0	0	0	0	0	0	2	0	31	37.3
1900	40	40	0	0	0	0	0	0	0	0	0	0	0	0	0	31.6	36.2
2000	24	21	0	3	0	0	0	0	0	0	0	0	0	0	0	31.9	38
2100	18	17	0	1	0	0	0	0	0	0	0	0	0	0	0	33.4	37.8
2200	21	20	0	1	0	0	0	0	0	0	0	0	0	0	0	34.3	42.2
2300	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	34.1	41.5
07-19	**597**	**524**	**3**	**59**	**3**	**0**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**31.2**	**36.6**
06-22	**679**	**602**	**3**	**63**	**3**	**0**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**31.3**	**36.6**
06-00	**713**	**635**	**3**	**64**	**3**	**0**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**31.4**	**36.7**
00-00	**713**	**635**	**3**	**64**	**3**	**0**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**31.4**	**36.7**

11 December 2021

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	31	-
0100	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	36.5	-
0200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	38.1	-
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	38.3	-
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	30.2	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	3	2	0	0	0	0	0	0	0	0	0	0	0	1	0	27.1	-
0700	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	30.6	-
0800	23	19	0	4	0	0	0	0	0	0	0	0	0	0	0	31.6	39
0900	49	44	1	4	0	0	0	0	0	0	0	0	0	0	0	32.5	36.9
1000	63	54	1	7	0	0	0	0	0	0	0	0	0	0	1	32.4	37.4
1100	70	64	1	5	0	0	0	0	0	0	0	0	0	0	0	32.8	38.2
1200	74	67	1	5	0	0	0	0	0	0	0	0	0	0	1	32.7	37.8
1300	60	53	0	6	0	0	0	0	0	0	0	0	0	0	1	31.9	38.2
1400	57	53	0	4	0	0	0	0	0	0	0	0	0	0	0	30.5	34.6
1500	63	57	0	5	0	0	0	0	0	0	0	0	0	1	0	31.3	37
1600	67	61	0	5	0	0	0	0	0	0	0	0	0	0	1	31.4	37.9
1700	49	43	0	6	0	0	0	0	0	0	0	0	0	0	0	30.9	36
1800	37	34	0	3	0	0	0	0	0	0	0	0	0	0	0	33.2	40.1
1900	35	34	0	1	0	0	0	0	0	0	0	0	0	0	0	31.7	36.9
2000	12	11	0	1	0	0	0	0	0	0	0	0	0	0	0	32.3	44.1
2100	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	31.1	37.9
2200	25	24	0	1	0	0	0	0	0	0	0	0	0	0	0	31.4	39.5
2300	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	31.7	-
07-19	**621**	**557**	**4**	**55**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**4**	**31.9**	**37.6**
06-22	**683**	**616**	**4**	**57**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**4**	**31.9**	**37.6**
06-00	**718**	**650**	**4**	**58**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**4**	**31.9**	**37.6**
00-00	**731**	**663**	**4**	**58**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**4**	**31.9**	**37.7**

12 December 2021

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	32.9	-
0100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	31	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	32	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	27.3	-
0700	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	33.7	-
0800	15	13	0	2	0	0	0	0	0	0	0	0	0	0	0	30.3	35
0900	34	31	0	3	0	0	0	0	0	0	0	0	0	0	0	33	41.5
1000	46	43	0	3	0	0	0	0	0	0	0	0	0	0	0	32.7	37.3
1100	51	44	1	4	1	0	0	0	0	0	0	0	0	1	0	32.8	37.5
1200	58	57	0	1	0	0	0	0	0	0	0	0	0	0	0	32.9	38
1300	57	54	0	3	0	0	0	0	0	0	0	0	0	0	0	33.4	38.2
1400	43	40	0	3	0	0	0	0	0	0	0	0	0	0	0	34.4	37.8
1500	46	42	0	3	0	0	0	0	0	0	0	0	0	1	0	32.2	37.7
1600	39	38	0	1	0	0	0	0	0	0	0	0	0	0	0	31.3	35.5
1700	26	24	0	2	0	0	0	0	0	0	0	0	0	0	0	31.5	37.1
1800	36	34	0	1	0	0	0	0	0	0	0	0	0	1	0	34.1	38.6
1900	16	15	0	1	0	0	0	0	0	0	0	0	0	0	0	33.2	45.6
2000	12	11	0	1	0	0	0	0	0	0	0	0	0	0	0	34.5	38
2100	14	13	0	0	0	0	0	0	0	0	0	0	0	1	0	32.2	40
2200	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	34.8	-
2300	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	36.3	-
07-19	**460**	**428**	**1**	**27**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**32.8**	**37.4**
06-22	**504**	**469**	**1**	**29**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**32.8**	**37.6**
06-00	**517**	**481**	**1**	**30**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**32.9**	**37.6**
00-00	**530**	**494**	**1**	**30**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**32.9**	**37.5**

13 December 2021

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	35.1	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	41.8	-
0600	7	4	0	2	0	0	0	0	0	0	0	0	0	0	1	27.3	-
0700	43	35	0	7	1	0	0	0	0	0	0	0	0	0	0	32.6	38.4
0800	61	51	0	9	1	0	0	0	0	0	0	0	0	0	0	34.2	39.1
0900	64	53	0	9	0	1	0	0	0	0	0	0	0	0	1	31	36.1
1000	60	54	0	5	1	0	0	0	0	0	0	0	0	0	0	31.6	37.1
1100	67	60	0	6	1	0	0	0	0	0	0	0	0	0	0	31.5	36.7
1200	70	60	0	7	2	0	0	0	0	0	0	0	0	0	1	30.2	35.6
1300	79	66	0	9	0	3	0	0	0	0	0	0	0	1	0	31.3	36.5
1400	78	73	0	3	1	0	0	0	0	0	0	0	0	0	1	30.3	36.2
1500	76	68	0	5	1	1	0	0	0	0	0	0	0	1	0	32.6	38.5
1600	91	83	0	7	1	0	0	0	0	0	0	0	0	0	0	31.3	35.2
1700	85	78	0	7	0	0	0	0	0	0	0	0	0	0	0	30.9	36.6
1800	50	46	0	3	1	0	0	0	0	0	0	0	0	0	0	32.5	37.2
1900	29	29	0	0	0	0	0	0	0	0	0	0	0	0	0	37.2	42.7
2000	20	18	0	2	0	0	0	0	0	0	0	0	0	0	0	34.7	40.7
2100	14	13	0	1	0	0	0	0	0	0	0	0	0	0	0	31.1	37.9
2200	15	14	0	1	0	0	0	0	0	0	0	0	0	0	0	32	38.2
2300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	32.2	-
07-19	**824**	**727**	**0**	**77**	**10**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**3**	**31.6**	**36.8**
06-22	**894**	**791**	**0**	**82**	**10**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**4**	**31.8**	**37.3**
06-00	**911**	**807**	**0**	**83**	**10**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**4**	**31.8**	**37.3**
00-00	**915**	**811**	**0**	**83**	**10**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**4**	**31.8**	**37.4**

14 December 2021

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	35	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	4	3	0	0	0	0	0	0	0	0	0	0	0	0	1	27.9	-
0600	9	4	0	4	0	0	0	0	0	0	0	0	0	0	1	29.8	-
0700	54	39	1	13	1	0	0	0	0	0	0	0	0	0	0	32.3	37.9
0800	62	48	0	12	0	0	0	1	0	0	0	0	0	0	1	32.4	38
0900	51	36	0	13	1	0	0	0	0	1	0	0	0	0	0	30.4	34.7
1000	83	68	0	13	2	0	0	0	0	0	0	0	0	0	0	32.8	37.9
1100	70	60	0	10	0	0	0	0	0	0	0	0	0	0	0	32.5	37.7
1200	81	70	1	10	0	0	0	0	0	0	0	0	0	0	0	31	35.3
1300	73	62	0	9	1	0	0	0	0	0	0	0	0	1	0	31.8	36.8
1400	67	54	1	9	2	0	0	0	0	0	0	0	0	0	1	31.3	37.2
1500	92	78	1	10	0	1	0	0	0	0	0	0	0	1	1	32.3	37.6
1600	92	83	0	6	0	2	0	0	0	0	0	0	0	1	0	31.9	37.8
1700	74	69	0	3	0	1	0	0	0	0	0	0	0	1	0	30.7	34.9
1800	65	60	0	2	2	0	0	0	0	0	0	0	0	0	1	29.5	35.2
1900	38	36	0	2	0	0	0	0	0	0	0	0	0	0	0	31.1	34.8
2000	27	25	0	2	0	0	0	0	0	0	0	0	0	0	0	33.5	37
2100	15	14	0	1	0	0	0	0	0	0	0	0	0	0	0	35.6	45.6
2200	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	32.3	-
2300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	42.5	-
07-19	**864**	**727**	**4**	**110**	**9**	**4**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**4**	**4**	**31.6**	**36.9**
06-22	**953**	**806**	**4**	**119**	**9**	**4**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**4**	**5**	**31.7**	**36.9**
06-00	**964**	**816**	**4**	**120**	**9**	**4**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**4**	**5**	**31.7**	**37**
00-00	**970**	**821**	**4**	**120**	**9**	**4**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**4**	**6**	**31.7**	**37**

15 December 2021

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	35.6	-
0100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	38.6	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	5	3	0	0	1	0	0	0	0	0	0	0	0	0	1	31.5	-
0600	6	4	0	2	0	0	0	0	0	0	0	0	0	0	0	31.1	-
0700	52	37	0	14	0	0	0	0	0	0	0	0	0	0	1	32.5	37.5
0800	68	53	0	13	1	0	0	0	1	0	0	0	0	0	0	32.3	36.7
0900	46	36	0	9	1	0	0	0	0	0	0	0	0	0	0	32.2	36.8
1000	49	45	1	2	1	0	0	0	0	0	0	0	0	0	0	30.9	36.1
1100	68	57	0	9	0	0	0	0	0	0	0	0	0	2	0	31.1	35.1
1200	61	52	0	7	1	1	0	0	0	0	0	0	0	0	0	30.8	35.8
1300	51	47	0	2	0	1	0	0	0	0	0	0	0	0	1	31	35.5
1400	66	56	0	6	1	1	0	0	0	0	0	0	0	1	1	31.8	37.6
1500	87	77	0	7	2	0	0	0	0	0	0	0	0	0	1	31.2	36.6
1600	83	73	0	8	0	0	0	0	0	0	0	0	0	2	0	31.9	37.3
1700	66	58	0	6	2	0	0	0	0	0	0	0	0	0	0	31.2	36.5
1800	60	56	0	4	0	0	0	0	0	0	0	0	0	0	0	32.2	35.7
1900	39	37	0	1	0	0	0	0	0	0	0	0	0	1	0	32.8	37.4
2000	16	15	0	1	0	0	0	0	0	0	0	0	0	0	0	31.7	39.8
2100	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	36.8	48.2
2200	12	10	0	2	0	0	0	0	0	0	0	0	0	0	0	34.4	38.5
2300	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	34	-
07-19	**757**	**647**	**1**	**87**	**9**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**5**	**4**	**31.6**	**36.5**
06-22	**833**	**718**	**1**	**91**	**9**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**6**	**4**	**31.7**	**36.6**
06-00	**851**	**734**	**1**	**93**	**9**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**6**	**4**	**31.8**	**36.6**
00-00	**860**	**741**	**1**	**93**	**10**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**6**	**5**	**31.8**	**36.7**

16 December 2021

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	37.1	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	39.4	-
0400	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	36.1	-
0500	4	2	0	0	0	1	0	0	0	0	0	0	0	0	1	27.4	-
0600	6	4	0	2	0	0	0	0	0	0	0	0	0	0	0	30.8	-
07-19	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**
06-22	**6**	**4**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**30.8**	**-**
06-00	**6**	**4**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**30.8**	**-**
00-00	**18**	**14**	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**32.9**	**39.6**

K&MTRAFFIC SURVEYS

SITE: SANDWICH RD ASH LOCATION: Attached to bus stop pole

GRID REFERENCE: 51.278804, 1.288514 DIRECTION: WESTBOUND SPEED LIMIT: 40

10 December 2021

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
1000	15	0	1	2	4	8	0	0	0	0	0	0	0	0	0	0	29.8	35.5
1100	73	0	3	1	35	28	6	0	0	0	0	0	0	0	0	0	31	35.9
1200	63	0	2	3	24	30	4	0	0	0	0	0	0	0	0	0	31.1	36.4
1300	68	1	0	9	27	22	8	1	0	0	0	0	0	0	0	0	30.7	37
1400	84	1	2	3	31	35	9	3	0	0	0	0	0	0	0	0	31.8	37.2
1500	75	0	0	1	24	36	11	3	0	0	0	0	0	0	0	0	33.1	38.3
1600	91	0	5	9	29	41	7	0	0	0	0	0	0	0	0	0	30.5	36.1
1700	77	0	2	8	33	26	8	0	0	0	0	0	0	0	0	0	30.5	36.7
1800	51	0	4	3	21	16	5	1	1	0	0	0	0	0	0	0	31	37.3
1900	40	0	0	3	16	18	3	0	0	0	0	0	0	0	0	0	31.6	36.2
2000	24	0	0	2	9	9	3	1	0	0	0	0	0	0	0	0	31.9	38
2100	18	0	0	0	6	8	3	1	0	0	0	0	0	0	0	0	33.4	37.8
2200	21	0	0	2	4	10	2	3	0	0	0	0	0	0	0	0	34.3	42.2
2300	13	0	0	0	6	4	2	0	1	0	0	0	0	0	0	0	34.1	41.5
07-19	**597**	**2**	**19**	**39**	**228**	**242**	**58**	**8**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**31.2**	**36.6**
06-22	**679**	**2**	**19**	**44**	**259**	**277**	**67**	**10**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**31.3**	**36.6**
06-00	**713**	**2**	**19**	**46**	**269**	**291**	**71**	**13**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**31.4**	**36.7**
00-00	**713**	**2**	**19**	**46**	**269**	**291**	**71**	**13**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**31.4**	**36.7**

11 December 2021

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	4	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	31	-
0100	5	0	0	1	1	1	1	0	1	0	0	0	0	0	0	0	36.5	-
0200	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	38.1	-
0300	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	38.3	-
0400	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	30.2	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	3	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	27.1	-
0700	9	0	0	1	3	4	1	0	0	0	0	0	0	0	0	0	30.6	-
0800	23	0	0	4	7	8	2	2	0	0	0	0	0	0	0	0	31.6	39
0900	49	0	1	3	10	29	5	1	0	0	0	0	0	0	0	0	32.5	36.9
1000	63	0	0	2	25	26	9	1	0	0	0	0	0	0	0	0	32.4	37.4
1100	70	1	0	1	27	24	14	3	0	0	0	0	0	0	0	0	32.8	38.2
1200	74	0	1	3	26	31	12	0	1	0	0	0	0	0	0	0	32.7	37.8
1300	60	0	2	5	20	21	12	0	0	0	0	0	0	0	0	0	31.9	38.2
1400	57	0	0	4	29	21	3	0	0	0	0	0	0	0	0	0	30.5	34.6
1500	63	0	1	8	19	26	9	0	0	0	0	0	0	0	0	0	31.3	37
1600	67	0	2	7	26	21	8	1	2	0	0	0	0	0	0	0	31.4	37.9
1700	49	0	2	5	17	19	4	2	0	0	0	0	0	0	0	0	30.9	36
1800	37	0	1	4	8	15	7	1	1	0	0	0	0	0	0	0	33.2	40.1
1900	35	1	0	1	13	16	3	1	0	0	0	0	0	0	0	0	31.7	36.9
2000	12	1	0	1	3	3	2	2	0	0	0	0	0	0	0	0	32.3	44.1
2100	12	0	1	2	2	5	1	1	0	0	0	0	0	0	0	0	31.1	37.9
2200	25	0	0	5	8	8	2	2	0	0	0	0	0	0	0	0	31.4	39.5
2300	10	0	0	0	3	7	0	0	0	0	0	0	0	0	0	0	31.7	-
07-19	**621**	**1**	**10**	**47**	**217**	**245**	**86**	**11**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**31.9**	**37.6**
06-22	**683**	**3**	**12**	**51**	**236**	**269**	**93**	**15**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**31.9**	**37.6**
06-00	**718**	**3**	**12**	**56**	**247**	**284**	**95**	**17**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**31.9**	**37.6**
00-00	**731**	**3**	**12**	**58**	**249**	**289**	**98**	**17**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**31.9**	**37.7**

12 December 2021

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	9	0	0	0	2	7	0	0	0	0	0	0	0	0	0	0	32.9	-
0100	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	31	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	32	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	27.3	-
0700	9	0	0	1	2	3	1	2	0	0	0	0	0	0	0	0	33.7	-
0800	15	0	0	2	7	5	1	0	0	0	0	0	0	0	0	0	30.3	35
0900	34	0	0	2	15	11	3	3	0	0	0	0	0	0	0	0	33	41.5
1000	46	0	0	2	16	21	7	0	0	0	0	0	0	0	0	0	32.7	37.3
1100	51	0	0	0	19	23	9	0	0	0	0	0	0	0	0	0	32.8	37.5
1200	58	0	0	1	19	28	10	0	0	0	0	0	0	0	0	0	32.9	38
1300	57	0	0	1	18	28	9	1	0	0	0	0	0	0	0	0	33.4	38.2
1400	43	0	0	0	6	29	6	2	0	0	0	0	0	0	0	0	34.4	37.8
1500	46	0	0	2	20	17	6	1	0	0	0	0	0	0	0	0	32.2	37.7
1600	39	0	0	3	17	17	2	0	0	0	0	0	0	0	0	0	31.3	35.5
1700	26	0	0	2	10	11	3	0	0	0	0	0	0	0	0	0	31.5	37.1
1800	36	0	0	0	9	19	7	1	0	0	0	0	0	0	0	0	34.1	38.6
1900	16	0	0	1	7	5	0	3	0	0	0	0	0	0	0	0	33.2	45.6
2000	12	0	0	0	2	8	1	1	0	0	0	0	0	0	0	0	34.5	38
2100	14	1	0	1	2	7	3	0	0	0	0	0	0	0	0	0	32.2	40
2200	9	0	0	0	2	5	1	0	1	0	0	0	0	0	0	0	34.8	-
2300	4	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	36.3	-
07-19	**460**	**0**	**0**	**16**	**158**	**212**	**64**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**32.8**	**37.4**
06-22	**504**	**1**	**0**	**19**	**169**	**233**	**68**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**32.8**	**37.6**
06-00	**517**	**1**	**0**	**19**	**171**	**240**	**71**	**14**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**32.9**	**37.6**
00-00	**530**	**1**	**0**	**19**	**175**	**249**	**71**	**14**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**32.9**	**37.5**

13 December 2021

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	35.1	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	2	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	41.8	-
0600	7	0	1	1	4	1	0	0	0	0	0	0	0	0	0	0	27.3	-
0700	43	0	0	2	17	14	10	0	0	0	0	0	0	0	0	0	32.6	38.4
0800	61	0	0	0	15	28	17	1	0	0	0	0	0	0	0	0	34.2	39.1
0900	64	0	1	3	30	26	4	0	0	0	0	0	0	0	0	0	31	36.1
1000	60	0	0	5	25	22	7	1	0	0	0	0	0	0	0	0	31.6	37.1
1100	67	0	1	4	23	32	7	0	0	0	0	0	0	0	0	0	31.5	36.7
1200	70	1	2	10	23	28	4	2	0	0	0	0	0	0	0	0	30.2	35.6
1300	79	0	1	7	31	33	5	2	0	0	0	0	0	0	0	0	31.3	36.5
1400	78	0	2	5	41	20	9	1	0	0	0	0	0	0	0	0	30.3	36.2
1500	76	0	0	4	28	30	11	3	0	0	0	0	0	0	0	0	32.6	38.5
1600	91	0	0	4	40	40	7	0	0	0	0	0	0	0	0	0	31.3	35.2
1700	85	0	1	9	36	29	9	1	0	0	0	0	0	0	0	0	30.9	36.6
1800	50	0	0	3	17	23	6	1	0	0	0	0	0	0	0	0	32.5	37.2
1900	29	0	0	0	6	6	15	2	0	0	0	0	0	0	0	0	37.2	42.7
2000	20	0	0	1	4	8	7	0	0	0	0	0	0	0	0	0	34.7	40.7
2100	14	0	0	1	8	3	2	0	0	0	0	0	0	0	0	0	31.1	37.9
2200	15	0	0	0	6	6	3	0	0	0	0	0	0	0	0	0	32	38.2
2300	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	32.2	-
07-19	**824**	**1**	**8**	**56**	**326**	**325**	**96**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**31.6**	**36.8**
06-22	**894**	**1**	**9**	**59**	**348**	**343**	**120**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**31.8**	**37.3**
06-00	**911**	**1**	**9**	**59**	**354**	**351**	**123**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**31.8**	**37.3**
00-00	**915**	**1**	**9**	**59**	**355**	**352**	**124**	**14**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**31.8**	**37.4**

14 December 2021

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	35	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	4	0	1	0	2	1	0	0	0	0	0	0	0	0	0	0	27.9	-
0600	9	1	0	1	2	3	2	0	0	0	0	0	0	0	0	0	29.8	-
0700	54	0	0	4	20	20	9	1	0	0	0	0	0	0	0	0	32.3	37.9
0800	62	0	2	2	20	27	11	0	0	0	0	0	0	0	0	0	32.4	38
0900	51	0	1	3	24	19	4	0	0	0	0	0	0	0	0	0	30.4	34.7
1000	83	0	0	6	24	38	13	2	0	0	0	0	0	0	0	0	32.8	37.9
1100	70	0	1	2	24	32	9	2	0	0	0	0	0	0	0	0	32.5	37.7
1200	81	0	1	6	30	38	6	0	0	0	0	0	0	0	0	0	31	35.3
1300	73	0	1	2	31	29	9	1	0	0	0	0	0	0	0	0	31.8	36.8
1400	67	1	0	5	24	29	8	0	0	0	0	0	0	0	0	0	31.3	37.2
1500	92	1	0	2	40	35	11	3	0	0	0	0	0	0	0	0	32.3	37.6
1600	92	0	3	6	33	32	18	0	0	0	0	0	0	0	0	0	31.9	37.8
1700	74	0	2	6	30	31	3	2	0	0	0	0	0	0	0	0	30.7	34.9
1800	65	1	4	12	12	31	3	2	0	0	0	0	0	0	0	0	29.5	35.2
1900	38	0	0	1	18	16	2	1	0	0	0	0	0	0	0	0	31.1	34.8
2000	27	0	0	0	8	16	2	1	0	0	0	0	0	0	0	0	33.5	37
2100	15	0	0	0	3	7	2	3	0	0	0	0	0	0	0	0	35.6	45.6
2200	9	0	0	2	3	1	1	2	0	0	0	0	0	0	0	0	32.3	-
2300	2	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	42.5	-
07-19	**864**	**3**	**15**	**56**	**312**	**361**	**104**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**31.6**	**36.9**
06-22	**953**	**4**	**15**	**58**	**343**	**403**	**112**	**18**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**31.7**	**36.9**
06-00	**964**	**4**	**15**	**60**	**347**	**404**	**113**	**20**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**31.7**	**37**
00-00	**970**	**4**	**16**	**60**	**349**	**406**	**114**	**20**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**31.7**	**37**

15 December 2021

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	35.6	-
0100	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	38.6	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	5	0	1	0	1	1	2	0	0	0	0	0	0	0	0	0	31.5	-
0600	6	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	31.1	-
0700	52	1	0	1	19	22	8	1	0	0	0	0	0	0	0	0	32.5	37.5
0800	68	1	0	1	23	34	8	1	0	0	0	0	0	0	0	0	32.3	36.7
0900	46	0	1	1	18	20	5	1	0	0	0	0	0	0	0	0	32.2	36.8
1000	49	0	0	4	24	15	5	1	0	0	0	0	0	0	0	0	30.9	36.1
1100	68	0	0	4	32	28	4	0	0	0	0	0	0	0	0	0	31.1	35.1
1200	61	0	1	7	25	23	5	0	0	0	0	0	0	0	0	0	30.8	35.8
1300	51	1	1	1	24	21	3	0	0	0	0	0	0	0	0	0	31	35.5
1400	66	0	4	0	24	27	10	0	1	0	0	0	0	0	0	0	31.8	37.6
1500	87	1	1	6	31	40	8	0	0	0	0	0	0	0	0	0	31.2	36.6
1600	83	0	1	7	30	33	9	0	2	1	0	0	0	0	0	0	31.9	37.3
1700	66	0	0	12	23	22	7	2	0	0	0	0	0	0	0	0	31.2	36.5
1800	60	0	0	3	22	31	3	1	0	0	0	0	0	0	0	0	32.2	35.7
1900	39	0	0	3	8	22	6	0	0	0	0	0	0	0	0	0	32.8	37.4
2000	16	0	0	0	10	3	3	0	0	0	0	0	0	0	0	0	31.7	39.8
2100	15	0	0	0	3	7	3	0	2	0	0	0	0	0	0	0	36.8	48.2
2200	12	0	0	1	1	7	3	0	0	0	0	0	0	0	0	0	34.4	38.5
2300	6	0	0	0	1	4	1	0	0	0	0	0	0	0	0	0	34	-
07-19	**757**	**4**	**9**	**47**	**295**	**316**	**75**	**7**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**31.6**	**36.5**
06-22	**833**	**4**	**9**	**50**	**319**	**351**	**87**	**7**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**31.7**	**36.6**
06-00	**851**	**4**	**9**	**51**	**321**	**362**	**91**	**7**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**31.8**	**36.6**
00-00	**860**	**4**	**10**	**51**	**322**	**366**	**94**	**7**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**31.8**	**36.7**

16 December 2021

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	5	0	0	0	0	4	0	1	0	0	0	0	0	0	0	0	37.1	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	39.4	-
0400	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	36.1	-
0500	4	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	27.4	-
0600	6	0	0	2	1	2	1	0	0	0	0	0	0	0	0	0	30.8	-
07-19	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**
06-22	**6**	**0**	**0**	**2**	**1**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**30.8**	**-**
06-00	**6**	**0**	**0**	**2**	**1**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**30.8**	**-**
00-00	**18**	**0**	**1**	**2**	**2**	**9**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**32.9**	**39.6**

Grand Total

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
--	4737	15	67	295	1721	1962	575	86	15	1	0	0	0	0	0	0	31.9	37.1

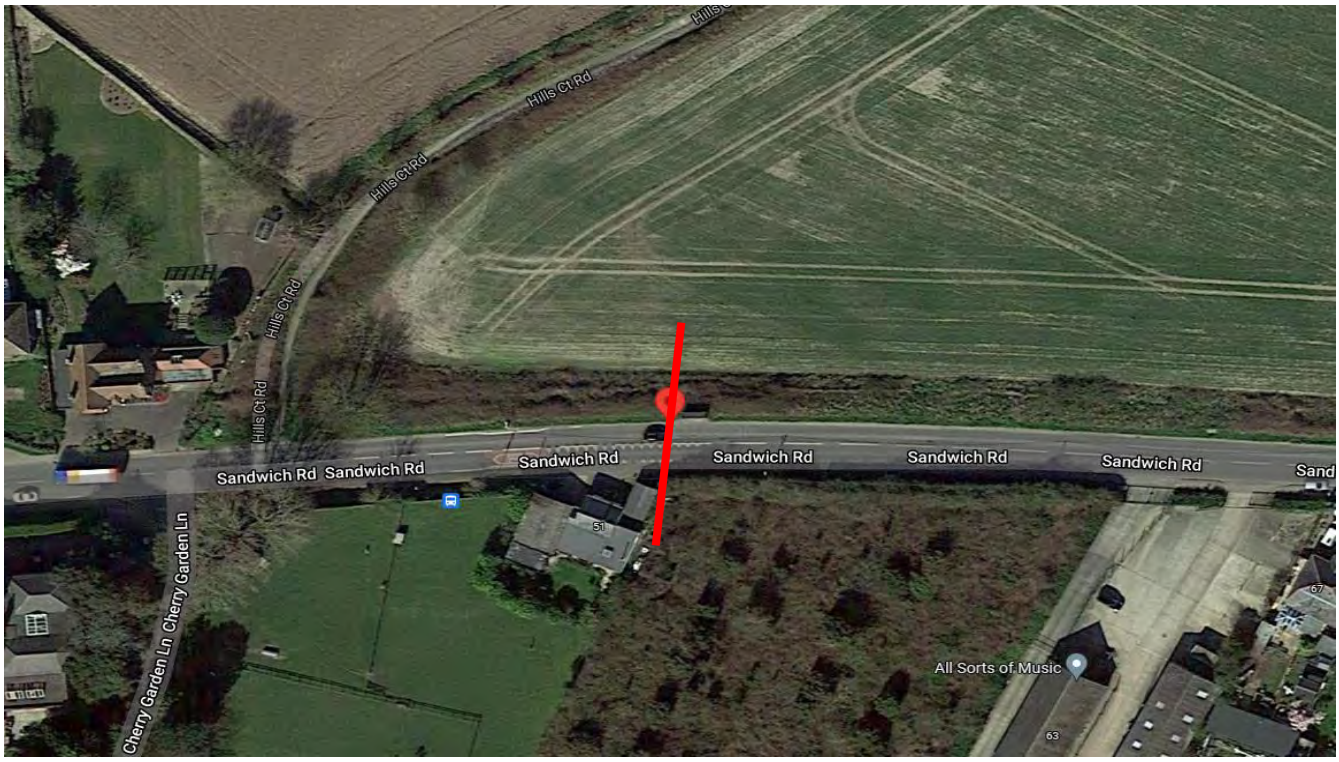
K&MTRAFFIC SURVEYS

SITE: SANDWICH RD ASH LOCATION: Attached to bus stop pole

GRID REFERENCE: 51.278804, 1.288514 DIRECTION: WESTBOUND SPEED LIMIT: 40

	Fri	Sat	Sun	Mon	Tue	Wed	Thu		Averages	
	10-Dec	11-Dec	12-Dec	13-Dec	14-Dec	15-Dec	16-Dec		1-5.	1-7.
Hour								|		
0000-0100	*	4	9	2	0	2	5	|	2.3	3.7
0100-0200	*	5	2	0	2	2	0	|	1	1.8
0200-0300	*	2	0	0	0	0	0	|	0	0.3
0300-0400	*	1	0	0	0	0	1	|	0.3	0.3
0400-0500	*	1	2	0	0	0	2	|	0.5	0.8
0500-0600	*	0	0	2	4	5	4	|	3.8	2.5
0600-0700	*	3	2	7	9	6	6	|	7	5.5
0700-0800	*	9	9	43	54	52	*	|	49.7	33.4
0800-0900	*	23	15	61	62	68	*	|	63.7	45.8
0900-1000	*	49	34	64	51	46	*	|	53.7	48.8
1000-1100	15	63	46	60	83	49	*	|	51.8	52.7
1100-1200	73	70	51	67	70	68	*	|	69.5	66.5
1200-1300	63	74	58	70	81	61	*	|	68.8	67.8
1300-1400	68	60	57	79	73	51	*	|	67.8	64.7
1400-1500	84	57	43	78	67	66	*	|	73.8	65.8
1500-1600	75	63	46	76	92	87	*	|	82.5	73.2
1600-1700	91	67	39	91	92	83	*	|	89.3	77.2
1700-1800	77	49	26	85	74	66	*	|	75.5	62.8
1800-1900	51	37	36	50	65	60	*	|	56.5	49.8
1900-2000	40	35	16	29	38	39	*	|	36.5	32.8
2000-2100	24	12	12	20	27	16	*	|	21.8	18.5
2100-2200	18	12	14	14	15	15	*	|	15.5	14.7
2200-2300	21	25	9	15	9	12	*	|	14.3	15.2
2300-2400	13	10	4	2	2	6	*	|	5.8	6.2

Totals										
0700-1900	*		621	460	824	864	757	*	802.3	708.5
0600-2200	*		683	504	894	953	833	*	883	780
0600-0000	*		718	517	911	964	851	*	903	801.3
0000-0000	*		731	530	915	970	860	*	910.8	810.8
AM Peak	*		1100	1100	1100	1000	1100	*		
	*		70	51	67	83	68	*		
PM Peak		1600	1200	1200	1600	1600	1500	*		
		91	74	58	91	92	87	*		


Hills Ct Rd
Hills Ct Rd
Hills Ct Rd
Hills Ct Rd
Sandwich Rd
Sandwich Rd
Sandwich Rd
Sandwich Rd
Sandwich Rd
Sandwich Rd
Cherry Garden Ln
Cherry Garden Ln
All Sorts of Music
51
63
67

APPENDIX
F

Stage 1 Road Safety Audit (RSA)

Road Safety Audit Stage 1

Access from Land at Sandwich Road, Ash to New Street and Sandwich Road (Option 1)

Client: DHA Transport

Road Safety Answers reference no: RSA628

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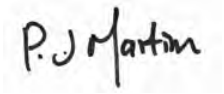
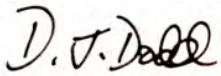
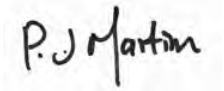
Control Sheet

	Name	Date	Signature
Author	Paul Martin	01/11/2022	
Checker	David Dodd	01/11/2022	
Authoriser	Paul Martin	01/11/2022	

Report Version

RSA Report Ref.	Version	Date of Issue
RSA628	Final	01/11/2022

1. Introduction

1.1 This report describes a Stage 1 Road Safety Audit carried out on the preliminary design for Section 278 works providing accesses to Land at Sandwich Road from New Street and Sandwich Road (Option 1), Ash, for DHA Transport, at the request of the Overseeing Organisation, Kent County Council. The audit was carried out in the office of Road Safety Answers Ltd during November 2022.

1.2 The audit team members were as follows:

Team Leader
Paul Martin - BSc (Hons), CEng, FCIHT, FSoRSA, IEng, MICE
HE Approved RSA Certificate of Competency (2013)
Director, Road Safety Answers Ltd

Team Member
David Dodd – BSc(Hons), DipNEBOSH, FIHE, IEng. MCIHT, MSoRSA
Independent Highway and Road Safety Consultant

1.3 The audit comprised an examination of the documents listed in Appendix A, and included the drawings supplied by James Marsh of DHA Transport. The site was visited by the Audit Team, together, on Tuesday 1st November 2022 between 10.15 and 11.00 hours. The weather was showers and the road surface was wet. Traffic flows were light to moderate on the Sandwich Road and New Street. Pedestrian and cycle flows were light.

1.4 The terms of reference of the audit are as described in the UK's national standard for road safety audit, GG 119 (revision 2). The team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the design to any other criteria.

1.5 All the problems described in this report are considered by the audit team to require action to improve the safety of the scheme and minimise accident occurrence. A plan showing the locations of the problems is shown in Appendix B.

1.6 The purpose of the scheme is to provide access to New Street and Sandwich Road for a development of 51 residential units and, in future to serve a further 8 units to the west and 39 units to the east. This report considers an access onto New Street and an access onto Sandwich Road. At this stage of the design there are two options for the access onto Sandwich Road. This report considers Option 1, the most easterly of the two options, a junction 95m east of its junction with Cherry Garden Lane.

1.7 The proposed access arrangements are as follows:

Onto New Street:

- A simple priority junction, 27m east of the New Street junction with Mill Field, serving a 5.5m access road;
- A 6m kerb radius on each shoulder of the junction;
- A 2m wide footway along the western side of the access road, tying into the existing footway along the northern side of New Street;
- The junction to have visibility splays west and east of 2.4m x 43m to a 1m offset from the nearside channel line;
- The footway on New Street to the east of the junction to tie into a 1m wide verge/construction margin along the east side of the development access road.

Onto Sandwich Road (Option 1):

- A simple priority junction, 95m east of the Sandwich Road junction with Cherry Garden Lane, serving a 5.5m access road, with an uncontrolled crossing of dropped kerbs and tactile paving;
- A 6m kerb radius on each shoulder of the junction;
- The junction to have visibility splays of 80m east x 2.4m x 93m west, each 'y' distance in accordance with the stopping sight distance calculation in Manual for Streets for the measured 85th percentile speed in each direction;
- A 2m wide footway along each side of the access road, tying into the existing footway along the southern side of Sandwich Road;
- The narrow footway on the southern side of Sandwich Road to be widened to 2m, between the side access road and Cherry Garden Lane, by converting the grass verge;
- 16m of new footway on the northern side of Sandwich Road, extending west from the existing bus stop to a new, uncontrolled pedestrian crossing point with dropped kerbs and tactile paving on each side of Sandwich Road;
- The existing 30/60 speed limit terminal point to be relocated 95m to the east (55m east of the development junction) and a 30mph gateway installed, including red surfacing, a 30mph carriageway roundel and 'dragons teeth' markings.

1.8 No details of street lighting, surface water drainage or advanced signing have been provided. These issues are not, therefore, considered further in this report unless the existing facilities, or lack of them, is likely to engender a safety problem.

1.9 The auditors are not aware that any previous road safety audits have been carried out on these, or similar, proposals,

2. Items resulting from this Stage 1 Audit

2.1 PROBLEM

Location: A – New Street at the development access junction (Dwg. 16404/H-02 Rev. P1).

Summary: Risk of side impact collisions if the visibility splays are obstructed by parked vehicles.

Vehicles are often parked on new Street outside the houses that do not have off-street parking available. Those within the eastward's visibility splay, outside no. 54 (photo 1) obstruct the visibility splay, and could therefore increase the risk of side impact collisions between vehicle leaving the development and westbound traffic.

Photo 1: Visibility onto New Street at the proposed access point

RECOMMENDATION

24 hour waiting restrictions should be installed on the northern side of New Street to stop on-street parking within the visibility splays.

Design Team Response:

Client Officer Response:

2.2 PROBLEM

Location: B – The development access onto Sandwich Road (Dwg. 16404/H-01 Rev. P2).

Summary: Risk of head-on collisions when a bus is stationary at the eastbound bus stop.

When a bus is stationary at the eastbound bus stop and is being overtaken by an eastbound vehicle, a vehicle turning left out of the development could be involved in a head-on collision if the exiting driver glances right, sees nothing approach from the east, and turns left out without looking to the west before crossing the give way lines.

RECOMMENDATION

The bus stop and shelter should be relocated to the west, halfway between the development junction and Cherry Garden Lane.

Design Team Response:

Client Officer Response:

2.3 PROBLEM

Location: C – The development access onto Sandwich Road (Dwg. 16404/H-01 Rev. P2).

Summary: Risk of large vehicles overrunning the western shoulder of the junction when a bus is stationary at the bus stop.

The swept path drawing does not show how a large vehicle can access the development from the west when a bus is stationary at the eastbound bus stop; a refuse vehicle or pantechnicon making a delivery to the development is likely to overrun the western shoulder of the junction, damaging the kerbs, footway and tactile paving, increasing the risk of trips and falls for pedestrians.

RECOMMENDATION

The bus stop and shelter should be relocated to the west, halfway between the development junction and Cherry Garden Lane.

Design Team Response:

Client Officer Response:

2.4 PROBLEM

Location: D – Within the visibility splays (Dwg. 16404/H-01 Rev. P2).

Summary: Risk of side impact collisions on Sandwich Road at the development access.

The visibility splays are shown going through a thick, mature hedge, overgrown with ivy, in the southern verge on both sides of the development access (photos 2 and 3), but the drawing does not specify that this hedge will be removed. If the visibility splays are obstructed by the hedge the risk of side impact collisions with vehicles from both directions could increase.

Photo 2: Looking east along the proposed visibility splay

Photo 3: Looking west along the proposed visibility splay

RECOMMENDATION

The mature hedge on each side of the development access should be removed altogether.

Design Team Response:

Client Officer Response:

2.5 PROBLEM

Location: E – The widened footway to the west of the development access (Dwg. 16404/H-01 Rev. P2).

Summary: Risk of pedestrian collisions with the telegraph pole.

The existing telegraph pole will be situated in the centre of the widened footway, increasing the risk of pedestrians walking into it, especially those with a vision impairment.

RECOMMENDATION

The telegraph pole should be located to a point at the back of the widened footway.

Design Team Response:

Client Officer Response:

2.6 PROBLEM

Location: F – The proposed footway on the northern side of Sandwich Road (Dwg. 16404/H-01 Rev. P2).

Summary: Risk of pedestrians falling onto the field.

The northern verge of Sandwich Road is between 1.5m and 2m above the adjacent field with a steep drop of its back edge. If the back of the 2m wide footway falls steeply directly onto the field an errant pedestrian could fall onto the field, suffering injury.

RECOMMENDATION

The footway should have a flat margin, a minimum of 500mm wide, along its back edge so that errant pedestrians have a chance of recovery to minimise the risk of them falling onto the field below.

Design Team Response:

Client Officer Response:

3. Audit Team Statement

We certify that this road safety audit has been carried out in accordance with GG 119 (revision 2), with the exception that Designer and Highway Authority response sections have been added to each problem, and a signing off chapter added for the convenience of both parties.

Audit Team Leader

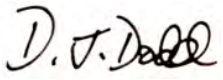
Paul Martin - BSc (Hons), CEng, FCIHT, FSoRSA, IEng, MICE
HE Approved RSA Certificate of Competency
Director, Road Safety Answers Ltd

Signed 

Date 01/11/2022

Audit Team Member

David Dodd – BSc(Hons), DipNEBOSH, FIHE, IEng. MCIHT, MSoRSA
Independent Highway and Road Safety Consultant

Signed 

Date 01/11/2022

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4. Design Team and Overseeing Organisation Statements

Design Team Leader

I certify that I have reviewed the items raised in this Stage 1 Safety Audit report. I have given due consideration to each issue raised and have stated my proposed course of action for each in this report. I seek the Overseeing Organisation's endorsement of my proposals.

Name:

Organisation:

Signed:

Date:

Overseeing Organisation (Highway Authority) Project Manager

I certify that I have reviewed the comments and actions proposed by the Design Team Leader and, in this report, I have stated my agreement, or alternative proposal, or acceptance of the risk associated with the problem.

Name:

Organisation:

Signed:

Date:

Appendix A

Drawings and Documents Examined:

22-23-03 A - Proposed Site Plan All Land Parcels Opt 1.pdf

16404 - H-01 Rev P2 Sandwich Road access option 1.pdf

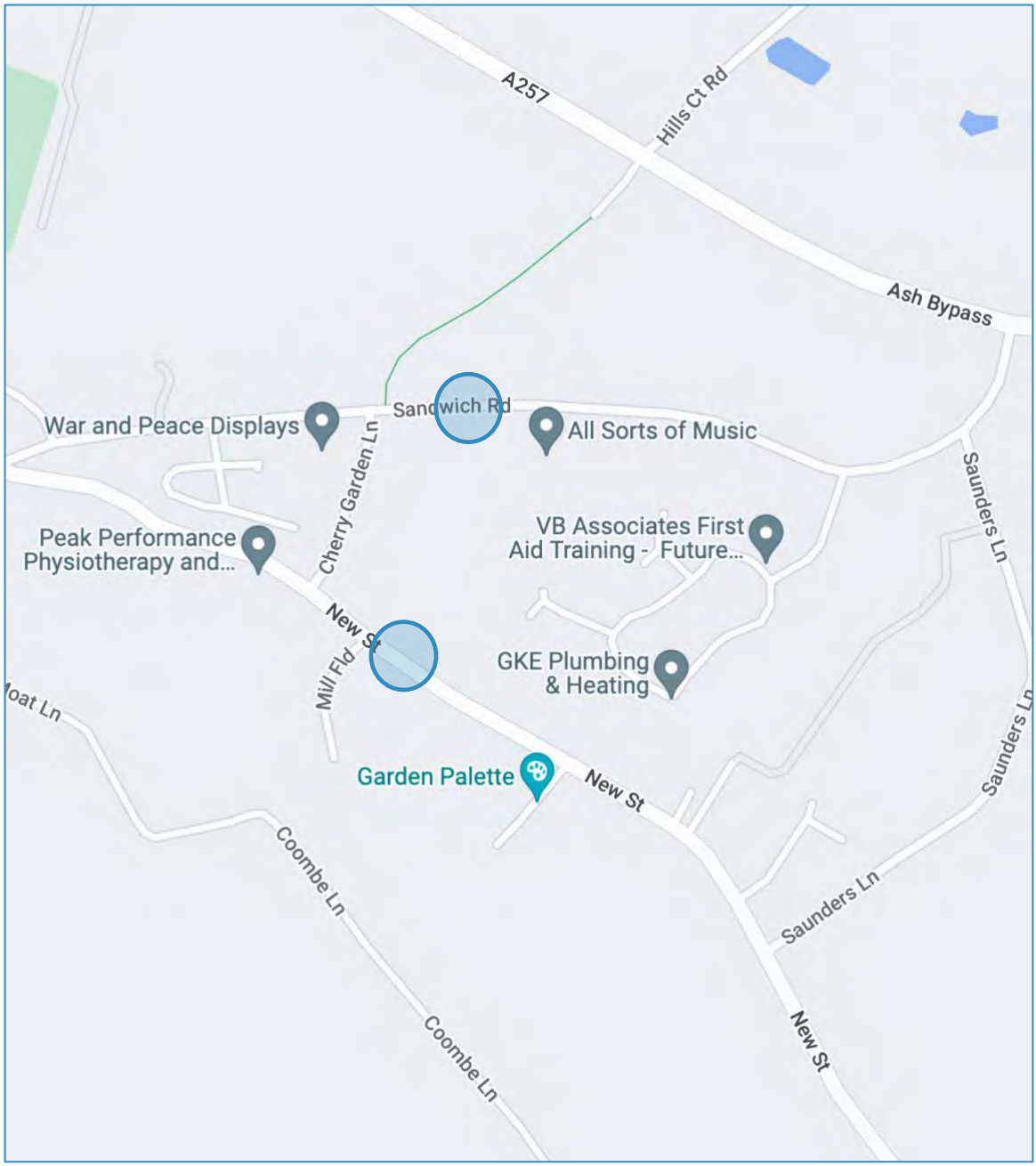
16404 - H-02 Rev P2 New Street Access.pdf

16404 - T-01 Rev P2 Sandwich Road access option 1 Tracking.pdf

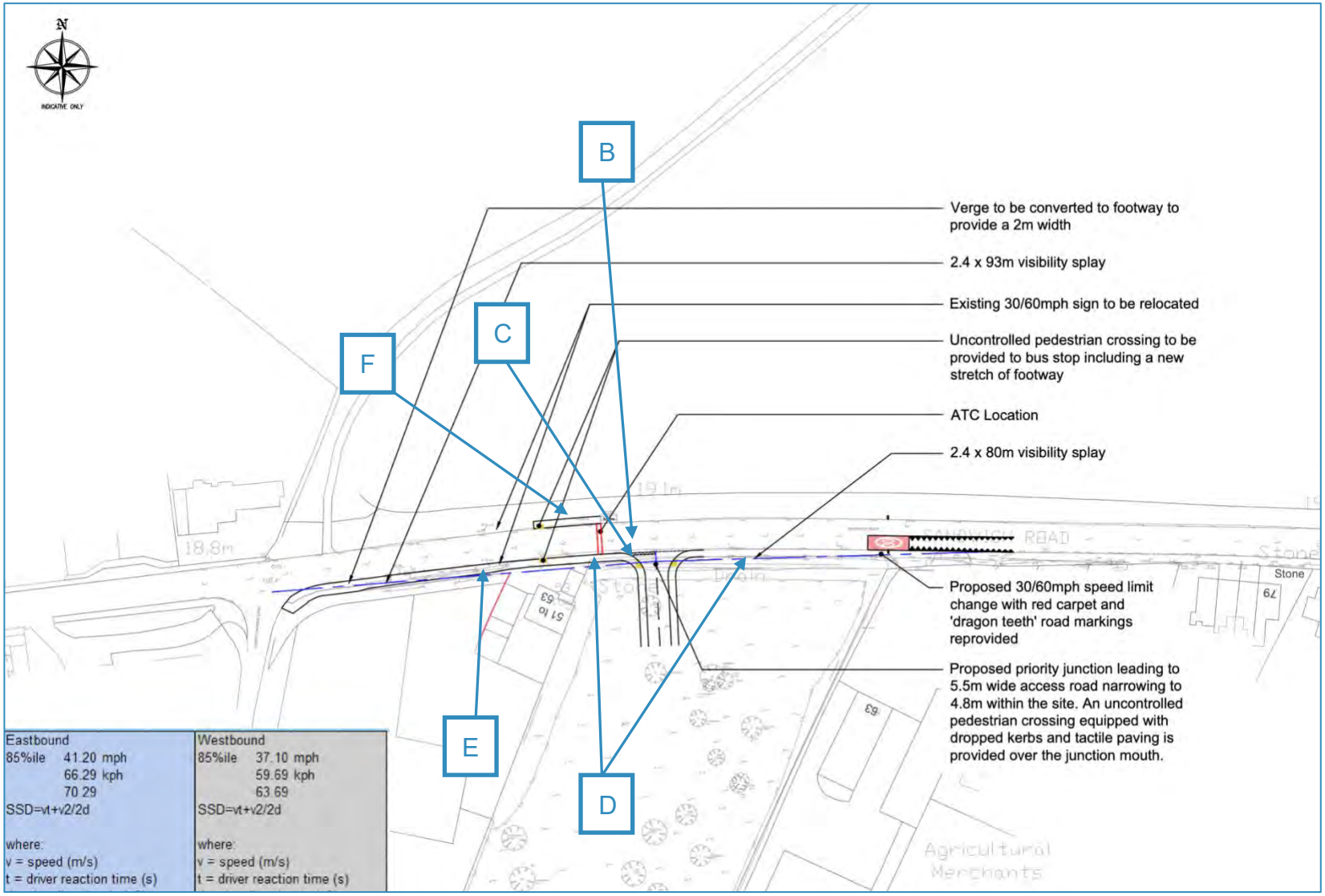
16404 - T-02 Rev P2 New Street Access Tracking.pdf

Appendix B

The following plan shows the location of the scheme



Problems Location Plans


N
INDICATIVE ONLY
B
C
F
E
D
Verge to be converted to footway to provide a 2m width
2.4 x 93m visibility splay
Existing 30/60mph sign to be relocated
Uncontrolled pedestrian crossing to be provided to bus stop including a new stretch of footway
ATC Location
2.4 x 80m visibility splay
Proposed 30/60mph speed limit change with red carpet and 'dragon teeth' road markings reprovided
Proposed priority junction leading to 5.5m wide access road narrowing to 4.8m within the site. An uncontrolled pedestrian crossing equipped with dropped kerbs and tactile paving is provided over the junction mouth.
SANDWICH ROAD
Agricultural Merchants
Eastbound
85%ile 41.20 mph
66.29 kph
70.29
SSD=vt+v2/2d
where:
v = speed (m/s)
t = driver reaction time (s)
Westbound
85%ile 37.10 mph
59.69 kph
63.69
SSD=vt+v2/2d
where:
v = speed (m/s)
t = driver reaction time (s)

Road Safety Audit Stage 1

Access from Land at Sandwich Road, Ash to New Street and Sandwich Road (Option 2)

Client: DHA Transport

Road Safety Answers reference no: RSA629

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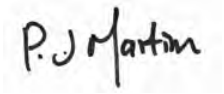
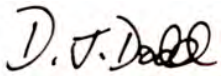
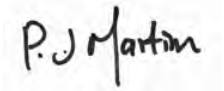
VAT registration number: 258 9498 33

Control Sheet

	Name	Date	Signature
Author	Paul Martin	01/11/2022	
Checker	David Dodd	01/11/2022	
Authoriser	Paul Martin	01/11/2022	

Report Version

RSA Report Ref.	Version	Date of Issue
RSA629	Final	01/11/2022

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1.5 All the problems described in this report are considered by the audit team to require action to improve the safety of the scheme and minimise accident occurrence. Plan showing the scheme, and the locations of any problems found during the audit are shown in Appendix B.

1.6 The purpose of the scheme is to provide access to New Street and Sandwich Road for a development of 51 residential units and, in future, to serve a further 8 units to the west and 39 units to the east. This report considers an access onto New Street and an access onto Sandwich Road. At this stage of the design there are two options for the access onto Sandwich Road. This

report considers Option 2, the most westerly of the two options, a junction 67m east of its junction with Cherry Garden Lane.

1.7 The proposed access arrangements are as follows:

Onto New Street:

- A simple priority junction, 27m east of the New Street junction with Mill Field, serving a 5.5m access road;
- A 6m kerb radius on each shoulder of the junction;
- A 2m wide footway along the western side of the access road, tying into the existing footway along the northern side of New Street;
- The junction to have visibility splays west and east of 2.4m x 43m to a 1m offset from the nearside channel line;
- The footway on New Street to the east of the junction to tie into a 1m wide verge/construction margin along the east side of the development access road.

Onto Sandwich Road (Option 2):

- A simple priority junction, 67m east of the Sandwich Road junction with Cherry Garden Lane, serving a 5.5m access road, with an uncontrolled crossing of dropped kerbs and tactile paving;
- A 6m kerb radius on each shoulder of the junction;
- The junction to have visibility splays of 80m east x 2.4m x 93m west, each 'y' distance in accordance with the stopping sight distance calculation in Manual for Streets for the measured 85th percentile speed in each direction;
- A 2m wide footway along the eastern side of the access road, tying into the existing footway along the southern side of Sandwich Road;
- A 1m wide verge/construction margin tying into the footway on the southern side of Sandwich Road;
- The narrow footway on the southern side of Sandwich Road to be widened to 2m, between the side access road and Cherry Garden Lane, by converting the grass verge;
- 27m of new footway on the northern side of Sandwich Road, extending west from the existing bus stop to a new, uncontrolled pedestrian crossing point with dropped kerbs and tactile paving on each side of Sandwich Road;
- The existing 30/60 speed limit terminal point to be relocated 95m to the east (55m east of the development junction) and a 30mph gateway installed, including red surfacing, a 30mph carriageway roundel and 'dragons teeth' markings.

1.8 No details of street lighting, surface water drainage or advanced signing have been provided. These issues are not, therefore, considered further in

this report unless the existing facilities, or lack of them, is likely to engender a safety problem.

1.9 The auditors are not aware that any previous road safety audits have been carried out on these, or similar, proposals,

2. Items resulting from this Stage 1 Audit

2.1 PROBLEM

Location: A – New Street at the development access junction (Dwg. 16404/H-02 Rev. P1).

Summary: Risk of side impact collisions if the visibility splays are obstructed by parked vehicles.

Vehicles are often parked on new Street outside the houses that do not have off-street parking available. Those within the eastward's visibility splay, outside no. 54 (photo 1) obstruct the visibility splay, and could therefore increase the risk of side impact collisions between vehicle leaving the development and westbound traffic.

Photo 1: Visibility onto New Street at the proposed access point

RECOMMENDATION

24 hour waiting restrictions should be installed on the northern side of New Street to stop on-street parking within the visibility splays.

Design Team Response:

Client Officer Response:

2.2 PROBLEM

Location: B – The development access onto Sandwich Road (Dwg. 16404/H-03 Rev. P1).

Summary: Risk of head-on collisions when a bus is stationary at the eastbound bus stop.

When a bus is stationary at the eastbound bus stop and is being overtaken by an eastbound vehicle, a vehicle turning left out of the development could be involved in a head-on collision if the exiting driver glances right, sees nothing approach from the east, and turns left out without looking to the west before crossing the give way lines.

RECOMMENDATION

The bus stop and shelter should be relocated to the east, away from the proposed development access junction.

Design Team Response:

Client Officer Response:

2.3 PROBLEM

Location: C – The development access onto Sandwich Road (Dwg. 16404/H-03 Rev. P1).

Summary: Risk of large vehicles overrunning the shoulders of the junction when a bus is stationary at the bus stop.

The swept path drawing does not show how a large vehicle can access the development when a bus is stationary at the eastbound bus stop; a refuse vehicle or pantechnicon making a delivery to the development is likely to overrun the shoulders of the junction, damaging the kerbs, footways and tactile paving, increasing the risk of trips and falls for pedestrians.

RECOMMENDATION

The bus stop and shelter should be relocated to the east, away from the proposed development access junction.

Design Team Response:

Client Officer Response:

2.4 PROBLEM

Location: D – Within the eastern visibility splay (Dwg. 16404/H-03 Rev. P1).

Summary: Risk of side impact collisions on Sandwich Road at the development access.

The eastern visibility splay is shown going through a thick, mature hedge, overgrown with ivy, in the southern verge (photo 2), but the drawing does not specify that this hedge will be removed. If the visibility splay is obstructed by the hedge the risk of side impact collisions with westbound vehicles could increase.

Photo 2: Looking east along the proposed visibility splay

RECOMMENDATION

The mature hedge, east of the proposed access, should be removed altogether.

Design Team Response:

Client Officer Response:

2.5 PROBLEM

Location: E – The uncontrolled pedestrian crossing to the west of the development access (Dwg. 16404/H-03 Rev. P1).

Summary: Risk of pedestrian/vehicle collisions if a driver exiting the development only glances to the right when turning out onto Sandwich Road.

The uncontrolled pedestrian crossing is located at the tangent point of the access onto Sandwich Road, very close to where vehicles will be turning out of the development. If a driver exiting the development only glances to the right when turning out onto Sandwich Road, they may not see a pedestrian trying to cross from south to north across the road, increasing the risk of a pedestrian/vehicle collision.

RECOMMENDATION

The uncontrolled pedestrian crossing of Sandwich Road should be located further away from the development access. If the recommendations to problems 2.2 and 2.3 are implemented, the uncontrolled crossing could be to the east of the development access, way from the access junction and vehicles turning left onto Sandwich Road.

Design Team Response:

Client Officer Response:

2.6 PROBLEM

Location: F – The widened footway to the west of the development access (Dwg. 16404/H-03 Rev. P1).

Summary: Risk of pedestrian collisions with the telegraph pole.

The existing telegraph pole will be situated in the centre of the widened footway, increasing the risk of pedestrians walking into it, especially those with a vision impairment.

RECOMMENDATION

The telegraph pole should be located to a point at the back of the widened footway.

Design Team Response:

Client Officer Response:

2.7 PROBLEM

Location: G – The proposed footway on the northern side of Sandwich Road (Dwg. 16404/H-03 Rev. P1).

Summary: Risk of pedestrians falling onto the field.

The northern verge of Sandwich Road is between 1.5m and 2m above the adjacent field with a steep drop of its back edge. If the back of the 2m wide footway falls steeply directly onto the field an errant pedestrian could fall onto the field, suffering injury.

RECOMMENDATION

The footway should have a flat margin, a minimum of 500mm wide, along its back edge so that errant pedestrians have a chance of recovery to minimise the risk of them falling onto the field below.

Design Team Response:

Client Officer Response:

3. Audit Team Statement

We certify that this road safety audit has been carried out in accordance with GG 119 (revision 2), with the exception that Designer and Highway Authority response sections have been added to each problem, and a signing off chapter added for the convenience of both parties.

Audit Team Leader

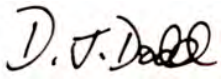
Paul Martin - BSc (Hons), CEng, FCIHT, FSoRSA, IEng, MICE
HE Approved RSA Certificate of Competency
Director, Road Safety Answers Ltd

Signed 

Date 01/11/2022

Audit Team Member

David Dodd – BSc(Hons), DipNEBOSH, FIHE, IEng. MCIHT, MSoRSA
Independent Highway and Road Safety Consultant

Signed 

Date 01/11/2022

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4. Design Team and Overseeing Organisation Statements

Design Team Leader

I certify that I have reviewed the items raised in this Stage 1 Safety Audit report. I have given due consideration to each issue raised and have stated my proposed course of action for each in this report. I seek the Overseeing Organisation's endorsement of my proposals.

Name:

Organisation:

Signed:

Date:

Overseeing Organisation (Highway Authority) Project Manager

I certify that I have reviewed the comments and actions proposed by the Design Team Leader and, in this report, I have stated my agreement, or alternative proposal, or acceptance of the risk associated with the problem.

Name:

Organisation:

Signed:

Date:

Appendix A

Drawings and Documents Examined:

22-23-04 A - Proposed Site Plan All Land Parcels Opt 2.pdf

16404 - H-02 Rev P2 New Street Access.pdf

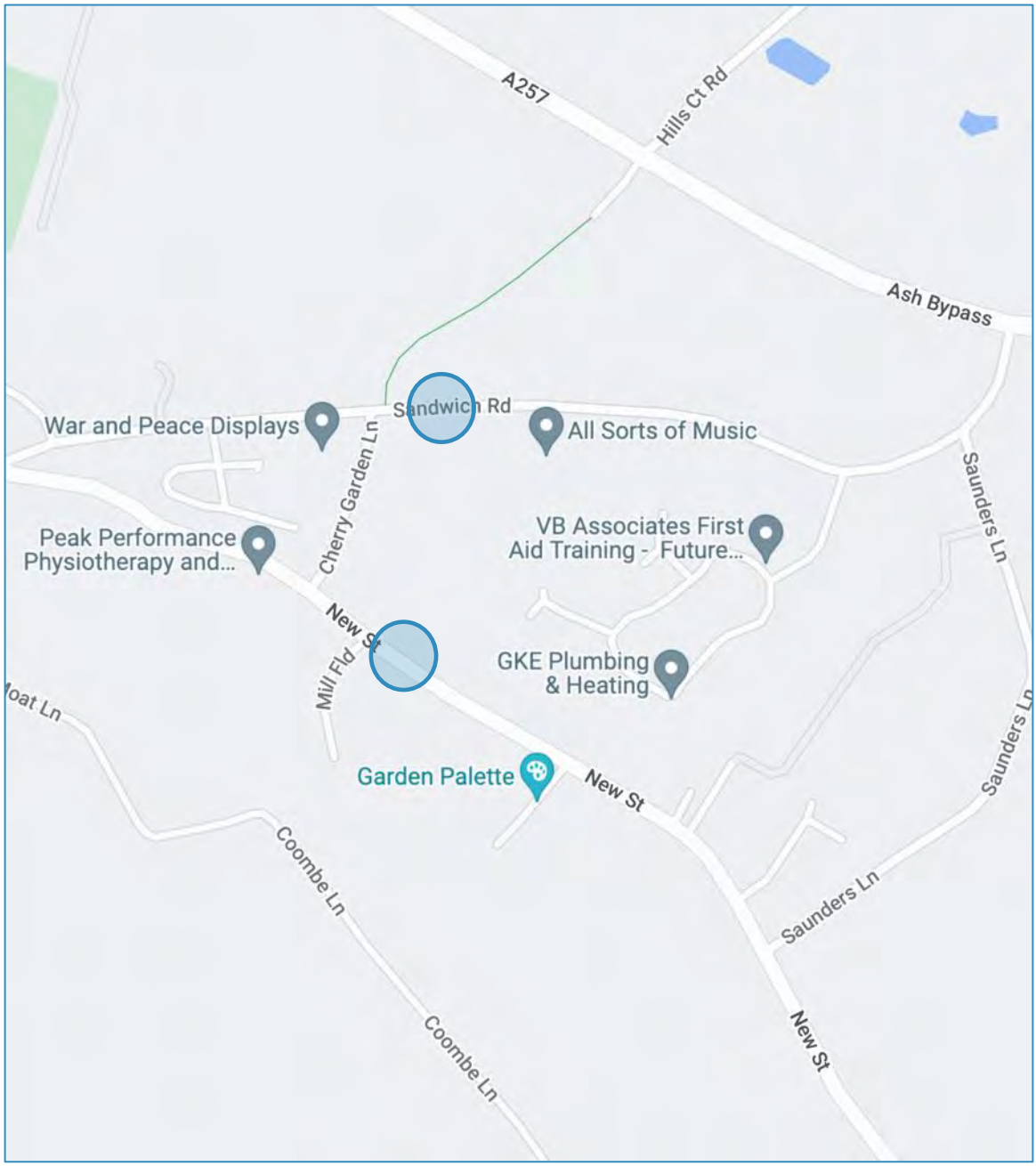
16404 - H-03 Rev P1 Sandwich Road access option 2.pdf

16404 - T-02 Rev P2 New Street Access Tracking.pdf

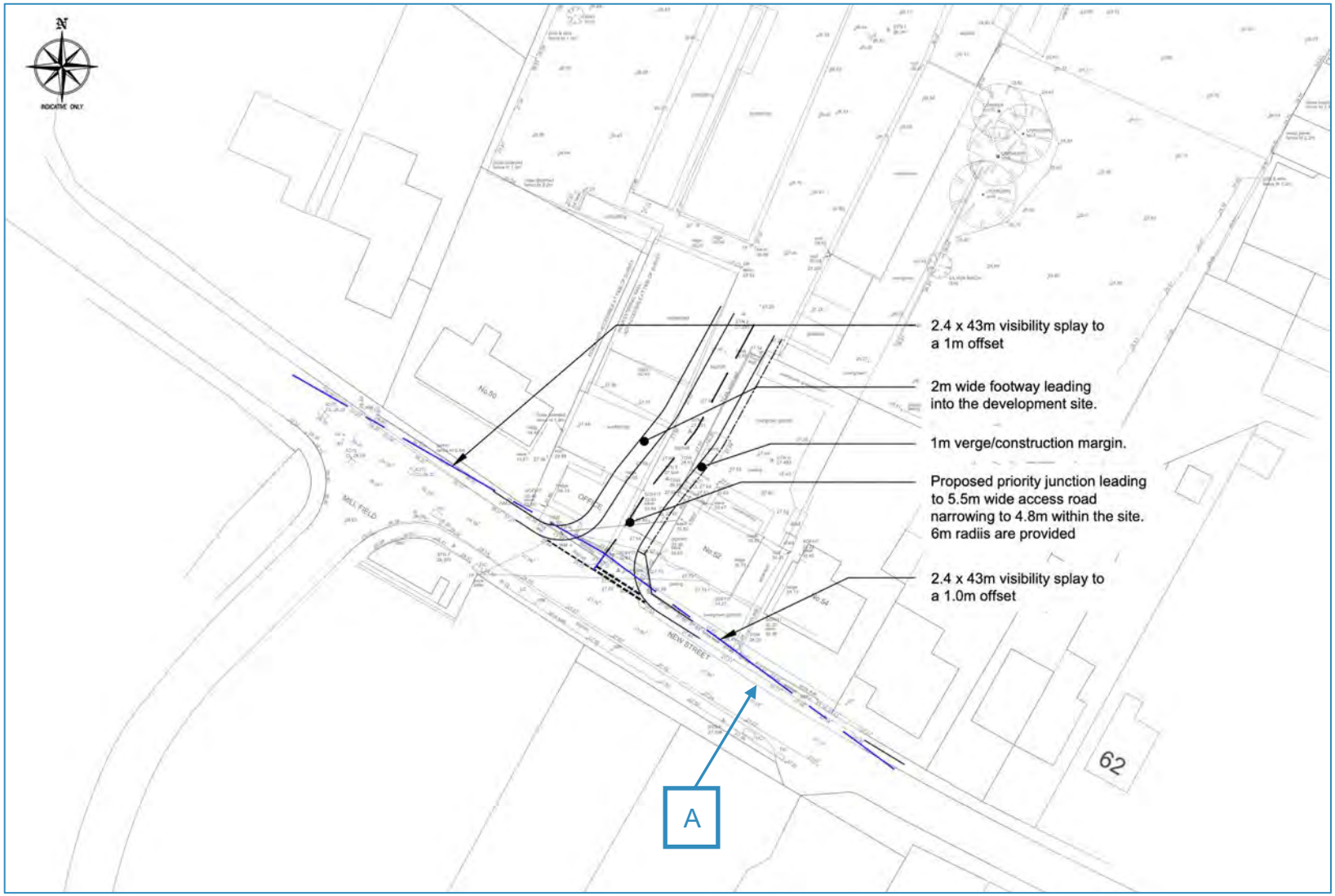
16404 - T-03 Rev P1 Sandwich Road access option 2 Tracking.pdf

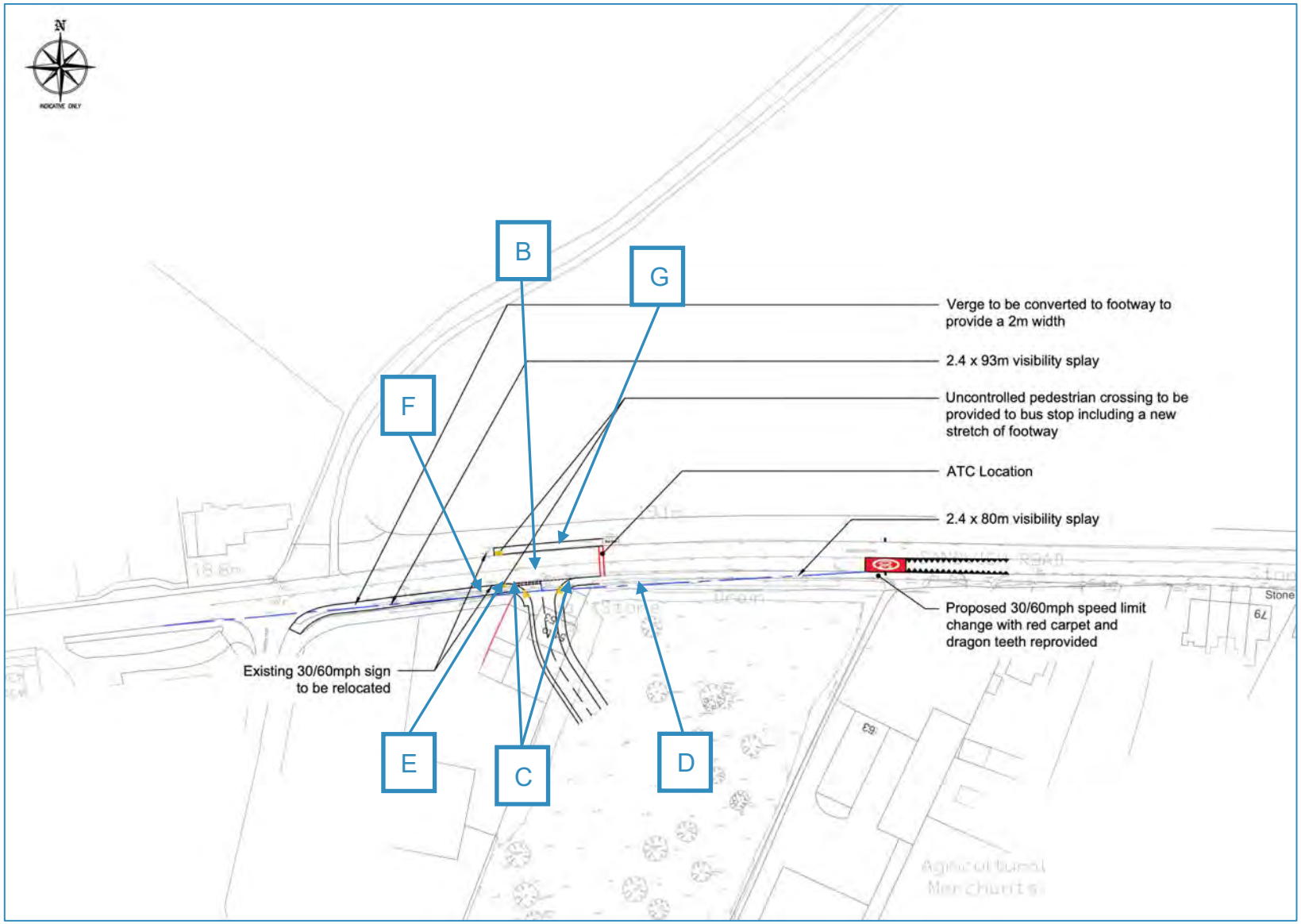
Appendix B

The following plan shows the location of the scheme



Problems Location Plans




B
G
F
E
C
D
Verge to be converted to footway to provide a 2m width
2.4 x 93m visibility splay
Uncontrolled pedestrian crossing to be provided to bus stop including a new stretch of footway
ATC Location
2.4 x 80m visibility splay
Proposed 30/60mph speed limit change with red carpet and dragon teeth reprovided
Existing 30/60mph sign to be relocated

APPENDIX
G

Designers Response to RSA

Project Details – Sandwich Road and New Street, Ash

Date – 02/11/22

Consultant/Design Engineer – DHA

Contact – James Marsh 01622 776226

Road Safety Audit Stage 1
This response is to the issues raised in the Stage 1 RSA report, prepared by Road Safety Answers dated 1st November 2022. Ref RSA629

Authorisation sheet

Prepared by:	
Name:	**James Marsh**
Position	**Senior Transport Engineer**
Signed:	
Organisation	**DHA**
Date:	**02/11/2022**
Approved by:	
Name:	**Chris Smoker**
Position	**Associate Director**
Signed:	
Organisation:	**DHA**
Date:	**02/11/2022**

Introduction

The scheme at Sandwich Road, Ash comprises of the construction of approximately 50 dwellings as well as a new access onto Sandwich Road and an improved access onto New Street. Currently there are two options for the access, where this designer's response review option 1. The Stage 1 Road Safety Audit was prepared by Road Safety Answers Ltd on 1st November 2022 to assess the proposed access's. This Designer's Response was produced by James Marsh of DHA, approved by Chris Smoker of DHA and reviewed by the overseeing organisation of Kent County Council.

Item Number	RSA Issue	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
2.1	**Location: A –** New Street at the development access junction (Dwg. 16404/H-02 Rev P1). **Summary:** Risk of side impact collisions if the visibility splays are obstructed by parked vehicles. Vehicles are often parked on New Street outside of the houses that do not have off-street parking available. Those within the eastward's visibility splay, outside no.54 (photo 1) obstruct the visibility splay and could therefore increase the risk of side impact collisions between vehicles leaving the development and westbound traffic.	24 hour waiting restrictions should be installed on the northern side of New Street to stop on-street parking within the visibility splay.	**Agreed.** The updated plan 16404-H-02 Rev P2 shows 'at any time' parking restrictions on this section of New Street. This will be subject to a TRO, which will be progressed with best endeavours to seek its approval.		
2.2	**Location: B –** The development access onto Sandwich Road (Dwg. 16404/H-01 Rev. P2). **Summary:** Risk of head-on collisions when a bus is stationary at the eastbound bus stop. When a bus is stationary at the eastbound bus stop and is being overtaken by an eastbound vehicle, a vehicle turning left out of the development could be involved in a head-on collision if the exiting driver glances right, sees nothing approach from the	The bus stop and shelter should be relocated to the west, around halfway between the development junction and Cherry Garden Lane.	**Disagree.** The bus stop on Sandwich Road is not a busy stop and therefore buses stop here for less than a minute in most cases. Given this, there is not often going to be a bus in this position. Additionally, if a bus is here when a vehicle is looking to exit the site, this will be clear to the exiting vehicle who		

Item Number	RSA Issue	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
	east, and turns let out without looking to the west before crossing the give way lines.		would therefore anticipate vehicles overtaking the bus and will be cautious before crossing the giveway lines. Given the infrequency of this hazard occurring, and the low risk of a driver being unaware of the situation, it is considered this risk is minimal and there is no need to relocate the bus stop.		
2.3	**Location: C –** The development access onto Sandwich Road (Dwg. 16404/H-01 Rev.P2). **Summary:** Risk of large vehicles overrunning the western shoulder of the junction when a bus is stationary at the bus stop. The swept path drawing does not show how a large vehicle can access the development from the west when a bus is stationary at the eastbound bus stop; a refuse vehicle or pantechnicon making a delivery to the development is likely to overrun the western shoulder of the junction, damaging the kerbs, footway and	The bus stop and shelter should be relocated to the west, halfway between the development junction and Cherry Garden Lane.	**Disagree**. Drivers of large vehicles such as a pantechnicon and a refuse vehicle are professional drivers and know their destination or are using a sat-nav and therefore know that they are approaching their junction. As mentioned in the response to point 2.2, a bus in this location will not be stopping for a prolonged period of time given the use of the routes. Given this, it is		

Item Number	RSA Issue	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
	tactile paving, increasing the risk of trips and falls for pedestrians.		considered extremely unlikely a larger vehicle will attempt to overtake the bus, and will instead wait a minute for passengers to board. The bus stop is therefore considered acceptable in its current position.		
2.4	**Location: D –** Within the visibility splays (Dwg. 16404/H-01 Rev. P2). **Summary –** Risk of side impact collisions on Sandwich Road, at the development access. The visibility splays are shown going through a thick, mature hedge, overgrown with ivy, in the southern verge on both sides of the development access (photo 2 and 3), but the drawing does no specify that this hedge will be	The mature hedge on each side of the development access should be removed altogether.	**Noted.** The hedgerow in question is a thick hedge with a Tree Protection Order (TPO) associated with it. The visibility splays clip the front of the hedge, which would require trimming. The hedge will be trimmed back 0.5m behind the visibility splay to allow for some		

Item Number	RSA Issue	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
	removed. If the visibility splays are obstructed by the hedge the risk of side impact collisions with vehicles from both directions could increase.		growing between trims, where a maintenance programme will be put in place to ensure the visibility splays remain clear.		
2.5	**Location: E –** The widened footway to the west of the development access (Dwg. 16404/H-01 Rev. P2). **Summary:** Risk of pedestrian collisions with the telegraph pole. The existing telegraph pole will be situated in the centre of the widened footway, increasing the risk of pedestrians walking into it, especially those with a vision impairment.	The telegraph pole should be located to a point at the back of the widened footway.	**Agreed.** The telegraph pole will be relocated to the rear of the footway as annotated in drawing 16404/H-01 Rev P3.		
2.6	**Location: F –** The proposed footway on the northern side of Sandwich Road (Dwg. 16404/H-01 Rev. P2). **Summary:** Risk of pedestrians falling onto the field. The northern verge of Sandwich Road is between 1.5m and 2m above the adjacent field with a steep drop of its back edge. If the back of the 2m wide footway falls steeply directly onto the field an	The footway should have a flat margin, a minimum of 500mm wide, along its back edge so that errant pedestrians have a chance of recovery to minimise the risk of them falling onto the field below.	**Agreed.** A 0.5m flat verge has been demonstrated behind the proposed footway on the revised drawing 16404-H-01 Rev P3 to reduce this risk.		

Item Number	RSA Issue	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
	errant pedestrian could fall onto the field, suffering injury.				

Design Organisation and Overseeing Organisation Statements

On behalf of the design organisation I certify that: **1) The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.**	
Name:	**James Marsh**
Signed:	
Position:	**Senior Transport Technician**
Organisation:	**DHA**
Date:	

On behalf of the overseeing Organisation I certify that: **1) The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and** **2) The agreed RSA actions will be progressed.**	
Name:	
Signed:	
Position:	
Organisation:	
Date:	

Project Details – Sandwich Road and New Street, Ash

Date – 02/11/22

Consultant/Design Engineer – DHA

Contact – James Marsh 01622 776226

Road Safety Audit Stage 1
This response is to the issues raised in the Stage 1 RSA report, prepared by Road Safety Answers dated 1st November 2022. Ref RSA629

Authorisation sheet

Prepared by:	
Name:	**James Marsh**
Position	**Senior Transport Engineer**
Signed:	
Organisation	**DHA**
Date:	**02/11/2022**
Approved by:	
Name:	**Chris Smoker**
Position	**Associate Director**
Signed:	
Organisation:	**DHA**
Date:	**02/11/2022**

Introduction

The scheme at Sandwich Road, Ash comprises of the construction of approximately 50 dwellings as well as a new access onto Sandwich Road and an improved access onto New Street. Currently there are two options for the access, where this designer's response review option 2. The Stage 1 Road Safety Audit was prepared by Road Safety Answers Ltd on 1st November 2022 to assess the proposed access's. This Designer's Response was produced by James Marsh of DHA, approved by Chris Smoker of DHA and reviewed by the overseeing organisation of Kent County Council.

Item Number	RSA Issue	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
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2.2	**Location: B –** The development access onto Sandwich Road (Dwg. 16404/H-03 Rev. P2). **Summary:** Risk of head-on collisions when a bus is stationary at the eastbound bus stop. When a bus is stationary at the eastbound bus stop and is being overtaken by an eastbound vehicle, a vehicle turning left out of the development could be involved in a head-on collision if the exiting driver glances right, sees nothing approach from the	The bus stop and shelter should be relocated to the west, around halfway between the development junction and Cherry Garden Lane.	**Disagree.** The bus stop on Sandwich Road is not a busy stop and therefore buses stop here for less than a minute in most cases. Given this, there is not often going to be a bus in this position. Additionally, if a bus is here when a vehicle is looking to exit the site, this will be clear to the exiting vehicle who		

Item Number	RSA Issue	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
	east, and turns let out without looking to the west before crossing the give way lines.		would therefore anticipate vehicles overtaking the bus and will be cautious before crossing the give way lines. Given the infrequency of this hazard occurring, and the low risk of a driver being unaware of the situation, it is considered this risk is minimal and there is no need to relocate the bus stop.		
2.3	**Location: C –** The development access onto Sandwich Road (Dwg. 16404/H-03 Rev.P2). **Summary:** Risk of large vehicles overrunning the western shoulder of the junction when a bus is stationary at the bus stop. The swept path drawing does not show how a large vehicle can access the development from the west when a bus is stationary at the eastbound bus stop; a refuse vehicle or pantechnicon making a delivery to the development is likely to overrun the western shoulder of the junction, damaging the kerbs, footway and	The bus stop and shelter should be relocated to the west, halfway between the development junction and Cherry Garden Lane.	**Disagree**. Drivers of large vehicles such as a pantechnicon and a refuse vehicle are professional drivers and know their destination or are using a sat-nav and therefore know that they are approaching their junction. As mentioned in the response to point 2.2, a bus in this location will not be stopping for a prolonged period of time given the use of the routes. Given this, it is		

Item Number	RSA Issue	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
	tactile paving, increasing the risk of trips and falls for pedestrians.		considered extremely unlikely a larger vehicle will attempt to overtake the bus, and will instead wait a minute for passengers to board. The bus stop is therefore considered acceptable in its current position.		
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Item Number	RSA Issue	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
	removed. If the visibility splays are obstructed by the hedge the risk of side impact collisions with vehicles from both directions could increase.		growing between trims, where a maintenance programme will be put in place to ensure the visibility splays remain clear.		
2.5	**Location**: **E –** The uncontrolled pedestrian crossing to the west of the development access (Dwg.16404/H-03 Rev. P1). **Summary**: Risk of pedestrian/vehicle collisions if a driver exiting the development only glances to the right when turning out onto Sandwich Road. The uncontrolled pedestrian crossing is located at the tangent point of the access onto Sandwich Road, very close to where vehicles will be turning out of the development. If a driver exiting the development only glances to the right when turning out onto Sandwich Road, they may not see a pedestrian trying to cross from south to north across the road, increasing the risk of a pedestrian/vehicle collision.	The uncontrolled pedestrian crossing of Sandwich Road should be located further away from the development access. If recommendations to problems 2.2 and 2.3 are implemented, the uncontrolled crossing could be to the east of the development access, away from the access junction and vehicles turning left onto Sandwich Road.	**Agreed.** The Pedestrian crossing has been moved 5m further to the west in order to reduce the chances of a vehicle missing the pedestrian.		
2.6	**Location**: **F –** The widened footway to the west of the development access (Dwg. 16404/H-03 Rev. P2).	The telegraph pole should be located to a point at the back of the widened footway.	**Agreed.** The telegraph pole will be relocated to the rear of the footway as		

Item Number	RSA Issue	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
	Summary: Risk of pedestrian collisions with the telegraph pole. The existing telegraph pole will be situated in the centre of the widened footway, increasing the risk of pedestrians walking into it, especially those with a vision impairment.		annotated in drawing 16404/H-01 Rev P3.		
2.7	**Location: G –** The proposed footway on the northern side of Sandwich Road (Dwg. 16404/H-03 Rev. P2). **Summary:** Risk of pedestrians falling onto the field. The northern verge of Sandwich Road is between 1.5m and 2m above the adjacent field with a steep drop of its back edge. If the back of the 2m wide footway falls steeply directly onto the field an errant pedestrian could fall onto the field, suffering injury.	The footway should have a flat margin, a minimum of 500mm wide, along its back edge so that errant pedestrians have a chance of recovery to minimise the risk of them falling onto the field below.	**Agreed.** A 0.5m flat verge has been demonstrated behind the proposed footway on the revised drawing 16404-H-01 Rev P3 to reduce this risk.		

Design Organisation and Overseeing Organisation Statements

On behalf of the design organisation I certify that: **1) The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.**	
Name:	**James Marsh**

Signed:	
Position:	**Senior Transport Technician**
Organisation:	**DHA**
Date:	

On behalf of the overseeing Organisation I certify that: **1) The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and** **2) The agreed RSA actions will be progressed.**	
Name:	
Signed:	
Position:	
Organisation:	
Date:	

APPENDIX H

TRICS Reports

Calculation Reference: AUDIT-704001-221103-1110

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : B - AFFORDABLE/LOCAL AUTHORITY HOUSES
TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST		
	WL	WILTSHIRE	1 days
05	EAST MIDLANDS		
	LR	LEICESTER	1 days
	NN	NORTH NORTHAMPTONSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	WY	WEST YORKSHIRE	1 days
08	NORTH WEST		
	AC	CHESHIRE WEST & CHESTER	1 days
	GM	GREATER MANCHESTER	1 days
11	SCOTLAND		
	DU	DUNDEE CITY	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
Actual Range: 17 to 80 (units:)
Range Selected by User: 11 to 516 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/14 to 22/10/21

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	2 days
Friday	3 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	5
Edge of Town	2

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	6
No Sub Category	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C3	7 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	2 days
15,001 to 20,000	2 days
25,001 to 50,000	2 days
50,001 to 100,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	4 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	7 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	7 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 AC-03-B-01 HOUSES & FLATS CHESHIRE WEST & CHESTER
WORDSWORTH CRES.
CHESTER
BLACON
Edge of Town
Residential Zone
Total No of Dwellings: 80
Survey date: MONDAY *17/11/14* *Survey Type: MANUAL*

2 DU-03-B-01 TERRACED BUNGALOWS DUNDEE CITY
307-441 BALUNIE DRIVE
DUNDEE
DOUGLAS & ANGUS
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 68
Survey date: FRIDAY *21/04/17* *Survey Type: MANUAL*

3 GM-03-B-01 TERRACED HOUSES GREATER MANCHESTER
NEWBOLD
ROCHDALE

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total No of Dwellings: 43
Survey date: WEDNESDAY *21/10/15* *Survey Type: MANUAL*

4 LR-03-B-01 SEMI-DETACHED & TERRACED LEICESTER
COLEMAN ROAD
LEICESTER

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 38
Survey date: FRIDAY *22/10/21* *Survey Type: MANUAL*

5 NN-03-B-01 SEMI-DETACHED HOUSES NORTH NORTHAMPTONSHIRE
OCCUPATION ROAD
CORBY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 21
Survey date: WEDNESDAY *13/10/21* *Survey Type: MANUAL*

6 WL-03-B-01 TERRACED HOUSES WILTSHIRE
BUTTERFIELD DRIVE
AMESBURY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 54
Survey date: TUESDAY *18/09/18* *Survey Type: MANUAL*

7 WY-03-B-04 TERRACED HOUSES WEST YORKSHIRE
SYKES CLOSE
BATLEY

Edge of Town
Residential Zone
Total No of Dwellings: 17
Survey date: FRIDAY *19/10/18* *Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	46	0.056	7	46	0.153	7	46	0.209
08:00 - 09:00	7	46	0.156	7	46	0.243	7	46	0.399
09:00 - 10:00	7	46	0.153	7	46	0.224	7	46	0.377
10:00 - 11:00	7	46	0.171	7	46	0.181	7	46	0.352
11:00 - 12:00	7	46	0.153	7	46	0.125	7	46	0.278
12:00 - 13:00	7	46	0.181	7	46	0.146	7	46	0.327
13:00 - 14:00	7	46	0.165	7	46	0.165	7	46	0.330
14:00 - 15:00	7	46	0.146	7	46	0.190	7	46	0.336
15:00 - 16:00	7	46	0.290	7	46	0.184	7	46	0.474
16:00 - 17:00	7	46	0.274	7	46	0.150	7	46	0.424
17:00 - 18:00	7	46	0.280	7	46	0.237	7	46	0.517
18:00 - 19:00	7	46	0.156	7	46	0.140	7	46	0.296
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.181			2.138			4.319

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter summary

Trip rate parameter range selected:	17 - 80 (units:)
Survey date date range:	01/01/14 - 22/10/21
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : D - AFFORDABLE/LOCAL AUTHORITY FLATS
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	BH	BRIGHTON & HOVE	1 days
	SP	SOUTHAMPTON	1 days
03	SOUTH WEST		
	BR	BRISTOL CITY	1 days
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 days
	NG	NOTTINGHAM	1 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	WY	WEST YORKSHIRE	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
Actual Range: 15 to 467 (units:)
Range Selected by User: 6 to 467 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/14 to 24/11/21

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Tuesday	2 days
Wednesday	2 days
Thursday	2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	4
Edge of Town	3

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	6
No Sub Category	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C3	7 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
15,001 to 20,000	1 days
25,001 to 50,000	4 days
50,001 to 100,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	5 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	6 days
1.1 to 1.5	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	1 days
No	6 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	7 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 BH-03-D-03 FLATS & HOUSES BRIGHTON & HOVE
WELLINGTON ROAD
BRIGHTON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 15
Survey date: THURSDAY *16/10/14* *Survey Type: MANUAL*

2 BR-03-D-04 BLOCKS OF FLATS BRISTOL CITY
WHITCHURCH LANE
BRISTOL
HARTCLIFFE
Edge of Town
No Sub Category
Total No of Dwellings: 467
Survey date: WEDNESDAY *24/11/21* *Survey Type: MANUAL*

3 LN-03-D-02 FLATS LINCOLNSHIRE
ADDISON DRIVE
LINCOLN

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 22
Survey date: WEDNESDAY *01/07/15* *Survey Type: MANUAL*

4 NG-03-D-01 BLOCK OF FLATS NOTTINGHAM
WATCOMBE ROAD
NOTTINGHAM
CARRINGTON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 22
Survey date: TUESDAY *23/06/15* *Survey Type: MANUAL*

5 SP-03-D-01 BLOCKS OF FLATS SOUTHAMPTON
HANNAY RISE
SOUTHAMPTON
THORNHILL
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 66
Survey date: TUESDAY *24/11/15* *Survey Type: MANUAL*

6 WM-03-D-02 BLOCKS OF FLATS WEST MIDLANDS
BRANCH ROAD
BIRMINGHAM
KINGS NORTON
Edge of Town
Residential Zone
Total No of Dwellings: 84
Survey date: MONDAY *09/11/15* *Survey Type: MANUAL*

7 WY-03-D-03 BLOCK OF FLATS WEST YORKSHIRE
CARR STREET
HECKMONDWIKE
LIVERSEDGE
Edge of Town
Residential Zone
Total No of Dwellings: 56
Survey date: THURSDAY *01/05/14* *Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	105	0.023	7	105	0.053	7	105	0.076
08:00 - 09:00	7	105	0.053	7	105	0.087	7	105	0.140
09:00 - 10:00	7	105	0.061	7	105	0.071	7	105	0.132
10:00 - 11:00	7	105	0.075	7	105	0.071	7	105	0.146
11:00 - 12:00	7	105	0.072	7	105	0.087	7	105	0.159
12:00 - 13:00	7	105	0.060	7	105	0.052	7	105	0.112
13:00 - 14:00	7	105	0.081	7	105	0.068	7	105	0.149
14:00 - 15:00	7	105	0.083	7	105	0.113	7	105	0.196
15:00 - 16:00	7	105	0.093	7	105	0.075	7	105	0.168
16:00 - 17:00	7	105	0.108	7	105	0.083	7	105	0.191
17:00 - 18:00	7	105	0.098	7	105	0.075	7	105	0.173
18:00 - 19:00	7	105	0.078	7	105	0.059	7	105	0.137
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.885			0.894			1.779

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter summary

Trip rate parameter range selected:	15 - 467 (units:)
Survey date date range:	01/01/14 - 24/11/21
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Calculation Reference: AUDIT-704001-221103-1111

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	BO	BEDFORD	1 days
	CT	CENTRAL BEDFORDSHIRE	1 days
	ES	EAST SUSSEX	4 days
	EX	ESSEX	2 days
	HC	HAMPSHIRE	8 days
	HF	HERTFORDSHIRE	2 days
	KC	KENT	5 days
	MW	MEDWAY	1 days
	SC	SURREY	3 days
	SP	SOUTHAMPTON	1 days
	WS	WEST SUSSEX	6 days
03	SOUTH WEST		
	BC	BOURNEMOUTH CHRISTCHURCH & POOLE	1 days
	DC	DORSET	1 days
	DV	DEVON	2 days
	SD	SWINDON	1 days
	SM	SOMERSET	1 days
	TB	TORBAY	1 days
04	EAST ANGLIA		
	NF	NORFOLK	11 days
	PB	PETERBOROUGH	1 days
	SF	SUFFOLK	3 days
05	EAST MIDLANDS		
	DY	DERBY	1 days
	NT	NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	1 days
	ST	STAFFORDSHIRE	2 days
	WK	WARWICKSHIRE	2 days
	WO	WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NE	NORTH EAST LINCOLNSHIRE	1 days
	NY	NORTH YORKSHIRE	2 days
08	NORTH WEST		
	AC	CHESHIRE WEST & CHESTER	1 days
	EC	CHESHIRE EAST	1 days
	LC	LANCASHIRE	1 days
09	NORTH		
	DH	DURHAM	2 days
10	WALES		
	PS	POWYS	1 days
	VG	VALE OF GLAMORGAN	1 days
11	SCOTLAND		
	HI	HIGHLAND	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
Actual Range: 8 to 984 (units:)
Range Selected by User: 5 to 4334 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/14 to 30/06/22

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	14 days
Tuesday	12 days
Wednesday	27 days
Thursday	15 days
Friday	7 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	68 days
Directional ATC Count	7 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	15
Edge of Town	60

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	69
Village	1
Out of Town	3
No Sub Category	2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C3	75 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	5 days
5,001 to 10,000	17 days
10,001 to 15,000	26 days
15,001 to 20,000	11 days
20,001 to 25,000	10 days
25,001 to 50,000	5 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	10 days
25,001 to 50,000	7 days
50,001 to 75,000	11 days
75,001 to 100,000	13 days
100,001 to 125,000	2 days
125,001 to 250,000	25 days
250,001 to 500,000	7 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	20 days
1.1 to 1.5	52 days
1.6 to 2.0	3 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	34 days
No	41 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	74 days
2 Poor	1 days

This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

1 AC-03-A-04 TOWN HOUSES CHESHIRE WEST & CHESTER
LONDON ROAD
NORTHWICH
LEFTWICH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 24
Survey date: THURSDAY *06/06/19* *Survey Type: MANUAL*

2 BC-03-A-02 BUNGALOWS BOURNEMOUTH CHRISTCHURCH & POOLE
HURSTDENE ROAD
BOURNEMOUTH
CASTLE LANE WEST
Edge of Town
Residential Zone
Total No of Dwellings: 28
Survey date: MONDAY *24/03/14* *Survey Type: MANUAL*

3 BO-03-A-01 DETACHED HOUSES BEDFORD
CARNOUSTIE DRIVE
BEDFORD
GREAT DENHAM
Edge of Town
Residential Zone
Total No of Dwellings: 30
Survey date: THURSDAY *15/10/20* *Survey Type: MANUAL*

4 CT-03-A-01 MIXED HOUSES CENTRAL BEDFORDSHIRE
ARLESEY ROAD
STOTFOLD

Edge of Town
Residential Zone
Total No of Dwellings: 46
Survey date: WEDNESDAY *22/06/22* *Survey Type: MANUAL*

5 DC-03-A-09 MIXED HOUSES DORSET
A350
SHAFTESBURY

Edge of Town
No Sub Category
Total No of Dwellings: 50
Survey date: FRIDAY *19/11/21* *Survey Type: MANUAL*

6 DH-03-A-01 SEMI DETACHED DURHAM
GREENFIELDS ROAD
BISHOP AUCKLAND

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 50
Survey date: TUESDAY *28/03/17* *Survey Type: MANUAL*

7 DH-03-A-03 SEMI-DETACHED & TERRACED DURHAM
PILGRIMS WAY
DURHAM

Edge of Town
Residential Zone
Total No of Dwellings: 57
Survey date: FRIDAY *19/10/18* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8 DV-03-A-02 HOUSES & BUNGALOWS DEVON
MILLHEAD ROAD
HONITON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 116
Survey date: FRIDAY *25/09/15* *Survey Type: MANUAL*

9 DV-03-A-03 TERRACED & SEMI DETACHED DEVON
LOWER BRAND LANE
HONITON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 70
Survey date: MONDAY *28/09/15* *Survey Type: MANUAL*

10 DY-03-A-01 MIXED HOUSES DERBY
RADBOURNE LANE
DERBY

Edge of Town
Residential Zone
Total No of Dwellings: 371
Survey date: TUESDAY *10/07/18* *Survey Type: MANUAL*

11 EC-03-A-06 TERRACED HOUSES CHESHIRE EAST
GREYSTOKE ROAD
MACCLESFIELD
HURDSFIELD
Edge of Town
Residential Zone
Total No of Dwellings: 24
Survey date: MONDAY *24/11/14* *Survey Type: MANUAL*

12 ES-03-A-03 MIXED HOUSES & FLATS EAST SUSSEX
SHEPHAM LANE
POLEGATE

Edge of Town
Residential Zone
Total No of Dwellings: 212
Survey date: MONDAY *11/07/16* *Survey Type: MANUAL*

13 ES-03-A-04 MIXED HOUSES & FLATS EAST SUSSEX
NEW LYDD ROAD
CAMBER

Edge of Town
Residential Zone
Total No of Dwellings: 134
Survey date: FRIDAY *15/07/16* *Survey Type: MANUAL*

14 ES-03-A-05 MIXED HOUSES & FLATS EAST SUSSEX
RATTLE ROAD
NEAR EASTBOURNE
STONE CROSS
Edge of Town
Residential Zone
Total No of Dwellings: 99
Survey date: WEDNESDAY *05/06/19* *Survey Type: MANUAL*

15 ES-03-A-07 MIXED HOUSES & FLATS EAST SUSSEX
NEW ROAD
HAILSHAM
HELLINGLY
Edge of Town
Residential Zone
Total No of Dwellings: 91
Survey date: THURSDAY *07/11/19* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

16 EX-03-A-02 DETACHED & SEMI-DETACHED ESSEX
MANOR ROAD
CHIGWELL
GRANGE HILL
Edge of Town
Residential Zone
Total No of Dwellings: 97
Survey date: MONDAY *27/11/17* *Survey Type: MANUAL*

17 EX-03-A-03 MIXED HOUSES ESSEX
KESTREL GROVE
RAYLEIGH

Edge of Town
Residential Zone
Total No of Dwellings: 123
Survey date: MONDAY *27/09/21* *Survey Type: MANUAL*

18 HC-03-A-21 TERRACED & SEMI-DETACHED HAMPSHIRE
PRIESTLEY ROAD
BASINGSTOKE
HOUNDMILLS
Edge of Town
Residential Zone
Total No of Dwellings: 39
Survey date: TUESDAY *13/11/18* *Survey Type: MANUAL*

19 HC-03-A-22 MIXED HOUSES HAMPSHIRE
BOW LAKE GARDENS
NEAR EASTLEIGH
BISHOPSTOKE
Edge of Town
Residential Zone
Total No of Dwellings: 40
Survey date: WEDNESDAY *31/10/18* *Survey Type: MANUAL*

20 HC-03-A-23 HOUSES & FLATS HAMPSHIRE
CANADA WAY
LIPHOOK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 62
Survey date: TUESDAY *19/11/19* *Survey Type: MANUAL*

21 HC-03-A-24 MIXED HOUSES & FLATS HAMPSHIRE
STONEHAM LANE
EASTLEIGH

Edge of Town
Residential Zone
Total No of Dwellings: 243
Survey date: WEDNESDAY *10/11/21* *Survey Type: MANUAL*

22 HC-03-A-26 MIXED HOUSES & FLATS HAMPSHIRE
BOTLEY ROAD
WHITELEY

Edge of Town
Out of Town
Total No of Dwellings: 270
Survey date: THURSDAY *24/06/21* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

23 HC-03-A-27 MIXED HOUSES HAMPSHIRE
DAIRY ROAD
ANDOVER

Edge of Town
Residential Zone
Total No of Dwellings: 73
Survey date: TUESDAY *16/11/21* *Survey Type: MANUAL*

24 HC-03-A-28 MIXED HOUSES & FLATS HAMPSHIRE
EAGLE AVENUE
WATERLOOVILLE
LOVEDEAN
Edge of Town
Residential Zone
Total No of Dwellings: 125
Survey date: MONDAY *08/11/21* *Survey Type: MANUAL*

25 HC-03-A-29 MIXED HOUSES & FLATS HAMPSHIRE
CROW LANE
RINGWOOD
CROW
Edge of Town
Residential Zone
Total No of Dwellings: 195
Survey date: THURSDAY *30/06/22* *Survey Type: MANUAL*

26 HF-03-A-03 MIXED HOUSES HERTFORDSHIRE
HARE STREET ROAD
BUNTINGFORD

Edge of Town
Residential Zone
Total No of Dwellings: 160
Survey date: MONDAY *08/07/19* *Survey Type: MANUAL*

27 HF-03-A-04 TERRACED HOUSES HERTFORDSHIRE
HOLMSIDE RISE
WATFORD
SOUTH OXHEY
Edge of Town
Residential Zone
Total No of Dwellings: 8
Survey date: TUESDAY *08/06/21* *Survey Type: MANUAL*

28 HI-03-A-14 SEMI-DETACHED & TERRACED HIGHLAND
KING BRUDE ROAD
INVERNESS
SCORGUIE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 40
Survey date: WEDNESDAY *23/03/16* *Survey Type: MANUAL*

29 KC-03-A-03 MIXED HOUSES & FLATS KENT
HYTHE ROAD
ASHFORD
WILLESBOROUGH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 51
Survey date: THURSDAY *14/07/16* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

30 KC-03-A-04 SEMI-DETACHED & TERRACED KENT
KILN BARN ROAD
AYLESFORD
DITTON
Edge of Town
Residential Zone
Total No of Dwellings: 110
Survey date: FRIDAY *22/09/17* *Survey Type: MANUAL*

31 KC-03-A-06 MIXED HOUSES & FLATS KENT
MARGATE ROAD
HERNE BAY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 363
Survey date: WEDNESDAY *27/09/17* *Survey Type: MANUAL*

32 KC-03-A-07 MIXED HOUSES KENT
RECULVER ROAD
HERNE BAY

Edge of Town
Residential Zone
Total No of Dwellings: 288
Survey date: WEDNESDAY *27/09/17* *Survey Type: MANUAL*

33 KC-03-A-09 MIXED HOUSES & FLATS KENT
WESTERN LINK
FAVERSHAM
DAVINGTON
Edge of Town
Residential Zone
Total No of Dwellings: 14
Survey date: WEDNESDAY *09/06/21* *Survey Type: MANUAL*

34 LC-03-A-31 DETACHED HOUSES LANCASHIRE
GREENSIDE
PRESTON
COTTAM
Edge of Town
Residential Zone
Total No of Dwellings: 32
Survey date: FRIDAY *17/11/17* *Survey Type: MANUAL*

35 MW-03-A-02 MIXED HOUSES MEDWAY
OTTERHAM QUAY LANE
RAINHAM

Edge of Town
Residential Zone
Total No of Dwellings: 19
Survey date: MONDAY *06/06/22* *Survey Type: MANUAL*

36 NE-03-A-02 SEMI DETACHED & DETACHED NORTH EAST LINCOLNSHIRE
HANOVER WALK
SCUNTHORPE

Edge of Town
No Sub Category
Total No of Dwellings: 432
Survey date: MONDAY *12/05/14* *Survey Type: MANUAL*

37 NF-03-A-03 DETACHED HOUSES NORFOLK
HALING WAY
THETFORD

Edge of Town
Residential Zone
Total No of Dwellings: 10
Survey date: WEDNESDAY *16/09/15* *Survey Type: MANUAL*

38 NF-03-A-10 MIXED HOUSES & FLATS NORFOLK
HUNSTANTON ROAD
HUNSTANTON

Edge of Town
Residential Zone
Total No of Dwellings: 17
Survey date: WEDNESDAY *12/09/18* *Survey Type: DIRECTIONAL ATC COUNT*

LIST OF SITES relevant to selection parameters (Cont.)

39 NF-03-A-16 MIXED HOUSES & FLATS NORFOLK
NORWICH COMMON
WYMONDHAM

Edge of Town
Residential Zone
Total No of Dwellings: 138
Survey date: TUESDAY *20/10/15* *Survey Type: DIRECTIONAL ATC COUNT*

40 NF-03-A-22 MIXED HOUSES & FLATS NORFOLK
ROUND HOUSE WAY
NORWICH
CRINGLEFORD
Edge of Town
Residential Zone
Total No of Dwellings: 984
Survey date: TUESDAY *13/10/20* *Survey Type: DIRECTIONAL ATC COUNT*

41 NF-03-A-23 MIXED HOUSES & FLATS NORFOLK
SILFIELD ROAD
WYMONDHAM

Edge of Town
Out of Town
Total No of Dwellings: 514
Survey date: WEDNESDAY *22/09/21* *Survey Type: MANUAL*

42 NF-03-A-24 MIXED HOUSES & FLATS NORFOLK
HUNSTANTON ROAD
HUNSTANTON

Edge of Town
Residential Zone
Total No of Dwellings: 127
Survey date: WEDNESDAY *22/09/21* *Survey Type: DIRECTIONAL ATC COUNT*

43 NF-03-A-25 MIXED HOUSES & FLATS NORFOLK
WOODFARM LANE
GORLESTON-ON-SEA

Edge of Town
Residential Zone
Total No of Dwellings: 55
Survey date: TUESDAY *21/09/21* *Survey Type: MANUAL*

44 NF-03-A-26 MIXED HOUSES NORFOLK
HEATH DRIVE
HOLT

Edge of Town
Residential Zone
Total No of Dwellings: 91
Survey date: WEDNESDAY *22/09/21* *Survey Type: DIRECTIONAL ATC COUNT*

45 NF-03-A-28 MIXED HOUSES NORFOLK
NORTH WALSHAM ROAD
NORTH WALSHAM

Edge of Town
Residential Zone
Total No of Dwellings: 100
Survey date: WEDNESDAY *22/09/21* *Survey Type: DIRECTIONAL ATC COUNT*

46 NF-03-A-29 MIXED HOUSES NORFOLK
BEAUFORT WAY
GREAT YARMOUTH
BRADWELL
Edge of Town
Residential Zone
Total No of Dwellings: 486
Survey date: WEDNESDAY *22/09/21* *Survey Type: DIRECTIONAL ATC COUNT*

LIST OF SITES relevant to selection parameters (Cont.)

47 NF-03-A-30 MIXED HOUSES NORFOLK
BRANDON ROAD
SWAFFHAM

Edge of Town
Residential Zone
Total No of Dwellings: 266
Survey date: THURSDAY *23/09/21* *Survey Type: MANUAL*

48 NT-03-A-08 DETACHED HOUSES NOTTINGHAMSHIRE
WIGHAY ROAD
HUCKNALL

Edge of Town
Residential Zone
Total No of Dwellings: 36
Survey date: MONDAY *18/10/21* *Survey Type: MANUAL*

49 NY-03-A-13 TERRACED HOUSES NORTH YORKSHIRE
CATTERICK ROAD
CATTERICK GARRISON
OLD HOSPITAL COMPOUND
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 10
Survey date: WEDNESDAY *10/05/17* *Survey Type: MANUAL*

50 NY-03-A-14 DETACHED & BUNGALOWS NORTH YORKSHIRE
PALACE ROAD
RIPON

Edge of Town
Residential Zone
Total No of Dwellings: 45
Survey date: WEDNESDAY *18/05/22* *Survey Type: MANUAL*

51 PB-03-A-04 DETACHED HOUSES PETERBOROUGH
EASTFIELD ROAD
PETERBOROUGH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 28
Survey date: MONDAY *17/10/16* *Survey Type: MANUAL*

52 PS-03-A-02 DETACHED/SEMI-DETACHED POWYS
GUNROG ROAD
WELSHPOOL

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 28
Survey date: MONDAY *11/05/15* *Survey Type: MANUAL*

53 SC-03-A-04 DETACHED & TERRACED SURREY
HIGH ROAD
BYFLEET

Edge of Town
Residential Zone
Total No of Dwellings: 71
Survey date: THURSDAY *23/01/14* *Survey Type: MANUAL*

54 SC-03-A-07 MIXED HOUSES SURREY
FOLLY HILL
FARNHAM

Edge of Town
Residential Zone
Total No of Dwellings: 41
Survey date: WEDNESDAY *11/05/22* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

55 SC-03-A-08 MIXED HOUSES SURREY
REIGATE ROAD
HORLEY

Edge of Town
Residential Zone
Total No of Dwellings: 790
Survey date: WEDNESDAY *04/05/22* *Survey Type: MANUAL*

56 SD-03-A-01 SEMI DETACHED SWINDON
HEADLANDS GROVE
SWINDON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 27
Survey date: THURSDAY *22/09/16* *Survey Type: MANUAL*

57 SF-03-A-05 DETACHED HOUSES SUFFOLK
VALE LANE
BURY ST EDMUNDS

Edge of Town
Residential Zone
Total No of Dwellings: 18
Survey date: WEDNESDAY *09/09/15* *Survey Type: MANUAL*

58 SF-03-A-09 MIXED HOUSES & FLATS SUFFOLK
FOXHALL ROAD
IPSWICH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 179
Survey date: THURSDAY *24/06/21* *Survey Type: MANUAL*

59 SF-03-A-10 TERRACED & SEMI-DETACHED SUFFOLK
LOVETOFTS DRIVE
IPSWICH
WHITEHOUSE
Edge of Town
Residential Zone
Total No of Dwellings: 149
Survey date: TUESDAY *22/06/21* *Survey Type: MANUAL*

60 SH-03-A-06 BUNGALOWS SHROPSHIRE
ELLESMERE ROAD
SHREWSBURY

Edge of Town
Residential Zone
Total No of Dwellings: 16
Survey date: THURSDAY *22/05/14* *Survey Type: MANUAL*

61 SM-03-A-01 DETACHED & SEMI SOMERSET
WEMBDON ROAD
BRIDGWATER
NORTHFIELD
Edge of Town
Residential Zone
Total No of Dwellings: 33
Survey date: THURSDAY *24/09/15* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

62 SP-03-A-02 MIXED HOUSES & FLATS SOUTHAMPTON
BARNFIELD WAY
NEAR SOUTHAMPTON
HEDGE END
Edge of Town
Out of Town
Total No of Dwellings: 250
Survey date: TUESDAY 12/10/21 Survey Type: MANUAL

63 ST-03-A-07 DETACHED & SEMI-DETACHED STAFFORDSHIRE
BEACONSIDE
STAFFORD
MARSTON GATE
Edge of Town
Residential Zone
Total No of Dwellings: 248
Survey date: WEDNESDAY 22/11/17 Survey Type: MANUAL

64 ST-03-A-08 DETACHED HOUSES STAFFORDSHIRE
SILKMORE CRESCENT
STAFFORD
MEADOWCROFT PARK
Edge of Town
Residential Zone
Total No of Dwellings: 26
Survey date: WEDNESDAY 22/11/17 Survey Type: MANUAL

65 TB-03-A-01 TERRACED HOUSES TORBAY
BRONSHILL ROAD
TORQUAY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 37
Survey date: WEDNESDAY 30/09/15 Survey Type: MANUAL

66 VG-03-A-01 SEMI-DETACHED & TERRACED VALE OF GLAMORGAN
ARTHUR STREET
BARRY

Edge of Town
Residential Zone
Total No of Dwellings: 12
Survey date: MONDAY 08/05/17 Survey Type: MANUAL

67 WK-03-A-03 DETACHED HOUSES WARWICKSHIRE
BRESE AVENUE
WARWICK
GUYS CLIFFE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 23
Survey date: WEDNESDAY 25/09/19 Survey Type: MANUAL

68 WK-03-A-04 DETACHED HOUSES WARWICKSHIRE
DALEHOUSE LANE
KENILWORTH

Edge of Town
Residential Zone
Total No of Dwellings: 49
Survey date: FRIDAY 27/09/19 Survey Type: MANUAL

69 WO-03-A-07 MIXED HOUSES & FLATS WORCESTERSHIRE
RYE GRASS LANE
REDDITCH

Edge of Town
Residential Zone
Total No of Dwellings: 47
Survey date: THURSDAY 01/10/20 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

70 WS-03-A-04 MIXED HOUSES WEST SUSSEX
HILLS FARM LANE
HORSHAM
BROADBRIDGE HEATH
Edge of Town
Residential Zone
Total No of Dwellings: 151
Survey date: THURSDAY *11/12/14* *Survey Type: MANUAL*

71 WS-03-A-08 MIXED HOUSES WEST SUSSEX
ROUNDSTONE LANE
ANGMERING

Edge of Town
Residential Zone
Total No of Dwellings: 180
Survey date: THURSDAY *19/04/18* *Survey Type: MANUAL*

72 WS-03-A-11 MIXED HOUSES WEST SUSSEX
ELLIS ROAD
WEST HORSHAM
S BROADBRIDGE HEATH
Edge of Town
Residential Zone
Total No of Dwellings: 918
Survey date: TUESDAY *02/04/19* *Survey Type: MANUAL*

73 WS-03-A-12 MIXED HOUSES WEST SUSSEX
MADGWICK LANE
CHICHESTER
WESTHAMPNETT
Edge of Town
Village
Total No of Dwellings: 152
Survey date: WEDNESDAY *16/06/21* *Survey Type: MANUAL*

74 WS-03-A-13 MIXED HOUSES & FLATS WEST SUSSEX
LITTLEHAMPTON ROAD
WORTHING
WEST DURRINGTON
Edge of Town
Residential Zone
Total No of Dwellings: 197
Survey date: WEDNESDAY *23/06/21* *Survey Type: MANUAL*

75 WS-03-A-14 MIXED HOUSES WEST SUSSEX
TODDINGTON LANE
LITTLEHAMPTON
WICK
Edge of Town
Residential Zone
Total No of Dwellings: 117
Survey date: WEDNESDAY *20/10/21* *Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	75	145	0.075	75	145	0.299	75	145	0.374
08:00 - 09:00	75	145	0.142	75	145	0.375	75	145	0.517
09:00 - 10:00	75	145	0.128	75	145	0.163	75	145	0.291
10:00 - 11:00	75	145	0.122	75	145	0.145	75	145	0.267
11:00 - 12:00	75	145	0.130	75	145	0.142	75	145	0.272
12:00 - 13:00	75	145	0.148	75	145	0.148	75	145	0.296
13:00 - 14:00	75	145	0.153	75	145	0.143	75	145	0.296
14:00 - 15:00	75	145	0.157	75	145	0.178	75	145	0.335
15:00 - 16:00	75	145	0.245	75	145	0.165	75	145	0.410
16:00 - 17:00	75	145	0.268	75	145	0.157	75	145	0.425
17:00 - 18:00	75	145	0.342	75	145	0.156	75	145	0.498
18:00 - 19:00	75	145	0.275	75	145	0.152	75	145	0.427
19:00 - 20:00	1	97	0.062	1	97	0.052	1	97	0.114
20:00 - 21:00	1	97	0.031	1	97	0.021	1	97	0.052
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.278			2.296			4.574

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter summary

Trip rate parameter range selected:	8 - 984 (units:)
Survey date date range:	01/01/14 - 30/06/22
Number of weekdays (Monday-Friday):	75
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	26
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Calculation Reference: AUDIT-704001-221104-1106

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	BH	BRIGHTON & HOVE	1 days
	CT	CENTRAL BEDFORDSHIRE	3 days
	HF	HERTFORDSHIRE	3 days
	PO	PORTSMOUTH	1 days
03	SOUTH WEST		
	DC	DORSET	1 days
	DV	DEVON	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
	NF	NORFOLK	2 days
	SF	SUFFOLK	4 days
05	EAST MIDLANDS		
	DY	DERBY	1 days
	NG	NOTTINGHAM	2 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	RI	EAST RIDING OF YORKSHIRE	1 days
	SY	SOUTH YORKSHIRE	1 days
08	NORTH WEST		
	MS	MERSEYSIDE	3 days
09	NORTH		
	CB	CUMBRIA	2 days
	TW	TYNE & WEAR	1 days
10	WALES		
	CO	CONWY	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
Actual Range: 9 to 184 (units:)
Range Selected by User: 6 to 215 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/14 to 15/10/21

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	7 days
Tuesday	10 days
Wednesday	7 days
Thursday	3 days
Friday	3 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	30 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Edge of Town Centre	13
Suburban Area (PPS6 Out of Centre)	12
Edge of Town	5

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Development Zone	3
Residential Zone	16
Built-Up Zone	6
No Sub Category	5

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C3	30 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	2 days
10,001 to 15,000	6 days
15,001 to 20,000	1 days
20,001 to 25,000	8 days
25,001 to 50,000	11 days
50,001 to 100,000	2 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	8 days
125,001 to 250,000	11 days
250,001 to 500,000	7 days
500,001 or More	2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	14 days
1.1 to 1.5	15 days
1.6 to 2.0	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	4 days
No	26 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	30 days

This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

1 BH-03-C-01 BLOCK OF FLATS BRIGHTON & HOVE
OLD SHOREHAM RD
BRIGHTON
HOVE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 71
Survey date: TUESDAY *26/09/17* *Survey Type: MANUAL*

2 CA-03-C-03 BLOCKS OF FLATS CAMBRIDGESHIRE
CROMWELL ROAD
CAMBRIDGE

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total No of Dwellings: 82
Survey date: MONDAY *18/09/17* *Survey Type: MANUAL*

3 CB-03-C-02 BLOCK OF FLATS CUMBRIA
BRIDGE LANE
PENRITH

Edge of Town
No Sub Category
Total No of Dwellings: 35
Survey date: WEDNESDAY *11/06/14* *Survey Type: MANUAL*

4 CB-03-C-03 FLATS & BUNGALOWS CUMBRIA
LOUND STREET
KENDAL

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 33
Survey date: MONDAY *09/06/14* *Survey Type: MANUAL*

5 CO-03-C-01 BLOCKS OF FLATS CONWY
MOSTYN BROADWAY
LLANDUDNO

Edge of Town Centre
Built-Up Zone
Total No of Dwellings: 37
Survey date: MONDAY *26/03/18* *Survey Type: MANUAL*

6 CT-03-C-01 BLOCKS OF FLATS CENTRAL BEDFORDSHIRE
WING ROAD
LEIGHTON BUZZARD
LINSLADE
Edge of Town Centre
Residential Zone
Total No of Dwellings: 175
Survey date: TUESDAY *15/05/18* *Survey Type: MANUAL*

7 CT-03-C-02 BLOCKS OF FLATS CENTRAL BEDFORDSHIRE
STANBRIDGE ROAD
LEIGHTON BUZZARD

Edge of Town Centre
Residential Zone
Total No of Dwellings: 62
Survey date: TUESDAY *15/05/18* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8 CT-03-C-03 BLOCKS OF FLATS CENTRAL BEDFORDSHIRE
COURT DRIVE
DUNSTABLE

Edge of Town Centre
No Sub Category
Total No of Dwellings: 146
Survey date: TUESDAY *15/05/18* *Survey Type: MANUAL*

9 DC-03-C-02 FLATS IN BLOCKS DORSET
PALM COURT
WEYMOUTH
SPA ROAD
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 14
Survey date: FRIDAY *28/03/14* *Survey Type: MANUAL*

10 DV-03-C-01 BLOCK OF FLATS DEVON
BONHAY ROAD
EXETER

Edge of Town Centre
Residential Zone
Total No of Dwellings: 27
Survey date: MONDAY *10/07/17* *Survey Type: MANUAL*

11 DY-03-C-03 BLOCKS OF FLATS DERBY
CAESAR STREET
DERBY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 30
Survey date: WEDNESDAY *25/09/19* *Survey Type: MANUAL*

12 HF-03-C-01 BLOCKS OF FLATS HERTFORDSHIRE
HAYLING ROAD
WATFORD
SOUTH OXHEY
Edge of Town
Residential Zone
Total No of Dwellings: 22
Survey date: WEDNESDAY *09/06/21* *Survey Type: MANUAL*

13 HF-03-C-03 BLOCK OF FLATS HERTFORDSHIRE
SHENLEY ROAD
BOREHAMWOOD

Edge of Town Centre
Built-Up Zone
Total No of Dwellings: 91
Survey date: THURSDAY *14/11/19* *Survey Type: MANUAL*

14 HF-03-C-05 BLOCKS OF FLATS HERTFORDSHIRE
FERNDOWN ROAD
WATFORD
SOUTH OXHEY
Edge of Town
Residential Zone
Total No of Dwellings: 26
Survey date: MONDAY *07/06/21* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

15 MS-03-C-02 BLOCKS OF FLATS MERSEYSIDE
SOUTH FERRY QUAY
LIVERPOOL
BRUNSWICK DOCK
Suburban Area (PPS6 Out of Centre)
Development Zone
Total No of Dwellings: 184
Survey date: TUESDAY *13/11/18* *Survey Type: MANUAL*

16 MS-03-C-03 BLOCK OF FLATS MERSEYSIDE
MARINERS WHARF
LIVERPOOL
QUEENS DOCK
Suburban Area (PPS6 Out of Centre)
Development Zone
Total No of Dwellings: 9
Survey date: TUESDAY *13/11/18* *Survey Type: MANUAL*

17 MS-03-C-04 BLOCK OF FLATS MERSEYSIDE
HOY DRIVE
NEWTON-LE-WILLOWS
EARLESTOWN
Edge of Town Centre
Residential Zone
Total No of Dwellings: 24
Survey date: MONDAY *12/04/21* *Survey Type: MANUAL*

18 NF-03-C-01 BLOCKS OF FLATS NORFOLK
PAGE STAIR LANE
KING'S LYNN

Edge of Town Centre
Built-Up Zone
Total No of Dwellings: 51
Survey date: THURSDAY *11/12/14* *Survey Type: MANUAL*

19 NF-03-C-02 MIXED FLATS & HOUSES NORFOLK
HALL ROAD
NORWICH
LAKENHAM
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 82
Survey date: MONDAY *18/11/19* *Survey Type: MANUAL*

20 NG-03-C-01 HOUSES (SPLIT INTO FLATS) NOTTINGHAM
LAWRENCE WAY
NOTTINGHAM

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total No of Dwellings: 56
Survey date: TUESDAY *08/11/16* *Survey Type: MANUAL*

21 NG-03-C-02 HOUSES (SPLIT INTO FLATS) NOTTINGHAM
CASTLE MARINA ROAD
NOTTINGHAM

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total No of Dwellings: 135
Survey date: WEDNESDAY *09/11/16* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

22 PO-03-C-01 BLOCKS OF FLATS PORTSMOUTH
CROSS STREET
PORTSMOUTH

Edge of Town Centre
Built-Up Zone
Total No of Dwellings: 90
Survey date: TUESDAY *05/06/18* *Survey Type: MANUAL*

23 RI-03-C-01 FLATS EAST RIDING OF YORKSHIRE
465 PRIORY ROAD
HULL

Edge of Town
Residential Zone
Total No of Dwellings: 20
Survey date: TUESDAY *13/05/14* *Survey Type: MANUAL*

24 SF-03-C-01 BLOCKS OF FLATS SUFFOLK
STATION HILL
BURY ST EDMUNDS

Edge of Town Centre
Built-Up Zone
Total No of Dwellings: 85
Survey date: THURSDAY *18/12/14* *Survey Type: MANUAL*

25 SF-03-C-03 BLOCKS OF FLATS SUFFOLK
TOLLGATE LANE
BURY ST EDMUNDS

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 30
Survey date: WEDNESDAY *03/12/14* *Survey Type: MANUAL*

26 SF-03-C-04 BLOCKS OF FLATS SUFFOLK
SAINT MARY'S ROAD
IPSWICH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 56
Survey date: WEDNESDAY *16/09/20* *Survey Type: MANUAL*

27 SF-03-C-05 BLOCKS OF FLATS SUFFOLK
FORE STREET
IPSWICH
IPSWICH WATERFRONT
Edge of Town Centre
Development Zone
Total No of Dwellings: 69
Survey date: WEDNESDAY *23/06/21* *Survey Type: MANUAL*

28 SY-03-C-01 BLOCKS OF FLATS SOUTH YORKSHIRE
HEELIS STREET
BARNSLEY

Edge of Town Centre
Built-Up Zone
Total No of Dwellings: 112
Survey date: TUESDAY *08/09/20* *Survey Type: MANUAL*

29 TW-03-C-01 BLOCKS OF FLATS TYNE & WEAR
CAULDWELL AVENUE
WHITLEY BAY
MONKESEATON
Edge of Town
Residential Zone
Total No of Dwellings: 45
Survey date: FRIDAY *15/10/21* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

30 WM-03-C-04 BLOCKS OF FLATS WEST MIDLANDS
GILLQUART WAY
COVENTRY
PARKSIDE
Edge of Town Centre
Residential Zone
Total No of Dwellings: 55
Survey date: FRIDAY *11/11/16* *Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	30	65	0.044	30	65	0.148	30	65	0.192
08:00 - 09:00	30	65	0.059	30	65	0.184	30	65	0.243
09:00 - 10:00	30	65	0.074	30	65	0.090	30	65	0.164
10:00 - 11:00	30	65	0.065	30	65	0.085	30	65	0.150
11:00 - 12:00	30	65	0.073	30	65	0.079	30	65	0.152
12:00 - 13:00	30	65	0.084	30	65	0.084	30	65	0.168
13:00 - 14:00	30	65	0.063	30	65	0.079	30	65	0.142
14:00 - 15:00	30	65	0.066	30	65	0.074	30	65	0.140
15:00 - 16:00	30	65	0.099	30	65	0.066	30	65	0.165
16:00 - 17:00	30	65	0.120	30	65	0.074	30	65	0.194
17:00 - 18:00	30	65	0.165	30	65	0.083	30	65	0.248
18:00 - 19:00	30	65	0.165	30	65	0.096	30	65	0.261
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.077			1.142			2.219

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter summary

Trip rate parameter range selected:	9 - 184 (units:)
Survey date date range:	01/01/14 - 15/10/21
Number of weekdays (Monday-Friday):	30
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.