Land off Eyhorne Street, Hollingbourne

Transport Statement

Final Report
PL/HB/LC/35630
November 2025

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20/10/2025	0.1	First draft issued to client for comment
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1 INTRODUCTION

1.1.1 DHA has been commissioned by Cantium Land and Development Ltd to provide transport planning advice in relation to the proposed residential development on Land off Eyhorne Street, in Hollingbourne, Kent.

1.1.2 This Transport Statement (TS) has been produced in accordance with the Planning Practice Guidance (PPG) and Department for Transport (DfT) Circular 01/2022. Following this introduction, the TS is structured as follows:-

- Section 2 summarises the existing transport conditions local to the site;
- Section 3 outlines the development proposals;
- Section 4 assesses compliance with the applicable national and local transport planning policy;
- Section 5 provides an assessment of vehicular trip generation; and
- Section 6 provides a summary and conclusion.

1.2 VISION OF DEVELOPMENT

1.2.1 With reference to DfT Circular 01/2022, the vision of the development is to provide a sustainable residential development located within close proximity of a range of services, facilities and public transport nodes in Hollingbourne, to promote and enable non-car accessibility and social inclusion amongst future residents. This vision will be achieved through a street layout that accords with Manual for Streets and Kent Design Guide principles to encourage low vehicle speeds and direct, overlooked and pleasant pedestrian and cycle routes, and the provision of secure and sheltered cycle parking facilities for every dwelling, as well as enhanced pedestrian connectivity to Hollingbourne Railway Station.

2 EXISTING TRANSPORT CONDITIONS

2.1 EXISTING SITE

2.1.1 The site is located approximately 400m to the north-east of Hollingbourne village centre and currently comprises an open field. The site is shown in a local context in Figure 2.1 below.

FIGURE 2.1: SITE LOCATION (COURTESY OF GOOGLE MAPS)

2.1.2 The site is bound to the north-east by the Kent Downs railway line, to the south-east by an open field, to the south-west by a further open field and Godfrey House, and to the north-west by Eyhorne Street.

2.2 LOCAL HIGHWAY NETWORK

2.2.1 Eyhorne Street takes a general north-east / south-west alignment along the site frontage. It has a carriageway width of approximately 5.5m and is subject to a 20mph speed restriction at the existing site access. A 30mph speed limit gateway is located approximately 40m to the south-west of the access. Eyhorne Street is subject to intermittent street lighting, which is reflective of its rural context.

2.2.2 To the north-east, Eyhorne Street continues north-east towards the village of Bredgar and crosses the M2 on approach to Sittingbourne.

2.2.3 To the south-west, Eyhorne Street routes into the village centre and crosses the M20 before joining the A20 Ashford Road at a three-arm roundabout junction. The A20 then routes north-west towards Maidstone and the M20 at Junction 8, and south-east towards Harrietsham, Lenham and Charing.

2.2.4 It is therefore evident that the site enjoys ready access to the strategic and primary highway networks.

2.3 WALKING AND CYCLING INFRASTRUCTURE

2.3.1 Eyhorne Street is provided with a 1.5m wide footway on its north-western side, widening to 2.0m in some areas. This footway routes north-east from the existing site access for approximately 260m before terminating, at which point a 1.5m footway on the southern side of the road begins. To the south-west, this footway routes into the village.

2.3.2 Figure 2.2 below displays the Public Rights of Way (PRoW) that are accessible within a short distance of the proposal site, with purple lines denoting Footpaths.

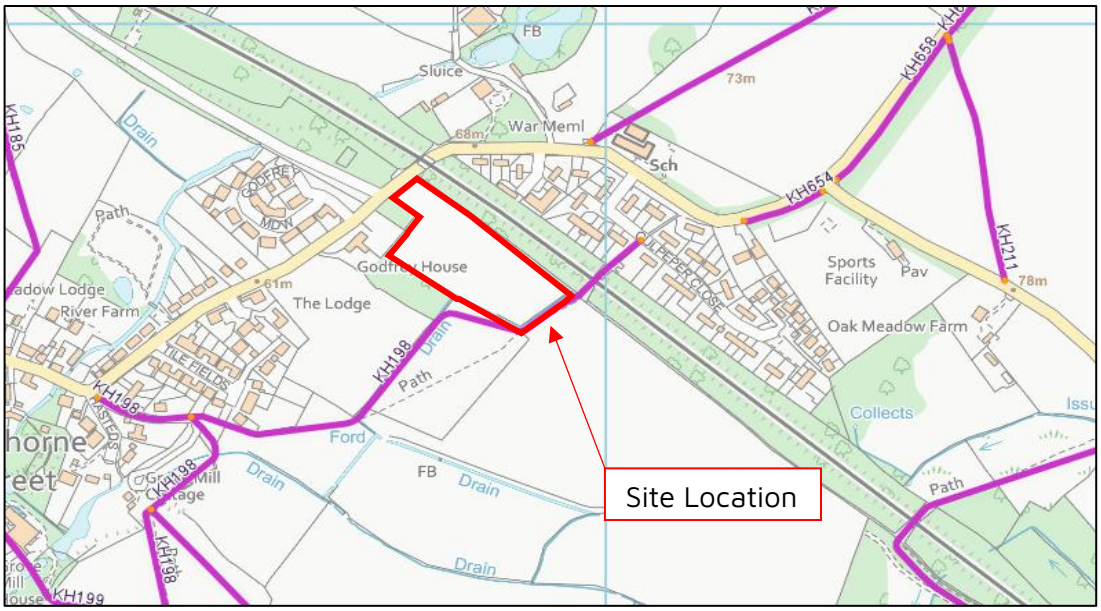

FIGURE 2.2: LOCAL PROW NETWORK (COURTESY OF KENT COUNTY COUNCIL)

2.3.3 The site is bound to the south-east by Footpath KH198, which routes between Culpeper Close and the A20 Ashford Road. The access points to this PRoW are both located approximately 350m (or a four-minute walk) from the existing site access, on Culpeper Close and Hasteds.

2.3.4 Footpath KH198 provides access to Footpath KH200, which routes to Hospital Road to the south-east, and Footpath KH199, which routes to Eyhorne Street, exiting to the west of The Windmill public house.

2.3.5 The closest PRoW to the site access is Footpath KH187, located approximately 210m to the north-east, which routes north-east on to the Kent Downs escarpment.

2.3.6 Figure 2.3 below displays the cycling infrastructure local to the site, with red lines denoting National Cycle Routes (NCRs).

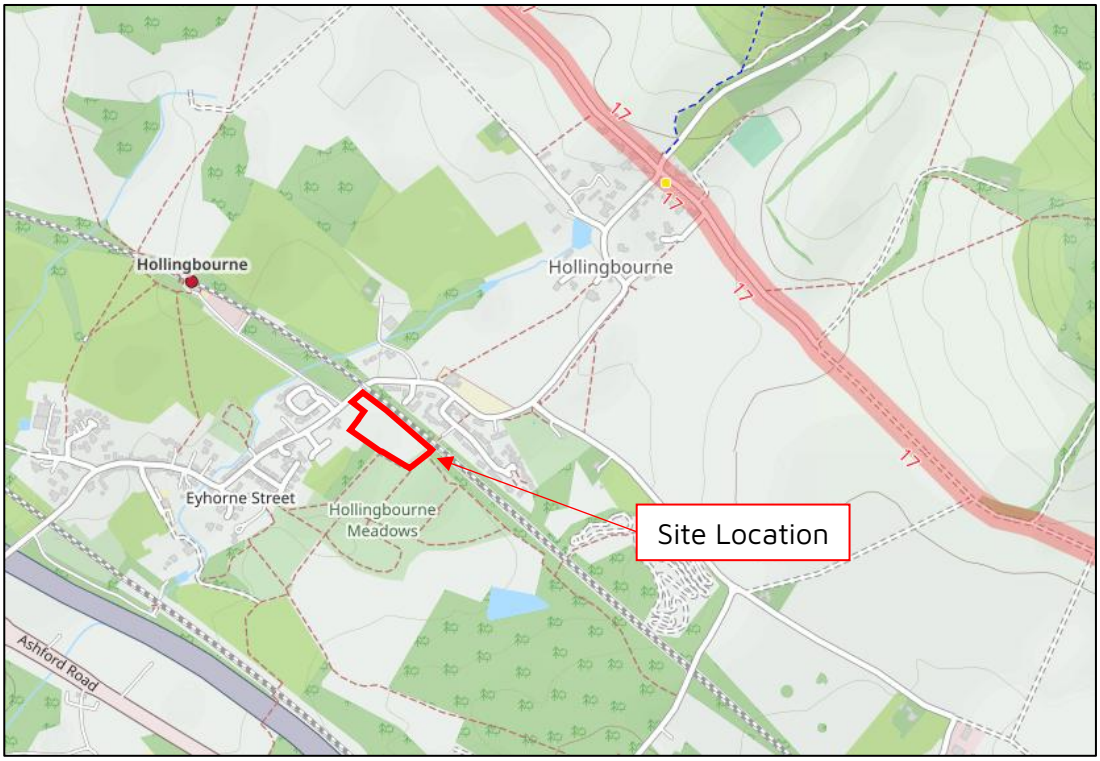

FIGURE 2.3: LOCAL CYCLE NETWORK (COURTESY OF OPENCYCLEMAP)

2.3.7 NCR 17 is accessible from the Upper Street / Hollingbourne Hill / Pilgrims Way junction, approximately 1.1km (or a five-minute cycle time) to the north-east of the existing site access. NCR 17 routes between Rochester, Maidstone and Ashford, and locally provides access to the nearby villages of Broad Street, Thurnham, Detling, Lenham and Charing.

2.3.8 Much of the local highway network in the site vicinity is also considered suitable for on-carriageway cycling by competent individuals due to its predominantly low-speed and lightly trafficked nature.

2.4 PUBLIC TRANSPORT INFRASTRUCTURE

2.4.1 The closest pair of bus stops to the site are located on Eyhorne Street, approximately 150m (or a two-minute walk) to the north-east of the existing site access. These stops are equipped with flags and posts and timetable information. Table 2.1 below provides a summary of the bus services that call at these stops.

SERVICE NO.	ROUTE	SERVICE FREQUENCY			
		WEEKDAY PEAK	WEEKDAY OFF-PEAK	SATURDAY	SUNDAY
13	Hollingbourne – Maidstone	No services	Four to five services per day	No services	No services
14	Hollingbourne – Maidstone	No services	One service per day	No services	No services

TABLE 2.1: BUS SERVICES FROM EYHORNE STREET

2.4.2 It is noted that a pair of bus stops accessed by more frequent services is located on the A20 Ashford Road adjacent to the Great Danes Hotel, approximately 1.1km (or a 14-minute walk) to the south-west of the existing site access. These stops also provide access to Routes 13 and 14, as well as Route 510 between Ashford and Maidstone, which calls approximately once every 90 minutes in each direction on weekdays and Saturdays.

2.4.3 The closest railway station to the site is Hollingbourne, which is located approximately 450m (or a six-minute walk) to the north-west of the existing site access. This station is accessible from Eyhorne Street via a shared surface equipped with street lighting, and is provided with eight sheltered cycle parking spaces, a seating area, ticket machine and step-free access to Platform 1 for services towards London. Table 2.2 overleaf provides a summary of the direct train services that call at this station.

DESTINATION	SERVICE FREQUENCY			
	WEEKDAY PEAK	WEEKDAY OFF-PEAK	SATURDAY	SUNDAY
Ashford International	Two services per hour	One service per hour	One service per hour	One service per hour
London Victoria via Maidstone East	Two services per hour	One service per hour	One service per hour	One service per hour
Ramsgate via Ashford International	One service per hour	No direct services	No direct services	No direct services

TABLE 2.2: DIRECT TRAIN SERVICES FROM HOLLINGBOURNE RAILWAY STATION

2.4.4 Utilising the above services, Table 2.3 below lists the rail journey times to higher-order centres from Hollingbourne.

DESTINATION	JOURNEY TIME
Maidstone East	10 minutes
West Malling	22 minutes
Ashford International	24 minutes
Canterbury West	47 minutes
Bromley South	1 hour 2 minutes
Ramsgate	1 hour 14 minutes
London Victoria	1 hour 21 minutes

TABLE 2.3: RAIL JOURNEY TIMES FROM HOLLINGBOURNE

2.4.5 It is evident that residents of the proposed development would have ready access to a range of higher-order education, employment, retail and leisure centres across Kent and London.

2.5 ACCESSIBILITY

2.5.1 As referenced in Section 4 of this report, the National Planning Policy Framework (NPPF) recognises that opportunities for sustainable travel will differ for sites in urban and rural locations; therefore, the site's accessibility should be assessed reasonably considering this factor.

2.5.2 Nevertheless, the site is located within walking distance of a range of local services and facilities, a selection of which is provided below in Table 2.4.

SERVICE / FACILITY	DISTANCE	WALK TIME	CYCLE TIME
Primary School – Hollingbourne Primary School	220m	3 minutes	1 minute
Recreation Ground - Cardwell Pavillion and Lance Memorial Field	400m	5 minutes	2 minutes
Public House – Sugar Loaves	450m	6 minutes	1 minute
Hairdressers – Rock Paper Scissors Barbers	500m	6 minutes	1 minute
Public House – The Windmill	550m	7 minutes	1 minute
Hollingbourne Village Hall	650m	8 minutes	2 minutes
Place of Worship – All Saints Church	950m	12 minutes	3 minutes
Convenience Store – Londis	1.6km	20 minutes	4 minutes

TABLE 2.4: SITE ACCESSIBILITY TO LOCAL SERVICES AND AMENITIES

2.5.3 The walk times provided above are based on a walk speed of 80m per minute; a figure which is widely used to estimate walk times and used within the London-based Public Transport Accessibility Level (PTAL) analysis. It aims to provide a typical average value that estimates it takes five minutes to walk 400m, ten minutes to walk 800m and so on. The cycle times have been provided by the Google real-time journey planning tool, taking into consideration route gradients.

2.5.4 On the basis of the above considerations – and accounting for the relatively recent planning consents granted for residential development in the immediate area – it can be concluded that the proposed development is situated within a suitably sustainable location in transport terms.

2.6 HIGHWAY SAFETY

2.6.1 Personal Injury Collision (PIC) data has been sourced from Kent County Council (KCC) for the local highway network within the site vicinity for the most recent five-year period for which statistics are available from 1st July 2020 to 30th June 2025. The full PIC dataset and plot are included at **Appendix A**, and Figure 2.4 below displays the study area.

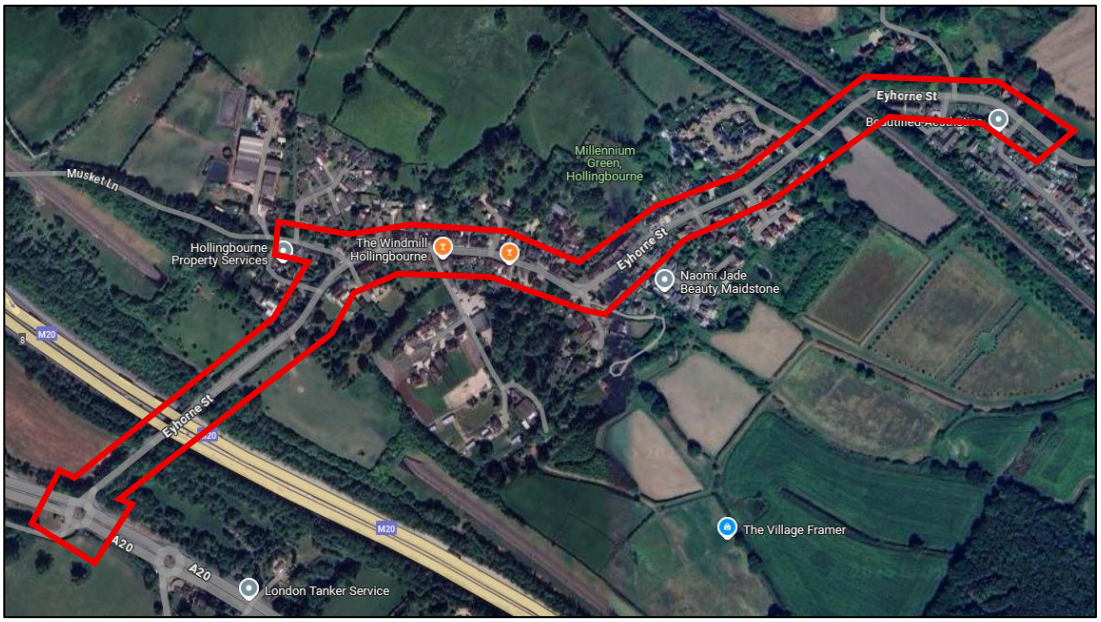

FIGURE 2.4: PIC STUDY AREA

2.6.2 It is noted that a total of eight incidents were recorded within the study area, with one incident classified as 'serious' and seven as 'slight' in severity.

A20 Ashford Road / Eyhorne Street Roundabout Junction

2.6.3 A total of six incidents took place at the roundabout junction between the A20 Ashford Road and Eyhorne Street.

2.6.4 PIC 1 was classified as 'slight' in severity, took place in street-lit, dry conditions and involved two cars on the A20 Ashford Road (SE) arm of the junction. One of the cars slowed to give way to traffic on the roundabout circulatory; however the second car failed to do so, resulting in a rear-end shunt collision.

2.6.5 PIC 2 was classified as 'serious' in severity, took place in light, dry conditions and involved two motorcycles and a car on the A20 Ashford Road (SE) arm of the junction. One of the motorcyclists slowed to give way to the car travelling on the roundabout circulatory; however the second motorcyclist failed to do so, colliding with the rear of the first and knocking its rider to the ground.

2.6.6 PIC 3 was classified as 'slight' in severity, took place in light, dry conditions and involved two cars on the A20 Ashford Road (SE) arm of the junction in the same manner as PIC 1.

2.6.7 PIC 4 was classified as 'slight' in severity, took place in light, dry conditions and involved a car and an HGV on the roundabout circulatory. The car had been travelling on the inside lane of the roundabout when it came together with the HGV, causing it to spin and collide with the grass verge. It is not documented how the vehicles came together.

2.6.8 PIC 5 was classified as 'slight' in severity, took place in street-lit, dry conditions and involved a car and a cyclist on the roundabout circulatory. The cyclist had entered the roundabout from the A20 Ashford Road (SE) arm and had intended to exit towards Hollingbourne, indicating with their arm. The car then entered the roundabout from the A20 Ashford Road (NW) arm without giving way to the cyclist, resulting in a collision.

2.6.9 PIC 6 was classified as 'slight' in severity, took place in light, wet conditions and involved a car and a pedal cycle on the Eyhorne Street arm of the junction in the same manner as PIC 5.

Eyhorne Street

2.6.10 Two incidents took place on the mainline carriageway of Eyhorne Street; both of which were classified as 'slight' in severity.

2.6.11 PIC 7 took place in dark, dry conditions approximately 150m to the east of the junction with Musket Lane, involving a car and a pedestrian. The pedestrian was reaching into the back of their stationary vehicle to collect a bag, when the car hit their right elbow and drove off.

2.6.12 PIC 8 took place in light, dry conditions approximately 30m to the north-east of the junction with Claygate, involving a goods vehicle and a car. The driver of the goods vehicle reportedly fell asleep and veered into the oncoming lane, resulting in a collision with the car.

Summary

2.6.13 It is apparent that the recorded incidents were predominantly the result of human error, rather than any inherent fault with the highway layout or condition. On this basis, it is not considered that the proposed development would materially exacerbate the existing highway safety record.

3 PROPOSED DEVELOPMENT

3.1 OVERVIEW

3.1.1 The proposed development comprises the construction of 17 dwellings, together with associated access, landscaping and hardstanding.

3.1.2 Table 3.1 below summarises the proposed accommodation schedule:-

DWELLING TYPE	NUMBER OF DWELLINGS
2-bedroom house (affordable)	4 dwellings
3-bedroom house (affordable)	3 dwellings
3-bedroom house (private)	1 dwelling
4-bedroom house (private)	9 dwellings

TABLE 3.1: PROPOSED DEVELOPMENT ACCOMMODATION SCHEDULE

3.1.3 The proposed site layout is included at **Appendix B**.

3.2 ACCESS AND LAYOUT

3.2.1 Vehicular access to the site will be achieved via the upgrading of the existing agricultural access to a formal priority junction with Eyhorne Street. The access will be provided with an initial 5.5m carriageway width, narrowing to 4.8m within the site, and 6m kerb radii to accommodate the movements of large vehicles entering and egressing the site. In order to form the access, Eyhorne Street is proposed to be widened to 6.0m in the site vicinity, utilising the highway land on the northern side of the road, with the existing give-way lines at the railway station access road being adjusted to suit. The access has been designed in accordance with the applicable Manual for Streets and Kent Design Guide standards, and the Stage 1 access design is included at **Appendix C**.

3.2.2 As has been noted, Eyhorne Street is subject to a 20mph speed restriction along the site frontage, with a 30mph speed limit gateway located approximately 40m to the south-west of the existing site access. An Automatic Traffic Count (ATC) survey was completed for the seven-day period commencing 7th May 2025 to inform the visibility splay requirements from the proposed access, which recorded 85th percentile vehicle speeds of 33.7mph northbound and 31.7mph southbound. These speeds equate to visibility splay requirements of 2.4 x 46m to the north and 2.4 x 51m to the south of the access using the Manual for Streets calculator. As

shown in the access design, these visibility splays can be achieved within land under the control of the applicant and the Local Highway Authority.

3.2.3 Pedestrian access to the site will be achieved via a new 2m wide pedestrian footway that will be provided on the southern side of the vehicle access, as shown on the Stage 1 access design included at **Appendix C**. This footway will route approximately 10m south-east from the site access and connect to the existing pedestrian infrastructure on Eyhorne Street via a new pedestrian crossing equipped with dropped kerbs and tactile paving. A further pedestrian crossing equipped with dropped kerbs and tactile paving will also be provided across the railway station access road.

3.2.4 As has been highlighted by the aforementioned ATC survey, existing 85th percentile vehicle speeds are higher than the posted 30mph speed limit by approximately 12 per cent northbound and six per cent southbound. With the implementation of the proposed access design, which will adjust the carriageway alignment along the site frontage and result in more vehicular and pedestrian activity in the vicinity, these average speeds would be expected to decrease to a degree.

3.2.5 The main site access road measuring 4.8m in width will route into the site from the proposed priority junction with Eyhorne Street. Three secondary roads taking the form of shared-surfaces will branch off the access road; one to the west of Unit 1 and measuring 4.8m in width, one between Units 6 and 11 and measuring 4.8m in width and the other to the east of Unit 15 and measuring 4.3m in width. These shared surfaces will provide access to Units 1 and 2, Units 7 to 10 and 15 to 17, respectively. Turning heads for large vehicles, including refuse and fire tenders, will be provided to the south of Units 8 and 9 and to the east of Unit 15.

3.2.6 A 2m wide pedestrian footway will route along the southern side of the access road before looping around the proposed dwellings and a Sustainable Drainage System (SuDS). This footway will provide direct access to Units 3 to 6 and 12 to 14.

3.3 ROAD SAFETY AUDIT

3.3.1 An independent Stage 1 Road Safety Audit of the access and off-site highway works designs was completed by Road Safety Answers Ltd on 15th October 2025 and a Designer's Response was produced to the points raised. This is included at **Appendix D** and summarised in Table 3.2 overleaf.

POINT RAISED	RECOMMENDATION	DESIGNER'S RESPONSE
Location A – Eyhorne Street passing the development junction (Dwg. 35360-H-01 Rev. P1). **Summary** – Risk of head-on and vehicle / pedestrian collisions due to the narrow carriageway width. The carriageway of Eyhorne Street, a district distributor road, is to be narrowed from approximately 6m to 4.8m over a distance of 30m passing the development junction. As they pass one another at the development junction, opposing vehicles such as a van and a lorry would have to slow considerably to avoid the offside of their vehicles / wing mirrors colliding. Under these circumstances the vehicle heading north-east may veer to the left onto the crossover and the footway that has low kerbs where pedestrians are walking to access the primary school, increasing the risk of pedestrian / vehicle collisions. Should vehicles fail to slow to avoid these conflicts the resulting collisions could have a high severity, especially during the hours of darkness if the illumination from the nearby parish lighting is poor and darkly clothes pedestrians would, therefore, be inconspicuous.	The carriageway of Eyhorne Street should not be reduced in width.	**Noted.** The carriageway narrowing was seen to be a traffic calming feature due to the speeds recorded being higher than the speed limit on this stretch of Eyhorne Street, as well as allowing for the visibility splays from the proposed access design, however the issue is understood. The access design has been reviewed and the carriageway has been widened on the northwestern side to maintain a carriageway width of 6.0m The footway has been provided at 2.0m wide and ties back with the existing footway to the north. A new pedestrian crossing has been provided over the railway station junction. These updates are on the revised Drawing 35360-H-01 Rev. P2.
Location B – The development access and Eyhorne Street (Dwg. 35360-T-01 Rev. P1). **Summary** – Risk of reversing related collisions on Eyhorne Street and pedestrian / vehicle collisions on the north-western footway. The swept path drawing shows that, due to the	The carriageway of Eyhorne Street should not be narrowed and the development access road should be wider.	**Agreed.** The access design has been widened to improve the tracking, as well as maintaining the existing width of Eyhorne Street mentioned above.

narrow width of the development road and the narrowed carriageway on Eyhorne Street, the right turning refuse vehicle leaving the development has to start its turning manoeuvre some 10m in advance of the give-way lines. If at the same time a vehicle approaching from the north-east needs to access the development or continue south-westwards, they will have to wait some 30m away due to the refuse vehicle's swept path not clearing the south-westbound lane until it reaches the bridge. The driver of the development-bound vehicle is unlikely to be able to judge that they need to wait so early, resulting in either the refuse vehicle having to reverse back around the bend, both scenarios increasing the risk of collisions.		
Location C – The development access road approaching the give-way at Eyhorne Street (Dwg. 35360-H-01 Rev. P1). **Summary** – Risk of vehicles overshooting onto Eyhorne Street. The existing field is some 1.5m higher than the carriageway of Eyhorne Street. If the downward gradient of the development access road is too steep approaching the give-way, the risk of an exiting vehicle overshooting onto the south-westbound lane of Eyhorne Street will be unnecessarily high, increasing the risk of collisions with passing traffic.	The development access road should have a suitable low gradient at the dwell area in advance of the give-way lines.	**Agreed.** The access will have a maximum gradient of 1:25 for the first 12m.

TABLE 3.2: RSA AND DESIGNER'S RESPONSE SUMMARY

3.4 PARKING

3.4.1 A total of 43 vehicle parking spaces will be provided across the site, including 34 spaces allocated to residents and nine to visitors. It is noted that the four two-bedroom dwellings will be provided with two parking spaces each, which is an over-provision of one space per dwelling against KCC's adopted standards; however it is deemed appropriate given the semi-rural location of the site.

3.4.2 One cycle parking space per bedroom will be provided for each dwelling in the form of a secure storage facility within the dwelling's curtilage. This results in a total provision of 52 cycle parking spaces.

3.4.3 Electric Vehicle (EV) charging infrastructure will be provided at a rate of one 'active' charging point per dwelling.

3.5 SITE SERVICING

3.5.1 To ensure that the proposed site layout is accessible to all relevant vehicles, swept path analysis has been undertaken. A refuse vehicle, pantechnicon, estate car and fire tender have been assessed. The associated drawings are included at **Appendix E**.

3.5.2 The drawings indicate that the site layout can comfortably accommodate these larger vehicle movements, ensuring that accessibility to all properties is maintained and that they can access and egress the site in a forward gear.

3.6 CONSTRUCTION TRAFFIC MANAGEMENT

3.6.1 Site offices and welfare facilities will be located on the construction 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 will be timed to avoid peak times.

3.6.2 Third-party suppliers and contractors visiting the site will be made aware of the construction access and routing 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, 2024)

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 a genuine choice of transport modes.

4.1.3 Paragraph 110 states that:-

> *"...opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."*

4.1.4 Paragraph 115 advises that in assessing sites, it should be ensured that:-

(a) "Sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;

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

(c) The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and

(d) 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 through a vision-led approach."

4.1.5 Paragraph 116 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, following mitigation, would be severe, taking into account all reasonable future scenarios."*

4.1.6 Paragraph 117 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."

4.1.7 Paragraph 118 further states that:-

"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 vision-led transport statement or transport assessment so that the likely impacts of the proposals can be assessed."

4.2 PLANNING PRACTICE GUIDANCE (PPG, 2014)

4.2.1 The PPG was established in 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 PPG includes a section titled *'Travel Plans, Transport Assessments and Statements in Decision-Taking'*. This provides general guidance on the process of producing these documents.

4.2.2 With regards to the purpose of a Transport Assessment or Statement it is noted that:-

"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."

4.3 DEPARTMENT FOR TRANSPORT (DFT) CIRCULAR 01/2022 – THE STRATEGIC NETWORK AND THE DELIVERY OF SUSTAINABLE DEVELOPMENT (2022)

4.3.1 DfT Circular 01/2022 states at Paragraph 11 that National Highways will:-

> *"...act in a manner which conforms to the principles of sustainable development. In this context, the company's licence agreement defines sustainable development as encouraging economic growth while protecting the environment and improving safety and quality of life for current and future generations. Alongside this, the company has an important role to play in the drive towards zero emission transport through its commitment to net zero maintenance and construction emissions by 2040 and net zero road user emissions by 2050, and its role as a statutory consultee in the planning system."*

4.3.2 The Circular further advises at Paragraph 12 that:-

> *"New development should be facilitating a reduction in the need to travel by private car and focused on locations that are or can be made sustainable. Developments in the right places and served by the right sustainable infrastructure delivered alongside or ahead of occupancy must be a key consideration when planning for growth in all local authority areas."*

> *"Development should be promoted at locations that are or can be made sustainable, that allow for uptake of sustainable transport modes and support wider social and health objectives, and which support existing business sectors as well as enabling new growth."*

4.3.3 In relation to Transport Assessments, the Circular states at Paragraph 48 that:-

> *"Where a transport assessment is required, this should start with a vision of what the development is seeking to achieve and then test a set of scenarios to determine the optimum design and transport infrastructure to realise this vision. Where such development has not been identified in an up-to-date development plan (or an emerging plan that is at an advanced stage), developers should demonstrate that the development would be located in an area of high accessibility by sustainable transport modes and would not create a significant constraint to the delivery of any planned improvements to the transport network or allocated sites."*

4.4 LOCAL TRANSPORT PLAN 5 (LTP5): STRIKING THE BALANCE (2024-2037)

4.4.1 The Local Transport Plan 5 (LTP5) was adopted by KCC in December 2024 and runs from 2024 to 2037. The Plan sets the overall strategy and direction for transport in Kent over the medium-term.

4.4.2 The Plan includes details on how the County Council will meet its transport ambition for Kent, which is:-

> *"…to improve the health, wellbeing, and economic prosperity of lives in Kent by delivering a safe, reliable, efficient and affordable transport network across the county and as an international gateway. We will plan for growth in Kent in a way that enables us to combat climate change and preserve Kent's environment.*
>
> *We will do this by delivering emission-free travel by getting effective dedicated infrastructure to electrify vehicles, increase public transport use and make walking and cycling attractive. This will be enabled by maintaining our highway network and delivering our Vision Zero road safety strategy. These priorities will ensure our networks are future-proof, resilient and meet user needs."*

4.4.3 This ambition will be realised through targeted, overarching policies which will aim to deliver specific outcomes for the county. Those applicable to the development proposals are:-

> *"**Outcome 2**: Deliver our Vision Zero road safety strategy through all the work we do.*
>
> *Policy A): Achieve a fall over time in the volume of people killed or very seriously injured on KCC's managed road network, working towards the trajectory set by Vison Zero for 2050.*
>
> ***Outcome 5**: Deliver a transport network that is quick to recover from disruptions and future-proofed for growth and innovation, aiming for an infrastructure-first approach to reduce the risk of highways and public transport congestion due to development.*
>
> *Policy B): Reduce the amount of forecast future congestion and crowding on highways and public transport that is associated with demand from development by securing funding and delivery of our Local Transport Plan.*
>
> ***Outcome 7**: Road-side air quality improves as decarbonisation of travel accelerates, contributing towards the pursuit of carbon budget targets and net zero in 2050.*
>
> *Policy A): Reduce the volume of carbon dioxide equivalent emissions entering the atmosphere associated with surface transport activity on the KCC managed highway network by an amount greater than our forecast "business as usual" scenario. This means achieving a greater fall than those currently forecast of 9% by 2027, 19% by 2032 and 29% by 2037.*
>
> *Policy B): No area in Kent is left behind by the revolution in electric motoring, with charging infrastructure deployed close to residential areas, to reduce barriers to adoption.*

***Outcome 8**: Better health and wellbeing*

Policy A): We will aim to obtain further funding to deliver the outcomes of our Bus Service Improvement Plan (or its successor) beyond its current horizon of 2024/25. We will ensure that our Local Transport Plan proposals are clearly evidenced in terms of their contribution towards achieving our Bus Service Improvement Plan.

Policy B): We will identify and support industry delivery of priority railway stations for accessibility improvements and route improvements to reduce journey times and improve reliability.

***Outcome 9**: Health, air quality, public transport use, congestion and the prosperity of Kent's high streets and communities will be improved by supporting increasing numbers of people to use a growing network of dedicated walking and cycling routes.*

Policy A): We will aim to deliver walking and cycling improvements at prioritised locations in Kent to increase activity levels and support Kent's diverse economy, presented in a Kent Cycling and Walking Infrastructure Plan."

4.4.4 Within a section dedicated to 'Development Management Principles', LTP5 sets out further county-wide strategic aims:-

"To ensure Local Planning Authorities and developers work effectively with KCC to effectively design development and local transport so as to reduce its pressure on the existing road network and embed sustainable travel from the start.

To implement an infrastructure-first approach to secure initial improvements to the whole transport system to reduce pressure on the road network.

To recognise the uncertainty in how occupants of new developments will travel by assessing a range of outcomes and ensuring the right mitigations are implemented in response to observed impacts."

4.4.5 To achieve the above aims, KCC have stated that they will work with Local Planning Authorities to deliver a 'decide and provide' approach. In line with the aim to strike the balance between modes, and with the recognition that car use remains by far the most popular mode of transport in the county, KCC hope that this approach will help support a greater choice of transport modes, to help reduce pressure on the existing network, whilst also addressing impacts that do require mitigation.

4.5 MAIDSTONE BOROUGH LOCAL PLAN REVIEW (2024)

4.5.1 The Maidstone Borough Local Plan Review was formally adopted on 20th March 2024 and runs from 2021 to 2038.

4.5.2 Policy LPRTRA2 of the Local Plan Review considers the transport impacts of development and states that:-

"Development proposals must:

(1) Demonstrate that the impacts of trips generated to and from the development are accommodated, remedied mitigated to prevent severe residual highway safety or capacity impacts:

(a) Demonstrate that any measures necessary to mitigate the transport impacts (in terms of highway safety and capacity as well as air quality) of development are viable and will be delivered at the appropriate point in the proposed development's buildout. This will be ahead of first occupation for some measures and at an agreed trigger point for others;

(b) Provide a satisfactory Transport Assessment for proposals that reach the required threshold and a satisfactory Travel Plan in accordance with the threshold levels set by Kent County Council's guidance on Transport Assessments and Travel Plans and in National Highways guidance; and

(c) Demonstrate that development complies with the requirements of policy LPRTRA1 for air quality and the guidance included in the Kent County Council Kent Design Guide.

(2) Proposals for major development will be permitted if adequate provision is made, where necessary and appropriate, within the overall design and site layout for the following facilities for public transport secured through legal agreements:

(i) Priority or exclusive provision for public service access to or through the proposed development area;

(ii) Safe and convenient passenger waiting facilities, information systems and signed pedestrian access routes;

(iii) Suitable provision for disabled access to the waiting facilities from all parts of the development area; and

(iv) Suitable provision for disabled access onto buses from the waiting facilities."

4.5.3 Policy DM23 in relation to parking standards states that:-

(1) "Car parking standards for residential development (as set out in Appendix B) will:

(i) Take into account the type, size and mix of dwellings and the need for visitor parking; and

(ii) Secure an efficient and attractive layout of development whilst ensuring that appropriate provision for vehicle parking is integrated within it."

4.6 PARKING POLICY

4.6.1 KCC's Parking Standards (2025) set out the following advisory standards for residential dwellings in suburban locations:-

- One- and two-bedroom houses – One space per unit, with allocation possible;
- Three-bedroom houses – Two spaces per unit with allocation of one space per unit possible;
- Four-bedroom houses and larger – Two spaces per unit with allocation of both spaces possible, best provided side-by-side or in another independently accessible form. An additional off-plot parking space may be required for some dwellings at the discretion of the Highway Authority depending on the size of the dwelling and the layout and capacity of the adjoining road network; and
- Visitor parking provision – 0.2 spaces per dwelling, located on-street.

4.6.2 It is noted that parking spaces in garages will be considered in addition to the above requirements.

4.6.3 Cycle parking standards are also prescribed in the same document. For flats and houses, one cycle parking space per bedroom should be provided within the curtilage of the dwelling, or within a garage if one of a suitable size to accommodate the required cycle parking provision as well as that of a car is provided.

4.6.4 Approved Document S of the Building Regulations 2010 outlines the infrastructure required for the charging of EVs. This approved document is part of the 2021 edition of the Regulations and took effect in June 2022.

4.6.5 Requirement S1 outlines the guidance on the erection of new residential buildings:-

(1) "A new residential building with associated parking must have access to electric vehicle charge points as provided for in paragraph (2).

(2) The number of associated parking spaces which have access to electric vehicle charge points must be –

(a) The total number of associated parking spaces, where there are fewer associated parking spaces than there are dwellings contained in the residential building; or

(b) The number of associated parking spaces that is equal to the total number of dwellings contained in the residential building, where there are the same number of associated parking spaces as, or more associated parking spaces than, there are dwellings."

4.7 VEHICLE PARKING JUSTIFICATION

4.7.1 Analysing the 2021 Census for Output Area E00123802 (in which the site is located), it can be calculated that approximately 61 per cent of households have access to at least two cars or vans, with each household owning 1.71 cars on average. The average car ownership rates by household are included at **Appendix F**.

4.7.2 The proposed on-site parking provision equates to two spaces per dwelling; therefore the likely level of demand will be satisfied, minimising the risk of off-site parking by residents.

4.8 POLICY COMPLIANCE

4.8.1 The proposals are seen to comply with all levels of transport planning policy. The site is located within a short walking distance of a range of everyday services and facilities, and Hollingbourne Railway Station is located within 500m of the site access, allowing for wider connectivity to larger service centre, including London, Ashford and Maidstone.

4.8.2 With reference to DfT Circular 01/2022, the vision of the development is to provide a sustainable residential development located within close proximity of a range of services, facilities and public transport nodes in Hollingbourne, to promote and enable non-car accessibility and social inclusion amongst future residents. This vision will be achieved through a street layout that accords with Manual for Streets and Kent Design Guide principles to encourage low vehicle speeds and direct, overlooked and pleasant pedestrian and cycle routes, and the provision of secure and sheltered cycle parking facilities for every dwelling, as well as enhanced pedestrian connectivity to Hollingbourne Railway Station.

4.8.3 Vehicle parking provision is seen to be slightly higher than the advisory standards set out by KCC; however, this is considered appropriate in this instance in order to eliminate the risk of overspill on to the local highway network. Cycle parking will be provided at a level that is compliant with the KCC standards, and EV charging infrastructure will be provided in line with the standards set out within Approved Document S of the Building Regulations.

4.8.4 Safe and suitable access to the site can be achieved for all modes with reference to the applicable highway design standards and the independent RSA.

4.8.5 The proposal will have a negligible impact on the operation of the surrounding highway network, as demonstrated in the following section of this TS.

4.8.6 Give the above, the proposed development is not expected to result in a 'severe' residual transport impact, in accordance with Paragraph 116 of the NPPF.

5 TRIP GENERATION

5.1 OVERVIEW

5.1.1 This section outlines the methodology employed to calculate the forecast vehicular trip generation of the proposed development.

5.1.2 Given that the current site comprises an open field, it is assumed that it generates no vehicle movements.

5.2 PROPOSED DEVELOPMENT TRIP GENERATION

5.2.1 To ascertain the vehicular trip generation potential of the proposed development, the national TRICS 8 database has been interrogated for surveys within the following category:-

- *'03 – RESIDENTIAL / A – HOUSES PRIVATELY OWNED'*.

5.2.2 Surveys in 'Neighbourhood Centre' locations have been assessed. It is noted that any surveys that were undertaken during the period of COVID-19 travel restrictions were excluded, and the local population criteria were refined to provide an accurate representation of the proposal site's location. The resultant TRICS reports are included at **Appendix G**.

5.2.3 A summary of the average weekday vehicle trip rates arising from this exercise is provided below in Table 5.1.

PERIOD	ARRIVALS	DEPARTURES	TOTAL
AM Peak (08:00-09:00)	0.171	0.414	0.585
PM Peak (17:00-18:00)	0.369	0.220	0.589
Daily (07:00-19:00)	2.425	2.511	4.936

TABLE 5.1: TRICS TRIP RATES (TRIPS / DWELLING)

5.2.4 The above trip rates have been multiplied by the proposed accommodation schedule to calculate the trip generation potential of the development (see Table 5.2 overleaf). Please note, any inaccuracies are the result of rounding in MS Excel.

PERIOD	ARRIVALS	DEPARTURES	TOTAL
AM Peak (08:00-09:00)	3	7	10
PM Peak (17:00-18:00)	6	4	10
Daily (07:00-19:00)	41	43	84

TABLE 5.2: PROPOSED DEVELOPMENT TRIP GENERATION (17 DWELLINGS)

5.2.5 The proposed development has the potential to generate approximately ten vehicle movements during the weekday AM and PM peak hours and 84 movements across the 12-hour daytime period (07:00-19:00). This equates to an average of seven movements per hour – or one every nine minutes.

5.2.6 The above trip generation can be considered robust given the site has been assessed as wholly private housing when in reality seven of the 17 dwellings will be affordable housing, which would be seen to reduce the number of vehicle movements being generated during the peak hours.

5.2.7 It is not considered that this level of trip generation would give rise to significant or 'severe' residual impacts to the operation of the local highway network, with reference to Paragraph 116 of the NPPF.

6 SUMMARY AND CONCLUSION

6.1.1 This Transport Statement has been prepared by DHA on behalf of Cantium Land and Development Ltd in support of the planning application for 17 dwellings on Land off Eyhorne Street in Hollingbourne, Maidstone.

6.1.2 Through a review of the Personal Injury Collision data for the local highway network, it has been demonstrated that the proposed development is unlikely to materially exacerbate the existing highway safety record.

6.1.3 Vehicular access to the site will be achievable via the upgrading of the existing agricultural access to a formal priority junction with Eyhorne Street. The access will be provided with an initial 5.5m carriageway width, narrowing to 4.8m within the site, and 6m kerb radii to accommodate the movements of large vehicles entering and egressing the site.

6.1.4 Pedestrian access to the site will be achieved via a 1.8m-wide pedestrian footway that will be provided on the southern side of the vehicle access. This footway will route approximately 10m south-east from the site access and connect to the existing pedestrian infrastructure on Eyhorne Street via a new pedestrian crossing equipped with dropped kerbs and tactile paving.

6.1.5 A total of 43 vehicle parking spaces will be provided across the site, including 34 spaces allocated to residents and nine spaces allocated to visitors EV charging infrastructure will be provided at a rate of one 'active' charging point per dwelling.

6.1.6 One cycle parking space per bedroom will be provided for each dwelling in the form of a secure storage facility within the dwelling's curtilage. This results in a total provision of 52 cycle parking spaces.

6.1.7 The proposals are seen to comply with all levels of transport planning policy. The site is located within a short walking distance to a range of everyday services and facilities. In addition, Hollingbourne Railway Station is located within 500m of the site access, allowing for greater connectivity to larger service centres, including London, Ashford and Maidstone.

6.1.8 The proposed development has the potential to generate approximately ten vehicle movements during the weekday AM and PM peak hours and 84 movements across the 12-hour daytime period (07:00-19:00). This equates to an average of seven movements per hour – or one every nine minutes. It is not considered that this would give rise to significant or 'severe' residual impacts to the operation of the local highway network with reference to Paragraph 116 of the NPPF.

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

APPENDIX
A

Date: 29-October-2025
Time: 13:37:12

Title: **Eyhorne Street, Hollingbourne**

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

Date: 29-October-2025

Accident Date BETWEEN '01-Jul-2020' AND '30-Jun-2025'

There were 8 reported crashes resulting in injury

D-PRINT CRASH REPORT

29-Oct-2025
13:37:12

Eyhorne Street, Hollingbourne
Accident Date BETWEEN '01-Jul-2020' AND '30-Jun-2025'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
1	**Road No A20 Grid 582923E** **Section 263 Ref 154314N**	SLIGHT	28/09/2022	4	22:12	DRK STL	Dry	Fine			
	A20 ASHFORD ROAD J/W A20 ASHFORD ROAD RNDBT NEAR EYHORNE STREET, HOLLINGBOURNE								Maidstone		
	V1 was approaching the roundabout on Ashford Road heading towards Maidstone. V2 was in front of V1 and stopped suddenly on arrival at the roundabout. Driver of V1 assumed that V2 was not going to stop and continued onto the roundabout subsequently crashing into the back of V2.						Veh1, car, SE -> NW Veh2, car, SE -> NW				Casualties 2 Vehicles 2
2	**Road No A20 Grid 582921E** **Section 263 Ref 154314N**	SERIOUS	03/09/2021	6	19:57	L	Dry	Fine		R.TURN	M/C
	A20 ASHFORD RD RNDBT J/W C603 EYHORNE ST, HOLLINGBOURNE								Maidstone		
	R2 was travelling northwest on Ashford Rd and slowed down at the junction with the rndbt to give way to V3. R2 was then struck from behind by R1, who failed to react in time to R2 slowing down. R2 landed on the rndbt following the collision.						Veh1, m/cycle > 500cc, SE -> NW Veh2, m/cycle > 500cc, SE -> NW Veh3, car, NE -> NW				Casualties 1 Vehicles 3
3	**Road No A20 Grid 582906E** **Section 263 Ref 154317N**	SLIGHT	22/08/2024	5	13:07	L	Dry	Fine			
	A20, ASHFORD RD RNDBT J/W A20, HOLLINGBOURNE								Maidstone		
	CAD: V1 DID NOT STOP AND V2 HAS DRIVEN TO GREAT DANES HOTEL WITH AN INJURED WRIST. D2 GOT OUT AND V1 DROVE AROUND D2 AND SPED OFF. RIGHT WRIST IS IN PAIN FROM THE IMPACT OF ACCIDENT. PASSENGER SIDE OF V2'S REAR IS DAMAGED.						Veh1, car, SE -> NW Veh2, car, SE -> S				Casualties 1 Vehicles 2

Key

Involved

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

Street Lighting

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

FACTORS

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

Special Conditions

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

D-PRINT CRASH REPORT

29-Oct-2025
13:37:12

Eyhorne Street, Hollingbourne
Accident Date BETWEEN '01-Jul-2020' AND '30-Jun-2025'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
4	**Road No A20 Grid 582916E** **Section 263 Ref 154325N**	SLIGHT	30/07/2022	7	08:43	L	Dry	Fine			HGV
	A20, ASHFORD RD RNDBT J/W C603 EYHORNE ST, HOLLINGBOURNE								Maidstone		
	V1 was travelling around the roundabout, potentially on inside lane however driver was unable to confirm this with any certainty. As vehicle was travelling around the roundabout it came into contact with V2, foreign HGV. Damage was caused to passenger side of V1 and impact appears to have caused the vehicle to spin around, come into contact with grass verge causing the rear driver's side wheel in its entirety, to come away from the vehicle. V1 came to a stop on verge. V2 came to a stop on roundabout in carriageway.						Veh1, car, SE -> NW Veh2, goods > 7.5t, SE -> NW				Casualties 1 Vehicles 2
5	**Road No A20 Grid 582903E** **Section 263 Ref 154341N**	SLIGHT	13/02/2023	2	18:10	DRK STU	Dry	Fine		R.TURN	P/C
	A20, ASHFORD RD RNDBT J/W C603 EYHORNE ST, HOLLINGBOURNE.								Maidstone		
	OFFICERS ON SCENE WERE ADVISED THAT R1/CYCLE WAS COMING AROUND THE RNDBT OUTSIDE THE MERCURE HOTEL ON THE A20 AND SIGNALLING WITH THEIR ARM WITH THE INTENTION TO LEAVE THE TURNING FOR HOLLINGBOURNE UP EYHORNE ST. V2 WAS IN THE SECOND LANE APPROACHING THIS RNDBT COMING FROM THE DIRECTION OF THE M20. WITNESSES STATED THAT V2 DID NOT SLOW DOWN ON APPROACH TO THE RNDBT AND CONTINUED ONTO THE RNDBT WHERE CONTACT WAS MADE WITH R1 ON THE FRONT DRIVER'S SIDE OF V2.						Veh1, pedal cycle, SE -> NE Veh2, car, NW -> SE				Casualties 1 Vehicles 2

Key

Involved

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

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L	*Daylight*
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+VE	*Positive Breath Test*
R.TURN	*Right Turn Manoeuvre*
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S.VEH	*Single Vehicle*

Special Conditions

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

D-PRINT CRASH REPORT

29-Oct-2025
13:37:12

Eyhorne Street, Hollingbourne
Accident Date BETWEEN '01-Jul-2020' AND '30-Jun-2025'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
6	**Road No A20 Grid 582916E** **Section 263 Ref 154344N**	SLIGHT	27/05/2025	3	07:15	L	Wet/Damp	Rain			P/C
	A20 ASHFORD RD RNDBT J/W C603, EYHORNE ST, HOLLINGBOURNE								Maidstone		
	OLR: V1 was at the roundabout heading down Eyhorne St looking at the roundabout ready to turn right. D1 checked nothing coming, began to pull out and hit R2/cyclist on left hand side. D1 immediately stopped helped the cyclist. No VRM or postcodes given.						Veh1, car, NE -> NW Veh2, pedal cycle, NW -> SE				Casualties 1 Vehicles 2
7	**Road No C603 Grid 583359E** **Section 134 Ref 154667N**	SLIGHT	07/10/2022	6	19:40	DRK STU	Dry	Fine	Stand	S.VEH	
	C603 EYHORNE ST, HOLLINGBOURNE, (MAPPED TO COORDS).								Maidstone		PED
	OLR: C1 was getting handbag from the rear of the vehicle, was closing the rear door, when V1 drove past and hit C1 on right arm at the elbow. V1 drove off, C1 tried to flag them down but they failed to stop.						Veh1, car, E -> W				Casualties 1 Vehicles 1
8	**Road No C603 Grid 583668E** **Section 134 Ref 154737N**	SLIGHT	30/06/2023	6	06:50	L	Dry	Fine			GV
	C603 EYHORNE ST, HOLLINGBOURNE, (MAPPED TO COORDS).								Maidstone		
	D1 has fallen asleep at the wheel whist driving towards Hollingbourne. V1 has veered into the oncoming lane and has crashed into the front offside of V2. V2 was travelling at 20MPH in opposite direction. V1 believed to be travelling at 30MPH.						Veh1, goods < 3.5t, SW -> NE Veh2, car, NE -> SW				Casualties 2 Vehicles 2

Key

Involved	
PED	*Pedestrian*
HGV	*Heavy Goods Vehicle*
GV	*Goods Vehicle*
M/C	*Motor Cycle*
P/C	*Pedal Cycle*
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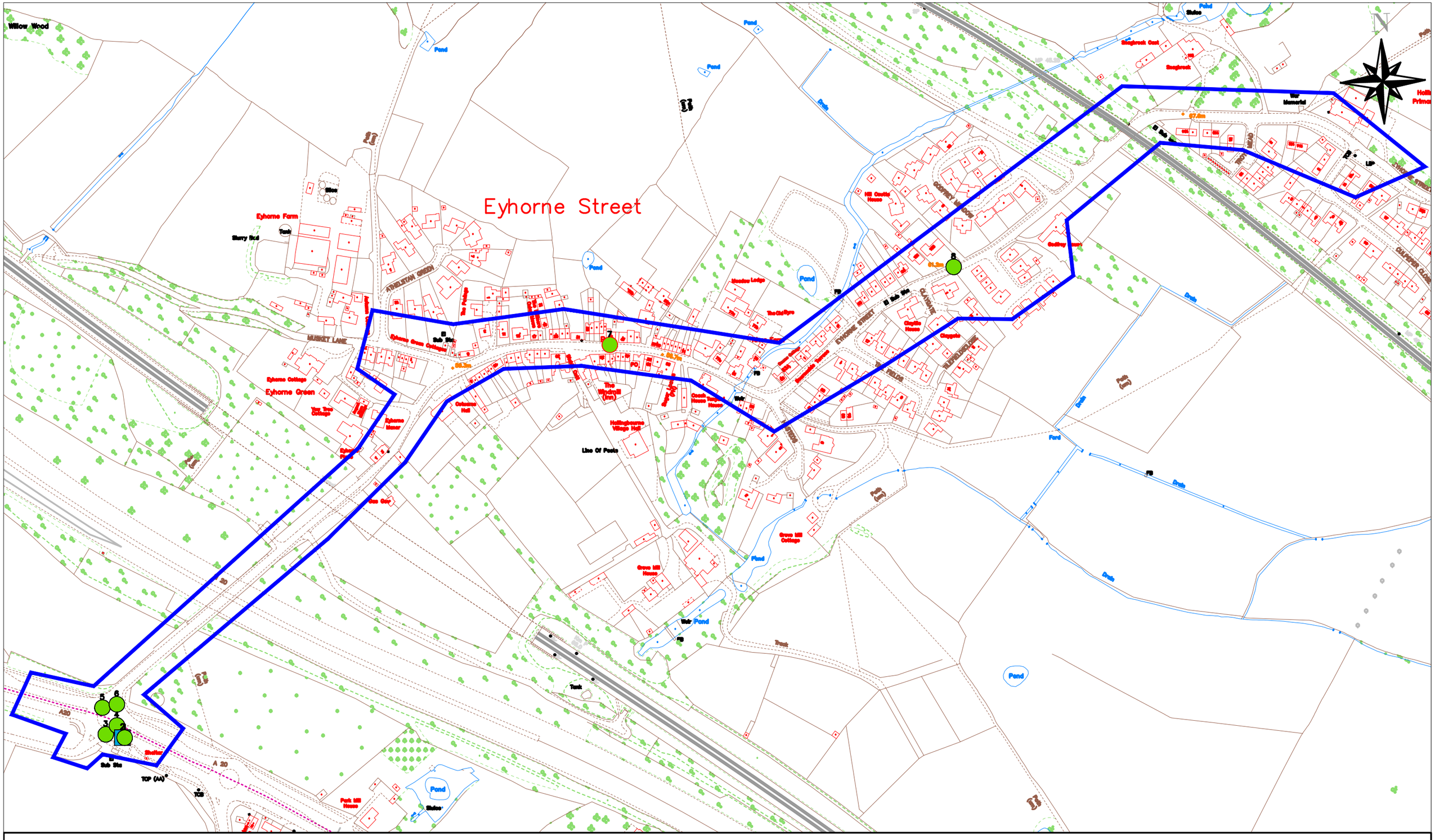
Surface	*Road Surface Defective*



Location: C603 Eyhorne Street, Hollingbourne

5 years personal injury crash data up to 30/06/20254

KCC Ref number: EXT/185/25

Crash Severity

- Slight
- Serious
- Fatal

Kent County Council
kent.gov.uk

APPENDIX
B

0 5 10 25 50m

N

general notes:

do not scale from the drawing. all dimensions shall be checked on site prior to commencing works.

all works shall conform to the current edition of the building regulations and other relevant statutory requirements.

all materials and workmanship shall conform with the relevant british standard specifications and codes of practice.

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this drawing shall be read in conjunction with gdm architect's health and safety risk assessments and all works shall be carried out in a safe manner, by competent persons.

drawing produced by gdm architects ltd trading as gdm architects.

revision:	details:	by:	date:
p1	updates following pre-application	TW	11.09.25
a	planning issue	TW	17.10.25

site application boundary
affordable housing

proposed site plan
Scale 1:500 @ A1

gdmarchitects
the master's house, college road, maidstone, kent ME15 6YF
t: 01622 760670 e: info@gdmarchitects.co.uk w: gdmarchitects.co.uk

client: Cantium Land & Development

project: Eyhorne Street, Hollingbourne

title: proposed site plan

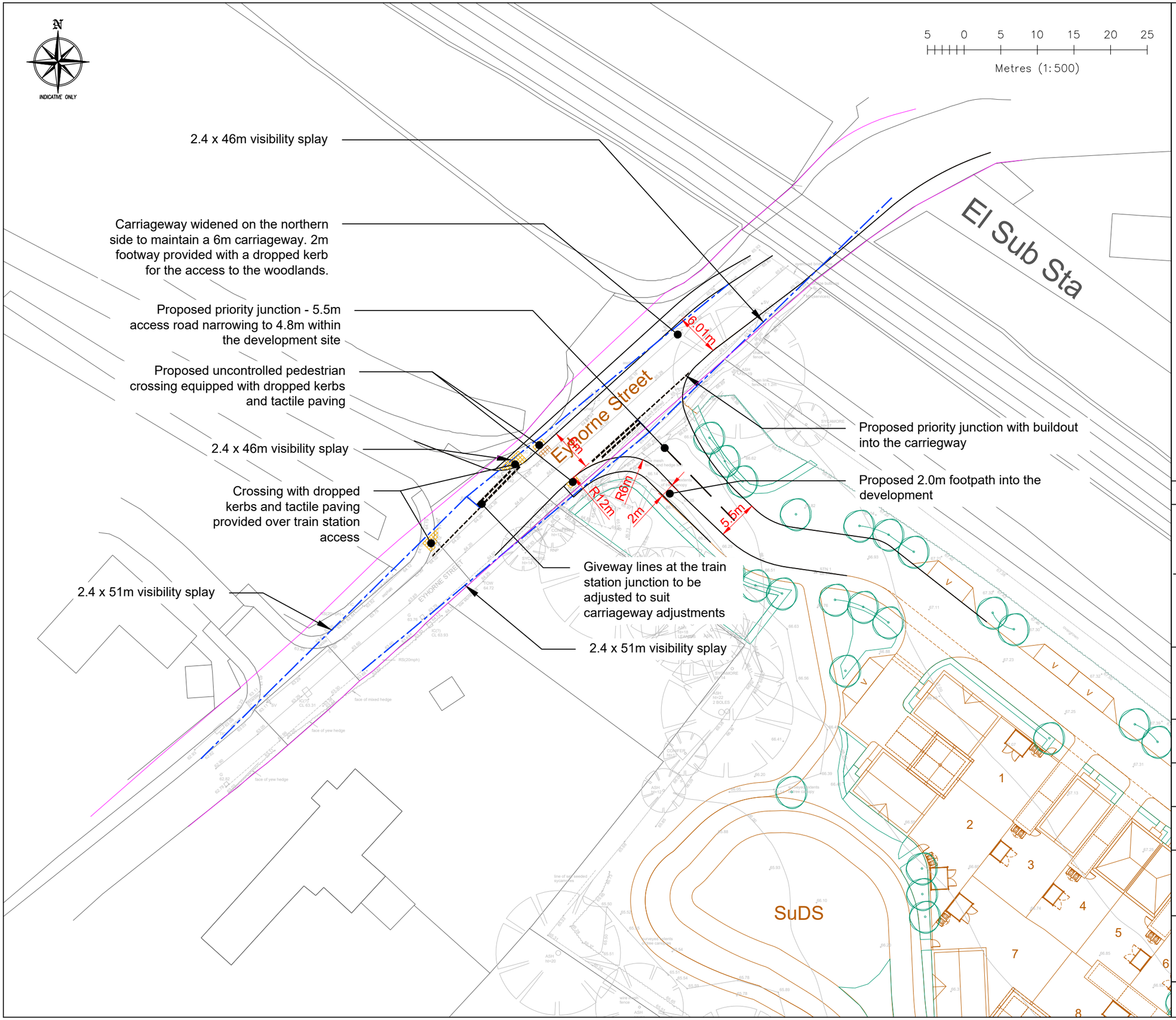
date: 11.09.25 drawn by: tw

scale: 1:500@A1 checked: gve

PLANNING

project number	drawing number	revision
4500	p003	a

APPENDIX
C



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Extent of Highway Maintained Land

REV	DATE	BY	DESCRIPTION	CHK	APD
P3	05.11.25	HL	Updated Layout	JM	JM
P2	20.10.25	JM	RSA Comments	CS	CS
P1	30.06.25	JM	First Issue	CS	CS

client

CANTIUM LAND AND DEVELOPMENT LTD

project

LAND OFF EYEHORNE STREET, HOLLINGBOURNE

title

PROPOSED ACCESS ARRANGEMENT

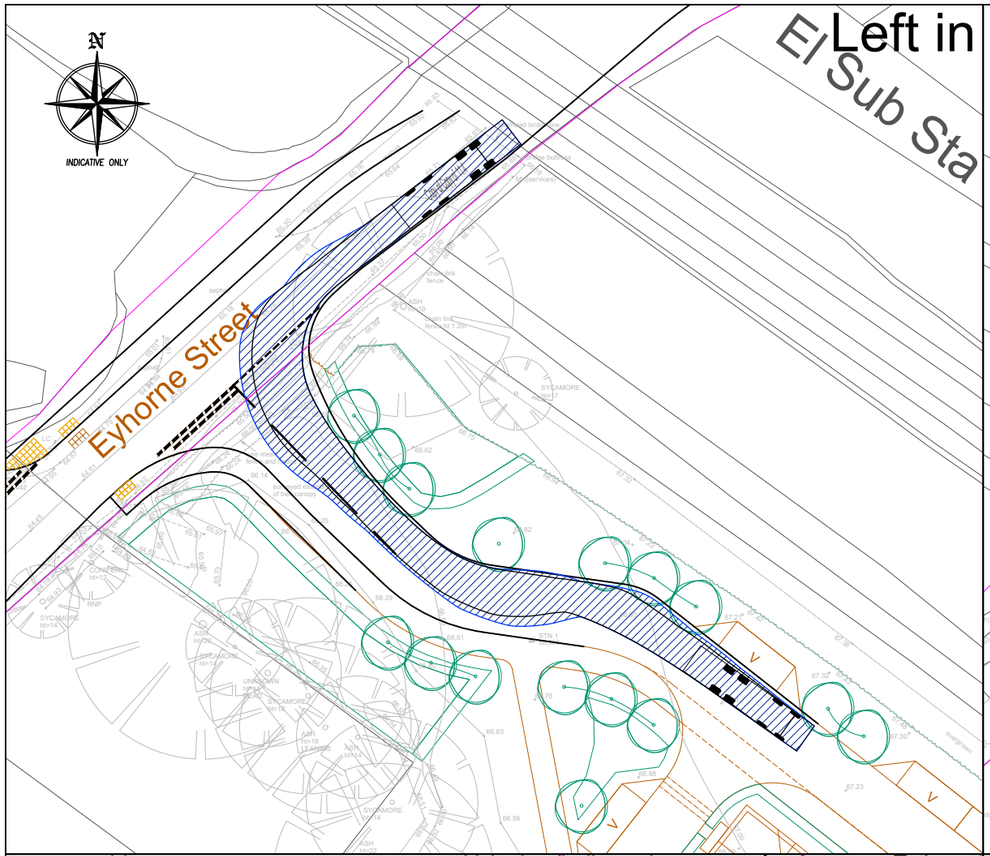
project	drwg	rev
35630	H-01	P3

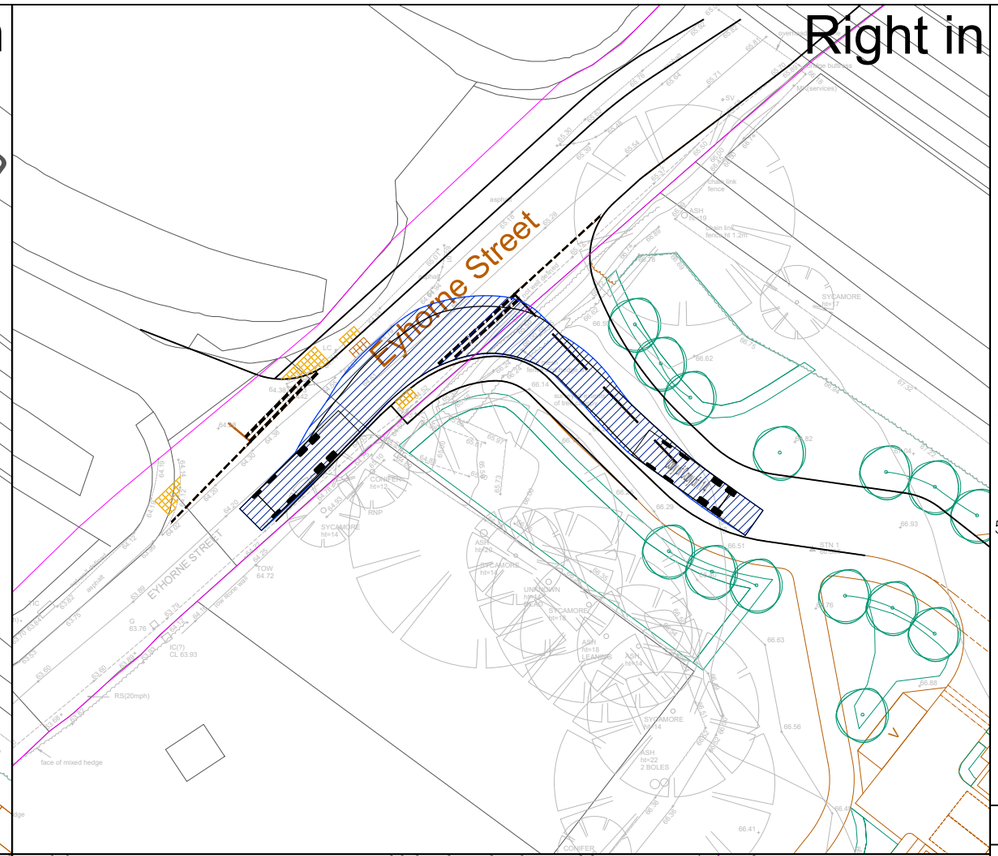
Drawn	Checked	Approved	scale @ A3	date
HL	JM	JM	1:500	05.11.2025

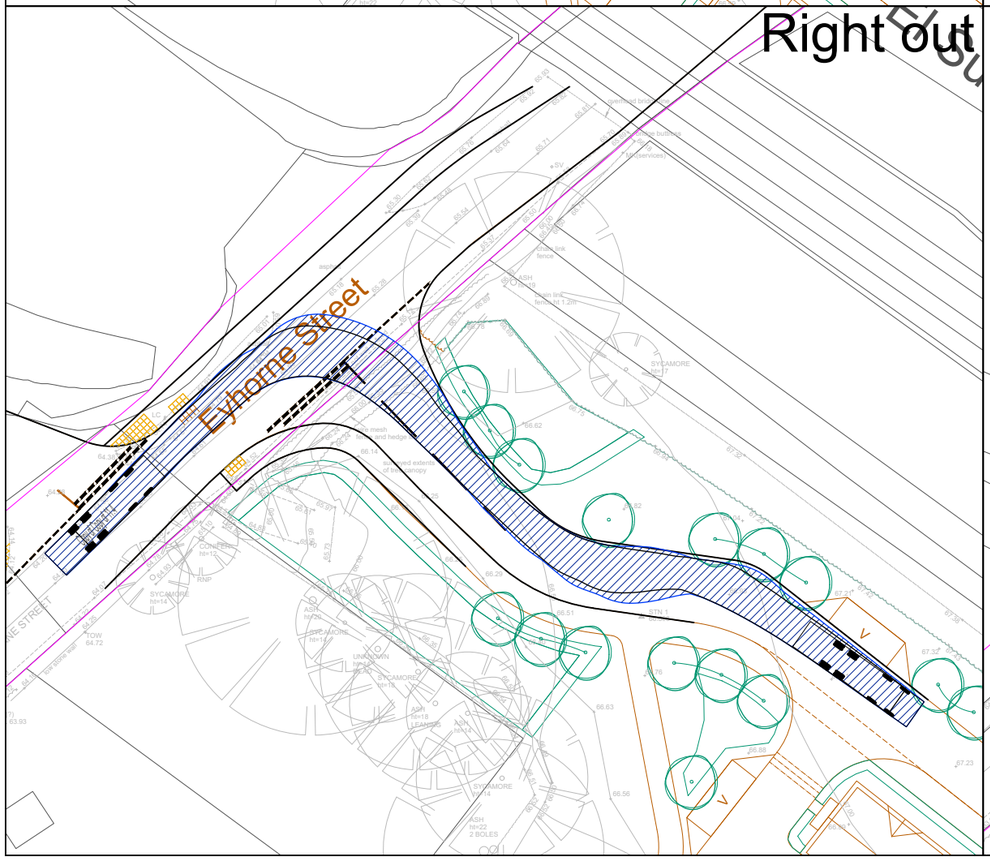
status: FOR INFORMATION — P

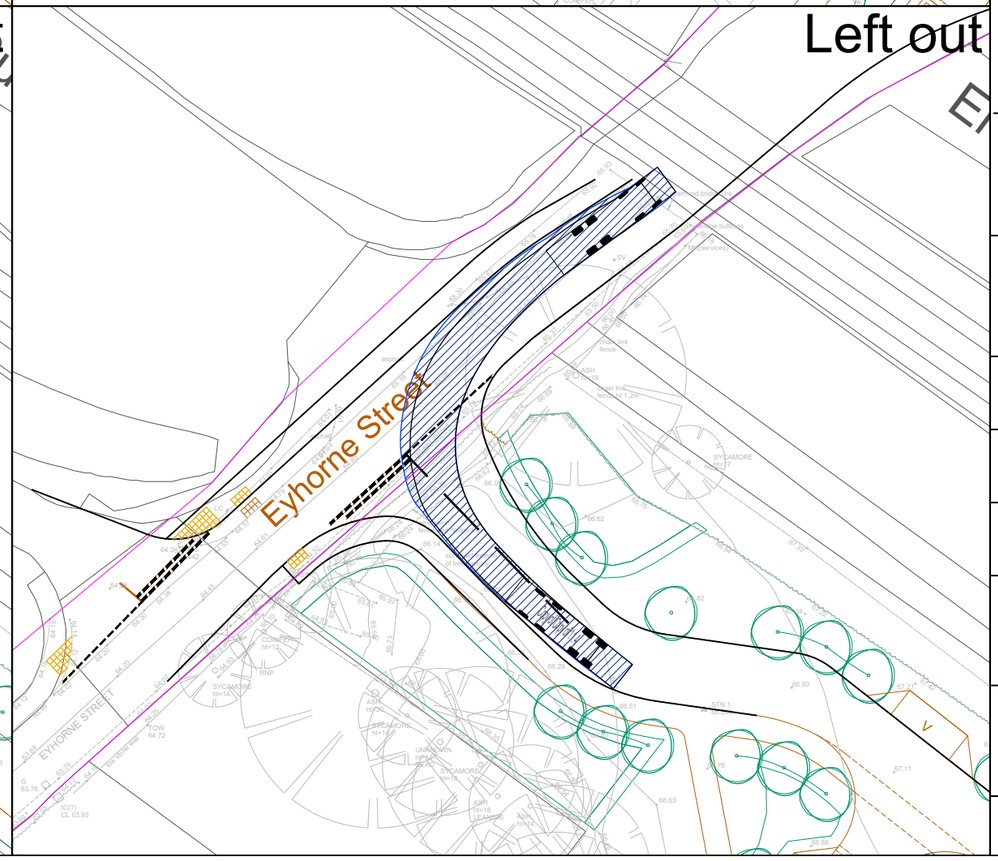
Eclipse House, Eclipse Park. Sittingbourne Road
Maidstone, Kent. ME14 3EN
t: 01622 776226 f: 01622 776227
e: info@dhaplanning.co.uk w: www.dhaplanning.co.uk

CAD Reference: A3









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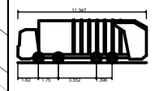
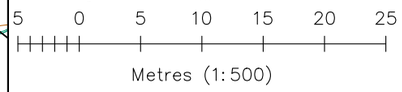


11.4 Refuse Vehicle	
Overall Length	11.347m
Overall Width	2.500m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.330m



REV	DATE	BY	DESCRIPTION	CHK	APD
P3	05.11.25	HL	Updated Layout	JM	JM
P2	20.10.25	JM	RSA Comments	CS	CS
P1	30.06.25	JM	First Issue	CS	CS

client

CANTIUM LAND AND DEVELOPMENT LTD

project

LAND OFF EYEHORNE STREET, HOLLINGBOURNE

title

VEHICLE SWEPT PATH ANALYSIS PROPOSED ACCESS ARRANGEMENT

project	drwg	rev
35630	T-01	P3

Drawn	Checked	Approved	scale @ A3	date
HL	JM	JM	1:500	05.11.2025

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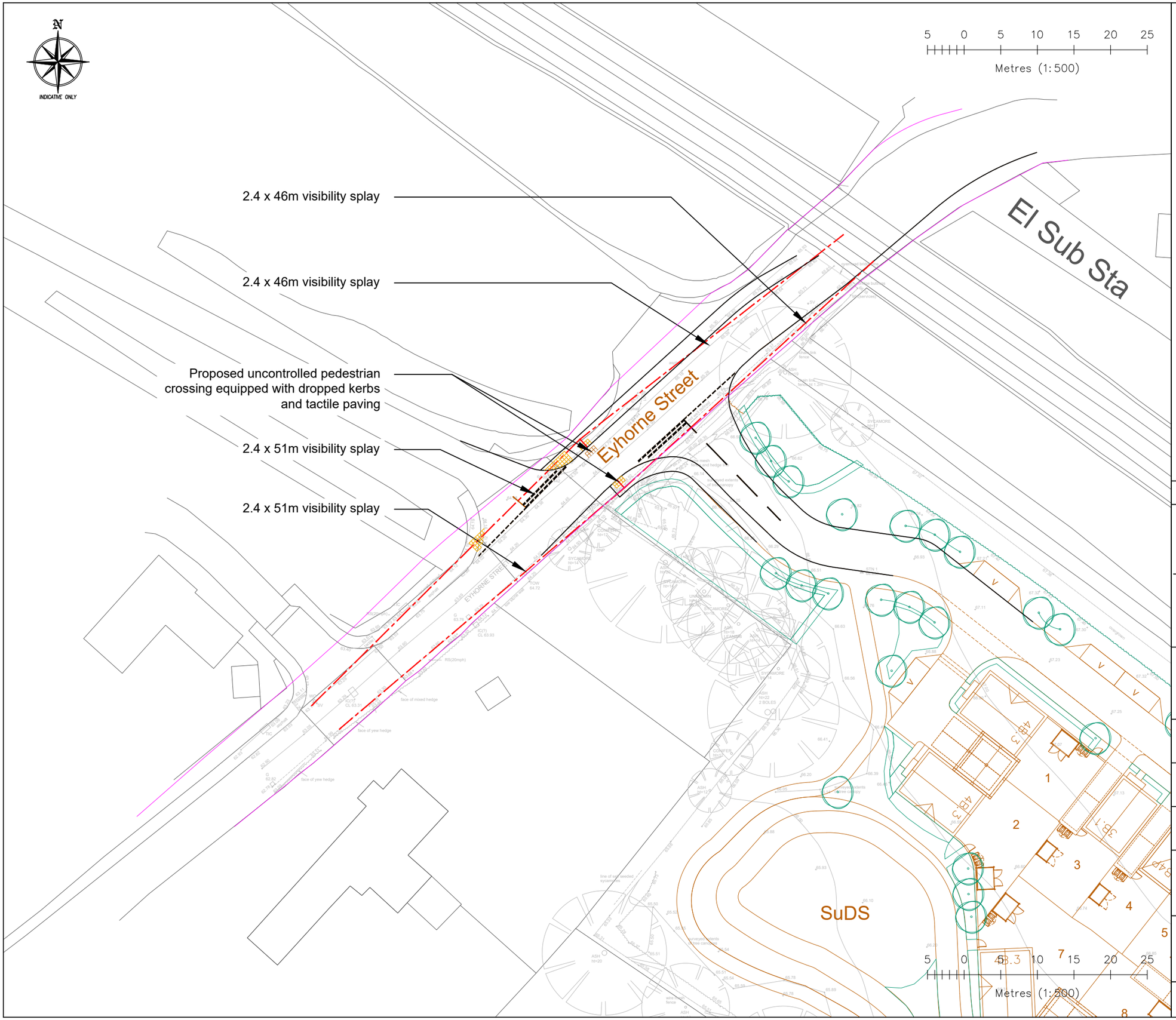
CAD Reference: A3



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Extent of Highway Maintained Land

REV	DATE	BY	DESCRIPTION	CHK	APD
P3	05.11.25	HL	Updated Layout	JM	JM
P2	20.10.25	JM	RSA Comments	CS	CS
P1	30.06.25	JM	First Issue	CS	CS

client

CANTIUM LAND AND DEVELOPMENT LTD

project

LAND OFF EYEHORNE STREET, HOLLINGBOURNE

title

PROPOSED CROSSING POINT

project	drwg	rev
35630	H-02	P3

Drawn	Checked	Approved	scale @ A3	date
HL	JM	JM	1:500	05.11.2025

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APPENDIX
D

Road Safety Audit Stage 1

Access to Eyhorne Street, Hollingbourne

Client: DHA Transport

Road Safety Answers reference no: RSA1091

Registered address: 17 McDermott Road, Borough Green, Sevenoaks, Kent, TN15 8SA
www.roadsafetyanswers.co.uk paulmartin@roadsafetyanswers.co.uk
VAT registration number: 258 9498 33

Control Sheet

	Name	Date	Signature
Author	Paul Martin	15/10/2025	
Checker	Vinny Rey	15/10/2025	
Authoriser	Paul Martin	15/10/2025	

Report Version

RSA Report Ref.	Version	Date of Issue
RSA1091	Final	15/10/2025

1. Introduction

1.1 This report describes a Stage 1 Road Safety Audit carried out on the preliminary design for access to Eyhorne Street, Hollingbourne, 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 October 2025.

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
Vinny Rey – BEng (Hons), MCIHT, MSoRSA
HE Approved RSA Certificate of Competency
Independent 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 15th October, 2025, between 08.05 and 08.30 hours. The weather was light rain and the road surface was damp. Traffic flows were moderate on Eyhorne Street. No pedestrians or cyclists were observed on Eyhorne Street in the vicinity of the proposed scheme during the site visit.

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 scheme and the locations of any problems found during the audit is shown in **Appendix B**.

1.6 The purpose of the scheme is to provide access to a residential development of 18 units.

1.7 The scheme consists of the following elements:

- A simple priority junction on the south-east side of Eyhorne Street, the centreline of which is to be circa 25m north-east of the centreline of the side road on the north-west side of Eyhorne Street, serving Hollingbourne railway station;
- The priority junction to have visibility splays onto Eyhorne Street of 46m north-east x 2.4m x 51m south-west, requiring the shoulders of the junction to be built-out, narrowing Eyhorne Street to a carriageway width of 4.8m passing the junction;
- The priority junction to have shoulder kerblines with a radius of 6m, the junction serving an access road with a carriageway width of 5.5m that narrows to 4.8m within the development site over a distance of 13m;
- The development access road to have a 1.8m wide footway on the south-western side that follows the south-western shoulder of the junction and terminates on Eyhorne Street, just beyond the tangent point, at an uncontrolled pedestrian crossing, with dropped kerbs and tactile paving;
- The uncontrolled pedestrian crossing on Eyhorne Street to have visibility splays on each side of 51m to the south-west and 46m to the north-east, from a point 1.5m back from the edge of the carriageway;

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 a lack of them, is likely to result in a safety problem within the proposed scheme.

2. Items resulting from this Stage 1 Audit

2.1 PROBLEM

Location: A – Eyhorne Street passing the development junction (Dwg. 35650-H-01 Rev. P1).

Summary: Risk of head-on and vehicle/pedestrian collisions due to the narrow carriageway width.

The carriageway of Eyhorne Street, a district distributor road, is to be narrowed from approximately 6m to 4.8m over a distance of 30m passing the development junction. As they pass one another at the development junction, opposing vehicles such as a van and a lorry, would have to slow considerably to avoid the offside of their vehicles/wing mirrors colliding. Under this circumstance, the vehicle heading north-east may veer to the left onto the crossover, and the footway that has low kerbs, where pedestrians are walking to access the primary school, increasing the risk of pedestrian/vehicle collisions. Should vehicles fail to slow to avoid these conflicts the resulting collision could have a high severity, especially during the hours of darkness if the illumination from the nearby parish lighting is poor and darkly clothed pedestrians would, therefore, be inconspicuous.

RECOMMENDATION

The carriageway of Eyhorne Street should not be reduced in width.

Design Team Response:

Client Officer Response:

2.2 PROBLEM

Location: B – The development access and Eyhorne Street (Dwg. 35650-T-01 Rev. P1).

Summary: Risk of reversing related collisions on Eyhorne Street and pedestrian/vehicle collisions on the north-western footway.

The swept path drawing shows that, due to the narrow width of the development road and the narrowed carriageway on Eyhorne Street, the right turning refuse vehicle leaving the development has to start its turning manoeuvre some 10m in advance of the give way lines. If, at the same time a vehicle approaching from the north-east needs to access the development or continue south-westwards, they will have to wait some 30m away due to the refuse vehicle's swept path not clearing the south-westbound lane until it reaches the bridge. The driver of the development-bound vehicle is unlikely to be able to judge that they need to wait so early, resulting in either the refuse vehicle having to overrun the north-western footway, or the opposing vehicle having to reverse back around the bend, both scenarios increasing the risk of collisions.

RECOMMENDATION

The carriageway of Eyhorne Street should not be narrowed and the development access road should be wider.

Design Team Response:

Client Officer Response:

2.3 PROBLEM

Location: C – The development access road approaching the give way at Eyhorne Street (Dwg. 35650-H-01 Rev. P1).

Summary: Risk of vehicles overshooting onto Eyhorne Street.

The existing field is some 1.5m higher than the carriageway of Eyhorne Street. If the downward gradient of the development access road is too steep approaching the give way, the risk of an exiting vehicle overshooting onto the south-westbound lane of Eyhorne Street will be unnecessarily high, increasing the risk of collisions with passing traffic.

RECOMMENDATION

The development access road should have a suitably low gradient at the dwell area in advance of the give way lines.

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 15/10/2025

Audit Team Member

Vinny Rey – BEng (Hons), MCIHT, MSoRSA
HE Approved RSA Certificate of Competency
Independent Road Safety Consultant

Signed 

Date 15/10/2025

Road Safety Answers Ltd
17, McDermott Road
Borough Green
Sevenoaks
Kent, TN15 8SA

☐ + 44 (0) 7710 980 141
☐ paulmartin@roadsafetyanswers.co.uk
☐☐ www.roadsafetyanswers.co.uk

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:

35630 - H-01 Rev P1 Access Arrangement.pdf

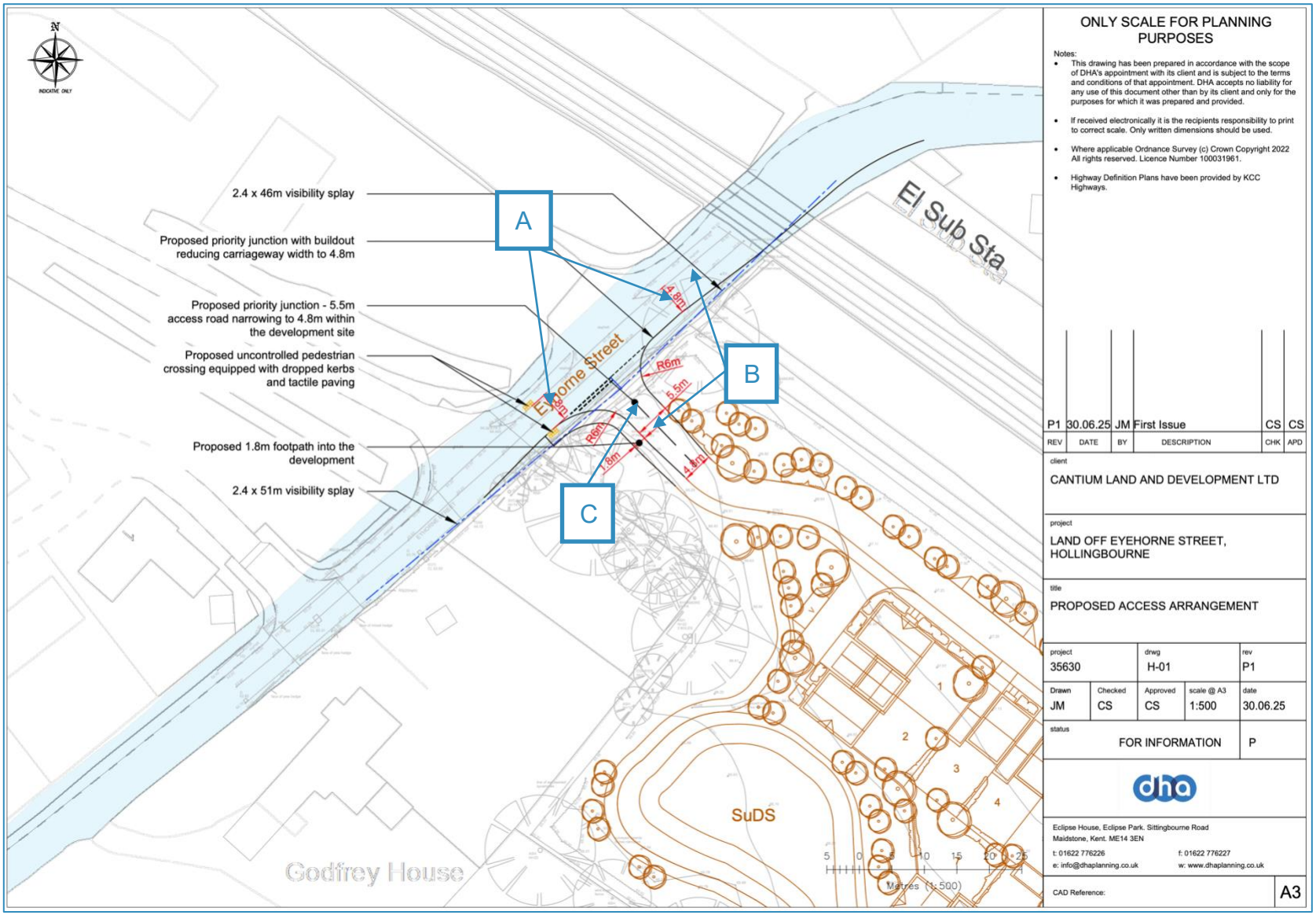
35630 - H-02 Rev P1 Crossing point.pdf

35630 - T-01 Rev P1 Access Tracking.pdf

Appendix B

The following plan shows the location of the scheme

Problems Location Plan



Project Details – Land East of Eyehorne Street, Hollingbourne

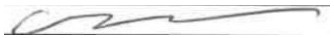
Date – 20/10/25

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 15th October 2025. Ref RSA1091.

Authorisation sheet

Prepared by:	
Name:	**James Marsh**
Position	**Associate Engineer**
Signed:	
Organisation	**DHA**
Date:	**20/10/2025**
Approved by:	
Name:	**Chris Smoker**
Position	**Associate Director**
Signed:	
Organisation:	**DHA**
Date:	**21/10/2025**

Introduction

The scheme at Land south of Iwade comprises the development of approximately 17 residential units. The Stage 1 Road Safety Audit was prepared by Road Safety Answers on 15th October 2025 to assess a proposed priority junction off Eyehorne Street. 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	RSA Issue	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
2.1	**Location: A –** Eyehorne Street passing the development junction (Dwg. 35360-H-01 Rev. P1). **Summary:** Risk of head-on and vehicle/pedestrian collisions due to the narrow carriageway width. The carriageway of Eyehorne Street, a district distributor road, is to be narrowed from approximately 6m to 4.8m over a distance of 30m passing the development junction. As they pass one another at the development junction, opposing vehicles such as a van and a lorry, would have to slow considerably to avoid the offside of their vehicles/wing mirrors colliding. Under these circumstances the vehicle heading north-east may veer to the left onto the crossover, and the footway that has low kerbs, where pedestrians are walking to access the primary school, increasing the risk of pedestrian/vehicle collisions. Should vehicles fail to slow to avoid these conflicts the resulting collisions could have a high severity, especially during	The carriageway of Eyehorne Street should not be reduced in width.	**Noted.** The carriageway narrowing was seen to be a traffic calming feature due to the speeds recorded being higher than the speed limit on this stretch of Eyehorne Street, as well as allowing for the visibility splays from the proposed access design, however the issue is understood. The access design has been reviewed and the carriageway has been widened on the northwestern side to maintain a carriageway width of 6.0m. The footway has been provided at 2.0m wide and ties back in with the existing footway to the north. A new pedestrian crossing has been provided over the railway station junction. These updates are on the revised drawing 35630-H-01 Rev P2.		

Item	RSA Issue	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
	the hours of darkness if the illumination from the nearby parish lighting is poor and darkly clothes pedestrians would, therefore, be inconspicuous.				
2.2	**Location: B –** The development access and Eyehorne Street (Dwg. 35360-T-01 Rev. P1). **Summary**: Risk of reversing related collisions on Eyehorne Street and pedestrian/vehicle collisions on the north-western footway. The swept path drawing shows that, due to the narrow width of the development road and the narrowed carriageway on Eyehorne Street, the right turning refuse vehicle leaving the development has to start its turning manoeuvre some 10m in advance of the give way lines. If, at the same time a vehicle approaching from the north-east needs to access the development or continue south-westwards, they will have to wait some 30m away due to the refuse vehicle's swept path not clearing the south-westbound lane until it reaches the bridge. The driver of the development-bound vehicle is unlikely to be	The carriageway of Eyehorne Street should not be narrowed and the development access road should be wider.	**Agreed.** The access design has been widened to improve the tracking, as well as maintaining the existing width of Eyehorne Street mentioned above.		

Item	RSA Issue	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
	able to judge that they need to wait so early, resulting in either the refuse vehicle having to reverse back around the bend, both scenarios increasing the risk of collisions.				
2.3	**Location: C –** The development access road approaching the give way at Eyehorne Street (Dwg. 35360-H-01 Rev. P1). **Summary:** Risk of vehicles overshooting onto Eyehorne Street. The existing field is some 1.5m higher than the carriageway of Eyehorne Street. If the downward gradient of the development access road is too steep approaching the give way, the risk of an exiting vehicle overshooting onto the south-westbound lane of Eyehorne Street will be unnecessarily high, increasing the risk of collisions with passing traffic.	The development access road should have a suitable low gradient at the dwell area in advance of the give way lines.	**Agreed.** The access will have a maximum gradient of 1:25 for the first 12m.		

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 Engineer**
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
E

Railway Line

SuDS

play space

Open Space

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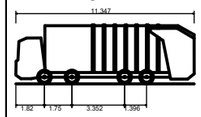

11.4 Refuse Vehicle

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

5 0 5 10 15 20 25

Metres (1:500)

REV	DATE	BY	DESCRIPTION	CHK	APD
P3	05.11.25	HL	Updated Layout	JM	JM
P2	23.10.25	HL	Updated Layout	JM	JM
P1	21.10.25	HL	First Issue	JM	JM

client

CANTIUM LAND AND DEVELOPMENT LTD

project

LAND OFF EYHORNE STREET, HOLLINGBOURNE

title

VEHICLE SWEPT PATH ANALYSIS
11.4M REFUSE VEHICLE

project	drwg	rev
35630	T-02	P3

Drawn	Checked	Approved	scale @ A3	date
HL	JM	JM	1:500	05.11.2025

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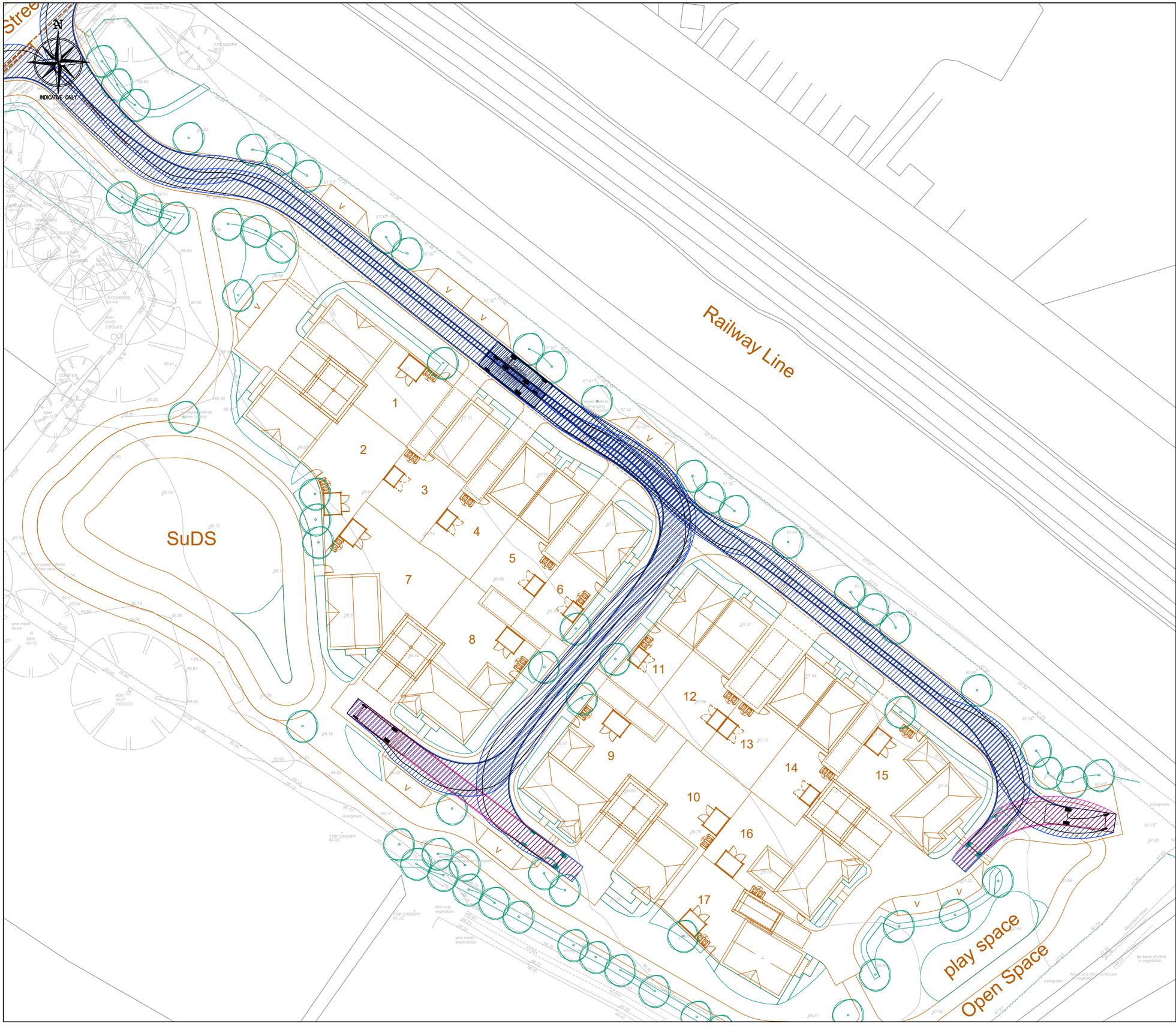

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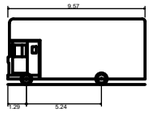

DB32 Pantechnicon

Overall Length	9.570m
Overall Width	2.520m
Overall Body Height	4.571m
Min Body Ground Clearance	0.383m
Max Track Width	2.300m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	10.450m

5 0 5 10 15 20 25

Metres (1:500)

REV	DATE	BY	DESCRIPTION	CHK	APD
P3	05.11.25	HL	Updated Layout	JM	JM
P2	23.10.25	HL	Updated Layout	JM	JM
P1	21.10.25	HL	First Issue	JM	JM

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project

LAND OFF EYHORNE STREET, HOLLINGBOURNE

title

VEHICLE SWEPT PATH ANALYSIS PANTECHNICON

project	drwg	rev
35630	T-03	P3

Drawn	Checked	Approved	scale @ A3	date
HL	JM	JM	1:500	05.11.2025

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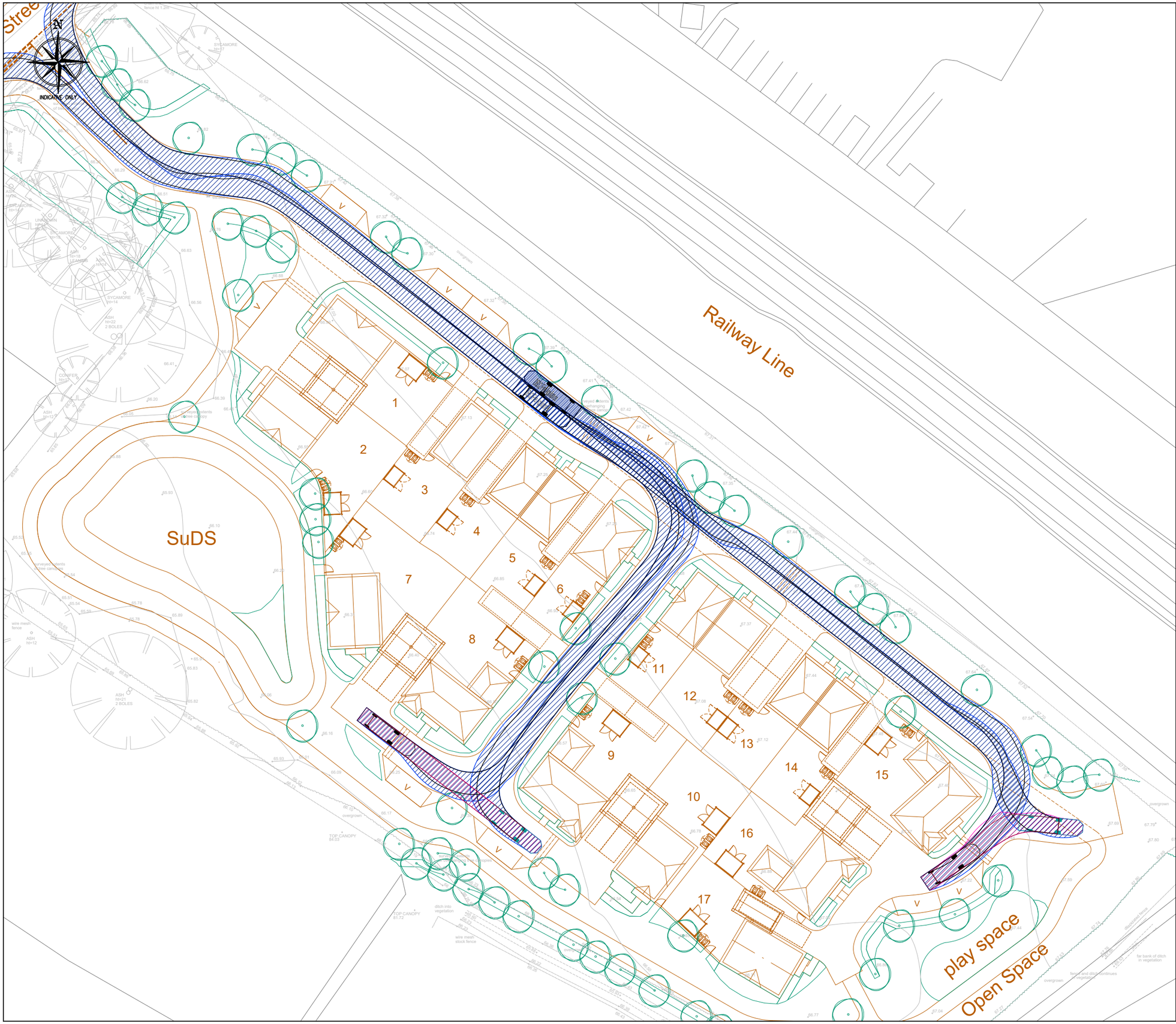

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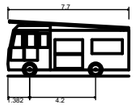
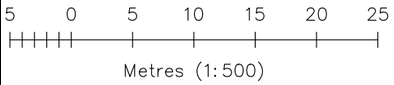


Dennis Sabre Fire Tender (LWB)	
Overall Length	7.700m
Overall Width	2.430m
Overall Body Height	3.512m
Min Body Ground Clearance	0.397m
Track Width	2.380m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	7.400m



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P2	23.10.25	HL	Updated Layout	JM	JM
P1	21.10.25	HL	First Issue	JM	JM

client

CANTIUM LAND AND DEVELOPMENT LTD

project

LAND OFF EYHORNE STREET, HOLLINGBOURNE

title

VEHICLE SWEPT PATH ANALYSIS FIRE TENDER

project	drwg	rev
35630	T-04	P3

Drawn	Checked	Approved	scale @ A3	date
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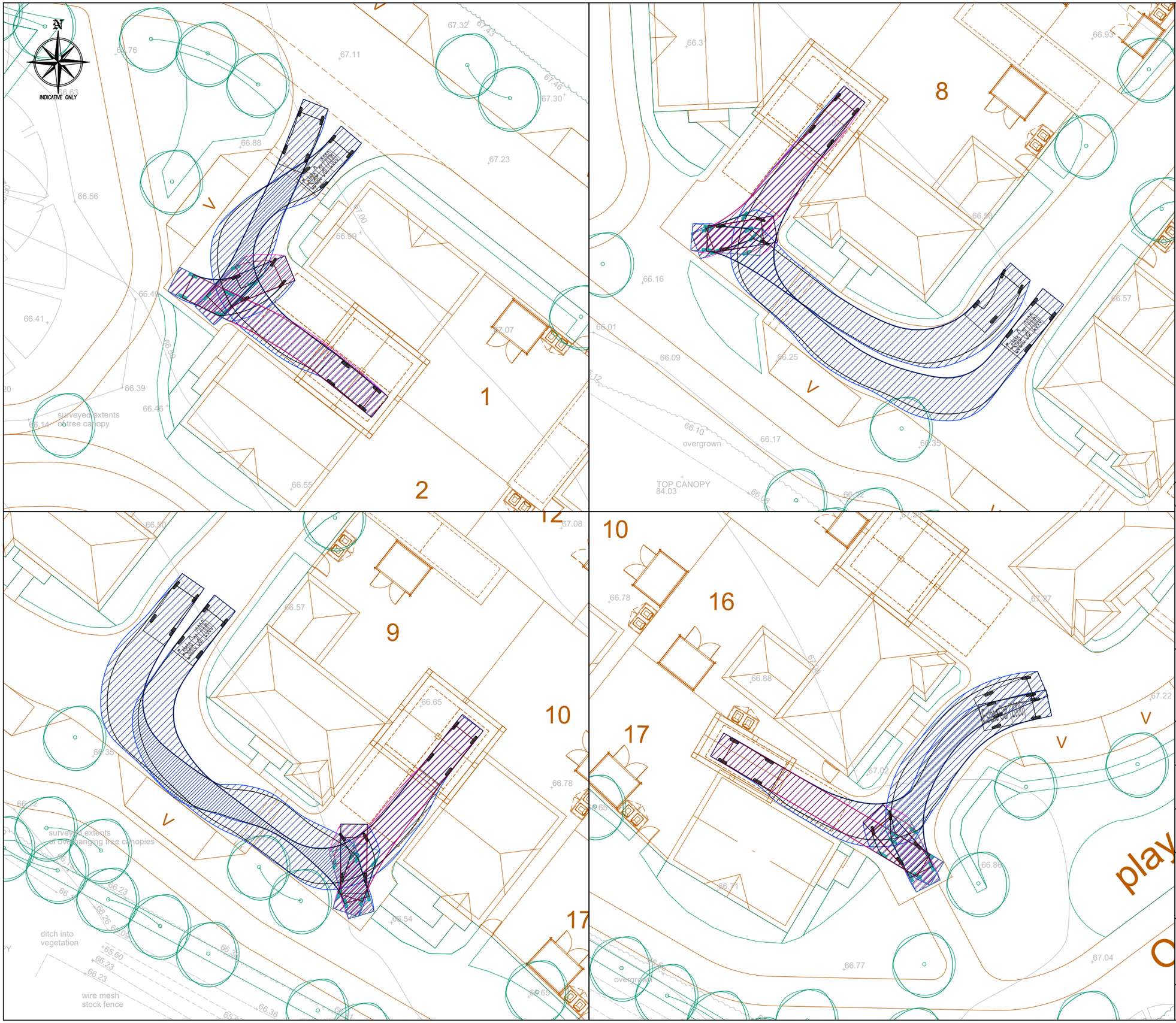

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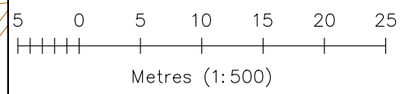
Estate Car (2006)	
Overall Length	4.710m
Overall Width	1.804m
Overall Body Height	1.442m
Min Body Ground Clearance	0.207m
Max Track Width	1.756m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.950m



REV	DATE	BY	DESCRIPTION	CHK	APD
P3	05.11.25	HL	Updated Layout	JM	JM
P2	23.10.25	HL	Updated Layout	JM	JM
P1	21.10.25	HL	First Issue	JM	JM

client

CANTIUM LAND AND DEVELOPMENT LTD

project

LAND OFF EYHORNE STREET, HOLLINGBOURNE

title

VEHICLE SWEPT PATH ANALYSIS ESTATE CAR

project	drwg	rev
35630	T-05	P3

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APPENDIX
F

Output Areas Code	Output Areas	Car or van availability (5 categories) Code	Car or van availability (5 categories)	Observation		
E00123802	E00123802	0	No cars or vans in household	20	**11%**	-
E00123802	E00123802	1	1 car or van in household	51	**28%**	0.28022
E00123802	E00123802	2	2 cars or vans in household	73	**40%**	0.802198
E00123802	E00123802	3	3 or more cars or vans in household	38	**21%**	0.626374
				182		1.708791

APPENDIX
G

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: B - AFFORDABLE/LOCAL AUTHORITY HOUSES

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	**SOUTH EAST**		
	EX	ESSEX	1 day
03	**SOUTH WEST**		
	WL	WILTSHIRE	1 day
09	**NORTH**		
	FU	WESTMORLAND & FURNESS	1 day
13	**MUNSTER**		
	TI	TIPPERARY	2 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:	DWELLS
Actual Range:	8 to 516 (units:DWELLS)
Range Selected by User:	8 to 516 (units:DWELLS)
Parking Spaces Range:	11 - 220

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/16 to 05/09/23

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:

Friday	2 days
Monday	1 days
Thursday	1 days
Tuesday	1 days

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

Selected survey types:

Manual count	5
Direction ATC Count	0

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:

Neighbourhood Centre (PPS6 Local Centre)	2 days
Suburban Area (PPS6 Out of Centre)	3 days

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	3 days
Village	2 days

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.

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	5 days

Secondary Filtering Selection:

Use Class:

C3	5 surveys

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

0 - 0

Population within 1 mile:

1,001 to 5,000	2 surveys
5,001 to 10,000	3 surveys

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 surveys
5,000 or Less	1 surveys
5,001 to 25,000	2 surveys
50,001 to 75,000	1 surveys

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	1 surveys
1.1 to 1.5	4 surveys

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.

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	5 surveys

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	5 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

No

1	**EX-03-B-01**	**MIXED HOUSES & FLATS**	**ESSEX**

SHIMBROOKS
NEAR BRAINTREE
GREAT LEIGHS
Neighbourhood Centre (PPS6 Local Centre)
Village
Site area: 2.66 hect
Survey date: Thursday 10/05/2018 Survey Type: Unknown

2	**FU-03-B-01**	**SEMI DETACHED & TERRACED**	**WESTMORLAND & FURNESS**

PENNINE WAY
ALSTON
Neighbourhood Centre (PPS6 Local Centre)
Village
Site area: 2.4 hect
Survey date: Friday 13/05/2022 Survey Type: Unknown

3	**TI-03-B-01**	**MIXED HOUSES**	**TIPPERARY**

LIMERICK ROAD
NENAGH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Site area: 2.09 hect
Survey date: Friday 27/05/2016 Survey Type: Unknown

4	**TI-03-B-02**	**BUNGALOWS**	**TIPPERARY**

STRADAVOHER
THURLES
Suburban Area (PPS6 Out of Centre)
Residential Zone
Site area: 0.58 hect
Survey date: Monday 20/11/2017 Survey Type: Unknown

5	**WL-03-B-01**	**TERRACED HOUSES**	**WILTSHIRE**

BUTTERFIELD DRIVE
AMESBURY
Suburban Area (PPS6 Out of Centre)
Residential Zone
Site area: 1.6 hect
Survey date: Tuesday 18/09/2018 Survey Type: Unknown

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES

Total Vehicles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	5	80	0.063	0.241	0.304
08:00-09:00	5	80	0.095	0.238	0.333
09:00-10:00	5	80	0.088	0.175	0.263
10:00-11:00	5	80	0.088	0.108	0.196
11:00-12:00	5	80	0.088	0.118	0.206
12:00-13:00	5	80	0.108	0.068	0.176
13:00-14:00	5	80	0.108	0.090	0.198
14:00-15:00	5	80	0.103	0.115	0.218
15:00-16:00	5	80	0.160	0.125	0.285
16:00-17:00	5	80	0.226	0.095	0.321
17:00-18:00	5	80	0.251	0.148	0.399
18:00-19:00	5	80	0.198	0.135	0.333
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.576	1.656	3.232

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.*

Parameter Summary:

Trip rate parameter range selected:	8 - 516 (units: DWELLS)
Survey date date range:	27/05/2016 - 13/05/2022
Number of weekdays (Monday-Friday):	5
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: A - HOUSES PRIVATELY OWNED

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	**SOUTH EAST**		
	HC	HAMPSHIRE	1 day
03	**SOUTH WEST**		
	SM	SOMERSET	2 days
04	**EAST ANGLIA**		
	SF	SUFFOLK	2 days
08	**NORTH WEST**		
	AC	CHESHIRE WEST & CHESTER	1 day
09	**NORTH**		
	DH	DURHAM	1 day
	IM	ISLE OF MAN	2 days
10	**WALES**		
	PS	POWYS	1 day
12	**CONNAUGHT**		
	CS	SLIGO	1 day
	RO	ROSCOMMON	1 day
16	**ULSTER (REPUBLIC OF IRELAND)**		
	MG	MONAGHAN	1 day

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:	DWELLS
Actual Range:	4 to 4334 (units:DWELLS)
Range Selected by User:	4 to 50 (units:DWELLS)
Parking Spaces Range:	6 - 2696

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/14 to 17/09/24

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:

Friday	2 days
Monday	1 days
Thursday	4 days
Tuesday	5 days
Wednesday	1 days

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

Selected survey types:

Manual count	13
Direction ATC Count	0

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:

Neighbourhood Centre (PPS6 Local Centre)	7 days
Suburban Area (PPS6 Out of Centre)	6 days

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 days
Village	7 days

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.

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	10 days
Servicing vehicles Included	3 days

Secondary Filtering Selection:

Use Class:

C3	13 surveys

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

72 - 3966

Population within 1 mile:

1,000 or Less	2 surveys
1,001 to 5,000	6 surveys
5,001 to 10,000	5 surveys

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

Population within 5 miles:

25,001 to 50,000	2 surveys
5,000 or Less	2 surveys
5,001 to 25,000	3 surveys
50,001 to 75,000	3 surveys
75,001 to 100,000	3 surveys

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	2 surveys
1.1 to 1.5	8 surveys
1.6 to 2.0	3 surveys

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.

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	12 surveys
Yes	1 surveys

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	13 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

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

1	**AC-03-A-04**	**TOWN HOUSES**	**CHESHIRE WEST & CHESTER**

LONDON ROAD
NORTHWICH
LEFTWICH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Site area: 0.5 hect
Survey date: Thursday 06/06/2019 Survey Type: Manual

2	**CS-03-A-03**	**MIXED HOUSES**	**SLIGO**

TOP ROAD
STRANDHILL
STRANDHILL
Neighbourhood Centre (PPS6 Local Centre)
Village
Site area: 1.2 hect
Survey date: Thursday 27/10/2016 Survey Type: Manual

3	**DH-03-A-01**	**SEMI DETACHED**	**DURHAM**

GREENFIELDS ROAD
BISHOP AUCKLAND
Suburban Area (PPS6 Out of Centre)
Residential Zone
Site area: 0.9 hect
Survey date: Tuesday 28/03/2017 Survey Type: Manual

4	**HC-03-A-17**	**HOUSES & FLATS**	**HAMPSHIRE**

CANADA WAY
LIPHOOK
Suburban Area (PPS6 Out of Centre)
Residential Zone
Site area: 0.8 hect
Survey date: Thursday 12/11/2015 Survey Type: Manual

5	**IM-03-A-01**	**MIXED HOUSES**	**ISLE OF MAN**

BALLAKILLOWEY ROAD
COLBY
BALLAKILLOWEY
Neighbourhood Centre (PPS6 Local Centre)
Village
Site area: 2.12 hect
Survey date: Tuesday 21/05/2024 Survey Type: Manual

6	**IM-03-A-02**	**MIXED HOUSES**	**ISLE OF MAN**

SHORE ROAD
KIRK MICHAEL
Neighbourhood Centre (PPS6 Local Centre)
Village
Site area: 1.61 hect
Survey date: Thursday 23/05/2024 Survey Type: Manual

7	**MG-03-A-01**	**SEMI-DETACHED HOUSES**	**MONAGHAN**

ORIEL WAY
MONAGHAN
Suburban Area (PPS6 Out of Centre)
Residential Zone
Site area: 3.3 hect
Survey date: Tuesday 12/10/2021 Survey Type: Manual

8	**PS-03-A-02**	**DETACHED/SEMI-DETACHED**	**POWYS**

GUNROG ROAD
WELSHPOOL
Suburban Area (PPS6 Out of Centre)

Residential Zone
Site area: 0.81 hect
Survey date: Monday 11/05/2015 Survey Type: Manual

9 **RO-03-A-04** **SEMI DET. & BUNGALOWS** **ROSCOMMON**
EAGLE COURT
ROSCOMMON
ARDNANAGH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Site area: 1.92 hect
Survey date: Friday 26/09/2014 Survey Type: Manual

10 **SF-03-A-06** **DETACHED & SEMI-DETACHED** **SUFFOLK**
BURY ROAD
KENTFORD
Neighbourhood Centre (PPS6 Local Centre)
Village
Site area: 2.68 hect
Survey date: Friday 22/09/2017 Survey Type: Manual

11 **SF-03-A-08** **MIXED HOUSES** **SUFFOLK**
STANNINGFIELD ROAD
NEAR BURY ST EDMUNDS
GREAT WHELNETHAM
Neighbourhood Centre (PPS6 Local Centre)
Village
Site area: 2.3392 hect
Survey date: Wednesday 16/09/2020 Survey Type: Manual

12 **SM-03-A-02** **MIXED HOUSES** **SOMERSET**
HYDE LANE
NEAR TAUNTON
CREECH SAINT MICHAEL
Neighbourhood Centre (PPS6 Local Centre)
Village
Site area: 2.87 hect
Survey date: Tuesday 25/09/2018 Survey Type: Manual

13 **SM-03-A-03** **MIXED HOUSES** **SOMERSET**
HYDE LANE
NEAR TAUNTON
CREECH ST MICHAEL
Neighbourhood Centre (PPS6 Local Centre)
Village
Site area: 2.65 hect
Survey date: Tuesday 25/09/2018 Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
AC-03-A-05	30-04-2021	Covid-19
CA-03-A-07	27-05-2021	Covid-19
DN-03-A-08	30-09-2020	Covid-19
ES-03-A-06	16-06-2021	Covid-19

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Total Vehicles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**13**	**36**	**0.068**	**0.256**	**0.324**
08:00-09:00	**13**	**36**	**0.171**	**0.414**	**0.585**
09:00-10:00	**13**	**36**	**0.177**	**0.220**	**0.397**
10:00-11:00	**13**	**36**	**0.124**	**0.156**	**0.280**
11:00-12:00	**13**	**36**	**0.149**	**0.149**	**0.298**
12:00-13:00	**13**	**36**	**0.160**	**0.166**	**0.326**
13:00-14:00	**13**	**36**	**0.192**	**0.207**	**0.399**
14:00-15:00	**13**	**36**	**0.188**	**0.186**	**0.374**
15:00-16:00	**13**	**36**	**0.264**	**0.198**	**0.462**
16:00-17:00	**13**	**36**	**0.294**	**0.166**	**0.460**
17:00-18:00	**13**	**36**	**0.369**	**0.220**	**0.589**
18:00-19:00	**13**	**36**	**0.269**	**0.173**	**0.442**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**2.425**	**2.511**	**4.936**

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.*

Parameter Summary:

Trip rate parameter range selected:	4 - 50 (units: DWELLS)
Survey date date range:	26/09/2014 - 23/05/2024
Number of weekdays (Monday-Friday):	13
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
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.