

planning
transport
design
environment
infrastructure

Transport Statement for Vineyard Farms Ltd
Brookers Farm, Luddesdown

February 2023
PL/RS/19020



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- A Personal Injury Collision (PIC) Data
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- C Automatic Traffic Count (ATC) and Speed Survey Data

1 Introduction

- 1.1.1 DHA has been commissioned by Vineyard Farms Ltd to provide transport planning advice in relation to Brookers Farm, Luddesdown, near Gravesend, Kent.
- 1.1.2 This Transport Statement (TS) has been produced in accordance with the Planning Practice Guidance (March 2014).
- 1.1.3 Following this introduction, the TS is structured as follows:-
- Section 2 summarises the existing transport conditions local to the site;
 - Section 3 sets out the development proposals;
 - Section 4 provides an assessment of compliance with transport planning policy;
 - Section 5 looks at the forecast vehicular trip attraction of the proposals; and
 - Section 6 provides a summary and conclusion.

2 Existing Transport Conditions

2.1 The Existing Site

- 2.1.1 The site is located at Brookers Farm, in the parish of Luddesdown, situated on the North Downs approximately 2.6km to the east of the village of Meopham. The site location is shown in its local context in Figure 2-1 below. The farm is located on Luddesdown Road, next to the Golden Lion public house. There is also a village hall, a church, Court Lodge and a cricket ground nearby.
- 2.1.2 The current farm is used as a winery, with wide hardstanding areas that are used for access for site traffic and informal parking. Winery workers currently park in the existing field that would be the site of the new car park.

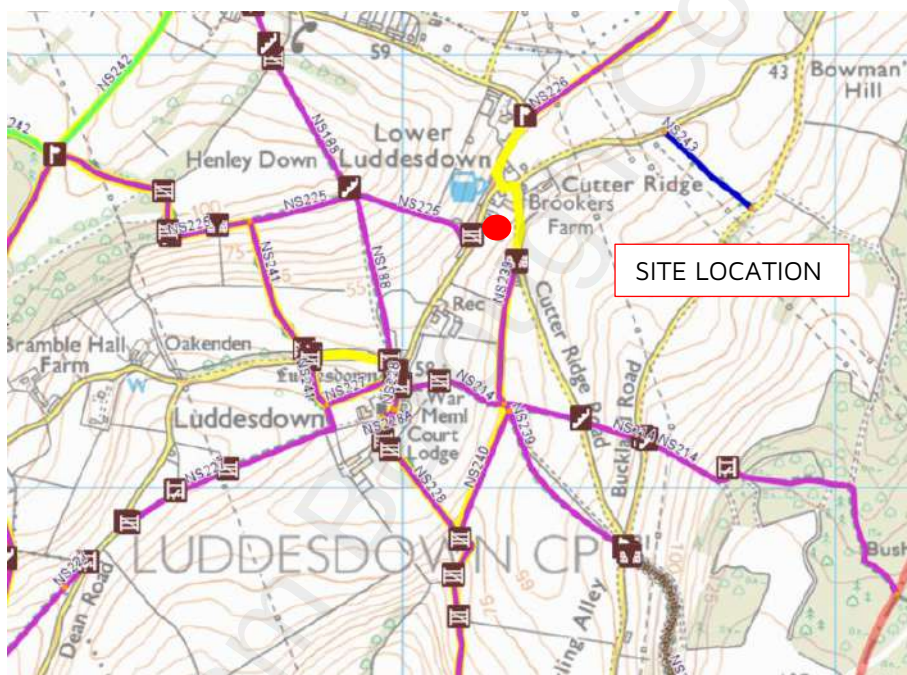


Figure 22-1: Site Location (courtesy of OpenStreetMap.org)

2.2 Local Highway Network

- 2.2.1 Brookers Farm is situated on Luddesdown Road, just south of the junction with Henley Street. The local road network consists of mainly single-track rural lanes with a mix of banked and hedged verges and open fields.
- 2.2.2 The main route to the farm from the strategic road network is via the A2 Cobham Junction and along Halfpence Lane, Cobhambury Road and Luddesdown Road. Halfpence Lane and Cobhambury Road have a two-lane carriageway with centre line markings and are generally subject to the national speed limit, but with sections of 20mph and 30mph on the approaches to the junction with The Street at Cobham.

2.3.1 There are few formal footways in the surrounding area and most walking will take place on the Public Rights of Way (PRoW) network. Some of these PRoWs run through the site and form part of the Wealdway, a waymarked 80-mile walk from Gravesend to Eastbourne. Local PRoWs are shown in Figure 2-2 below.



2.3.2 There are no dedicated cycle routes in the area, the closest being National Cycle Network Route 177 along the A2 corridor between Rochester and Pepper Hill. Nevertheless, the local highway network is considered suitable for on-carriageway cycling by many user groups in view of its generally low-speed and lightly-trafficked nature.

2.4.1 The closest bus stops to the site are located on Camer Road for Sole Street station, approximately 2.7km (or a 34-minute walk¹) via the road network or 2.2km (30-



minute walk) via the PRoW network. A summary of the bus service that calls at these stops is provided in Table 22-1 below (school services have been excluded).

Service No.	Route	Frequency
416 (Redroute Buses)	Meopham School – Sole Street – Shorne Country Park – Denton – Gravesend Train Station	Mon – Fri 5 buses per day Sat 3 buses per day

Table 22-1: Local Bus Routes and Frequencies (The Railway)

- 2.4.2 There are also bus stops (The George) on the A227 Wrotham Road, which are a 40-minute walk from the site. A summary of the bus services that call at these stops is provided in Table 22-12-2 below.

Service No.	Route	Frequency
306 (Redroute Buses)	Bluewater – Gravesend – Istead Rise – Meopham – Vigo – Borough Green – Sevenoaks	Mon – Fri 8 buses per day Sat 5 buses per day
308 (Redroute Buses)	Gravesend – Istead Rise – Meopham – Vigo – Borough Green – Sevenoaks	Mon – Fri 8 buses per day Sat 9 buses per day
416 (Redroute Buses)	Meopham School – Cobham – Shorne Country Park – Gravesend Rail Station	Mon – Fri 5 buses per day Sat 3 buses per day

Table 22-2: Local Bus Routes and Frequencies (The George)

- 2.4.3 The nearest railway station is Sole Street, located approximately 3.2 km from the site on the Chatham Mainline. Walking to the station takes around 34 minutes via the road network though as stated earlier, only 30 minutes via the PRoW network. The station can be cycled from the site in 11 minutes. There are 10 cycle parking spaces located at the eastern end of Station Approach. There is step-free access to platform 1 for London-bound services but not currently to/from platform 2.

- 2.4.4 The following direct Southeastern services operate from the station:-

To London terminals: AM & PM peak:-

- 2 tph London Victoria via Bromley South

To Kent destinations: AM & PM peak:-

- 2 tph to Rochester.

2.5 Accessibility

- 2.5.1 The nearest convenience store is located in Sole Street (2.6km / 5-minute drive), but a wider range of services are to be found along the A227 corridor within Meopham and Hook Green. Meopham has a medical centre, a dentists and public houses, while Hook Green has a pharmacy, a post office, a mini-supermarket and take away food outlets.

2.6 Highway Safety

- 2.6.1 Personal Injury Collision (PIC) data for the most recent five-year period up to 30th September 2022, has been obtained from Kent County Council (KCC) for the main access routes to the site (Meopham to the Cobham Junction). The search showed that there were 12 incidents reported within the request area for that period, which resulted in one 'serious' injury and 14 'slight' injuries. The letter confirming the results of the search and the search extents are included at **Appendix A**.
- 2.6.2 The 12 incidents are fairly spread out between Meopham and the A2 Cobham Junction. One 'serious' and one 'slight' incident occurred on the roundabout at the northern end of Halfpence Lane where it meets the A2 slip roads. The 'slight' incident was caused by a driver partly blinded by the sun, pulling out into a cyclist on the roundabout. The 'serious' incident involved a cyclist being hit by a car which was overtaking them on the roundabout.
- 2.6.3 Three 'slight' incidents took place on Halfpence Lane. Two slight injuries were caused when a vehicle left the carriageway, with no other vehicle was involved. In the second incident, a pedal cyclist was hit by a motor cyclist and in the third incident, a car turned right into a car park across the path of an oncoming motor cyclist.
- 2.6.4 On Cobhambury Road, two 'slight' incidents took place. A vehicle left the road on a bend and hit a parked vehicle, causing it to flip over and land in an adjacent field. In the second incident, a vehicle left the road in the early hours; the driver failed a breath test.
- 2.6.5 Three incidents took place between the site and Meopham. On Oakenden Road, a motor cyclist ran into the back of a car that had stopped to give way. On Foxendown Lane, a car reversed into a motor cyclist, causing the rider to be ejected from his bike and in the second incident, two vehicles collided on the approach to a bend.
- 2.6.6 Two incidents happened at the junction of the A227 Wrotham Road and The Street. In the first incident, a vehicle turning right into The Street failed to see the approaching vehicle, causing a collision and resulting in two 'slight' injuries. In the second incident, a goods vehicle hit a cyclist from behind while both were travelling through temporary traffic lights, causing a slight injury to the cyclist.
- 2.6.7 The recorded incidents appear to have resulted from road user error and it is therefore considered unlikely that the proposed development would materially exacerbate the highway safety record in this location.

3 Development Proposals

3.1 Overview

- 3.1.1 The proposed development is for a new 60-space staff and visitor car park to the south of Brookers Farm, in anticipation of the relocation and expansion of winery office space from the nearby Court Lodge to the farm buildings.
- 3.1.2 The exact location and building form of the winery office has yet to be determined but it will accommodate approximately 40 work stations, with a boardroom, two meeting rooms and a canteen. The current office at Court Lodge accommodates 15 staff members. A location plan of the new car park is shown in Figure 3-1 below; a detailed layout plan of the car park is included at **Appendix B**.

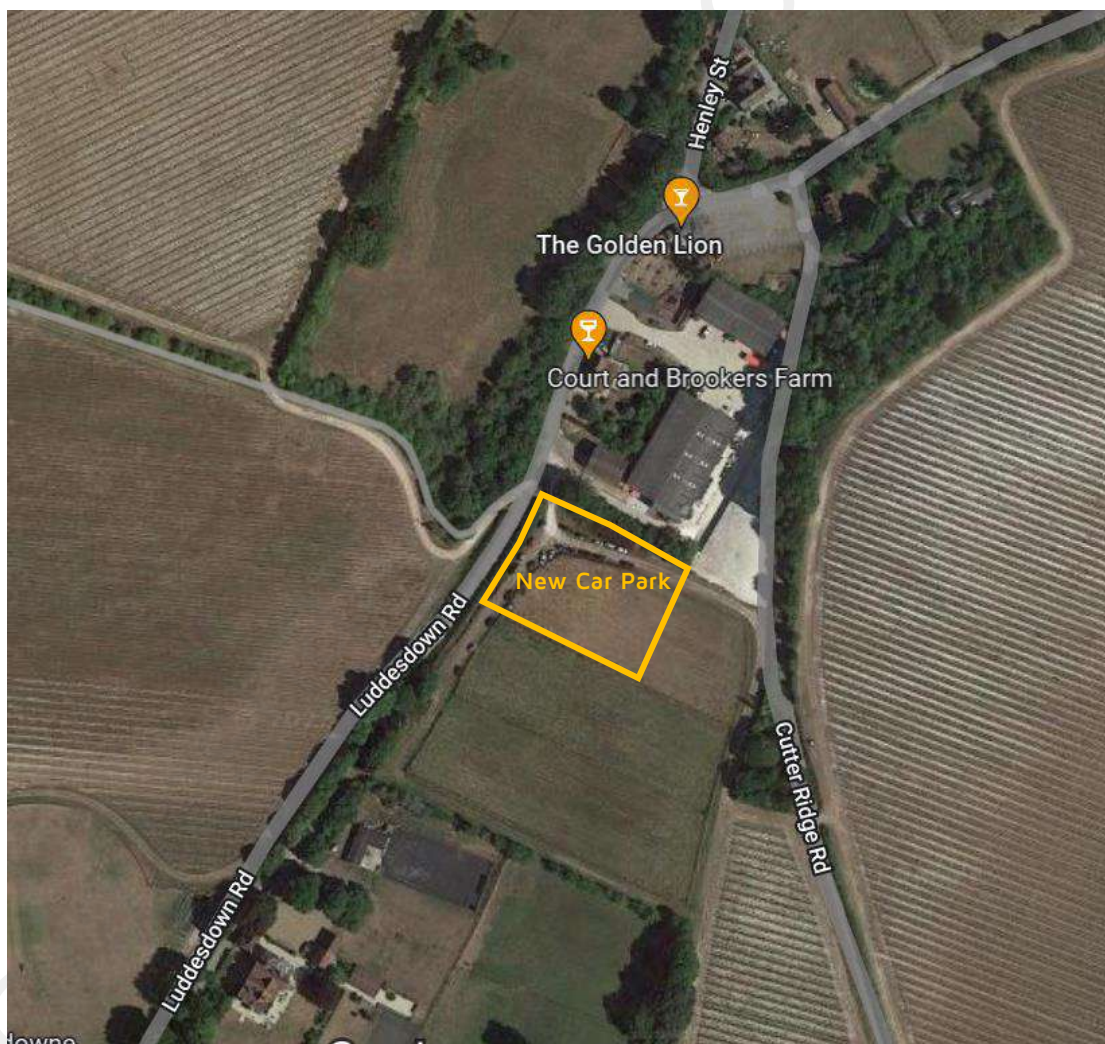


Figure 3-1: General Layout of Development Proposals (courtesy of Google Maps)

3.2 Access

- 3.2.1 The car park proposal will utilise the existing vehicular access from Luddesdown Road to the southern field. Speed surveys of Luddesdown Road took place

between 3rd and 9th December 2022, to inform the access design and the full results are included at **Appendix C**. The access onto Luddesdown Road will have a 2.4 x 45m visibility splay to the south and a 2.4 x 44m visibility splay to a 1m carriageway offset to the north. The entrance into the car park is set back from Luddesdown Road to allow a car to straighten up sufficiently when joining the highway. The entrance road will be 6m wide. A Stage One Road Safety Audit will be carried out shortly and submitted for consideration.

3.3 Parking

- 3.3.1 The car park will provide 60 marked parking bays, arranged around the perimeter of the site and as a central island, allowing vehicles to circulate in a forward direction. The entrance road will be a tarmac surface, due to the greater traffic it will receive and to reduce stone from the car park surface being 'dragged' onto the highway. This tarmac surface will extend to the disabled bays, to provide a smooth and level surface for wheelchair users and to allow the access zone around the bays to be marked. Once the office location has been determined, four disabled bays will be provided on the farm site, within 50m of the office entrance.
- 3.3.2 The remainder of the car park will be cellular casing filled with crushed stone with plastic insets to delineate the parking bays. It is not anticipated that the car park will have lighting at this time. If it is required, a lighting consultant will design a suitable low impact scheme with motion sensors. Ten of the bays will have 'active' electric vehicle charging infrastructure and five will have passive provision to enable future conversion. No specific bays will be marked out for visitors; they will use the general spaces provided. There will be planting around the car park perimeter and along the middle of the central island.

3.4 Site Servicing

- 3.4.1 A swept path analysis of the car park has been undertaken for a car only, since no servicing or emergency vehicles are expected to require access to the car park. The associated drawing is included at **Appendix B**.

4 Transport Planning Policy

4.1 National Planning Policy Framework (NPPF, 2021)

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. The NPPF advises that in assessing sites, it should be ensured that:-

- a) *"Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b) *Safe and suitable access to the site can be achieved for all users;*
- 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 46; 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."*

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

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

- a) *"Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- b) *Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) *Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*

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

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

- 4.1.5 Paragraph 113 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 Transport Statement or Transport Assessment so that the likely impacts of the proposal can be assessed."

4.2 Planning Practice Guidance

- 4.2.1 The PPG was published in March 2014 as a supporting resource in conjunction with the NPPF, which is also a material consideration in determining planning applications. With respect to transport, the 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 regard 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."

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

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

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

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

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

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

"Outcome 1: Economic growth and minimised congestion

Policy: Deliver resilient transport infrastructure and schemes that reduce congestion and improve journey time reliability to enable economic growth

and appropriate development, meeting demand from a growing population.

Outcome 2: Affordable and accessible door-to-door journeys

Policy: Promote affordable, accessible and connected transport to enable access for all to jobs, education, health and other services.

Outcome 3: Safer travel

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

Outcome 4: Enhanced environment

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

Outcome 5: Better health and wellbeing

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

- 4.3.3 Within LTP4, KCC outlines Strategic, Countywide and Local strategies for achieving the above outcomes, whilst continuing to promote and deliver 'Growth without Gridlock'.

4.4 Gravesham Local Plan Core Strategy

- 4.4.1 The Core Strategy was adopted by Gravesham Borough Council (GBC) in September 2014 and is the Council's principal document within its Local Plan, setting out the main planning policy objectives for the Borough up to 2028.

- 4.4.2 With regard to transport, there are a number of Strategic Objectives:-

"SO7 Enhance the Borough's public transport network to serve existing and new neighbourhoods and communities in Gravesend, Northfleet and Ebbsfleet.

SO15 Improve opportunities for recreation, sport, walking and cycling.

SO17 Increase accessibility, reduce the need to travel, minimise congestion and improve air quality through the improved provision of local public transport and the provision of local jobs and services."

- 4.4.3 Strategic Policy CS11 (Transport) states the following:-

"New developments should mitigate their impact on the highway and public transport networks as required. As appropriate, transport assessments and travel plans should be provided and implemented to

ensure the delivery of travel choice and sustainable opportunities for travel...

Sufficient parking in new development will be provided in accordance with adopted standards which will reflect the availability of alternative means of transport and accessibility to services and facilities...

The Council will seek improvements to walking and cycling facilities and networks in the Borough including provision in new development as appropriate..."

4.5 Gravesham Local Plan First Review (saved policy)

4.5.1 Although the adopted Core Strategy replaces a number of the policies contained within the Local Plan (First Review), those which were 'saved' by the Secretary of State will remain applicable in the determination of planning applications.

4.5.2 Policies T1 to T3 are in accordance with general policy outlined by the Local Highway Authority with respect to the use of the highway network. These are set out as follows:-

***"Policy T1:** The Local Planning and Highway Authorities will consider the impact on the transport system and on the environment of traffic generated by new development and will wish to ensure that all proposed developments are adequately served by the highway network identified on the Proposals Map.*

***Policy T2:** The Local Planning and Highway Authorities will seek to channel all traffic travelling through Gravesham on to the primary road network and to channel traffic between and within residential, industrial and principal business districts of the Borough onto the district distributors.*

***Policy T3:** The Local Planning and Highway Authorities will not normally permit any proposed development that generates significant volumes of commercial vehicle traffic, if it is not well related to the primary and district distributor network."*

4.5.3 In addition, **Policy T5** relates to the formation or intensified use of an access to the main highway network as identified on the Proposals Map, stating that this would not usually be permitted unless it can be demonstrated that there would be no safety implications and that the access is designed to a suitable standard which is acceptable to the Local Planning and Highway Authorities.

4.5.4 Furthermore, **Policy P3** requires provision for vehicle parking to be made within the development site; as below:-

"Policy P3

The Borough Council will expect development to make provision for vehicle parking, in accordance with the Kent County Council Vehicle Parking Standards, as interpreted by Gravesham Borough Council, unless justified as an exception. All vehicle parking provision should normally be made on the development site. In the case of proposals for development in Class B1,

as defined in the Town and Country Planning (Use Classes) Order 1987, the Borough Council will expect car parking provision to be made at the standard for offices and will also require lorry parking and manoeuvring areas to be provided, unless the applicant is willing to enter into an agreement to restrict the uses to which the permission relates.

4.6 Parking Policy

- 4.6.1 GBC's adopted parking policy is taken from the Kent and Medway Structure Plan: Supplementary Planning Guidance 4 (SPG4, 2006). This outlines the maximum parking standards required for office accommodation, which are as follows:-

Maximum Goods Vehicle & Car Parking Standards

	Goods Vehicles	Car Parking
Offices up to 500m ²	see Note 1	1 space per 20m ²
Offices 500 to 2,500m ²	see Note 1	1 space per 25m ²
Offices over 2,500m ²	see Note 1	1 space per 30m ²
High Tech/Research/Light Industrial	1 space per 200m ²	1 space per 35m ²
Notes :	1. Adequate facilities should be provided to enable delivery vehicles to park and manoeuvre clear of the public highway. 2. For large developments the provision for goods vehicles only applies up to a maximum of 6 spaces. For sites where more provision is required, a minimum of 6 spaces should be provided with the actual number being determined by consideration of the operational requirements and demonstrated through a Transport Assessment.	

- 4.6.2 Cycle parking requirements are also set out in SPG4, as shown below:-

Minimum Cycle Parking Standards

	Short to Medium Term (collection/delivery/shopping)	Medium to Long Term (meetings/workplace)
All developments	1 space per 1,000m ²	1 space per 200m ²
Minimum of 2 spaces to be provided		

- 4.6.3 Approved Document S of The Building Regulations 2010 outlines the infrastructure required for the charging of Electric Vehicles (EVs). This approved document is part of the 2021 edition of the Regulations and took effect in June 2022.
- 4.6.4 Requirement S5 outlines the guidance for major renovations of buildings which are not residential or mixed-use buildings:-

"S5. Where a building undergoing major renovation, which is not a residential building or a mixed-use building, will have more than 10 parking spaces after the major renovation is completed—

(a) one of those parking spaces must have access to one electric vehicle charge point; and

(b) cable routes for electric vehicle charge points must be installed in a minimum of one fifth of the total number of remaining parking spaces."

4.7 Policy Compliance

Car Parking and Disabled Parking

- 4.7.1 The car parking standards for Office land-use are 1 space per 20 sqm. The proposed offices have an area of 369.5sqm equalling 19 spaces but the site occupies an isolated rural location and with the planned accommodation for 40 office staff, 15 winery workers and visitors, a total of 60 spaces is proposed. This includes four bays within the main car park that will be marked out so that they can be used immediately for disabled use, or converted to disabled use should future demand require. Five spaces will be marked as visitor parking.

Electric Vehicle Charging

- 4.7.2 Following the standards set out in Approved Document S of the Building Regulations, within the total parking provision of 60 spaces, 10 bays will have 'active' electric vehicle charging points and five bays will have passive provision.

Cycle Parking

- 4.7.3 In accordance with the parking standards, four sheltered cycle spaces will be provided in one of the existing farm outbuildings.

Summary

- 4.7.4 As set out in the following section of this TS, the vehicular trip attraction of the proposed development will be modest and will have a negligible impact on the operation of the local highway network. A review of the local highway safety record has found that the development proposals are unlikely to materially exacerbate any pre-existing highway safety concerns and the car park access design will be subject to an independent Road Safety Audit. Given the type of development and its location, it is felt that the provision of cycle parking and electric vehicle charging points is appropriate to promote sustainable transport modes.
- 4.7.5 In conclusion, the proposal is seen to comply with all relevant national and local transport planning policies and does not constitute an unacceptable impact to highway safety or 'severe' residual highway capacity impacts, in accordance with Paragraph 111 of the NPPF.

5 Trip Attraction

5.1 Overview

- 5.1.1 This section outlines the methodology employed to calculate the likely vehicle trip attraction of the proposed development.

5.2 Proposed Development Vehicle Trip Attraction

- 5.2.1 The vehicle trip attraction of the proposed development has been calculated from first principles, due to the lack of comparison sites in the national TRICS trip rate database for office accommodation in rural areas.

- 5.2.2 Based on information supplied by the applicant, the office accommodation will house 40 staff, working typical office hours (i.e. 08:00-18:00). Approximately three-quarters of the staff will be office-based, each making one arrival during the AM peak and one departure during the PM peak. The remaining 10 staff will perform approximately three site visits per day outside the peak hours, in addition to their AM peak arrival / PM peak departure (i.e. 60 trips in the inter-peak period). It is also assumed that there will be on average two visitors per day to the site and five deliveries and servicing trips. These trips have been summarised in Table 5-1 below.

Period	Arrivals	Departures	Total
AM Peak (0800-0900)	40	0	40
PM Peak (1700-1800)	0	40	40
Daily (0700-1900)	77	77	154

Table 5-1: Total Trip Generation - Office (40 staff)

- 5.2.3 The proposed car park is partly in anticipation of a future move of the winery office from Court Lodge, located 500m to the south. However, it is noted that there are between 15-20 cars of winery workers already parking in the field on a regular basis, to avoid obstructing the public highway.
- 5.2.4 Court Lodge is served by Luddesdown Road, so the existing trips will merely transfer to the new site and will not be additional to the local road network. Automatic Traffic Counts were taken between 3rd and 9th December 2022 at the entrance to Court Lodge; the results are shown in Appendix C. The average daily number of arrivals and departures is 97 trips and since this entrance also serves Luddesdown Court and the local church; it has been robustly assumed that three-quarters of all daily trips are attracted by the existing office.

Period	Arrivals	Departures	Total
AM Peak (0800-0900)	12	4	16
PM Peak (1700-1800)	3	6	9
Daily (0700-1900)	38	35	73

Table 5-2: Total Trip Attraction - Existing Office

- 5.2.5 Therefore, the additional trips attracted by the proposal between 0700-1900 is $154 - 73 = 81$ trips, reflecting the planned expansion from 15 to 40 staff.
- 5.2.6 In terms of the winery operations, since the winery is already in operation, there will be no net additional trip attraction.
- 5.2.7 It is noted that a total of 81 additional vehicle trips would be expected from the proposed development during the 12-hour weekday period. Of these, 28 additional trips are expected to take place in the AM peak hour and 34 additional trips in the PM peak hour. Overall, this would equate to six movements per hour across the 12-hour day, or approximately one movement every ten minutes on average, which is not considered to represent a significant or 'severe' residual highway impact, in accordance with Paragraph 111 of the NPPF.

6 Summary and Conclusion

- 6.1.1 This Transport Statement has been prepared on behalf of Vineyard Farms Ltd in support of a planning application for a new 60-space staff and visitor car park to the south of Brookers Farm, in Luddesdown, near Gravesend, Kent, in anticipation of the relocation of winery office space from Court Lodge to the farm buildings.
- 6.1.2 The exact location and building form of the winery office has yet to be determined but it will accommodate approximately 40 work stations, with a boardroom, two meeting rooms and a canteen.
- 6.1.3 Following a review of national and local transport planning policy, no conflicts are envisaged. Safe and suitable access to the site can be achieved and the access design will be subject to an independent Road Safety Audit.
- 6.1.4 It has been demonstrated that the proposed development has the capacity to attract approximately 81 additional vehicle trips during the 12-hour weekday period. Of these, 28 additional trips are expected to take place in the AM peak hour and 34 in the PM peak hour. Overall, this would equate to approximately six additional movements per hour across the 12-hour day, or approximately one movement every ten minutes on average, which is not considered to represent a significant or 'severe' highway impact in accordance with Paragraph 111 of the NPPF.
- 6.1.5 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



PERSONAL INJURY COLLISION (PIC) DATA

Gravesham Borough Council

Date: 01-December-2022

Time: 09:47:49

Title: **Luddesdown**

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

Date: 01-December-2022

Accident Date BETWEEN '01-Oct-2017' AND '30-Sep-2022'

There were 12 reported crashes resulting in injury

D-PRINT CRASH REPORT

1-Dec-2022

09:47:49

Luddesdown

Accident Date BETWEEN '01-Oct-2017' AND '30-Sep-2022'

No	Location	Reference/ Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
1	Road No U Section 064	Grid 567286E Ref 168151N	257839 SLIGHT	05/01/2018	6	15:07	L	Wet/Damp	Fine		
	COBHAMBURY RD, COBHAM (MAPPED TO COORDS)										Gravesham
	V1 WAS TRAVELLING ON COBHAMBURY RD TOWARDS ROCHESTER AT APPROXIMATELY 35MPH. AS IT HAS TURNED THE CORNER THE VEHICLE HAS GONE WIDE INTO A PATCH OF MUD. V1 HAS LOST CONTROL AND SKIDDED TOWARDS V2 WHICH WAS PARKED. V1 HAS COLLIDED WITH V2 AND FLIPPED OVER AND LANDED ON IT'S ROOF IN THE FIELD.						Veh1, car, SE -> W Veh2, car, P -> P			Casualties 1 Vehicles 2	
2	Road No C3 Section 007	Grid 568073E Ref 167234N	262119 SLIGHT	21/01/2018	1	03:02	DRK NSL	Wet/Damp	Fine		S.VEH +VE
	COBHAMBURY ROAD J/W WARREN RD, COBHAM (MAPPED TO DESC. ORIGINAL COORDS - 567041,167146)										Gravesham
	V1's insurance company called police to report the vehicle's black box flagging a collision. Patrols attended and located V1 off the carriageway having collided with a tree. V1 was locked and blood was seen on the air bag. D1 located at Medway Maritime Hospital, D1 failed breath test.						Veh1, car, NW -> SE			Casualties 2 Vehicles 1	
3	Road No C13 Section 179	Grid 564399E Ref 166023N	314897 SLIGHT	16/07/2018	2	18:20	L	Dry	Fine		R.TURN
	C13 THE ST J/W A227 WROTHAM RD, MEOPHAM										Gravesham
	V1 turned right into The St and failed to see V2 heading towards them, causing the collision.						Veh1, car, S -> E Veh2, Motor Home, E -> W			Casualties 2 Vehicles 2	

Key

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

Street Lighting

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

FACTORS

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

Special Conditions

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

D-PRINT CRASH REPORT

1-Dec-2022

09:47:49

Luddesdown

Accident Date BETWEEN '01-Oct-2017' AND '30-Sep-2022'

No	Location	Reference/ Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
4	Road No A227 Grid 564391E Section 138 Ref 166029N	355602 SLIGHT	14/01/2019	2	15:30	L	Dry	Fine Wind			GV P/C
A227 WROTHAM RD J/W THE ST, MEOPHAM									Gravesham		
R2 was travelling south on Wrotham Rd. As R2 rode past the temporary traffic lights, V1 drove around the light and was getting back into its lane when it hit V2 from behind. R2 lost consciousness and remembers waking up on the floor. D1 stopped to check R2's condition but refused to call the police or ambulance. R2 noticed that the windscreen of V1 had a massive crack in it which they believe could have obstructed D1's vision.							Veh1, goods < 3.5t, NE -> SW Veh2, pedal cycle, NE -> SW			Casualties 1 Vehicles 2	
5	Road No C13 Grid 564873E Section 179 Ref 166058N	816627 SLIGHT	08/02/2019	6	09:41	L	Wet/Damp	Rain			
C13 FOXENDOWN LANE, MEOPHAM (MAPPED TO COORDS)									Gravesham		
V2 was travelling east on Foxenden Lane and pulled over into the bush as the approached the corner. V1 was travelling in the opposite direction in the middle of the road and collided with V2, pushing it into the bush.							Veh1, car, NE -> NW Veh2, car, NW -> NE			Casualties 1 Vehicles 2	
6	Road No C13 Grid 565163E Section 179 Ref 166090N	867182 SLIGHT	13/07/2019	7	16:00	L	Dry	Fine			M/C
C13 FOXENDOWN LANE, MEOPHAM (MAPPED TO COORDS)									Gravesham		
V1 was two car lengths in front of V2 when it started to reverse very quickly. V2 attempted to move back but could not move quick enough and V1 collided with V2 causing R2 to fall off and skid approximately 4 metres along the road.							Veh1, car, W -> E Veh2, m/cycle > 500cc, W -> E			Casualties 1 Vehicles 2	

Key Involved

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

Street Lighting

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

FACTORS

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

Special Conditions

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

D-PRINT CRASH REPORT

1-Dec-2022

09:47:49

Luddesdown

Accident Date BETWEEN '01-Oct-2017' AND '30-Sep-2022'

No	Location	Reference/ Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
7	Road No U Section 179	Grid 565865E Ref 166055N	888874 SLIGHT	08/10/2019	3	09:00	L	Dry	Fine		M/C
	OAKENDEN RD, LUDDESDOWN (MAPPED TO COORDS)									Gravesham	
	V2, travelling east on Oakenden Rd, stopped to give way to an oncoming vehicle when V1 collided with the rear of V2 and R1 was ejected from V1.						Veh1, m/cycle 50 - 125cc, W -> E Veh2, car, W -> E			Casualties Vehicles	1 2
8	Road No U Section 064	Grid 567897E Ref 169539N	952492 SLIGHT	19/05/2020	3	07:00	L	Dry	Fine		P/C
	HALFPENCE LANE RNDDBT J/W BREWERS RD, COBHAM									Gravesham	
	D1 driving up to half pence lane roundabout, looked to their right to check road, started to pull out due to low bright sunlight which caused limited vision, did not see cyclist until collision.						Veh1, car, SW -> NE Veh2, pedal cycle, E -> W			Casualties Vehicles	1 2
9	Road No U Section 249	Grid 567914E Ref 169575N	953662 SERIOUS	20/05/2020	4	14:30	L	Dry	Fine	R.TURN	P/C
	HALFPENCE LANE RNDDBT J/W BREWERS RD, COBHAM									Gravesham	
	R2 was riding along Halfpence Lane towards the roundabout at A2. While approaching the roundabout R2 raised their right arm to indicate they were turning right onto Brewers Rd, while on roundabout turning right, V1, which was trying to get onto A2 London bound, struck R2 on their right side causing R2 to come off their bike. R2 was in front of V1 turning right, trying to overtake on the roundabout. D1 admitted fault.						Veh1, car, S -> NW Veh2, pedal cycle, SW -> E			Casualties Vehicles	1 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 Obscured
 RD WRKS Road Works
 Surface Road Surface Defective

D-PRINT CRASH REPORT

1-Dec-2022

09:47:49

Luddesdown

Accident Date BETWEEN '01-Oct-2017' AND '30-Sep-2022'

No	Location	Reference/ Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
10	Road No U Section 064	Grid 567455E Ref 168498N	1040738 SLIGHT	24/04/2021	7	17:12	L	Dry	Fine		M/C
	HALFPENCE LANE, COBHAM (MAPPED TO COORDS)									Gravesham	
	R2 was down a cycle lane and saw a dirt bike in front, R2 slowed down and could hear the acceleration from the dirt bike then R1 came straight at R2. As V1 hit V2, R2 went straight over the handlebars onto the floor. When R2 got up they saw R1 had stopped. As R2 went to go closer R1 tried to get away so R2 tried to grab them.						Veh1, m/cycle <= 50cc, SW -> NE Veh2, E-CYCLE, NE -> SW			Casualties 1 Vehicles 2	
11	Road No U Section 064	Grid 567681E Ref 169073N	1078682 SLIGHT	26/07/2021	2	12:30	L	Dry	Fine		S.VEH
	HALFPENCE LANE, COBHAM, (MAPPED TO COORDS).									Gravesham	
	V1 was driving on Halfpence land in direction of A2 away from COBHAM. Vehicle has left carriageway, where it has hit trees and come to a stop.						Veh1, car, SW -> NE			Casualties 2 Vehicles 1	
12	Road No C492 Section 033	Grid 567744E Ref 169191N	1100959 SLIGHT	10/10/2021	1	12:38	L	Dry	Fine		M/C
	C492 HALFPENCE LANE J/W PRIVATE CAR PARK, COBHAM									Gravesham	
	V1 WAS TRAVELLING SOUTHWEST ON HALFPENCE LANE AND V2 WAS TRAVELLING IN THE OPPOSITE DIRECTION. V1 TURNED RIGHT INTO A CAR PARK DIRECTLY IN FRONT OF V2 AND COLLIDED WITH IT'S FRONT NEARSIDE.						Veh1, car, NE -> NW Veh2, m/cycle > 500cc, SW -> NE			Casualties 1 Vehicles 2	

Key Involved

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

Street Lighting

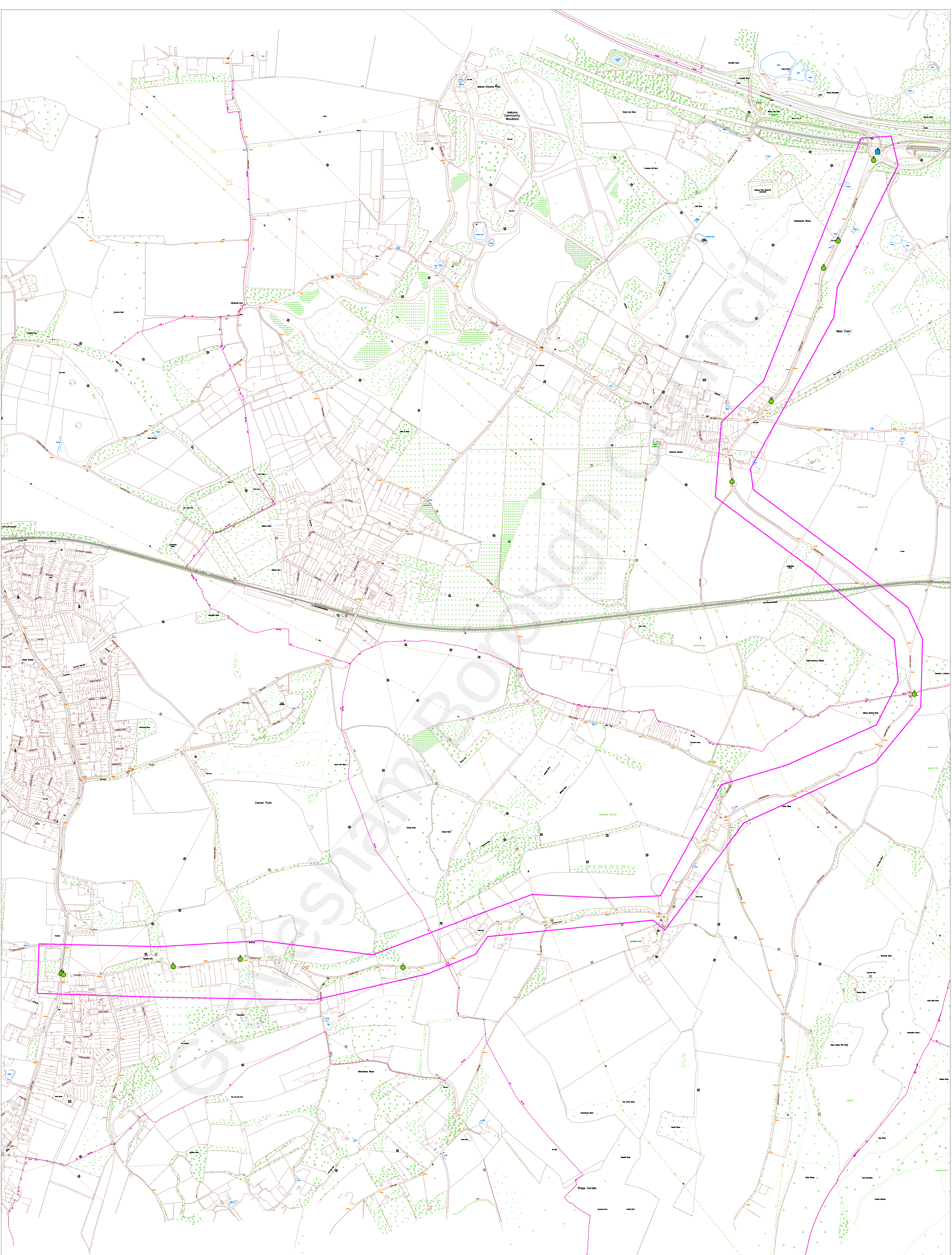
L Daylight
STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

FACTORS

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R.TURN Right Turn Manoeuvre
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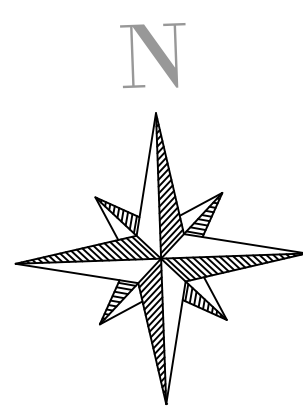
Location: Luddesdown

5 years personal injury crash data up to 30/09/2022

KCC Ref number: EXT/237/22

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Crash Severity	
	Slight
	Serious
	Fatal



APPENDIX B



Proposed Site Layout Plan

Gravesham Borough Council



47.5m

Swept path analysis

Materials & parking layout

Key

- Proposed tarmac
- Proposed cellular casing filled with crushed stone with plastic insets to delineate parking

Northbound
85%ile = 30.80 mph
49.56 kph

$$SSD=vt+v^2/2(d+0.1a)$$

where:

v = speed (m/s)
t = driver reaction time (s)
d = deceleration (m/s²)
1kph= 0.2778 m/s

v= 13.77
t= 1.5
d= 4.41
a= 0

vt= 20.65
v²= 189.50
2(d+0.1a)= 8.82

SSD= 42.13 m
plus 2.4 44.53 inc bonet length

Southbound
85%ile = 30.30 mph
48.75 kph

$$SSD=vt+v^2/2(d+0.1a)$$

where:

v = speed (m/s)
t = driver reaction time (s)
d = deceleration (m/s²)
1kph= 0.2778 m/s

v= 13.54
t= 1.5
d= 4.41
a= 0

vt= 20.31
v²= 183.40
2(d+0.1a)= 8.82

SSD= 41.11 m
plus 2.4 43.51 inc bonet length

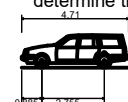
2.4 x 44m visibility splay to a
1m carriageway offset

2.4 x 45m visibility splay

Visibility Splays

Notes:

- This drawing has been prepared in accordance with the scope of DHA's appointment with its client and is subject to the terms and conditions of that appointment. DHA accepts no liability for any use of this document other than by its client and only for the purposes for which it was prepared and provided.
- If received electronically it is the recipients responsibility to print to correct scale. Only written dimensions should be used.
- Where applicable Ordnance Survey (c) Crown Copyright 2022 All rights reserved. Licence Number 100031961.
- Drawing is based on OS data and a topographical survey.
- Visibility splays have been based on a week long ATC Survey carried out for the week commencing 3rd of December 2022 by K&M Traffic Surveys Ltd. The survey has recorded 85th percentile speeds of 30.8mph and 30.3mph for northbound and southbound traffic respectively. These speeds have been used within the calculations set out in Manual for Streets 2 to determine the required visibility splays at the access point.



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

P2	21.02.23	JM	Updated Material	CS	CS
P1	17.02.23	MM	First Issue	JM	CS

REV	DATE	BY	DESCRIPTION	CHK	APD
-----	------	----	-------------	-----	-----

client
VINEYARD FARMS LTD

project
BROOKER FARM, LUDESDOWN

title
PROPOSED ACCESS DESIGN AND PARKING LAYOUT

project	drwg	rev
19020	H-01	P1

Drawn	Checked	Approved	scale @ A3	date
MM	JM	CS	1:500	17.02.23

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

APPENDIX C



AUTOMATIC TRAFFIC COUNT (ATC) AND SPEED SURVEY DATA

Gravesham Borough Council

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

K&M TRAFFIC SURVEYS

SITE: Site 1 - Luddesdown

LOCATION: Attached to telegraph pole

GRID REFERENCE: 51.374584, 0.401089

DIRECTION: NORTHBOUND SPEED LIMIT: NSL

03 December 2022

[illegible]

04 December 2022

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	20	-	
0100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	22	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0600	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	22	-	
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0800	7	5	0	2	0	0	0	0	0	0	0	0	0	0	0	20.3	-	
0900	8	6	0	1	0	0	0	0	0	0	0	0	0	0	1	0	18.1	-
1000	12	6	1	1	0	0	0	0	0	0	0	0	0	2	2	17.9	21.2	
1100	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	18.1	20.2	
1200	25	24	0	1	0	0	0	0	0	0	0	0	0	0	0	17.8	21.5	
1300	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	16.9	20.1	
1400	10	8	0	1	0	0	0	0	0	0	0	0	0	1	0	19	-	
1500	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	17.2	20.8	
1600	23	21	0	2	0	0	0	0	0	0	0	0	0	0	0	18.8	22.1	
1700	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	19.2	-	
1800	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19.3	-	
1900	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	19.8	-	
2000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	22.5	-	
2100	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	21.6	-	
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
07-19	124	109	1	8	0	0	0	0	0	0	0	0	0	4	2	18.2	21.2	
06-22	138	123	1	8	0	0	0	0	0	0	0	0	0	4	2	18.5	21.4	
06-00	138	123	1	8	0	0	0	0	0	0	0	0	0	4	2	18.5	21.4	
00-00	143	128	1	8	0	0	0	0	0	0	0	0	0	4	2	18.6	21.4	

05 December 2022

[illegible]

0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22.6	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22.6	-
0600	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	16.6	-
0700	12	10	0	2	0	0	0	0	0	0	0	0	0	0	0	18.1	20.3
0800	13	11	0	1	0	0	0	0	0	0	0	0	0	0	1	18	22.1
0900	18	17	0	0	0	0	0	0	0	1	0	0	0	0	0	16.1	20.6
1000	20	19	0	1	0	0	0	0	0	0	0	0	0	0	0	17.4	19.9
1100	16	15	0	1	0	0	0	0	0	0	0	0	0	0	0	19.1	22.8
1200	21	19	0	2	0	0	0	0	0	0	0	0	0	0	0	18.6	21
1300	8	6	2	0	0	0	0	0	0	0	0	0	0	0	0	19.2	-
1400	15	12	0	3	0	0	0	0	0	0	0	0	0	0	0	18.6	21.8
1500	12	11	0	1	0	0	0	0	0	0	0	0	0	0	0	19.7	22.2
1600	28	24	0	3	0	0	0	0	0	0	0	0	0	1	0	16.6	19.8
1700	19	19	0	0	0	0	0	0	0	0	0	0	0	0	0	19.3	24.5
1800	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	21.4	-
1900	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	18.7	-
2000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	18	-
2100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	18	-
2200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	20	-
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20.2	-
07-19	190	171	2	14	0	0	0	0	0	1	0	0	0	1	1	18.2	21.7
06-22	210	191	2	14	0	0	0	0	0	1	0	0	0	1	1	18.2	21.7
06-00	214	195	2	14	0	0	0	0	0	1	0	0	0	1	1	18.2	21.7
00-00	216	197	2	14	0	0	0	0	0	1	0	0	0	1	1	18.2	21.7

06 December 2022

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22.5	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21.5	-
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21.5	-
0500	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	22.9	-
0600	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	11.9	-
0700	15	14	0	1	0	0	0	0	0	0	0	0	0	0	0	16.8	21
0800	19	16	1	2	0	0	0	0	0	0	0	0	0	0	0	16.7	18.9
0900	21	16	0	4	0	0	0	0	0	0	0	0	0	0	1	17.3	18.9
1000	12	11	0	1	0	0	0	0	0	0	0	0	0	0	0	16.7	20
1100	16	14	0	0	0	0	0	0	0	0	0	0	0	0	2	17.3	19.6
1200	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	17.5	21.4
1300	16	13	0	1	0	0	0	0	0	0	0	0	0	1	1	19.7	24.9
1400	13	10	0	2	0	0	0	0	0	0	0	0	0	1	0	17.7	21.3
1500	22	19	0	1	0	0	0	0	0	0	0	0	0	1	1	18	21.3
1600	23	21	0	2	0	0	0	0	0	0	0	0	0	0	0	15.7	19.6
1700	21	20	0	1	0	0	0	0	0	0	0	0	0	0	0	19.5	23.3
1800	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	21.6	-
1900	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	22.2	-
2000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19.2	-
2100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	23.5	-
2200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22.6	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	198	174	1	15	0	0	0	0	0	0	0	0	0	3	5	17.7	20.9
06-22	206	182	1	15	0	0	0	0	0	0	0	0	0	3	5	17.7	21.1
06-00	207	183	1	15	0	0	0	0	0	0	0	0	0	3	5	17.7	21.3
00-00	214	190	1	15	0	0	0	0	0	0	0	0	0	3	5	17.9	21.6

07 December 2022

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	23	-
0600	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	15	-
0700	18	16	0	2	0	0	0	0	0	0	0	0	0	0	0	18.2	22.2
0800	20	20	0	0	0	0	0	0	0	0	0	0	0	0	0	18.7	20.9
0900	7	5	0	2	0	0	0	0	0	0	0	0	0	0	0	19.4	-
1000	13	11	0	2	0	0	0	0	0	0	0	0	0	0	0	20.1	25.4
1100	17	14	0	3	0	0	0	0	0	0	0	0	0	0	0	17	19.9
1200	13	12	0	1	0	0	0	0	0	0	0	0	0	0	0	16.8	20.7
1300	8	5	0	3	0	0	0	0	0	0	0	0	0	0	0	16.7	-
1400	16	12	1	2	0	0	0	1	0	0	0	0	0	0	0	18.4	21.4
1500	11	10	0	1	0	0	0	0	0	0	0	0	0	0	0	19.9	22.5
1600	39	35	0	1	0	0	0	0	0	0	0	0	0	1	2	16.4	18.9

K&M TRAFFIC SURVEYS

SITE: Site 1 - Luddesdown

LOCATION: Attached to telegraph pole

GRID REFERENCE: 51.374584, 0.401089

DIRECTION: NORTHBOUND SPEED LIMIT: NSL

03 December 2022

[illegible]

04 December 2022

[illegible]

05 December 2022

[illegible]

[illegible][illegible][illegible][illegible]

K&MTRAFFIC SURVEYS

SITE: Site 1 - Luddesdown

LOCATION: Attached to telegraph pole

GRID REFERENCE: 51.374584, 0.401089

DIRECTION: NORTHBOUND

SPEED LIMIT: NSL

	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Averages	
	03-Dec	04-Dec	05-Dec	06-Dec	07-Dec	08-Dec	09-Dec	1-5.	1-7.
Hour									
0000-010C	4	3	0	1	0	2	1	0.8	1.6
0100-020C	0	2	0	0	0	0	2	0.4	0.6
0200-030C	1	0	0	0	0	0	0	0	0.1
0300-040C	1	0	1	1	0	1	0	0.6	0.6
0400-050C	1	0	0	1	0	2	0	0.6	0.6
0500-060C	0	0	1	4	2	2	4	2.6	1.9
0600-070C	2	2	7	3	2	1	2	3	2.7
0700-080C	0	0	12	15	18	14	6	13	9.3
0800-090C	10	7	13	19	20	23	18	18.6	15.7
0900-100C	11	8	18	21	7	16	18	16	14.1
1000-110C	14	12	20	12	13	23	15	16.6	15.6
1100-120C	11	12	16	16	17	15	20	16.8	15.3
1200-130C	12	25	21	13	13	20	16	16.6	17.1
1300-140C	5	12	8	16	8	14	21	13.4	12
1400-150C	2	10	15	13	16	17	19	16	13.1
1500-160C	10	11	12	22	11	17	15	15.4	14
1600-170C	7	23	28	23	39	22	31	28.6	24.7
1700-180C	10	3	19	21	15	19	22	19.2	15.6
1800-190C	7	1	8	7	8	27	13	12.6	10.1
1900-200C	8	5	9	2	6	7	5	5.8	6
2000-210C	6	2	2	1	4	4	3	2.8	3.1
2100-220C	8	5	2	2	1	4	2	2.2	3.4
2200-230C	0	0	3	1	3	6	4	3.4	2.4
2300-240C	1	0	1	0	2	0	5	1.6	1.3
Totals									
0700-190C	99	124	190	198	185	227	214	202.8	176.7
0600-220C	123	138	210	206	198	243	226	216.6	192
0600-000C	124	138	214	207	203	249	235	221.6	195.7
0000-000C	131	143	216	214	205	256	242	226.6	201
AM Peak	1000	1100	1000	900	800	1000	1100		
	14	12	20	21	20	23	20		
PM Peak	1200	1200	1600	1600	1600	1800	1600		
	12	25	28	23	39	27	31		

K&M TRAFFIC SURVEYS

SITE: Site 1 - Luddesdown

LOCATION: Attached to telegraph pole

GRID REFERENCE: 51.374584, 0.401089

DIRECTION: SOUTHBOUND SPEED LIMIT: NSL

03 December 2022

[illegible]

04 December 2022

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	22.3	-
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21.7	-
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21.9	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	5	3	0	1	0	0	0	0	0	0	0	0	0	1	0	17	-
0800	4	3	0	0	0	0	0	0	0	0	0	0	0	0	1	16.7	-
0900	14	12	0	0	0	1	0	0	0	0	0	0	0	0	1	16.5	20
1000	14	12	0	0	0	0	0	0	0	0	0	0	0	0	2	14.5	16.3
1100	21	15	1	2	0	0	0	0	0	0	0	0	0	0	3	16.8	20.9
1200	13	12	0	0	0	1	0	0	0	0	0	0	0	0	0	16.5	19.7
1300	30	27	0	0	0	0	0	0	0	0	0	0	0	1	2	15.1	18
1400	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	16.8	-
1500	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	16.8	-
1600	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	17.4	-
1700	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	17.9	-
1800	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	19.3	-
1900	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13.2	-
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	22.4	-
07-19	135	118	1	3	0	2	0	0	0	0	0	0	0	2	9	16.3	19.6
06-22	136	119	1	3	0	2	0	0	0	0	0	0	0	2	9	16.3	19.6
06-00	138	121	1	3	0	2	0	0	0	0	0	0	0	2	9	16.4	19.6
00-00	142	125	1	3	0	2	0	0	0	0	0	0	0	2	9	16.5	19.9

05 December 2022

[illegible]

0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	19	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	16.8 23
0700	25	21	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	19.2 22.5
0800	38	36	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	17 20.5
0900	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.2 21.4
1000	17	14	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	16.7 19.7
1100	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.4 -
1200	12	11	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	15.4 19.1
1300	16	13	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	16.8 20.5
1400	11	10	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17.9 20.5
1500	12	10	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	17.3 22.4
1600	21	20	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	15.4 19
1700	6	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.9 -
1800	10	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18.8 -
1900	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.5 -
2000	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.4 -
2100	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.1 -
2200	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.1 -
2300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.1 -
07-19	190	171	2	11	2	1	0	0	0	0	0	0	0	0	1	2	17.1	20.6
06-22	220	200	2	11	2	1	0	0	0	0	0	0	0	0	1	3	17.1	20.8
06-00	228	208	2	11	2	1	0	0	0	0	0	0	0	0	1	3	17.1	20.8
00-00	229	209	2	11	2	1	0	0	0	0	0	0	0	0	1	3	17.1	20.8

06 December 2022

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	11.4	-
0600	15	14	0	0	0	0	0	0	0	0	0	0	0	0	1	16.7	19.8
0700	24	21	0	1	1	0	0	0	0	0	0	0	0	1	0	19.2	20.9
0800	34	34	0	0	0	0	0	0	0	0	0	0	0	0	0	18.6	21.2
0900	14	13	0	1	0	0	0	0	0	0	0	0	0	0	0	17.2	20.2
1000	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	16.3	-
1100	12	5	1	3	0	0	0	0	0	0	0	0	0	1	2	16.4	21.4
1200	16	13	0	2	0	0	0	0	0	0	0	0	0	0	1	16.2	22.2
1300	16	13	0	2	0	0	0	0	0	0	0	0	0	0	1	15.4	18.3
1400	14	12	0	1	0	0	0	0	0	0	0	0	0	0	1	16.2	21.1
1500	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	16	20.5
1600	16	15	0	0	0	0	0	0	0	0	0	0	0	1	0	18	21.9
1700	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	16.5	20.2
1800	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	19.2	-
1900	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	18.8	-
2000	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	16.6	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	20.1	-
2300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	27.2	-
07-19	190	169	1	11	1	0	0	0	0	0	0	0	0	3	5	17.2	20.9
06-22	215	193	1	11	1	0	0	0	0	0	0	0	0	3	6	17.2	20.9
06-00	220	198	1	11	1	0	0	0	0	0	0	0	0	3	6	17.4	21
00-00	222	200	1	11	1	0	0	0	0	0	0	0	0	3	6	17.3	21

07 December 2022

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	19.9	26.5
0700	28	26	0	1	0	0	0	0	0	0	0	0	0	0	1	19	22
0800	29	28	0	1	0	0	0	0	0	0	0	0	0	0	0	18.5	22.1
0900	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	15.9	20.2
1000	10	5	0	5	0	0	0	0	0	0	0	0	0	0	0	15.2	-
1100	11	8	1	1	0	0	0	0	0	0	0	0	0	0	1	17	20.8
1200	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	16	20.2
1300	14	9	0	5	0	0	0	0	0	0	0	0	0	0	0	15.7	20.7
1400	15	14	0	0	0	0	0	0	0	0	0	0	0	0	1	17.3	21.3
1500	17	14	0	3	0	0	0	0	0	0	0	0	0	0	0	18.7	21.2
1600	26	26	0	0	0	0	0	0	0	0	0	0	0	0	0	16.6	20.8

1700	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	14.6	-
1800	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.3	-
1900	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.6	-
2000	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.6	-
2100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.6	-
2200	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	15.3
2300	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.6	-
07-19	188	167	1	17	0	0	0	0	0	0	0	0	0	0	0	3	17.2	20.9
06-22	210	189	1	17	0	0	0	0	0	0	0	0	0	0	0	3	17.5	21
06-00	224	203	1	17	0	0	0	0	0	0	0	0	0	0	0	3	17.3	20.9
00-00	224	203	1	17	0	0	0	0	0	0	0	0	0	0	0	3	17.3	20.9

08 December 2022

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	24.7	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	20.5	-
0700	25	23	0	2	0	0	0	0	0	0	0	0	0	0	0	19	21.3
0800	34	32	0	2	0	0	0	0	0	0	0	0	0	0	0	17.7	20.2
0900	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	16.8	18.9
1000	17	17	0	0	0	0	0	0	0	0	0	0	0	0	0	18	21
1100	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	18.2	21.1
1200	19	17	0	1	0	0	0	0	0	0	0	0	0	0	1	18.4	22.1
1300	12	9	0	2	0	1	0	0	0	0	0	0	0	0	0	15.3	18.9
1400	17	15	0	2	0	0	0	0	0	0	0	0	0	0	0	17.2	20.6
1500	18	16	0	2	0	0	0	0	0	0	0	0	0	0	0	16.4	20.4
1600	22	22	0	0	0	0	0	0	0	0	0	0	0	0	0	17.3	20.5
1700	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	15.5	-
1800	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	17.8	-
1900	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	18.4	-
2000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	23.4	-
2100	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	19.2	-
2200	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	20	-
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17.5	-
07-19	207	194	0	11	0	1	0	0	0	0	0	0	0	0	1	17.5	20.8
06-22	230	215	0	13	0	1	0	0	0	0	0	0	0	0	1	17.7	20.9
06-00	237	222	0	13	0	1	0	0	0	0	0	0	0	0	1	17.8	20.9
00-00	238	223	0	13	0	1	0	0	0	0	0	0	0	0	1	17.8	20.9

09 December 2022

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	24.5	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19.1	-
0600	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	21.6	-
0700	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	22	-
0800	36	35	0	1	0	0	0	0	0	0	0	0	0	0	0	18.5	21.3
0900	18	16	0	1	0	1	0	0	0	0	0	0	0	0	0	18.2	20.6
1000	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	17.1	20.9
1100	22	22	0	0	0	0	0	0	0	0	0	0	0	0	0	17.5	20.2
1200	17	15	0	2	0	0	0	0	0	0	0	0	0	0	0	16.5	18.9
1300	14	12	0	1	0	1	0	0	0	0	0	0	0	0	0	15.2	19.2
1400	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	15.8	19
1500	18	17	0	0	0	0	0	0	0	0	0	0	0	0	1	17.9	21
1600	17	17	0	0	0	0	0	0	0	0	0	0	0	0	0	17.9	22.1
1700	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	19.9	-
1800	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	18.7	-
1900	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	18.6	-
2000	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	17.9	-
2100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	19.1	-
2200	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	18	-
2300	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	24.4	-
07-19	193	184	0	6	0	2	0	0	0	0	0	0	0	0	1	17.7	21
06-22	206	197	0	6	0	2	0	0	0	0	0	0	0	0	1	17.8	21.5
06-00	214	205	0	6	0	2	0	0	0	0	0	0	0	0	1	18	21.5
00-00	216	207	0	6	0	2	0	0	0	0	0	0	0	0	1	18	21.5

K&M TRAFFIC SURVEYS

SITE: Site 1 - Luddesdown

LOCATION: Attached to telegraph pole

GRID REFERENCE: 51.374584, 0.401089

DIRECTION: SOUTHBOUND SPEED LIMIT: NSL

03 December 2022

[illegible]

04 December 2022

[illegible]

05 December 2022

[illegible]

[illegible][illegible][illegible][illegible]

K&MTRAFFIC SURVEYS

SITE: Site 1 - Luddesdown

LOCATION: Attached to telegraph pole

GRID REFERENCE: 51.374584, 0.401089

DIRECTION: SOUTHBOUND

SPEED LIMIT: NSL

	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Averages	
	03-Dec	04-Dec	05-Dec	06-Dec	07-Dec	08-Dec	09-Dec	1-5.	1-7.
Hour									
0000-010C	2	2	0	0	0	0	0	0	0.6
0100-020C	2	1	1	0	0	1	0	0.4	0.7
0200-030C	1	1	0	0	0	0	0	0	0.3
0300-040C	0	0	0	0	0	0	1	0.2	0.1
0400-050C	0	0	0	0	0	0	0	0	0
0500-060C	0	0	0	2	0	0	1	0.6	0.4
0600-070C	1	0	19	15	11	9	4	11.6	8.4
0700-080C	4	5	25	24	28	25	8	22	17
0800-090C	11	4	38	34	29	34	36	34.2	26.6
0900-100C	12	14	13	14	13	13	18	14.2	13.9
1000-110C	10	14	17	10	10	17	14	13.6	13.1
1100-120C	10	21	9	12	11	15	22	13.8	14.3
1200-130C	7	13	12	16	16	19	17	16	14.3
1300-140C	10	30	16	16	14	12	14	14.4	16
1400-150C	8	10	11	14	15	17	14	14.2	12.7
1500-160C	15	6	12	16	17	18	18	16.2	14.6
1600-170C	10	7	21	16	26	22	17	20.4	17
1700-180C	4	5	6	15	6	8	7	8.4	7.3
1800-190C	17	6	10	3	3	7	8	6.2	7.7
1900-200C	1	1	3	7	7	8	3	5.6	4.3
2000-210C	2	0	3	3	3	2	4	3	2.4
2100-220C	1	0	5	0	1	4	2	2.4	1.9
2200-230C	0	0	6	3	11	6	4	6	4.3
2300-240C	2	2	2	2	3	1	4	2.4	2.3
Totals									
0700-190C	118	135	190	190	188	207	193	193.6	174.4
0600-220C	123	136	220	215	210	230	206	216.2	191.4
0600-000C	125	138	228	220	224	237	214	224.6	198
0000-000C	130	142	229	222	224	238	216	225.8	200.1
AM Peak	900	1100	800	800	800	800	800		
	12	21	38	34	29	34	36		
PM Peak	1800	1300	1600	1600	1600	1600	1500		
	17	30	21	16	26	22	18		

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

K&M TRAFFIC SURVEYS

SITE: Site 2 - Luddesdown

LOCATION: Attached to telegraph pole

GRID REFERENCE: 51.373645, 0.400434

DIRECTION: NORTHBOUND SPEED LIMIT: NSL

03 December 2022

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	28.5	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	32	-
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18	-
0400	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	19.6	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	28.4	-
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0800	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	24.3	-
0900	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	27.5	-
1000	11	9	0	1	0	0	0	0	0	0	0	0	0	1	0	27.5	32.9
1100	8	6	0	1	0	0	1	0	0	0	0	0	0	0	0	25	-
1200	13	11	0	1	0	1	0	0	0	0	0	0	0	0	0	25.3	31.7
1300	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	21.1	-
1400	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	23.7	-
1500	10	9	0	1	0	0	0	0	0	0	0	0	0	0	0	26	-
1600	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	27.6	-
1700	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	26.6	-
1800	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	23.5	-
1900	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	28	-
2000	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	25.6	-
2100	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	26.2	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	28.8	-
07-19	84	73	0	7	0	1	1	0	0	0	0	0	0	1	1	25.7	30.6
06-22	106	94	0	8	0	1	1	0	0	0	0	0	0	1	1	25.9	31
06-00	107	95	0	8	0	1	1	0	0	0	0	0	0	1	1	25.9	30.9
00-00	112	99	0	9	0	1	1	0	0	0	0	0	0	1	1	25.9	31

04 December 2022

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	30	-
0100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	29	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	36.4	-
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0800	7	5	0	2	0	0	0	0	0	0	0	0	0	0	0	26.9	-
0900	5	3	0	2	0	0	0	0	0	0	0	0	0	0	0	23.5	-
1000	11	6	1	1	0	0	0	0	0	0	0	0	0	2	1	31.4	-
1100	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	22.7	-
1200	25	21	0	3	1	0	0	0	0	0	0	0	0	0	0	24.3	30.6
1300	13	12	0	1	0	0	0	0	0	0	0	0	0	0	0	23.5	28
1400	8	6	0	1	0	0	0	0	0	0	0	0	0	1	0	26.2	-
1500	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	24.6	-
1600	24	24	0	0	0	0	0	0	0	0	0	0	0	0	0	24.8	29.8
1700	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	28	-
1800	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	24.6	-
1900	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	32.5	-
2000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	29.3	-
2100	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	29.5	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	112	96	1	10	1	0	0	0	0	0	0	0	0	3	1	24.6	30.2
06-22	122	105	1	11	1	0	0	0	0	0	0	0	0	3	1	25.1	31.1
06-00	122	105	1	11	1	0	0	0	0	0	0	0	0	3	1	25.1	31.1
00-00	127	110	1	11	1	0	0	0	0	0	0	0	0	3	1	25.3	31.2

05 December 2022

[illegible]

K&M TRAFFIC SURVEYS

SITE: Site 2 - Luddesdown

LOCATION: Attached to telegraph pole

GRID REFERENCE: 51.373645, 0.400434

DIRECTION: NORTHBOUND SPEED LIMIT: NSL

03 December 2022

[illegible]

04 December 2022

[illegible]

05 December 2022

[illegible]

[illegible]

08 December 2022

[illegible]

09 December 2022

[illegible]

Grand Total

[illegible]

K&MTRAFFIC SURVEYS

SITE: Site 2 - Luddesdown

LOCATION: Attached to telegraph pole

GRID REFERENCE: 51.373645, 0.400434

DIRECTION: NORTHBOUND

SPEED LIMIT: NSL

	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Averages	
	03-Dec	04-Dec	05-Dec	06-Dec	07-Dec	08-Dec	09-Dec	1-5.	1-7.
Hour									
0000-010C	2	3	0	1	0	1	1	0.6	1.1
0100-020C	0	2	0	0	0	0	1	0.2	0.4
0200-030C	1	0	0	0	0	0	0	0	0.1
0300-040C	1	0	1	1	0	1	0	0.6	0.6
0400-050C	1	0	0	1	0	1	0	0.4	0.4
0500-060C	0	0	1	2	1	1	1	1.2	0.9
0600-070C	2	1	0	1	1	1	2	1	1.1
0700-080C	0	0	6	5	8	8	3	6	4.3
0800-090C	7	7	13	14	19	10	15	14.2	12.1
0900-100C	9	5	12	14	8	10	9	10.6	9.6
1000-110C	11	11	14	9	13	10	8	10.8	10.9
1100-120C	8	9	13	13	10	7	12	11	10.3
1200-130C	13	25	17	7	12	14	11	12.2	14.1
1300-140C	4	13	8	12	5	7	10	8.4	8.4
1400-150C	2	8	14	11	15	12	11	12.6	10.4
1500-160C	10	8	13	13	7	11	12	11.2	10.6
1600-170C	5	24	14	12	16	10	13	13	13.4
1700-180C	8	1	16	17	12	15	15	15	12
1800-190C	7	1	7	7	6	16	12	9.6	8
1900-200C	7	3	7	2	6	6	3	4.8	4.9
2000-210C	6	2	2	1	3	3	2	2.2	2.7
2100-220C	7	4	2	2	1	2	2	1.8	2.9
2200-230C	0	0	3	1	2	4	3	2.6	1.9
2300-240C	1	0	1	0	1	0	3	1	0.9
Totals									
0700-190C	84	112	147	134	131	130	131	134.6	124.1
0600-220C	106	122	158	140	142	142	140	144.4	135.7
0600-000C	107	122	162	141	145	146	146	148	138.4
0000-000C	112	127	164	146	146	150	149	151	142
AM Peak	1000	1000	1000	900	800	1000	800		
	11	11	14	14	19	10	15		
PM Peak	1200	1200	1200	1700	1600	1800	1700		
	13	25	17	17	16	16	15		

K&M TRAFFIC SURVEYS

SITE: Site 2 - Luddesdown

LOCATION: Attached to telegraph pole

GRID REFERENCE: 51.373645, 0.400434

DIRECTION: SOUTHBOUND SPEED LIMIT: NSL

03 December 2022

[illegible]

04 December 2022

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	35.8	-
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	29.7	-
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	34.3	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	27.3	-
0800	4	3	0	0	0	0	0	0	0	0	0	0	0	0	1	23.8	-
0900	16	13	0	0	0	1	0	0	0	0	0	0	0	0	2	22.4	26.1
1000	14	11	0	1	0	0	0	0	0	0	0	0	0	0	2	21.7	27.6
1100	20	15	1	2	0	0	0	0	0	0	0	0	0	0	2	23.5	30.3
1200	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	23.1	-
1300	29	26	0	1	0	0	0	0	0	0	0	0	0	1	1	22.8	28.1
1400	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	25.6	-
1500	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	24.5	-
1600	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	28.6	-
1700	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	27.1	-
1800	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	30.7	-
1900	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	27.4	-
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	32	-
07-19	130	114	1	5	0	1	0	0	0	0	0	0	0	1	8	24.1	29.6
06-22	131	115	1	5	0	1	0	0	0	0	0	0	0	1	8	24.1	29.6
06-00	133	117	1	5	0	1	0	0	0	0	0	0	0	1	8	24.2	30
00-00	137	121	1	5	0	1	0	0	0	0	0	0	0	1	8	24.5	30.1

05 December 2022

[illegible]

K&M TRAFFIC SURVEYS

SITE: Site 2 - Luddesdown

LOCATION: Attached to telegraph pole

GRID REFERENCE: 51.373645, 0.400434

DIRECTION: SOUTHBOUND SPEED LIMIT: NSL

03 December 2022

[illegible]

04 December 2022

[illegible]

05 December 2022

[illegible]

K&MTRAFFIC SURVEYS

SITE: Site 2 - Luddesdown

LOCATION: Attached to telegraph pole

GRID REFERENCE: 51.373645, 0.400434

DIRECTION: SOUTHBOUND

SPEED LIMIT: NSL

	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Averages	
	03-Dec	04-Dec	05-Dec	06-Dec	07-Dec	08-Dec	09-Dec	1-5.	1-7.
Hour									
0000-010C	1	2	0	1	0	0	0	0.2	0.6
0100-020C	2	1	1	0	0	1	0	0.4	0.7
0200-030C	1	1	0	0	0	0	1	0.2	0.4
0300-040C	0	0	0	0	0	0	1	0.2	0.1
0400-050C	0	0	0	0	0	0	0	0	0
0500-060C	0	0	0	0	0	0	0	0	0
0600-070C	1	0	5	3	4	3	3	3.6	2.7
0700-080C	4	4	18	15	19	14	5	14.2	11.3
0800-090C	10	4	30	32	28	25	26	28.2	22.1
0900-100C	11	16	11	8	13	6	10	9.6	10.7
1000-110C	10	14	12	7	8	5	8	8	9.1
1100-120C	9	20	7	7	10	8	12	8.8	10.4
1200-130C	5	10	12	12	11	13	10	11.6	10.4
1300-140C	10	29	12	11	12	9	8	10.4	13
1400-150C	8	10	11	11	17	14	6	11.8	11
1500-160C	12	5	11	10	14	8	13	11.2	10.4
1600-170C	9	7	17	12	17	11	9	13.2	11.7
1700-180C	4	4	6	15	6	8	5	8	6.9
1800-190C	16	7	10	3	3	7	7	6	7.6
1900-200C	1	1	2	7	5	6	3	4.6	3.6
2000-210C	2	0	3	3	3	2	3	2.8	2.3
2100-220C	1	0	4	0	1	4	2	2.2	1.7
2200-230C	0	0	6	3	11	6	4	6	4.3
2300-240C	2	2	2	2	1	0	3	1.6	1.7
Totals									
0700-190C	108	130	157	143	158	128	119	141	134.7
0600-220C	113	131	171	156	171	143	130	154.2	145
0600-000C	115	133	179	161	183	149	137	161.8	151
0000-000C	119	137	180	162	183	150	139	162.8	152.9
AM Peak	900	1100	800	800	800	800	800		
	11	20	30	32	28	25	26		
PM Peak	1800	1300	1600	1700	1600	1400	1500		
	16	29	17	15	17	14	13		

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

K&M TRAFFIC SURVEYS

SITE: Site 3 - Oakenden Road

LOCATION: Attached to warning road bend approach sign

GRID REFERENCE: 51.371231, 0.396314

DIRECTION: EASTBOUND

SPEED LIMIT: NSL

03 December 2022

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	24.9	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	29.2	-
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17.9	-
0400	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	27.2	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	31.7	-
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0800	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	23.2	-
0900	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	24.5	-
1000	8	5	0	2	0	0	0	0	0	0	0	0	0	1	0	24.6	-
1100	8	7	0	0	0	0	1	0	0	0	0	0	0	0	0	22	-
1200	9	7	0	1	0	1	0	0	0	0	0	0	0	0	0	23.5	-
1300	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	21.4	-
1400	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	22.1	-
1500	11	10	0	1	0	0	0	0	0	0	0	0	0	0	0	22.6	27.3
1600	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	25.4	-
1700	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	26.4	-
1800	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	22.9	-
1900	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	26.5	-
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	27.4	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	28.2	-
07-19	74	63	0	7	0	1	1	0	0	0	0	0	0	1	1	23.7	28.4
06-22	83	71	0	8	0	1	1	0	0	0	0	0	0	1	1	24.1	28.5
06-00	84	72	0	8	0	1	1	0	0	0	0	0	0	1	1	24.1	28.5
00-00	89	76	0	9	0	1	1	0	0	0	0	0	0	1	1	24.2	28.5

04 December 2022

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	28.8	-
0100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	27.7	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	23	-
0800	5	3	0	2	0	0	0	0	0	0	0	0	0	0	0	24.9	-
0900	5	3	0	2	0	0	0	0	0	0	0	0	0	0	0	23.6	-
1000	10	5	1	1	0	0	0	0	0	0	0	0	0	2	1	23.7	-
1100	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	21	-
1200	12	10	0	2	0	0	0	0	0	0	0	0	0	0	0	24.7	28.7
1300	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	18.4	-
1400	4	2	0	1	0	0	0	0	0	0	0	0	0	1	0	24.4	-
1500	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	25.5	-
1600	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	26.6	-
1700	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	26.9	-
1800	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	24.6	-
1900	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	30	-
2000	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	28.3	-
2100	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	26.7	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	63	49	1	9	0	0	0	0	0	0	0	0	0	3	1	23.5	28.3
06-22	71	56	1	10	0	0	0	0	0	0	0	0	0	3	1	24	28.7
06-00	71	56	1	10	0	0	0	0	0	0	0	0	0	3	1	24	28.7
00-00	76	61	1	10	0	0	0	0	0	0	0	0	0	3	1	24.3	29.1

05 December 2022

[illegible]

K&M TRAFFIC SURVEYS

SITE: Site 3 - Oakenden Road

LOCATION: Attached to warning road bend approach sign

GRID REFERENCE: 51.371231, 0.396314

DIRECTION: EASTBOUND

SPEED LIMIT: NSL

03 December 2022

[illegible]

04 December 2022

[illegible]

05 December 2022

[illegible]

K&MTRAFFIC SURVEYS

SITE: Site 3 - Oakenden Road

LOCATION: Attached to warning road bend approach sign

GRID REFERENCE: 51.371231, 0.396314

DIRECTION: EASTBOUND

SPEED LIMIT: NSL

	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Averages	
	03-Dec	04-Dec	05-Dec	06-Dec	07-Dec	08-Dec	09-Dec	1-5.	1-7.
Hour									
0000-010C	2	3	0	1	0	1	1	0.6	1.1
0100-020C	0	2	0	0	0	0	1	0.2	0.4
0200-030C	1	0	0	0	0	0	0	0	0.1
0300-040C	1	0	1	1	0	1	0	0.6	0.6
0400-050C	1	0	0	1	0	1	0	0.4	0.4
0500-060C	0	0	1	2	1	1	1	1.2	0.9
0600-070C	1	0	0	1	1	1	2	1	0.9
0700-080C	0	1	6	6	6	8	3	5.8	4.3
0800-090C	6	5	9	15	18	6	12	12	10.1
0900-100C	8	5	6	10	5	6	5	6.4	6.4
1000-110C	8	10	10	9	13	8	5	9	9
1100-120C	8	6	13	8	8	3	7	7.8	7.6
1200-130C	9	12	13	5	5	10	10	8.6	9.1
1300-140C	3	8	5	12	6	5	8	7.2	6.7
1400-150C	2	4	12	6	8	10	9	9	7.3
1500-160C	11	4	11	12	5	7	10	9	8.6
1600-170C	8	6	9	5	12	6	12	8.8	8.3
1700-180C	6	1	11	12	8	13	12	11.2	9
1800-190C	5	1	3	2	3	13	10	6.2	5.3
1900-200C	6	1	6	2	6	5	2	4.2	4
2000-210C	0	3	1	1	3	2	2	1.8	1.7
2100-220C	2	4	2	2	1	2	2	1.8	2.1
2200-230C	0	0	3	1	2	4	3	2.6	1.9
2300-240C	1	0	1	0	1	0	3	1	0.9
Totals									
0700-190C	74	63	108	102	97	95	103	101	91.7
0600-220C	83	71	117	108	108	105	111	109.8	100.4
0600-000C	84	71	121	109	111	109	117	113.4	103.1
0000-000C	89	76	123	114	112	113	120	116.4	106.7
AM Peak	1100	1000	1100	800	800	1000	800		
	8	10	13	15	18	8	12		
PM Peak	1500	1200	1200	1700	1600	1800	1700		
	11	12	13	12	12	13	12		

K&M TRAFFIC SURVEYS

SITE: Site 3 - Oakenden Road

LOCATION: Attached to warning road bend approach sign

GRID REFERENCE: 51.371231, 0.396314

DIRECTION: WESTBOUND SPEED LIMIT: NSL

03 December 2022

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	27.3	-
0100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	18.4	-
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17.8	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	21.9	-
0700	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	23.7	-
0800	7	6	0	0	0	0	0	0	0	0	0	0	0	0	1	21.3	-
0900	10	6	0	0	0	0	0	0	0	0	0	0	0	1	3	18.1	-
1000	5	4	0	0	0	0	0	0	0	0	0	0	0	0	1	20.3	-
1100	10	9	0	0	0	0	0	0	0	0	0	0	0	0	1	20.1	-
1200	5	3	1	1	0	0	0	0	0	0	0	0	0	0	0	23.5	-
1300	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	23.5	-
1400	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	20	-
1500	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	26.7	-
1600	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	23.6	-
1700	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	24.7	-
1800	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	22.9	29.9
1900	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	19.8	-
2000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	29.1	-
2100	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	18	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	24.1	-
07-19	80	69	1	3	0	0	0	0	0	0	0	0	0	1	6	21.9	27
06-22	89	77	1	4	0	0	0	0	0	0	0	0	0	1	6	21.8	27.2
06-00	91	79	1	4	0	0	0	0	0	0	0	0	0	1	6	21.9	27.1
00-00	95	83	1	4	0	0	0	0	0	0	0	0	0	1	6	21.8	27.2

04 December 2022

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	28.7	-
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	25.9	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	5	3	0	1	0	0	0	0	0	0	0	0	0	1	0	21.2	-
0800	3	2	0	0	0	0	0	0	0	0	0	0	0	0	1	18.5	-
0900	9	6	0	0	0	0	0	0	0	0	0	0	0	2	1	19.2	-
1000	5	3	0	0	0	0	0	0	0	0	0	0	0	0	2	18.3	-
1100	15	11	1	1	0	0	0	0	0	0	0	0	0	0	2	19.3	24.3
1200	6	4	0	0	0	0	0	0	0	0	0	0	0	0	2	16.4	-
1300	13	11	0	1	0	0	0	0	0	0	0	0	0	1	0	18.8	23.2
1400	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	20.8	-
1500	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	20.9	-
1600	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	23.3	-
1700	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	23.5	-
1800	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	26	-
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17.7	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	32.9	-
07-19	82	65	1	4	0	0	0	0	0	0	0	0	0	4	8	20.1	25.7
06-22	83	66	1	4	0	0	0	0	0	0	0	0	0	4	8	20.1	25.7
06-00	84	67	1	4	0	0	0	0	0	0	0	0	0	4	8	20.3	25.8
00-00	87	70	1	4	0	0	0	0	0	0	0	0	0	4	8	20.5	25.3

05 December 2022

[illegible]

0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	-
0700	16	15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	23.4	26.8
0800	20	18	0	0	2	0	0	0	0	0	0	0	0	0	0	0	23	28.6
0900	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.2	-
1000	9	6	0	2	0	0	0	0	0	0	0	0	0	0	0	1	20	-
1100	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	21.9	-
1200	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	20	-
1300	10	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	22.9	-
1400	12	9	0	3	0	0	0	0	0	0	0	0	0	0	0	0	20.4	24.6
1500	9	7	0	1	0	0	0	0	0	0	0	0	0	0	0	1	19.4	-
1600	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.2	-
1700	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.4	-
1800	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	25.9	-
1900	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.5	-
2000	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	-
2100	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.2	-
2200	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.5	-
2300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.7	-
07-19	116	101	0	11	2	0	0	0	0	0	0	0	0	0	0	2	22.4	26.3
06-22	132	117	0	11	2	0	0	0	0	0	0	0	0	0	0	2	22.9	26.9
06-00	138	123	0	11	2	0	0	0	0	0	0	0	0	0	0	2	23	27.1
00-00	138	123	0	11	2	0	0	0	0	0	0	0	0	0	0	2	23	27.1

06 December 2022

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0600	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.5 -
0700	15	13	0	1	1	0	0	0	0	0	0	0	0	0	0	0	24.4 29.6
0800	25	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.8 26.7
0900	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.1 -
1000	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	22.5 -
1100	6	2	0	1	0	0	0	0	0	0	0	0	0	2	1	19.1 -	30.3
1200	11	7	0	2	0	0	0	0	0	0	0	0	0	0	2	20.3	
1300	10	7	0	1	0	0	0	0	0	0	0	0	0	0	2	18.1 -	
1400	10	7	0	2	0	0	0	0	0	0	0	0	0	0	0	1	21.7 -
1500	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.3 -
1600	8	7	0	0	0	0	0	0	0	0	0	0	0	1	0	24.8 -	26.1
1700	12	11	0	1	0	0	0	0	0	0	0	0	0	0	0	22.2	
1800	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	27.5 -	
1900	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.4 -
2000	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.7 -
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
2200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	22.9 -	27.8 -
2300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07-19	116	96	0	10	1	0	0	0	0	0	0	0	0	3	6	22.6	26.9
06-22	129	109	0	10	1	0	0	0	0	0	0	0	0	3	6	23.1	27.1
06-00	133	113	0	10	1	0	0	0	0	0	0	0	0	3	6	23.1	27.6
00-00	133	113	0	10	1	0	0	0	0	0	0	0	0	3	6	23.1	27.6

07 December 2022

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	31.2	-
0700	18	17	0	1	0	0	0	0	0	0	0	0	0	0	0	23.1	25.6
0800	23	22	0	1	0	0	0	0	0	0	0	0	0	0	0	23.7	26.9
0900	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	23.7	-
1000	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	18.7	-
1100	9	6	1	1	0	0	0	0	0	0	0	0	0	0	1	17.8	-
1200	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	22.2	-
1300	9	5	0	4	0	0	0	0	0	0	0	0	0	0	0	21.5	-
1400	13	10	0	2	0	0	0	0	0	0	0	0	0	0	1	21.8	27
1500	9	7	0	2	0	0	0	0	0	0	0	0	0	0	0	24.5	-
1600	14	13	0	1	0	0	0	0	0	0	0	0	0	0	0	24.1	27.3

K&M TRAFFIC SURVEYS

SITE: Site 3 - Oakenden Road

LOCATION: Attached to warning road bend approach sign

GRID REFERENCE: 51.371231, 0.396314

DIRECTION: WESTBOUND SPEED LIMIT: NSL

03 December 2022

[illegible]

04 December 2022

[illegible]

05 December 2022

[illegible]

[illegible]

08 December 2022

[illegible]

09 December 2022

[illegible]

Grand Total

[illegible]

K&MTRAFFIC SURVEYS

SITE: Site 3 - Oakenden Road

LOCATION: Attached to warning road bend approach sign

GRID REFERENCE: 51.371231, 0.396314

DIRECTION: WESTBOUND

SPEED LIMIT: NSL

	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Averages	
	03-Dec	04-Dec	05-Dec	06-Dec	07-Dec	08-Dec	09-Dec	1-5.	1-7.
Hour									
0000-010C	1	2	0	0	0	0	0	0	0.4
0100-020C	2	1	0	0	0	1	0	0.2	0.6
0200-030C	1	0	0	0	0	0	0	0	0.1
0300-040C	0	0	0	0	0	0	1	0.2	0.1
0400-050C	0	0	0	0	0	0	0	0	0
0500-060C	0	0	0	0	0	0	0	0	0
0600-070C	1	0	6	4	5	4	4	4.6	3.4
0700-080C	3	5	16	15	18	11	5	13	10.4
0800-090C	7	3	20	25	23	17	19	20.8	16.3
0900-100C	10	9	8	4	6	4	6	5.6	6.7
1000-110C	5	5	9	5	3	3	4	4.8	4.9
1100-120C	10	15	2	6	9	6	9	6.4	8.1
1200-130C	5	6	8	11	9	9	10	9.4	8.3
1300-140C	8	13	10	10	9	6	5	8	8.7
1400-150C	5	7	12	10	13	12	5	10.4	9.1
1500-160C	4	4	9	6	9	5	9	7.6	6.6
1600-170C	6	7	10	8	14	10	9	10.2	9.1
1700-180C	3	3	5	12	6	8	3	6.8	5.7
1800-190C	14	5	7	4	3	7	7	5.6	6.7
1900-200C	2	0	3	6	5	6	4	4.8	3.7
2000-210C	2	1	3	3	3	2	3	2.8	2.4
2100-220C	4	0	4	0	0	3	1	1.6	1.7
2200-230C	0	0	4	2	10	5	3	4.8	3.4
2300-240C	2	1	2	2	1	0	3	1.6	1.6
Totals									
0700-190C	80	82	116	116	122	98	91	108.6	100.7
0600-220C	89	83	132	129	135	113	103	122.4	112
0600-000C	91	84	138	133	146	118	109	128.8	117
0000-000C	95	87	138	133	146	119	110	129.2	118.3
AM Peak	1100	1100	800	800	800	800	800		
	10	15	20	25	23	17	19		
PM Peak	1800	1300	1400	1700	1600	1400	1200		
	14	13	12	12	14	12	10		

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

K&M TRAFFIC SURVEYS

SITE: Site 4 - Luddesdown

LOCATION: Attached to tree

GRID REFERENCE: 51.370544, 0.397728

DIRECTION: NORTHBOUND SPEED LIMIT: NSL

03 December 2022

[illegible]

04 December 2022

[illegible]

05 December 2022

[illegible]

K&M TRAFFIC SURVEYS

SITE: Site 4 - Luddesdown

LOCATION: Attached to tree

GRID REFERENCE: 51.370544, 0.397728

DIRECTION: NORTHBOUND SPEED LIMIT: NSL

03 December 2022

[illegible]

04 December 2022

[illegible]

05 December 2022

[illegible]

[illegible]

08 December 2022

[illegible]

09 December 2022

[illegible]

Grand Total

[illegible]

K&MTRAFFIC SURVEYS

SITE: Site 4 - Luddesdown

LOCATION: Attached to tree

GRID REFERENCE: 51.370544, 0.397728

DIRECTION: NORTHBOUND

SPEED LIMIT: NSL

	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Averages	
	03-Dec	04-Dec	05-Dec	06-Dec	07-Dec	08-Dec	09-Dec	1-5.	1-7.
Hour									
0000-010C	0	0	0	0	0	0	0	0	0
0100-020C	0	0	0	0	0	0	0	0	0
0200-030C	0	0	0	0	0	0	0	0	0
0300-040C	0	0	0	0	0	0	0	0	0
0400-050C	0	0	0	1	0	0	0	0.2	0.1
0500-060C	0	0	0	0	0	0	0	0	0
0600-070C	0	0	0	0	0	0	0	0	0
0700-080C	0	0	2	4	3	3	3	3	2.1
0800-090C	2	1	5	3	5	6	2	4.2	3.4
0900-100C	0	1	3	4	2	2	4	3	2.3
1000-110C	3	4	3	2	3	4	3	3	3.1
1100-120C	0	2	1	4	3	4	5	3.4	2.7
1200-130C	1	6	7	1	10	2	6	5.2	4.7
1300-140C	1	8	3	5	2	4	1	3	3.4
1400-150C	0	3	4	4	12	5	6	6.2	4.9
1500-160C	1	1	2	2	3	3	6	3.2	2.6
1600-170C	0	1	4	3	3	4	4	3.6	2.7
1700-180C	0	0	5	7	5	8	3	5.6	4
1800-190C	1	0	5	5	2	7	1	4	3
1900-200C	0	1	1	1	0	0	3	1	0.9
2000-210C	0	1	1	1	0	1	0	0.6	0.6
2100-220C	0	0	0	0	0	0	0	0	0
2200-230C	0	0	0	0	0	0	0	0	0
2300-240C	0	0	0	0	0	0	0	0	0
Totals									
0700-190C	9	27	44	44	53	52	44	47.4	39
0600-220C	9	29	46	46	53	53	47	49	40.4
0600-000C	9	29	46	46	53	53	47	49	40.4
0000-000C	9	29	46	47	53	53	47	49.2	40.6
AM Peak	1000	1000	800	1100	800	800	1100		
	3	4	5	4	5	6	5		
PM Peak	1800	1300	1200	1700	1400	1700	1500		
	1	8	7	7	12	8	6		

K&M TRAFFIC SURVEYS

SITE: Site 4 - Luddesdown

LOCATION: Attached to tree

GRID REFERENCE: 51.370544, 0.397728

DIRECTION: SOUTHBOUND SPEED LIMIT: NSL

03 December 2022

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0800	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	15.8	-
0900	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9.4	-
1000	3	2	0	0	0	0	0	0	0	0	0	0	0	1	0	13.4	-
1100	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	7.2	-
1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6.5	-
1400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11.6	-
1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1800	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8.9	-
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	10	8	0	1	0	0	0	0	0	0	0	0	0	1	0	11.5	-
06-22	10	8	0	1	0	0	0	0	0	0	0	0	0	1	0	11.5	-
06-00	10	8	0	1	0	0	0	0	0	0	0	0	0	1	0	11.5	-
00-00	10	8	0	1	0	0	0	0	0	0	0	0	0	1	0	11.5	-

04 December 2022

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0900	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	12.6	-
1000	12	9	0	1	0	0	0	0	0	0	0	0	0	2	0	9	11.8
1100	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	12.2	-
1200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	10.2	-
1300	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	13.2	-
1400	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	13.9	-
1500	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13.8	-
1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1700	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21.4	-
1800	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17.6	-
1900	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13.2	-
2000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	15.4	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	34	29	0	3	0	0	0	0	0	0	0	0	0	2	0	11.7	16
06-22	36	31	0	3	0	0	0	0	0	0	0	0	0	2	0	11.9	16
06-00	36	31	0	3	0	0	0	0	0	0	0	0	0	2	0	11.9	16
00-00	36	31	0	3	0	0	0	0	0	0	0	0	0	2	0	11.9	16

05 December 2022

[illegible]

K&M TRAFFIC SURVEYS

SITE: Site 4 - Luddesdown

LOCATION: Attached to tree

GRID REFERENCE: 51.370544, 0.397728

DIRECTION: SOUTHBOUND SPEED LIMIT: NSL

03 December 2022

[illegible]

04 December 2022

[illegible]

05 December 2022

[illegible]

[illegible]

08 December 2022

[illegible]

09 December 2022

[illegible]

Grand Total

[illegible]

K&MTRAFFIC SURVEYS

SITE: Site 4 - Luddesdown

LOCATION: Attached to tree

GRID REFERENCE: 51.370544, 0.397728

DIRECTION: SOUTHBOUND

SPEED LIMIT: NSL

	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Averages	
	03-Dec	04-Dec	05-Dec	06-Dec	07-Dec	08-Dec	09-Dec	1-5.	1-7.
Hour									
0000-010C	0	0	0	1	0	0	0	0.2	0.1
0100-020C	0	0	0	0	0	0	0	0	0
0200-030C	0	0	0	0	0	0	1	0.2	0.1
0300-040C	0	0	0	0	0	0	0	0	0
0400-050C	0	0	0	2	0	0	0	0.4	0.3
0500-060C	0	0	0	0	0	0	0	0	0
0600-070C	0	0	0	0	0	0	0	0	0
0700-080C	0	0	4	3	2	2	0	2.2	1.6
0800-090C	2	0	13	15	13	11	6	11.6	8.6
0900-100C	1	3	3	4	5	4	5	4.2	3.6
1000-110C	3	12	5	3	6	2	5	4.2	5.1
1100-120C	1	3	6	3	3	2	5	3.8	3.3
1200-130C	0	3	7	2	5	4	3	4.2	3.4
1300-140C	1	7	3	8	6	4	4	5	4.7
1400-150C	1	3	1	2	7	4	5	3.8	3.3
1500-160C	0	1	2	2	2	6	4	3.2	2.4
1600-170C	0	0	4	1	2	1	7	3	2.1
1700-180C	0	1	2	4	1	5	1	2.6	2
1800-190C	1	1	3	1	1	3	1	1.8	1.6
1900-200C	0	1	0	1	0	0	0	0.2	0.3
2000-210C	0	1	0	1	0	0	0	0.2	0.3
2100-220C	0	0	0	0	0	0	0	0	0
2200-230C	0	0	0	0	0	0	0	0	0
2300-240C	0	0	0	0	0	0	0	0	0
Totals									
0700-190C	10	34	53	48	53	48	46	49.6	41.7
0600-220C	10	36	53	50	53	48	46	50	42.3
0600-000C	10	36	53	50	53	48	46	50	42.3
0000-000C	10	36	53	53	53	48	47	50.8	42.9
AM Peak	1000	1000	800	800	800	800	800		
	3	12	13	15	13	11	6		
PM Peak	1800	1300	1200	1300	1400	1500	1600		
	1	7	7	8	7	6	7		

