Appendix A

Location Plan

NORTH

NOTES

No dimensions should be scaled during construction and any missing dimensions required should be requested and confirmed before proceeding. All dimensions must be checked on site and agreed with the client prior to construction.

The scale bar provided is for use so that the drawings can be Scaled during the planning application process.

0 50

Scale bar 50mm at 1:1

SITE BOUNDARY

A 18.07.2025 RLB UPDATED TO INCL VIS SPLAYS. KB

Project

LAND OFF CHALK ROAD
LOWER HIGHAM
GRAVESHAM

Title

LOCATION PLAN

Scale	Date
1:1250 @A3	APRIL 2025
Drawn	Checked
JT	MB

Drawing Number 8990/P100

Revision A

Saunders
Architecture + Urban Design
saundersarchitects.com | 01707 385300 | London | Welwyn Garden City

Appendix B

KCC Pre-Application Response and Meeting Minutes

Highways and Transportation
Kroner House
Eurogate Business Park
Ashford
TN24 8XU
Tel: 03000 418181
Date: 16 May 2025
Our Ref: AC

Non LPA

Application - PAP/2025/07
Location - Land off Chalk Road, Higham
Proposal - Outline planning application with all matters reserved except for access. The proposed development is for up to 45 residential dwellings with access taken from Chalk Road to the south of the site

Thank you for providing information relating to pre-application proposals for a 45 residential dwelling development on Land off Chalk Road, Higham. I have the following comments to make with respect to highway matters :-

The Site
The existing site is located on Chalk Road, north of Taylor's Lane and west of the railway line.

Proposal
The proposal is for approximately 45 residential dwellings.

Policy
The site is not allocated in the Gravesham Borough Council (GBC) Core Strategy which is the current adopted policy.

The policy documents listed at 5.1 of the Scoping Note are acceptable. Please note that whilst KCC recently updated the parking standards, it is not yet clear whether these will be adopted by GBC. GBC currently use SPG4.

Design guidance such as LTN 1/20 should also be considered.

Access
Drawing 001 shows an all mode access to be taken from a new priority junction with Chalk Road. Visibility splays of 2.4m x 59m are shown but as the red line boundary and highway boundary are not shown, it is unclear as to whether the splays cross third party land. The plan in Appendix B would suggest the splays are achievable, but the Site Access plan should be updated for the planning submission to show these elements. It is understood that an ATC will be undertaken to confirm whether the 59m splay is appropriate. The fact that a 59m splay is shown for a 30mph road suggests that there is an existing speeding issue within the vicinity of the access and this should be addressed in the Transport Statement.

The inclusion of a 2m footway to tie into the existing footway, is welcomed. The footway must

be overlooked.

Paragraph 4.6 suggests the access could also be taken from the existing farm access. This may be more beneficial given it is an established access and would reduce the number of conflict points in the immediate vicinity.

Highway infrastructure that may be affected by a new access including highway signs and utility poles which may block visibility / need to be relocated, and any parking restrictions, must be shown on the site access plans. The proximity to existing driveways and junctions must be considered, with the distances meeting those set out in the Vehicle Crossing Guidance and the Kent Design Guide (KDG) respectively.

Paragraph 2.5 states "*It is noted several residential properties on both sides of Chalk Road, adjacent the site, do not have off-street parking facilities and therefore rely solely on on-street parking availability. On-site observations (05/03/2025) demonstrated that a total of 9 cars were parked at 16:30 and 10 cars were parked at 17:30 on the eastbound side of the carriageway*". Paragraph 4.11 states that a parking survey will be undertaken to provide further evidence of on street activity and to determine whether vehicles are likely to park within the proposed visibility splays. This is welcomed. Any displacement of parking must be highlighted in the Transport Statement and alternative solutions proposed.

The vehicle swept paths shown on plan 002 are acceptable.

Any proposals to amend the highway should be accompanied by a Stage 1 Road Safety Audit Report and Designer's Response.

Public Transport
The site is located within 480m of a bus stop, which is above the recommended distance by CIHT and Active Travel England. The stop is only served by one (regular) bus – the 417. Paragraph 3.10 states the "*417 operates three daily services to Gravesend and Cliffe from Monday to Saturday*". The Redroute (bus operator) website shows the bus does not serve this stop during the AM or PM peak periods so would be unlikely to be able to be used by commuters. Discussions should be undertaken with local bus operators to determine what improvements could be made to improve the bus provision for the site. As it stands, the existing bus provision is not considered suitable to serve this site.

Higham Station is located within 480m of the site and is therefore within reasonable walking distance. This is beneficial and will encourage sustainable travel.

Walking and Cycling
Paragraph 2.6 states "*Footways of varying width, but generally above 1.7m, are provided along the northern side of the carriageway, connecting into Higham to the south via School Lane*". This is narrower than the 'typical parameter' set out in KDG, Manual for Streets and Active Travel England guidance.

Table 2 'Local Facilities' shows that there are no facilities within 1km (approximately 14 minute walk) of the site and 17 of the 22 facilities stated are at or above 1.5km (approximately 23 minute walk). The local shops are shown to be a minimum of 1.8km away (approximately a 27 minute walk), which is a significant distance on foot. No secondary schools (including Grammar schools), or supermarkets are referred to and these are required. At 3.5 the Scoping Note states "*The 2.0km walking distance is the suggested upper limit that walking is considered reasonable to replace car journeys for short trips, stipulated by Planning Practice Guidance (PPG) Note 13: Transport, and referenced in Manual for Streets (MfS)*". It is noted

that this is the upper limit, not the ‘desired’.

Paragraphs 3.6 and 3.7 refer to cycling distances but do not provide any information regarding cycling facilities, cycle parking at destinations and whether the routes are considered appropriate for cycling (e.g. steep gradients, high traffic volumes, high numbers of HGVs etc).

Routes used by pedestrians and cyclists should be direct, well connected, well lit, attractive and overlooked. There is concern that the routes to / from local facilities do not provide sufficient infrastructure to support the development.

The Transport Statement should include a walking and cycling audit (with photographic evidence) of the routes to / from key destinations such as bus stops, train stations, convenience shops, supermarkets, schools and GP surgeries. The Audit should include, but not be limited to:

- the distance to key attractors;
- whether routes are direct, easy to navigate and have appropriate crossings;
- whether footways and cycle routes are wide enough to accommodate the expected flows and are in accordance with KDG and LTN 1/20;
- whether there are accessible features such as dropped kerbs and tactile paving in all appropriate locations;
- whether people were observed crossing in inappropriate or dangerous locations, indicating a desire line is not being provided for;
- whether the surfacing is cracked, damaged or prone to flooding / ponding;
- whether vegetation is encroaching onto the route, reducing its width;
- whether there is footway parking reducing the width of the footway and creating potential safety issues;
- whether the routes are well lit;
- whether the routes feel safe and are safe;
- what type of cycle infrastructure is available (e.g. on carriageway, shared, segregated);
- whether high quality cycle parking is available at key destinations such as outside shops, schools and the train station;
- whether seating and shade is available on the route to allow people (particularly older or less able -bodied people) to rest; and
- any other issues relevant to the site.

The audit should also include public transport facilities such as (but not limited to) the following information:

- the walking and cycling distance to the nearest stops and stations;
- a description of the quality of and facilities available at the stops and stations;
- frequency of buses and trains;
- key destinations and routes served by the stops and stations.

Any improvements to existing routes / facilities should be shown on a scaled plan so that this can be conditioned to any planning permission granted. The highway boundary should be incorporated to demonstrate that the schemes are deliverable.

Crash Data Assessment

A crash data assessment has been provided using DfT data between 2019 – 2023. This period would include Covid which may have affected the data, and doesn't contain the most recent available data. No analysis has been undertaken regarding the causation of each crash and whether there is a correlation. The Transport Statement should include an updated

assessment using the most recent available data for the past five years (which can be obtained for a fee by contacting crashdata@kent.gov.uk), and an appropriate analysis on which to base conclusions.

Trip Generation and Distribution
The trip rates are acceptable.

The site is predicted to generate 24 two-way trips in the AM peak and 22 two way trips in the PM. This is not likely to cause a significant impact on the highway network capacity.

Travel Plan
A Travel Plan would not be required to be submitted with the Application, however, it is requested that a Travel Information Pack (TIP) is distributed to residents at first occupation, to encourage sustainable travel, and that a draft of the TIP is appended to the Transport Statement.

Conclusion
The site is located in a rural location and KCC have serious concerns about the site's sustainability and therefore whether it would be contrary to policy. Overcoming this issue should form a key part of the Transport Statement.

It is important to note that Local Planning Authority (LPA) permission does not convey any approval to carry out works on or affecting the public highway.

Any changes to or affecting the public highway in Kent require the formal agreement of the Highway Authority, Kent County Council (KCC), and it should not be assumed that this will be a given because LPA planning permission has been granted.

For this reason, anyone considering works which may affect the public highway, including any highway-owned street furniture or landscape assets such as grass, shrubs and trees, is advised to engage with KCC Highways and Transportation at an early stage in the design process.

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

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

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

Kent County Council has now introduced a pre-application advice service in addition to a full formal technical approval process for new or altered highway assets, with the aim of improving future maintainability. Further details are available on our website below:

https://www.kent.gov.uk/roads-and-travel/highway-permits-and-licences/highways-permissions-and-technical-guidance.

This process applies to all development works affecting the public highway other than applications for vehicle crossings, which are covered by a separate approval process. Further details on this are available on our website below:

https://www.kent.gov.uk/roads-and-travel/highway-permits-and-licences/apply-for-a-dropped-kerb/dropped-kerb-contractor-information

Once planning approval for any development has been granted by the LPA, it is the responsibility of the applicant to ensure that before development commences, all necessary highway approvals and consents have been obtained, and that the limits of the highway boundary have been clearly established, since failure to do so may result in enforcement action being taken by the Highway Authority.

The applicant must also ensure that the details shown on the approved plans agree in every aspect with those approved under the relevant legislation and common law. It is therefore important for the applicant to contact KCC Highways and Transportation to progress this aspect of the works prior to commencement on site.

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

Yours faithfully

Director of Highways & Transportation

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

Meeting Notes

Project Title	Chalk Road, Higham
Reference	T25510
Document Title	Chalk Road, Higham Pre-app Meeting
Date/Time	19/06/25 (10:00-11:00)
Revision	A

Attendees	**Company**
Angela Coull (AC)	Kent County Council (KCC)
David Barton (DB)	Kent County Council (KCC)
Gerard Mckinney (GM)	Hub Transport Planning (Hub)
Matt Johnson (MJ)	Hub Transport Planning (Hub)

Topic	**Person**	**Notes**	**Action**
No. Dwellings	GM	Provided an update on the number of dwellings from 45 to 40. KCC did not raise any concerns about this.	
Access Layout	GM	Presented the revised access location which has moved further east to accommodate the visibility splays.	
	AC	Raised a concern regarding the recorded speeds heading westbound (38mph) and stated that speeds above 34mph means that visibility splays should be undertaken using DMRB.	
	GM	Explained that the MfS guidance is applicable for speeds up to 37mph (60kph) and explained that parameters are also provided to calculate visibility splays for recorded speeds above 37mph (60kph).	
	AC	**Stated they had not seen this methodology used before and requested that the information and calculations are provided with the submission.**	**Hub**
	GM	**Stated that speed mitigation measures will be provided as part of the proposals to try and encourage lower westbound speeds.**	**Hub**
	AC	Queried the location of the access in proximity to existing driveways south of Chalk Road. This needs to be in line with the KCC guidance (no access within 10m).	

Meeting Notes

	AC	**Asked for the driveways to be included on the site access plan.**	**Hub**
	GM	Asked for confirmation on the shared access and whether KCC had any concerns about it being used for both the development and farm vehicles.	
	DB	**Stated that they do not have concerns for a shared access if the farm movements are infrequent. Asked for the number of movements per day to be provided as part of the TS.**	**Hub**
	AC	**Stated they would want to see an RSA1 submitted with the application.**	**Hub**
Parking	GM	Presented the proposals to include additional on-site parking in the region of 5-6 spaces to accommodate existing vehicles parking along the frontage.	
	AC	**Asked for clarification on how many vehicles were parked on Chalk Road; stating that the TSSR mentioned in the region of the 10 vehicles parked.**	**Hub**
	MJ	Explained that the numbers presented within the TSSR were based on an initial spot survey during the afternoon. A parking beat survey was done over two consecutive days, overnight (00:30-05:30) to capture the peak on-street parking.	
	GM	Also explained that we are only looking to accommodate those vehicles parked along the frontage, and not the entirety of Chalk Road. Recent information provided from the formal surveys indicates only 3 vehicles parked along the frontage of the development site.	
	DB	Asked how the parking for those residents would be protected in the future from being available to use rather than being used for another use.	
	GM	Stated that there would be a legal agreement to secure the spaces in the future as part of the planning process.	
	AC	Raised a general concern that parking opportunities are being taken away from existing residents on Chalk Road, who are likely to have used it for a number of years and will want to park near to their home.	
	GM	Argued that the potential location in the south-east corner will be	

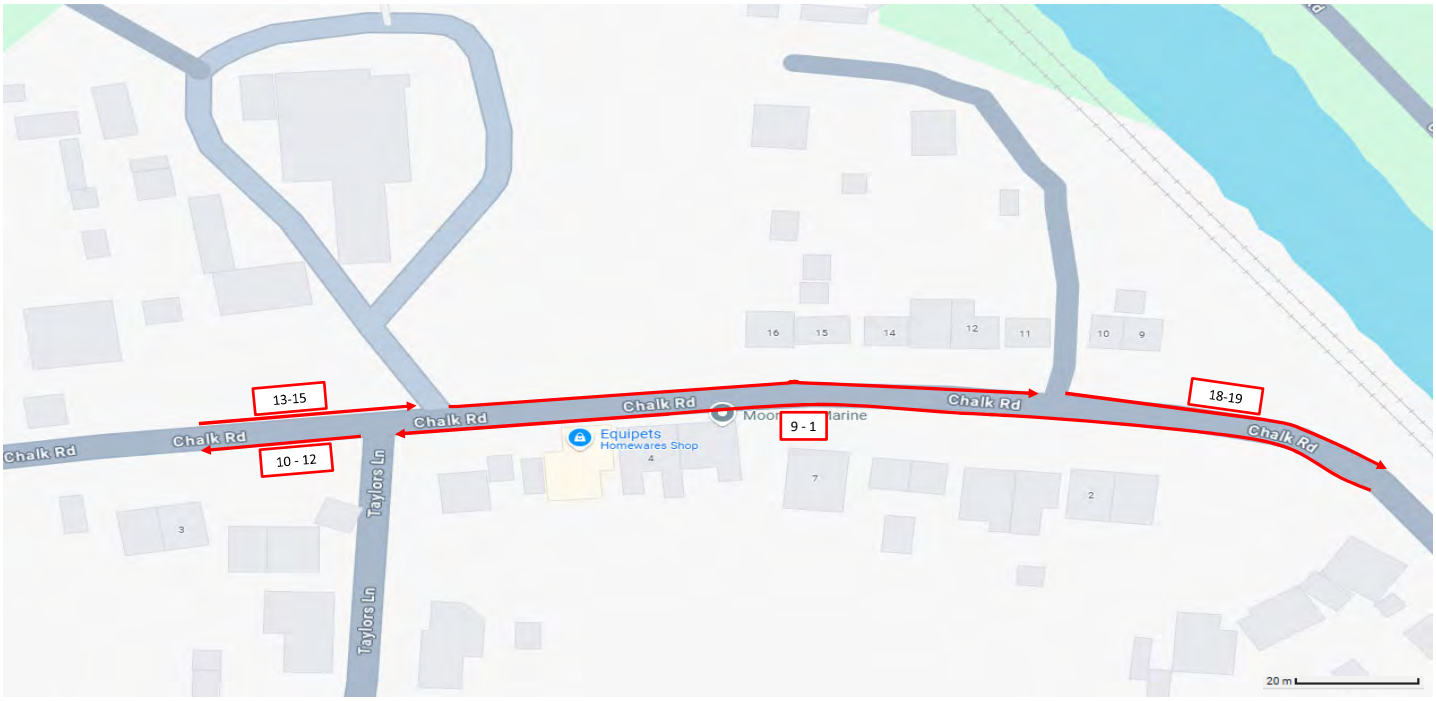
		directly opposite existing dwellings, who the vehicles likely belong to, and therefore it will still be an attractive location for residents to park.	
	DB	Asked if any consideration had been given to delivery vehicles, such as vans, parking along the frontage.	
	GM	**Stated that these would be infrequent and would be for a very brief period of time, however something would be mentioned within the TS.**	**Hub**
	DB/AC	Overall KCC would not want frontage development.	
Sustainable Travel	AC	Raised a concern that generally, the location of the site is unsustainable given its location to existing facilities.	
	AC	Stated that the level of service of local bus services is inadequate to accommodate the proposals.	
	GM	Highlighted that the site is situated close to Higham railway station.	
	AC	**Acknowledged the proximity of the site to the station, however also stated that there may be an issue with access to the platforms for wheelchair users / push chairs. This should be reviewed as part of the Walking and Cycling Audit with any potential measures presented within the TS.**	**Hub**
	AC	Stated that given the incline on School Lane, cycling may be an unattractive option for some people. Also stated that provision at Higham railway station was poor and would not encourage cycling as part of a multi-modal journey.	
	DB	**Mentioned a nearby planning application (Neurolight) that was approved, albeit the scheme has not been built, that provided a cycling scheme at Higham Station. Recommended that this was looked at.**	**Hub**
Planning Application	GM	Asked KCC what the likelihood of their response to the application would be.	
	AC	Stated that it is likely they will recommend refusal should mitigation measures not be put in place. Even with mitigation, they still do not foresee how the site could be sustainable.	

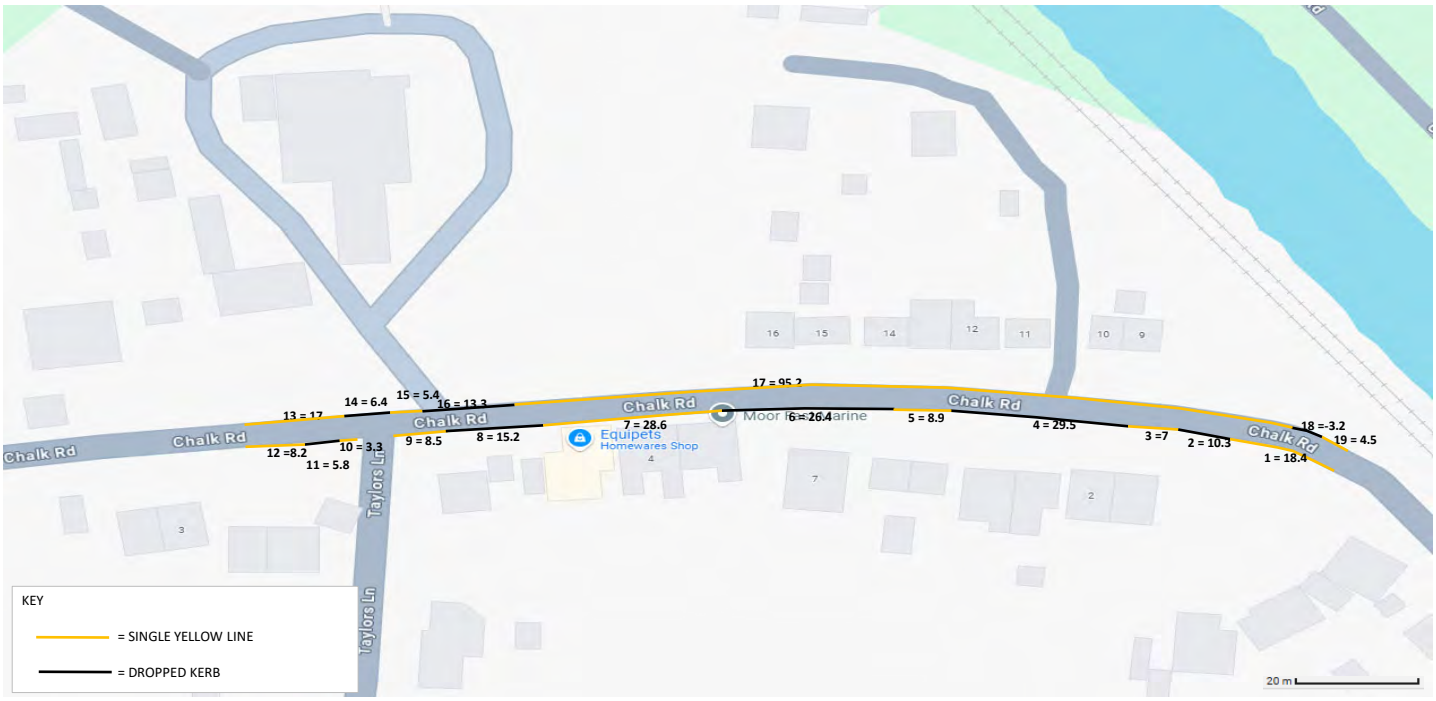
Appendix C

Parking Beat Survey

ZONE PLANS

AUTO SURVEYS LTD





PARKING BEATS

14392 HIGHAM

Zone	Street	Side of Road	Restriction	Parking Permitted	Length (m) 1 DECIMAL PLACE	Total No Bays Theoretical (1 Bay = 5Mtr)	Bays Unavailable	DATE: 01/05/2025 TIME: 05:30		DATE: 02/05/2025 TIME: 05:30	
								No Cars	No Spaces Available	No Cars	No Spaces Available
1	CHALK ROAD	S	SINGLE YELLOW LINE (NARROW)	YES	18.4	0	0	0	0	0	0
2	CHALK ROAD	S	DROPPED KERB (NARROW)	NO	10.3	0	0	0	0	0	0
3	CHALK ROAD	S	SINGLE YELLOW LINE (NARROW)	YES	7	0	0	0	0	0	0
4	CHALK ROAD	S	DROPPED KERB (NARROW)	NO	29.5	0	0	0	0	0	0
5	CHALK ROAD	S	SINGLE YELLOW LINE (NARROW)	YES	8.9	0	0	0	0	0	0
6	CHALK ROAD	S	DROPPED KERB (NARROW)	NO	26.4	0	0	0	0	0	0
7	CHALK ROAD	S	SINGLE YELLOW LINE (NARROW)	YES	28.6	0	0	0	0	0	0
8	CHALK ROAD	S	DROPPED KERB (NARROW)	NO	15.2	0	0	0	0	0	0
9	CHALK ROAD	S	SINGLE YELLOW LINE (NARROW)	YES	8.5	0	0	0	0	0	0
10	CHALK ROAD	S	SINGLE YELLOW LINE (NARROW)	YES	3.3	0	0	0	0	0	0
11	CHALK ROAD	S	DROPPED KERB (NARROW)	NO	5.8	0	0	0	0	0	0
12	CHALK ROAD	S	SINGLE YELLOW LINE (NARROW)	YES	8.2	0	0	0	0	0	0
13	CHALK ROAD	N	SINGLE YELLOW LINE	YES	17	3	0	0	3	0	3
14	CHALK ROAD	N	DROPPED KERB	NO	6.4	0	0	0	0	0	0
15	CHALK ROAD	N	SINGLE YELLOW LINE	YES	5.4	1	0	0	1	0	1
16	CHALK ROAD	N	DROPPED KERB	NO	13.3	0	0	0	0	0	0
17	CHALK ROAD	N	SINGLE YELLOW LINE / NO RESTRICTION	YES	95.2	19	0	10	8	11	7
18	CHALK ROAD	N	DROPPED KERB	NO	3.2	0	0	0	0	0	0
19	CHALK ROAD	N	SINGLE YELLOW LINE	YES	4.5	0	0	0	0	0	0

1st May

1. THIS DRAWING IS NOT TO BE SCALED FOR CONSTRUCTION PURPOSES.
2. THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE.

REV	DESCRIPTION	DATE	BY	AUTH

hub TRANSPORT PLANNING LTD

Hub Transport Planning Ltd
Floor 1B
4 Temple Row
Birmingham
B2 5HG

T : 0121 454 5530

CLIENT
RICHBOROUGH

PROJECT
CHALK ROAD, HIGHAM

TITLE
PARKING BEAT SURVEY
(01.05.25)

DRAWN	AUTHORISED	SCALE	SHEET SIZE	DATE
MJ	GM	1:100	A3	12.06.25

PROJECT NO.	DRAWING NO.	REV
T25510	003	-

2nd May

1. THIS DRAWING IS NOT TO BE SCALED FOR CONSTRUCTION PURPOSES.
2. THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE.

REV	DESCRIPTION	DATE	BY	AUTH

hub TRANSPORT PLANNING LTD

Hub Transport Planning Ltd
Floor 1B
4 Temple Row
Birmingham
B2 5HG

T : 0121 454 5530

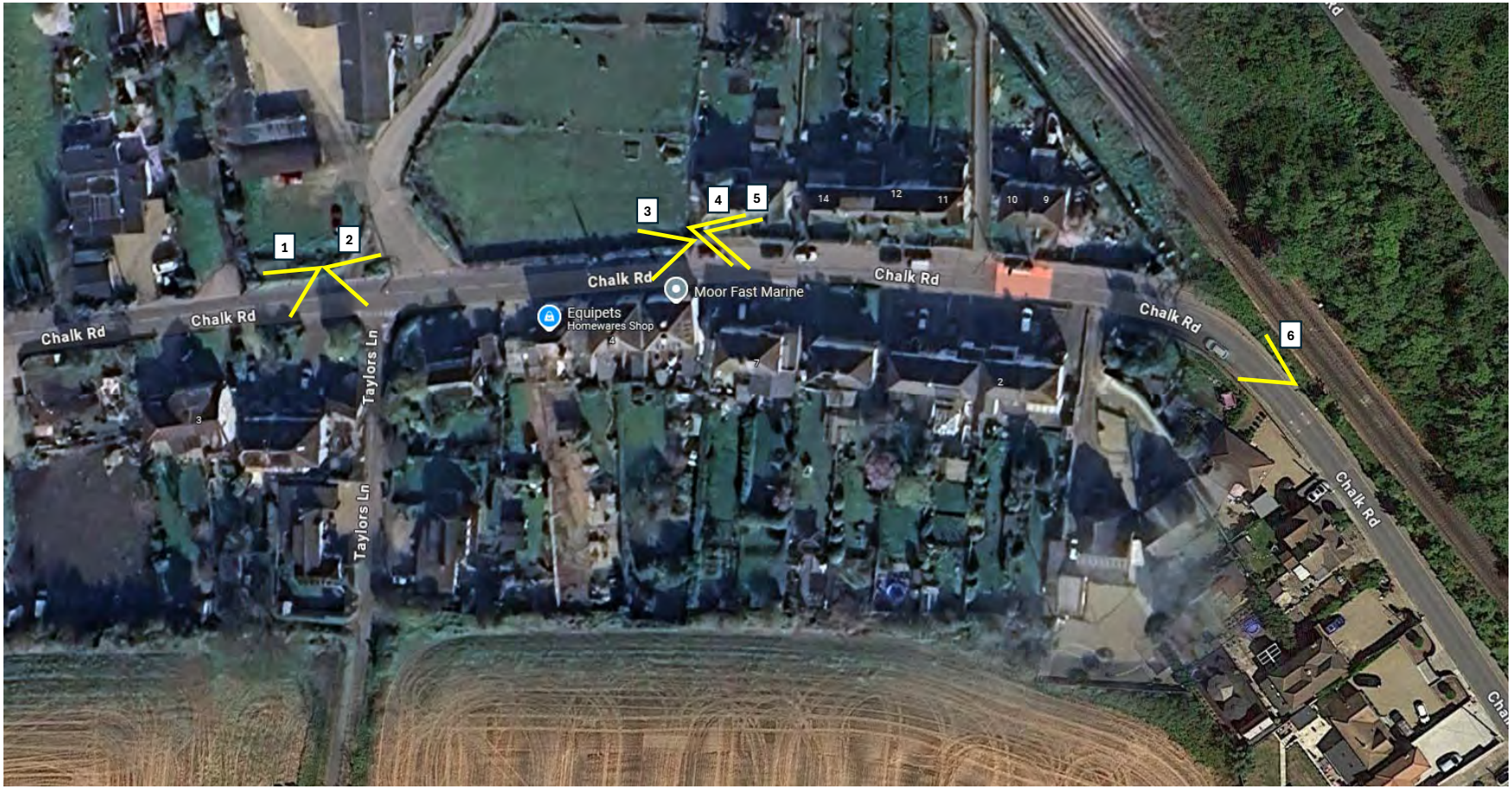
CLIENT
RICHBOROUGH

PROJECT
CHALK ROAD, HIGHAM

TITLE
PARKING BEAT SURVEY
(02.05.25)

DRAWN	AUTHORISED	SCALE	SHEET SIZE	DATE
MJ	GM	1:100	A3	12.06.25

PROJECT NO.	DRAWING NO.	REV
T25510	004	-


1
2
3
4
5
6
Chalk Rd
Chalk Rd
Chalk Rd
Chalk Rd
Chalk Rd
Taylors Ln
Taylors Ln
Moor Fast Marine
Equipets
Homewares Shop
14
12
11
10
9
7
4
3
2


TLC200 PRO 2025/05/01 10:28:18


TLC200 PRO 2025/04/30 13:59:48


TLC200 PRO 2025/04/30 13:39:15


TLC200 PRO 2025/05/01 10:18:01


TLC200 PRO 2025/04/30 12:39:31


TLC00021.AVI
TLC200 PRO 2025/05/01 10:54:17

Appendix D

Personal Injury Accident Data (2020-2024)

Date: 19-June-2025
Time: 09:22:08

Title: **Lower Higham, Rochester**

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

Date: 19-June-2025

Accident Date BETWEEN '01-Jan-2020' AND '31-Dec-2024'

There were 3 reported crashes resulting in injury

D-PRINT CRASH REPORT

19-Jun-2025
09:22:08

Lower Higham, Rochester
Accident Date BETWEEN '01-Jan-2020' AND '31-Dec-2024'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
1	**Road No C2 Grid 571451E** **Section 032 Ref 172733N**	SLIGHT	06/12/2020	1	13:20	L	Dry	Fine			
	C2 CHEQUERS ST J/W C16 SCHOOL LANE, HIGHAM								Gravesham		
	V2 stopped at the give way and was hit from behind by V1. This shunted V2 forward over the give way markers. The driver of V1 said their brakes locked up on them. (No age for D1).						Veh1, car, NE -> SW Veh2, car, NE -> SW			Casualties 2 Vehicles 2	
2	**Road No U Grid 571340E** **Section 128 Ref 172590N**	SLIGHT	13/06/2024	5	17:00	L	Dry	Fine	U	S.VEH	
	STEADMAN CLOSE J/W REYNOLDS FIELDS, HIGHAM.								Gravesham		PED
	CAD: D1 was driving home from work when they hit C1 (unknown details for C1). D1 then drove off.						Veh1, car, E -> S			Casualties 1 Vehicles 1	
3	**Road No C2 Grid 571189E** **Section 030 Ref 172927N**	FATAL	05/11/2024	3	08:24	L	Dry	Fine		+VE	
	C2 CHALK ROAD, HIGHAM (MAPPED TO GRID REF)								Gravesham		
	The driver of V1 was drunk, and collided with the back of V2 that was parked and unattended. Died a week later.						Veh1, car, E -> W Veh2, car, P -> P			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

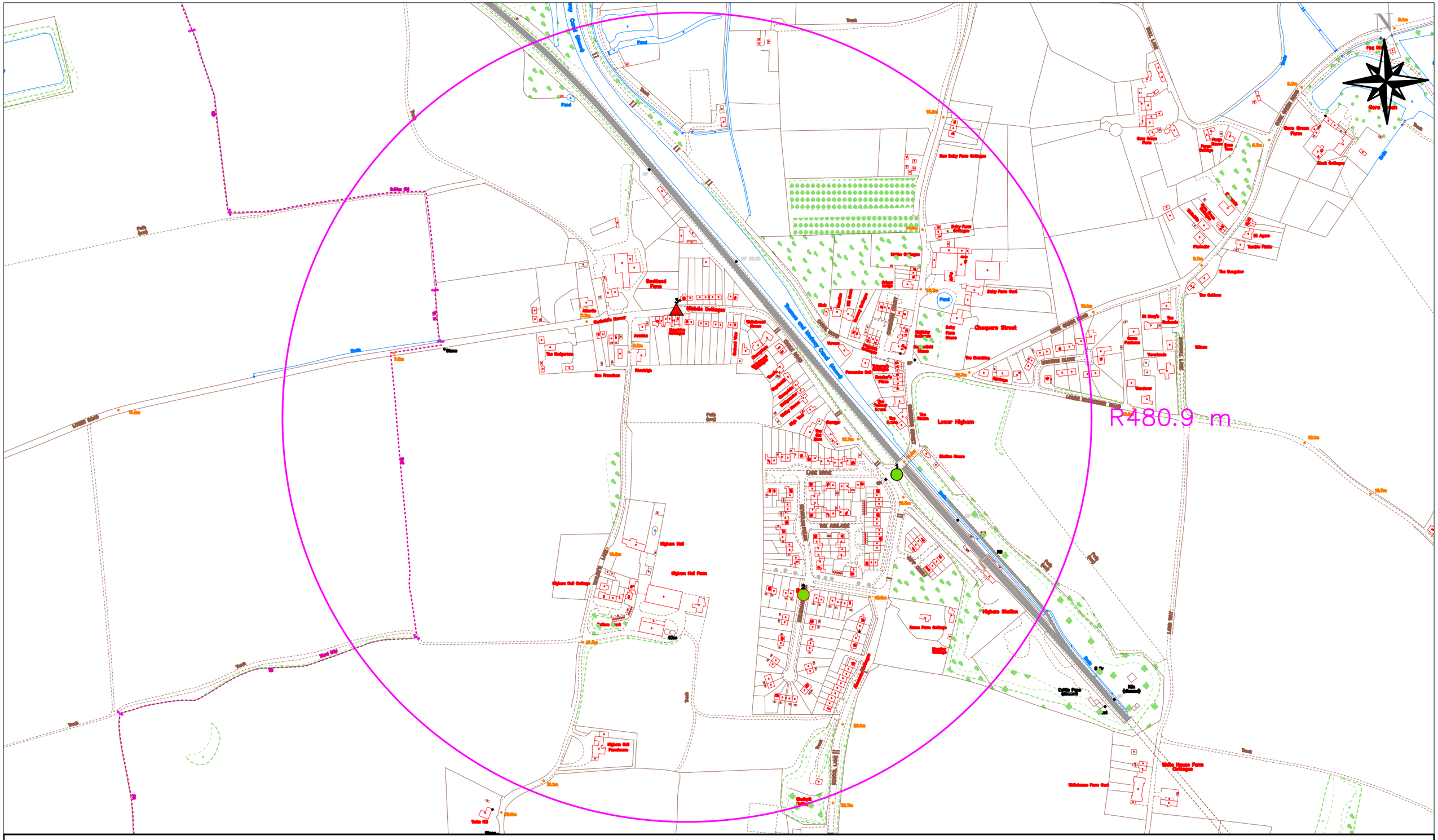
L	*Daylight*
STL	*Street Lights*
USL	*Street LIghts Unlit*
NSL	*No Street Lights*
STU	*Street Lights Unknown*

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*



Location: Lower Higham, Rochester

5 years personal injury crash data up to 31/12/2024

KCC Ref number: EXT/106/25

Crash Severity
Slight
Serious
Fatal

Kent County Council
kent.gov.uk

Appendix E

LTN 1/20 Walking and Cycling Audit

Street Check

Metric	Mode	#	Description	Red 0	Amber 1	Green 2
ACCESSIBILITY						
Gradient	Walking / Wheeling / Cycling	ST17	Steepest gradient due to underlying terrain. (For gradients at ramps, dropped kerbs and cambers, see metrics SA14 and SA15).	More than 5%.	3-5%.	Less than 3%.
Tactile Information and Signal Equipment	Walking / Wheeling / Cycling	ST18	Adherence of tactile paving to recommended layouts and colours in 'Guidance on the Use of Tactile Paving Surfaces' and accessibility of signal equipment.	Guidance on tactile paving has not been considered. Or, there is signal equipment which is incorrectly situated, inaccessible or faulty (for example in terms of rotating cones).	Guidance on tactile paving has been considered, but the area is not fully legible.	Guidance on tactile paving has been considered and the area is fully legible.
Barriers	Walking / Wheeling / Cycling	ST19	Presence and accessibility of barriers.	Barriers are not accessible by wheelchair users and/or users on solo upright cycles (as defined in LTN 1/20) and/or mobility scooters.	All barriers are accessible by wheelchair users, mobility scooters, and by users on solo upright cycles (as defined in LTN 1/20), with sufficient space to turn.	All barriers are accessible by the cycle design vehicle referenced in LTN 1/20, with sufficient space to turn. Or, there are no barriers.
Bus Stops	Walking / Wheeling / Cycling	ST20	Interactions at bus stops.	At bus stops, cyclists regularly have to wait behind buses or overtake them in general traffic lanes. Or, there are likely to be high-level interactions between pedestrians and cyclists.	At bus stops, cyclists are protected from buses and traffic, but there are likely to be medium-level interactions between pedestrians and cyclists.	At bus stops, cyclists are protected from buses and traffic and interactions between pedestrians and cyclists are likely to be low-level.
Wheelchair Access	Wheeling	ST21	Accessibility of pedestrian facilities by wheelchair.	Pedestrian facilities (including any crossings, connections and public transport interchange facilities) are not wheelchair accessible.	All pedestrian facilities (including any crossings, connections and public transport interchange facilities) are step-free and accessible for wheelchair users, but some interaction with cyclists is possible.	All pedestrian facilities (including crossings, connections and public transport interchange facilities) are step-free and accessible for wheelchair users, and there is no potential for interaction with cyclists.
Access to Taxis and Blue Badge Parking	Walking / Wheeling / Cycling	ST22	Distance to accessible pick-up, drop-off or hailing points, or blue badge parking facilities.	Where people meet, wait, or spend time in numbers, it is over 150m to the nearest accessible pick-up, drop-off or hailing points, or blue badge parking facilities.	Where people meet, wait, or spend time in numbers, it is less than 150m to the nearest accessible pick-up, drop-off or hailing points, or blue badge parking facilities.	Where people meet, wait, or spend time in numbers, it is less than 50m to nearest accessible pick-up, drop-off or hailing points, or blue badge parking facilities.
Access to Toilets	Walking / Wheeling / Cycling	ST23	Provision of sanitary facilities. E.g. toilets and/or baby change facilities.	Where people meet, wait or spend time in numbers, it is over 150m to the nearest accessible sanitary facilities.	Where people meet, wait or spend time in numbers, it is less than 150m to the nearest accessible sanitary facilities.	Where people meet, wait or spend time in numbers, it is less than 50m to the nearest accessible sanitary facilities.
COMFORT						
Cycling Surface Material	Cycling	ST24	Type of cycling surface material.	Unsurfaced/unbound or unstable blocks/setts.	Hand-laid asphalt or smooth blocks.	Machine-laid asphalt or smooth and firm blocks undisturbed by turning vehicles.
Walking/Wheeling Surface Material	Walking / Wheeling	ST25	Type of walking/wheeling surface material.	The surface is low-grip (i.e. PTV of 25 or lower). If paved, the joints are wider than 5mm.	The surface is medium-grip (i.e. PTV of between 25 and 35). If paved, the joints are 5mm or less.	The surface is high-grip (i.e. PTV of 35 or higher). If paved, the joints are mortared.

Effective Width for Cyclists	**Cycling**	**ST26**	Effective width for cyclists (when not mixed with motor traffic).	At pinch points, cycle facility widths and/or buffers are below the absolute minimums recommended in LTN 1/20.	Recommended desirable minimum widths from LTN 1/20 are maintained for cycle facilities and buffers throughout the whole route, except at pinch points where absolute minimum widths recommended in LTN 1/20 are maintained.	Recommended desirable minimum widths from LTN 1/20 are maintained or exceeded for cycle facilities and buffers throughout whole route.
DIRECTNESS						
Deviation of Cycle Route	**Cycling**	**ST27**	Deviation of cycle route against straight line or shortest alternative.	Deviation factor against straight line or shortest alternative greater than 1.4.	Deviation factor against straight line or shortest alternative 1.2-1.4.	Deviation factor against straight line or shortest alternative less than 1.2.
Pedestrian Crossing Locations	**Walking / Wheeling**	**ST28**	Alignment of crossings with desire lines.	No crossings are located on desire lines.	Some crossings are located on desire lines.	All crossings are located on desire lines, and all desire lines are provided for.
Cyclist Delay at Junctions	**Cycling**	**ST29**	Delay to cyclists at junctions.	Delay for cyclists at junctions is greater than the delay to motor vehicles.	Delay for cyclists at junctions is similar to that of motor vehicles.	Delay for cyclists is shorter than that of motor vehicles or cyclists are not required to stop at junctions (e.g. bypass at signals).
Cyclist Delay on Links	**Cycling**	**ST30**	Delay to cyclists on links.	Cyclists have no opportunities to pass slower moving vehicles (including other cyclists).	Cyclists have some opportunities to pass slower moving vehicles (including other cyclists).	Cyclists can always progress without being delayed by other vehicles.
Pedestrian Delay at Junctions	**Walking / Wheeling**	**ST31**	Delay to pedestrians at signal controlled junctions.	Maximum waiting time over 60 seconds.	Maximum waiting time 40-60 seconds.	Maximum waiting time up to 40 seconds.
Pedestrian Delay at Standalone Signal Crossings	**Walking / Wheeling**	**ST32**	Delay to pedestrians at stand-alone signal crossings.	After pressing the button, pedestrians must wait over 10 seconds for an invitation to cross.	After pressing the button, pedestrians must wait up to 10 seconds for an invitation to cross.	Crossings rest on the green for pedestrians. Or, the time between pressing the button and the invitation to cross has been minimised as much as is safe to do so.
ATTRACTIVENESS						
Wayfinding	**Walking / Wheeling / Cycling**	**ST33**	Effectiveness of signage and road markings on wayfinding.	Route signing is poor with signs missing at key decision points. Pedestrians and cyclists follow signs and road markings intended for motor traffic. Or, signs and road markings are faded or unclear.	Some cycle and pedestrian specific direction signing. There are gaps in signage and road markings which could be improved.	Route is well signed for pedestrians and cyclists with signs and road markings located at all decision points and junctions. Signs and road markings are clear, easily visible and legible.
Places to Rest	**Walking / Wheeling**	**ST34**	Distance between resting points.	More than 150m.	50-150m.	Less than 50m.
Places to Shelter	**Walking / Wheeling**	**ST35**	Distance between shelter points.	More than 150m.	50-150m.	Less than 50m.
Lighting	**Walking / Wheeling / Cycling**	**ST36**	Extent of lighting.	Long stretches of darkness. Or, no lighting.	Short stretches of darkness. Or, bat-friendly lighting.	Route lit thoroughly, including any public transport waiting areas.
Cycle Parking	**Cycling**	**ST37**	Ease of access to cycle parking on- and off-street.	Insufficient or inappropriate cycle parking.	Some accessible and overlooked cycle parking provided but not enough to meet present demand.	Accessible and overlooked cycle parking provided, sufficient to meet present and future demand, including provision for a range of cycle vehicles and users.

Impact of Cycling on Walking	**Walking / Wheeling / Cycling**	**ST38**	Presence of shared use cycle tracks and toucan crossings.	On urban streets, cyclists are expected to use shared use cycle tracks and/or toucan crossings, bringing them into potential conflict with pedestrians. In rural areas or motor traffic free environments, shared use cycle tracks fail the width requirements set out in Table 6-3 of LTN 1/20.	In rural areas or motor traffic free environments, shared use cycle tracks pass the width requirements set out in Table 6-3 of LTN 1/20 and are designed in a way that minimises potential conflict between cyclists and pedestrians.	There are no shared use cycle tracks.

COHESION						
Impact of Motor Traffic on Pedestrians and Cyclists	**Walking / Wheeling / Cycling**	**ST39**	Measures taken to manage motor traffic in a way that benefits active modes.	There are no measures to manage motor traffic that benefit active modes.	There are some measures to manage motor traffic that benefit active modes.	There are measures to manage motor traffic which prioritise active modes. Or, the route is completely separate from motor traffic.
Transitions for Cyclists	**Cycling**	**ST40**	Ability to transition on and off the route safely and easily.	Cyclists cannot transition on or off the route without dismounting.	Cyclists can transition on and off the route with minimal disruption to their journey.	Cyclists have dedicated, legible and understandable transitions on and off the route at all key points. Protected cycle facilities are easy to join and leave.
Route Continuity	**Walking / Wheeling / Cycling**	**ST41**	Continuity of walking, wheeling and cycling routes.	Provisions for walking, wheeling and cycling along the route are discontinuous.	Provisions for walking, wheeling and cycling along the route are continuous but may be indirect or have sections which are unintuitive to navigate.	Provisions for walking, wheeling and cycling along the route are direct, continuous, intuitive and legible.
Consistency of Route	**Walking / Wheeling / Cycling**	**ST42**	Consistency of provision for pedestrians and cyclists.	Multiple changes of provision on the route.	Some changes of provision on the route.	Provision is consistent throughout the route.

Route Check

Metric	Mode	#	Description	Red 0	Amber 1	Green 2
ACCESSIBILITY						
Barriers	**All Active Modes**	**PA17**	Presence and accessibility of barriers.	Key public access points (e.g. interfaces with public highway) to the path are restricted by barriers that would inhibit legitimate users. Or, there are barriers along the path that inhibit legitimate users.	Key public access points (e.g. interfaces with public highway) do not have barriers, but other public access points have barriers that would inhibit legitimate users.	No public access points to the path have barriers that would inhibit legitimate users.
Steps	**All Active Modes**	**PA18**	Presence of steps.	Steps are unavoidable at key public access points (e.g. interfaces with public highway). Or, there are unavoidable steps along the path.	A step-free route is possible at key public access points (e.g. interfaces with public highway) and along the path, but steps are present at other public access points.	A step-free route is possible at all public access points and along the path.
Gradient	**Walking / Wheeling / Cycling**	**PA19**	Steepest gradient due to underlying terrain. (For gradients at ramps, dropped kerbs and cambers, see metrics SA14 and SA15).	More than 5%.	3-5%.	Less than 3%.
Tactile Information and Signal Equipment	**All Active Modes**	**PA20**	Adherence of tactile paving to recommended layouts and colours in 'Guidance on the Use of Tactile Paving Surfaces' and accessibility of signal equipment.	Guidance on tactile paving has not been considered. Or, there is signal equipment which is incorrectly situated, inaccessible or faulty (for example in terms of rotating cones).	Guidance on tactile paving has been considered, but the area is not fully legible.	Guidance on tactile paving has been considered and the area is fully legible.
Ability to Turn Around	**All Active Modes**	**PA21**	Presence and frequency of turning points (open and flat areas of at 4m x 4m).	There are no turning points. Or, turning points are over 1km apart or not provided between all public access points.	Turning points are approximately 1km apart.	The path is at least 4m wide. Or, turning points are less than 1km apart and provided between all public access points.

COMFORT						
Width of Shared Use Spaces	**All Active Modes**	**PA22**	Effective width of shared use spaces.	Where pedestrians and cyclists are in a shared facility without horses, the width requirements set out in Table 6-3 of LTN 1/20 are not met. Where horses are in a shared facility with pedestrians and/or cyclists, the width is less than 4m.	Where pedestrians and cyclists are in a shared facility without horses, the width requirements set out in Table 6-3 of LTN 1/20 are met. Where horses are in a shared facility with pedestrians and/or cyclists, the width is 4m.	Where pedestrians and cyclists are in a shared facility without horses, the width requirements set out in Table 6-3 of LTN 1/20 are exceeded. Where horses are in a shared facility with pedestrians and/or cyclists, the width is greater than 4m.
Width of Walking and Wheeling Spaces	**Walking / Wheeling**	**PA23**	Effective width of dedicated walking/wheeling spaces.	Less than 1.5m.	1.5-2.0m.	More than 2.0m.
Width of Cycling Spaces	**Cycling**	**PA24**	Effective width of dedicated cycling spaces.	Less than 2.5m.	2.5-3.0m	More than 3.0m.
Width of Horse Riding Spaces	**Horse Riding**	**PA25**	Effective width of dedicated equestrian spaces.	Less than 3.0m (excluding pinch points where an absolute minimum width of 2.0m is maintained over a short distance).	3.0-3.5m (excluding pinch points where an absolute minimum width of 2.0m is maintained over a short distance).	More than 3.5m (excluding pinch points where an absolute minimum width of 2.0m is maintained over a short distance).
Shared Use Surface	**All Active Modes**	**PA26**	Surface of shared use facilities.	Unbound or unsealed surface.	Bound, sealed bituminous surface (including spray and chip or resin bound)	Bound and porous surface (e.g. Flexipave).
Walking and Wheeling Surface	**Walking / Wheeling**	**PA27**	Type of walking/wheeling surface material.	The surface is low-grip (i.e. PTV of 25 or lower). If paved, the joints are wider than 5mm.	The surface is medium-grip (i.e. PTV of between 25 and 35). If paved, the joints are 5mm or less.	The surface is high-grip (i.e. PTV of 35 or higher). If paved, the joints are mortared.
Cycling Surface	**Cycling**	**PA28**	Type of cycling surface material.	Unsurfaced/unbound or unstable blocks/sets.	Hand-laid asphalt or smooth blocks.	Machine-laid asphalt or smooth and firm blocks.
Horse Riding Surface	**Horse Riding**	**PA29**	Type of dedicated equestrian surface material (e.g. trotting strips).	Sealed surface, e.g. asphalt or other material rated "reasonable" in Table 5.29 of DMRB CD 143.	A bound and porous surface or other material rated "good" in Table 5.29 of DMRB CD 143.	Grass (or other material rated "excellent" in Table 5.29 of DMRB CD 143) is provided.
Suitability of Crossings	**All Active Modes**	**PA30**	Suitability of crossings provided given path users and the volumes and speeds of traffic on roads being crossed.	Not all crossings are suitable for all path users. Or, crossings selected do not follow LTN 1/20 guidance given the volumes and speeds of traffic on roads being crossed.	All crossings are suitable for all path users given the volumes and speeds of traffic on roads being crossed.	All crossings are suitable for all path users and go beyond LTN 1/20 guidance to help future proof the route and provide a higher level of service.
Accessibility of Access Points	**All Active Modes**	**PA31**	Potential for access points to be blocked by parking or loading.	Path access points are not protected, meaning there is a risk that they could be blocked by parking or loading, impeding access for some or all path users.	Path access points are suitably protected to maintain access for all path users. Or, there is adequate marked loading and parking provision near access points.	Path access points are suitably protected to maintain access for all path users, and there is adequate marked loading and parking provision near access points.
Drainage	**All Active Modes**	**PA32**	Effect of drainage and water on user experience.	The path is occasionally inaccessible or impassable due to the presence of water.	The path is occasionally narrowed due to the presence of water.	The path is passable even during extreme weather events, with a minimum clear width of 3.0m maintained at all times.
DIRECTNESS						
Deviation of Path Against Straight Line	**All Active Modes**	**PA33**	Extent to which the path deviates against the straight line.	Deviation factor against straight line greater than 1.4.	Deviation factor against straight line 1.2-1.4.	Deviation factor against straight line less than 1.2.
Deviation of Path Against Nearest Alternative Route	**All Active Modes**	**PA34**	Extent to which the path deviates against the nearest alternative route open to motor traffic.	Deviation factor against nearest alternative route greater than 1.4.	Deviation factor against nearest alternative route between 1.2-1.4.	Deviation factor against nearest alternative route less than 1.2.
Crossing Locations	**All Active Modes**	**PA35**	Alignment of crossings with desire lines.	No crossings are located on desire lines.	Some crossings are located on desire lines.	All crossings are located on desire lines, and all desire lines are provided for.

Delay at Crossings	**All Active Modes**	**PA36**	Delay to path users at signal crossings.	Maximum waiting time over 60 seconds.	Maximum waiting time 40-60 seconds.	Maximum waiting time up to 40 seconds.

ATTRACTIVENESS						
Places to Rest	**Walking / Wheeling**	**PA37**	Distance between resting points.	More than 150m.	50-150m.	Less than 50m.
Places to Shelter	**Walking / Wheeling**	**PA38**	Distance between shelter points.	More than 150m.	50-150m.	Less than 50m.
Lighting	**All Active Modes**	**PA39**	Extent of lighting.	Long stretches of darkness or no lighting.	Short stretches of darkness or inappropriate lighting.	Appropriate lighting throughout the path. Any public transport waiting areas at access points to the path are lit.
Cycle Parking	**Cycling**	**PA40**	Ease of access to cycle parking at key points along path.	Insufficient or inappropriate cycle parking.	Some accessible and overlooked cycle parking provided but not enough to meet present demand.	Accessible and overlooked cycle parking provided, sufficient to meet present and future demand, including provision for a range of cycle vehicles and users.
Impact of Users on Each Other	**All Active Modes**	**PA41**	Potential for interaction between modes.	In rural areas or motor traffic free environments, shared use cycle tracks fail the width requirements set out in Table 6-3 of LTN 1/20. Or, horses share facilities with pedestrians and cyclists in a facility under 3.0m wide.	Shared use facilities pass the width requirements set out in Table 6-3 of LTN 1/20 and are designed in a way that minimises potential conflict between cyclists and pedestrians. Or, horses share facilities with pedestrians and cyclists in a facility over 3.0m wide.	There are no shared use facilities. If horse-riding is permitted, a separate trotting strip is provided.
COHESION						
Ease of Navigation	**All Active Modes**	**PA42**	Ease of navigation when travelling along the route.	There are multiple points along the route where the way forward is unclear due to the path environment, design features, or poor/missing signage.	There is one point along the route where the way forward is unclear due to the path environment, design features, or poor/missing signage.	The way forward along the route is clear due to the path environment and design features. If signage is needed at decision points, it is present.
Wayfinding	**All Active Modes**	**PA43**	Effectiveness of signage on wayfinding.	Signage on the route is confusing or missing in places. Links between the path and surrounding routes at access points are not legible.	Signage on the route is regular and consistent, creating legible links between the path and surrounding routes at access points. However, information on nearby destinations is not provided or is limited.	Signage on the route is regular and consistent, creating legible links between the path and surrounding routes at access points. Information on nearby destinations is provided.
Proximity to Destinations	**Walking / Wheeling / Cycling**	**PA44**	Route links to public transport interchanges and other destinations. Other destinations could include: • Local high streets • Schools and colleges • Hospitals and healthcare • Access to green and blue spaces • Viewing points • Tourist destinations, etc.	The route is not within 400m of any public transport interchanges or other destinations.	The route is within 400m of a public transport interchange or other destination.	The route is within 400m of at least one public transport interchange and at least one other destination.
Quality of Connections	**Walking / Wheeling / Cycling**	**PA45**	Quality of connections to public transport interchanges or other destinations.	Walking, wheeling and cycling connections are inaccessible or offer a low level of service.	Walking, wheeling and cycling connections are accessible and offer a medium level of service.	Walking, wheeling and cycling connections are accessible and offer a high level of service.
Connectivity with Other Horse Riding Routes	**Horse Riding**	**PA46**	Connectivity with other routes appropriate for horse riding.	The route does not link to other routes appropriate for horse riding.	The route links to one other route appropriate for horse riding.	The route links to two or more other routes appropriate for horse riding.

Route 1

Chalk Road between site access and Higham railway station

Street Check - Audit Categories	Score	
Accessibility		
Gradient	2	
Tactile Information and Signal Equipment	0	
Barriers	-	
Bus Stops	-	
Wheelchair Access	0	
Access to Taxis and Blue Badge Parking	0	
Access to Toilets	1	
Total Score (Out of 10)	3	30%
Comfort		
Cycling Surface Material	2	
Walking/Wheeling Surface Material	1	
Effective Width for Cyclists	-	
Total Score (Out of 4)	3	75%
Directiveness		
Deviation of Cycle Route	2	
Pedestrian Crossing Locations	0	
Cyclist Delay at Junctions	1	
Cyclist Delay on Links	1	
Pedestrian Delay at Junctions	2	
Pedestrian Delay at Standalone Signal Crossings	-	
Total Score (Out of 10)	6	60%
Attractiveness		
Wayfinding	1	
Places to Rest	0	
Places to Shelter	0	
Lighting	2	
Cycle Parking	1	
Impact of Cycling on Walking	2	
Total Score (Out of 12)	6	50%
Cohesion		
Impact of Motor Traffic on Pedestrians and Cyclists	1	
Transitions for Cyclists	-	
Route Continuity	1	
Consistency of Route	1	
Total Score (Out of 6)	3	50%

Path Check - Audit Categories	Score	
Accessibility		
Barriers		
Steps		
Gradient		
Tactile Information and Signal Equipment		
Ability to Turn Around		
Total Score (Out of 10)	0	0%
Comfort		
Width of Shared Use Spaces		
Width of Walking and Wheeling Spaces		
Width of Cycling Spaces		
Width of Horse Riding Spaces		
Shared Use Surface		
Walking and Wheeling Surface		
Cycling Surface		
Horse Riding Surface		
Suitability of Crossings		
Accessibility of Access Points		
Drainage		
Total Score (Out of 12)	0	0%
Directiveness		
Deviation of Path Against Straight Line		
Deviation of Path Against Nearest Alternative Route		
Crossing Locations		
Delay at Crossings		
Total Score (Out of 6)	0	0%
Attractiveness		
Places to Rest		
Places to Shelter		
Lighting		
Cycle Parking		
Impact of Users on Each Other		
Total Score (Out of 10)	0	0%
Cohesion		
Ease of Navigation		
Wayfinding		
Proximity to Destinations		
Quality of Connections		
Connectivity with Other Horse Riding Routes		
Total Score (Out of 10)	0	0%

0
1
2

Route Summary

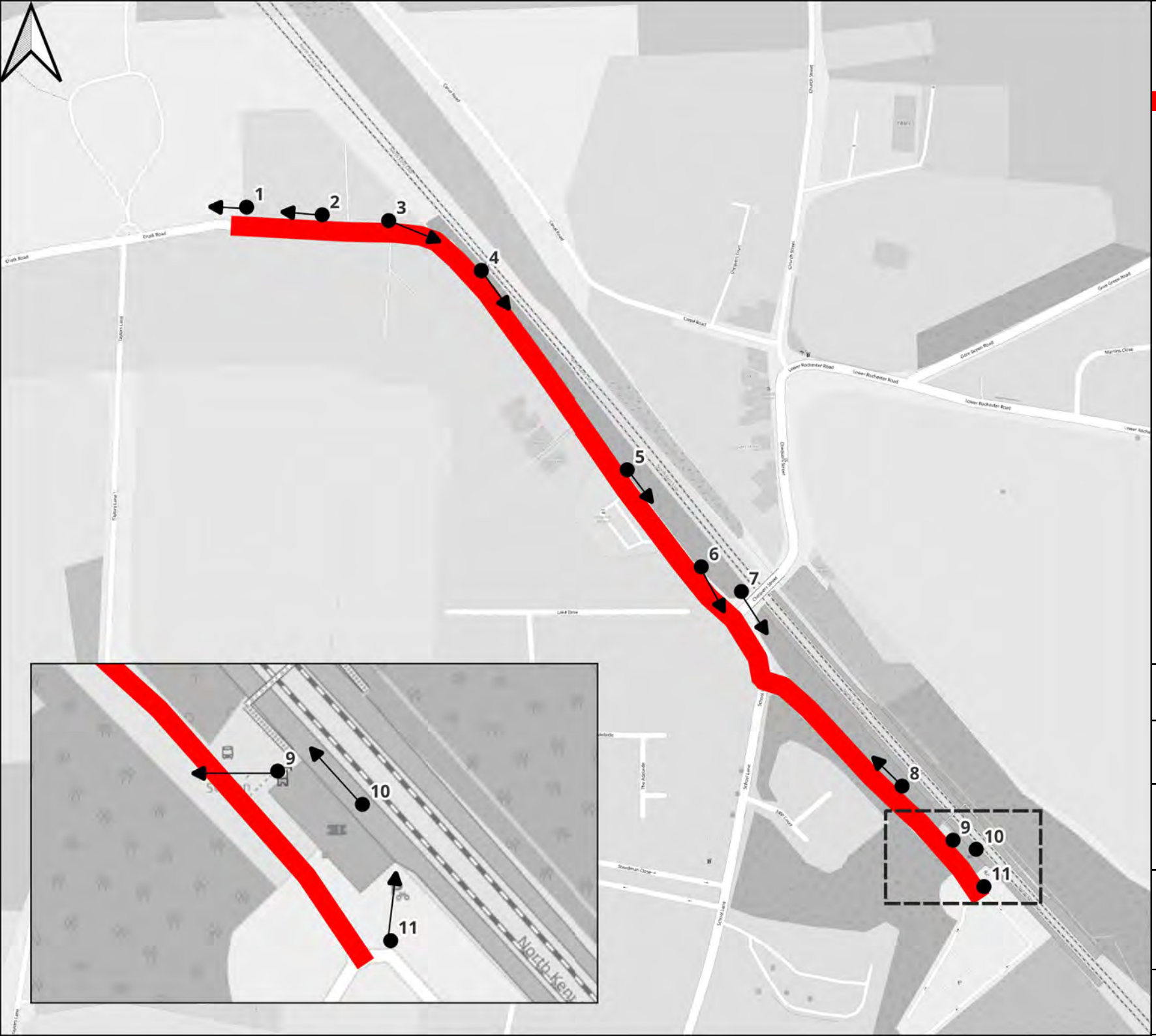
Street Check		
Criterion	Total Score	%
Accessibility	3/10	30%
Comfort	3/4	75%
Directiveness	6/10	60%
Attractiveness	6/12	50%
Cohesion	3/6	33%
Path Check		
Accessibility	-	-
Comfort	-	-
Directiveness	-	-
Attractiveness	-	-
Cohesion	-	-

Deviation Factor (Walking)

Route if walked	525
Alternative Route	525
Crow flies distance	491
Straight Line =	1.1
Alternative Route =	1.1

Deviation Factor (Cyclists)

Route if cycled	525
Crow flies distance	491
Straight Line =	1.1



Legend

- Audit Photo Locations
- Route 1

Route 1

Richborough

hub TRANSPORT PLANNING LTD

0 50 100 m

View 1

View 2

View 3

View 4

View 5

View 6

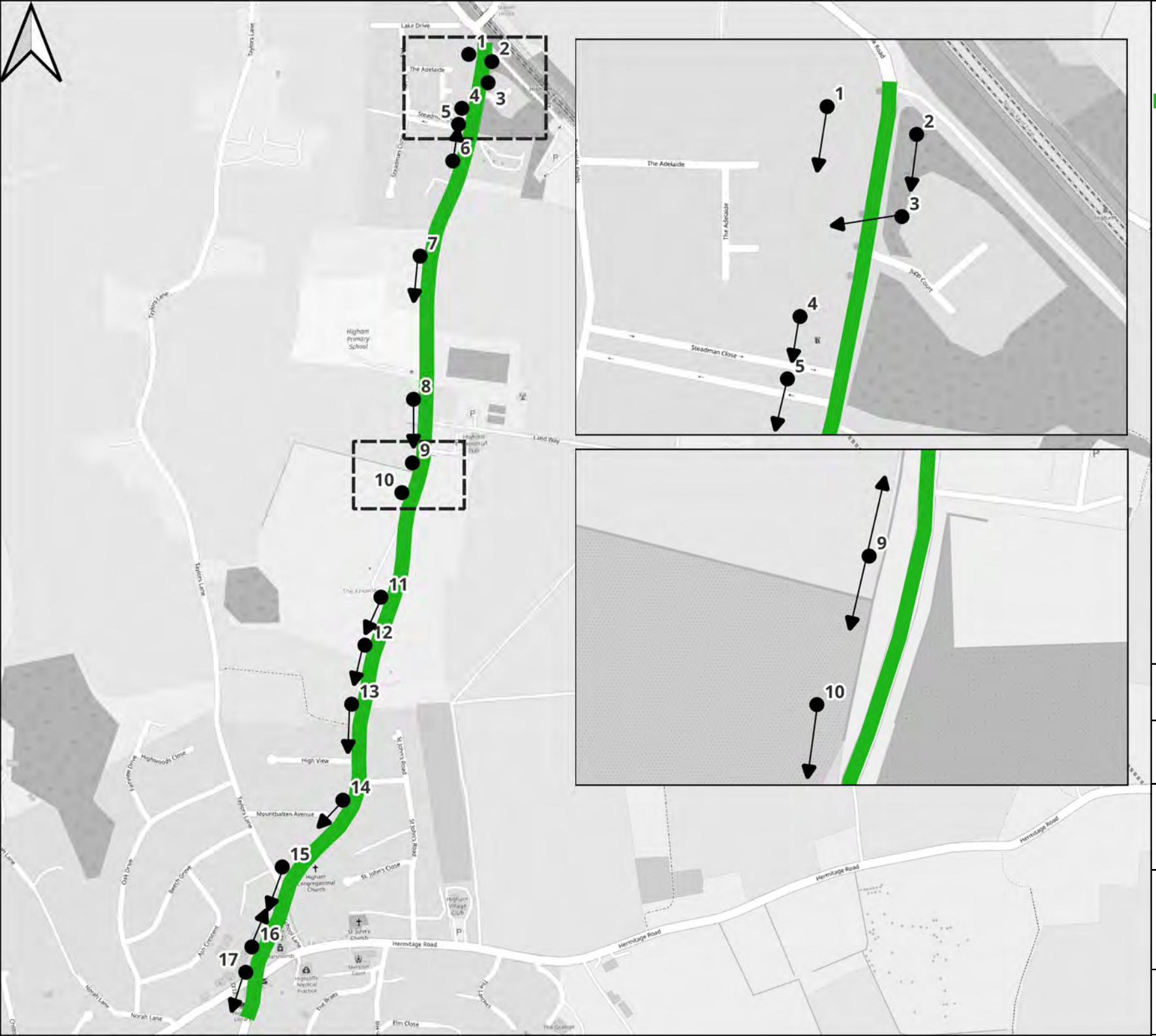
View 7

View 8

View 9

View 10

View 11



Legend

- Audit Photo Locations
- Route 2

Route 2

Richborough

hub TRANSPORT PLANNING LTD

0 150 300 m

View 1

View 2

View 3

View 4

View 5

View 6

View 7

View 8

View 9

View 10

View 11

View 12

View 13

View 14

View 15

View 16

View 17

Appendix F

Stage 1 Road Safety Audit

RKS Associates Limited
11 Falconer Road
Bushey Village
Bushey
Herts
WD23 3AQ

E-mail: vpatel@rks.org.uk

Our Ref: **L001VRP2006- RSA 1-DR**

22nd July 2025

Matt Johnson

Hub Transport Planning Ltd
Floor 1B
4 Temple Row
Birmingham
B2 5HG

Dear Matt,

Stage 1 RSA - Land off Chalk Road, Higham, Kent- Designer's Response

Thank you for sending us a copy of your Designer's Response to the Stage 1 Road Safety Audit for the highway works for the proposed development on land off Chalk Road, Higham in Kent.

The Audit Team have reviewed the Designers Response and can confirm that the Designers Response provided is acceptable, and addresses the issues raised in the Stage 1 Road Safety Audit.

In any event, we recommend that the Designers Response together with any respective drawings are forwarded to the Local Highway Authority for their approval and sign off in accordance with highway standards.

Please contact me if you require any further assistance.

Yours sincerely

Vimal Patel,
BEng (Hons), GMICE, FIHE, HE Cert Comp

Enc.

Designers Response to Stage 1 RSA - Land off Chalk Road, Higham, Kent;

LAND OFF CHALK ROAD,
HIGHAM,
KENT

PROPOSED HIGHWAY WORKS

STAGE 1

ROAD SAFETY AUDIT REPORT

REQUESTED BY:
HUB TRANSPORT PLANNING

JULY 2025

RKS
Associates

Project:	Land off Chalk Road, Higham, Kent Proposed Highway Works
Client:	Hub Transport Planning
Document:	Stage 1 Road Safety Audit
RKS Associates Ref:	VRP2006- RSA 1
Issue date:	17th July 2025
Status:	Final
Authorised by:	VP/BN

RKS
Associates

Contents

1 Introduction 1
2 Issues Identifed During Stage 1 Road Safety Audit 3
3 Audit Team Statement 5

Appendices

Appendix A: Location of Problems Identified During Stage 1 Road Safety Audit
Appendix B: Road Saftey Audit Decision Log

1 INTRODUCTION

1.1 This report results from a Stage 1 Road Safety Audit carried out on the proposed highway works associated with a proposed residential development on land north of Chalk Road, Higham in Kent. The development proposals are associated with an outline planning application to provide up to 40 dwellings with associated infrastructure works.

1.2 The highway works subject to this Stage 1 Road Safety Audit involve a new vehicle access on the northern side of Chalk Road to serve the proposed development. The proposed access road is 6.75m wide with 6m junction radii; it connects with Chalk Road at a simple priority junction. The highway works include an uncontrolled pedestrian crossing facility across the site access and a new 2m wide footway along both sides of the access road that continue along northern side of Chalk Road in an easterly direction connecting to the existing footway and in a westerly direction where it terminates a short distance west of Taylors Lane junction.

1.3 Chalk Road is a single two-way carriageway aligned in an east to west direction, it is locally subject to a 30mph limit. The carriageway is street lit with a grass verge/hedge row along the northern side and residential properties fronting onto the carriageway along the southern side. Parking restrictions in the form of resident parking zone operating from 09:30-10:00 and 12:00-13:00 with single yellow lines are located within the locality of the highway works, most likely to discourage commuter parking associated with Higham railway station that is located nearby.

1.4 Hub Transport Planning has supplied the following information upon which this Stage 1 RSA is based:

- Draft Transport Statement prepared by Hub Transport Reference: T25510 (July 2025);
- Saunders Architecture & Urban Design Drawing Number: 8990/P104 Revision A – Illustrative Master Plan;
- Hub Transport Planning Drawing Numbers:
  - T25510.001 Revision C – Proposed Site Access with Visibility Splays; and
  - T25510.002 Revision C – Proposed Site Access with Swept Path Analysis.

1.5 The main parties to this Road Safety Audit include the following:

Road Safety Audit Team Leader	Vimal Patel BEng (Hons), GMICE, FIHE, NH Cert Comp
Road Safety Audit Team Member	Beth Newiss MCIHT, MSoRSA, NH Cert Comp
Local Highway Authority	Kent County Council
Design Organisation	Hub Transport Planning

1.6 The Audit was undertaken following examination of the submitted documents, including reference to a site visit undertaken on Tuesday 16th July 2025 between the hours of 10:30am and 11:30am. The weather during the site inspection was overcast wit sunny interval and the road surface was dry. Observations during the site inspection noted moderate to low traffic flows and no pedestrians and cyclists along Chalk Road in the vicinity of the proposed development access although on-street parking was prevalent.

Terms of Reference

1.7 The Audit Team is independent of the project design team and has no other involvement with the project. This Stage 1 RSA has been undertaken in accordance with the relevant sections of GG-119, part of the Design Manual for Roads and Bridges (DMRB).

1.8 The Safety Audit Team has examined only matters relating to road safety implications of the scheme and has not verified compliance of the design to any other criteria. The Audit Team has been made aware that there are no Departures from Standard or any previous Road Safety Audits conducted on the highway works.

1.9 All of the problems identified in this report are considered by the Audit Team to require action in order to improve the safety of the scheme and to minimise accident occurrence for all users. The location of the problems identified in this Safety Audit is shown in **Appendix A** where the reference numbers relate to the problems identified in this report.

1.10 The recommendations in this report are aimed at addressing the identified road safety problems; however, there may be other alternative acceptable ways to overcome a specific problem, when other practical issues are considered. The recommendations contained herein do not absolve the Designer of his/her responsibilities. The Auditors would be pleased to discuss the acceptability of alternative solutions to problems identified during the Audit and would encourage the Designer to consult them on this matter.

1.11 The Designer is advised to prepare a Road Safety Audit Decision Log, a template for which is included in **Appendix B**. This enables the Designers and Overseeing Organisations Response to the Audit to be documented along with an agreed RSA Action.

Trip Generation/Traffic Flow Data

1.12 The draft Transport Statement prepared by Hub Transport Planning provides details of the likely trip generation associated with the proposed development. The trip generation assessment indicates that the proposed development is likely to generate 21 and 20 two-way vehicle trips during the AM and PM peak hour periods respectively. In addition, Automatic Traffic Count (ATC) surveys conducted between 01/05/2025 to 07/05/2025 on Chalk Road indicate that the 85th percentile speeds of 33mph eastbound and 38mph westbound direction.

Collision Data

1.13 Personal Injury Accident (PIA) data obtained from Kent Country Council contained in the Transport Statement indicates no collisions have been recorded on Chalk Road in the immediate vicinity of the highway works during the 4-year period (January 2020 to December 2024).

2 ISSUES IDENTIFED DURING STAGE 1 ROAD SAFETY AUDIT

2.1 **Problem:**
Summary: Potential collisions due to standing water or service covers
Location: Throughout

No details have been provided in respect of surface water drainage or other services, and it is therefore not possible to ascertain whether there will be any safety implications. Poor drainage may result in the collection of surface water which could increase the risk of loss of control collisions.

Recommendation:
Ensure that adequate surface water drainage is provided at the detailed design stage, if necessary, provide additional drainage.

2.2 **Problem:**
Summary: Potential risk of night-time collisions associated with poor lighting
Location: Proposed development access

No details have been provided in respect of the provision of street lighting, observations during the site inspection noted the presence of existing system of street lighting along Chalk Road. The absence of street lighting may result in the poor illumination of the development access that may contribute to an increased risk of collisions and/or security concerns for pedestrians during the hours of darkness.

Recommendation:
Ensure that street lighting is provided along Chalk Road to cover the proposed development access to mitigate the risk of collisions during the hours of darkness.

2.3 **Problem:**
Summary: Potential risk of collisions associated with indiscriminate parking
Location: Chalk Road Site frontage

Observations during the site inspection noted that the proposed development access is located within a controlled parking zone and supplemented by single yellow lines. No details relating to the retention on parking restrictions have been indicated, consequently there is a greater risk of indiscriminate car parking to occur at locations that may cause a hazard for other road users leading to potential risk of collisions occurring.

Recommendation:
Ensure that appropriate car parking restrictions are provided to mitigate the risk of collisions occurring from indiscriminate car parking.

2.4 **Problem**

Summary: Potential vehicle collisions due to inadequate road space or visibility
Location: Proposed development access

It is noted that the proposed site access road has been designed in accordance with Kent County Council Design Guide. The vehicle swept path plots for a refuse vehicle negotiating the development access indicates that it will need to overrun the opposing carriageway of the access road to complete the turning manoeuvre. Insufficient carriageway space may increase the risk of collision between vehicles entering and exiting the development access simultaneously or may encourage large vehicles to overrun the footway putting pedestrians waiting on the footway of being struck turning vehicles.

Recommendation

Measures to mitigate large vehicles overrunning the opposing carriageway/footway when negotiating the turning manoeuvres at the site access should be provided. In addition, ensure that inter-visibility splays between vehicles entering and exiting the development are provided.

2.5 **Problem**

Summary: Potential risk of pedestrian collisions associated with poor layout
Location: Footway along northern side of Chalk Road west of proposed development access

The proposed footway along northern side of Chalk Road west of the development terminates abruptly with no on-ward connectivity for pedestrians albeit a sign warning westbound motorists of pedestrians within the carriageway is present. There is concern that the termination of the footway is located in an area where the visibility to and from vehicles travelling along Chalk Road is compromised by vegetation. The proposed layout encourages pedestrians to enter the carriageway at a location where there at greater risk of being struck by passing vehicles.

Recommendation

Ensure that visibility splays to and from the termination of the westbound footway on Chalk Road are provided, alternatively relocate the termination of the westbound footway further east.

3 AUDIT TEAM STATEMENT

3.1 We certify that this audit has been carried out in accordance with GG-119 of Design Manual for Roads & Bridges Volume 5 Section 2 - Road Safety Audits. Its sole purpose being to identify features of the scheme that could be removed or modified to improve safety. No member of the Audit Team has been involved in the scheme design.

Audit Team Leader

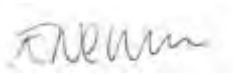
Vimal Patel
BEng (Hons), GMICE, FIHE, NH Cert Comp

Signed: 

Date: 17th July 2025

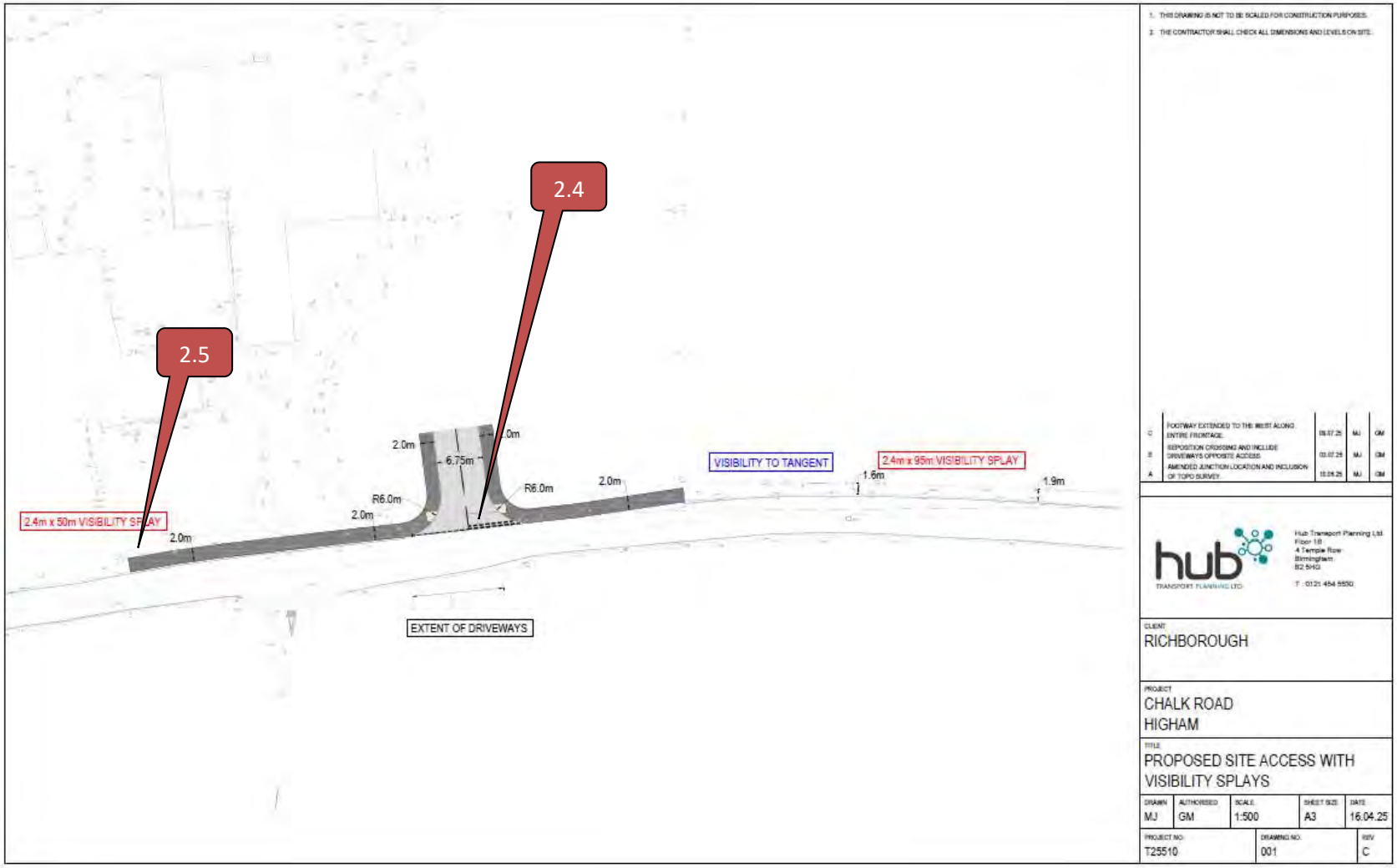
Audit Team Member

Beth Newiss
MCIHT, MSoRSA, NH Cert Comp

Signed: 

Date: 17th July 2025

Appendix A



2.1 2.2 2.3

General Points

Appendix B

Issue Nº	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
2.1	No details have been provided in respect of surface water drainage or other services, and it is therefore not possible to ascertain whether there will be any safety implications. Poor drainage may result in the collection of surface water which could increase the risk of loss of control collisions.	Ensure that adequate surface water drainage is provided at the detailed design stage, if necessary, provide additional drainage.	Agreed – surface water drainage strategy to be undertaken and agreed at the detailed design stage.		
2.2	No details have been provided in respect of the provision of street lighting, observations during the site inspection noted the presence of existing system of street lighting along Chalk Road. The absence of street lighting may result in the poor illumination of the development access that may contribute to an increased risk of collisions and/or security concerns for pedestrians during the hours of darkness.	Ensure that street lighting is provided along Chalk Road to cover the proposed development access to mitigate the risk of collisions during the hours of darkness.	Agreed – Lighting strategy to be undertaken and agreed at the detailed design stage.		
2.3	Observations during the site inspection noted that the proposed development access is located within a controlled parking zone and supplemented by single yellow lines. No details relating to the retention on parking restrictions have been indicated, consequently there is a greater risk of indiscriminate car parking to occur at locations that may cause a hazard for other road users leading to potential risk of collisions occurring.	Ensure that appropriate car parking restrictions are provided to mitigate the risk of collisions occurring from indiscriminate car parking.	Agreed – retention of existing single yellow lines along site frontage. Potential contributions can be made towards double yellow lines along the site frontage subject to agreement with KCC.		

2.4	It is noted that the proposed site access road has been designed in accordance with Kent County Council Design Guide. The vehicle swept path plots for a refuse vehicle negotiating the development access indicates that it will need to overrun the opposing carriageway of the access road to complete the turning manoeuvre. Insufficient carriageway space may increase the risk of collision between vehicles entering and exiting the development access simultaneously or may encourage large vehicles to overrun the footway putting pedestrians waiting on the footway of being struck turning vehicles.	Measures to mitigate large vehicles overrunning the opposing carriageway/footway when negotiating the turning manoeuvres at the site access should be provided. In addition, ensure that inter-visibility splays between vehicles entering and exiting the development are provided.	Disagree – The proposed site access road is 6.75m wide and Chalk Road within the vicinity of the site is c.6.0m wide. Further widening is likely to encourage greater vehicle speeds associated with turning manoeuvres at the site access junction. It should be reiterated that refuse vehicles will only be serving the site once per week, and farm vehicles will only be using the access 3 or 4 times per month on average. Both vehicles are likely to slow down to complete the manoeuvre within the carriageway. Forward visibility splays have been provided to demonstrate that a car can stop and wait for these vehicles to complete the manoeuvre and pass along the carriageway before the car proceeds.		

2.5	The proposed footway along northern side of Chalk Road west of the development terminates abruptly with no on-ward connectivity for pedestrians albeit a sign warning westbound motorists of pedestrians within the carriageway is present. There is concern that the termination of the footway is located in an area where the visibility to and from vehicles travelling along Chalk Road is compromised by vegetation. The proposed layout encourages pedestrians to enter the carriageway at a location where there at greater risk of being struck by passing vehicles.	Ensure that visibility splays to and from the termination of the westbound footway on Chalk Road are provided, alternatively relocate the termination of the westbound footway further east.	Agree – The footway has been terminated prior to the hedgerow with a section of grass verge provided to indicate to pedestrians, especially those who are visually impaired, that the footway ends.		

Appendix G

Illustrative Development Framework Plan

NORTH

SP

MP 28.25

Atlantis

7.3m

Cuckold's Corner

Michele Cottages

Avonlea

8.5m

Haselden Cottages

Orchard View

Whitebread House

Cherrydene

The Hedgerows

16

9

NOTES

This drawing to be read in accordance with the specification/Bills of Quantities and related drawings. No Dimensions to be scaled from this drawing. All stated dimensions to be verified on site and the Architect notified of any discrepancies.

0 50

Scale bar 50mm at 1:1

KEY

- Site Boundary
- Railway line
- Proposed access/egress for all modes (subject to detailed design)
- Proposed location of SuDs/Attenuation features
- Proposed Green Amenity Space (including existing pond, children's play provision, footpaths, community orchard and drainage)
- Proposed Residential Development
- Proposed area for unallocated parking
- Focal space
- Recreational footpath
- Existing Trees
- Indicative proposed trees
- Proposed location for community orchard
- Proposed location for children's play

A 22.07.2025 MINOR AMENDMENTS FOLLOWING CLIENT COMMENTS. KB

Project

LAND OFF CHALK ROAD
LOWER HIGHAM
GRAVESHAM

Title

ILLUSTRATIVE DEVELOPMENT FRAMEWORK PLAN

Scale	Date
1:1000 @A3	JULY 2025
Drawn	Checked
KB	MB
Drawing Number	Revision
8990/P103	A

Saunders
Architecture + Urban Design
saundersarchitects.com | 01707 385300 | London | Manchester | Bristol | Welwyn

Appendix H

MfS Visibility Splay Calculations

Hub Transport Planning
Matt@hubtransportplanning.co.uk

Highway Definition Team
Highways & Transportation
Kroner House
Eurogate Business Park
Ashford
TN24 8XU
Phone: 03000 418181
Email: highwaydefinitionsearches@kent.gov.uk
Your Ref:
Our Ref: DS/45220200
Date: 5th June 2025

Dear Sir/Madam,

Chalk Road Higham

Thank you for your correspondence and plan dated 2nd April 2025 which has been passed to me to reply.

For your assistance I enclose a fresh plan from our records at scale of 1:1250 indicating, in blue, the considered extent of the publicly maintainable highway in the vicinity of your enquiry as far as can be ascertained from the County Council's existing records.

Please be advised that where a ditch is situated within the verge then the highway boundary would be considered to extend to the carriageway side of the ditch providing we have not acquired the land upon where the ditch is situated; where there is a bank which supports the adjoining land rather than the highway, the highway boundary would be considered to extend to the toe of the bank providing we have not acquired the land upon where the bank is situated; and where there is a bank which supports the highway rather than the adjoining land, the highway boundary would be considered to extend to the toe of the bank.

Please note that Public Rights of Way are not shown on our highway boundary information plans. Information relating to Public Rights of Way (PRoW) and details of registered Common Land/Village Green is held by the Council's Countryside Access Service, please direct your enquiry to Invicta House, County Hall, Maidstone, Kent, ME14 1XX. Information about the service can be found at: http://www.kent.gov.uk/waste-planning-and-land/public-rights-of-way
Fees may be applicable and will be advised accordingly by the Public Rights of Way and Access Service.

I trust the foregoing proves helpful and acknowledge with thanks receipt of your payment of £155.00 towards the cost of providing this information.

Please note that we only disclose publicly maintainable highway that is maintainable by Kent County Council Highways and Transportation and in the immediate vicinity of your enquiry. The replies are given on the understanding that the Council does not warrant the accuracy of any of the replies and on the basis that neither the Council nor any officer, servant or agent of the Council is legally responsible, either in contract or tort; with the exception of negligence, for any inaccuracies, errors or

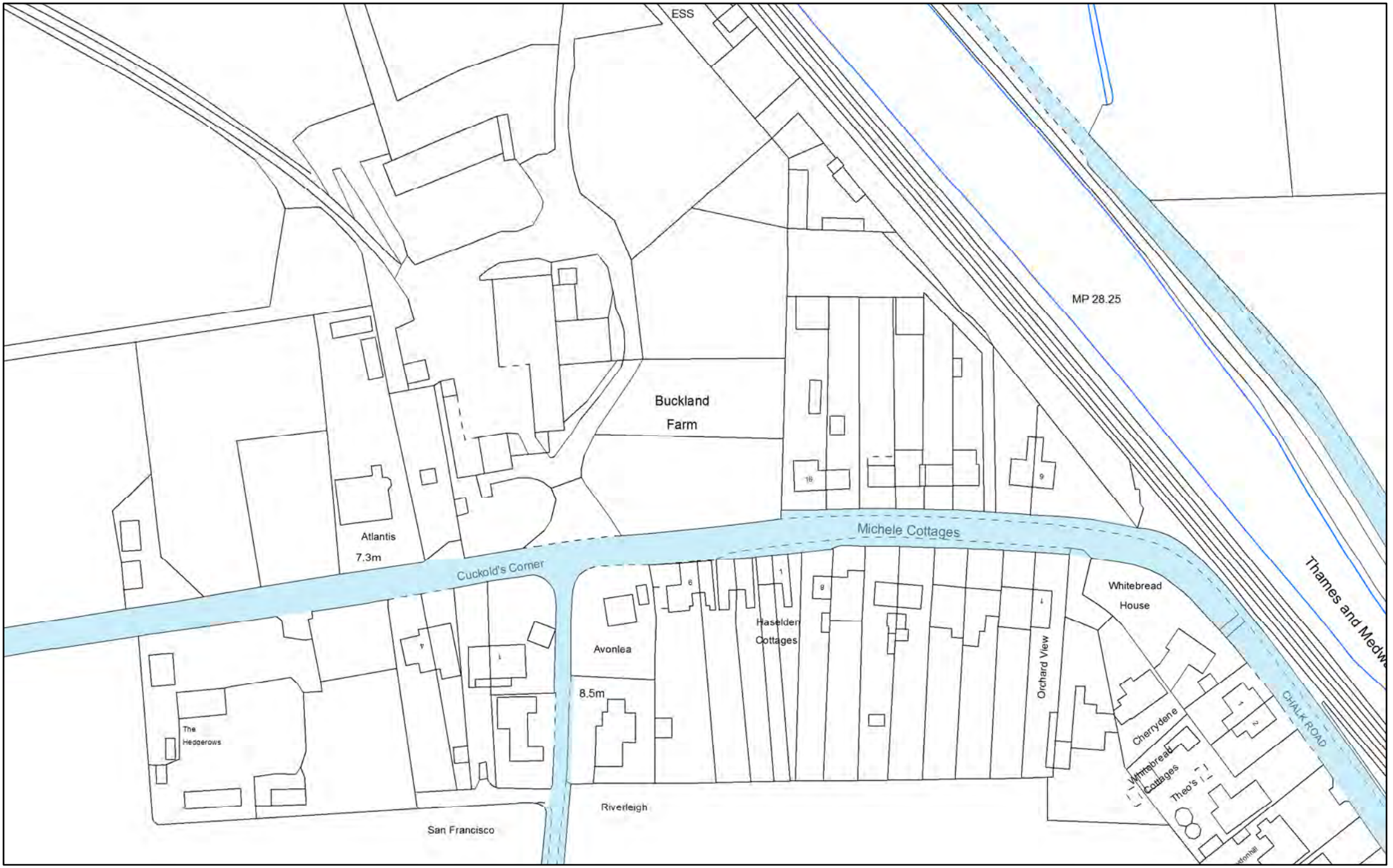
omissions herein contained. Any liability for negligence will extend to the person who raised the enquiries and the person on whose behalf they were raised.

Yours faithfully,

Dominic Sandiford

Dominic Sandiford
Highway Definition Researcher

KCC Highways and Transportation welcome feedback from our customers and we have designed our fault reporting tool so that you can quickly and easily let us know about any problems on the roads and footways or about any of our equipment such as streetlights that may not be working. You can do this by visiting www.kent.gov.uk/highwayfaults From here you can see all known issues, view any planned works, report multiple issues, upload photos as well as track any existing enquiries. It's really important that you provide us with all of the information requested so that we can provide the right response quickly and efficiently. We no longer offer a generic email service as the improved online fault reporting tool has been designed to ensure we capture all of the information that we need to quickly respond to any faults. You can still call us with any complex or urgent matters on 03000 418181 and speak to one of our trained highway specialists.



Highway Definition Team

1:1,250

0 10 20 40 60 Metres

Date: 05/06/2025

N

Kent County Council
kent.gov.uk

Crinan Lodge
13.7m
Pond
Club
Hazellee
Mill Green
Nursery Cottages
CHEQUERS COURT
Michele Cottages
Whitebread House
Thames and Medway Canal
CANAL ROAD
Dairy Farm House
Nickleby Cottages
Orchard View
CHALK ROAD
Verona
Pickwick Cottages
Copperfield House
The Brambles
Cherrydene
Whitebread Cottages
Theo's
(disused)
GP
Telegraph Cottages
Farcombe Hall
Brooker's Place
10.7m
Weydonhill
Sunnydale
Bridgewater
Whilby House
The Railway House
CHEQUERS STREET
The Tavern
Path (um)
High View
Garage
The Banks
Lower Higham
The Old Barn
12.7m
11.6m
Station House
LAKE DRIVE
GP
Drain
12.8m
REYNOLDS FIELDS
THE ADELAIDE
MP 28.5
JUPP COURT
STEADMAN CLOSE
18.0m
Home Farm Cottage
Meadow Cottage
cottages

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Ordnance Survey 100019238

Highway Definition Team

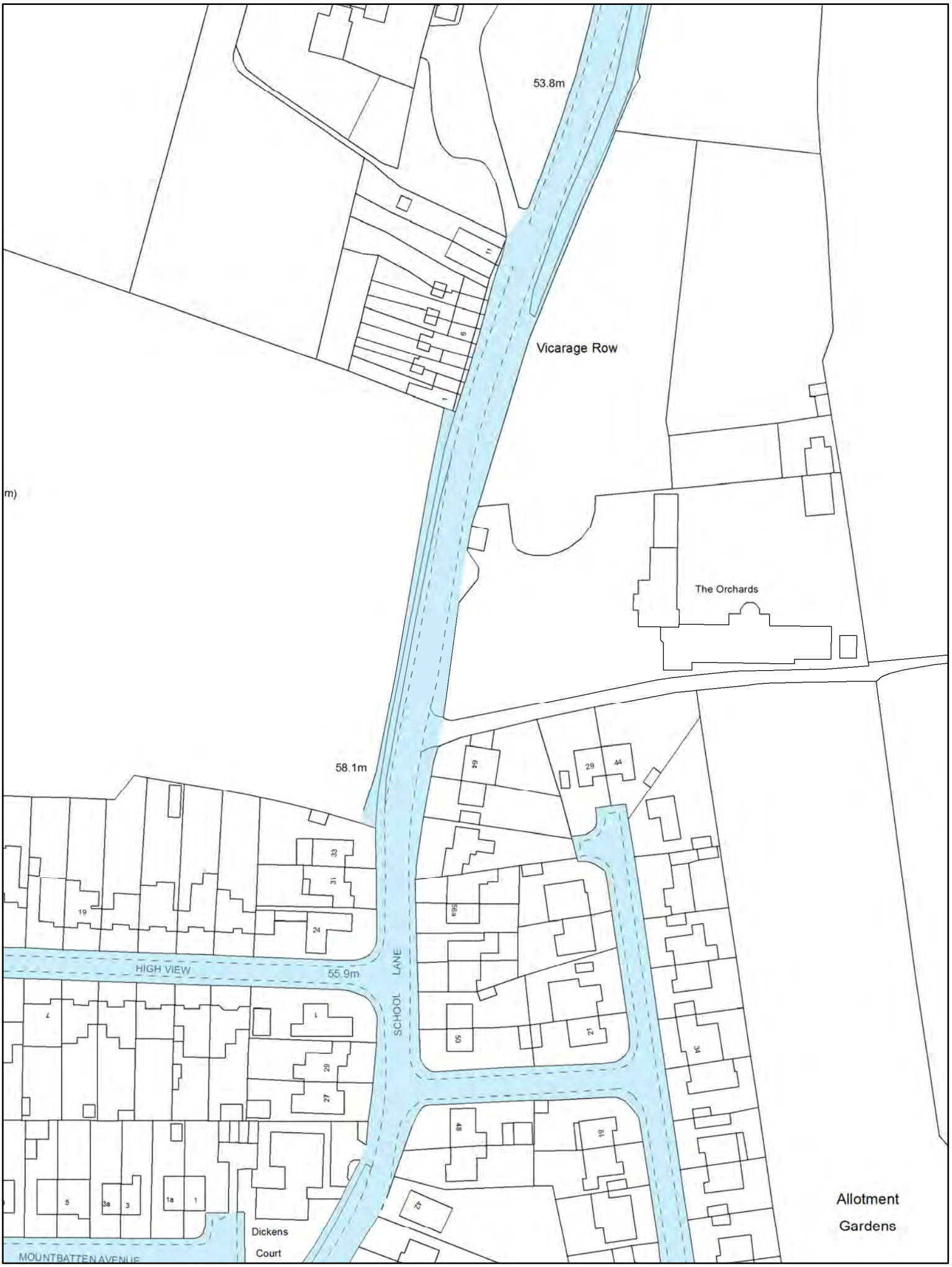
1:1,250

Metres
0 5 10 20 30

Date: 24/06/2025

N

Kent County Council
kent.gov.uk



Highway Definition Team

1:1,250

0 10 20 40 60 Metres

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Date: 24/06/2025

Kent County Council
kent.gov.uk

Appendix I

Highway Boundary Extent

Hub Transport Planning
Matt@hubtransportplanning.co.uk

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Highways & Transportation
Kroner House
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Ashford
TN24 8XU
Phone: 03000 418181
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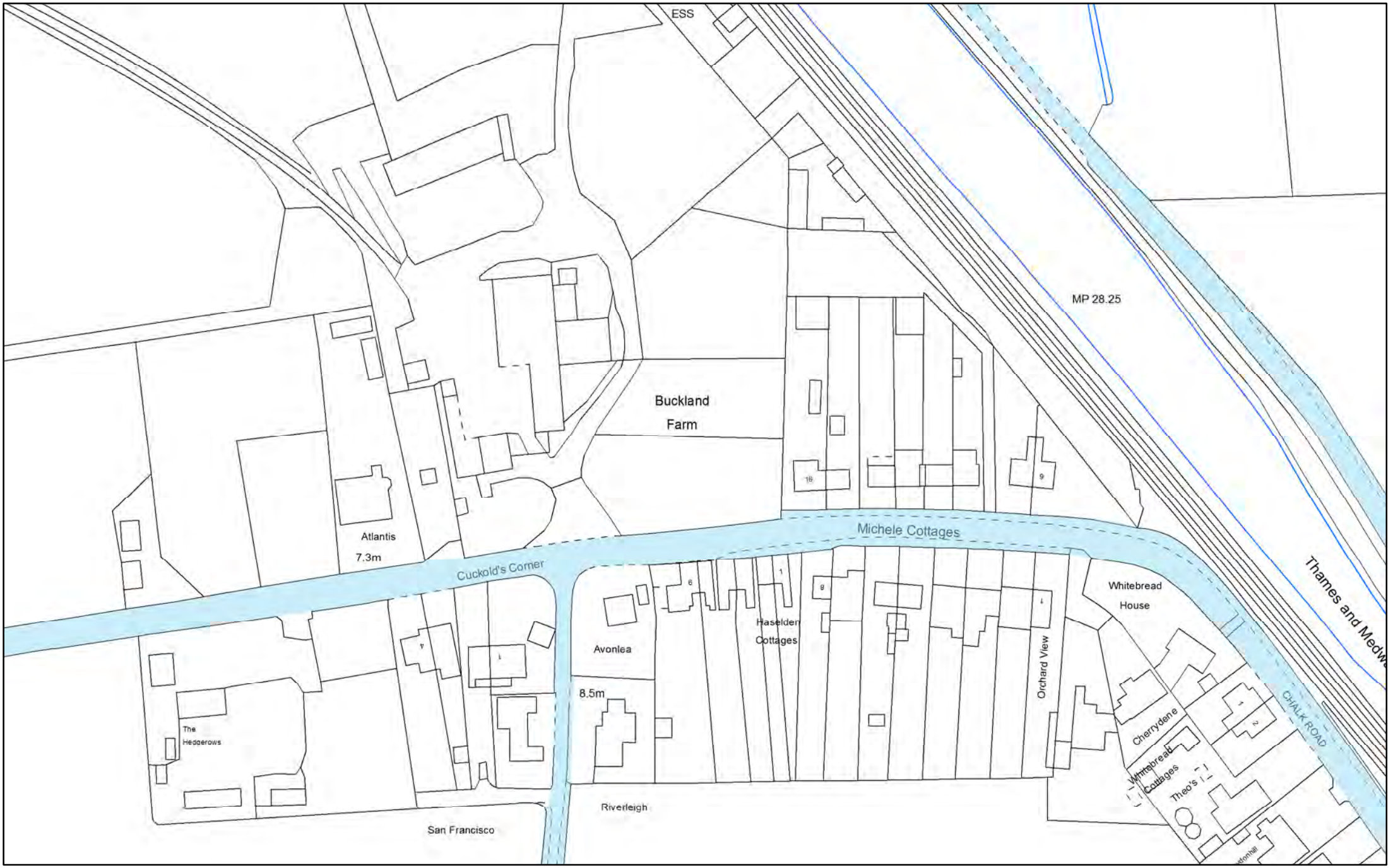


Highway Definition Team

1:1,250

0 10 20 40 60 Metres

Date: 05/06/2025

N

Kent County Council
kent.gov.uk

Appendix J

Travel Information Pack

Chalk Road, Higham – Travel Information Pack

Floor 1B
4 Temple Row
Birmingham
B2 5HG

Introduction

Welcome to your new home.

{Developer Name} are here to help you settle into your new home and make your move to Higham as smooth as possible.

The best time to reconsider how you travel, whether as a commuter or for leisure purposes, is when you move house.

This Travel Information Pack is designed to help you save money, improve your personal health and cut your carbon emissions by informing you of all the potential travel options that are available to you in your new home in Higham. It will provide travel information for all your travel requirements and will also provide details of the Travel Plan Coordinator for the site, who will be able to answer travel queries and assist you and your family in finding the most suitable transport options for whatever journey you wish to undertake.

This welcome pack also contains links to bus timetable information for local bus services; walking and cycling maps across the local area; and additional travel information to help you choose more sustainable transport options for your journeys.

Journey planning information for Kent via public transport, walking, and cycling is available at: https://kentconnected.org/journey-planner/#/

Walking and Cycling

Access to and from the site by foot is available from the site access junction with Chalk Road. Pedestrian footways are available along the northern side of Chalk Road, providing access to local facilities within the area.

From the site, the footways provide a link towards Higham via School Lane. Between the site and Higham, there are various local facilities that can be accessed, including a local primary school, shops and community facilities.

The road network in Higham is considered safe and suitable for cyclists of varying abilities, allowing residents to access local facilities within the village via cycling. Further afield, National Cycle Network (NCN) Routes 1 and 177 provide a combination of on-road and traffic-free routes to Gravesend, Gillingham and Wainscott.

There are plenty of campaigns which promote and provide information on walking and cycling, a list of which can be found overleaf:

- Bike Week - https://www.cyclinguk.org/bikeweek

- Cycle to Work Day - https://www.cyclescheme.co.uk/cycletoworkday
- National Walking Month - https://www.livingstreets.org.uk/get-involved/national-walking-month/
- Clean Air Day - https://www.actionforcleanair.org.uk/campaigns/clean-air-day

Taking part in these campaigns can really show the benefits of active travel, so why not get involved?

Further information on walking and cycling in Kent can be found at:
https://explorekent.org/active-travel/
https://kentconnected.org/travel-smarter-by/walking/walking-and-cycling-maps/

Bus

The number 417 bus service runs from outside Higham Railway Station, providing a connection to Gravesend and Cliffe. The service operates three services per day during the week and on Saturdays.

In addition, the number 111 and 311 provide a midweek school pick up and drop off service to local schools including St Georges Church of England School, Thames view Secondary School, Meopham Secondary School and Meopham Community Academy.

For further information on these bus services, including up to date timetables, please visit
https://bustimes.org/operators/redroute-buses; and
https://bustimes.org/operators/1st-bus-stop-minibus
https://bustimes.org/operators/BJCO

Travel by Train

Higham Railway Station is approximately 480m from the site and can be accessed from the site by the footway along Chalk Road. The station benefits from 90 car park spaces and 14 cycle spaces.

The station runs services to a range of key local, regional and national destinations, including London, Luton, Gravesend and Gillingham, amongst others. Services are operated by Thameslink.

The operator will have specific conditions regarding bicycles on trains, and you may have to reserve in advance or check the time of day you travel as capacity is limited.

Timetable information can be found on the Thameslink website:
https://www.thameslinkrailway.com/

Sustainable Car Journeys

Car sharing can significantly reduce your travel costs, the more people who join car share schemes, the more effective they will become.

An online platform that can be used to coordinate trips is ‘liftshare’, a free to join database open to anyone whether or not you own a car. Once you have registered you will be able to see details of people either offering to share a lift, requiring a lift or offering seats in their car to others wanting a lift. Individuals can

then contact each other to come to a suitable arrangement. The database is available at: https://liftshare.com/uk

If you own or are planning to purchase an electric vehicle, there are many options available to charge your vehicle when you're out and about. Electric vehicle charging points can be found throughout Kent, allowing you to charge your electric vehicle whilst working or visiting surrounding areas. You can see where your nearest charging point is by visiting https://www.zap-map.com/live/.

Appendix K

TRICS Output

Calculation Reference: AUDIT-141301-250403-0440

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	CT	CENTRAL BEDFORDSHIRE	1 days
	ES	EAST SUSSEX	1 days
	HC	HAMPSHIRE	1 days
	WS	WEST SUSSEX	4 days
03	SOUTH WEST		
	DC	DORSET	1 days
	SM	SOMERSET	2 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
	NF	NORFOLK	6 days
05	EAST MIDLANDS		
	LE	LEICESTERSHIRE	1 days
08	NORTH WEST		
	AC	CHESHIRE WEST & CHESTER	1 days
09	NORTH		
	IM	ISLE OF MAN	3 days

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

Primary Filtering selection:

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

Parameter:	No of Dwellings
Actual Range:	17 to 93 (units:)
Range Selected by User:	0 to 100 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 18/09/24

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:

Tuesday	7 days
Wednesday	8 days
Thursday	7 days

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

Selected survey types:

Manual count	19 days
Directional ATC Count	3 days

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

Selected Locations:

Edge of Town	10
Neighbourhood Centre (PPS6 Local Centre)	12

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	8
Village	12
Out of Town	1
No Sub Category	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	10 days - Selected
Servicing vehicles Excluded	38 days - Selected

Secondary Filtering selection:

Use Class:

C3	22 days

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:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	12 days
5,001 to 10,000	10 days

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

Population within 5 miles:

5,000 or Less	1 days
5,001 to 25,000	6 days
25,001 to 50,000	4 days
50,001 to 75,000	4 days
75,001 to 100,000	2 days
100,001 to 125,000	4 days
125,001 to 250,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	16 days
1.6 to 2.0	4 days

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

Travel Plan:

Yes	12 days
No	10 days

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

PTAL Rating:

No PTAL Present	22 days

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

LIST OF SITES relevant to selection parameters

1 AC-03-A-03 SEMI-DETACHED & TERRACED CHESHIRE WEST & CHESTER
MEADOW DRIVE
NORTHWICH
BARNTON
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 40
Survey date: TUESDAY 04/06/19 Survey Type: MANUAL

2 CA-03-A-08 DETACHED & SEMI-DETACHED CAMBRIDGESHIRE
GIDDING ROAD
SAWTRY

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 83
Survey date: THURSDAY 13/10/22 Survey Type: MANUAL

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

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

4 DC-03-A-10 MIXED HOUSES DORSET
ADDISON CLOSE
GILLINGHAM

Edge of Town
Residential Zone
Total No of Dwellings: 26
Survey date: WEDNESDAY 09/11/22 Survey Type: MANUAL

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

6 HC-03-A-37 MIXED HOUSES HAMPSHIRE
REDFIELDS LANE
FLEET
CHURCH CROOKHAM
Edge of Town
Residential Zone
Total No of Dwellings: 50
Survey date: WEDNESDAY 27/03/24 Survey Type: MANUAL

7 IM-03-A-01 MIXED HOUSES ISLE OF MAN
BALLAKILLOWEY ROAD
COLBY
BALLAKILLOWEY
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 31
Survey date: TUESDAY 21/05/24 Survey Type: MANUAL

8 IM-03-A-02 MIXED HOUSES ISLE OF MAN
SHORE ROAD
KIRK MICHAEL

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 27
Survey date: THURSDAY 23/05/24 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9 IM-03-A-05 MIXED HOUSES ISLE OF MAN
SCARLETT ROAD
CASTLETOWN

Edge of Town
Residential Zone
Total No of Dwellings: 45
Survey date: TUESDAY *21/05/24* *Survey Type: MANUAL*

10 LE-03-A-02 DETACHED & OTHERS LEICESTERSHIRE
MELBOURNE ROAD
IBSTOCK

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 85
Survey date: THURSDAY *28/06/18* *Survey Type: MANUAL*

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

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

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

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

13 NF-03-A-27 MIXED HOUSES & FLATS NORFOLK
YARMOUTH ROAD
NEAR NORWICH
BLOFIELD
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 93
Survey date: THURSDAY *16/09/21* *Survey Type: MANUAL*

14 NF-03-A-34 MIXED HOUSES NORFOLK
NORWICH ROAD
SWAFFHAM

Edge of Town
Out of Town
Total No of Dwellings: 80
Survey date: TUESDAY *27/09/22* *Survey Type: MANUAL*

15 NF-03-A-36 MIXED HOUSES NORFOLK
LONDON ROAD
WYMONDHAM

Edge of Town
No Sub Category
Total No of Dwellings: 75
Survey date: THURSDAY *29/09/22* *Survey Type: MANUAL*

16 NF-03-A-40 MIXED HOUSES NORFOLK
MILL LANE
NEAR NORWICH
HORSFORD
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 57
Survey date: TUESDAY *11/10/16* *Survey Type: DIRECTIONAL ATC COUNT*

LIST OF SITES relevant to selection parameters (Cont.)

17 SM-03-A-02 MIXED HOUSES SOMERSET
HYDE LANE
NEAR TAUNTON
CREECH SAINT MICHAEL
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 42
Survey date: TUESDAY 25/09/18 Survey Type: MANUAL

18 SM-03-A-03 MIXED HOUSES SOMERSET
HYDE LANE
NEAR TAUNTON
CREECH ST MICHAEL
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 41
Survey date: TUESDAY 25/09/18 Survey Type: MANUAL

19 WS-03-A-07 BUNGALOWS WEST SUSSEX
EMMS LANE
NEAR HORSHAM
BROOKS GREEN
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 57
Survey date: THURSDAY 19/10/17 Survey Type: MANUAL

20 WS-03-A-16 DETACHED & SEMI-DETACHED WEST SUSSEX
BRACKLESHAM LANE
BRACKLESHAM BAY

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 58
Survey date: WEDNESDAY 09/11/22 Survey Type: MANUAL

21 WS-03-A-17 MIXED HOUSES & FLATS WEST SUSSEX
SHOPWHYKE ROAD
CHICHESTER

Edge of Town
Residential Zone
Total No of Dwellings: 86
Survey date: WEDNESDAY 01/03/23 Survey Type: MANUAL

22 WS-03-A-25 PRIVATE HOUSES & FLATS WEST SUSSEX
LIDSEY ROAD
WOODGATE

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 65
Survey date: WEDNESDAY 18/09/24 Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BY-03-A-01	Covid-19
CA-03-A-07	Covid-19
NM-03-A-02	Covid-19
NN-03-A-01	Covid-19
SF-03-A-08	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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	22	58	0.093	22	58	0.305	22	58	0.398
08:00 - 09:00	22	58	0.167	22	58	0.352	22	58	0.519
09:00 - 10:00	22	58	0.165	22	58	0.189	22	58	0.354
10:00 - 11:00	22	58	0.114	22	58	0.150	22	58	0.264
11:00 - 12:00	22	58	0.121	22	58	0.151	22	58	0.272
12:00 - 13:00	22	58	0.145	22	58	0.149	22	58	0.294
13:00 - 14:00	22	58	0.181	22	58	0.173	22	58	0.354
14:00 - 15:00	22	58	0.168	22	58	0.177	22	58	0.345
15:00 - 16:00	22	58	0.269	22	58	0.172	22	58	0.441
16:00 - 17:00	22	58	0.262	22	58	0.180	22	58	0.442
17:00 - 18:00	22	58	0.339	22	58	0.160	22	58	0.499
18:00 - 19:00	22	58	0.250	22	58	0.139	22	58	0.389
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.274			2.297			4.571

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:	17 - 93 (units:)
Survey date date range:	01/01/16 - 18/09/24
Number of weekdays (Monday-Friday):	22
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	5

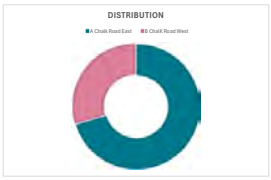
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.

Appendix L

Trip Distribution

T25510
Chalk Road, Higham
Journey to Work - Nomis Data Analysis
MSOA: Gravesham 010

Distribution



Route	Description	Gravesham 010	%
A	Chalk Road East	1,206	70%
B	Chalk Road West	508	30%
Total		**1,713**	100%

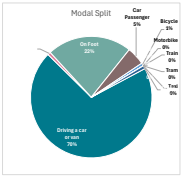
Driving a car or van

MSOA	Gravesham 010	%	Route
Medway	329	27.0%	A
Dartford	131	10.7%	A
	131	10.7%	B
Bexley	44	3.6%	A
	44	3.6%	B
Maidstone	83	6.8%	A
Tonbridge and Malling	66	5.4%	A
Sevenoaks	52	4.3%	A
Greenwich	43	3.5%	A
Bromley	27	2.2%	A
Swale	26	2.1%	A
Tower Hamlets	23	1.9%	A
Westminster,City of London	18	1.5%	A
Lewisham	15	1.2%	A
Thurrock	14	1.2%	A
Havering	13	1.1%	A
Southwark	9	0.7%	A
Tunbridge Wells	8	0.7%	A
Barking and Dagenham	7	0.6%	A
Canterbury	7	0.6%	A
Lambeth	6	0.5%	A
Newham	6	0.5%	A
Enfield	5	0.4%	A
Islington	5	0.4%	A
Waltham Forest	5	0.4%	A
Ashford	5	0.4%	A
Basildon	4	0.3%	A
Hillingdon	4	0.3%	A
Wealden	4	0.3%	A
Crawley	4	0.3%	A
Camden	3	0.2%	A
Croydon	3	0.2%	A
Hackney	3	0.2%	A
Sutton	3	0.2%	A
Slough	3	0.2%	A
Reigate and Banstead	3	0.2%	A
Amber Valley	2	0.2%	A
Sandwell	2	0.2%	A
Brentwood	2	0.2%	A
Chelmsford	2	0.2%	A
East Hertfordshire	2	0.2%	A
Welwyn Hatfield	2	0.2%	A
Wycombe	2	0.2%	A
Elmbridge	2	0.2%	A
Spelthorne	2	0.2%	A
Surrey Heath	2	0.2%	A
Calderdale	1	0.1%	A
Kirklees	1	0.1%	A
Blaby	1	0.1%	A
Harborough	1	0.1%	A
Telford and Wrekin	1	0.1%	A
Cannock Chase	1	0.1%	A
Newcastle-under-Lyme	1	0.1%	A
Southend-on-Sea	1	0.1%	A
Bedford	1	0.1%	A
Castle Point	1	0.1%	A
Colchester	1	0.1%	A
Harlow	1	0.1%	A
Maldon	1	0.1%	A
Rochford	1	0.1%	A
Stevenage	1	0.1%	A
Three Rivers	1	0.1%	A
Watford	1	0.1%	A
North Norfolk	1	0.1%	A
St Edmundsbury	1	0.1%	A
Barnet	1	0.1%	A
Brent	1	0.1%	A
Hounslow	1	0.1%	A
Kensington and Chelsea	1	0.1%	A
Kingston upon Thames	1	0.1%	A
Merton	1	0.1%	A
Richmond upon Thames	1	0.1%	A
Wandsworth	1	0.1%	A
Windsor and Maidenhead	1	0.1%	A
Milton Keynes	1	0.1%	A
Portsmouth	1	0.1%	A
Aylesbury Vale	1	0.1%	A
Hastings	1	0.1%	A
Havant	1	0.1%	A
Thanet	1	0.1%	A
Guildford	1	0.1%	A
Mole Valley	1	0.1%	A
Runnymede	1	0.1%	A
Tandridge	1	0.1%	A
Waverley	1	0.1%	A
Woking	1	0.1%	A
Mid Sussex	1	0.1%	A
Wiltshire	1	0.1%	A
Carmarthenshire	1	0.1%	A
	1,217	**100%**	

MSOA	Gravesham 010	%	Route
E02005056 : Gravesham 002	173	34.9%	B
E02005064 : Gravesham 010			
E02005057 : Gravesham 003	58	11.7%	B
E02005055 : Gravesham 001	26	5.2%	A
	26	5.2%	B
E02005060 : Gravesham 006	48	9.7%	A
E02005058 : Gravesham 004	17	3.4%	A
	17	3.4%	B
E02005066 : Gravesham 012	30	6.0%	A
E02005062 : Gravesham 008	22	4.4%	B
E02005063 : Gravesham 009	22	4.4%	A
E02005059 : Gravesham 005	20	4.0%	B
E02005067 : Gravesham 013	15	3.0%	A
E02005061 : Gravesham 007	13	2.6%	B
E02005065 : Gravesham 011	5	0.9%	A
	5	0.9%	B
	496	**100%**	

Modal Split

Mode	Gravesham 010	%
Driving a car or van	87	70%
Bus	1	1%
On Foot	28	23%
Car Passenger	6	5%
Bicycle	1	1%
Motorbike	0	0%
Train	0	0%
Tram	0	0%
Taxi	0	0%
Work at or mainly at home	0	0%
Other	1	1%
Total	**124**	**100%**



WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

population	All usual residents aged 16 and over in employment the week before the census
units	Persons
date	2011
usual residence	E02005064 - Gravesham 010 (2011 super output area - middle layer)

place of work - 2011 census merged local authority district	All categories: Method of travel to work (2001 specification)	Work mainly at or from home	Underground, metro, light rail or tram	Train	Bus, minibus or coach	Taxi	Motorcycle, scooter or moped	Driving a car or van	Passenger in a car or van	Bicycle	On foot	Other method of travel to work
Gravesham	732	0	0	10	20	1	7	583	46	9	55	1
Medway	368	0	0	7	9	0	1	329	15	2	3	2
Dartford	316	0	0	7	15	0	5	261	24	2	1	1
Bexley	94	0	0	6	0	0	0	87	1	0	0	0
Maidstone	88	0	0	1	0	0	2	83	2	0	0	0
Tonbridge and Malling	74	0	0	1	0	0	1	66	6	0	0	0
Sevenoaks	59	0	0	0	1	0	2	52	4	0	0	0
Greenwich	51	0	0	4	0	0	1	43	2	0	1	0
Bromley	36	0	0	5	1	0	1	27	2	0	0	0
Swale	27	0	0	1	0	0	0	26	0	0	0	0
Tower Hamlets	53	0	2	11	13	0	2	23	1	0	1	0
Westminster,City of London	179	0	2	129	16	1	7	18	5	0	1	0
Lewisham	16	0	0	1	0	0	0	15	0	0	0	0
Thurrock	16	0	0	0	0	0	0	14	2	0	0	0
Havering	13	0	0	0	0	0	0	13	0	0	0	0
Southwark	37	0	0	21	4	0	3	9	0	0	0	0
Tunbridge Wells	10	0	0	1	0	0	1	8	0	0	0	0
Barking and Dagenham	7	0	0	0	0	0	0	7	0	0	0	0
Canterbury	8	0	0	0	0	0	0	7	1	0	0	0
Lambeth	18	0	0	12	0	0	0	6	0	0	0	0
Newham	9	0	0	1	0	0	0	6	2	0	0	0
Enfield	7	0	0	1	0	0	0	5	0	0	0	1
Islington	19	0	0	10	3	0	0	5	1	0	0	0
Waltham Forest	6	0	0	1	0	0	0	5	0	0	0	0
Ashford	5	0	0	0	0	0	0	5	0	0	0	0
Basildon	4	0	0	0	0	0	0	4	0	0	0	0
Hillingdon	4	0	0	0	0	0	0	4	0	0	0	0
Wealden	4	0	0	0	0	0	0	4	0	0	0	0
Crawley	4	0	0	0	0	0	0	4	0	0	0	0
Camden	24	0	0	19	2	0	0	3	0	0	0	0
Croydon	5	0	0	2	0	0	0	3	0	0	0	0
Hackney	9	0	0	6	0	0	0	3	0	0	0	0
Sutton	3	0	0	0	0	0	0	3	0	0	0	0
Slough	3	0	0	0	0	0	0	3	0	0	0	0
Reigate and Banstead	4	0	0	0	0	0	0	3	0	0	1	0
Amber Valley	2	0	0	0	0	0	0	2	0	0	0	0
Sandwell	2	0	0	0	0	0	0	2	0	0	0	0
Brentwood	2	0	0	0	0	0	0	2	0	0	0	0
Chelmsford	2	0	0	0	0	0	0	2	0	0	0	0
East Hertfordshire	2	0	0	0	0	0	0	2	0	0	0	0
Welwyn Hatfield	2	0	0	0	0	0	0	2	0	0	0	0
Wycombe	2	0	0	0	0	0	0	2	0	0	0	0
Elmbridge	2	0	0	0	0	0	0	2	0	0	0	0
Spelthorne	2	0	0	0	0	0	0	2	0	0	0	0
Surrey Heath	2	0	0	0	0	0	0	2	0	0	0	0
Calderdale	1	0	0	0	0	0	0	1	0	0	0	0
Kirklees	1	0	0	0	0	0	0	1	0	0	0	0
Blaby	1	0	0	0	0	0	0	1	0	0	0	0
Harborough	1	0	0	0	0	0	0	1	0	0	0	0
Telford and Wrekin	1	0	0	0	0	0	0	1	0	0	0	0
Cannock Chase	1	0	0	0	0	0	0	1	0	0	0	0
Newcastle-under-Lyme	1	0	0	0	0	0	0	1	0	0	0	0
Southend-on-Sea	1	0	0	0	0	0	0	1	0	0	0	0
Bedford	1	0	0	0	0	0	0	1	0	0	0	0
Castle Point	1	0	0	0	0	0	0	1	0	0	0	0
Colchester	1	0	0	0	0	0	0	1	0	0	0	0
Harlow	1	0	0	0	0	0	0	1	0	0	0	0
Maldon	1	0	0	0	0	0	0	1	0	0	0	0
Rochford	1	0	0	0	0	0	0	1	0	0	0	0
Stevenage	1	0	0	0	0	0	0	1	0	0	0	0
Three Rivers	1	0	0	0	0	0	0	1	0	0	0	0
Watford	1	0	0	0	0	0	0	1	0	0	0	0
North Norfolk	1	0	0	0	0	0	0	1	0	0	0	0
St Edmundsbury	1	0	0	0	0	0	0	1	0	0	0	0
Barnet	1	0	0	0	0	0	0	1	0	0	0	0
Brent	1	0	0	0	0	0	0	1	0	0	0	0
Hounslow	2	0	0	1	0	0	0	1	0	0	0	0
Kensington and Chelsea	9	0	0	8	0	0	0	1	0	0	0	0
Kingston upon Thames	1	0	0	0	0	0	0	1	0	0	0	0
Merton	1	0	0	0	0	0	0	1	0	0	0	0
Richmond upon Thames	2	0	0	1	0	0	0	1	0	0	0	0
Wandsworth	2	0	0	1	0	0	0	1	0	0	0	0
Windsor and Maidenhead	1	0	0	0	0	0	0	1	0	0	0	0
Milton Keynes	1	0	0	0	0	0	0	1	0	0	0	0
Portsmouth	1	0	0	0	0	0	0	1	0	0	0	0
Aylesbury Vale	1	0	0	0	0	0	0	1	0	0	0	0
Hastings	1	0	0	0	0	0	0	1	0	0	0	0
Havant	1	0	0	0	0	0	0	1	0	0	0	0
Thanet	1	0	0	0	0	0	0	1	0	0	0	0
Guildford	1	0	0	0	0	0	0	1	0	0	0	0
Mole Valley	1	0	0	0	0	0	0	1	0	0	0	0
Runnymede	1	0	0	0	0	0	0	1	0	0	0	0
Tandridge	1	0	0	0	0	0	0	1	0	0	0	0
Waverley	1	0	0	0	0	0	0	1	0	0	0	0
Woking	1	0	0	0	0	0	0	1	0	0	0	0
Mid Sussex	1	0	0	0	0	0	0	1	0	0	0	0
Wiltshire	1	0	0	0	0	0	0	1	0	0	0	0
Carmarthenshire	1	0	0	0	0	0	0	1	0	0	0	0
Hartlepool	0	0	0	0	0	0	0	0	0	0	0	0
Middlesbrough	0	0	0	0	0	0	0	0	0	0	0	0
Redcar and Cleveland	0	0	0	0	0	0	0	0	0	0	0	0
Stockton-on-Tees	0	0	0	0	0	0	0	0	0	0	0	0
Darlington	0	0	0	0	0	0	0	0	0	0	0	0
County Durham	0	0	0	0	0	0	0	0	0	0	0	0
Northumberland	0	0	0	0	0	0	0	0	0	0	0	0
Gateshead	0	0	0	0	0	0	0	0	0	0	0	0
Newcastle upon Tyne	0	0	0	0	0	0	0	0	0	0	0	0
North Tyneside	0	0	0	0	0	0	0	0	0	0	0	0
South Tyneside	0	0	0	0	0	0	0	0	0	0	0	0
Sunderland	0	0	0	0	0	0	0	0	0	0	0	0
Halton	0	0	0	0	0	0	0	0	0	0	0	0
Warrington	0	0	0	0	0	0	0	0	0	0	0	0
Blackburn with Darwen	0	0	0	0	0	0	0	0	0	0	0	0
Blackpool	0	0	0	0	0	0	0	0	0	0	0	0
Cheshire East	0	0	0	0	0	0	0	0	0	0	0	0
Cheshire West and Chester	0	0	0	0	0	0	0	0	0	0	0	0
Allerdale	0	0	0	0	0	0	0	0	0	0	0	0
Barrow-in-Furness	0	0	0	0	0	0	0	0	0	0	0	0
Carlisle	0	0	0	0	0	0	0	0	0	0	0	0
Copeland	0	0	0	0	0	0	0	0	0	0	0	0
Eden	0	0	0	0	0	0	0	0	0	0	0	0
South Lakeland	0	0	0	0	0	0	0	0	0	0	0	0
Burnley	0	0	0	0	0	0	0	0	0	0	0	0
Chorley	0	0	0	0	0	0	0	0	0	0	0	0
Fylde	0	0	0	0	0	0	0	0	0	0	0	0
Hyndburn	0	0	0	0	0	0	0	0	0	0	0	0
Lancaster	0	0	0	0	0	0	0	0	0	0	0	0
Pendle	0	0	0	0	0	0	0	0	0	0	0	0
Preston	0	0	0	0	0	0	0	0	0	0	0	0
Ribble Valley	0	0	0	0	0	0	0	0	0	0	0	0
Rossendale	0	0	0	0	0	0	0	0	0	0	0	0
South Ribble	0	0	0	0	0	0	0	0	0	0	0	0
West Lancashire	0	0	0	0	0	0	0	0	0	0	0	0
Wyre	0	0	0	0	0	0	0	0	0	0	0	0
Bolton	0	0	0	0	0	0	0	0	0	0	0	0
Bury	0	0	0	0	0	0	0	0	0	0	0	0
Manchester	0	0	0	0	0	0	0	0	0	0	0	0
Oldham	0	0	0	0	0	0	0	0	0	0	0	0
Rochdale	0	0	0	0	0	0	0	0	0	0	0	0
Salford	0	0	0	0	0	0	0	0	0	0	0	0
Stockport	0	0	0	0	0	0	0	0	0	0	0	0
Tameside	0	0	0	0	0	0	0	0	0	0	0	0
Trafford	0	0	0	0	0	0	0	0	0	0	0	0
Wigan	0	0	0	0	0	0	0	0	0	0	0	0
Knowsley	0	0	0	0	0	0	0	0	0	0	0	0
Liverpool	0	0	0	0	0	0	0	0	0	0	0	0
St. Helens	0	0	0	0	0	0	0	0	0	0	0	0
Sefton	0	0	0	0	0	0	0	0	0	0	0	0
Wirral	0	0	0	0	0	0	0	0	0	0	0	0
Kingston upon Hull, City of	0	0	0	0	0	0	0	0	0	0	0	0
East Riding of Yorkshire	0	0	0	0	0	0	0	0	0	0	0	0
North East Lincolnshire	0	0	0	0	0	0	0	0	0	0	0	0
North Lincolnshire	0	0	0	0	0	0	0	0	0	0	0	0
York	0	0	0	0	0	0	0	0	0	0	0	0
Craven	0	0	0	0	0	0	0	0	0	0	0	0
Hambleton	0	0	0	0	0	0	0	0	0	0	0	0
Harrogate	0	0	0	0	0	0	0	0	0	0	0	0
Richmondshire	0	0	0	0	0	0	0	0	0	0	0	0
Ryedale	0	0	0	0	0	0	0	0	0	0	0	0
Scarborough	0	0	0	0	0	0	0	0	0	0	0	0
Selby	0	0	0	0	0	0	0	0	0	0	0	0
Barnsley	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster	0	0	0	0	0	0	0	0	0	0	0	0
Rotherham	0	0	0	0	0	0	0	0	0	0	0	0
Sheffield	0	0	0	0	0	0	0	0	0	0	0	0
Bradford	0	0	0	0	0	0	0	0	0	0	0	0
Leeds	0	0	0	0	0	0	0	0	0	0	0	0
Wakefield	0	0	0	0	0	0	0	0	0	0	0	0
Derby	0	0	0	0	0	0	0	0	0	0	0	0
Leicester	0	0	0	0	0	0	0	0	0	0	0	0
Rutland	0	0	0	0	0	0	0	0	0	0	0	0
Nottingham	0	0	0	0	0	0	0	0	0	0	0	0
Bolsover	0	0	0	0	0	0	0	0	0	0	0	0
Chesterfield	0	0	0	0	0	0	0	0	0	0	0	0
Derbyshire Dales	0	0	0	0	0	0	0	0	0	0	0	0
Erewash	0	0	0	0	0	0	0	0	0	0	0	0
High Peak	0	0	0	0	0	0	0	0	0	0	0	0
North East Derbyshire	0	0	0	0	0	0	0	0	0	0	0	0
South Derbyshire	0	0	0	0	0	0	0	0	0	0	0	0
Charnwood	0	0	0	0	0	0	0	0	0	0	0	0
Hinckley and Bosworth	0	0	0	0	0	0	0	0	0	0	0	0
Melton	0	0	0	0	0	0	0	0	0	0	0	0
North West Leicestershire	0	0	0	0	0	0	0	0	0	0	0	0
Oadby and Wigston	0	0	0	0	0	0	0	0	0	0	0	0
Boston	0	0	0	0	0	0	0	0	0	0	0	0
East Lindsey	0	0	0	0	0	0	0	0	0	0	0	0
Lincoln	0	0	0	0	0	0	0	0	0	0	0	0
North Kesteven	0	0	0	0	0	0	0	0	0	0	0	0
South Holland	0	0	0	0	0	0	0	0	0	0	0	0
South Kesteven	0	0	0	0	0	0	0	0	0	0	0	0
West Lindsey	0	0	0	0	0	0	0	0	0	0	0	0
Corby	0	0	0	0	0	0	0	0	0	0	0	0
Daventry	0	0	0	0	0	0	0	0	0	0	0	0
East Northamptonshire	0	0	0	0	0	0	0	0	0	0	0	0
Kettering	0	0	0	0	0	0	0	0	0	0	0	0
Northampton	0	0	0	0	0	0	0	0	0	0	0	0
South Northamptonshire	0	0	0	0	0	0	0	0	0	0	0	0
Wellingborough	0	0	0	0	0	0	0	0	0	0	0	0
Ashfield	0	0	0	0	0	0	0	0	0	0	0	0
Bassetlaw	0	0	0	0	0	0	0	0	0	0	0	0
Broxtowe	0	0	0	0	0	0	0	0	0	0	0	0
Gedling	0	0	0	0	0	0	0	0	0	0	0	0
Mansfield	0	0	0	0	0	0	0	0	0	0	0	0
Newark and Sherwood	0	0	0	0	0	0	0	0	0	0	0	0
Rushcliffe	0	0	0	0	0	0	0	0	0	0	0	0
Herefordshire, County of	0	0	0	0	0	0	0	0	0	0	0	0
Stoke-on-Trent	0	0	0	0	0	0	0	0	0	0	0	0
Shropshire	0	0	0	0	0	0	0	0	0	0	0	0
East Staffordshire	0	0	0	0	0	0	0	0	0	0	0	0
Lichfield	0	0	0	0	0	0	0	0	0	0	0	0
South Staffordshire	0	0	0	0	0	0	0	0	0	0	0	0

Stafford	0	0	0	0	0	0	0	0	0	0	0	0
Staffordshire Moorlands	0	0	0	0	0	0	0	0	0	0	0	0
Tamworth	0	0	0	0	0	0	0	0	0	0	0	0
North Warwickshire	0	0	0	0	0	0	0	0	0	0	0	0
Nuneaton and Bedworth	0	0	0	0	0	0	0	0	0	0	0	0
Rugby	0	0	0	0	0	0	0	0	0	0	0	0
Stratford-on-Avon	0	0	0	0	0	0	0	0	0	0	0	0
Warwick	0	0	0	0	0	0	0	0	0	0	0	0
Bromsgrove	0	0	0	0	0	0	0	0	0	0	0	0
Malvern Hills	0	0	0	0	0	0	0	0	0	0	0	0
Redditch	0	0	0	0	0	0	0	0	0	0	0	0
Worcester	0	0	0	0	0	0	0	0	0	0	0	0
Wychavon	0	0	0	0	0	0	0	0	0	0	0	0
Wyre Forest	0	0	0	0	0	0	0	0	0	0	0	0
Birmingham	0	0	0	0	0	0	0	0	0	0	0	0
Coventry	0	0	0	0	0	0	0	0	0	0	0	0
Dudley	0	0	0	0	0	0	0	0	0	0	0	0
Solihull	0	0	0	0	0	0	0	0	0	0	0	0
Walsall	0	0	0	0	0	0	0	0	0	0	0	0
Wolverhampton	0	0	0	0	0	0	0	0	0	0	0	0
Peterborough	0	0	0	0	0	0	0	0	0	0	0	0
Luton	0	0	0	0	0	0	0	0	0	0	0	0
Central Bedfordshire	0	0	0	0	0	0	0	0	0	0	0	0
Cambridge	0	0	0	0	0	0	0	0	0	0	0	0
East Cambridgeshire	0	0	0	0	0	0	0	0	0	0	0	0
Fenland	0	0	0	0	0	0	0	0	0	0	0	0
Huntingdonshire	0	0	0	0	0	0	0	0	0	0	0	0
South Cambridgeshire	0	0	0	0	0	0	0	0	0	0	0	0
Braintree	0	0	0	0	0	0	0	0	0	0	0	0
Epping Forest	1	0	0	1	0	0	0	0	0	0	0	0
Tendring	0	0	0	0	0	0	0	0	0	0	0	0
Uttlesford	0	0	0	0	0	0	0	0	0	0	0	0
Broxbourne	0	0	0	0	0	0	0	0	0	0	0	0
Dacorum	0	0	0	0	0	0	0	0	0	0	0	0
Hertsmere	2	0	0	1	0	0	0	0	1	0	0	0
North Hertfordshire	0	0	0	0	0	0	0	0	0	0	0	0
St Albans	0	0	0	0	0	0	0	0	0	0	0	0
Breckland	1	0	0	0	0	0	0	0	1	0	0	0
Broadland	0	0	0	0	0	0	0	0	0	0	0	0
Great Yarmouth	0	0	0	0	0	0	0	0	0	0	0	0
King's Lynn and West Norfolk	0	0	0	0	0	0	0	0	0	0	0	0
Norwich	0	0	0	0	0	0	0	0	0	0	0	0
South Norfolk	0	0	0	0	0	0	0	0	0	0	0	0
Babergh	0	0	0	0	0	0	0	0	0	0	0	0
Forest Heath	0	0	0	0	0	0	0	0	0	0	0	0
Ipswich	0	0	0	0	0	0	0	0	0	0	0	0
Mid Suffolk	0	0	0	0	0	0	0	0	0	0	0	0
Suffolk Coastal	0	0	0	0	0	0	0	0	0	0	0	0
Waveney	0	0	0	0	0	0	0	0	0	0	0	0
Ealing	1	0	0	1	0	0	0	0	0	0	0	0
Hammersmith and Fulham	9	0	0	9	0	0	0	0	0	0	0	0
Haringey	0	0	0	0	0	0	0	0	0	0	0	0
Harrow	2	0	0	2	0	0	0	0	0	0	0	0
Redbridge	0	0	0	0	0	0	0	0	0	0	0	0
Bracknell Forest	0	0	0	0	0	0	0	0	0	0	0	0
West Berkshire	0	0	0	0	0	0	0	0	0	0	0	0
Reading	0	0	0	0	0	0	0	0	0	0	0	0
Wokingham	0	0	0	0	0	0	0	0	0	0	0	0
Brighton and Hove	0	0	0	0	0	0	0	0	0	0	0	0
Southampton	0	0	0	0	0	0	0	0	0	0	0	0
Isle of Wight	0	0	0	0	0	0	0	0	0	0	0	0
Chiltern	0	0	0	0	0	0	0	0	0	0	0	0
South Bucks	0	0	0	0	0	0	0	0	0	0	0	0
Eastbourne	0	0	0	0	0	0	0	0	0	0	0	0
Lewes	0	0	0	0	0	0	0	0	0	0	0	0
Rother	0	0	0	0	0	0	0	0	0	0	0	0
Basingstoke and Deane	0	0	0	0	0	0	0	0	0	0	0	0
East Hampshire	0	0	0	0	0	0	0	0	0	0	0	0
Eastleigh	0	0	0	0	0	0	0	0	0	0	0	0
Fareham	0	0	0	0	0	0	0	0	0	0	0	0
Gosport	0	0	0	0	0	0	0	0	0	0	0	0
Hart	0	0	0	0	0	0	0	0	0	0	0	0
New Forest	0	0	0	0	0	0	0	0	0	0	0	0
Rushmoor	0	0	0	0	0	0	0	0	0	0	0	0
Test Valley	0	0	0	0	0	0	0	0	0	0	0	0
Winchester	0	0	0	0	0	0	0	0	0	0	0	0
Dover	0	0	0	0	0	0	0	0	0	0	0	0
Shepway	1	0	0	0	0	0	0	0	1	0	0	0
Cherwell	0	0	0	0	0	0	0	0	0	0	0	0
Oxford	0	0	0	0	0	0	0	0	0	0	0	0
South Oxfordshire	0	0	0	0	0	0	0	0	0	0	0	0
Vale of White Horse	0	0	0	0	0	0	0	0	0	0	0	0
West Oxfordshire	0	0	0	0	0	0	0	0	0	0	0	0
Epsom and Ewell	0	0	0	0	0	0	0	0	0	0	0	0
Adur	0	0	0	0	0	0	0	0	0	0	0	0
Arun	0	0	0	0	0	0	0	0	0	0	0	0
Chichester	0	0	0	0	0	0	0	0	0	0	0	0
Horsham	0	0	0	0	0	0	0	0	0	0	0	0
Worthing	0	0	0	0	0	0	0	0	0	0	0	0
Bath and North East Somerset	1	0	0	1	0	0	0	0	0	0	0	0
Bristol, City of	1	0	0	0	0	0	0	0	0	0	1	0
Cornwall,Isles of Scilly	1	0	0	0	0	0	0	0	0	0	0	1
North Somerset	0	0	0	0	0	0	0	0	0	0	0	0
South Gloucestershire	0	0	0	0	0	0	0	0	0	0	0	0
Plymouth	0	0	0	0	0	0	0	0	0	0	0	0
Torbay	0	0	0	0	0	0	0	0	0	0	0	0
Bournemouth	0	0	0	0	0	0	0	0	0	0	0	0
Poole	0	0	0	0	0	0	0	0	0	0	0	0
Swindon	0	0	0	0	0	0	0	0	0	0	0	0
East Devon	0	0	0	0	0	0	0	0	0	0	0	0
Exeter	0	0	0	0	0	0	0	0	0	0	0	0
Mid Devon	0	0	0	0	0	0	0	0	0	0	0	0
North Devon	0	0	0	0	0	0	0	0	0	0	0	0
South Hams	0	0	0	0	0	0	0	0	0	0	0	0
Teignbridge	0	0	0	0	0	0	0	0	0	0	0	0
Torridge	0	0	0	0	0	0	0	0	0	0	0	0
West Devon	0	0	0	0	0	0	0	0	0	0	0	0
Christchurch	0	0	0	0	0	0	0	0	0	0	0	0
East Dorset	0	0	0	0	0	0	0	0	0	0	0	0
North Dorset	0	0	0	0	0	0	0	0	0	0	0	0
Purbeck	0	0	0	0	0	0	0	0	0	0	0	0
West Dorset	0	0	0	0	0	0	0	0	0	0	0	0
Weymouth and Portland	0	0	0	0	0	0	0	0	0	0	0	0
Cheltenham	0	0	0	0	0	0	0	0	0	0	0	0
Cotswold	0	0	0	0	0	0	0	0	0	0	0	0
Forest of Dean	0	0	0	0	0	0	0	0	0	0	0	0
Gloucester	0	0	0	0	0	0	0	0	0	0	0	0
Stroud	0	0	0	0	0	0	0	0	0	0	0	0
Tewkesbury	0	0	0	0	0	0	0	0	0	0	0	0
Mendip	0	0	0	0	0	0	0	0	0	0	0	0
Sedgemoor	0	0	0	0	0	0	0	0	0	0	0	0
South Somerset	0	0	0	0	0	0	0	0	0	0	0	0
Taunton Deane	0	0	0	0	0	0	0	0	0	0	0	0
West Somerset	0	0	0	0	0	0	0	0	0	0	0	0
Isle of Anglesey	0	0	0	0	0	0	0	0	0	0	0	0
Gwynedd	0	0	0	0	0	0	0	0	0	0	0	0
Conwy	0	0	0	0	0	0	0	0	0	0	0	0
Denbighshire	0	0	0	0	0	0	0	0	0	0	0	0
Flintshire	0	0	0	0	0	0	0	0	0	0	0	0
Wrexham	1	0	0	0	0	0	0	0	1	0	0	0
Ceredigion	0	0	0	0	0	0	0	0	0	0	0	0
Pembrokeshire	0	0	0	0	0	0	0	0	0	0	0	0
Swansea	0	0	0	0	0	0	0	0	0	0	0	0
Neath Port Talbot	0	0	0	0	0	0	0	0	0	0	0	0
Bridgend	0	0	0	0	0	0	0	0	0	0	0	0
The Vale of Glamorgan	0	0	0	0	0	0	0	0	0	0	0	0
Cardiff	0	0	0	0	0	0	0	0	0	0	0	0
Rhondda Cynon Taf	0	0	0	0	0	0	0	0	0	0	0	0
Caerphilly	0	0	0	0	0	0	0	0	0	0	0	0
Blaenau Gwent	0	0	0	0	0	0	0	0	0	0	0	0
Torfaen	0	0	0	0	0	0	0	0	0	0	0	0
Monmouthshire	0	0	0	0	0	0	0	0	0	0	0	0
Newport	0	0	0	0	0	0	0	0	0	0	0	0
Powys	0	0	0	0	0	0	0	0	0	0	0	0
Merthyr Tydfil	0	0	0	0	0	0	0	0	0	0	0	0

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

place of work : 2011 super output area - middle layer	All categories: Method of travel to work (2001 specification)	Work mainly at or from home	Underground, metro, light rail or tram	Train	Bus, minibus or coach	Taxi	Motorcycle, scooter or moped	Driving a car or van	Passenger in a car or van	Bicycle	On foot	Other method of travel to work
E02005955 : Gravesham 001	62	0	0	0	1	0	3	52	3	2	1	0
E02005956 : Gravesham 002	227	0	0	6	14	0	1	173	21	3	9	0
E02005957 : Gravesham 003	68	0	0	1	0	0	0	58	6	1	2	0
E02005958 : Gravesham 004	41	0	0	0	0	0	1	34	4	0	2	0
E02005959 : Gravesham 005	23	0	0	1	0	0	0	20	0	1	1	0
E02005960 : Gravesham 006	51	0	0	0	1	0	0	48	1	1	0	0
E02005961 : Gravesham 007	14	0	0	0	1	0	0	13	0	0	0	0
E02005962 : Gravesham 008	33	0	0	1	0	1	0	22	2	0	7	0
E02005963 : Gravesham 009	23	0	0	0	1	0	0	22	0	0	0	0
E02005964 : Gravesham 010	124	0	0	0	1	0	0	87	6	1	28	1
E02005965 : Gravesham 011	16	0	0	0	1	0	2	9	1	0	3	0
E02005966 : Gravesham 012	33	0	0	1	0	0	0	30	2	0	0	0
E02005967 : Gravesham 013	17	0	0	0	0	0	0	15	0	0	2	0

Appendix M

TEMPro Growth Factors

NTM Adjusted Growth Factor

2025-2030		
	AM Peak	PM Peak
Gravesham 010	1.0547	1.0551

Growth Factor (2030 Data/2025 Data)

Area Description		All purposes	
Level	Name	Origin	Destination
E02005064	Gravesham 010	1.0165	1.0289

Future Year (2030) - Base Year (2025)

Area Description		All purposes	
Level	Name	Origin	Destination
E02005064	Gravesham 010	32	39

Base Year (2025)

Area Description		All purposes	
Level	Name	Origin	Destination
E02005064	Gravesham 010	1,942	1,364

Future Year (2030)

Area Description		All purposes	
Level	Name	Origin	Destination
E02005064	Gravesham 010	1,974	1,404

Growth Factor (2030 Data/2025 Data)

Area Description		All purposes	
Level	Name	Origin	Destination
E02005064	Gravesham 010	1.0273	1.0188

Future Year (2030) - Base Year (2025)

Area Description		All purposes	
Level	Name	Origin	Destination
E02005064	Gravesham 010	42	35

Base Year (2025)

Area Description		All purposes	
Level	Name	Origin	Destination
E02005064	Gravesham 010	1,547	1,876

Future Year (2030)

Area Description		All purposes	
Level	Name	Origin	Destination
E02005064	Gravesham 010	1,589	1,911

Appendix N

Site Access PICADY Assessment

Junctions 11

PICADY 11 - Priority Intersection Module

Filename: T25510 Site Access.j11
Path: C:\Users\MatthewJohnson\Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\T25510 Chalk Road, Higham\Modelling\Picady
Report generation date: 03/07/2025 10:12:32

»Site Access/Chalk Road - 2030 | Base + Development | AM
»Site Access/Chalk Road - 2030 | Base + Development | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	Site Access/Chalk Road - 2030 - Base + Development									
Stream B-AC	D1	0.0	5.71	0.02	A	D2	0.0	5.71	0.01	A
Stream C-AB		0.0	6.04	0.01	A		0.0	6.22	0.02	A

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

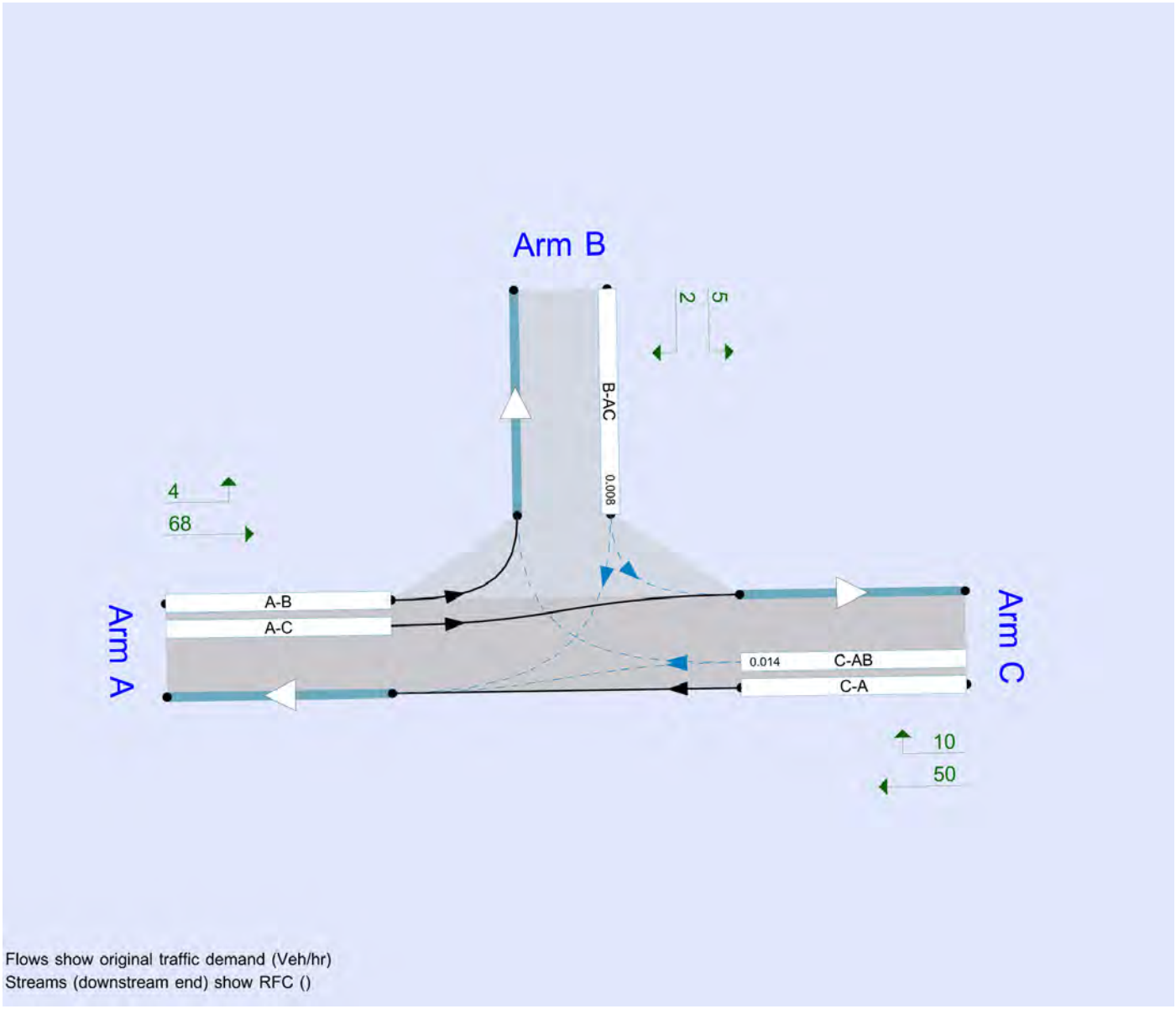
File summary

File Description

Title	Site Access/Chalk Road
Location	Higham
Site number	T25510
Date	25/06/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AzureAD\MatthewJohnson
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2030	Base + Development	AM	ONE HOUR	07:45	09:15	15
D2	2030	Base + Development	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	Site Access/Chalk Road	100.000

Site Access/Chalk Road - 2030 | Base + Development | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.87	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.87	A

Arms

Arms

Arm	Name	Description	Arm type
A	Chalk Road West		Major
B	Site Access		Minor
C	Chalk Road East		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.18			0.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.71	74	63

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	571	0.100	0.252	0.159	0.361
B-C	710	0.112	0.282	-	-
C-B	574	0.221	0.221	-	-

The slopes and intercepts shown above include custom intercept adjustments only.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2030	Base + Development	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	44	100.000
B		✓	14	100.000
C		✓	70	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	2	42
	B	4	0	10
	C	65	5	0

Vehicle Mix

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.02	5.71	0.0	A
C-AB	0.01	6.04	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	11	0.00	651	0.016	10	0.0	5.617	A
C-AB	4	0.00	600	0.007	4	0.0	6.040	A
C-A	49	0.00			49			
A-B	2	0.00			2			
A-C	32	0.00			32			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	13	0.00	649	0.019	13	0.0	5.657	A
C-AB	5	0.00	605	0.008	5	0.0	5.997	A
C-A	58	0.00			58			
A-B	2	0.00			2			
A-C	38	0.00			38			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	15	0.00	645	0.024	15	0.0	5.713	A
C-AB	6	0.00	612	0.010	6	0.0	5.939	A
C-A	71	0.00			71			
A-B	2	0.00			2			
A-C	46	0.00			46			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	15	0.00	645	0.024	15	0.0	5.713	A
C-AB	6	0.00	612	0.010	6	0.0	5.942	A
C-A	71	0.00			71			
A-B	2	0.00			2			
A-C	46	0.00			46			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	13	0.00	649	0.019	13	0.0	5.659	A
C-AB	5	0.00	605	0.008	5	0.0	6.000	A
C-A	58	0.00			58			
A-B	2	0.00			2			
A-C	38	0.00			38			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	11	0.00	651	0.016	11	0.0	5.620	A
C-AB	4	0.00	600	0.007	4	0.0	6.040	A
C-A	49	0.00			49			
A-B	2	0.00			2			
A-C	32	0.00			32			

Site Access/Chalk Road - 2030 | Base + Development | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.76	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.76	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2030	Base + Development	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	72	100.000
B		✓	7	100.000
C		✓	60	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	4	68
	B	2	0	5
	C	50	10	0

Vehicle Mix

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.01	5.71	0.0	A
C-AB	0.02	6.22	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	5	0.00	646	0.008	5	0.0	5.618	A
C-AB	8	0.00	587	0.014	8	0.0	6.215	A
C-A	37	0.00			37			
A-B	3	0.00			3			
A-C	51	0.00			51			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	6	0.00	642	0.010	6	0.0	5.658	A
C-AB	10	0.00	590	0.017	10	0.0	6.205	A
C-A	44	0.00			44			
A-B	4	0.00			4			
A-C	61	0.00			61			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	8	0.00	638	0.012	8	0.0	5.714	A
C-AB	12	0.00	593	0.020	12	0.0	6.191	A
C-A	53	0.00			53			
A-B	4	0.00			4			
A-C	74	0.00			74			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	8	0.00	638	0.012	8	0.0	5.714	A
C-AB	12	0.00	593	0.020	12	0.0	6.195	A
C-A	53	0.00			53			
A-B	4	0.00			4			
A-C	74	0.00			74			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	6	0.00	642	0.010	6	0.0	5.660	A
C-AB	10	0.00	590	0.017	10	0.0	6.210	A
C-A	44	0.00			44			
A-B	4	0.00			4			
A-C	61	0.00			61			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	5	0.00	646	0.008	5	0.0	5.620	A
C-AB	8	0.00	587	0.014	8	0.0	6.220	A
C-A	37	0.00			37			
A-B	3	0.00			3			
A-C	51	0.00			51			