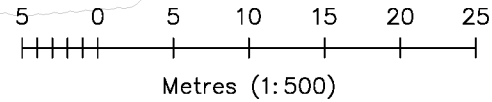


APPENDIX H





Northbound	Southbound
85%ile : 39.10 mph 62.91 kph	85%ile : 37.80 mph 60.82 kph
$SSD=vt+v^2/2(d+0.1a)$	$SSD=vt+v^2/2(d+0.1a)$
where: v = speed (m/s) t = driver reaction time (s) d = deceleration (m/s ²) 1kph= 0.278 m/s	where: v = speed (m/s) t = driver reaction time (s) d = deceleration (m/s ²) 1kph= 0.278 m/s
v= 17.48 t= 2 d= 3.68 a= 0	v= 16.89 t= 2 d= 3.68 a= 0
vt= 34.95 v ² = 305.39 2(d+0.1a)= 7.36	vt= 33.79 v ² = 285.42 2(d+0.1a)= 7.36
SSD= 76.44 m plus 2.4 78.84 inc bonnet length	SSD= 72.57 m plus 2.4 74.97 inc bonnet length

ONLY SCALE FOR PLANNING PURPOSES

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 - A week-long ATC traffic survey was completed at South Street by K&M Traffic Surveys LTD on March 14th 2025, monitoring and recording 85th percentile speeds in both directions. The recorded average speed data of 39.1mph northbound and 37.8mph southbound will be used to inform the required visibility splays for the proposed access using standardised calculations from Manual for Streets 2.

P1	25.03.25	HL	First Issue	JM	JM
REV	DATE	BY	DESCRIPTION	CHK	APD

client
ESQUIRE DEVELOPMENTS LTD

project
BLACKTHORN FARM, MEOPHAM

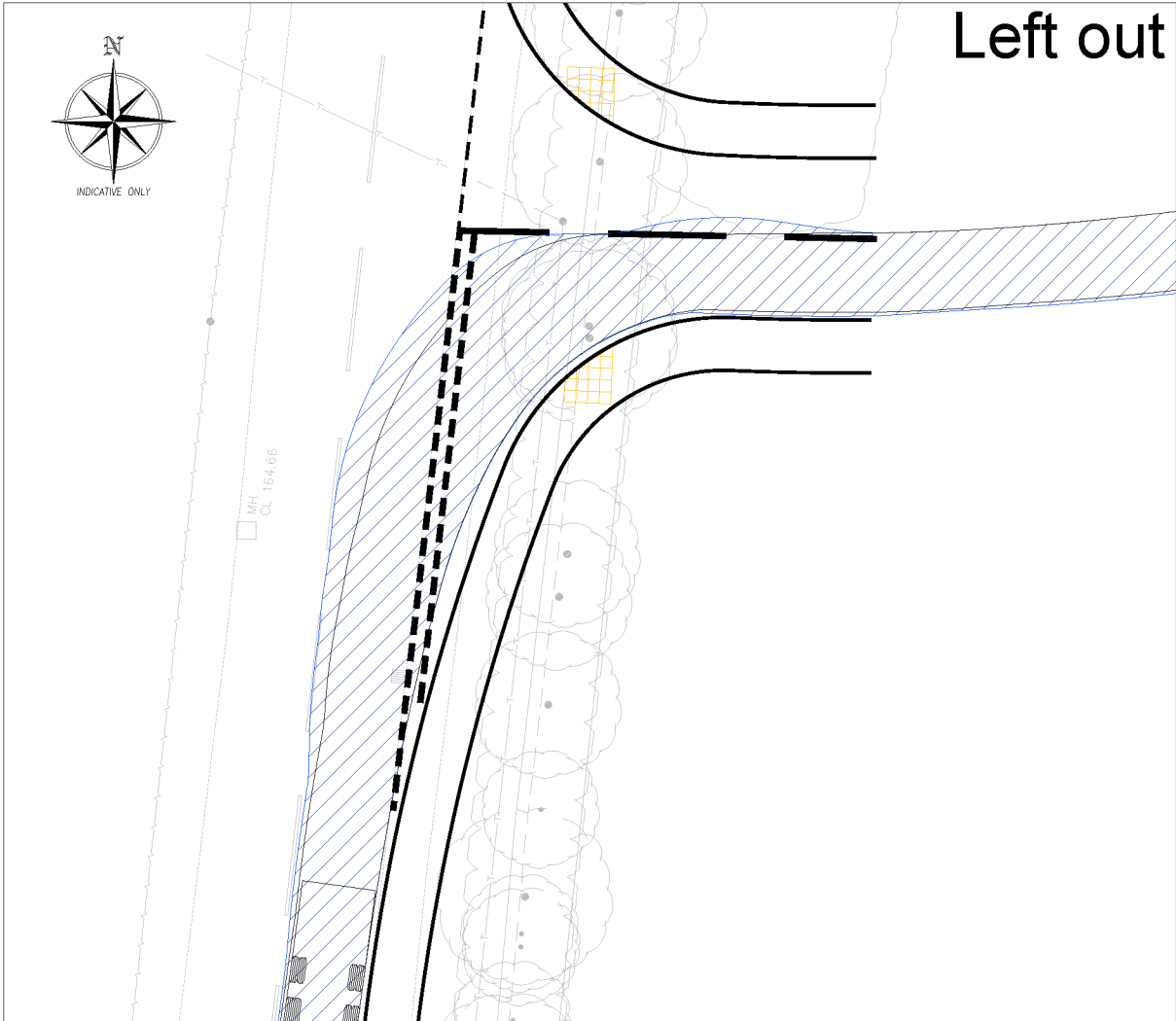
title
PROPOSED ACCESS ARRANGEMENT

project 35076		dwg H-01		rev P1
Drawn HL	Checked JM	Approved JM	scale @ A3 1:500	date 25.03.2025
status FOR INFORMATION				P

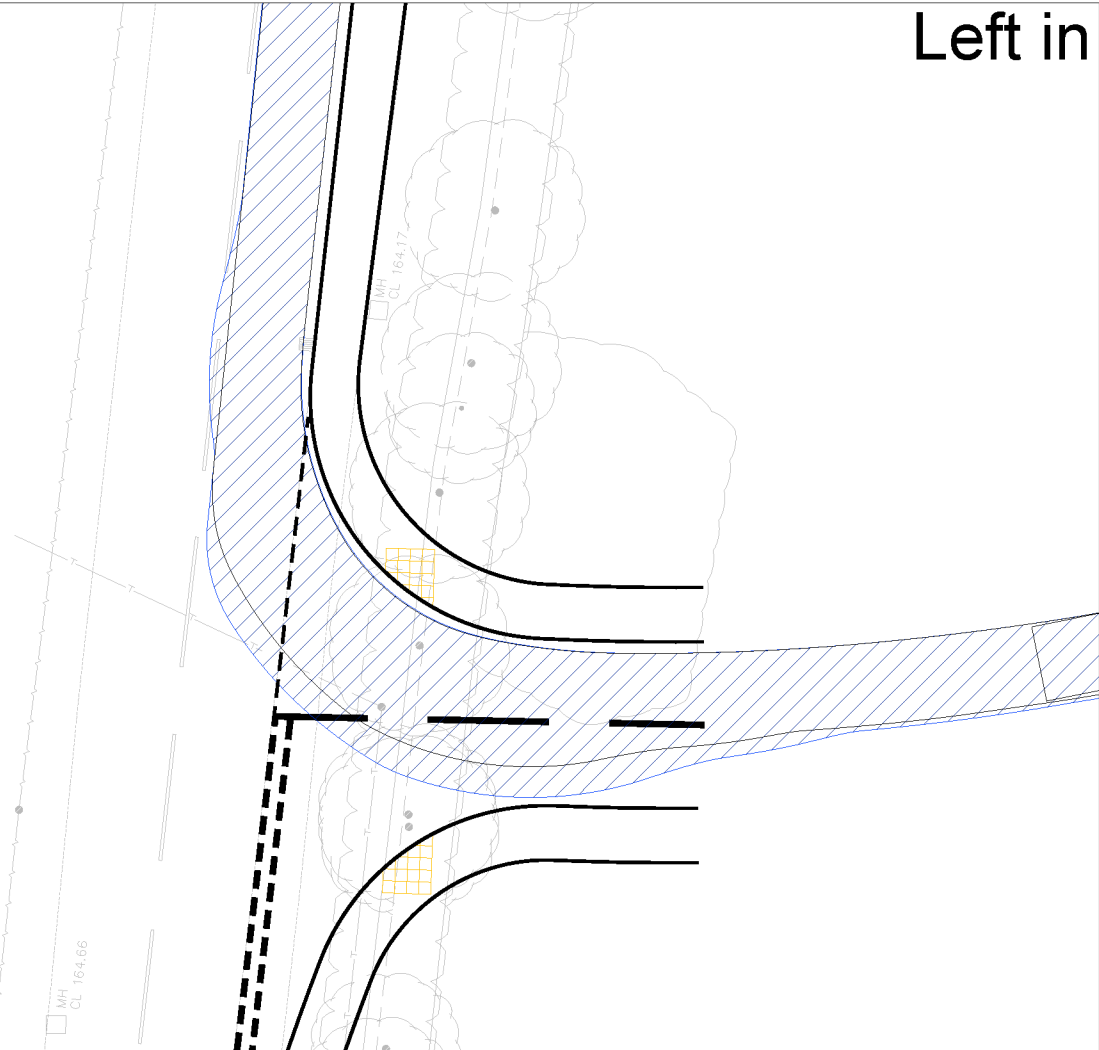


Eclipse House, Eclipse Park, Sittingbourne Road
Maidstone, Kent. ME14 3EN
t: 01622 776226 f: 01622 776227
e: info@dhaplanning.co.uk w: www.dhaplanning.co.uk

CAD Reference: A3



Right in



Right out

This plan view shows the intersection from the perspective of the 'Right out' lane. It features a blue hatched area representing the right-of-way, a dashed line for the centerline, and a solid line for the right-of-way boundary. A yellow grid is visible in the center of the intersection. The text 'Right out' is written in the top right corner.

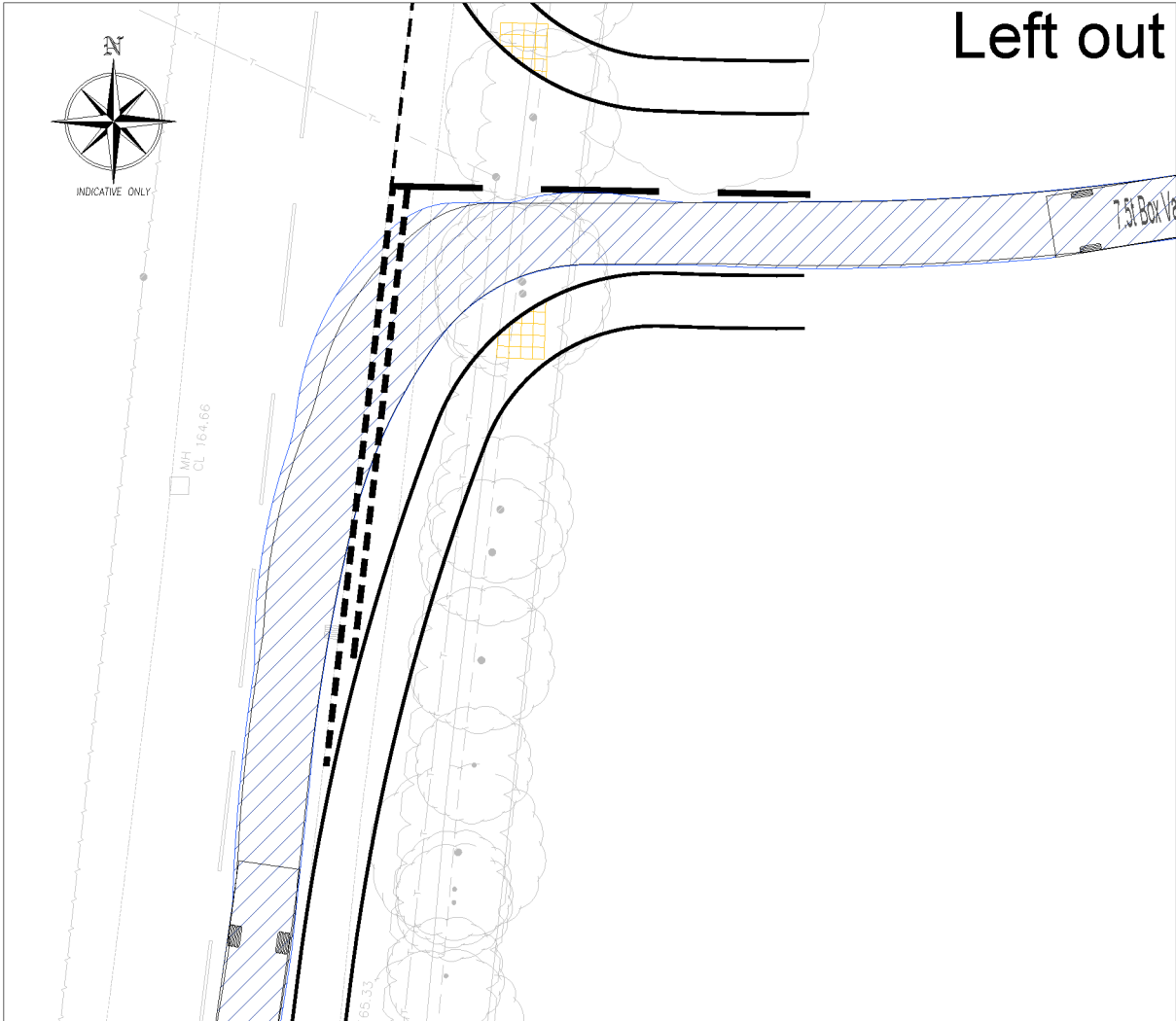
5 0 5 10 15 20 25

Metres (1:500)

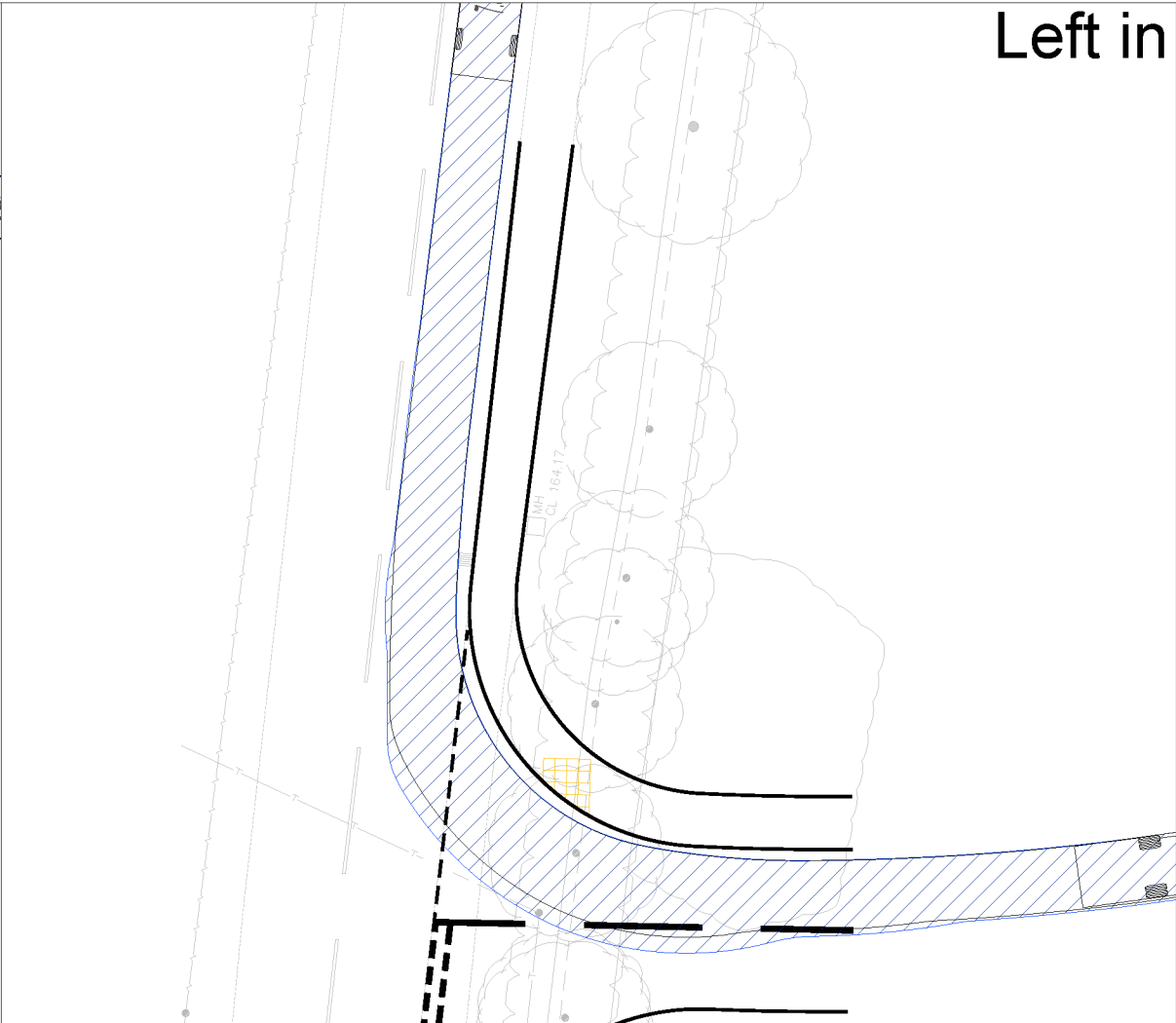
P2	16.06.25	JM	RSA Comments First Issue	CS	CS
P1	25.03.25	HL		JM	JM
REV	DATE	BY	DESCRIPTION	CHK	APD



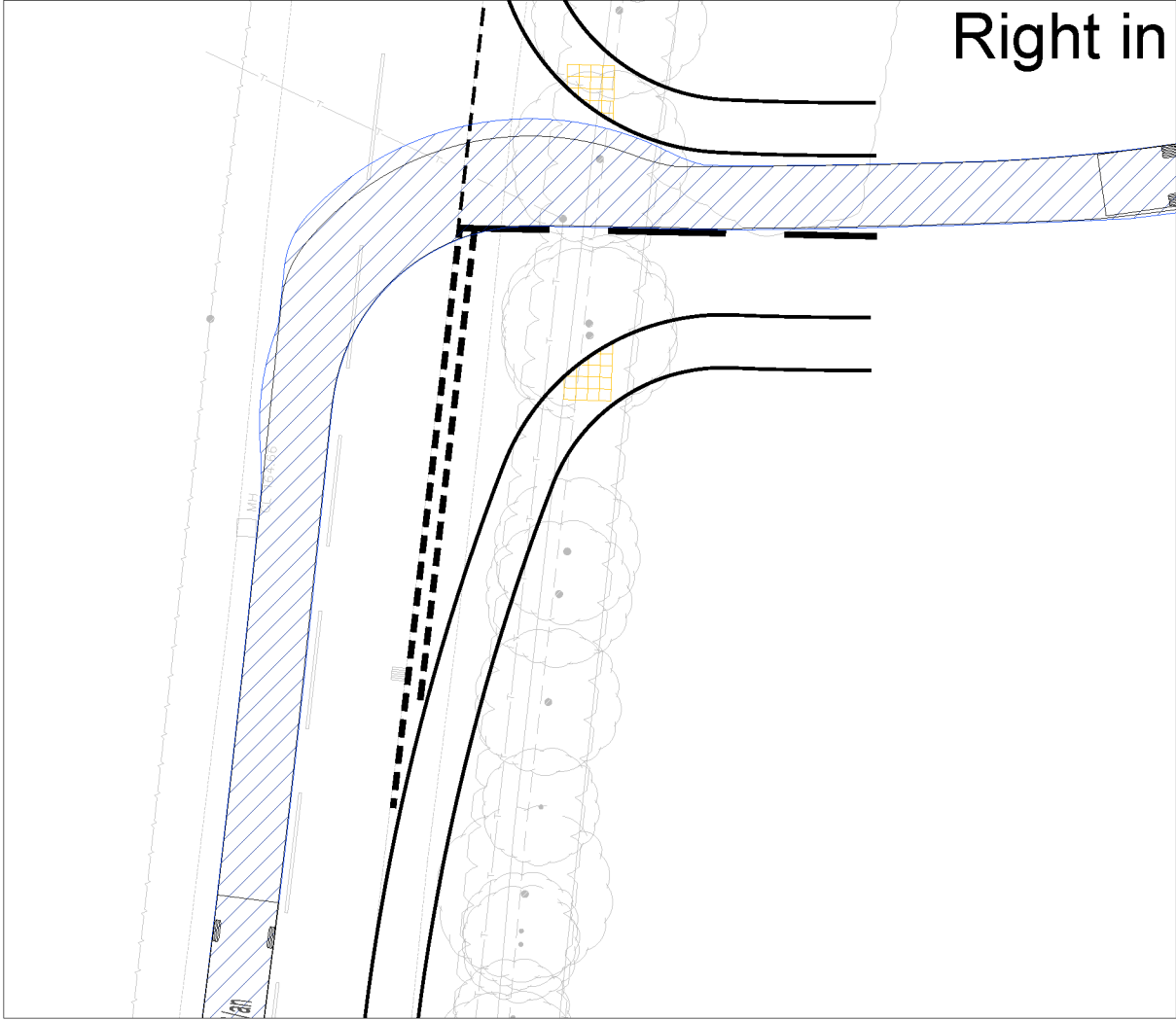
CAD Reference: **A3**



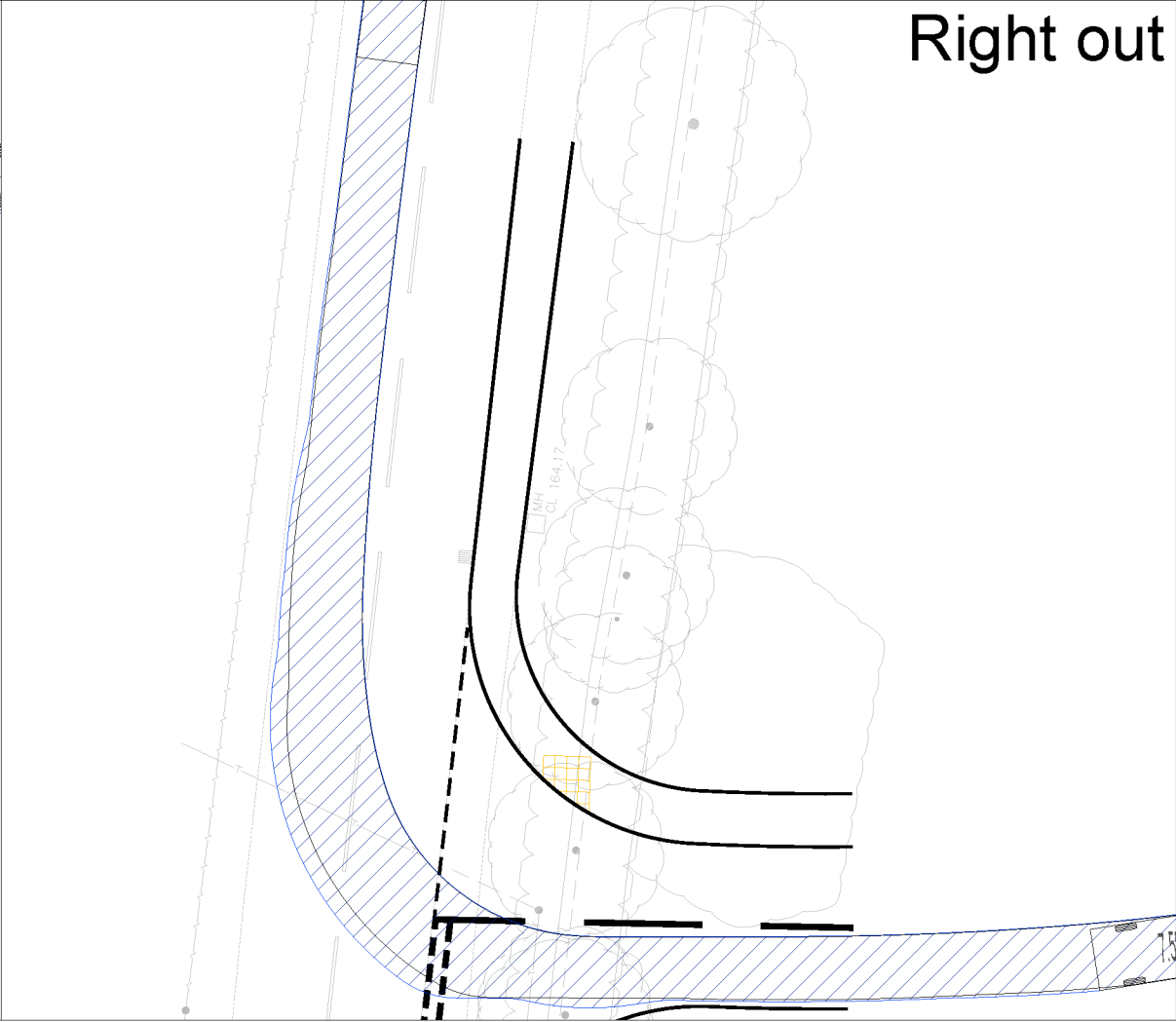
Left out



Left in



Right in



Right out

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7.5t Box Van

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Track Width

Lock to lock time

Kerb to Kerb Turning Radius

8.01m

2.10m

3.556m

0.351m

2.064m

4.00s

7.400m

5

0

5

10

15

20

25

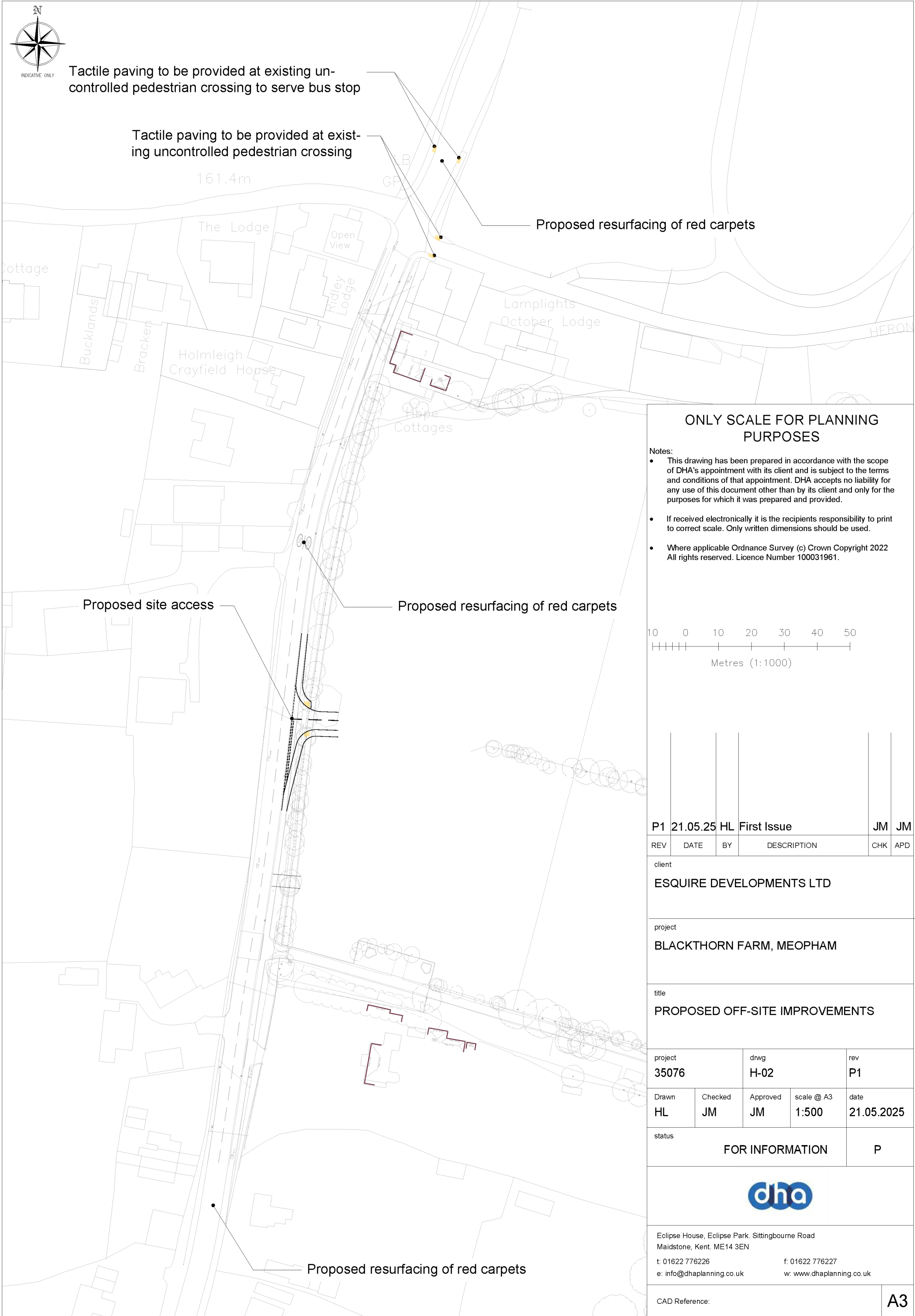
Metres (1:500)

P2	16.06.25	JM	RSA Comments	CS	CS
P1	25.03.25	HL	First Issue	JM	JM
REV	DATE	BY	DESCRIPTION	CHK	APD
client					
ESQUIRE DEVELOPMENTS LTD					
project					
BLACKTHORN FARM, MEOPHAM					
title					
VEHICLE SWEEP-PATH ANALYSIS 7.5T BOX VAN					
project		drwg		rev	
35076		T-02		P2	
Drawn	Checked	Approved	scale @ A3	date	
JM	CS	CS	1:500	16.06.2025	
status				FOR INFORMATION	
				P	
<div><div>dha</div></div>					
Eclipse House, Eclipse Park, Sittingbourne Road Maidstone, Kent. ME14 3EN					
t: 01622 776226			f: 01622 776227		
e: info@dhaplanning.co.uk			w: www.dhaplanning.co.uk		
CAD Reference:					A3

APPENDIX

I





Tactile paving to be provided at existing un-controlled pedestrian crossing to serve bus stop

Tactile paving to be provided at existing uncontrolled pedestrian crossing

Proposed resurfacing of red carpets

Proposed site access

Proposed resurfacing of red carpets

Proposed resurfacing of red carpets

ONLY SCALE FOR PLANNING PURPOSES

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P1	21.05.25	HL	First Issue	JM	JM
REV	DATE	BY	DESCRIPTION	CHK	APD

client
ESQUIRE DEVELOPMENTS LTD

project
BLACKTHORN FARM, MEOPHAM

title
PROPOSED OFF-SITE IMPROVEMENTS

project	35076	dwg	H-02	rev	P1
Drawn	HL	Checked	JM	Approved	JM
scale @ A3	1:500	date	21.05.2025		

status	FOR INFORMATION	P
--------	-----------------	---



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APPENDIX

J



**Land East of A227 South Street, Meopham, Kent.
Proposed Highway Works**

**Road Safety Audit – Stage 1
(Preliminary Design)**

Client: Esquire Developments Ltd.

11th June 2025


Badingham Limited

Transport Planning | Road Safety | Highways

www.badinghamuk.com

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PROJECT DETAILS

Issue / Revision:	Issue 1
Report Title	Blackthorn Farm, Meopham– RSA1
Date:	11/06/2025
Prepared:	A.R.J. Setter
Signature:	
Prepared:	
Signature:	
On behalf of Overseeing/Third Party Organisation	
	KCC/DHA
Document Reference:	1307 Blackthorn Farm, Meopham - RSA1 - Issue 1

CONTENTS

		<u>Page No</u>
TEXT		
SECTION 1	INTRODUCTION	1
SECTION 2	ITEMS RAISED AT PREVIOUS AUDITS	4
SECTION 3	ITEMS RAISED AT THIS AUDIT	5
SECTION 4	AUDIT STATEMENT	9

FIGURES

Figure 1	Site Location Plan
Figure 2	Aerial Photo
Figure 3	Audit Problem Location Plan

SECTION 1: INTRODUCTION

General

- 1.1 This Road Safety Audit Stage 1 (Preliminary Design) report has been undertaken at the request of the local highway authority. It has been prepared on behalf of Esquire Developments (ED) and relates to highway works associated with a proposed residential development known as Blackthorn Farm, on land to the east of the A227 South Street, Meopham, Kent.
- 1.2 Gravesham Borough Council (GBC) is the local planning authority for the area. Kent County Council (KCC) is the local highway authority for the area.

Audit Team

- 1.3 A. R. J. Setter BA (Hons) MSc CMILT MCIHT AMICE MSoRSA
National Highways RSA Certificate of Competency (2015)
Badingham Limited
- D. F. Rogers JP CEng BEng (Hons) MICE MSoRSA FIHE FCIHT
Ashburn Partnership

Audit Brief

- 1.4 The Road Safety Audit has been undertaken in accordance with the Road Safety Audit Brief provided by T. Valek of DHA Planning. The Audit Brief and Team were approved by T. Valek on behalf of the client.
- 1.5 The terms of reference for this Road Safety Audit are described in GG119 (Revision 2). The Audit Team has not been made aware of any departures from standard other than the issues identified in the Audit Brief.

- 1.6 The Road Safety Audit Team has examined and reported only on the road safety implications of the scheme as presented and has not examined, or verified, the compliance of the design to any other criteria.

List of Information Provided to Audit Team

- 1.7 The following is a list of documents and drawings provided as part of the Audit Brief:

Document No. | Title | Date

Road Safety Audit Brief	June 2025
A227 SOUTH STREET MEOPHAM Speed Survey	March 2025
A227 Wrotham Rd, Culverstone Green 5yr PIC Plot	
A227 Wrotham Rd, Culverstone Green 5yr PIC Report	

Drawing No. | Title | Date

35076 - H-01 – Proposed Access Arrangement
35076 - H-02 - Off-Site Improvements

Main Parties to the Audit

- 1.8 The following are the main parties to the audit:

- Overseeing/Third Party Organisation: KCC/DHA
- Design Organisation: DHA
- Client Organisation (Highway Authority): KCC

- 1.9 The location of the site is shown on Figure 1 Site Location Plan and Figure 2 Aerial Photo. The area of the audit extends solely to the works shown on the drawings included in the Audit Brief. Where relevant, extracts from the design drawings and photographs are included to help show the location of any issue raised together with Figure 3 Audit Plan.

- 1.10 The Audit Team visited the site on Tuesday 11th June 2025 between 1.00pm and 1.30pm. The weather was fine and sunny. There were no adverse traffic conditions to affect the audit.

Scheme Details

- 1.11 The proposed works comprise the introduction of a simple priority access junction on the east side of the A227 South Street (also known as Wrotham Road) highway together with other off-site improvements including the introduction of tactile paving at the junction of the A227/Chapman's Hill/Heron Hill Lane and proposed resurfacing of nearby speed limit roundel surface markings.
- 1.12 The A227 is a classified single carriageway highway, with rural characteristics linking the village of Meopham in the north with the village of Culverstone to the south. In the vicinity of the works, it has a sweeping horizontal alignment on an approximate north/south axis. It is a bus route and highway gradients in the area are minimal. It lies within a 30mph speed limit. A footway is provided on the east side of the carriageway but no street lighting. Broken centre line white surface markings are provided together with continuous edge-of carriageway white lines. The site is currently in agricultural use as pasture with hedgerow/trees and verge generally fronting the site.
- 1.13 Three collisions, all categorised as slight, are recorded in the vicinity of the proposed works within the most recent 5-year data period available. Two collisions occurred at the A227/Chapman's Hill/Heron Hill Lane junction to the north. Both involved two cars in dry conditions. The remaining collision occurred to the south, close to the junction with A227/Willow Walk and involved a motorcyclist and a car. Traffic flows were intermittent and light during the site visit. No pedestrians, or cyclists, were noted during the site inspection.

SECTION 2: ITEMS RAISED AT PREVIOUS AUDITS

2.1 As this is a Road Safety Audit Stage 1 report no previous audits have been undertaken.

SECTION 3: ITEMS RAISED AT THIS AUDIT

3.1 PROBLEM

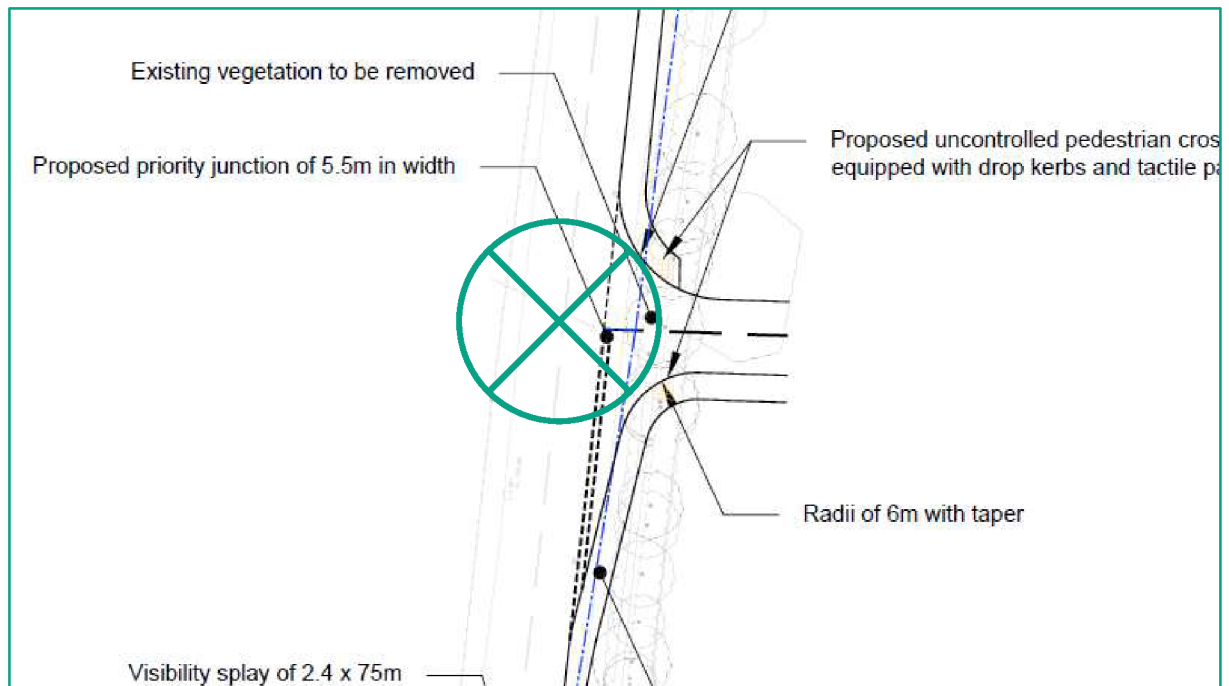
Location: A227 South Street. Drawing No. 35076 - H-01 – Proposed Access Arrangement

Summary: Potential for collisions arising from vehicles speeding.

- 3.1.1 It is acknowledged that the proposed visibility at the access is based upon the recorded speed of traffic on the A227 and as such is appropriate. However, the speed of traffic over this section is significantly above the signed limit and remains a concern. There is potential for late-braking, skids, and loss of control type incidents between through-traffic and turning vehicles resulting in possible injuries and increased severity to occupants, or riders.

RECOMMENDATION

- 3.1.2 It is recommended that measures are introduced to reduce the speed of traffic on the A227 to within the signed 30mph limit, through the use of a gateway feature, or vehicle activated indicative signing for example.



Drawing Extract 1 - 35076 - H-01.



Image 1 – A227 view south.

3.2 PROBLEM

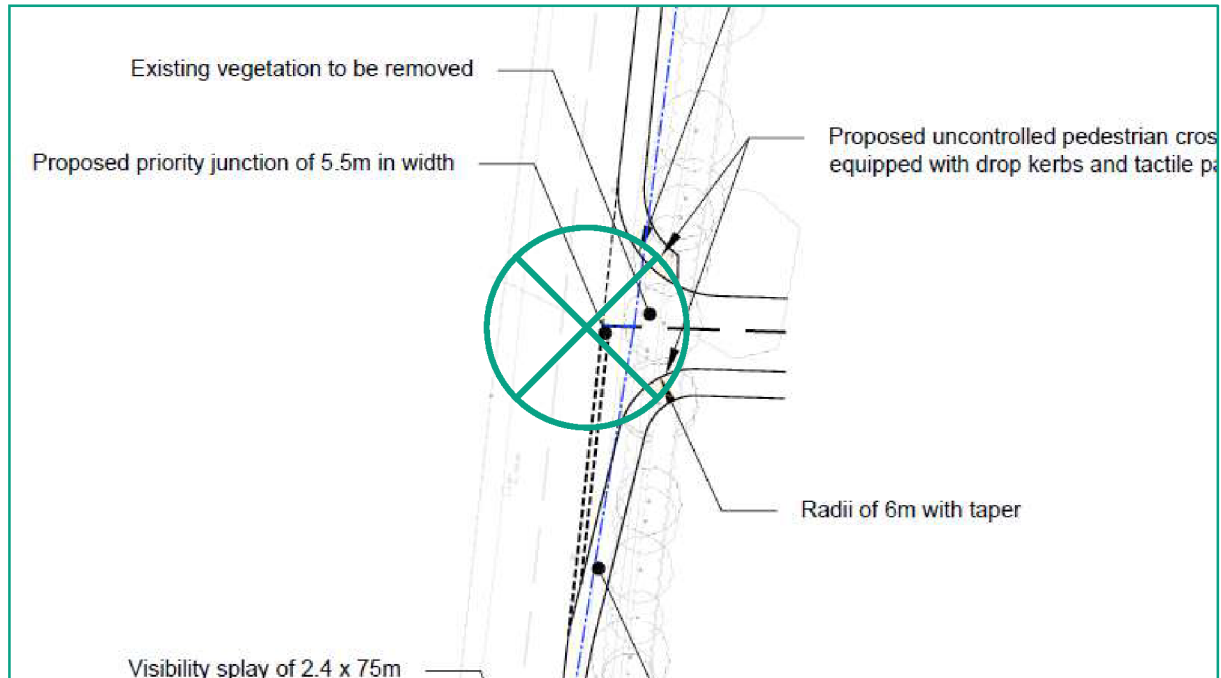
Location: Proposed access. Drawing No. 35076 - H-01 – Proposed Access Arrangement.

Summary: Potential for collisions arising from large vehicle access.

- 3.2.1 No vehicle swept path assessment is provided. There is potential for large vehicles to over-run, or over-sail, the adjacent footway leading to potential collisions between vehicles and pedestrians, resulting in possible injuries to pedestrians.

RECOMMENDATION

- 3.2.2 It is recommended that a swept path assessment is undertaken for the largest typical vehicles to regularly and frequently visit the site to demonstrate safe and efficient access.



Drawing Extract 2 - 35076 - H-01.



Image 2 – A227 view north.

SECTION 4: AUDIT STATEMENT

- 4.1 We certify this audit has been undertaken in accordance with DMRB Standard GG119 (Revision 2).

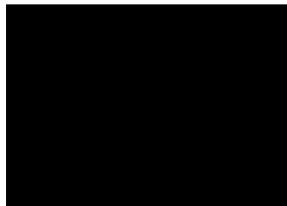
Road Safety Audit Team Leader

A. R. J. Setter BA (Hons) MSc CMILT MCIHT AMICE MSoRSA MTPS
National Highways RSA Certificate of Competency (2015)

Director - Badingham Limited

16 Ashley Piece, Ramsbury, Marlborough, Wiltshire, SN8 2QE

Signed:



Date: 11th June 2025

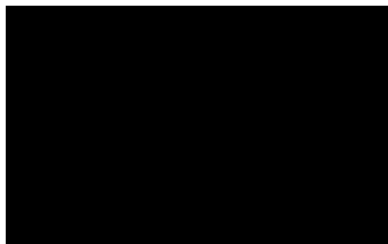
Road Safety Audit Team Member

D. F. Rogers JP CEng BEng (Hons) MICE MSoRSA FIHE FCIHT

Partner - Ashburn Partnership

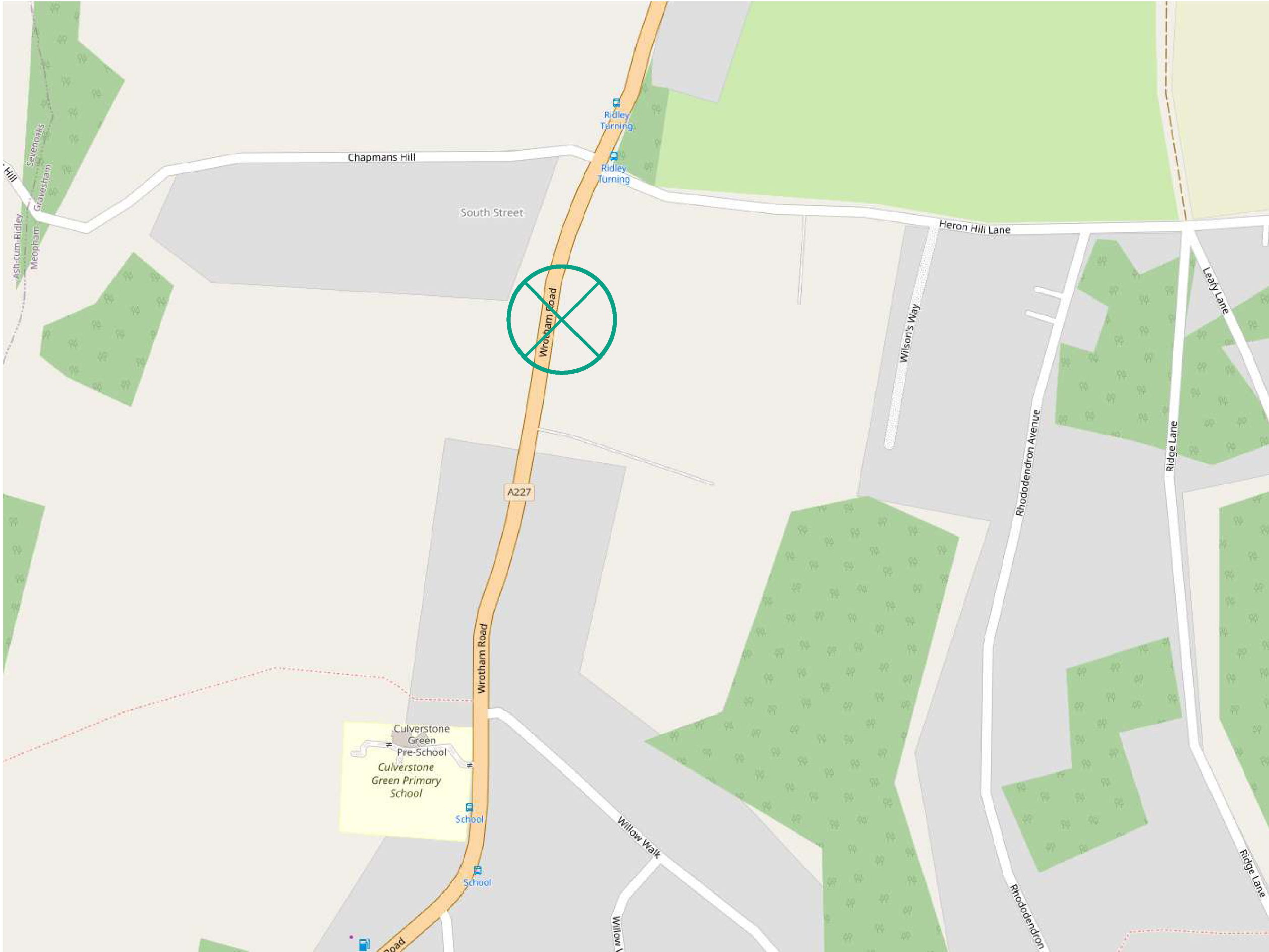
5 Mayfield, Upper Wanborough, Swindon, SN4 0ED

Signed:



Date: 11th June 2025

FIGURES



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Notes:
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Rev.	Date	Initials	Amendments

Badingham

Transport Planning | Road Safety | Highways

Concept | Consult | Construct

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Client
Esquire Developments.

Project
Blackthorn Farm, Meopham.

Title
Location Plan

Date	11/06/2025	Status	FINAL
Scale	NTS	Original Size	A3
Drawn	AS	Checked	AS
Job No.	1307	Drawing No.	FIGURE 1
		Rev.	-



North



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Rev.	Date	Initials	Amendments

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Client
Esquire Developments.

Project
Blackthorn Farm, Meopham.

Title
Aerial Photo

Date	11/06/2025	Status	FINAL
Scale	NTS	Original Size	A3
Drawn	AS	Checked	AS
Job No.	1307	Drawing No.	FIGURE 2
		Rev.	-



North



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Source: 35076-H-02 - Off-Site Improvements

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Client

Esquire Developments.

Project

Blackthorn Farm, Meopham.

Title

Audit Problem Location Plan

Date

11/06/2025

Status

FINAL

Scale

NTS

Original Size

A3

Drawn

AS

Checked

AS

Job No.

1307

Drawing No.

FIGURE 3

Rev.

-

Project Details – Blackthorn Farm, Culverstone

Date – 11.06.2025

Consultant/Design Engineer – DHA

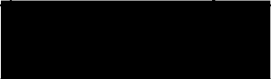
Contact – James Marsh, 01622 776226



Road Safety Audit Stage 1

This document is in response to the issues raised in the Stage 1 RSA report prepared by Badingham Ltd on 11th June 2025. Ref 1307

Authorisation sheet

Prepared by:	
Name:	James Marsh
Position	Associate Engineer
Signed:	
Organisation	DHA
Date:	11/06/2025
Approved by:	
Name:	Chris Smoker
Position	Associate Director
Signed:	
Organisation:	DHA
Date:	11/06/2025

Introduction

The proposals at Blackthorn Farm, Culverstone Green, comprise a new priority junction onto South Street to serve a development of 100 residential units, as well as some off-site improvements. This Designer's Response was produced by James Marsh and approved by Chris Smokes of DHA in response to a Stage 1 Road Safety Audit prepared by Badingham Ltd on 11th June 2025, who assessed the access proposals. The overseeing organisation that will review this response is Kent County Council.

Item Number	RSA Issue	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
3.1	<p>Location: A227 South Street. Drawing No.35076 – H-01 – Proposed Access Arrangement</p> <p>Summary: Potential for collisions arising from vehicles speeding.</p> <p>It is acknowledged that the proposed visibility at the access is based upon the recorded speed of traffic on the A227 and as such is appropriate. However, the speed of traffic over this section is significantly above the signed limit and remains a concern. There is potential for later braking, skids and loss of control type incidents between through-traffic and turning vehicles resulting in possible injuries and increased severity to occupants, or riders.</p>	It is recommended that measures are introduced to reduce speed of traffic on the A227 to within the signed 30mph limit, through the use of a gateway feature, or vehicle activated indicative signing for example.	<p>Agreed.</p> <p>It is noted that the red-carpet roundels are being resurfaced highlighting the repeater signs for the 30mph.</p> <p>Either a Vehicle Activated Sign (VAS) or improvement to the gateway feature will be provided at the detailed design phase, which will be discussed with KCC Highways.</p>		
3.2	<p>Location: B – Proposed access. Drawing No. 35076 – H-01 – Proposed Access Arrangement</p> <p>Summary: Potential for collisions arising from large vehicle access.</p> <p>No vehicle swept path assessment is provided. There is potential for large vehicles to over-run, or over-sail the adjacent footway leading to potential collisions between vehicles and pedestrians, resulting in possible injuries to pedestrians.</p>	It is recommended that a swept path assessment is undertaken for the largest typical vehicles to regularly and frequently visit the site to demonstrate safe and efficient access.	<p>Agreed.</p> <p>Vehicle swept path analysis drawings are completed for a Kent refuse vehicle (11.4m length) and a 7.5t delivery van.</p>		

Design Organisation and Overseeing Organisation Statements

On behalf of the design organisation I certify that:

- 1) The RSA actions identified in response to the issues raised in the road safety audit have been discussed and agreed with the Overseeing Organisation.**

Name:	
Signed:	
Position:	
Organisation:	
Date:	

On behalf of the overseeing organisation I certify that:

- 1) The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and**
2) The agreed RSA actions will be progressed.

Name:	
Signed:	
Position:	
Organisation:	
Date:	

Our Ref: 1307/AS

Your Ref: 35076

16 Ashley Piece
Ramsbury
Marlborough
Wiltshire
SN8 2QE

For the attention of T. Valek

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

Tel. +44(0)7760 789659
contact@badinghamuk.com
www.badinghamuk.com

By email

25th June 2025

Dear Tom,

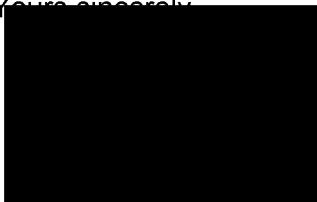
BLACKTHORN FARM, CULVERSTONE – RSA1 DESIGNER’S RESPONSE

We refer to your recent email and attachments in respect of the above.

Our Audit Team has reviewed the Designer’s Response and confirm that this is an appropriate response in road safety terms. We have no further observations to make.

We trust the above is satisfactory but should you need any clarification or assistance please do not hesitate to get in contact.

Yours sincerely,



Anthony R. J. Setter
Director

APPENDIX K





NOTES:

Do Not Scale.

Report all discrepancies, errors and omissions.

Verify all dimensions on site before commencing any work on site or preparing shop drawings.

All materials, components and workmanship are to comply with the relevant British Standards, Codes of Practice, and appropriate manufacturers recommendations that from time to time shall apply.

For all specialist work, see relevant drawings.

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Registration number OC335948.

Rev	Date	Description
-----	------	-------------

PARKING STRATEGY PLAN		
	Surface Parking	- 194 No
	Visitors Parking	- 22 No
	Space for secure cycle storage (indicative location)	
Total		- 216 No

Project Title

Proposed Residential Development
Blackthorne Farm
Culverstone

Drawing Description

Parking Strategy Plan

Scale	Drawn by
1:500@A1	JS
Date	Checked by
November 2024	TWM

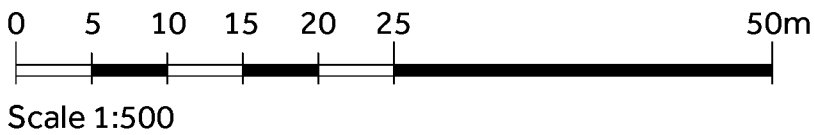
CLAGUE ARCHITECTS

62 Burgate, Canterbury Kent CT1 2BH	01227 762060
1 Kinsbourne Court, Luton Road, Harpenden, Hertfordshire AL5 3BL	01582 765102
8, Disney Street London SE1 1JF	0203 597 6112

CANTERBURY LONDON HARPENDEN

Drawing Number	Revision
23357B	

Proposed Residential Development, Blackthorne Farm, Culverstone



APPENDIX L



Calculation Reference: AUDIT-704001-250310-0353

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	2 days
	HC HAMPSHIRE	2 days
	HF HERTFORDSHIRE	1 days
	KC KENT	2 days
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	DC DORSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	8 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	1 days
09	NORTH	
	DH DURHAM	1 days
	IM ISLE OF MAN	2 days
11	SCOTLAND	
	AS ABERDEENSHIRE	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 17 to 300 (units:)
 Range Selected by User: 5 to 300 (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:

Monday	2 days
Tuesday	7 days
Wednesday	7 days
Thursday	5 days
Friday	2 days

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

Selected survey types:

Manual count	19 days
Directional ATC Count	4 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 undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	20

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	21
Out of Town	2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	22 days - Selected
Servicing vehicles Excluded	100 days - Selected

Secondary Filtering selection:**Use Class:**

C3	23 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	6 days
5,001 to 10,000	17 days

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

Population within 5 miles:

5,001 to 25,000	11 days
25,001 to 50,000	5 days
50,001 to 75,000	4 days
75,001 to 100,000	1 days
100,001 to 125,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	18 days
1.6 to 2.0	3 days

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

Travel Plan:

Yes	16 days
No	7 days

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

PTAL Rating:

No PTAL Present	23 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	AC-03-A-04 LONDON ROAD NORTHWICH LEFTWICH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 24 Survey date: THURSDAY 06/06/19	TOWN HOUSES	CHESHIRE WEST & CHESTER
2	AS-03-A-02 FARROCHIE ROAD STONEHAVEN Edge of Town Residential Zone Total No of Dwellings: 131 Survey date: WEDNESDAY 20/04/22	MIXED HOUSES	ABERDEENSHIRE
3	CT-03-A-01 ARLESEY ROAD STOTFOLD Edge of Town Residential Zone Total No of Dwellings: 46 Survey date: WEDNESDAY 22/06/22	MIXED HOUSES	CENTRAL BEDFORDSHIRE
4	DC-03-A-10 ADDISON CLOSE GILLINGHAM Edge of Town Residential Zone Total No of Dwellings: 26 Survey date: WEDNESDAY 09/11/22	MIXED HOUSES	DORSET
5	DH-03-A-01 GREENFIELDS ROAD BISHOP AUCKLAND Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 50 Survey date: TUESDAY 28/03/17	SEMI DETACHED	DURHAM
6	ES-03-A-07 NEW ROAD HAILSHAM HELLINGLY Edge of Town Residential Zone Total No of Dwellings: 91 Survey date: THURSDAY 07/11/19	MIXED HOUSES & FLATS	EAST SUSSEX
7	ES-03-A-13 A265 HEATHFIELD Edge of Town Residential Zone Total No of Dwellings: 36 Survey date: MONDAY 18/03/24	DETACHED HOUSES	EAST SUSSEX

LIST OF SITES relevant to selection parameters (Cont.)

8	HC-03-A-23 CANADA WAY LIPHOOK	HOUSES & FLATS		HAMPSHIRE
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:		62	
	Survey date: TUESDAY		19/11/19	Survey Type: MANUAL
9	HC-03-A-31 KILN ROAD LIPHOOK	MIXED HOUSES & FLATS		HAMPSHIRE
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		44	
	Survey date: FRIDAY		07/10/22	Survey Type: MANUAL
10	HF-03-A-03 HARE STREET ROAD BUNTINGFORD	MIXED HOUSES		HERTFORDSHIRE
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		160	
	Survey date: MONDAY		08/07/19	Survey Type: MANUAL
11	IM-03-A-05 SCARLETT ROAD CASTLETOWN	MIXED HOUSES		ISLE OF MAN
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		45	
	Survey date: TUESDAY		21/05/24	Survey Type: MANUAL
12	IM-03-A-06 MOORAGH PROMENADE RAMSEY	MIXED HOUSES		ISLE OF MAN
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		129	
	Survey date: THURSDAY		23/05/24	Survey Type: MANUAL
13	KC-03-A-07 RECULVER ROAD HERNE BAY	MIXED HOUSES		KENT
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		288	
	Survey date: WEDNESDAY		27/09/17	Survey Type: MANUAL
14	KC-03-A-10 HEADCORN ROAD STAPLEHURST	MIXED HOUSES		KENT
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		106	
	Survey date: TUESDAY		09/05/23	Survey Type: MANUAL
15	NF-03-A-07 SILFIELD ROAD WYMONDHAM	MIXED HOUSES & FLATS		NORFOLK
	Edge of Town			
	Out of Town			
	Total No of Dwellings:		297	
	Survey date: FRIDAY		20/09/19	Survey Type: DIRECTIONAL ATC COUNT
16	NF-03-A-10 HUNSTANTON ROAD HUNSTANTON	MIXED HOUSES & FLATS		NORFOLK
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		17	
	Survey date: WEDNESDAY		12/09/18	Survey Type: DIRECTIONAL ATC COUNT

LIST OF SITES relevant to selection parameters (Cont.)

17	NF-03-A-30 BRANDON ROAD SWAFFHAM	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	266		
	Survey date: THURSDAY	23/09/21	Survey Type: MANUAL	
18	NF-03-A-32 HUNSTANTON ROAD HUNSTANTON	MIXED HOUSES & FLATS		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	164		
	Survey date: WEDNESDAY	21/09/22	Survey Type: DIRECTIONAL ATC COUNT	
19	NF-03-A-33 LONDON ROAD ATTLEBOROUGH	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	143		
	Survey date: THURSDAY	29/09/22	Survey Type: MANUAL	
20	NF-03-A-34 NORWICH ROAD SWAFFHAM	MIXED HOUSES		NORFOLK
	Edge of Town Out of Town Total No of Dwellings:	80		
	Survey date: TUESDAY	27/09/22	Survey Type: MANUAL	
21	NF-03-A-39 HEATH DRIVE HOLT	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	212		
	Survey date: TUESDAY	27/09/22	Survey Type: MANUAL	
22	NF-03-A-47 BURGH ROAD AYLSHAM	MIXED HOUSES & FLATS		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	300		
	Survey date: WEDNESDAY	21/09/22	Survey Type: DIRECTIONAL ATC COUNT	
23	WS-03-A-22 SHOPWHYKE ROAD CHICHESTER	MIXED HOUSES & FLATS		WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:	129		
	Survey date: TUESDAY	19/03/24	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.

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

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	23	124	0.095	23	124	0.288	23	124	0.383
08:00 - 09:00	23	124	0.142	23	124	0.350	23	124	0.492
09:00 - 10:00	23	124	0.144	23	124	0.167	23	124	0.311
10:00 - 11:00	23	124	0.117	23	124	0.157	23	124	0.274
11:00 - 12:00	23	124	0.145	23	124	0.141	23	124	0.286
12:00 - 13:00	23	124	0.150	23	124	0.137	23	124	0.287
13:00 - 14:00	23	124	0.158	23	124	0.149	23	124	0.307
14:00 - 15:00	23	124	0.171	23	124	0.187	23	124	0.358
15:00 - 16:00	23	124	0.276	23	124	0.181	23	124	0.457
16:00 - 17:00	23	124	0.281	23	124	0.177	23	124	0.458
17:00 - 18:00	23	124	0.338	23	124	0.165	23	124	0.503
18:00 - 19:00	23	124	0.278	23	124	0.169	23	124	0.447
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.295				2.268	4.563	

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

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

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Parameter summary

Trip rate parameter range selected: 17 - 300 (units:)
 Survey date range: 01/01/16 - 18/09/24
 Number of weekdays (Monday-Friday): 27
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 21
 Surveys manually removed from selection: 0

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

Calculation Reference: AUDIT-704001-250310-0318

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

<u>Selected regions and areas:</u>		
02	SOUTH EAST	
	EX ESSEX	1 days
03	SOUTH WEST	
	WL WILTSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	KS KIRKLEES	1 days
09	NORTH	
	FU WESTMORLAND & FURNESS	1 days
11	SCOTLAND	
	DU DUNDEE CITY	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 17 to 228 (units:)
 Range Selected by User: 10 to 516 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 06/09/23

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

Selected survey days:

Tuesday 1 days
 Thursday 1 days
 Friday 3 days

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

Selected survey types:

Manual count 5 days
 Directional ATC Count 0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre) 2
 Edge of Town 1
 Neighbourhood Centre (PPS6 Local Centre) 2

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

Selected Location Sub Categories:

Residential Zone 3
 Village 2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included X days - Selected
 Servicing vehicles Excluded 12 days - Selected

Secondary Filtering selection:**Use Class:**

C3 5 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	2 days
5,001 to 10,000	2 days
15,001 to 20,000	1 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
25,001 to 50,000	1 days
50,001 to 75,000	1 days
125,001 to 250,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	4 days

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

Travel Plan:

No	5 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	5 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	DU-03-B-01	TERRACED BUNGALOWS	DUNDEE CITY
	307-441	BALUNIE DRIVE	
		DUNDEE	
		DOUGLAS & ANGUS	
		Suburban Area (PPS6 Out of Centre)	
		Residential Zone	
	Total No of Dwellings:	68	
	Survey date: FRIDAY	21/04/17	Survey Type: MANUAL
2	EX-03-B-01	MIXED HOUSES & FLATS	ESSEX
		SHIMBROOKS	
		NEAR BRAINTREE	
		GREAT LEIGHS	
		Neighbourhood Centre (PPS6 Local Centre)	
		Village	
	Total No of Dwellings:	228	
	Survey date: THURSDAY	10/05/18	Survey Type: MANUAL
3	FU-03-B-01	SEMI DETACHED & TERRACED	WESTMORLAND & FURNESS
		PENNINE WAY	
		ALSTON	
		Neighbourhood Centre (PPS6 Local Centre)	
		Village	
	Total No of Dwellings:	66	
	Survey date: FRIDAY	13/05/22	Survey Type: MANUAL
4	KS-03-B-02	TERRACED HOUSES	KIRKLEES
		SYKES CLOSE	
		BATLEY	
		Edge of Town	
		Residential Zone	
	Total No of Dwellings:	17	
	Survey date: FRIDAY	19/10/18	Survey Type: MANUAL
5	WL-03-B-01	TERRACED HOUSES	WILTSHIRE
		BUTTERFIELD DRIVE	
		AMESBURY	
		Suburban Area (PPS6 Out of Centre)	
		Residential Zone	
	Total No of Dwellings:	54	
	Survey date: TUESDAY	18/09/18	Survey Type: MANUAL

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

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

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	5	87	0.076	5	87	0.222	5	87	0.298
08:00 - 09:00	5	87	0.109	5	87	0.233	5	87	0.342
09:00 - 10:00	5	87	0.095	5	87	0.164	5	87	0.259
10:00 - 11:00	5	87	0.079	5	87	0.104	5	87	0.183
11:00 - 12:00	5	87	0.074	5	87	0.102	5	87	0.176
12:00 - 13:00	5	87	0.109	5	87	0.079	5	87	0.188
13:00 - 14:00	5	87	0.099	5	87	0.090	5	87	0.189
14:00 - 15:00	5	87	0.109	5	87	0.113	5	87	0.222
15:00 - 16:00	5	87	0.178	5	87	0.111	5	87	0.289
16:00 - 17:00	5	87	0.208	5	87	0.104	5	87	0.312
17:00 - 18:00	5	87	0.226	5	87	0.159	5	87	0.385
18:00 - 19:00	5	87	0.192	5	87	0.139	5	87	0.331
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.554			1.620			3.174

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

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

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Parameter summary

Trip rate parameter range selected: 17 - 228 (units:)
 Survey date range: 01/01/16 - 06/09/23
 Number of weekdays (Monday-Friday): 5
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

APPENDIX M



W013EW - Location of usual residence and place of work by method of travel to work (MSOA level)
ONS Crown Copyright Reserved from Noms on 25 March 2025

population	All usual residents aged 16 and over in employment the week before the census
units	Persons
date	2011
method of travel to work	All categories: Method of travel to work (2001 specification)

usual residence

place of work
E20005067 :
Greenham013

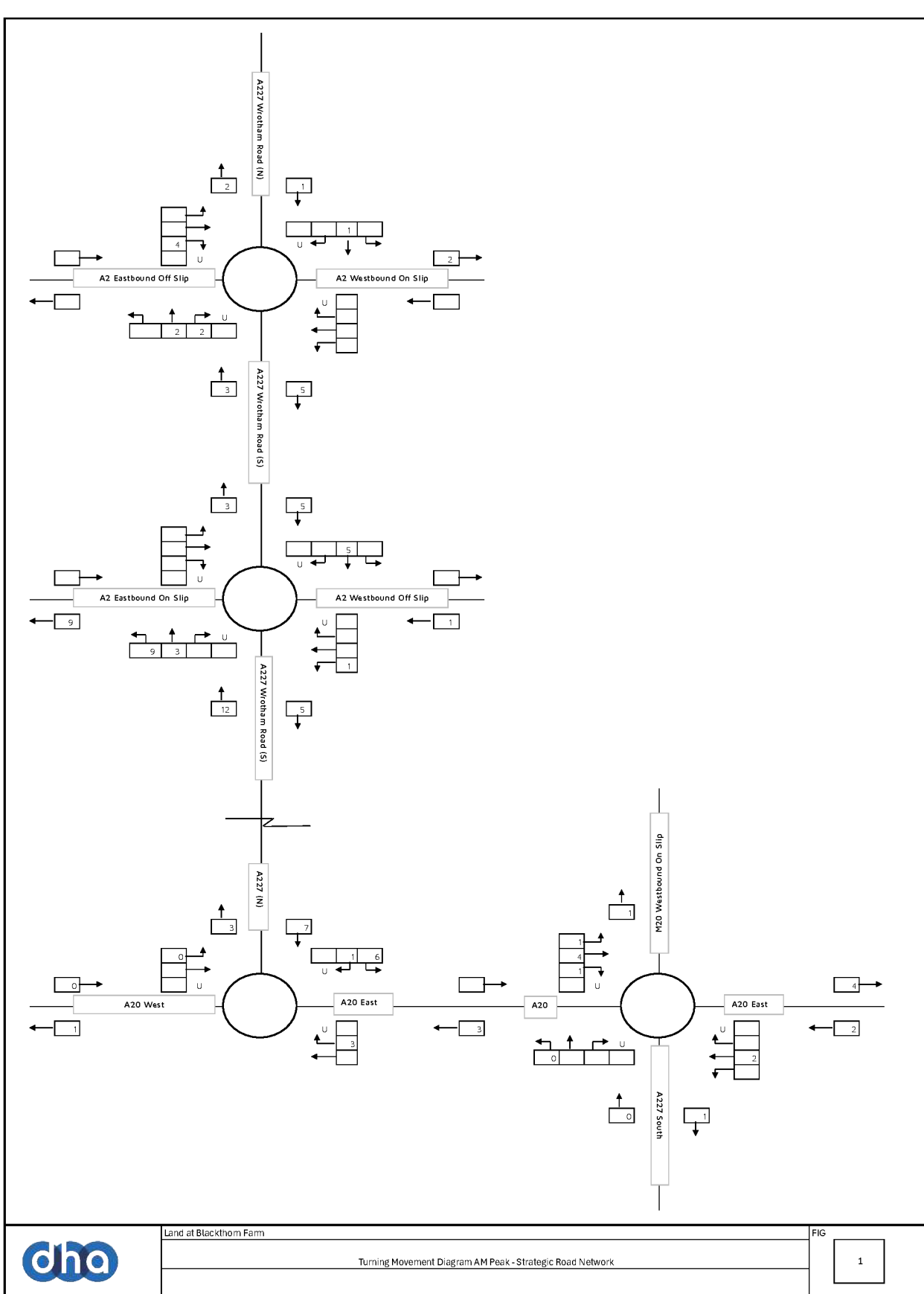
East	49
East Midlands	5
London	629
North East	2
North West	4
Northern Ireland	1
Scotland	4
South West	6
Wales	0
West Midlands	4
Yorkshire and The Humber	7
Abur	0
Arun	0
Ashford	11
Alderbury Vale	0
Basingstoke and Deane	1
Bedford Forest	3
Brighton and Hove	0
Canterbury	12
Cherwell	0
Chichester	0
Chilren	0
Dover	8
Dover	2
East Hampshire	0
Eastbourne	0
Eastleigh	0
Elmhurst	2
Epsom and Ewell	2
Farnham	0
Gosport	0
Griffith	2
Hart	2
Hatfield	1
Harlow	0
Horsham	1
Isle of Wight	0
Leam	0
Malden	90
Mid Sussex	1
Milton Keynes	0
Mole Valley	2
New Forest	0
Orfot	0
Portsmouth	0
Reading	0
Regent and Blandford	5
Rother	0
Rushmore	1
Rushmore	0
Shepway	7
Slough	3
South Bucks	0
South Oxfordshire	0
Southampton	1
Southwark	0
Surrey Heath	1
Swale	29
Tandridge	5
Test Valley	0
Thames	1
Tisbury and Wells	37
Vale of White Horse	0
Walsley	0
Walsley	2
West Berkshire	0
West Oxfordshire	0
Winchester	0
Windsor and Maidenhead	4
Woking	1
Wokingham	0
Worthing	0
Wycombe	0
E20003314: Mole Valley 001	6
E20003315: Mole Valley 002	0
E20003316: Mole Valley 003	6
E20003317: Mole Valley 004	20
E20003318: Mole Valley 005	0
E20003319: Mole Valley 006	3
E20003320: Mole Valley 007	20
E20003321: Mole Valley 008	2
E20003322: Mole Valley 009	0
E20003323: Mole Valley 010	0
E20003324: Mole Valley 011	13
E20003325: Mole Valley 012	2
E20003326: Mole Valley 013	0
E20003327: Mole Valley 014	1
E20003328: Mole Valley 015	25
E20003329: Mole Valley 016	3
E20003330: Mole Valley 017	0
E20003331: Mole Valley 018	1
E20003332: Mole Valley 019	0
E20003333: Mole Valley 020	1
E20003334: Mole Valley 021	0
E20003335: Mole Valley 022	1
E20003336: Mole Valley 023	1
E20003337: Mole Valley 024	4
E20003338: Mole Valley 025	3
E20003339: Mole Valley 026	8
E20003340: Mole Valley 027	3
E20003341: Mole Valley 028	3
E20003342: Mole Valley 029	0
E20003343: Mole Valley 030	7
E20003344: Mole Valley 031	0
E20003345: Mole Valley 032	0
E20003346: Mole Valley 033	2
E20003347: Mole Valley 034	0
E20003348: Mole Valley 035	1
E20003349: Mole Valley 036	0
E20003350: Mole Valley 037	0
E20003351: Mole Valley 038	2
E20003352: Mole Valley 039	2
E20003353: Mole Valley 040	2
E20003354: Mole Valley 041	7
E20003355: Mole Valley 042	12
E20003356: Mole Valley 043	16
E20003357: Mole Valley 044	67
E20003358: Mole Valley 045	30
E20003359: Mole Valley 046	3
E20003360: Mole Valley 047	0
E20003361: Mole Valley 048	1
E20003362: Mole Valley 049	0
E20003363: Mole Valley 050	17
E20003364: Mole Valley 051	1
E20003365: Mole Valley 052	26
E20003366: Mole Valley 053	7
E20003367: Mole Valley 054	12
E20003368: Mole Valley 055	14
E20003369: Mole Valley 056	26
E20003370: Mole Valley 057	11
E20003371: Mole Valley 058	16
E20003372: Mole Valley 059	7
E20003373: Mole Valley 060	11
E20003374: Mole Valley 061	14
E20003375: Mole Valley 062	2
E20003376: Mole Valley 063	40
E20003377: Mole Valley 064	6
E20003378: Mole Valley 065	2
E20003379: Mole Valley 066	0
E20003380: Mole Valley 067	20
E20003381: Mole Valley 068	36
E20003382: Mole Valley 069	126
E20003383: Mole Valley 070	27
E20003384: Mole Valley 071	13
E20003385: Mole Valley 072	17
E20003386: Mole Valley 073	23
E20003387: Mole Valley 074	5
E20003388: Mole Valley 075	6
E20003389: Mole Valley 076	5
E20003390: Mole Valley 077	11
E20003391: Mole Valley 078	6
E20003392: Mole Valley 079	93
E20003393: Mole Valley 080	93
E20003394: Mole Valley 081	15
E20003395: Mole Valley 082	12
E20003396: Mole Valley 083	37
E20003397: Mole Valley 084	2
E20003398: Mole Valley 085	3
E20003399: Mole Valley 086	115
E20003400: Mole Valley 087	5
E20003401: Mole Valley 088	28
E20003402: Mole Valley 089	6
E20003403: Mole Valley 090	3
E20003404: Mole Valley 091	6
E20003405: Mole Valley 092	6
E20003406: Mole Valley 093	43

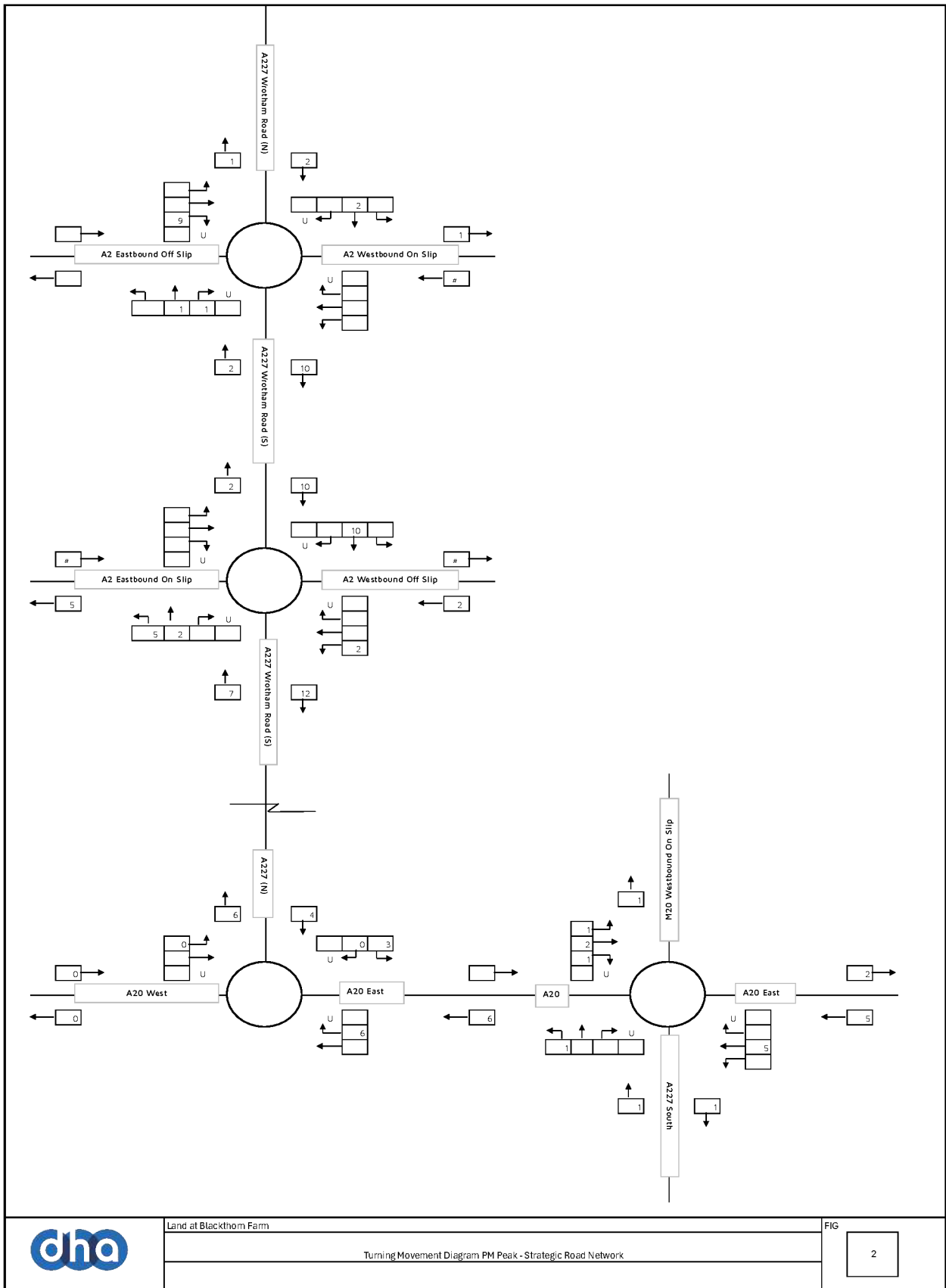
In order to protect against disclosure of personal information, records have been censored between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)											
place of work	No.	Site Access / A227 Junction		A227 / A2 Junction			A227 / A20 Junction		A20 / A227 / M20 Junction		
		Left turn: Site	Right turn: Site	Left turn: A227 to	Straight on: A227	Right turn: A227 to	Left turn: A227 to	Right turn: A227 to	Left turn: A20 to	Straight on: A20 to	Right turn: A20 to
		Access to A227 (S)	Access to A227 (N)	A2 (W)	to A227	A2 (E)	A20 (E)	A20 (W)	M20	A20	A227
East	36		36		36						
East Midlands	5	2	3		3			2			2
London	393		393		393						
North East	2	1	1		1			1			1
North West	4	3	1		1			3			3
Northern Ireland	1	0	1		1			0			0
Scotland	3	1	2		2			1			1
South West	3	3						3			3
West Midlands	2	1	1		1			1			1
Yorkshire and The Humber	7	2	5		5			2			2
Ashford	9	9						9			9
Basingstoke and Deane	1	1						1			1
Bracknell Forest	3	3						3			3
Canterbury	11	4	7			7		4			4
Crawley	8	5	3		3			5	3		3
Dover	2	1				1		1			1
Elmbridge	2	2						1	1		1
Epsom and Ewell	2	2						2			2
Guildford	2	2						2			2
Hart	2	2						2			2
Hastings	1	1						1			1
Horsham	1	1						1		0	0
Maidstone	83	83						55			55
Mid Sussex	1	1	0		0			0		0	0
Mole Valley	2	2						1	1		1
Reigate and Banstead	5	3	2		2			2	1		1
Shepway	6	6						6			6
Slough	2	2						2			2
Surrey Heath	1	1						1			1
Swale	26	13	13			13		13			13
Tandridge	4	4						2	1		1
Thanet	1	1	1			1		1			1
Tunbridge Wells	35	35						35			35
Wealden	2	2						2	1		1
Windsor and Maidenhead	4	4						4			4
E02005028 : Dartford 001	13	4	9		4			4	4		
E02005029 : Dartford 002	10		10		5						
E02005030 : Dartford 003	33	11	22		11			11		11	
E02005031 : Dartford 004	2		2		1						
E02005032 : Dartford 005	3	1	2		1			1		1	
E02005033 : Dartford 006	94		94		31						
E02005034 : Dartford 007	5	3	3		3			3		3	
E02005035 : Dartford 008	27	9	18		9			9	9		
E02005036 : Dartford 009	5	2	3		2			2	2		
E02005037 : Dartford 010	3	1	2		1			1		1	
E02005038 : Dartford 011	5		5		3						
E02005039 : Dartford 012	5	2	3		2				2		
E02005040 : Dartford 013	37		37								
E02005055 : Gravesham 001	26		26		9	17					
E02005056 : Gravesham 002	92		92			61					
E02005057 : Gravesham 003	18		18			6					
E02005058 : Gravesham 004	11		11			11					
E02005059 : Gravesham 005	15		15			8					
E02005060 : Gravesham 006	21		21		11						
E02005061 : Gravesham 007	5		5			2	2				
E02005062 : Gravesham 008	5		5				5				
E02005063 : Gravesham 009	4		4			4					
E02005064 : Gravesham 010	10		10				5				
E02005065 : Gravesham 011	5		5				3				
E02005066 : Gravesham 012	76		76								
E02005067 : Gravesham 013	47	24	24								
E02005087 : Sevenoaks 001	7	2	5		2			2		2	
E02005088 : Sevenoaks 002	10	3	7		3			3		3	
E02005089 : Sevenoaks 003	11	4	7		4			4		4	
E02005090 : Sevenoaks 004	23		23								
E02005091 : Sevenoaks 005	8	5	3					3	3		
E02005093 : Sevenoaks 007	16	8	8					8			
E02005094 : Sevenoaks 008	7	7						4	4		
E02005095 : Sevenoaks 009	10	10						7	3		2
E02005096 : Sevenoaks 010	13	13						13			13
E02005097 : Sevenoaks 011	2	2						1	1		1
E02005098 : Sevenoaks 012	32	21	11					11	11		11
E02005099 : Sevenoaks 013	6	6						4	2	2	
E02005100 : Sevenoaks 014	2	2						2			1
E02006032 : Sevenoaks 016	18		18						1		
E02005149 : Tonbridge and Malling 001	2	2						1			1
E02005150 : Tonbridge and Malling 002	7	7						2			2
E02005151 : Tonbridge and Malling 003	12	12						4			4
E02005153 : Tonbridge and Malling 005	15	15						5			5
E02005154 : Tonbridge and Malling 006	59	59						39		20	20
E02005155 : Tonbridge and Malling 007	32	32						11		11	
E02005156 : Tonbridge and Malling 008	3	3						3		2	2
E02005158 : Tonbridge and Malling 010	1							1			1
E02005160 : Tonbridge and Malling 012	15	15						15		8	8
E02005161 : Tonbridge and Malling 013	1	1						1		0	1
E02006033 : Tonbridge and Malling 014	22	22						7			7
E02003314 : Medway 001	7	2	5				2				
E02003316 : Medway 003	8	3	5				3				
E02003317 : Medway 004	18		18				12				
E02003319 : Medway 006	3		3				3				
E02003320 : Medway 007	19	13	6				6	13			13
E02003321 : Medway 008	21		21				1				
E02003324 : Medway 011	11		11				7				
E02003325 : Medway 012	2		2				2				
E02003327 : Medway 014	1		1				1				
E02003328 : Medway 015	21	7	14				14	14			14
E02003329 : Medway 016	3		3				3				
E02003331 : Medway 018	1	0	1				1	0			0
E02003333 : Medway 020	1	0	1				1	0			0
E02003335 : Medway 022	1	0	1				1	0			0
E02003336 : Medway 023	1	0	1				1	0			0
E02003337 : Medway 024	4	1	3				1	1			1
E02003338 : Medway 025	2	1	1				1	1			1
E02003339 : Medway 026	7	2	5				2	2			2
E02003340 : Medway 027	3	1	2				2	1			1
E02003341 : Medway 028	2	1	1				1	1			1
E02003343 : Medway 030	2	2	5				5	2			2
E02003346 : Medway 033	2	1	1				1	1			1
E02003348 : Medway 035	1	1	0				0	1			1
E02003351 : Medway 038	2	1	1				0	1			1
Totals	1,712	547	1163	550	109	107	380	33	56	260	59
Percentages		32%	68%	32%	6%	6%	22%	2%	3%	15%	3%
		Left turn: Site	Right turn: Site	Left turn: A227 to	Straight on: A227	Right turn: A227 to	Left turn: A227 to	Right turn: A227 to	Left turn: A20 to	Straight on: A20 to	Right turn: A20 to
		Access to A227 (S)	Access to A227 (N)	A2 (W)	to A227	A2 (E)	A20 (E)	A20 (W)	M20	A20	A227

APPENDIX N





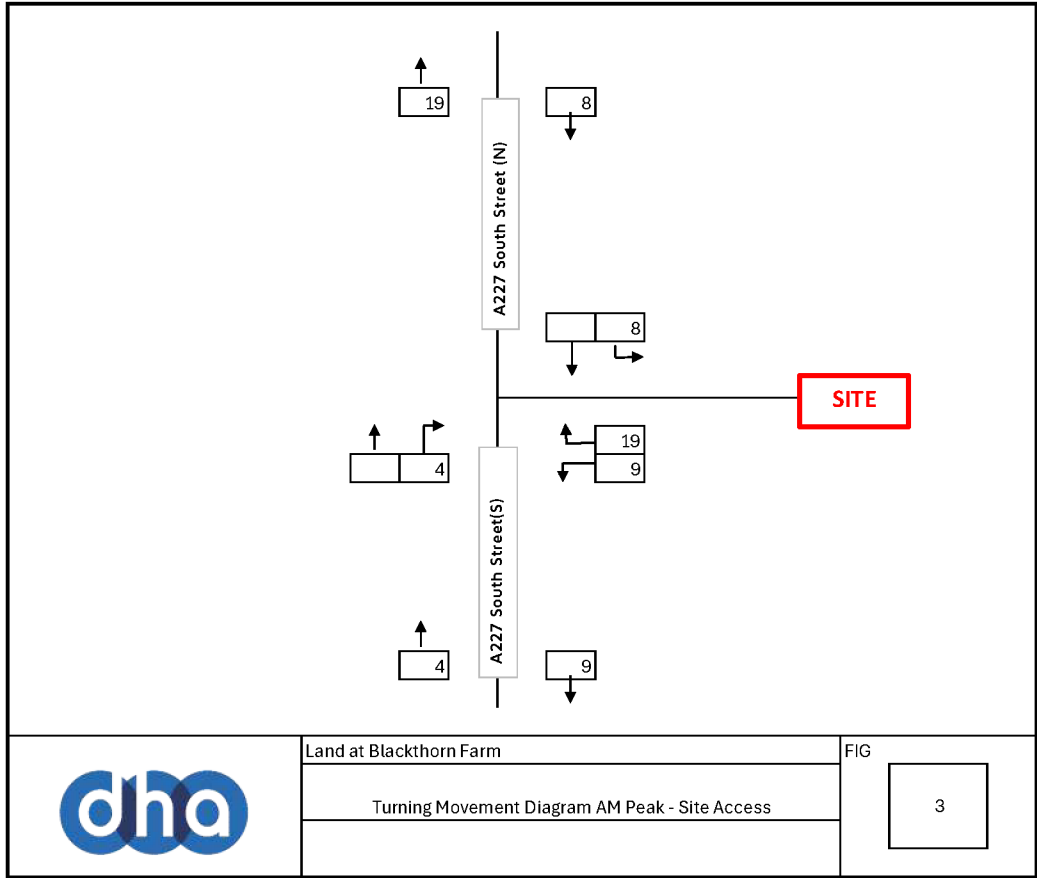


Land at Blackthorn Farm

Turning Movement Diagram PM Peak - Strategic Road Network

FIG

2

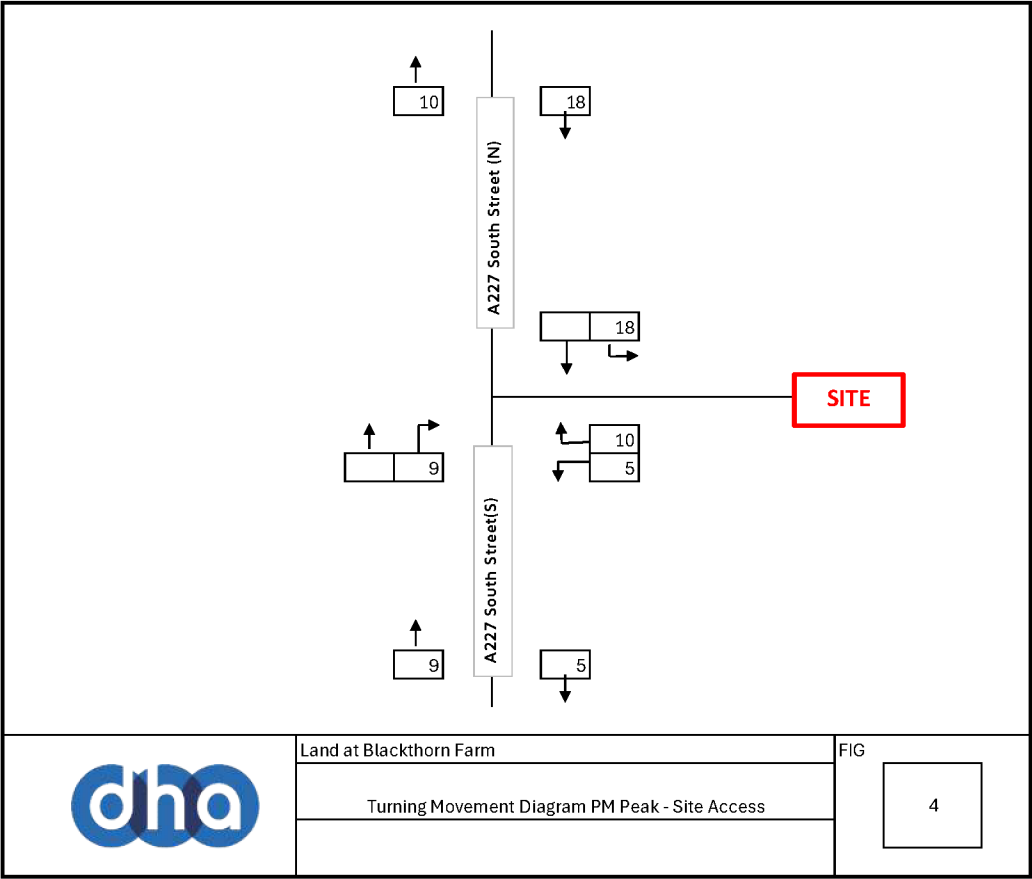


Land at Blackthorn Farm

Turning Movement Diagram AM Peak - Site Access

FIG

3



APPENDIX O



Best

36 min

2h 23m

6 hr

1h 35m

—

Best travel modes

South St, Meopham, Gravesend DA13 0D

Maidstone District

Add destination

Leave now

Options

Send directions to iPhone

Copy link

via M20

Fastest route now due to traffic conditions

35 min

22.4 miles

via A227 and M20

Details

36 min

22.1 miles

via M20 and B2163

40 min

20.0 miles

Explore Maidstone District

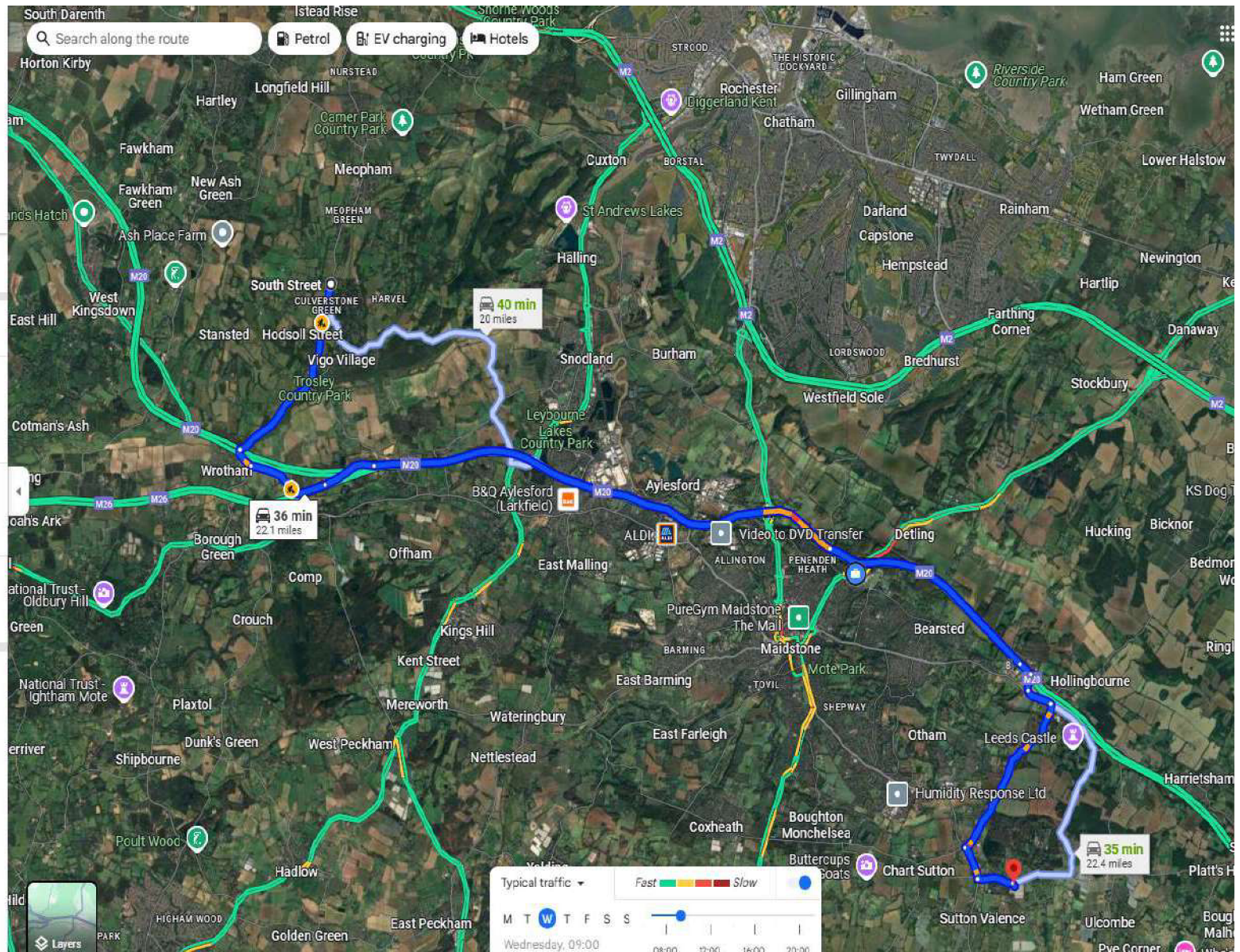
Restaurants

Hotels

Petrol stations

Car Places

More



Best

26 min

1h 11m

4h 14m

1h 9m

X

O

South St, Meopham, Gravesend DA13 0Q

↕

101 North Rd, Dartford DA1 3ND

+

Add destination

Leave now

Options

Send directions to iPhone

Copy link

via A227 and A2

26 min

Fastest route, despite slower traffic than usual

14.4 miles

Details

via B260

32 min

Some traffic, as usual

12.1 miles

via M20

35 min

Much heavier traffic than usual

19.0 miles

Explore nearby 101 North Rd

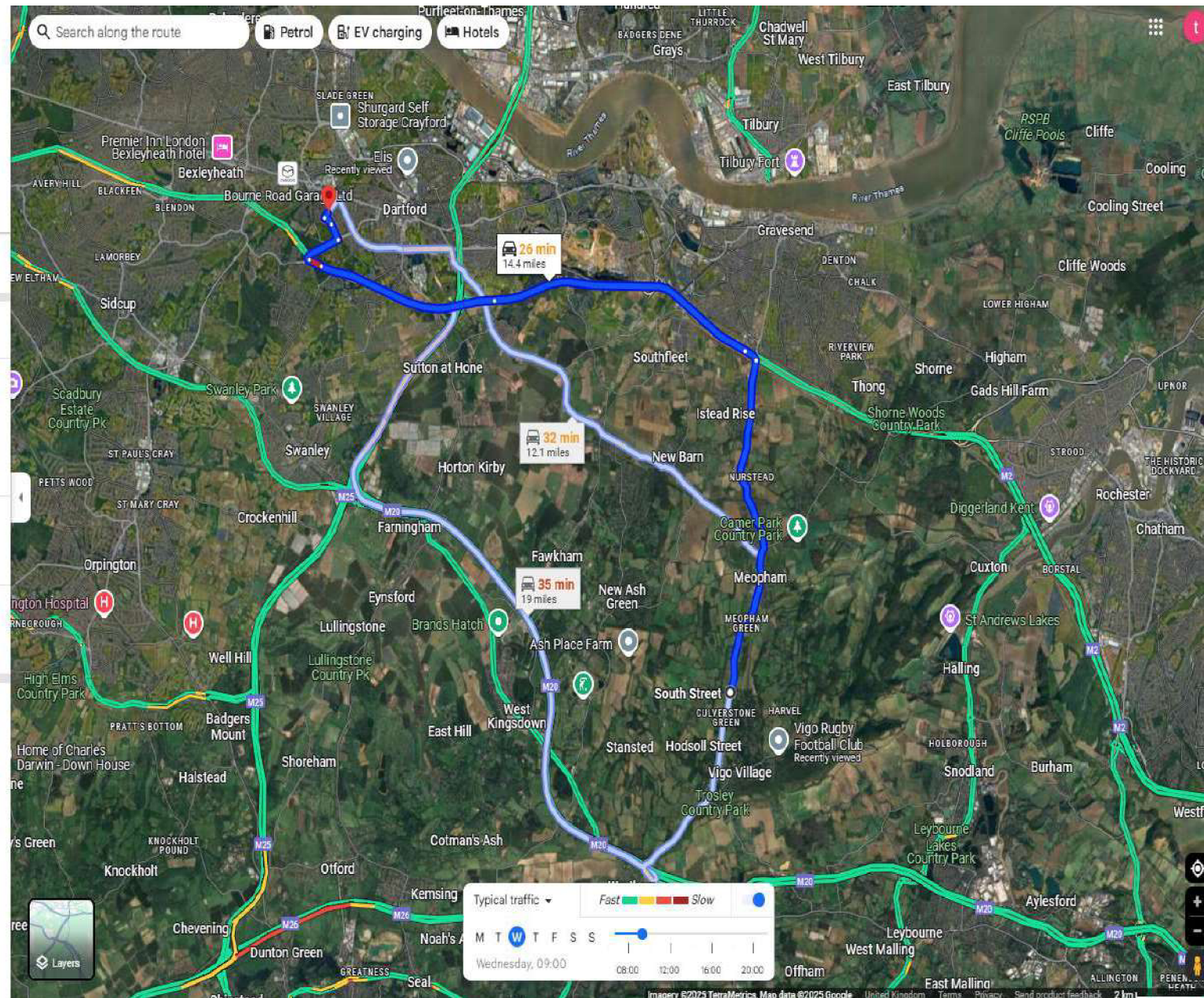
Restaurants

Hotels

Petrol stations

Car Places

More



Best

35 min

1h 8m

4 hr 1

1 hr 1

South St, Meopham, Gravesend DA13 0O

Chatham ME4 5LF

Add destination

Leave now

Options

Send directions to iPhone

Copy link

via A227

Fastest route, despite the usual traffic

35 min

13.8 miles

Details

via A227 and A2

37 min

11.3 miles

via M20

Some traffic, as usual

37 min

18.7 miles

Explore Chatham

Restaurants

Hotels

Petrol stations

Car Places

More

Search along the route

Petrol

EV charging

Hotels

35 min

13.8 miles

37 min

11.3 miles

37 min

18.7 miles

Typical traffic

Fast

Slow

M

T

W

T

F

S

S

Wednesday, 09:00

08:00

12:00

16:00

20:00

Best

1h 42m

2h 22m

13 hr

3h 46m

South St, Meopham, Gravesend DA13 0G

Wembley

Add destination

Leave now

Options

Send directions to iPhone

Copy link

via A406

1 hr 42 min

Fastest route, despite the usual traffic

47.5 miles

▲ This route has tolls.

Details

via A2

1 hr 56 min

Heavy traffic, as usual

49.3 miles

Explore Wembley

Restaurants

Hotels

Petrol stations

Car Places

More

Search along the route

Petrol

EV charging

Things to do

Hotels

Typical traffic

Fast

Slow

M T W T F S S

Wednesday, 09:00

08:00

12:00

16:00

20:00

Best

1h 3m

1h 19m

9 hr

2h 39m

South St, Meopham, Gravesend DA13 0Q

Swinburne House, Roman Rd, Bethnal Gr

Add destination

Leave now

Options

Send directions to iPhone

Copy link

via A2

1 hr 3 min

Fastest route, despite the usual traffic

27.6 miles

Details

via A13

1 hr 7 min

Some traffic, as usual

32.1 miles

via A227 and A2

1 hr 8 min

Heavier traffic than usual

27.9 miles

Explore nearby Swinburne House

Restaurants

Hotels

Petrol stations

Car Places

More

Search along the route

Petrol

EV charging

Things to do

Hotels

Typical traffic

Fast

Slow

M

T

W

T

F

S

S

Wednesday, 09:00

08:00

12:00

16:00

20:00

Best

1h 23m

2h 8m

9 hr

2h 33m

Walking

South St, Meopham, Gravesend DA13 0G

Brixton, London

Add destination

Leave now

Options

Send directions to iPhone

Copy link

via A2

Fastest route now, avoids congestion on the A2

Details

via A227 and A2

Heavier traffic than usual

Explore Brixton

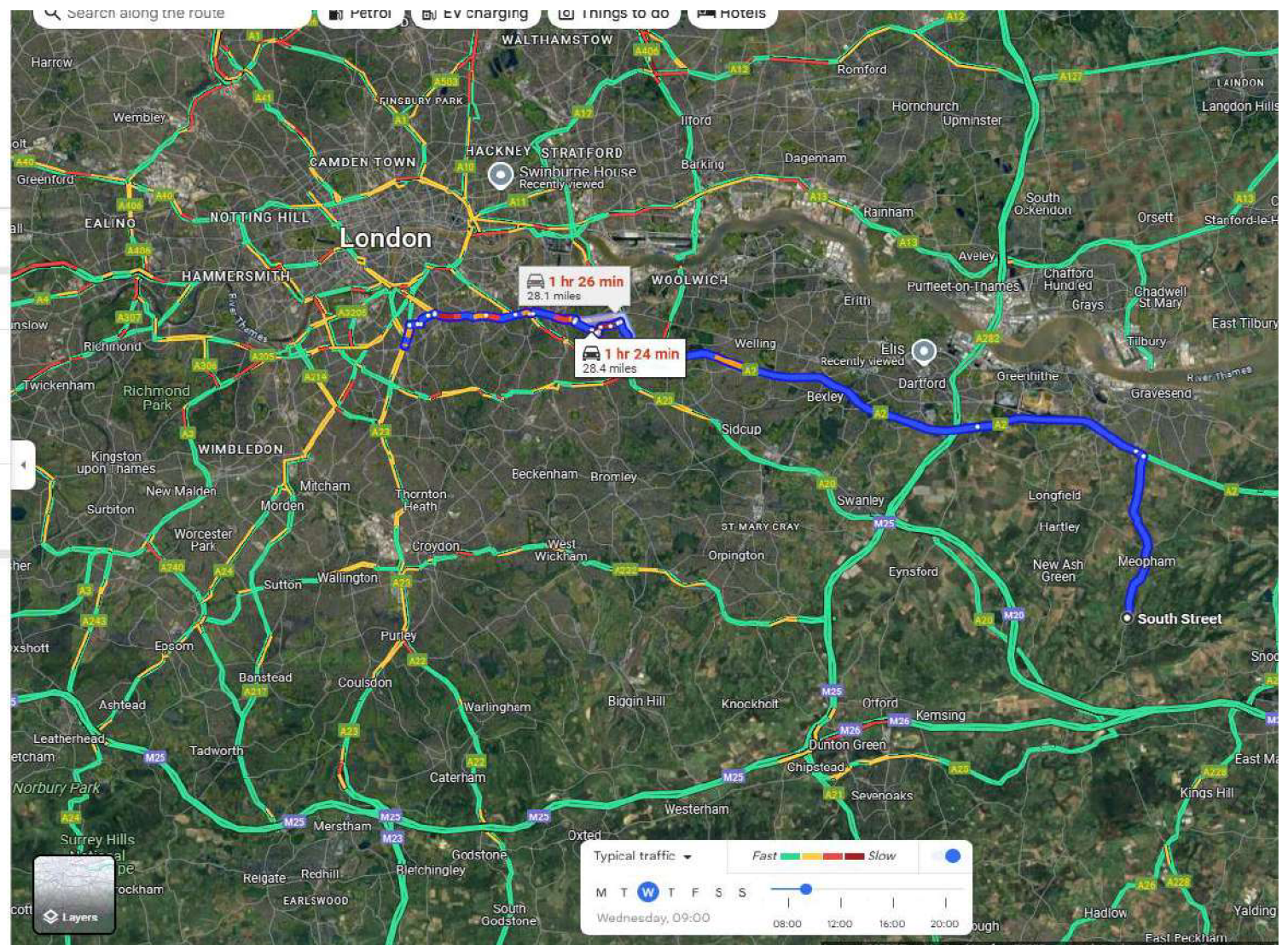
restaurants

Hotels

Petrol stations

Car Places

More



Best

1h 41m

1h 57m

10 hr

2h 54m

Culverstone Green, Meopham, Gravesend

Chelsea, London

Add destination

Leave now

Options

Send directions to iPhone

Copy link

via A2

1 hr 41 min

Best route, despite heavier traffic than usual

31.1 miles

Details

via M20

1 hr 39 min

Heavier traffic than usual

32.5 miles

via M20 and A20

1 hr 42 min

Heavier traffic than usual

31.1 miles

Explore Chelsea

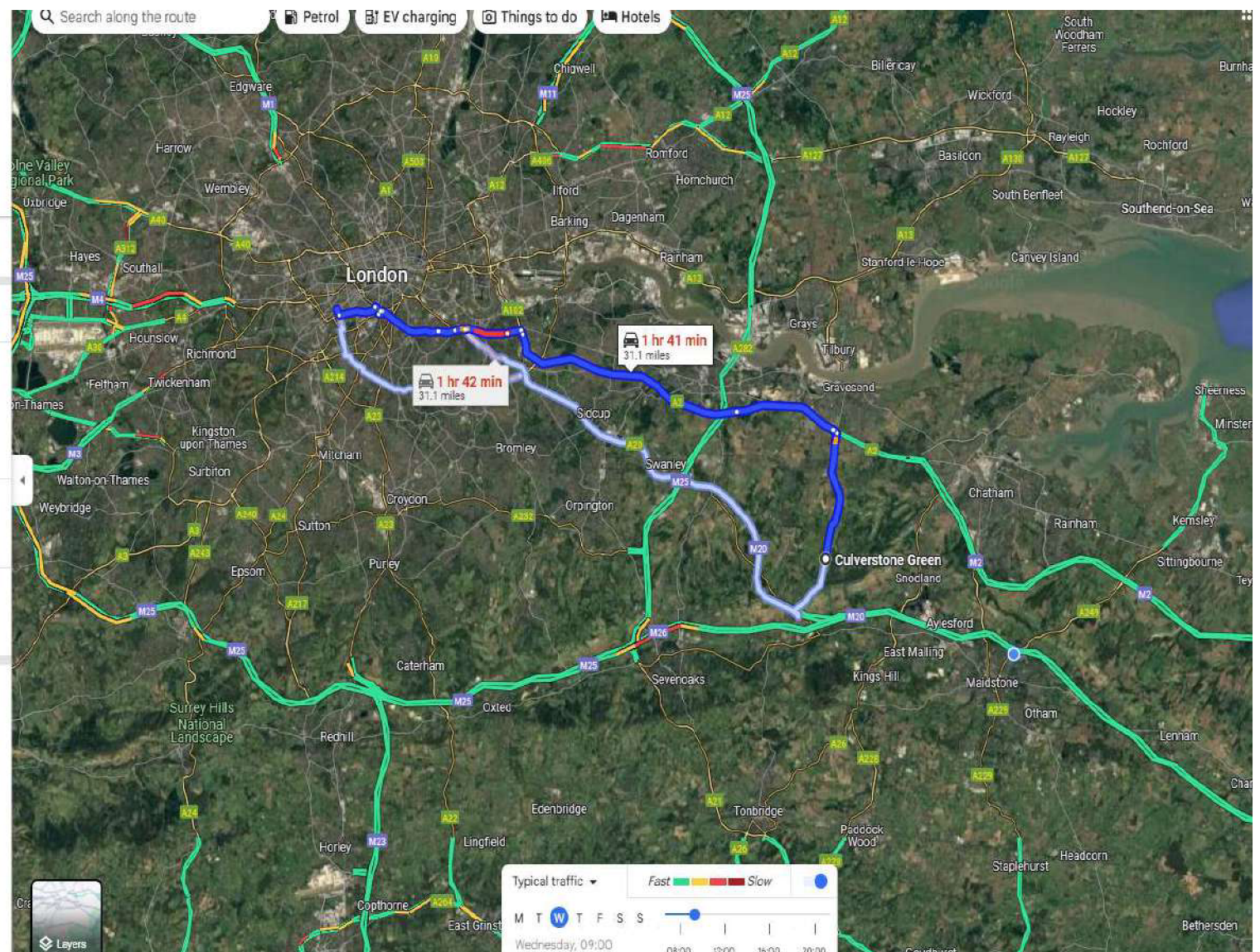
Restaurants

Hotels

Petrol stations

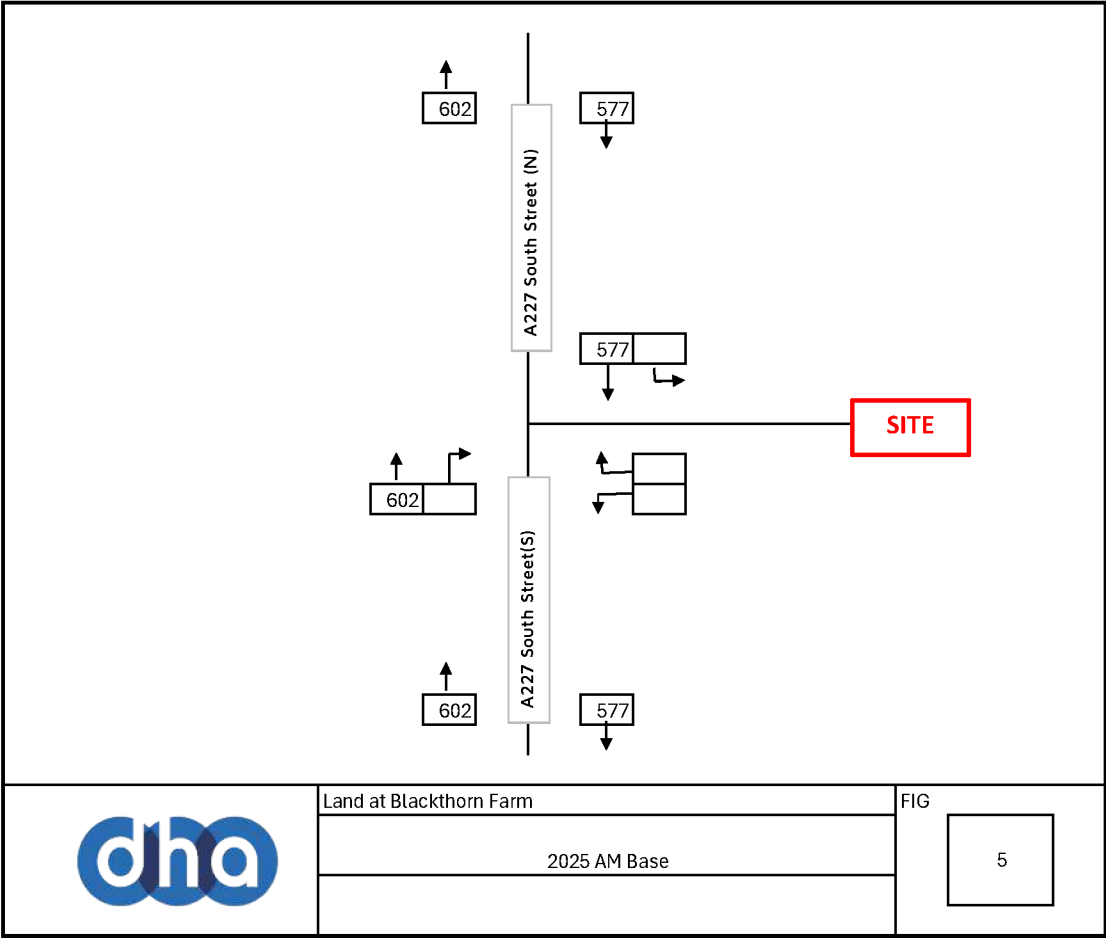
Car Places

More



APPENDIX P



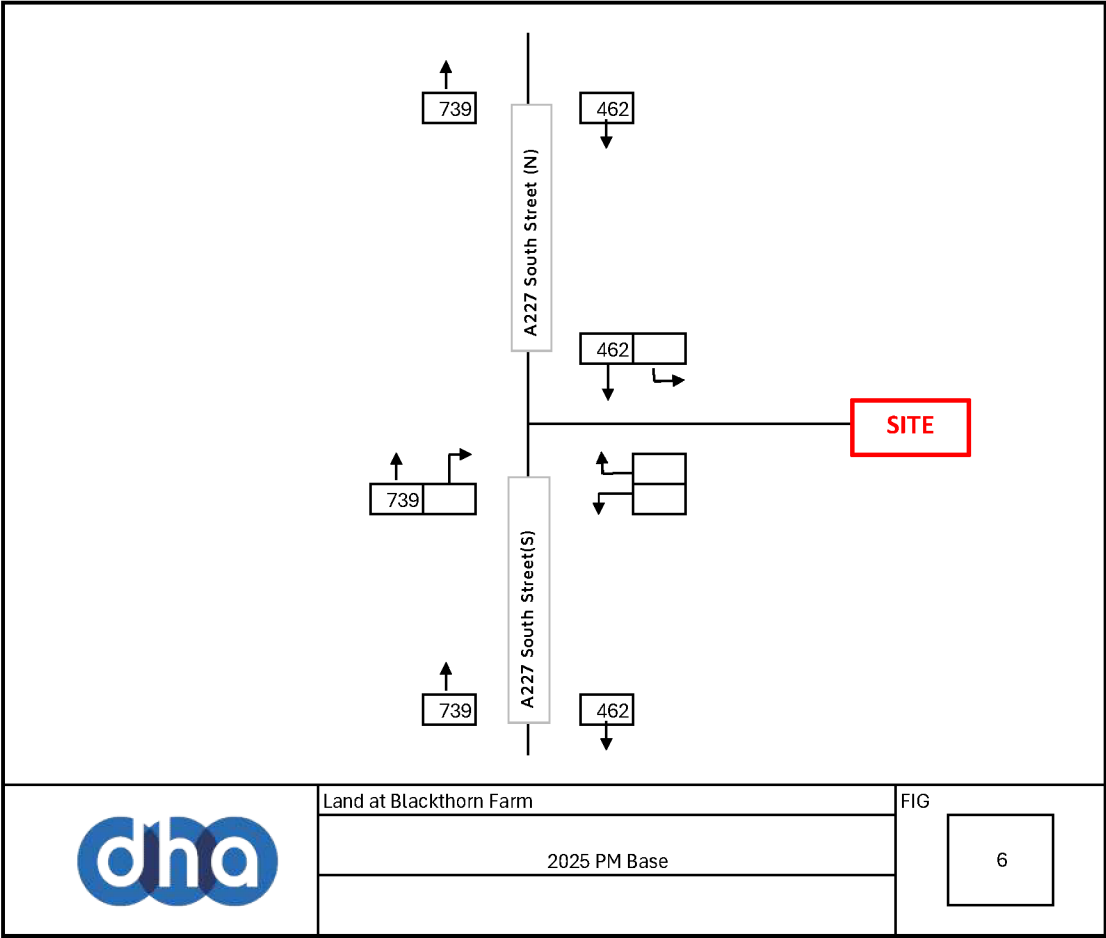


Land at Blackthorn Farm

2025 AM Base

FIG

5

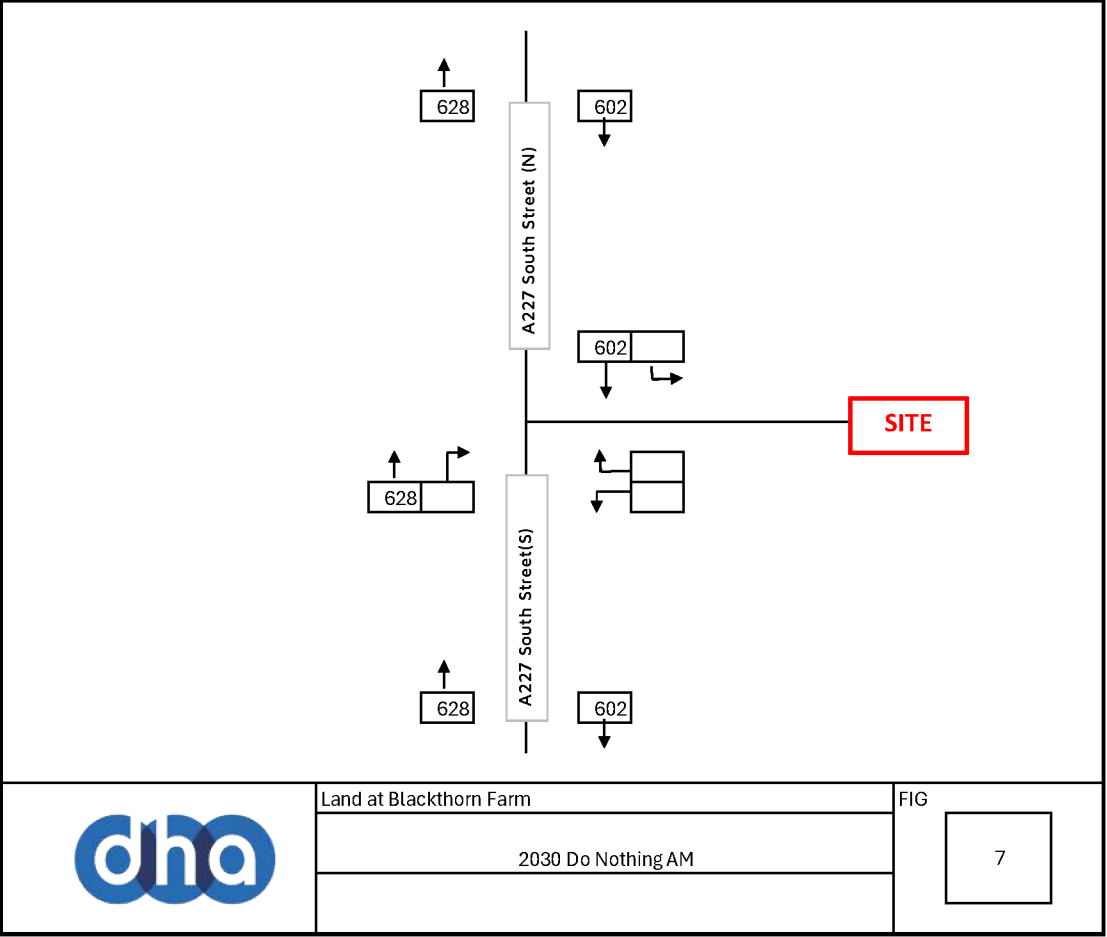


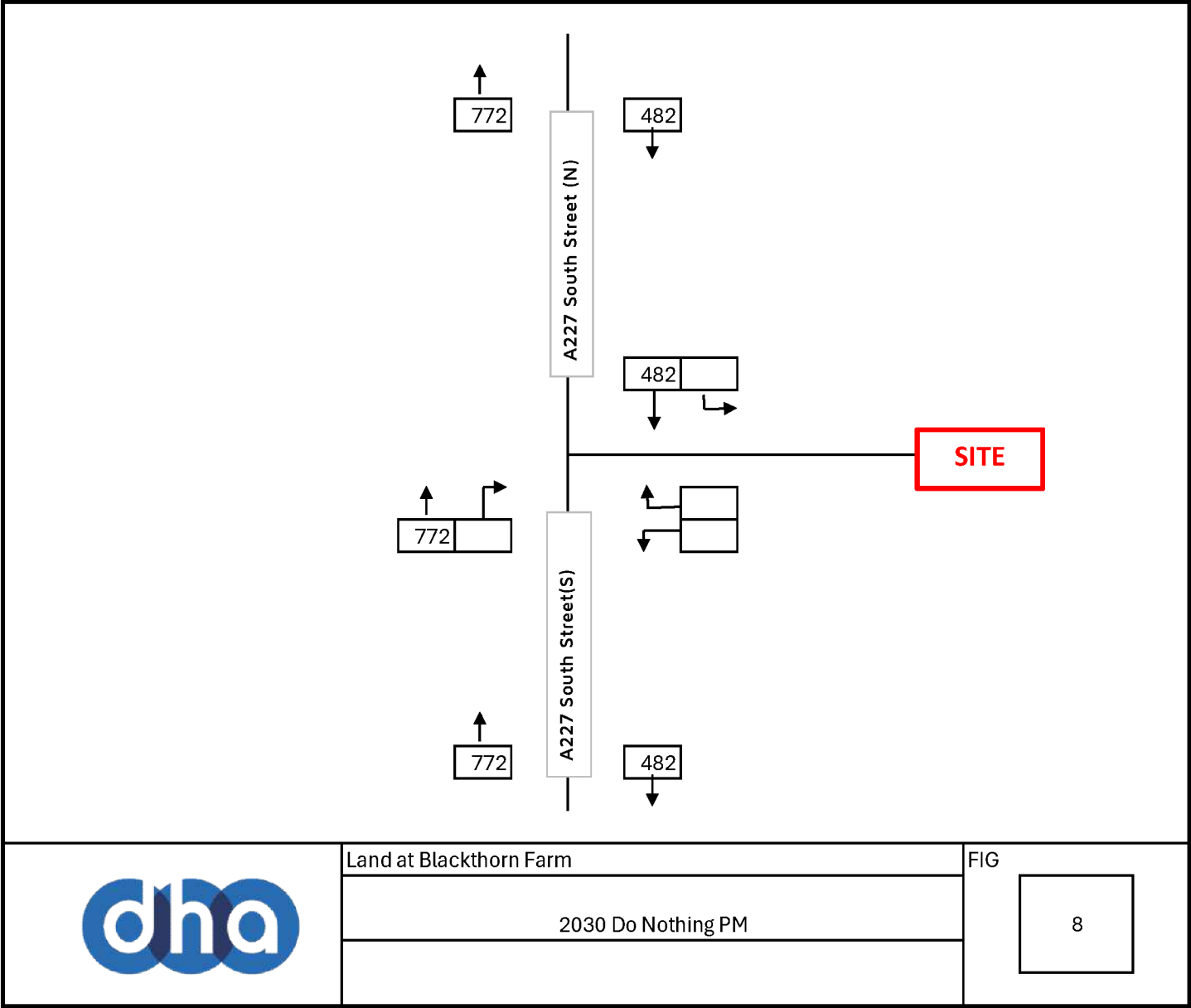
Land at Blackthorn Farm

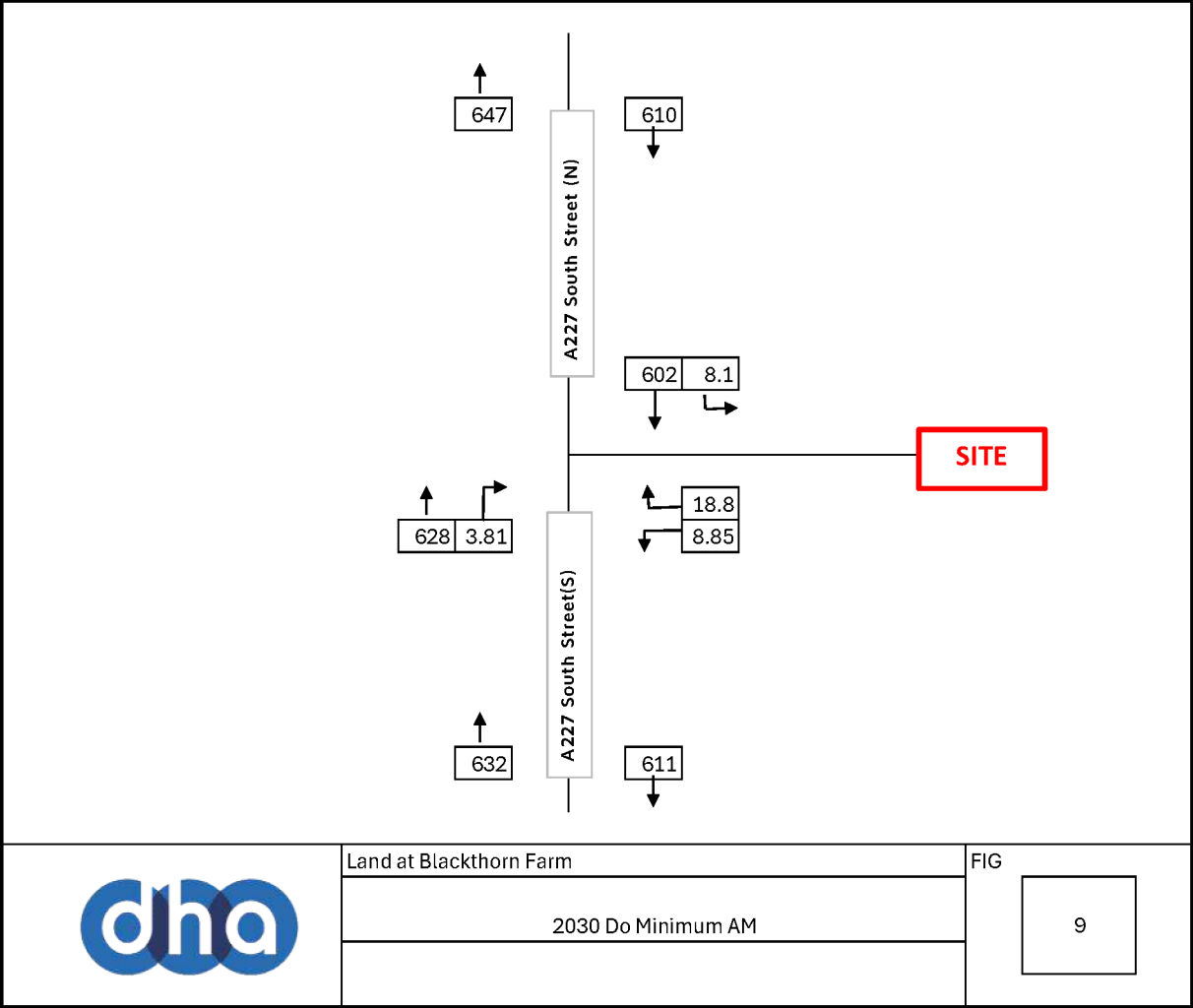
2025 PM Base

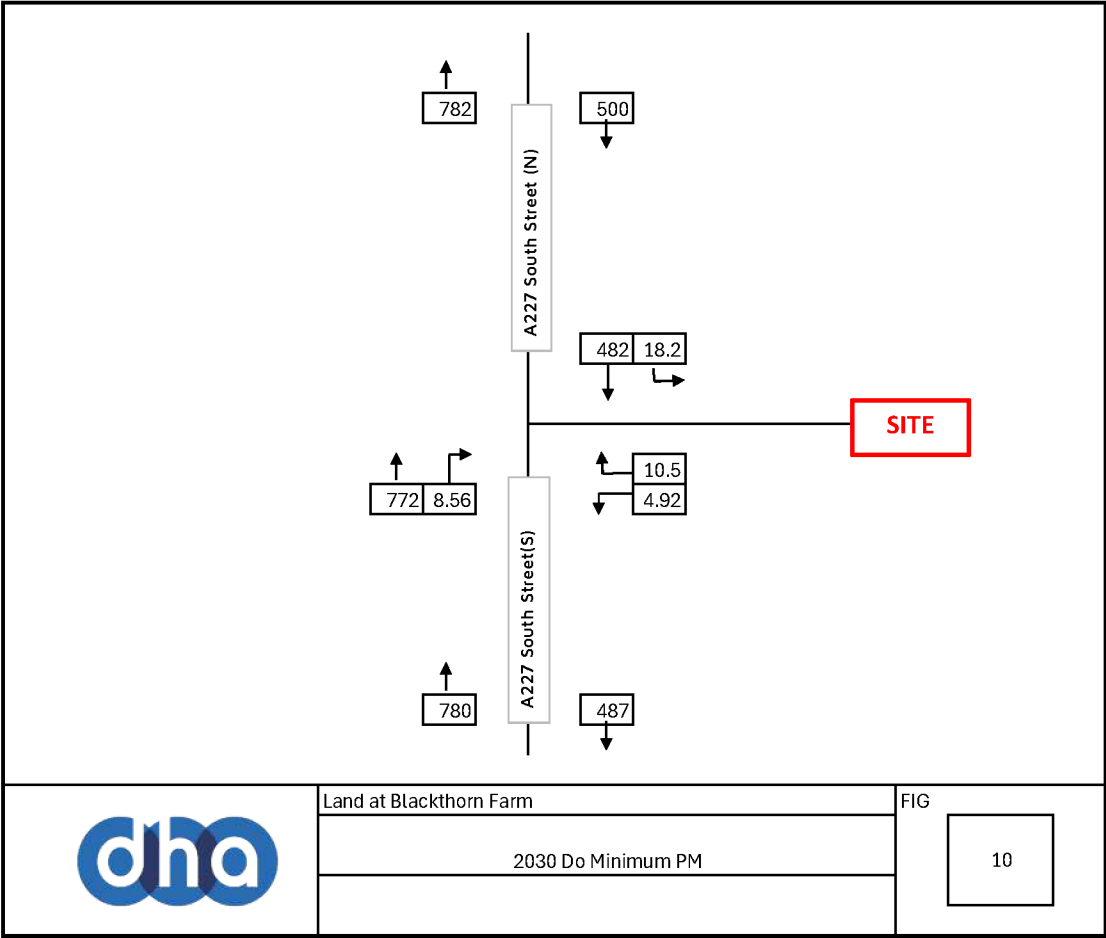
FIG

6









Land at Blackthorn Farm

2030 Do Minimum PM

FIG

10

APPENDIX

Q



Junctions 11													
PICADY 11 - Priority Intersection Module													
Version: 11.0.0.2177													
© Copyright TRL Software Limited, 2024													
For sales and distribution information, program advice and maintenance, contact TRL Software: +44 (0)1344 379777 software@trl.co.uk trlsoftware.com													
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution													

Filename: Culverstone.j11

Path: C:\Users\Tom.Valek\OneDriveCloudTemp\L0JRV12H

Report generation date: 15/05/2025 11:29:43

«2030 | Do Minimum | PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
	2025 - Base													
Stream B-AC	D1	0.0	0.00	0.00	A	0.00	A	D2	0.0	0.00	0.00	A	0.00	A
Stream C-AB		0.0	0.00	0.00	A				0.0	0.00	0.00	A		
	2030 - Do Minimum													
Stream B-AC	D5	0.1	13.43	0.10	B	0.33	A	D6	0.1	12.41	0.06	B	0.24	A
Stream C-AB		0.0	4.28	0.02	A				0.1	3.91	0.04	A		
	2030 - Do Nothing													
Stream B-AC	D3	0.0	0.00	0.00	A	0.00	A	D4	0.0	0.00	0.00	A	0.00	A
Stream C-AB		0.0	0.00	0.00	A				0.0	0.00	0.00	A		

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

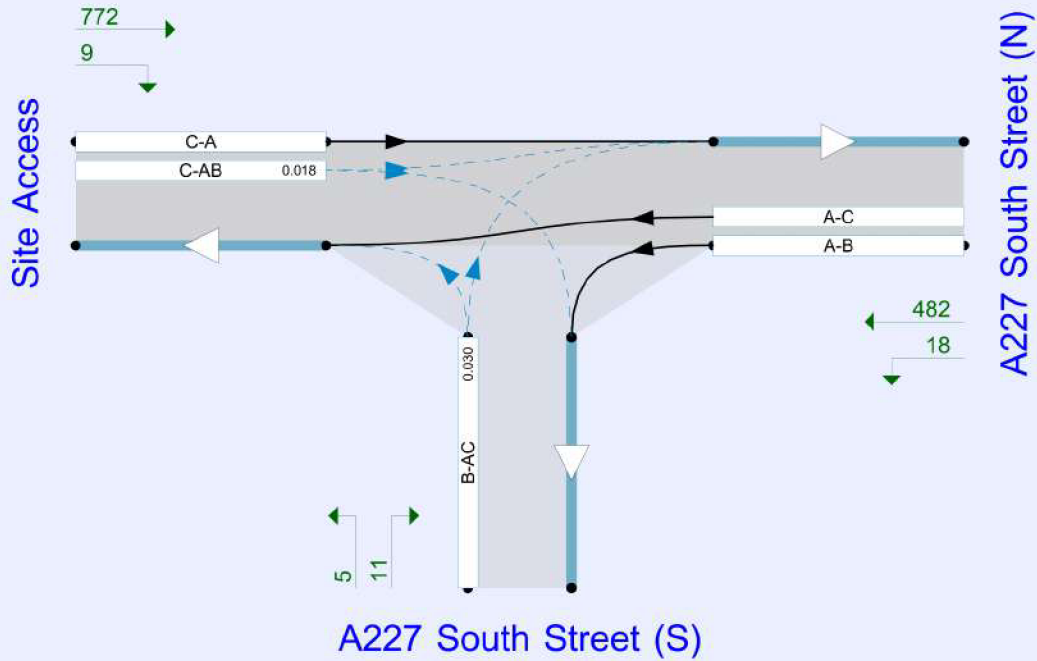
File summary

File Description

Title	
Location	
Site number	
Date	15/05/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DHA\Tom.Valek
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	PCU	PCU	perHour	s	-Min	perMin



Flows show original traffic demand (PCU/hr)
Streams (downstream end) show RFC ()

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

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2030	Do Minimum	PM	ONE HOUR	16:45	18:15	15

2030 | Do Minimum | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Site Access - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.