Land at Blackthorn Farm, Culverstone Green

Transport Assessment

GS/TV/35076
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1 INTRODUCTION

1.1 OVERVIEW

1.1.1 DHA has been commissioned by Esquire Developments Ltd to provide transport planning advice in relation to the outline planning application for the development of up to 100 dwellings on Land at Blackthorn Farm, Culverstone Green, near Gravesend, Kent.

1.1.2 This Transport Assessment (TA) has been produced in accordance with the Planning Practice Guidance (2014) and Department for Transport (DfT) Circular 01/2022. Following this introduction, the TA is structured as follows:-

- Section 2 summarises the existing transport conditions local to the site;
- Section 3 sets out the development proposals;
- Section 4 provides an assessment of compliance with applicable transport planning policy;
- Section 5 looks at the forecast vehicular trip generation, distribution and assignment of the proposals;
- Section 6 presents the anticipated transport impacts; and
- Section 7 provides a summary and conclusion.

1.1.3 The scope and methodology of this TA has been the subject of formal pre-application engagement with Kent County Council Highways & Transportation (KCC H&T) and National Highways (NH) as the Local and Strategic Highway Authorities. The associated correspondence is included at **Appendix A.**

1.2 VISION OF THE DEVELOPMENT

1.2.1 With reference to DfT Circular 01/2022, the vision of the development is to provide a sustainable extension to Culverstone Green located within close proximity to everyday services, facilities and public transport nodes both within the wider village of Meopham, nearby Snodland to the east and Gravesend to the north. This is to ensure their ongoing viability and to promote and enable non-car accessibility and social inclusion among future residents.

1.2.2 The internal site layout, which will be designed to accord with Manual for Streets, Local Transport Note 1/20 and Kent Design Guide principles to encourage low vehicle speeds and direct, overlooked and pleasant pedestrian and cycle routes.

1.2.3 Primary pedestrian access to the site will be achieved via the vehicular access, with 2.0m wide footways installed on both sides, tying into the existing provision on the A227 South Street. An uncontrolled pedestrian crossing with dropped kerbs and tactile paving will be provided at the site access junction to enable pedestrians to cross. This will help facilitate safe pedestrian access to the existing services, facilities and public transport nodes within Culverstone Green. Pedestrian access will also be achievable via the emergency access, which will measure 3.7m in width, be installed with a collapsible bollard, and be utilised as a pedestrian / cycle access.

1.2.4 The site benefits from nearby access to local facilities including a primary school and local convenience store, constituting a greater level of amenity than comparable rural development sites.

1.2.5 Bus stops are located approximately 150m north of the site on the A227 South Street (representing a 2-minute walk). Meopham Railway Station is located approximately 4.7km north of the site, accessible in a 6-minute drive or 12-minute cycle. The station is operated by Southeastern and provides services to destinations including London Victoria, Ramsgate and Dover Priory at a frequency of six trains per hour in all directions.

1.2.6 Secure cycle parking will be provided for every dwelling, together with 'active' Electric Vehicle (EV) charging facilities in line with the Building Regulations Part S. This will ensure that active and sustainable transport is a realistic option for many everyday journeys.

1.2.7 An interim Travel Plan has been submitted alongside this TA. The final TP will be circulated to future residents of the development and will contain initiatives and incentives to increase their uptake of sustainable travel modes.

1.2.8 To reflect the delivery of this vision, it is proposed that a five percent mode shift reduction target is set in relation to the baseline vehicular trip generation forecast for the development.

2 EXISTING TRANSPORT CONDITIONS

2.1 EXISTING SITE

2.1.1 The site is located within the settlement of Culverstone Green, in the village of Meopham. The location of the site in a local context is shown in Figure 2-1 below.

FIGURE 2-1: SITE LOCATION (COURTESY OF GOOGLE MAPS)

2.1.2 The site currently comprises open fields, accessible via a field gate on the A227 South Street. The site is bound to the north by Heron Hill Lane and further open fields, and to the south and east by existing residential properties and woodland. To the west the site is bound by the A227 South Street, a number of existing residential properties and further open fields.

2.2 LOCAL HIGHWAY NETWORK

2.2.1 The A227 South Street takes a general north to south alignment and is subject to a 30mph speed restriction within the vicinity of the site access. The A227 South Street measures approximately 5.5m in width and is shown in Figure 2-2 overleaf.

FIGURE 2-2: A227 SOUTH STREET IN THE SITE VICINITY (LOOKING NORTH)

2.2.2 Routing north on the A227 provides a route through the villages of Meopham and Istead Rise and onwards to Gravesend via the A227's junction with the A2. To the west, the A2 provides a connection through Dartford and onwards to London. To the east, the A2 provides a connection with the M2 at Junction 1, which provides a direct route through the Medway Towns and onwards to Faversham.

2.2.3 Routing south from the site, the A227 provides a direct connection through Culverstone Green and Vigo village centres before connecting with the A20 at a three-armed roundabout approximately 5.0km south of the site. The A20 connects with the M20 at Junction 2 approximately 500m to the west, which continues through West Kingsdown before connecting with the M25 at Junction 3. The A20 also connects with the M26 at Junction 2a, just circa 1.9km from the roundabout with the A227. Continuing southeast on the M26 provides a connection with the M26 at the Wrotham Heath Interchange, which routing east becomes the M20 and continues through Maidstone and onwards to Ashford. Continuing west on the M26 provides a route through Sevenoaks before connecting with the M25 at Junction 5.

2.2.4 It is evident that the site enjoys ready access to a range of local and regional destinations via the primary and strategic route networks.

2.3 WALKING AND CYCLING INFRASTRUCTURE

2.3.1 The A227 South Street is provided with a pedestrian footway on its eastern side, providing a direct pedestrian connection to the site. The footway measures approximately 2.0m in width and routes between the "Ridley Turning" bus stops to the north and through Culverstone Green village to the south. The footway can be seen in Figure 2-2 above.

2.3.2 Given the location of the site on the edge of Culverstone Green village centre, it is afforded with a good level of pedestrian accessibility, with direct access into Culverstone Green village centre.

2.3.3 There are also a number of Public Rights of Way (PRoW) located in close proximity to the site, as shown in Figure 2-3 below, in which purple lines represent Footpaths, green lines represent Bridleways and brown lines represent byways.

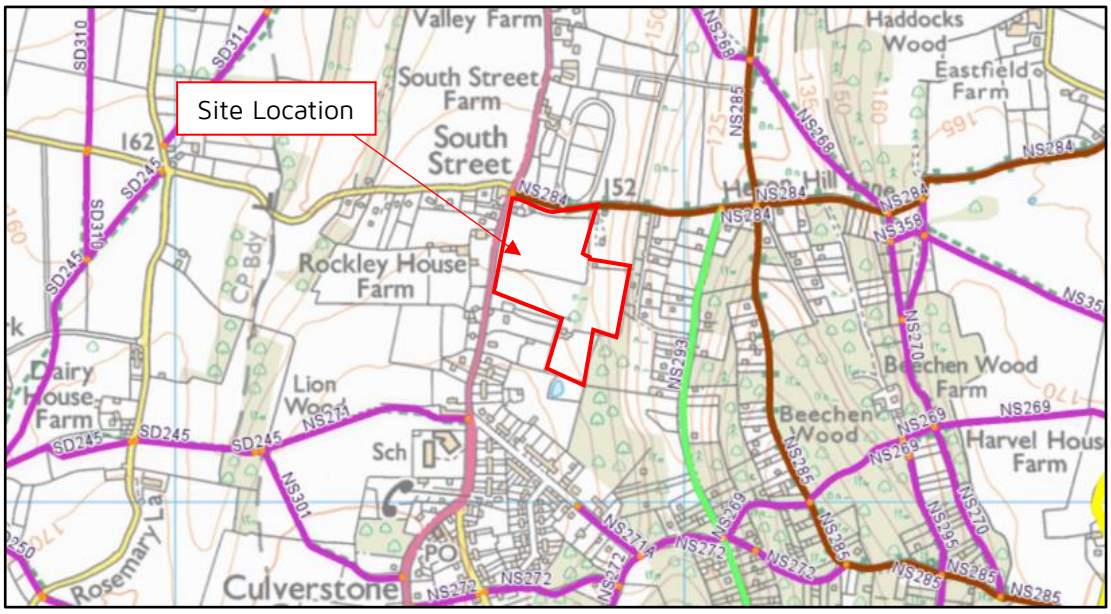


FIGURE 2-3: LOCAL PROW NETWORK (COURTESY OF KCC)

2.3.4 There is no dedicated cycle infrastructure within the site vicinity, which is representative of the site's rural location. Many local roads are however considered suitable for cycling by competent individuals in view of their generally low-speed, lightly trafficked nature.

Local Cycling and Walking Infrastructure Plan (LCWIP) for Gravesham (2022)

2.3.5 Gravesham Borough Council's LCWIP is a document summarising key proposals to develop local cycling and walking networks in the district.

2.3.6 Although the link between Istead Rise and Meopham was not identified as one of the main corridors and therefore not part of the LCWIP, it is noted as a key route locally. Stakeholder engagement highlighted a strong desire locally to create a dedicated cycling link between the two settlements. It is noted that GBC are keen to progress this route outside of the LCWIP due to public support.

2.4 PUBLIC TRANSPORT INFRASTRUCTURE

2.4.1 The "Ridley Turning" bus stops are located on the A227, approximately 60-100m (within a 1.5-minute walk) north of the site and accessible via the pedestrian infrastructure on the A227 South Street. The southbound bus stop is shown in Figure 2-4 below, which is afforded with a flag and pole with timetable information.

FIGURE 2-4: SOUTHBOUND BUS STOP (RIDLEY TURNING)

2.4.2 The northbound "Ridley Turning" bus stop is shown within Figure 2-5 below, which takes the form of a lay-by and is afforded with a shelter and seating with a flag and pole with timetable information.

FIGURE 2-5: NORTHBOUND BUS STOP (RIDLEY TURNING)

2.4.3 Table 2-1 overleaf lists the services which are accessible from the "Ridley Turning" stops, along with their frequencies.

SERVICE NO.	ROUTE	WEEKDAY SERVICE FREQUENCY
223	Gravesend – Weal Of Kent School	School Service
305	Vigo - Meopham - Mayfield School For Girls	School Service
306	Gravesend - Meopham - Vigo	School Service
308	Gravesend - Meopham - Sevenoaks	7 services (between 10:04 and 18:31)
418R	New Ash Green - Meopham - Vigo - Wrotham	School Service
418W	New Ash Green - Meopham - Vigo - Wrotham	School Service
VIGO1	Vigo - Meopham - Gravesend Boys' Grammar School	School Service

TABLE 2-1: BUS SERVICES AVAILABLE FROM "RIDLEY TURNING" STOPS

2.4.5 A plan of the local bus routes within the vicinity of the site is included at **Appendix B.**

2.4.6 Meopham Railway Station is located approximately 4.7km north of the site, accessible in a 6-minute drive or 12-minute cycle. The station has 167 vehicle parking spaces (including 6 disabled spaces), plus 20 secure and covered cycle parking spaces. The station is operated by Southeastern and provides services to destinations including London Victoria, Ramsgate and Dover Priory at a frequency of six trains per hour in all directions.

2.5 SITE ACCESSIBILITY

2.5.1 A range of everyday services and facilities is available within Culverstone Green, which can be accessed via continuous footway provision along the A227. Table 2-2 overleaf lists a selection of these services, along with their approximate distances and walking times from the proposed site access.

FACILITY / SERVICE	WALK DISTANCE	WALK TIME
Ridley Turning Bus Stops	150m	2 minutes
Culverstone Green Nursery	350m	5 minutes
Culverstone Green Primary School	350m	5 minutes
Texaco (Petrol Station and Convenience Store)	550m	8 minutes
Costcutter (Convenience Store)	550m	8 minutes
Culverstone Green Community Centre and Playing Fields	850m	12 minutes
Minel Meze and Grill	1.8km	23 minutes
The Cricketers Inn (Pub)	1.8km	23 minutes

TABLE 2-2: FACILITIES AND SERVICES LOCAL TO PROPOSAL SITE

2.5.2 Plans demonstrating the facilities and services within walking and cycling distance of the site is included at **Appendix C.**

2.5.3 The walk times provided above are based on a walk speed of 80m per minute; a figure which is widely used to estimate walk times. It aims to provide a typical average value that estimates it takes five minutes to walk 400m, ten minutes to walk 800m and so on.

2.5.4 The clearest national guidance on acceptable walking distances is provided in the Chartered Institution of Highways and Transportation (CIHT) 'Providing Journeys on Foot' (2000), which is routinely quoted in Transport Assessments and appeal decisions and is summarised in Table 2-3 overleaf. It is noted that the local services and facilities listed in Table 2-2 are located within the 2km (or 25-minute) preferred maximum distance for commuting, school and sightseeing purposes.

	TOWN CENTRES (M)	COMMUTING / SCHOOL / SIGHT-SEEING (M)	ELSEWHERE (M)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

TABLE 2-3: CIHT SUGGESTED ACCEPTABLE WALKING DISTANCES

2.5.5 A wider range of services and facilities are available in Gravesend, approximately 10km north of the site and accessible via a direct bus service on the 308 bus. Services and facilities include, but are not limited to - shops, supermarkets, doctors surgeries, schools, employment opportunities and leisure centres.

2.6 ACCESSIBILITY AUDIT

2.6.1 KCC H&T requested in the pre-application advice that an audit is undertaken to describe the routes to / from the site to key destinations such as bus stops, train stations, shops, schools etc. KCC H&T have raised concerns that local routes for pedestrians and cyclists are insufficient and requested that they are audited on the bases of being direct, well connected, well lit, attractive and overlooked.

2.6.2 A site visit was undertaken on the 23rd April 2025 for this audit, with the findings summarised in this section. The audit has been undertaken against the criteria set out by KCC H&T within their pre-application advice included at **Appendix A.** The audit covers Culverstone Green up to the bus stops to the north of the site and through the village to the south. A map showing where all the pictures referenced below were taken is included at **Appendix D.**

Pedestrian / Cycle Routes

North of the site

2.6.3 Beginning at the existing site access at the southwest corner of the site on A227 South Street, Figure 2-6 overleaf shows the pedestrian footway routing north towards the "Ridley Turning" bus stops, alongside the site boundary. As can be seen in the image below, the footway is in a good condition, with no vegetation encroaching the footway.

FIGURE 2-6: PEDESTRIAN FOOTWAY ON A227 SOUTH STREET (LOOKING NORTH)

2.6.4 The footway continues north maintaining a 2.0m width before meeting Heron Hill Lane, where dropped kerbs are provided enabling pedestrians to cross; this is shown in Figure 2-7 overleaf. Figure 2-7 also shows that the uncontrolled crossing point is currently being used as a driveway for an existing property off the A227 South Street.

FIGURE 2-7: DROPPED KERBS ON HERON HILL LANE (LOOKING SOUTH)

2.6.5 Figure 2-8 overleaf shows the existing uncontrolled pedestrian crossing over the A227 South Street at the "Ridley Turning" bus stops, featuring dropped kerbs but currently without tactile paving.

FIGURE 2-8: CROSSING FACILITIES AT "RIDLEY TURNING" BUS STOPS

2.6.6 This route audit demonstrates a direct and easy to navigate route to the existing "Ridley Turning" bus stops 150m north of the site, with a crossing of Heron Hill Lane provided with a dropped kerb.

2.6.7 Table 2-4 below and overleaf provides an assessment of this route north of the site and its compliance with key audit points requested by KCC H&T:

Key Point	Compliance
Direct / easy to navigate with appropriate crossings	A direct and easy to navigate route is provided north of the site, with crossing points in appropriate locations providing direct access to the nearby "Ridley Turning" bus stops.
Footways / cycle routes wide enough to accommodate expected flow	Footways maintain a consistent 2.0m width, sufficient for the expected levels of pedestrian use and good for a rural area.
Whether there are accessible features such as dropped kerbs and tactile paving in all appropriate locations	The uncontrolled crossing points are provided at appropriate locations, with dropped kerbs but no tactile paving.
Whether people were observed crossing in inappropriate or dangerous locations,	There were no instances of pedestrians crossing in unsuitable or dangerous locations during the site visit, and the

indicating a desire line is not being provided for	crossing points are well-located to discourage crossing at inappropriate locations.
Whether the surfacing is cracked, damaged or prone to flooding / ponding	The footway along the site frontage shows some deterioration, however the footway north of the site to the bus stops is in generally good condition, suitable to accommodate the potential uplift in pedestrian movements with no severe cracking or damage evident.
Whether vegetation is encroaching onto the route reducing its width	As shown above, there is no vegetation encroaching the width of the footpath.
Whether there is footway parking reducing the width of the footway and creating potential safety issues	There was no footway parking during the site visit, and no obvious nearby attractors for potential footway parking, with houses having driveways to accommodate their vehicles.
Whether the route is well lit	There is no street-lighting present on this route.
Whether the route feels safe and is safe	Although there is no street-lighting present, given the direct and easy to navigate nature of the route, paired with the fact that it is well-overlooked by existing properties on the A227, the route is considered and felt safe. The nature of the A227 as a relatively busy A-Road also contributes to the feeling of being well over-looked with the route not being remote.
What type of cycle infrastructure is available (e.g. on carriageway, shared, segregated, stepped);	There is no formal cycle infrastructure in the vicinity of the site, with users expected to cycle on-carriageway.
Whether high quality cycle parking is available at key destinations such as outside shops and at schools;	Not applicable to this route.
Whether seating and shade is available on the route to allow people (particularly older or less able -bodied people) to rest	There is seating available at the northbound bus stop

TABLE 2-4: ROUTE NORTH OF THE SITE COMPLIANCE WITH KEY AUDIT POINTS

South of the site

2.6.8 Figure 2-9 below shows the pedestrian footway routing south from the site on the A227 South Street towards Culverstone Green village, which is maintained to a good quality with no vegetation encroaching the path, maintaining a consistent 2.0m width.

FIGURE 2-9: A227 ROUTING SOUTH FROM THE SITE (LOOKING SOUTH)

2.6.9 Further south, closer to the Culverstone Green Nursery / Primary School, protection for pedestrians is provided in the form of bollards along a section of the A227 South Street up to the Zebra Crossing, shown in Figure 2-10 overleaf.

FIGURE 2-10: A227 ROUTING SOUTH FROM THE SITE (LOOKING SOUTH)

2.6.10 An uncontrolled crossing is provided at the priority junction between Willow Walk and the A227 South Street, shown in Figure 2-11 overleaf.

FIGURE 2-11: UNCONTROLLED CROSSING OF WILLOW WALK

2.6.11 Figures 2-12 – 2-14 show the Zebra Crossing at the Culverstone Green Nursery and Primary School. The crossing is provided to good quality, with guard railings and tactile paving. This provides a convenient crossing location for future residents walking their children to school, or looking to access services on the northern side of the road.

FIGURE 2-12: ZEBRA CROSSING ON A227 SOUTH STREET

FIGURE 2-13: ZEBRA CROSSING ON A227 SOUTH STREET

FIGURE 2-14: ZEBRA CROSSING ON A227 SOUTH STREET

2.6.12 Figures 2-15 and 2-16 below show the pedestrian footway continuing south on the A227 South Street to the Costcutter and Texaco, providing a direct pedestrian route maintained at a good quality.

FIGURE 2-15: PEDESTRIAN INFRASTRUCTURE ROUTING SOUTH ON A227 (LOOKING SOUTH)

FIGURE 2-16: PEDESTRIAN INFRASTRUCTURE ROUTING SOUTH ON A227 (LOOKING SOUTH)

2.6.13 The route to facilities to the south of the site is direct and easy to navigate with appropriate crossing locations. When undertaking the audit, inappropriate crossing of the A227 South Street was not observed. Footways are provided to a sufficient standard, are well overlooked, and are consistently 2.0m in width with vegetation well-managed.

2.6.14 There is a lack of dedicated cycle infrastructure within the site vicinity and in Culverstone Green, however many everyday services are within a short walking distance of the site, for which there is a high level of existing pedestrian infrastructure. Additional everyday services and facilities are located via a short drive or bus journey to Gravesend.

2.6.15 Table 2-5 below and overleaf provides an assessment of the route to the south the site and its compliance with key points KCC H&T have requested be included within this audit:

Key Point	Compliance
Direct / easy to navigate with appropriate crossings	A direct and easy to navigate route is provided south of the site, with crossing points in appropriate locations providing access to the school and services and facilities.
Footways / cycle routes wide enough to accommodate expected flow	Footways are maintained to a consistent 2.0m width, sufficiently wide for the location and able to accommodate the modest uplift in expected pedestrian trips.
Whether there are accessible features such as dropped kerbs and tactile paving in all appropriate locations	Uncontrolled crossings are provided across side streets routing south along the A227 from the site. The uncontrolled crossings are provided with dropped kerbs but are absent of tactile paving. A Zebra Crossing is provided in proximity to the Culverstone Green Nursery and Primary School. This crossing is provided to a good standard with tactile paving.
Whether people were observed crossing in inappropriate or dangerous locations, indicating a desire line is not being provided for	There were no instances of pedestrians crossing in unsuitable or dangerous locations during the site visit. It is expected this is strongly influenced by the formal crossing points at convenient locations.
Whether the surfacing is cracked, damaged or prone to flooding / ponding	The footways south of the site are generally in a good condition, with some limited areas of cracking or damage –

	notably at the stretch of footway between Whitepost Lane and Costcutter. The footways are suitable to accommodate the potential uplift in pedestrian movements.
Whether vegetation is encroaching onto the route reducing its width	No vegetation was evidenced encroaching the width of the footpaths south of the site.
Whether there is footway parking reducing the width of the footway and creating potential safety issues	No footway parking was observed on the key route to amenities south of the site during the site visit, although some was seen on Whitepost Lane.
Whether the route is well lit	There is no street-lighting present for the majority of the A227 routing south. However, street lighting is present close to the Primary School and Nursery.
Whether the route feels safe and is safe	Although there is no street-lighting present for the majority of this route, given its direct and easy to navigate nature, paired with the fact that it is well-overlooked by existing properties on the A227, the route is considered and felt safe. The nature of the A227 as a relatively busy A-Road also contributes to the feeling of being well over-looked with the route not being remote.
What type of cycle infrastructure is available (e.g. on carriageway, shared, segregated, stepped);	There is no formal cycle infrastructure in the vicinity of the site, with users expected to cycle on-carriageway.
Whether high quality cycle parking is available at key destinations such as outside shops and at schools;	The available Travel Plan for the Primary School[1] indicates that the school has five Sheffield Stands.
Whether seating and shade is available on the route to allow people (particularly older or less able -bodied people) to rest	There is seating available at the School bus stop. Trees along the route provide shade for pedestrians.

TABLE 2-5: ROUTE COMPLIANCE WITH KEY AUDIT POINTS

[1] https://jambusterstpms.co.uk/x.jsp?ano=380&siteId=98

PRoW

2.6.16 KCC H&T have also requested a review of PRoWs in the local area, which are shown in Figure 2-3 for reference and assessed in this section. Bridleway NS284 is located to the north of the site on Heron Hill Lane, which takes the form of a narrow rural lane measuring approximately 3.5m in width taking the form of a low vehicle low speed environment, as shown in Figure 2-17 below.

FIGURE 2-17: BRIDLEWAY NS284 – HERON HILL LANE (COURTESY OF GOOGLE MAPS)

2.6.17 Footpath NS271 is located on the A227 South Street just north of Culverstone Green Nursery / Primary School, approximately 300m south of the site and accessible via a zebra crossing. Footpath NS271 can be seen in Figures 2-18 and 2-19 overleaf, which show a gated access to the footpath, followed by a grassy path.

FIGURE 2-18: FOOTPATH NS271

FIGURE 2-19: FOOTPATH NS271

2.6.18 Footpath NS301 is located on the southern edge of Culverstone Green village and can be seen within Figure 2-20 overleaf. The PRoW is well-maintained and connects with NS301 400m to the north which continues as a leisure route through the rural countryside.

FIGURE 2-20: FOOTPATH NS301

2.6.19 To summarise, there are a number of PRoW within the vicinity of the site providing leisure routes to the surrounding rural countryside. The byway to the north of the site is considered safe and suitable for potential future residents considering its lightly trafficked and low-speed nature, creating a safe route. The PRoW located to the south of the site demonstrated above are gated / fenced ensuring only pedestrians utilise the routes and lead to off-road grassy leisure routes. They are considered safe and provided to a suitable condition to accommodate potential leisure walking by future residents of the site.

2.7 HIGHWAY SAFETY

2.7.1 The latest five years of Personal Injury Collision (PIC) data for the period from 1st December 2019 to 31st December 2024 has been obtained from KCC for the local highway network along the A227, covering the entire Culverstone Green village. Five incidents were recorded during this period; four of which were classified as 'slight' in severity and one as 'serious'. The PIC plot and associated report is included at **Appendix E.**

- The 'serious' incident occurred on the A227 at its junction with E.C. Green & Son Ltd, in light and dry conditions when a tractor pulling out of a private track has collided with a double decker bus.

- The first 'slight' incident occurred at the A227 junction with Texaco in light and wet conditions, when a car has attempted to turn right into the Texaco and collided with an oncoming vehicle on the A227.

- The second 'slight' incident occurred at the A227 junction with Whitepost Lane in light and dry conditions when a car pulling out of Whitepost Lane pulled out into the path of an oncoming car.

- The third 'slight' incident occurred on the A227 opposite the primary school in light and dry conditions when a motorcyclist was forced off the road when overtaking a car, resulting in a collision.

- The final 'slight' incident occurred on the A227's junction with Heron Hill Lane in dark and dry conditions involving a rear end shunt collision when a car suddenly stopped to turn right into Heron Hill Lane.

2.7.2 In view of the number, nature and location of the incidents recorded, which were all influenced by human error rather than any inherent fault with the highway layout or condition, it is not considered that the proposed development would materially exacerbate the local highway safety record.

3 DEVELOPMENT PROPOSALS

3.1 OVERVIEW

3.1.1 The proposed development comprises the construction of up to 100 residential dwellings, which will comprise a 50 / 50 split between affordable and private housing. The application is submitted in outline, with all matters reserved other than the means of access; however a summary of the indicative accommodation schedule is provided in Table 3-1 below.

Unit Type	Number of Units
1-bed house	17
2-bed house	21
3-bed house	54
4-bed house	8
Total	**100**

TABLE 3-1: INDICATIVE DEVELOPMENT ACCOMMODATION SCHEDULE

3.1.2 The indicative site layout plan is included at **Appendix F**.

3.2 ACCESS

3.2.1 The primary vehicular access to the site will be achieved via a new priority junction off the A227 South Street, with a 6.0m carriageway width, reducing to 5.5m internally. The existing site access at the south-western corner of the site will be stopped up.

3.2.2 To inform the access design, an Automatic Traffic Count (ATC) survey was undertaken on the A227 South Street in proximity to the proposed site access for the seven-day period commencing Saturday 8th March 2025. This survey recorded 85th percentile vehicle speeds of 39.1mph northbound and 37.8mph southbound. The full ATC data is included at **Appendix G.**

3.2.3 The recorded 85th percentile vehicle speeds equate to visibility splay requirements of 2.4 x 75m southbound and 2.4 x 79m northbound of the access, using the Manual for Streets (MfS) calculator. These splays have been demonstrated within the Stage 1 site access design included at **Appendix H.** The associated swept path analysis is also included at **Appendix H.**

3.2.4 Primary pedestrian access to the site will be achievable via the vehicular access. 2.0m wide footways will be installed on both sides of the access, tying into the existing provision on the A227 South Street. An uncontrolled pedestrian crossing with a dropped kerb and tactile paving will be provided at the site access junction to enable pedestrians to cross.

3.2.5 An emergency access will also be provided off A227 South Street. The emergency access will measure 3.7m in width, be installed with a collapsible bollard, and be utilised as a pedestrian / cycle access.

3.2.6 As part of the pre-application advice received from KCC H&T, a request has been made to explore whether connections can be made to the south and east for pedestrians and cyclists to enhance permeability to surrounding areas. As the borders of the site are all private land except for the A227 on the west, without any PRoW connections, it is not feasible to provide these connections - nor are they considered necessary.

3.2.7 Nearby PRoWs provide future residents with good connections to the east and south of the site, and can be accessed conveniently via the existing pedestrian infrastructure within Culverstone Green. Outside of leisure-based walking, future residents are unlikely to seek connections in these directions, with the direct pedestrian access onto the A227 provided from the site enabling convenient, direct, well-connected and well overlooked routes to key facilities and services.

3.2.8 KCC H&T raised within their pre-application advice that there is a sign outside of the site stating 'police vehicles only', which could obscure visibility. The proposed access point has been relocated further north along the A227 since the pre-application advice submission, ensuring there will be no conflict with the 'police vehicles only' sign.

3.3 OFF-SITE ENHANCEMENTS

3.3.1 Following the accessibility audit in Section 2.6, a number of enhancements are proposed and are set out within this section.

Pedestrian / Cycle / PRoW

3.3.2 To ensure continuous pedestrian access to the nearby bus stops, enhancements are proposed. As highlighted previously, crossing points of Heron Hill Lane and the A227 South Street are not equipped with tactile paving. As per the off-site works plan included at **Appendix I**, these crossing points will be provided with tactile paving.

3.3.3 As evidenced within the previous section, the site is surrounded by a high level of existing pedestrian infrastructure, with easy to navigate and direct routes to existing services and facilities that are well maintained with no vegetation

encroaching on their width. The existing Zebra Crossing near the school is in good condition and provides a convenient crossing point for future residents to access existing facilities and services within the village. This ensures that inappropriate crossing of the A227 is kept to a minimum. No further enhancements to pedestrian infrastructure are therefore proposed.

3.3.4 As demonstrated within the previous section, the existing PRoWs surrounding the site are provided to and maintained at a good condition. No enhancements are therefore proposed to any surrounding PRoWs.

3.3.5 The audit undertaken and information presented above has shown that there is and will be sufficient infrastructure to / from the development to local facilities to support the development.

Traffic Calming

3.3.6 In addition to the accessibility audit, an audit of existing traffic calming has been undertaken for the A227 within the site vicinity. As demonstrated in the previous section, there are no current issues with highway safety on the A227 within the vicinity of the site, with all recorded incidents apparently due to human error rather than any inherent fault with the highway layout or condition. This, in addition to the developments minor impact on local highway capacity outlined later within this TA, demonstrates how it is not considered that any off-site works are required to mitigate against the traffic impact. However, enhancements proportionate to the scale of the scheme are set out below, which are proposed to support the development's transport vision.

3.3.7 The A227 South Street is subject to a 30mph speed restriction within the vicinity of the site, with red surfacing provided at regular intervals and a speed camera in proximity as shown in Figures 3-1 and 3-2 overleaf. As South Street is an A-road, there is little improvement that can be done in regard to physical traffic calming, due to vehicles that will be using the road such as buses. Given the extensive nature of the existing traffic calming measures, and due to this limitation regarding physical traffic calming, it is not considered there are improvements traffic-calming improvements that can be made. It is however noted that the red surfacing is fading in places, which are proposed to be resurfaced as part of the development proposals, as demonstrated within the off-site works plan included at **Appendix I.**

FIGURE 3-1: RED SURFACING ON A227 SOUTH STREET (LOOKING NORTH)

FIGURE 3-2: RED SURFACING ON A227 SOUTH STREET (LOOKING NORTH)

3.4 ROAD SAFETY AUDIT

3.4.1 An independent Stage 1 Road Safety Audit of the proposed vehicular and pedestrian access designs and off-site works plan was completed by Badingham Ltd in June 2025 and is included at **Appendix J**. The RSA raised two points, which have been addressed via a Designer's Response. A summary is provided in Table 3-2 below.

Point Raised	Recommendation	Designer's Response
Location: A227 South Street. Drawing No.35076 – H-01 – Proposed Access Arrangement **Summary:** Potential for collisions arising from vehicles speeding. 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 if 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.	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.	**Agreed.** It is noted that the red-carpet roundels are being resurfaced highlighting the repeater signs for the 30mph. 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.
Location: B – Proposed access. Drawing No. 35076 – H-01 – Proposed Access Arrangement **Summary:** Potential for collisions arising from large vehicle access. 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.	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.	**Agreed.** Vehicle swept path analysis drawings are completed for a Kent refuse vehicle (11.4m length) and a 7.5t delivery van.

TABLE 3-2: RSA AND DESIGNER'S RESPONSE SUMMARY

3.4.2 It is noted that all RSA points and requirements have been addressed and the proposed vehicular and pedestrian access design and off-site works plan can therefore be considered safe and suitable. Confirmation from the Road Safety Auditors that the Designer's Response adequately addressed the comments raised is included at **Appendix J.**

3.5 PARKING

3.5.1 The application will be submitted in outline and therefore parking will be subject to a separate future Reserved Matters Application. The adopted parking standards for sites located within Gravesham are the Kent and Medway Structure Plan: Supplementary Planning Guidance 4 (SPG4) (2006); Gravesham Borough Council (GBC) have stated in pre-application correspondence that they are the parking standards to accord with.

3.5.2 KCC H&T, although noting the status of SPG4 as the adopted parking standards within Gravesham, have stated that given KCC have recently adopted the Kent County Council Parking Standards (2025), these are the standards that they will assess sites against.

3.5.3 The parking strategy plan included at **Appendix K** demonstrates the proposed parking for the site, in which a total of 194 allocated parking spaces are proposed. Vehicle parking has been provided with reference to the latest KCC standards and in accordance with SPG4, in the form of private driveways and parking courtyards. The one-bedroom houses have been provided with one allocated space, the two and three-bedroom dwellings have been provided with two allocated spaces and the four-bedroom dwellings will be provided with three allocated spaces. 22 visitor parking spaces have been indicated, provided at a ratio of just over 0.2 spaces per dwelling.

3.5.4 Resident cycle parking will be provided at a rate of one space per bedroom. Each dwelling will be provided with an 'active' Electric Vehicle (EV) charging point in line with Part S of the Building Regulations.

3.6 CONSTRUCTION TRAFFIC MANAGEMENT

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

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

4 TRANSPORT PLANNING POLICY

4.1 NATIONAL PLANNING POLICY FRAMEWORK (NPPF, 2024)

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

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

4.1.3 The NPPF states at Paragraph 110 that: *"Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."*

4.1.4 The Framework further advises at Paragraph 115 that in assessing sites, it should be ensured that:-

> *"Sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
>
> *Safe and suitable access to the site can be achieved for all users;*
>
> *The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
>
> *Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach."*

4.1.5 Paragraph 116 states that: *"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios."*

4.1.6 Paragraph 117 then goes on to note that applications for development should:-

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

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

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

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

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

4.1.7 Paragraph 118 further states that: "*All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored."*

4.1.8 Paragraph 148 states that *"Where it is necessary to release Green Belt land for development, plans should give priority to previously developed land, then consider grey belt which is not previously developed, and then other Green Belt locations. However, when drawing up or reviewing Green Belt boundaries, the need to promote sustainable patterns of development should determine whether a site's location is appropriate with particular reference to paragraphs 110 and 115 of this Framework. Strategic policy-making authorities should consider the consequences for sustainable development of channelling development towards urban areas inside the Green Belt boundary, towards towns and villages inset within the Green Belt or towards locations beyond the outer Green Belt boundary."*

4.1.9 Paragraph 155 states that *"The development of homes, commercial and other development in the Green Belt should also not be regarded as inappropriate where all the following apply:*

a) *The development would utilise grey belt land and would not fundamentally undermine the purposes (taken together) of the remaining Green Belt across the area of the plan;*

b) *There is a demonstrable unmet need for the type of development proposed;*

c) The development would be in a sustainable location, with particular reference to paragraphs 110 and 115 of this Framework; and

d) Where applicable the development proposed meets the 'Golden Rules' requirements set out in paragraphs 156-157 below."

4.2 PLANNING PRACTICE GUIDANCE (PPG)

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

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

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

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

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

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

4.3.2 The Circular further advises at Paragraph 12 that:-

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

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

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

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

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

4.4.1 The Local Transport Plan 5 (LTP5) was prepared by KCC and adopted in December 2024 and runs from 2024 to 2037. The plan sets the overall strategy and direction for the full transport mix for the coming years.

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

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

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

> "***Outcome 1:*** *The condition of our managed transport network is brought up to satisfactory levels, helping to maintain safe and accessible travel and trade*

Policy A): Achieve the funding necessary to deliver a sustained fall in the value of the backlog of maintenance work over the life of our Local Transport Plan.

Outcome 2: *Deliver our Vision Zero road safety strategy through all the work we do.*

Policy A): Achieve a fall over time in the volume of people killed or very seriously injured on KCC's managed road network, working towards the trajectory set by Vision Zero for 2050.

Outcome 5*: Deliver a transport network that is quick to recover from disruptions and future-proofed for growth and innovation, aiming for an infrastructure-first approach to reduce the risk of highways and public transport congestion due to development*

Policy A): Strengthen delivery of our Network Management Duty to deliver the expeditious movement of traffic by using our new moving traffic enforcement powers and modernising the provision of on-street parking enforcement.

Policy B): Reduce the amount of forecast future congestion and crowding on highways and public transport that is associated with demand from development by securing funding and delivery of our Local Transport Plan.

Policy C): The prospects for the future of transport increase across the whole county, with new innovations in transport services having a clear pathway to trial or delivery in Kent.

Outcome 7*: Road-side air quality improves as decarbonisation of travel accelerates, contributing towards the pursuit of carbon budget targets and net zero in 2050.*

Policy A): Reduce the volume of carbon dioxide equivalent emissions entering the atmosphere associated with surface transport activity on the KCC managed highway network by an amount greater than our forecast "business as usual" scenario. This means achieving a greater fall than those currently forecast of 9% by 2027, 19% by 2032 and 29% by 2037.

Policy B): No area in Kent is left behind by the revolution in electric motoring, with charging infrastructure deployed close to residential areas, to reduce barriers to adoption.

Policy C): Proposals are clearly evidenced in terms of their contribution to providing lower emissions from transport in Air Quality Management Areas in the county.

Outcome 8: *Better health and wellbeing*

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

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

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

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

4.4.4 Within a section dedicated to 'Development Management Principles" LTP5 sets out a number of county-wide strategic aims:-

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

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

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

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

4.4.6 KCC aims in delivering a 'decide and provide' approach to recognise uncertainty in travel behaviour, by assessing a range of outcomes and ensuring the right mitigations are implemented.

4.5 GRAVESHAM LOCAL PLAN CORE STRATEGY (2014)

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

4.5.2 With regard to transport, Strategic Objective 7 is to:-

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

4.5.3 Paragraph 5.3.35 states the following in relation to car parking:-

> *"The Council will require applicable new developments to prepare and adopt Transport Assessments and Travel Plans using Kent County Council's guidance "Transport Assessments and Travel Plans, October 2008." It will also require developments to take into account current car parking standards. These will be refined taking into account the availability of alternative*

4.5.4 Policy CS11 states the following:-

> *"New developments should mitigate their impact on the highway and public transport networks as required. As appropriate, transport assessments and travel plans should be provided and implemented to ensure the delivery of travel choice and sustainable opportunities for travel…*
>
> *Sufficient parking in new development will be provided in accordance with adopted standards which will reflect the availability of alternative means of transport and accessibility to services and facilities…*
>
> *The Council will seek improvements to walking and cycling facilities and networks in the Borough including provision in new development as appropriate…"*

4.6 GRAVESHAM LOCAL PLAN FIRST REVIEW (SAVED POLICIES) (1994)

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

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

> *"**Policy T1**: The Local Planning and Highway Authorities will consider the impact on the transport system and on the environment of traffic generated by new development and will wish to ensure that all proposed developments*

are adequately served by the highway network identified on the Proposals Map.

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

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

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

4.6.4 **Policy T9** requires new residential development to comply with the Kent Design Guide and the vehicle parking standards, and in appropriate circumstances the Borough Council will encourage the use of traffic calming measures. Furthermore, **Policy P3** requires provision for vehicle parking to be made within the development site.

4.7 PARKING POLICY

Kent and Medway Structure Plan: Supplementary Planning Guidance 4 (SPG4)

4.7.1 GBC's adopted parking policy is taken from the Kent and Medway Structure Plan: Supplementary Planning Guidance 4 (SPG4). This outlines the maximum parking standards required for new residential developments based on dwelling size, which are as follows:-

- 1-bedroom units – **1 space per dwelling**;
- 2- and 3-bedroom units – **2 spaces per dwelling; and**
- 4+ bedroom units **– 3 spaces per dwelling.**

4.7.2 The standards note that for "1-bedroom dwellings the parking will usually be provided as communal spaces. For other dwelling sizes part or all of the parking can be provided on a communal basis."

4.7.3 SPG4 also sets out cycle parking standards, which are one space per bedroom for houses.

Kent County Council Parking Standards (2025)

4.7.4 As mentioned within the previous section, KCC H&T have noted that although GBC use SPG4 as their adopted standards, they will be assessing sites against the recently adopted Kent County Council Parking Standards (2025). The applicable standards for developments in rural locations are as follows:-

- 1 & 2 bed houses: **2 spaces per unit, allocation of 1 space per unit possible**;
- 3 bed houses: **2 spaces per unit, allocation of one or both spaces possible**;
- 4+ bed houses: **3 spaces per unit, allocation of both spaces possible.**
- Visitor parking: 0.2 spaces per unit.

Electric Vehicle Charging

4.7.5 Approved Document S of The Building Regulations outlines the infrastructure required for the charging of EVs. Requirement S1 outlines the guidance for the erection of new residential buildings:-

> *"(1) A new residential building with associated parking must have access to electric vehicle charge points as provided for in paragraph (2).*
>
> *(2) The number of associated parking spaces which have access to electric vehicle charge points must be—*
>
> *(a) the total number of associated parking spaces, where there are fewer associated parking spaces than there are dwellings contained in the residential building; or*
>
> *(b) the number of associated parking spaces that is equal to the total number of dwellings contained in the residential building, where there are the same number of associated parking spaces as, or more associated parking spaces than, there are dwellings."*

4.8 POLICY COMPLIANCE SUMMARY

4.8.1 The proposed development is seen to comply with all relevant national and local transport planning policies. The site enjoys good access to the primary and strategic highway network and is located within a reasonable walking distance of a range of services, facilities and public transport nodes, providing residents and visitors with realistic opportunities for non-car travel, in accordance with Paragraphs 110, 115, 148 and 155 of the NPPF. Sustainable travel will be further

encouraged by the proposed enhancements to surrounding pedestrian infrastructure and the future Travel Plan, a draft version of which has been submitted alongside this Transport Assessment.

4.8.2 As mentioned, the application is to be submitted in outline and therefore parking will be subject to a separate future Reserved Matters Application. Parking will comply with the adopted parking standards for sites located within Gravesham which is the Kent and Medway Structure Plan: Supplementary Planning Guidance 4 (SPG4) (2006); Gravesham Borough Council (GBC) and the latest Kent County Council Parking Standards (2025), striking a balance where there are any differences.

4.8.3 The development's compliance with the key applicable NPPF policies is further outlined in Table 4-1 below and overleaf.

NATIONAL PLANNING POLICY FRAMEWORK: KEY POLICY COMPLIANCE	
Paragraph	**Compliance**
110	
"Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes…"	The site has been demonstrated to be sustainably located within a reasonable walking distance of a range of services, facilities and public transport nodes, offering future residents and visitors a genuine choice of sustainable transport modes. This will be further encouraged through the implementation of a Travel Plan and the proposed improvements to surrounding pedestrian infrastructure.
115	
"Sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location."	In accordance with the vision for the site, the proposals will deliver a sustainable extension to Culverstone Green. The site will connect with the good level of pedestrian infrastructure within the site vicinity. The location of the site ensures everyday services, facilities and public transport nodes are within a reasonable walking distance.
"Safe and suitable access to the site can be achieved for all users."	The proposed vehicular access has been demonstrated to be safe and suitable for future users. It has been designed in accordance with the applicable Manual for Streets guidance with all points raised within the independent Stage 1 Road Safety Audit addressed.
"The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code."	Design matters relating to street hierarchy and parking will be the subject of a future Reserved Matters application. A policy-compliant level of parking has nonetheless been demonstrated to be achievable, and it is confirmed that the site

	will be designed in accordance with the applicable local and national design guidance.
Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach	It is demonstrated within the following section that the development will have a negligible impact on the operation of the transport network in relation to capacity and congestion. Analysis of the most recent five-years' worth of PIC data within the site vicinity further demonstrates that the site would not materially exacerbate the local highway safety record. The vision-led approach taken to the design of this development will further reduce its impact on the transport network through the proactive encouragement of sustainable transport modes.
148	
"Where it is necessary to release Green Belt land for development, plans should give priority to previously developed land, then consider grey belt which is not previously developed, and then other Green Belt locations. However, when drawing up or reviewing Green Belt boundaries, the need to promote sustainable patterns of development should determine whether a site's location is appropriate with particular reference to paragraphs 110 and 115 of this Framework. Strategic policy-making authorities should."	The sites location has been demonstrated to be appropriate for development given its compliance with Paragraphs 110 and 115.
155	
"The development would be in a sustainable location, with particular reference to paragraphs 110 and 115 of this Framework"	As above, the site has been demonstrated to be sustainably located in accordance with Paragraphs 110 and 115 and therefore in compliance with applicable transport policy within Paragraph 155.

TABLE 4-1: NPPF KEY POLICY COMPLIANCE

5 TRIP GENERATION AND DISTRIBUTION

5.1 OVERVIEW

5.1.1 This section outlines the methodology employed to calculate the likely vehicle trip generation of the proposed development. KCC and NH have accepted the proposed trip generation and distribution assessments outlined within this section, as evidenced within **Appendix A.**

5.2 PROPOSED DEVELOPMENT VEHICLE TRIP GENERATION

5.2.1 The potential vehicular trip generation of the proposed development has been forecast with reference to the national TRICS trip rate database. The TRICS database has been interrogated within the following categories:-

- 03 – RESIDENTIAL, A – HOUSES PRIVATELY OWNED; and
- 03 – RESIDENTIAL, B – AFFORDABLE / LOCAL AUTHORITY HOUSES.

5.2.2 Survey sites in England, Scotland and Wales (excluding Greater London) in *'Suburban Area'* and *'Edge of Town'* locations have been considered, with the local population criteria being refined to reflect the location of the site. Any surveys undertaken during Covid-19 travel restrictions have been excluded.

5.2.3 The resulting average TRICS trip rates are shown in Table 5-1 below, with the full TRICS output reports included at **Appendix L**.

PERIOD	ARRIVALS	DEPARTURES	TOTAL
Houses Privately Owned (trips/dwelling)			
AM Peak (0800-0900)	0.142	0.35	0.492
PM Peak (1700-1800)	0.338	0.165	0.503
Daily (0700-1900)	2.295	2.268	4.563
Affordable / Local Authority Houses (trips/dwelling)			
AM Peak (0800-0900)	0.109	0.233	0.342
PM Peak (1700-1800)	0.226	0.159	0.385
Daily (0700-1900)	1.554	1.62	3.174

TABLE 5-1: TRICS TRIP RATES (TRIPS / DWELLING)

5.2.4 These trip rates have subsequently been factored by the number of dwellings proposed to provide the forecast vehicle trip generation in Table 5-2 overleaf. Please note that any inconsistencies are the result of rounding in MS Excel.

PERIOD	ARRIVALS	DEPARTURES	TOTAL
Houses Privately Owned (50 dwellings)			
AM Peak (0800-0900)	7	18	25
PM Peak (1700-1800)	17	8	25
Daily (0700-1900)	115	113	228
Affordable / Local Authority Houses (50 dwellings)			
AM Peak (0800-0900)	5	12	17
PM Peak (1700-1800)	11	8	19
Daily (0700-1900)	78	81	159
Total Trip Generation (100 dwellings)			
AM Peak (0800-0900)	13	29	42
PM Peak (1700-1800)	28	16	44
Daily (0700-1900)	192	194	387

TABLE 5-2: FORECAST DEVELOPMENT TRIP GENERATION (100NO. DWELLINGS)

5.2.5 It is noted that the proposed development has the potential to generate approximately 42 two-way vehicle movements in the weekday AM peak hour and 44 two-way movements in the PM peak hour. Across the 12-hour daily period, the proposals will generate approximately 387 two-way vehicle movements, equating to an additional 32 vehicle trips per hour, on average.

5.2.6 In line with the vision of the development, a five percent reduction to the total development vehicular trip generation forecast has been applied. The results of this reduction are shown in Table 5-3 below. Please note that any inaccuracies are a result of rounding in MS Excel.

PERIOD	ARRIVALS	DEPARTURES	TOTAL
AM Peak (0800-0900)	12	28	40
PM Peak (1700-1800)	27	15	42
Daily (0700-1900)	183	185	368

TABLE 5-3: TOTAL DEVELOPMENT TRIP GENERATION (FIVE PER CENT MODE SHIFT REDUCTION)

5.2.7 The above demonstrates that the development has the potential to generate approximately 40 two-way vehicle movements during the weekday AM peak hour and 42 movements during the PM peak hour, with 368 movements predicted across the 12-hour working day (07:00 – 19:00). This equates to approximately 31 movements per hour, on average.

5.3 TRIP DISTRIBUTION AND ASSIGNMENT

5.3.1 A vehicular trip distribution and assignment exercise has been completed using *'Location of usual residence and place of work by method of travel to work'* data from the 2011 Census for Middle-Layer Super Output Area (MSOA) *'Gravesham 012'* in which the site is located. The full trip distribution assessment is included at **Appendix M**, including the raw census data.

5.3.2 Whilst equivalent data from the 2021 Census has been released, this was obtained during the Covid-19 pandemic when travel demand was supressed. The 2011 data has therefore been used in the interest of robustness.

5.3.3 On this basis, the total vehicular trip generation set out in Table 5-3 has been assigned to the local highway network on the basis of typical peak period journey times from the Google real-time journey planner, as summarised in Table 5-4 overleaf. The percentages overleaf are presented in turning movement diagrams within **Appendix N.**

5.3.4 Images demonstrating how the Google real-time journey planner was used to determine the trip assignment to various locations are included at **Appendix O.** The typical traffic filter was utilised in the peak hours to ensure a robust representation of daily traffic.

JUNCTION	PERCENTAGE DISTRIBUTION	AM PEAK HOUR MOVEMENTS	PM PEAK HOUR MOVEMENTS
Site Access			
Site Access to A227 (S)	32%	13	13
Site Access to A227 (N)	68%	27	29
A227 / A2 Junction			
A227 to A2 (W)	32%	13	14
A227 to A227	6%	3	3
A227 to A2 (E)	6%	2	3
A227 / A20 Junction			
A227 to A20 (E)	22%	9	9
A227 to A20 (W)	2%	1	1
A20 / A227 / M20 Junction			
A20 to M20 (W)	3%	1	1
A20 to A20	15%	6	6
A20 to A227 (S)	3%	1	1

TABLE 5-4: VEHICLE TRIP DISTRIBUTION

5.3.5 KCC H&T noted within their pre-application advice that they did not envisage junction capacity modelling will be required for the local highway network, other than the proposed site access, which is included within the following section.

Impact on the Strategic Road Network

5.3.6 24% of all vehicle movements will travel through the A227 / A20 junction to the south of the site, with 22% continuing east on the A20 and 2% continuing west on the A20. This equates to 9 vehicle movements travelling east on the A20 in both the AM and PM peak hours. One vehicle movement would travel east on the A20 in both the AM and PM peak hours.

5.3.7 21% of vehicle movements would travel through the A20 / A227 / M20 junction. Of these, one vehicle movement will travel west onto the M20 via the A20 in both peak hours. 6 vehicle movements will continue on the A20 travelling east in both peak hours whilst one vehicle movement will travel south onto the A227 via the A20.

5.3.8 It is expected that approximately 44% of vehicle movements will travel through the A227 / A2 junction. This equates to a total of 18 movements in the AM peak hour and 20 in the PM peak hour. Of these 13 will travel west on the A2 via the A227 in the AM peak hour and 14 in the PM peak hour. Two will travel east on the A2 via the A227 in the AM peak hour and three in the PM peak hour, with three vehicle movements in both the AM and PM peak hours continuing on the A227 north.

5.3.9 Pre-application correspondence with NH has discussed the impact of the development proposals on the strategic road network. Within their pre-application advice, further detail was requested regarding the trip distribution assessment to verify its findings, relating to providing the raw census data, disaggregating locations such as London into smaller areas and assessing route choice and consideration of additional routes on the Strategic Road Network.

5.3.10 This led to NH confirming that they are satisfied that the distribution / assignment of the proposed developments trip generation potential is reasonable. Following this confirmation, NH were also able to confirm that capacity assessments of the A227 / A20 and A20 / A227 / M20 junctions are not required. Evidence of this correspondence and confirmation is included at **Appendix A.**

5.3.11 Following this initial confirmation, NH retained a concern with the operation of the A2 / A227 junction, with particular reference to the A2 westbound off-slip. NH raised concerns that the development proposals may exacerbate queuing on the A2 westbound off-slip, which could reach the A2 mainline and cause a safety risk. NH also highlighted that increasing traffic on the circulatory carriageway also has the potential to increase queuing on the westbound off-slip by reducing the number of gaps for traffic to enter the roundabout.

5.3.12 Evidence was presented to NH demonstrating that the development's impact on the A2 / A227 junction would be negligible. Given the information presented, NH were in agreement that the development proposals will not tangibly impact queuing on the A2 westbound off slip and removed their request for the further assessment or queue surveys. The full correspondence with NH is included in **Appendix A.**

5.3.13 It is therefore evident that the impact of the development on these strategic road network junctions would be negligible and well within daily traffic fluctuations.

6 TRANSPORT IMPACTS

6.1 OVERVIEW

6.1.1 This section of the TA summarises the highway capacity impacts at the proposed site access that are anticipated from the proposed development, as requested by KCC H&T during pre-application correspondence.

6.2 SCOPE OF ASSESSMENT AND EXISTING NETWORK TRAFFIC FLOWS

6.2.1 The results of the above trip distribution and assignment exercise have been utilised to assess the impact of the proposed development on the operation of the local highway network in the site vicinity.

6.2.2 The following assessment scenarios have been considered:-

- 2025 Base (existing situation);
- 2030 'Do Nothing' (background traffic growth and committed developments but excluding the proposed development);
- 2030 'Do Minimum' (as per the 'Do Nothing' scenario, plus the proposed development).

6.2.3 To assess the site access junction, data has been utilised from the ATC undertaken on the week commencing 8th March 2025. To ensure a robust assessment, of the recorded weekday data, the highest recorded vehicle movements in each peak hour have been utilised for the purpose of the assessment. The data is included at **Appendix G**.

6.2.4 The surveyed traffic movements were converted into Passenger Car Units (PCUs) based on the conversion factors detailed in Table 6-1 below and used to produce the baseline 2025 traffic flows for the study network.

Vehicle Type	PCU Factor
Car	1.0
Bus	2.0
HGV	2.3
Motorcycle	0.4
Pedal Cycle	0.2

TABLE 6-1: PCU CONVERSION FACTORS

6.2.5 No applicable committed developments were identified by KCC in the surrounding area to account for within the assessment

6.2.6 TEMPro v.8.0 has been used to growth the 2025 data to determine the 2030 future assessment year traffic flows. The growth factors used are shown in Table 6-2 below and the associated traffic flows are included at **Appendix P**. The parameters used for all growth factors are outlined below:-

- Data selections – Trip Ends by time period;
- Scenario – Core;
- Base year 2025, Future Year 2030;
- Trip end selection – Car Driver;
- Trip end by time period selection – Weekday AM and PM, Origin Destination; and
- Road Type – Principal.

6.2.7 As confirmed within the TEMPro v 8.0 release notes, the 'Core' scenario is the best representation of future travel behaviour and has therefore been applied to this assessment.

Year	AM Peak	PM Peak
2025 to 2030	1.0443	1.0445

TABLE 6-2: TRAFFIC GROWTH FACTORS – MSOA GRAVESHAM 012

6.3 PERCENTAGE IMPACT ASSESSMENT

6.3.1 In order to assess the proposed development impacts on the surrounding highway network, a percentage impact assessment has initially been completed by comparing the '2030 Do Nothing' and '2030 Do Minimum' traffic flows. The '2030 Do Minimum' scenario has been produced by adding the proposed development traffic flows to the '2030 Do Nothing' scenario and is detailed at **Appendix P**.

6.3.2 The results of this assessment are summarised in Table 6-3 below.

Period	2028 Do Nothing	2028 Do Minimum	Net Movements	% Impact
0800-0900	1230	1270	40	3%
1700-1800	1254	1296	42	3%

TABLE 6-3: SITE ACCESS JUNCTION PERCENTAGE IMPACT

6.3.3 It is noted that the forecast impact at the site access junction is insignificant and well within daily variation in traffic flow.

6.4 JUNCTION CAPACITY ASSESSMENT

6.4.1 Junction capacity modelling has been undertaken by for the site access junction using industry-standard software packages.

Site Access Junction

6.4.2 Junctions 10 (PICADY) software has been used to undertake the capacity assessment of the site access junction. PICADY provides two main measures of junction capacity and operation; namely the Ratio of Flow to Capacity (RFC) and queue length. The RFC provides the primary measure of junction performance and is reported for each entry arm. An RFC of 0.85 or lower indicates that the specific arm of the junction is operating within capacity, an RFC of between 0.85 and 1.0 indicates that the arm is operating over its practical capacity and an RFC of 1.0 indicates that traffic demand exceeds theoretical capacity.

6.4.3 The PICADY results for the site access junction are summarised in Table 6-4 below, with the full data outputs included at **Appendix Q.**

2025 Base Year				
	AM Peak		PM Peak	
	RFC	Q	RFC	Q
Site Access	0.00	0.0	0.00	0.0
A227 South Street	0.04	0.0	0.00	0.0
Ave delay (s/pcu)	0.0		0.0	
2030 Do Nothing				
	AM Peak		PM Peak	
	RFC	Q	RFC	Q
Site Access	0.00	0.0	0.00	0.0
A227 South Street	0.00	0.0	0.00	0.0
Ave delay (s/pcu)	0.0		0.0	
2030 Do Something				
	AM Peak		PM Peak	
	RFC	Q	RFC	Q
Site Access	0.11	0.1	0.06	0.1
A227 South Street	0.02	0.0	0.04	0.1
Ave delay (s/pcu)	0.36		0.28	

TABLE 6-4: SITE ACCESS JUNCTION - PICADY SUMMARY

6.4.4 The junction is seen to operate well within practical capacity in all assessed scenarios, with the impact of the proposed development shown to be negligible.

7 SUMMARY AND CONCLUSION

7.1.1 This Transport Assessment has been prepared on behalf of Esquire Developments Ltd in support of the outline planning application for the development of up to 100 dwellings on to Land at Blackthorn Farm, in Culverstone Green, Gravesham, Kent.

7.1.2 The proposed development complies with all relevant national and local transport planning policies. The site enjoys good access to the local highway network and is sustainably located for a rural location, with good connections to existing pedestrian infrastructure and public transport nodes, as well as to everyday facilities and services, in accordance with Paragraphs 110, 115, 148 and 155 of the National Planning Policy Framework (NPPF).

7.1.3 The development will be supported by an Interim Travel Plan, which will promote sustainable travel behaviour amongst future residents.

7.1.4 On-site vehicle and cycle parking will be provided in accordance with the applicable Kent County Council and Building Regulations standards.

7.1.5 A review of the latest five-year Personal Injury Collision data for the local highway network confirms that the proposed development should not have any material adverse impacts in this regard.

7.1.6 The proposed vehicular and pedestrian site access designs and off site works plan have been prepared with reference to the applicable highway standards and have been subject to an independent Stage 1 Road Safety Audit, in which all outstanding issues have been addressed.

7.1.7 The proposed development is projected to generate a maximum of 368 vehicle movements over the 12-hour weekday period (07:00-19:00), including 40 in the AM peak hour and 42 in the PM peak hour. Overall, this would equate to approximately one movement every 90 seconds on average, which would not have a significant or 'severe' residual impact on the operation of the local highway network with reference to Paragraph 116 of the NPPF.

7.1.8 A junction capacity assessment has been completed for site access junction, which demonstrates that the impact of the development on the operation of the local highway network would not be 'severe' with reference to Paragraph 116 of the NPPF. As such, there should be no sound transport-based objections to the planning application.

7.1.9 Given the above, it is concluded that there should be no sound transport-based objections to the planning application.

APPENDIX
A

Highways and Transportation
Kroner House
Eurogate Business Park
Ashford
TN24 8XU
Tel: 03000 418181
Date: 9 April 2025
Our Ref:

Tom Valek
DHA Transport Consultants
Eclipse House
Eclipse Park
Sittingbourne Road
Maidstone
ME14 3EN

Application - PAP/2024/184
Location - Blackthorn Farm, Culverstone Green, A227 South Street, Gravesham
Proposal - Outline planning application for the construction of up to 100 residential dwellings with the proposed access arrangements applied for in detail. Access to be achieved via a enhancement to existing point off the A227 South Street.

Thank you for providing information relating to pre-application proposals for a 100 residential dwelling development at Blackthorn Farm, Culverstone Green. I have the following comments to make with respect to highway matters :-

The Site
The existing site is located to the east of the A227 South Street and south of Heron Hill Lane in Culveston Green, Gravesham. It is currently formed of open fields and vegetation.

The site is located in rural Gravesham and KCC are very concerned about whether sustainable access can be achieved. This should form a key part of the Transport Statement. The development must be in line with NPPF.

Proposal
The proposal is for approximately 100 dwellings (Use Class: C3); 50% private and 50% affordable.

Vision
The vision at paragraph 1.1.3 is supported. However, the 5% reduction in mode share cannot be applied to the predicted trip generation, without further evidence (as requested in this response), being provided.

Policy
The site is not allocated in the Gravesham Borough Council Core Strategy and did not form part of the GBC 2020 Regulation 18 consultation. The site has therefore not been assessed and approved within adopted Local Plan scenario modelling, nor has it been assessed for its suitability in terms of sustainable access.

Please note NPPF was updated in December 2024 and Kent County Council have recently adopted Local Transport Plan 5.

Access

All mode access is proposed to be taken from the A227 South Street, and an additional emergency access will be provided (although not currently shown on the plans). The principle of this access strategy is acceptable. The main all mode access and any additional emergency / ped / cycle access points should be shown on a scaled plan and include appropriate geometry along with the site boundary and highway boundary. Highway boundary information can be obtained by contacting the KCC Highway Definition Team on highwaydefinitionsearches@kent.gov.uk.

The emergency access is proposed to be used by pedestrians, which is welcomed, but this should also be available for use by cyclists.

As set out in the Scoping Note, visibility splays will be provided at 2.4m x 43m, in line with the 30mph speed limit. This is acceptable. The splays for both the main and emergency access should be shown on a scaled plan and include the site boundary and highway boundary.

The proposed submission of a Stage 1 Road Safety Audit (and Designer's Response) is welcomed.

Vehicle tracking for an 11.3m refuse vehicle should be provided for the site access.

It is unclear whether connections can be made to the south and east for pedestrians and cyclists, to enhance permeability to local areas, and this should be considered.

A review of PROW within the area should be undertaken.

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

The Transport Statement should expand on the accessibility information provided in the Scoping Note and should include a description of the routes to / from the site to key destinations such as bus stops, train stations, shops, 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 route is well lit;
- whether the route feels safe and is safe;
- what type of cycle infrastructure is available (e.g. on carriageway, shared, segregated, stepped);

• whether high quality cycle parking is available at key destinations such as outside shops and at schools;
• 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.

Paragraph 10.1.1 proposes to provide a bus shelter for the closest southbound bus stop. Improvements such as these should be set out in the walking and cycling audit. If any improvements to existing routes / facilities are proposed, these 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 ensure the schemes are deliverable.

It is noted that there is a sign directly outside of the site stating 'police vehicles only'. The Police should be consulted prior to the application submission to determine whether police vehicles can be relocated as they will block visibility to the access.

No information has been given in relation to buses and trains other than to say the closest bus stop is 200m away. The site needs to be served by a relatively high frequency service that serves appropriate destinations, in order to encourage mode shift away from the private car. If this is not currently the case, improvements must be proposed in order to make it acceptable.

Parking
The Application will be in Outline and therefore parking provision would not be discussed in detail. However, parking is proposed to be in line with KCC standards (2025). It should be noted that GBC currently still use SPG4 but this may change prior to any planning application is made.

The future strategy towards cycle parking should be set out.

Crash Data Assessment
The crash data assessment should be undertaken using the most recently available data which can be obtained (for a fee) by contacting crashdata@kent.gov.uk. Please note that third party websites do not usually hold the most recently available data, or the required level of detail regarding the incidents. Data that was affected by the Covid 19 pandemic should be highlighted and treated with caution.

It is requested that the area of assessment is extended slightly to the south, to cover the school and shop on the A227.

Trip Generation and Distribution
The TRICS data used to estimate trip generation is acceptable although it must be questioned if all of the sites selected are in rural areas such as this and the levels of public transport are similar. In any future Transport Assessment further detailed justification should be given as to why sites have been selected / deselected.

In line with the proposed mode share targets, a 5% reduction to the trip rates has been applied. However, the standard TRICS trip rates should be used for modelling purposes as no evidence has been provided to demonstrate that a 5% reduction is achievable.

Trip distribution has been based on 2011 Journey to Work Census data, which is now 14 years old. However, it is recognised that in this location, where there has been little to no development since the Census was taken, this is likely to remain the most suitable method of distribution.

A review should be undertaken to demonstrate whether reasonable accessibility by non-car modes is achievable to the most common workplace locations.

Junction Capacity Modelling
Based on the trip generation assessment set out in the Scoping Note, it is not envisaged that junction capacity modelling will be required, other than for the site access. However, please include turning movement diagrams in the Transport Statement to demonstrate the number of trips predicted to occur through each of the local junctions referred to in the Scoping Note.

The site access junction should be modelled using appropriate software (Junctions), using a future base year of five years post application.

Travel Plan
A Travel Plan is proposed to be submitted with the Application. This is welcomed. The Travel Plan should focus on measures that applicable to this particular site and it's challenges.

Paragraph 1.1.4 proposes that a 5% mode shift is achievable. This is lower than the typical 10% and suggests that the potential for mode shift is low, which is contrary to NPPF.

Conclusion
Whilst the vehicle trip generation for this proposal is likely to be low, the site is located in a rural location and KCC have serious concerns that the site cannot be made sustainable, which would be contrary to policy.

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

[redacted]
Kent County Council Directorate of Highways & Transportation

Advice Note 01

Spatial Planning Framework Commission

Job number:	K590		
Job title:	Blackthorn Farm, Culverstone Green, Gravesham, Kent		
LPA name:	Gravesham Borough Council	**LPA Ref:**	
To:	[redacted]	**cc:**	
Topic:	Review of Transport Scoping Note		

	Prepared:	**Checked/Approved**
Name:	[redacted]	[redacted]
Date:	19/03/2025	21/03/2025

Throughout this response any **ACTION POINTS** for the applicant are shown as **bold underlined**.

Introduction

1 National Highways has received a request for pre-application advice from DHA, dated 13 March 2025, regarding a Transport Scoping Note (TSN) for Land at Blackthorn Farm, Culverstone Green, near Gravesend, Kent.

2 The TSN has been prepared by DHA and is dated March 2025 (DHA Ref: GS/TV/35076).

3 The proposed development comprises an anticipated forthcoming outline application for up to 100 residential dwellings, with all matters reserved apart from access.

Site Location

4 Figure 1 shows the proposed development site location, reproduced from Figure 1 of the TSN.

Figure 1 - Site Location

Source: Transport Scoping Note (March 2025)

5 It is noted that the proposed development site is included in the Gravesham Borough Council Regulation 18 Stage 2 Consultation, Draft Strategic Housing Land Availability Assessment, 2020 Update, as a 'Developable Site': 'GBS-Q Land to the east of Wrotham Road, Culverstone Green', with a potential yield of 109 dwellings.

6 The nearest SRN junction is the M20 Junction 2 which is located approximately 3.5 miles to the south. The A2/A227 junction is located approximately 5 miles to the north of the site.

Figure 2 - M20 Junction 2 – AM Peak Typical Operating Conditions

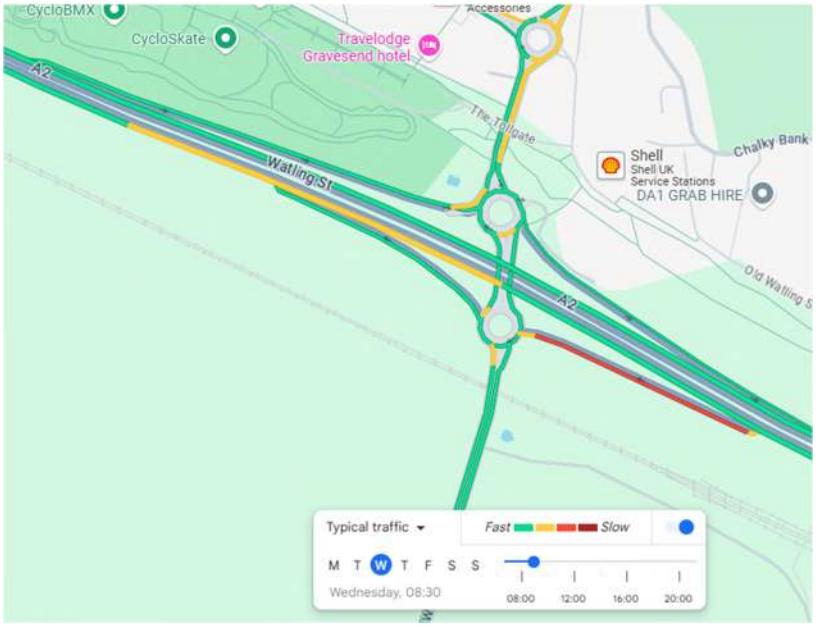
Source: Google Maps

Figure 3 - M20 Junction 2 – PM Peak Typical Operating Conditions

Source: Google Maps

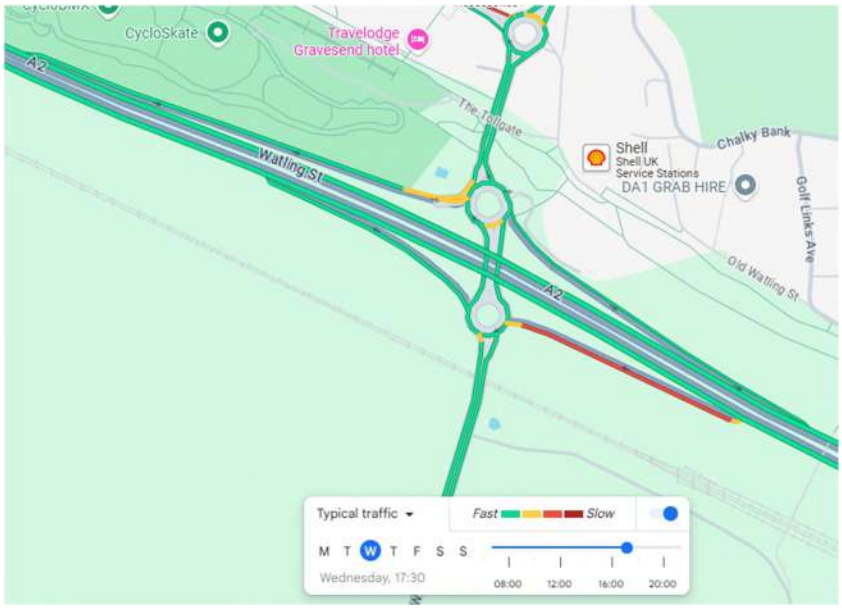
7 As indicated by Figures 2 and 3, the M20 Junction 3 slip roads typically do not experience any notable delays during the morning and evening hours.

Figure 4 – A2/A227 Junction – AM Peak Typical Operating Conditions



Source: Google Maps

Figure 5 – A2/A227 Junction PM Peak Typical Operating Conditions



Source: Google Maps

8 Figures 4 and 5 indicate that the A2/A227 Junction typically operates under congested conditions during both the AM and PM peak hours with what appears to be significant delays shown along the full length of the A2 westbound off slip.

Background

9 JSJV understand that there have been no previous requests for pre-application advice prior to the current request.

Transport Scoping Note Review

Overview

10 The TSN includes an outline of a vision for the proposed development with a list of measures which are expected to help achieve a mode shift target of 5% reduction in vehicle trips generated by the site.

Existing Conditions

11 Figure 3 of the TSN shows the proposed Personal Injury Collision (PIC) study area. We note that this currently only includes local junctions and links and does not include any part of the SRN. The need for any part of the SRN to be included within the PIC study area will be determined once there is an agreed proposed development trip distribution and assignment.

Transport Planning Policy

12 The TSN states that consideration will be given to various policy and guidance documents, including DfT Circular 01/2022 and the National Planning Policy Framework (2023). **We would highlight that the NPPF was updated in December 2024, and this should be the version to be considered.**

Trip Rates and Trip Generation

13 We note that the 'Development Trip Generation/Attraction Assessment' section of the TSN includes no direct reference to DfT Circular 01/2022 and the transport vision or supporting measures for the site.

14 No trip reductions relating to the proposed 5% mode shift target have been applied to the initial vehicle trip generation. On this basis we have reviewed the assessment presented as a 'pre-vision' scenario.

15 The TSN states that the TRICS database has been utilised to obtain vehicle trip rates for the proposed residential development of privately owned and affordable homes.

16 The TRICS reports included as Appendix B of the TSN have been reviewed and an independent TRICS analysis has also been undertaken by JSJV.

17 In relation to the 'houses privately owned' category, the proposed trip rates are comparable to those obtained by JSJV and are acceptable.

18 With regard to the 'affordable/local authority houses', the proposed trip rates are slightly lower than the trip rates obtained by JSJV, most notably in the PM peak hour.

19 However, due to the low number of dwellings involved with this residential category (50 dwellings), it would not have a material difference in overall conclusions. Therefore, in this instance, the proposed trip rates are acceptable.

20 Based on the proposed trip rates, the proposed development of 100 dwellings is expected to generate a total of 42 and 44 two-way vehicle trips during the morning and evening peak hours respectively.

Trip Distribution and Trip Assignment

21 The TSN states that Census 2011 journey to work data for the MSOA *'Gravesham 13'* in which the development site is based has been utilised.

22 We have reviewed the distribution assessment included as Appendix C of the TSN and note that it only includes details of routes which are anticipated to impact on the closest SRN junctions, while omitting all other routes. We have therefore been unable to fully verify trip distribution and assignment assessment. **We therefore request that the raw census data be provided together with full details of the proposed distribution and assignment analysis.**

23 **Furthermore, some destinations would benefit from being disaggregated into smaller areas, for example, London, as this could impact on route choice.**

Impact on SRN

24 Once the degree of traffic impact on the SRN is agreed, we will be able to advise whether assessments of any SRN junctions are required.

Travel Plan

25 We note that the TSN states that the vision will be achieved by various measures, including the implementation of a Travel Plan (TP).

26 The TSN also requests confirmation that a TP is required. JSJV would advise that a suitable TP is required, and initiatives need to link to the vision, the existing infrastructure, and the targets.

CTMP Requirements

27 Due to the likelihood that the majority of construction traffic could potentially route via the SRN, together with the level of congestion/potential safety issue typically observed at the A2/A227 Junction, it is recommended that a CTMP condition be recommended at the appropriate stage of the planning process.

Summary

28 The TSN requests confirmation regarding a number of matters, this list is reproduced below, together with our brief comments:

- The scope of the Transport Assessment – further comments on the scope of the TA will be provided once there is an agreed proposed development trip distribution and assignment
- The acceptability of the vision of the development – this should be expanded further and be supported by a Travel Plan
- The acceptability of the proposed access arrangements and their accompanying visibility splays – this is a matter for the Local Highway Authority (LHA) to consider
- The scope of the Personal Injury Collision assessment – we will be able to confirm the need to include any sections of the SRN within the proposed (PIC) study area once there is an agreed proposed development trip distribution and assignment
- The strategy for parking at the site – this is a matter for the LHA to consider
- The trip generation and distribution assessments – trip generation is accepted, trip distribution is yet to be agreed
- That no junction capacity assessments are required given the limited impact of the proposals – this is yet to be determined
- The extent of the off-site enhancements – these currently only concern the local road network and as such are matters for the LHA to consider
- The requirement for a Travel Plan – as stated above, the preparation of a TP is required

Conclusion

Further information required – ideally at the pre-application stage

Tom Valek

From: [redacted]k>
Sent: 09 May 2025 09:58
To: Tom Valek
Cc: Planning SE; southeast_hespa; CHIU Kelly
Subject: #24968 - NH/25/10398 - Land at Blackthorn Farm, Culverstone Green, Gravesham, Kent - Pre application request - NH response 09/05/25

Categories: Tracked To Dynamics 365

Your ref: Land at Blackthorn Farm, Culverstone Green, Gravesham, Kent - Pre application request

Our ref: #24968

Dear Tom,

I hope this email finds you well.

Thank you for your emails of 25 April and 9 May 2025 sharing additional information in support of the above referenced pre-application proposal.

We have reviewed the additional information.

We note that you are maintaining your position regarding the A2/A227 Junction and have declined to undertake observed queue surveys on the A2 westbound off slip.

Whilst we would agree that the predicted trip impact from the proposed Blackthorn Farm development is minimal, in the context of the existing safety issue, any increase in trips would need further consideration.

On this basis, our retained transport planners, Systra, have undertaken a high-level analysis.

For your information, we understand from our Third-Party Projects (3PP) team that the committed mitigation scheme for the roundabout (consent 20141214) is anticipated to be delivered within the next 12 months.

The conclusion of the analysis is that the proposed development is not expected to result in a significant impact to the operation of the SRN, with a minimal impact on the A2 westbound off slip. This would not amount to an unacceptable safety impact. On this basis, no further assessment of the A2/A227 junction in respect of Blackthorn Farm is required in this instance. However, should there be any material change in circumstances/development quantum in advance of an application being submitted, this position will need to be reviewed.

We hope this advice is clear and helpful.

Should you or any others have any queries regarding our response, please contact us via planningse@nationalhighways.co.uk.

From: Tom Valek
Sent: 25 April 2025 08:36
[redacted]
Subject: RE: #24878 - NH/25/10398 - Land at Blackthorn Farm, Culverstone Green, Gravesham, Kent - Pre application request - NH response 17/04/25

Dear [redacted]

Thank you for coming back to us. We understand your continuing concern regarding the impact of development traffic on the existing queuing on the A2 westbound off-slip.

You have raised that development traffic not only impacts the A2 westbound slip itself, but also that the circulating development traffic can impact queuing on the A2 westbound slip, by reducing the available gaps for traffic coming off the A2 westbound slip.

We continue to assert that the impact of the development on this queue is negligible, and evidence is provided below demonstrating this. Therefore we cannot see that a queue survey of the A2 westbound slip is necessary, given the development proposals would have a fundamentally insignificant impact on the operation of the A227 / A2 junction.

There are three figures attached which include:

- The percentage distribution associated with the A227 / A2 junction;
- The AM peak distribution; and
- The PM peak distribution.

There was a slight error in trip distribution table sent previously - Table 4 of the submitted TN did in fact consider the mode share reduction percentage; the correct table is shown below. To be clear, a total of 18 trips route through the A227 / A2 junction in the AM peak and 20 within the PM peak.

JUNCTION	PERCENTAGE DISTRIBUTION	AM PEAK HOUR MOVEMENTS	PM PEAK HOUR MOVEMENTS
Site Access			
Site Access to A227 (S)	32%	13	13
Site Access to A227 (N)	68%	27	29
A227 / A2 Junction			
A227 to A2 (W)	32%	13	14
A227 to A227	6%	3	3
A227 to A2 (E)	6%	2	3
A227 / A20 Junction			
A227 to A20 (E)	22%	9	9
A227 to A20 (W)	2%	1	1
A20 / A227 / M20 Junction			
A20 to M20 (W)	3%	1	1
A20 to A20	15%	6	6
A20 to A227 (S)	3%	1	1

As shown in the attached plans, one vehicle trip will use the A2 westbound off slip within the AM peak hour and two within the PM peak hour, which as we previously mentioned is considered negligible and will not exacerbate existing conditions.

Regarding additional trips on the circulatory carriageway leaving less gaps for vehicles to exit the westbound off slip, the vehicle movements associated with the development that may affect this are southbound movements across the junction only. As illustrated in the attached plans, five additional AM trips and 10 additional PM trips will undertake this movement - or one additional vehicle movement every 12 minutes in the AM peak hour and one vehicle movement every 6 minutes in the PM peak hour. This is well within daily variations of traffic flow and would not have any impact on the queuing on the A2 westbound off slip. Other vehicle movements associated with this junction will not influence queuing on the A2 westbound off slip.

Existing Traffic Levels
DfT Road Traffic Statistics (Map Road traffic statistics - Road traffic statistics) provide an indication of the existing traffic levels at the junction.

- Manual count point 81441 is located on the westbound off-slip. The annual average daily flow on this slip is 7168 vehicles (Road traffic statistics - Manual count point: 81441), of which 476 vehicles are recorded in the AM peak hour and 594 in the PM peak hour. This level of vehicles helps further reinforce the point that the development's negligible increase in vehicle movements on the westbound off slip will not impact queuing.
    - (Note also that the raw data is only for 2013 and 2014, and the DfT's calculations identify traffic is higher in the present day. This further reinforces the argument that the 1-2 vehicle increase in trips on the westbound off slip is negligible and will not have any noticeable impact on existing queuing)
- Manual count point 93187 provides data for the A227 Wrotham Road between the northern and southern roundabouts. The average annual daily flow of southbound movements is 14106 (Road traffic statistics - Manual count point: 93187), of which 1173 vehicles are recorded in the AM peak and 1187 in the PM peak in 2023. The proposed development will result in an increase of 5 vehicles undertaking this vehicle movement in the AM peak and 10 in the PM peak- or 0.0042% increase in the AM Peak and 0.0084% increase in the PM Peak. This is evidently a negligible impact to traffic flow and is well within daily traffic fluctuations.

Given the level of existing traffic flow demonstrated on the A2 / A227 junction in comparison to the negligible increase in vehicle movements resulting from the development proposals, it is evident that the proposals will not tangibly impact queuing on the A2 westbound off slip, cause further block back onto the A2, or increase the likelihood of collisions.

We would welcome your views on the methodology above and on our conclusion that the development would not tangibly affect queueing on the off-slip, given the negligible assessed impact – and therefore that no queue surveys would be necessary, given there would not be any relevant assessment work that could be undertaken based on these surveys.

We are happy to discuss via phone, Teams or email.

Kind regards,

Tom Valek
Senior Transport Planner

Tom Valek
Senior Transport Planner

Office: 01622 776226
Email: tom.valek@dhatransport.co.uk

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[redacted]

Subject: #24878 - NH/25/10398 - Land at Blackthorn Farm, Culverstone Green, Gravesham, Kent - Pre application request - NH response 17/04/25

[External email - This message originated from outside DHA – prior to opening any attachments or opening links, please ensure their authenticity with the sender]

Your ref: Land at Blackthorn Farm, Culverstone Green, Gravesham, Kent - Pre application request

Our ref: #24878

Dear Tom,

Thank you for your email of 9 April 2025 concerning the above referenced proposal and our initial response (see below).

A227 / A2 junction

Further to your query, we are mindful that available information shows extensive existing queuing on the A2 Westbound off slip. Critically, it is shown to not currently block back to the A2 mainline, albeit it is close to doing so.

Development traffic impacting on the A2 Westbound slip itself **and** on the circulatory carriageway of the roundabout have the potential to increase the reported queue resulting in a possible safety concern. The latter could increase the queue as there would be less gaps for traffic on the A2 Westbound slip to enter the roundabout.

At this stage, to understand the issue more clearly, it would be helpful to scope out and carry out accurate queue surveys. The more detailed evidence would enable the existing queue to be quantified. We are not, at this stage, asking to assess the junction.

Should you or any others have any queries regarding our response, please contact us via planningse@nationalhighways.co.uk.

Kind regards,

[redacted]

[redacted]

Web: www.nationalhighways.co.uk

For information about our engagement with the planning system please visit https://nationalhighways.co.uk/our-roads/planning-and-the-strategic-road-network-in-england/

From: Tom Valek <Tom.Valek@dhatransport.co.uk>
Sent: 09 April 2025 14:38
To: Nigel De Wit <nigel.dewit@nationalhighways.co.uk>
Cc: Planning SE <planningse@nationalhighways.co.uk>; southeast_hespa <southeast_hespa@systra.com>; Paul Lulham <paul.lulham@dhatransport.co.uk>; George Stow <George.Stow@dhatransport.co.uk>; CHIU Kelly <kchiu@systra.com>
Subject: #24878 NH/25/10398 - Land at Blackthorn Farm, Culverstone Green, Gravesham, Kent - Pre application request - NH response 09/04/25

Dear Nigel,

Thank you for coming back to us on this.

We appreciate the confirmation that you are satisfied that our trip distribution / assignment is reasonable.

We also appreciate the confirmation that the A227 / A20 and A20 / A227 / M20 junctions will not require further assessment.

You have however raised that further consideration of the A227 / A2 junction is required, as there appears to be existing slow moving traffic on the westbound off slip from the A2 and additional trips could exacerbate current conditions, potentially increasing the likelihood of collisions on the westbound off slip. You have therefore asked us to undertake a queue survey, which may be followed by further assessment work.

Our accepted assessment identifies that 16 trips in the AM peak and 18 in the PM peak will route through this junction, with 6% of vehicles routing between the A2 (east) and the A227 Wrotham Road (south). Based on the 12 projected AM peak arrivals and 27 projected PM peak arrivals, this yields a maximum of 1 additional vehicle using this off-slip in the AM peak, and 2 additional vehicles using this off-slip in the PM peak.

It is not considered that this negligible increase in trips on the A2 westbound off slip will exacerbate the current conditions, or increase the likelihood of collisions. It is therefore not considered that an observed queue survey is necessary given the proposals will result in an additional one movement per 30 minutes in the peak hours on the A2 westbound off slip.

I would welcome your views on the above and am happy to discuss.

Regards,

Tom Valek
Senior Transport Planner

Office: 01622 776226
Email: tom.valek@dhatransport.co.uk

[redacted]

Subject: #24803, NH/25/10398 - Land at Blackthorn Farm, Culverstone Green, Gravesham, Kent - Pre application request - NH response 09/04/25

[External email - This message originated from outside DHA – prior to opening any attachments or opening links, please ensure their authenticity with the sender]

Your ref: Land at Blackthorn Farm, Culverstone Green, Gravesham, Kent - Pre application request

Our ref: #24803

Dear Tom,

Thank you for your emails of 26 March and 9 April 2025 concerning the above referenced pre-application proposal.

We have reviewed the additional trip distribution/assignment information submitted (email dated 26 March 2025) and are satisfied that the distribution/assignment of development trips is reasonable.

We note that the proposed distribution/assignment is expected to result in the following vehicle trip impacts at the following Strategic Road Network (SRN) junctions:

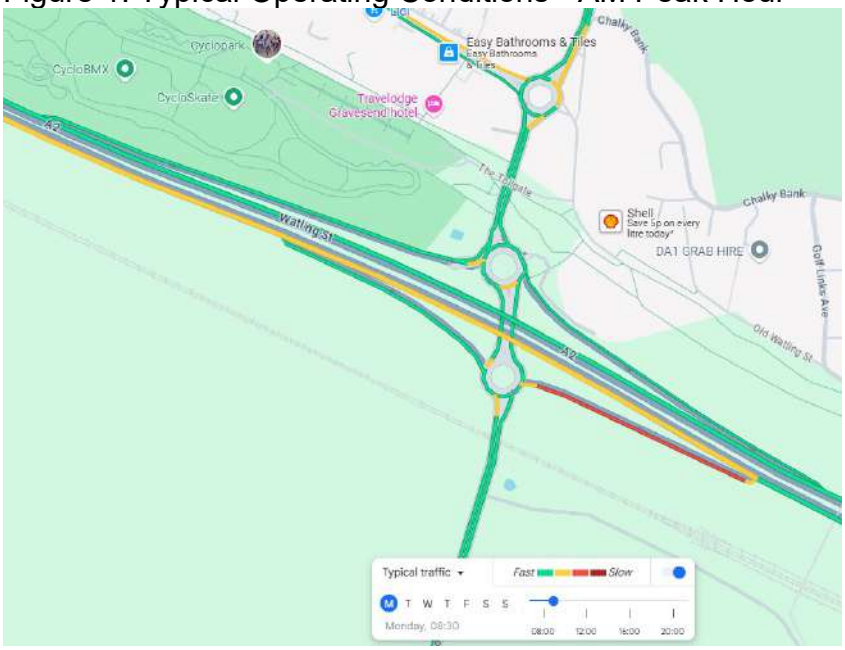
- A227/A2 Junction – a total of 16 and 18 two-way vehicle trips during the AM and PM peak hours respectively
- A227/A20 Junction – a total of 9 and 10 two-way vehicle trips during the AM and PM peak hours respectively
- A20/A227/M20 Junction - a total of 8 and 8 two-way vehicle trips during the AM and PM peak hours respectively

In consideration of the proposed development trip impact and the typical operating conditions during the AM and PM peak hours, assessment of the following SRN junctions would not be required:

- A227/A20 Junction
- A20/A227/M20 Junction

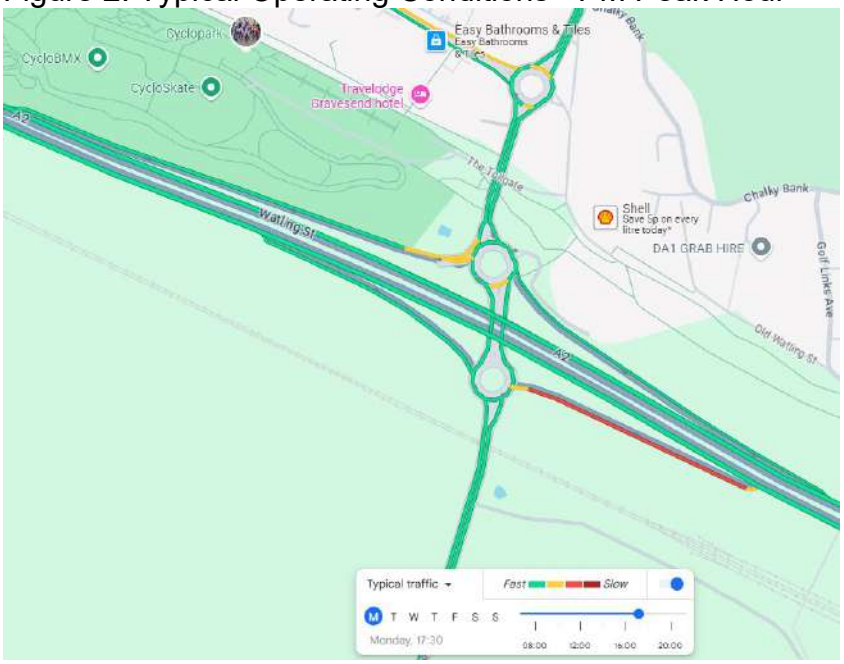
However, due to the typical operating conditions at the A227/A2 junction, in our view, further consideration is necessary. As shown in the screenshots below, there appears to be slow-moving traffic on the A2 Westbound off slip along the full length of the slip road during both peak hours. This could pose a significant safety issue relating to the risk of rear end shunts at high speeds, should queuing vehicles extend along the full length of the slip road towards the A2 mainline.

Figure 1: Typical Operating Conditions - AM Peak Hour



Source: Google Maps

Figure 2: Typical Operating Conditions - PM Peak Hour



Source: Google Maps

Therefore, whilst we acknowledge that the proposed development trip impact at this junction is modest, these additional trips could exacerbate the current conditions, potentially increasing the likelihood of collisions at this location and this requires further consideration.

We would emphasize that the primary concern is highway safety, albeit directly linked to the capacity issues at this particular location. **In order to assess this risk, in the first instance, we would advise that observed queue surveys are undertaken. This will provide evidence of the full extent of queuing during peak periods at this location. We can then take an informed view of whether further assessment is necessary.**

It is important that, to avoid any abortive work, we recommend that a copy of the survey specification is provided to National Highways for approval prior to commissioning any surveys, so that we can ensure that the data collection process is appropriate.

We hope this advice is clear and helpful.

Should you or any others have any queries regarding our response, please contact us via planningse@nationalhighways.co.uk.

Kind regards,

[redacted]

[redacted]

For information about our engagement with the planning system please visit https://nationalhighways.co.uk/our-roads/planning-and-the-strategic-road-network-in-england/

[redacted]

Subject: RE: NH/25/10398 - Land at Blackthorn Farm, Culverstone Green, Gravesham, Kent - Pre application request - NH response 25/03/25

[redacted]

Following the below, we were wondering if you have had the opportunity to review the additional information we submitted below?

Regards,

Tom Valek
Senior Transport Planner

Office: 01622 776226
Email: tom.valek@dhatransport.co.uk

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From: Tom Valek [redacted]

Subject: RE: NH/25/10398 - Land at Blackthorn Farm, Culverstone Green, Gravesham, Kent - Pre application request - NH response 25/03/25

[redacted]

I hope all is well. Thank you for issuing your pre-application comments in relation to the proposals at Blackthorn Farm. It is understood that you have requested further detail surrounding our trip distribution and assignment exercise.

Trip Distribution with Mode Shift Reduction

This section relates to the comment, *"No trip reductions relating to the proposed 5% mode shift target have been applied to the initial vehicle trip generation. On this basis we have reviewed the assessment presented as a 'pre-vision' scenario."* Please note that Table 3 of the submitted SN demonstrated the vehicle trip generation with the proposed 5% mode shift. This had not been reflected in the trip distribution exercise in Table 4.

In the first instance, please see below a table demonstrating the proposed trip distribution impact at both the A2 / A227 junction and M20 Junction 2, with the proposed 5% mode shift reduction.

Junction	Percentage Distribution	AM Peak Hour Movements	PM Peak Hour Movements
A227 / A2 Junction			
A227 to A2 (W)	32%	12	13
A227 to A227	6%	2	3
A227 to A2 (E)	6%	2	2
A227 / A20 Junction			
A227 to A20 (E)	22%	8	9
A227 to A20 (W)	2%	1	1
A20 / A227 / M20 Junction			
A20 to M20 (W)	3%	1	1

A20 to A20	15%	6	6
A20 to A227 (S)	3%	1	1

It must be noted that in any event with and without the mode shift reduction, the impacts at the A2 / A227 junction and M20 Junction 2 are minimal. With 16 movements in the AM peak and 17 in the PM peak through the A2 / A227 junction and 8 in each peak through the M20 Junction 2. As stated within the SN, impacts at these junctions are considered negligible and well within daily traffic fluctuations. It is not considered that any further information provided or amendments to the trip distribution methodology would impact the results of this assessment, or the conclusion made that no junction capacity assessments of the SRN are required.

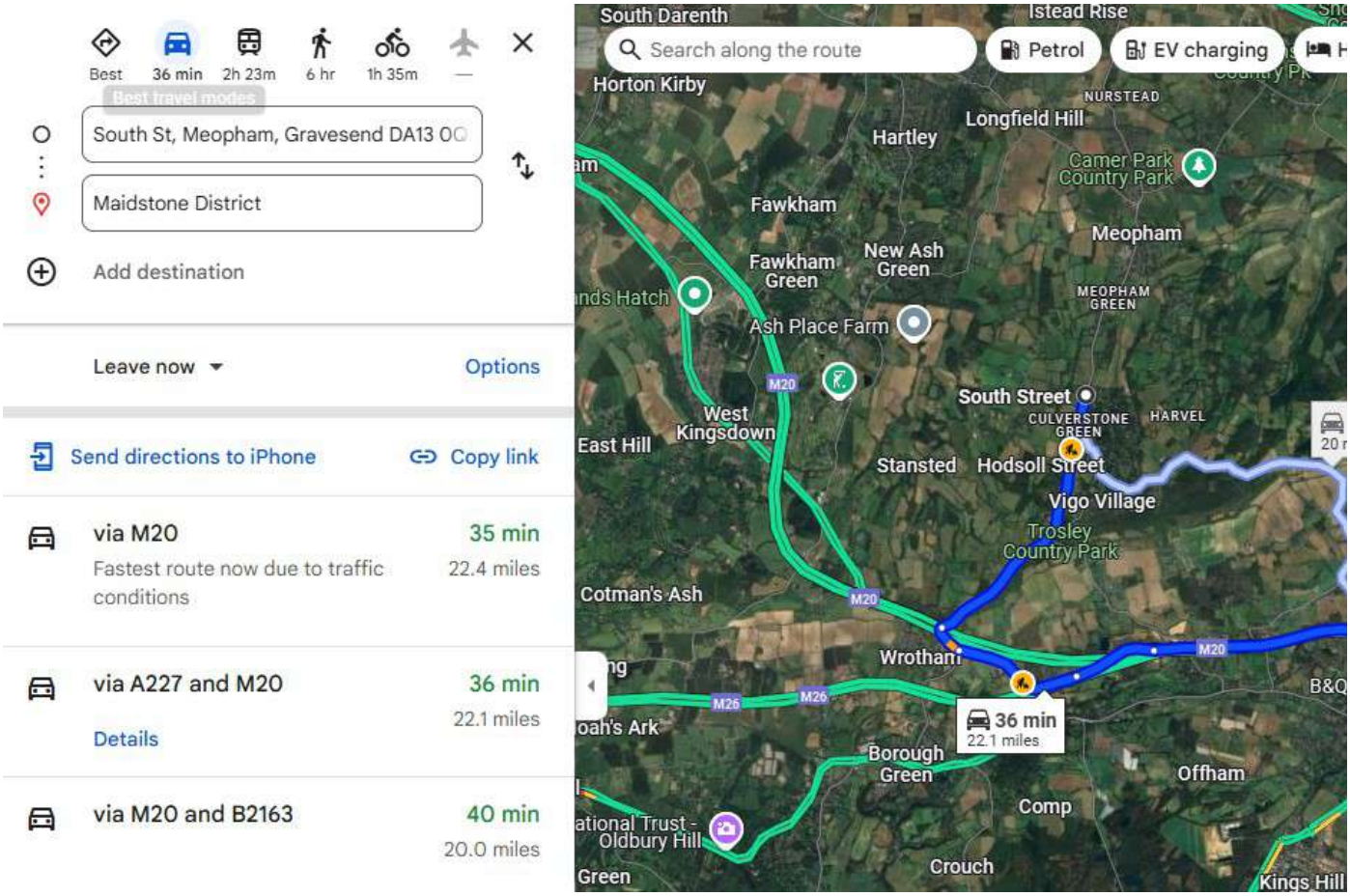
Further Detail of Trip Distribution

We would appreciate further clarification on the comment that reads *"We have reviewed the distribution assessment included as Appendix C of the TSN and note that it only includes details of routes which are anticipated to impact on the closest SRN junctions, while omitting all other routes. We have therefore been unable to fully verify trip distribution and assignment assessment."* Would you be able to confirm the other routes you would like us to assess? Our assessment of the developments impact on the SRN includes details of routes and junctions that the development would have the highest impact on. It is therefore not considered that an assessment of further junctions is necessary, considering the impacts on the junctions assessed above is negligible, and traffic would dissipate as it approaches other junctions on the SRN further afield.

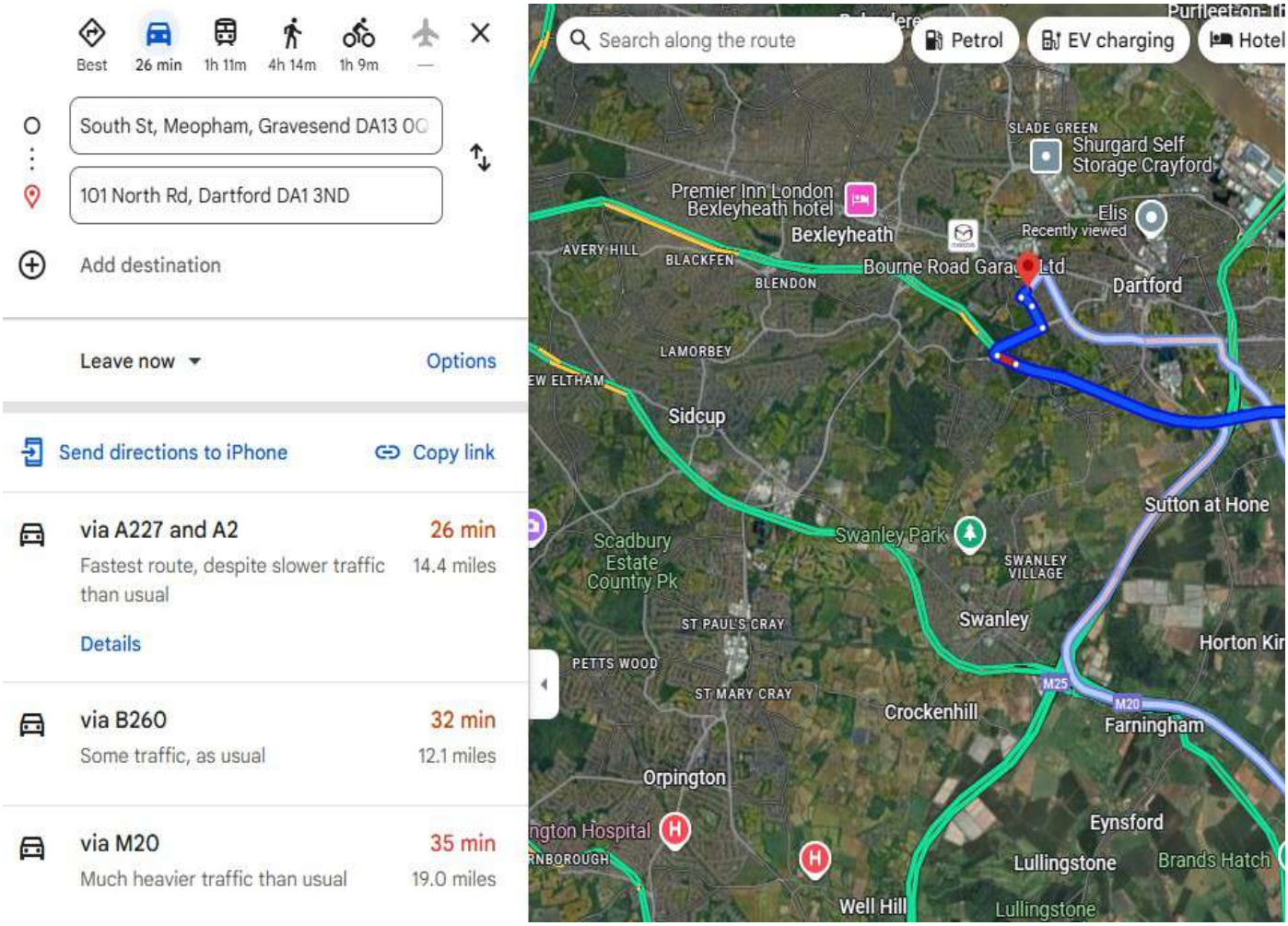
The remainder of this section relates to the comment "*we therefore request that the raw census data be provided together with full details of the proposed distribution and assignment analysis."*

Please see attached the raw census data and further detail of the distribution and assignment analysis below.

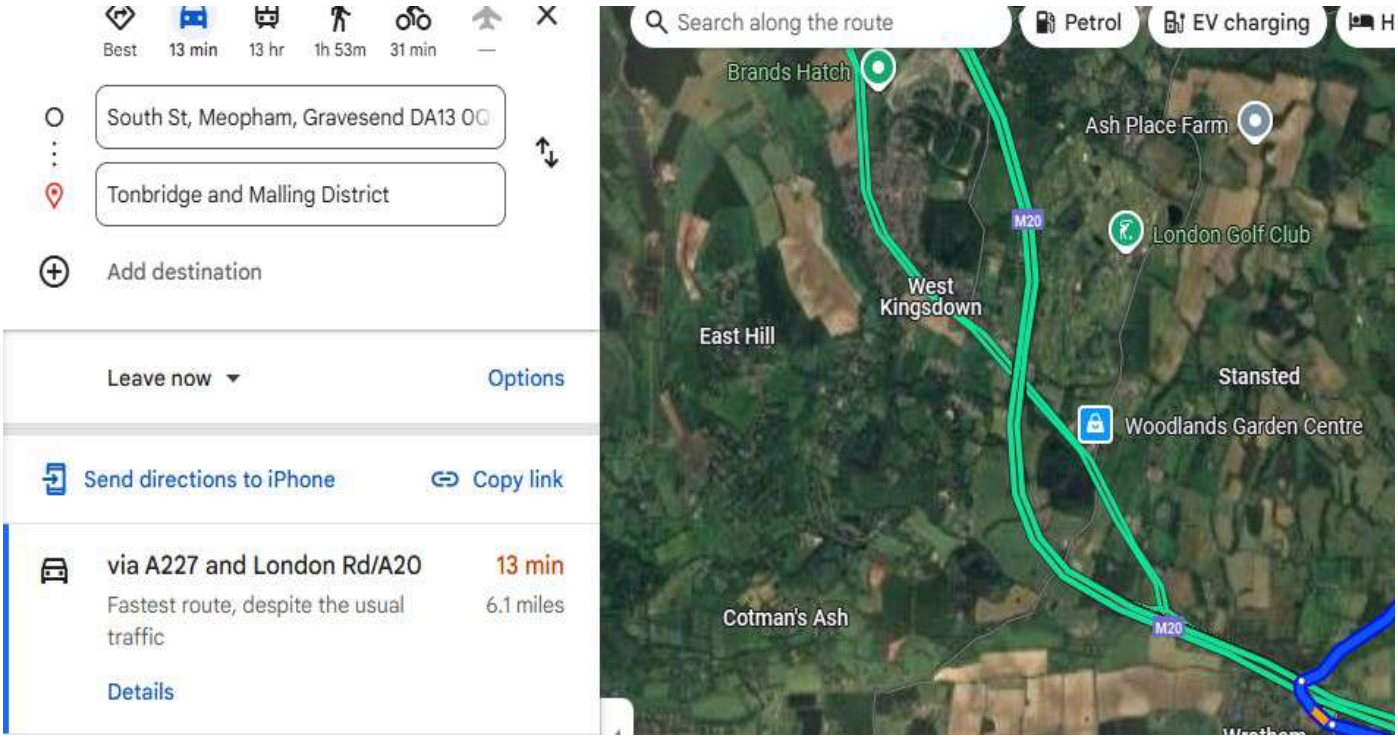
I have included a number of images below demonstrating how the Google real time journey planner was utilised to determine the trip assignment to various locations. The typical traffic filter was utilised in the peak hours to ensure a robust representation of daily traffic.



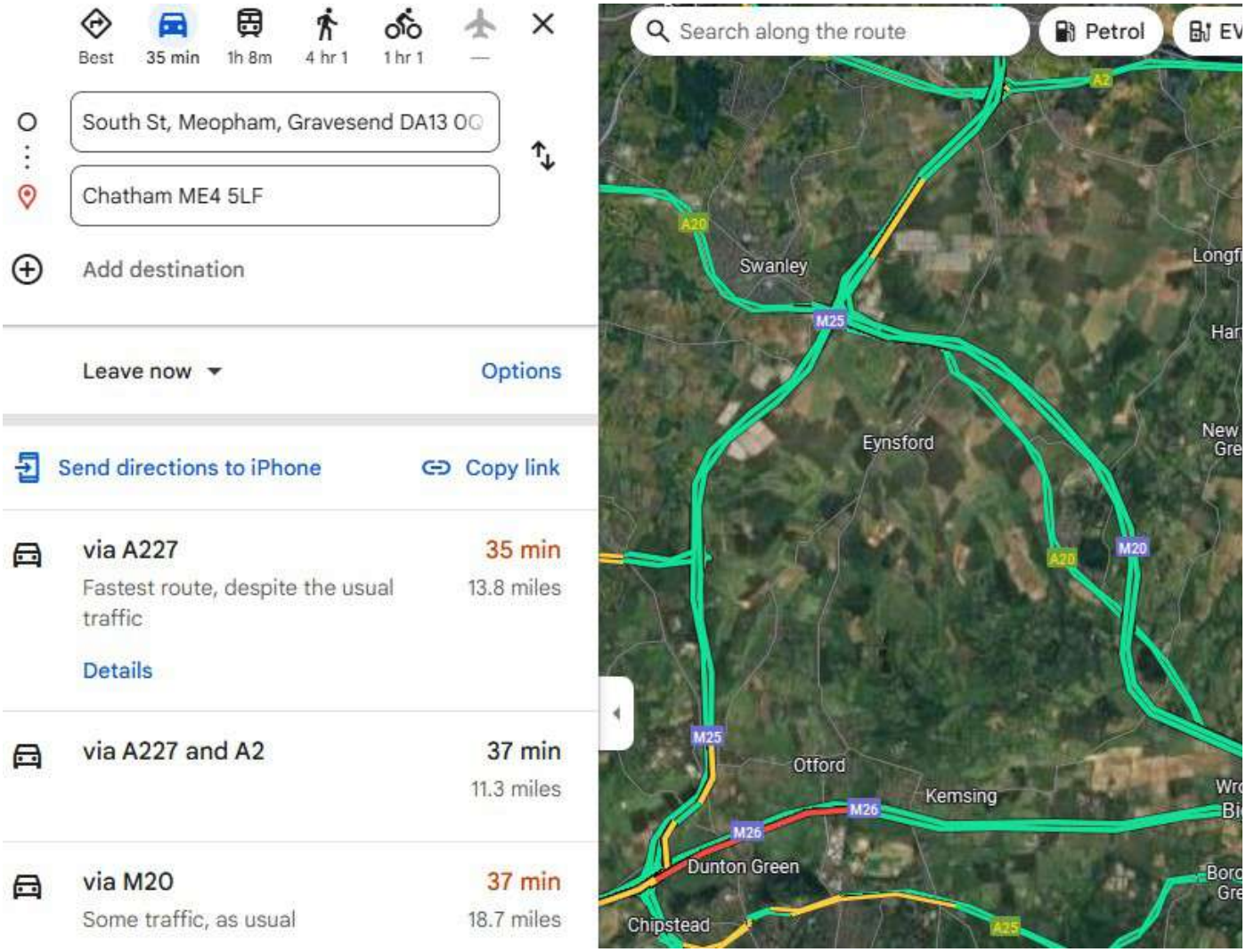
As per Appendix C, trips to Maidstone will be undertaken via M20 Junction 2, alternate route undesirable and unlikely to be frequently utilised.



Demonstration of different potential routes to Dartford, reflected within the breakdown per MSOA in Appendix C of the SN.



Route to Tonbridge and Malling via A20 / A227 / M20 Junction.

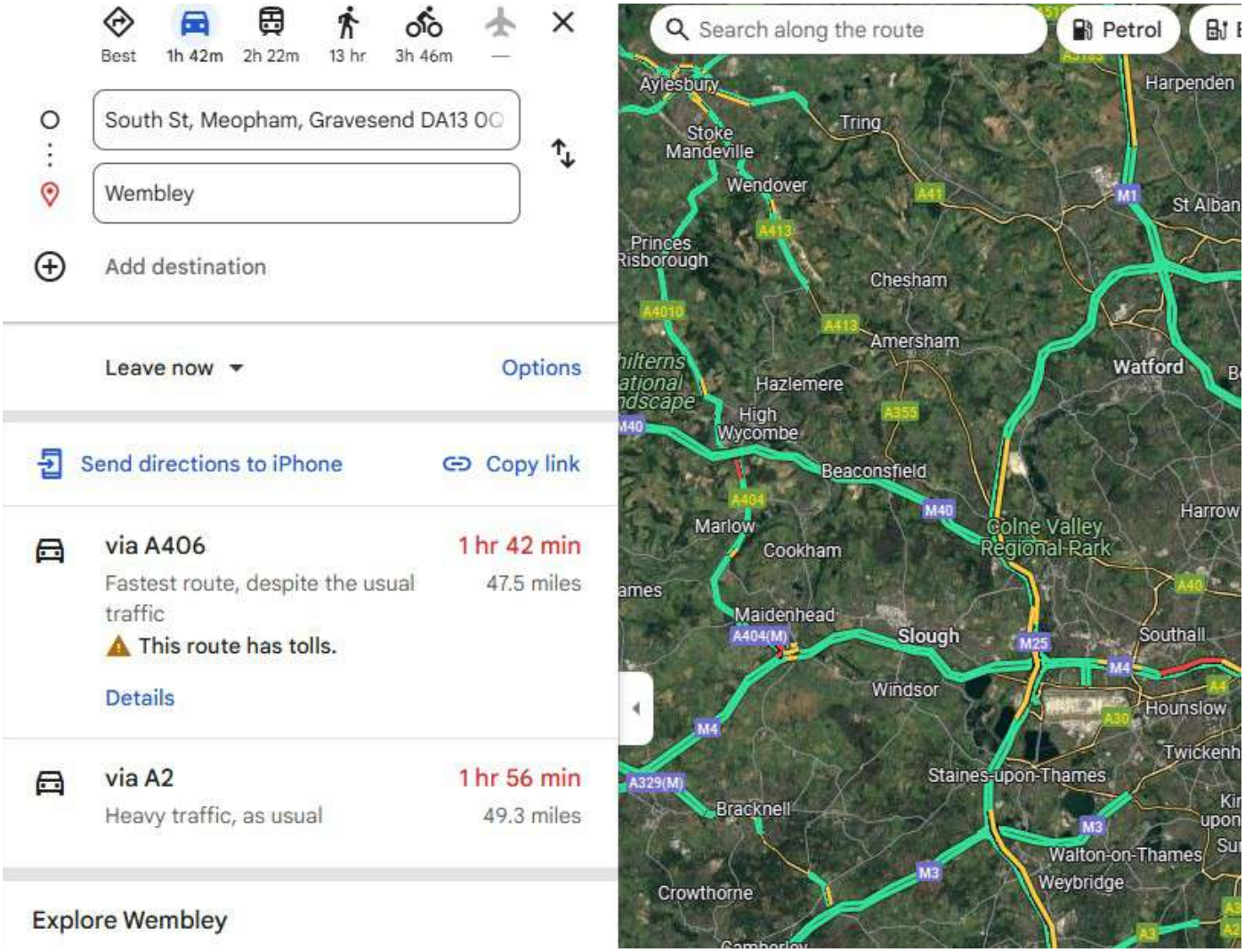


Demonstration of different potential routes to Medway, reflected within the breakdown per MSOA in Appendix C of the SN.

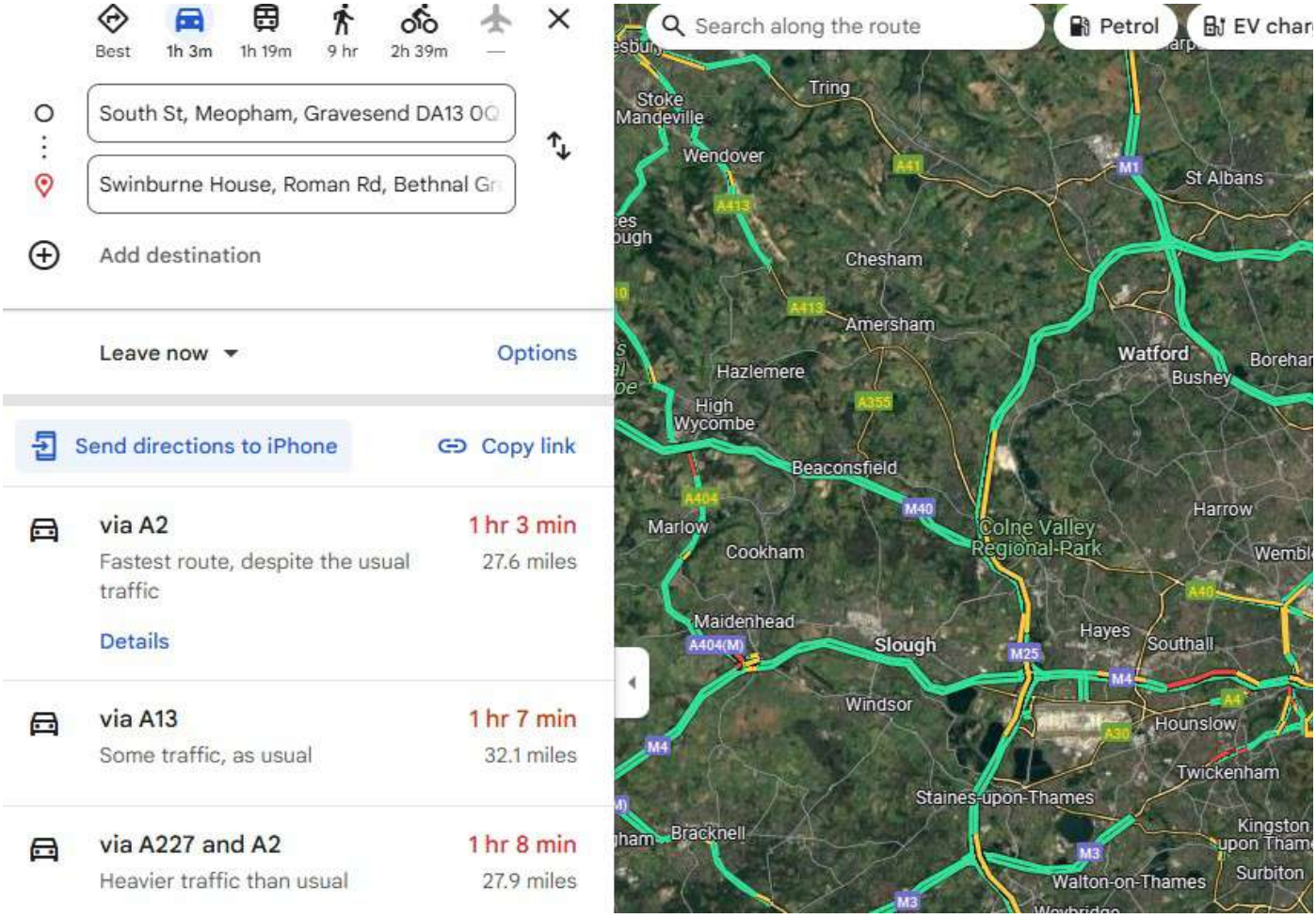
Analysing Destinations into Smaller Areas

This section relates to the comment that states *"Furthermore, some destinations would benefit from being disaggregated into smaller areas, for example, London, as this could impact on route choice."*

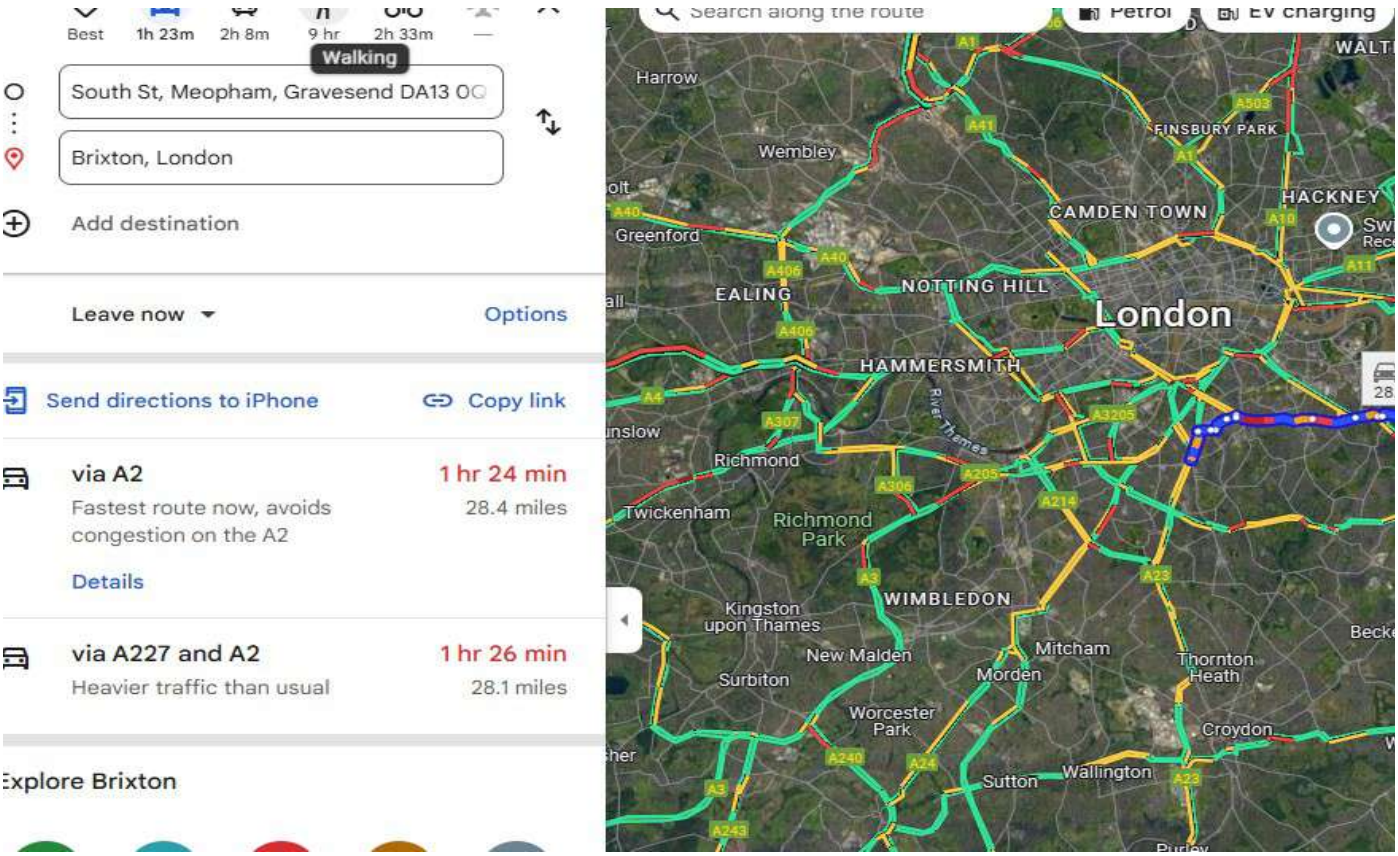
Images from the Google real time journey planner are shown below to different locations within London.



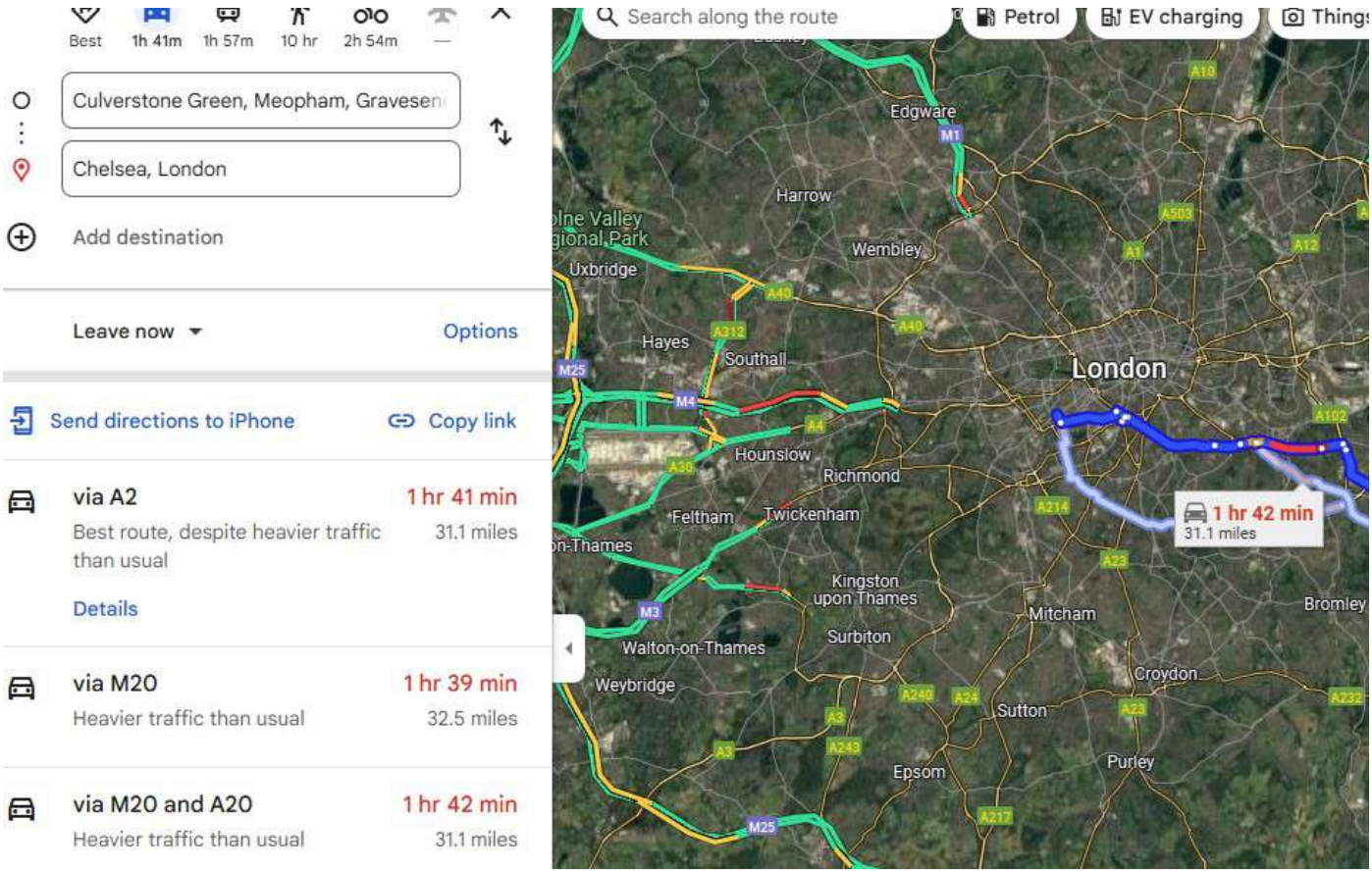
Route to north London via the A227 / A2.



Route to east London via the A227 / A2.



Route to south London via the A227 / A2.



It is noted that some journeys to west London may route via the M20 at Junction 2.

It is reiterated in relation to the above information that any small changes to the proposed distribution or assignment of trips would not impact the conclusions found that the development would have an insignificant impact on the strategic road network. Reference is drawn to the sites total trip generation potential in both the AM and PM peak hours, which with a 5% mode shift reduction, is 42 movements in the AM peak hour and 44 movements in the PM peak hour. With these trips inevitably split between routing via the A2 and M20, impacts will be negligible and not requiring capacity assessments.

Happy to discuss.

Regards,

Tom Valek
Senior Transport Planner

Office: 01622 776226
Email: tom.valek@dhatransport.co.uk

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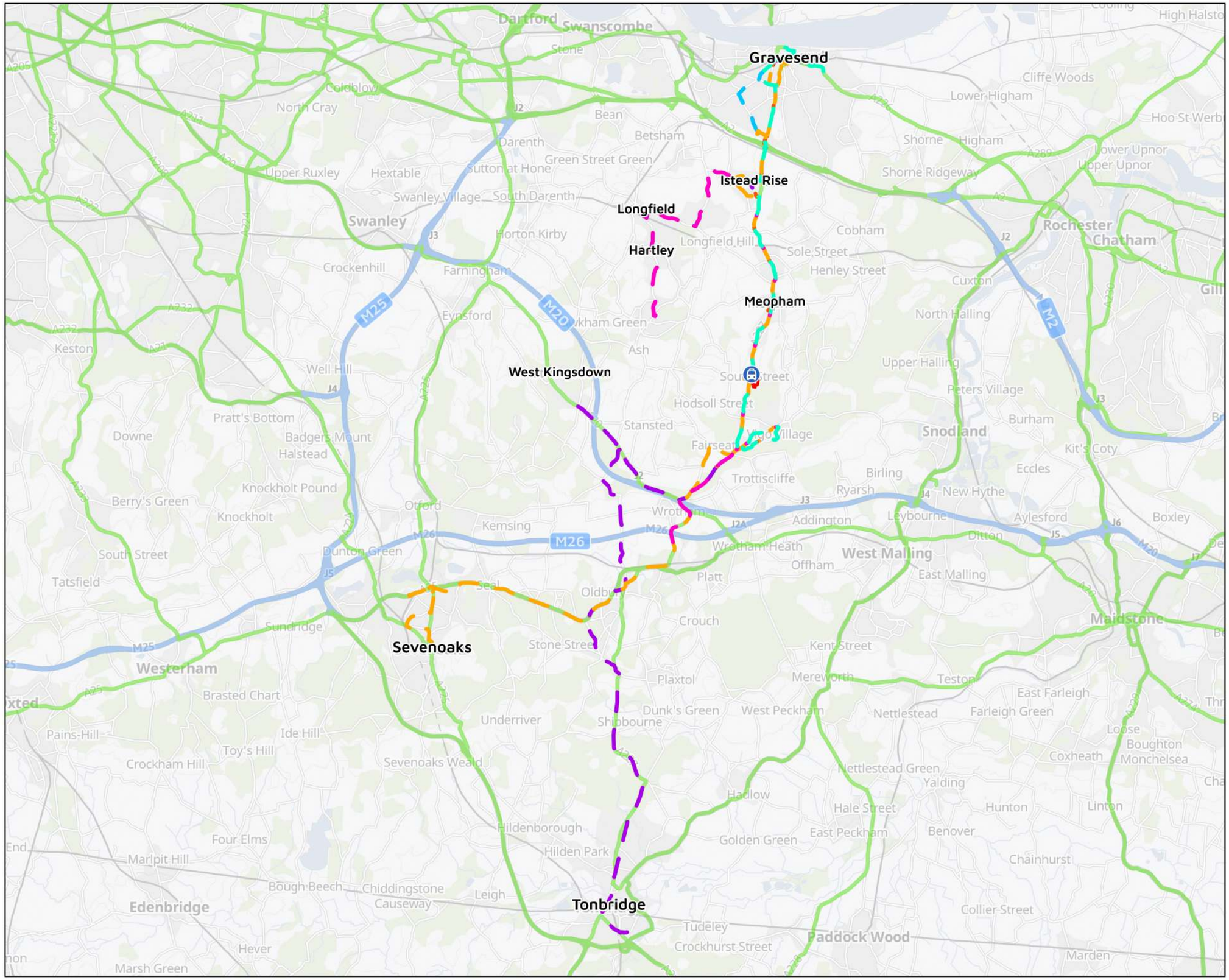
DHA Interactive Map

APPENDIX
B



Key

- Site boundary
- Bus stop

Bus Routes

- 223
- 305
- 306
- 308
- 418R/418L
- VIGO1

0 3.25 6.5 13 Kilometers

TITLE
Bus Route Map

CLIENT
Esquire Developments Ltd

PROJECT
Blackthorn Farm, Culverston

SCALE AT A3	DATE	JOB NO.	DRWG NO.
1:123,000	**May 2025**	**35076**	**G-04**

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

t: 01622 776226
e: info@dhaplanning.co.uk
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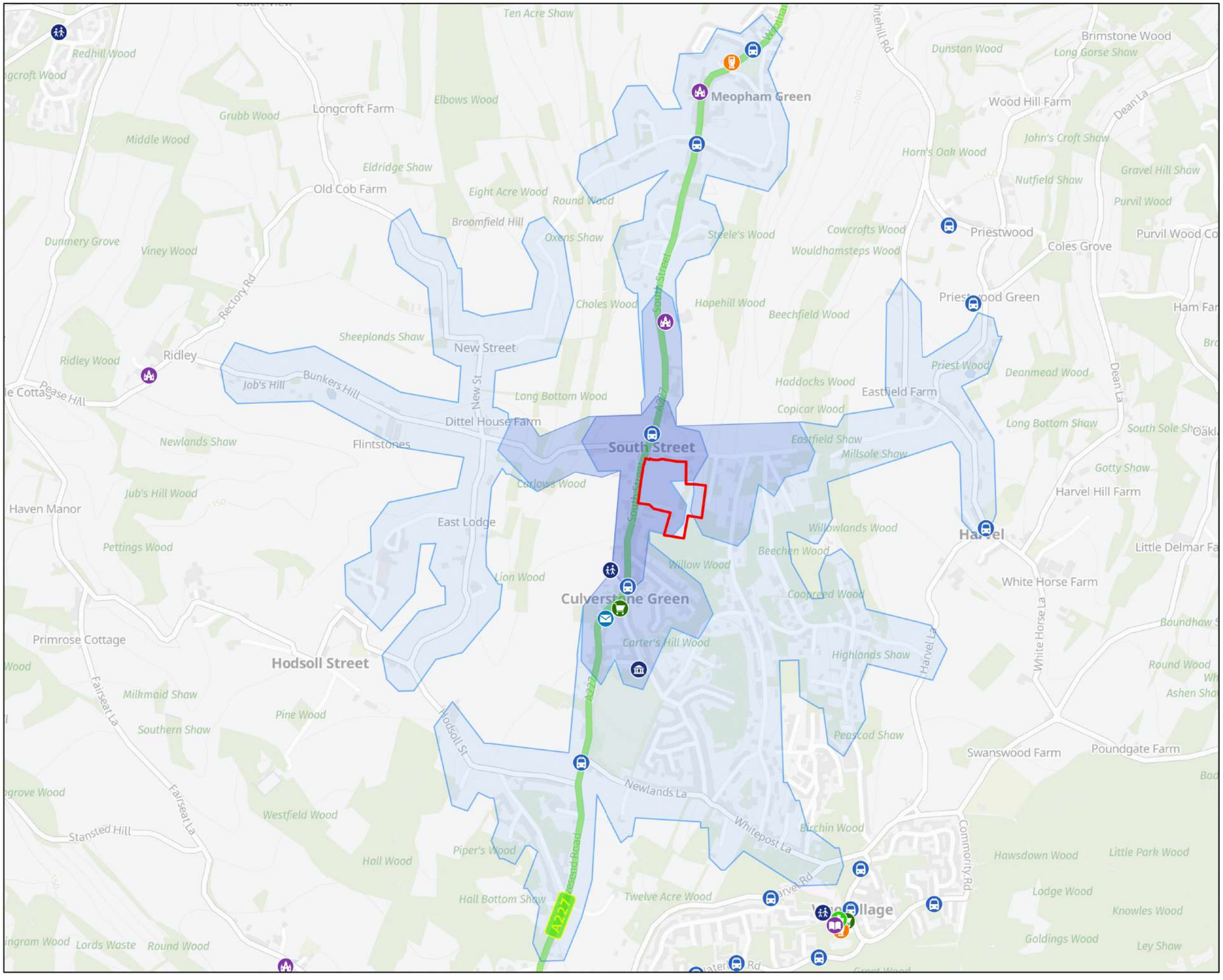
APPENDIX
C



0 0.5 1 2 Kilometers

Key

- Site boundary
- 5 minute walk distance (400m) from the site access
- 10 minute walk distance (800m) from the site access
- 25 minute walk distance (2000m) from the site access
- Bus stop
- School
- Places of worship
- Groceries
- Post office
- Community centre
- Pub
- Pharmacy
- GP surgery
- Library
- Resturant
- Train station

TITLE

Facilities Within Walking Distances From The Site Access

CLIENT

Esquire Developments Ltd

PROJECT

Blackthorn Farm, Culverston

SCALE AT A3	DATE	JOB NO.	DRWG NO.
1:15,250	**May 2025**	**35076**	**G-01**

Eclipse House, Eclipse Park, Sittingbourne Road
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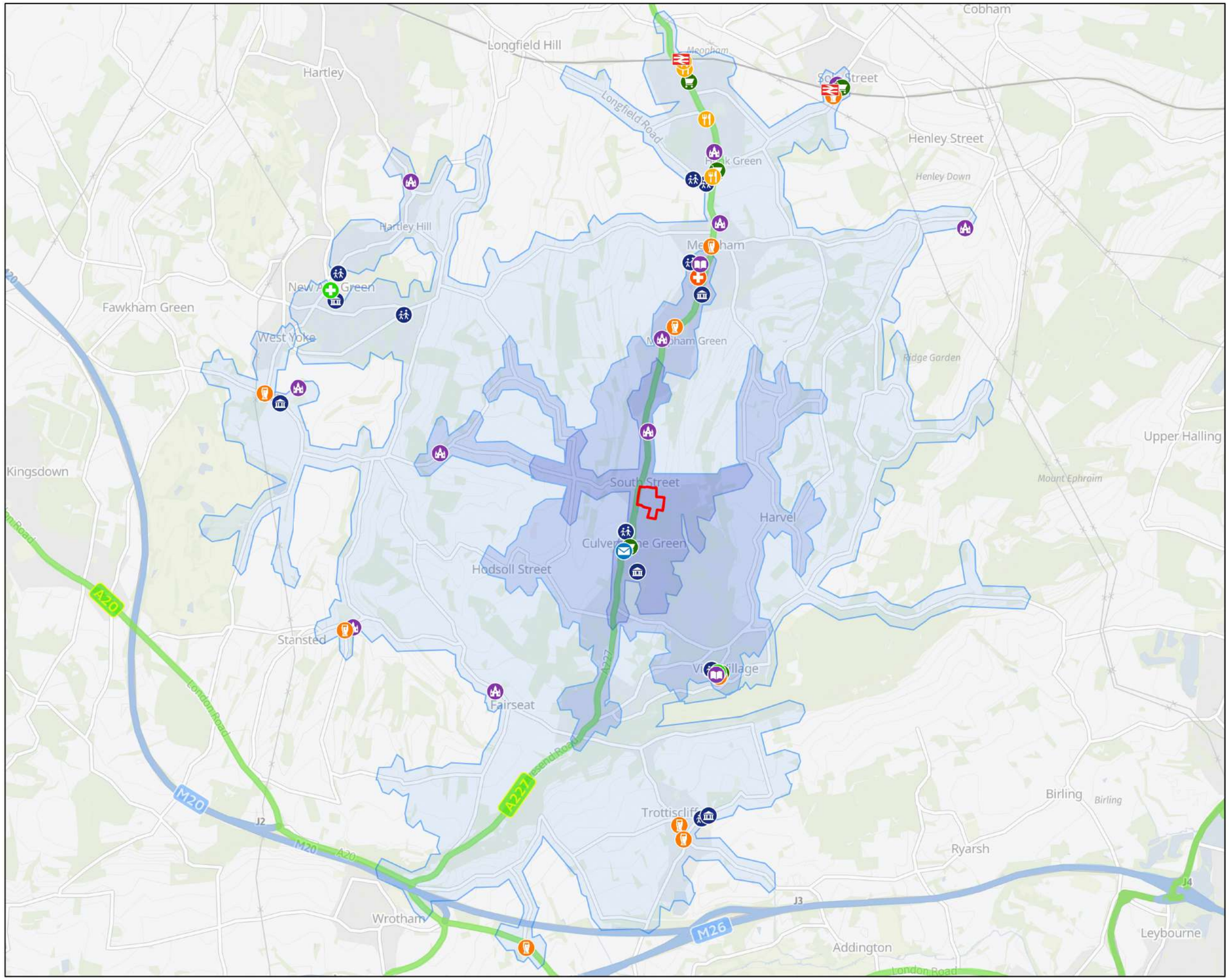

Key

- Site boundary
- 5 minute cycle distance (1333m) from the site access
- 10 minute cycle distance (2666m) from the site access
- 20 minute cycle distance (5333m) from the site access
- Train station
- Resturant
- Library
- GP surgery
- Pharmacy
- Pub
- Community centre
- Post office
- Groceries
- Places of worship
- School

TITLE

Facilities Within Cycling Distances From The Site Access

CLIENT

Esquire Developments Ltd

PROJECT

Blackthorn Farm, Culverston

SCALE AT A3	DATE	JOB NO.	DRWG NO.
1:38,000	**May 2025**	**35076**	**G-02**

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0 1 2 4 Kilometers

APPENDIX
D


Figure 2-7
Figure 2-8
Figure 2-6
Figure 2-17
Figure 2-18 and 2-19
Figure 2-9
Figure 2-10
Figure 2-11
Figures 2-12 to 2-14
Figure 2-20
Figure 2-16
Figure 2-15
Chapman's Hill
Heron Hill Ln
South St
A227
Rhododendron Ave
Ridge Ln
Wrotham Rd
Carters Hill Ln

APPENDIX
E

Location: A227 Wrotham Road, Culverstone Green

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

KCC Ref number: EXT/073/25

Crash Severity

- Slight
- Serious
- Fatal

Date: 06-May-2025
Time: 10:20:38

Title: **A227 Wrotham Rd, Culverstone Green**

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

Date: 06-May-2025

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

There were 5 reported crashes resulting in injury

D-PRINT CRASH REPORT

6-May-2025
10:20:38

A227 Wrotham Rd, Culverstone Green
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 A227 Grid 563494E** **Section 115 Ref 162938N**	SLIGHT	31/10/2021	1	15:06	L	Wet/Damp	Fine		R.TURN	
	A227, WROTHAM RD J/W TEXACO, MEOPHAM								Gravesham		
	V2 was moving ahead with right of way and V1 has turned right, crossing the opposite lane of traffic to enter the petrol station. V1 has turned right without appropriate consideration for oncoming traffic resulting in V2 impacting with the nearside of V1.						Veh1, car, NE -> NW Veh2, car, SW -> NE			Casualties 1 Vehicles 2	
2	**Road No A227 Grid 563549E** **Section 115 Ref 162986N**	SLIGHT	05/07/2020	1	09:30	L	Dry	Fine		R.TURN	
	A227, WROTHAM RD J/W WHITEPOST LANE, CULVERSTONE GREEN.								Gravesham		
	D1 HAS DRIVEN ALONG WHITEPOST LANE, UPON ARRIVAL AT THE JUNCTION WITH WROTHAM RD, DRIVER HAS LOOKED RIGHT AND LEFT AND DID NOT SEE ANY VEHICLES. D1 HAS THEN PULLED OUT OF THE JUNCTION, TURNING RIGHT ONTO WROTHAM RD AND HAS COLLIDED WITH THE PASSENGER SIDE OF V2. V2 WAS CONTINUING ALONG WROTHAM RD. SLIGHT INJURY WAS CAUSED TO D2. V2 HAS DAMAGE TO REAR PASSENGER SIDE WHEEL ARCH.						Veh1, car, SE -> NE Veh2, car, NE -> SW			Casualties 1 Vehicles 2	

Key

Involved

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

Street Lighting

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

FACTORS

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

Special Conditions

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

D-PRINT CRASH REPORT

6-May-2025
10:20:38

A227 Wrotham Rd, Culverstone Green
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
3	**Road No A227 Grid 563582E** **Section 116 Ref 163110N**	SLIGHT	27/02/2023	2	12:52	L	Dry	Fine		O/TAKE	M/C
	A227, WROTHAM RD, O/S PRIMARY SCHOOL, CULVERSTONE GREEN.								Gravesham		
	OLR: V2 was purposely ran off the road by V1. V2 was following a bus coming into Meopham at about 25mph. D2 slowly overtook V1 behind the bus at no more than 30mph. D1 did not like this and start beeping and trying to nudge back behind the bus by trying to overtake R2 on the left. R2 then got tapped on the left side of the bike and taken down into oncoming traffic hitting the wheel of an oncoming truck. R2's helmet saved them.						Veh1, car, SW -> NE Veh2, m/cycle 50 - 125cc, SW -> NE				Casualties 1 Vehicles 2
4	**Road No A227 Grid 563629E** **Section 118 Ref 163507N**	SERIOUS	22/05/2024	4	15:30	L	Dry	Fine		R.TURN	PSV
	A227 WROTHAM ROAD J/W PRIVATE TRACK ENTRANCE, CULVERSTONE								Gravesham		
	V1, a John Deere tractor towing a trailer of manure, was emerging from an unmade road with its bucket raised when it has collided with a double decker bus (V2). As a result of the impact the bus has sustained significant damage to the top deck, with the supporting struts being removed causing the ceiling to drop.						Veh1, agric veh, W -> S Veh2, bus or coach, S -> N				Casualties 21 Vehicles 2
5	**Road No A227 Grid 563666E** **Section 119 Ref 163602N**	SLIGHT	17/05/2020	1	00:47	DRK NSL	Dry	Fine		R.TURN	
	A227 WROTHAM RD J/W HERON HILL RD, CULVERSTONE GREEN								Gravesham		
	V2 was travelling north on Wrotham Rd behind V1 when V1 slammed on their brakes at junction of Heron Hill Lane. V2 also slammed on their brakes and swerved into oncoming traffic lane to avoid V1 but skidded and collided with its rear as it made a hard right turn onto Heron Hill Lane. V1 made off down Heron Hill Lane, failing to stop at the scene.						Veh1, car, SW -> SE Veh2, car, SW -> NE				Casualties 2 Vehicles 2

Key

Involved

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

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RD WRKS	*Road Works*
Surface	*Road Surface Defective*

APPENDIX
F

Esquire Developments

N

NOTES:

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.

Rev	Date	Description

Affordable	Area (approx sqft)
17no. 1B2P	550sqft
21no. 2B4P	868sqft
41no. 3B4P A	1006sqft
13no. 3B4P B	1006sqft
8no. 4B5P	1166sqft
Total: 100no.	91230sqft

Project Title

Proposed Residential Development
Blackthorne Farm
Culverstone

Drawing Description

Proposed Site Layout Plan
100% Affordable Mix
100 Units

Scale	Drawn by
1:500@A0	JS
Date	Checked by
April 2025	TWM

CLAGUE ARCHITECTS

62 Burgate, Canterbury
Kent CT1 2BH 01227 762060

2 Kinsbourne Court, Luton Road,
Harpenden, Hertfordshire AL5 3BL 01582 765102

8, Disney Street
London SE1 1JF 0203 597 6112

CANTERBURY LONDON HARPENDEN

Drawing Number: 23357B / 10

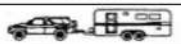
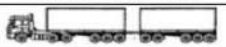
Revision

0 5 10 15 20 25 50m

Scale 1:500

Proposed Residential Development, Blackthorne Farm, Culverstone

APPENDIX
G

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

K&MTRAFFIC SURVEYS

SITE: A227 SOUTH STREET MEOPHAM LOCATION: Attached to tree

GRID REFERENCE: 51.346793, 0.348272 DIRECTION: NORTHBOUND SPEED LIMIT: 40

08 March 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	18	18	0	0	0	0	0	0	0	0	0	0	0	0	0	42.1	54.8
0100	16	10	1	2	0	0	0	0	0	0	0	0	0	3	0	50.1	72
0200	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	48.9	-
0300	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	41.8	-
0400	10	7	0	3	0	0	0	0	0	0	0	0	0	0	0	41.8	-
0500	16	12	0	4	0	0	0	0	0	0	0	0	0	0	0	41.9	50.8
0600	54	44	0	9	0	0	0	0	0	0	0	0	0	0	1	41.3	47.7
0700	149	109	1	32	1	2	0	1	0	0	0	0	0	0	3	37.5	43.3
0800	275	237	2	32	1	0	0	0	0	0	0	0	0	1	2	35.6	39.8
0900	351	312	1	30	1	2	0	1	1	0	0	0	0	2	1	34.9	39.1
1000	343	304	1	31	0	1	0	0	0	0	0	0	0	5	1	35.6	39.9
1100	399	349	2	36	1	4	0	0	0	0	0	0	0	6	1	35.2	39.8
1200	375	338	0	25	1	1	1	0	0	1	0	0	0	7	1	35.3	39
1300	365	312	2	37	0	0	0	0	0	1	0	0	0	11	2	35	38.5
1400	368	323	0	35	0	2	0	1	0	0	0	0	0	7	0	35.2	38.8
1500	338	301	2	29	0	0	0	0	0	0	0	0	0	4	2	35.7	39.8
1600	361	318	2	30	0	0	0	0	0	0	0	0	0	10	1	35.3	40.2
1700	351	317	0	28	0	0	0	0	0	0	0	0	0	6	0	35.8	40.2
1800	260	232	0	25	1	0	0	0	0	0	0	0	0	2	0	36.6	41.3
1900	167	151	0	14	2	0	0	0	0	0	0	0	0	0	0	38.8	44
2000	132	121	0	11	0	0	0	0	0	0	0	0	0	0	0	38.4	43.5
2100	86	84	0	2	0	0	0	0	0	0	0	0	0	0	0	39.2	45.1
2200	67	64	0	3	0	0	0	0	0	0	0	0	0	0	0	37.6	43.9
2300	56	54	0	2	0	0	0	0	0	0	0	0	0	0	0	38.5	44.2
07-19	**3935**	**3452**	**13**	**370**	**6**	**12**	**1**	**3**	**1**	**2**	**0**	**0**	**0**	**61**	**14**	**35.5**	**39.8**
06-22	**4374**	**3852**	**13**	**406**	**8**	**12**	**1**	**3**	**1**	**2**	**0**	**0**	**0**	**61**	**15**	**35.9**	**40.3**
06-00	**4497**	**3970**	**13**	**411**	**8**	**12**	**1**	**3**	**1**	**2**	**0**	**0**	**0**	**61**	**15**	**35.9**	**40.4**
00-00	**4565**	**4022**	**14**	**423**	**8**	**12**	**1**	**3**	**1**	**2**	**0**	**0**	**0**	**64**	**15**	**36**	**40.6**

09 March 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	18	16	0	2	0	0	0	0	0	0	0	0	0	0	0	39.9	54.4
0100	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	41.9	-
0200	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	47.5	-
0300	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	39.4	-
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	37.5	-
0500	9	6	0	3	0	0	0	0	0	0	0	0	0	0	0	47.6	-
0600	26	24	0	2	0	0	0	0	0	0	0	0	0	0	0	38.3	45.3
0700	76	64	0	9	0	0	0	0	0	0	0	0	0	1	2	36.5	43.7
0800	177	157	0	17	0	1	0	0	0	0	0	0	0	0	2	36.8	41.8
0900	275	245	3	19	0	0	0	0	0	0	0	0	0	4	4	36.3	41
1000	269	240	0	20	0	0	0	0	0	1	0	0	0	4	4	35.5	39.8
1100	347	312	1	23	0	0	0	0	0	0	0	0	0	8	3	35.3	40.2
1200	402	350	2	32	0	1	0	2	0	0	0	0	0	12	3	34	38.6
1300	396	353	1	21	0	0	0	2	0	0	0	1	0	17	1	35.4	39.4
1400	326	287	0	22	0	0	0	0	0	1	0	0	0	15	1	34.9	38.6
1500	359	319	2	21	1	0	0	0	0	0	0	0	0	14	2	34.2	38.8
1600	271	243	1	20	0	0	0	0	0	1	0	0	0	5	1	34.8	39.8
1700	293	263	1	23	0	0	0	1	0	0	0	0	0	5	0	35.7	41
1800	175	156	0	14	0	0	0	1	0	0	0	0	0	3	1	37.2	42.8
1900	155	144	1	9	0	1	0	0	0	0	0	0	0	0	0	38	43.6
2000	82	75	0	7	0	0	0	0	0	0	0	0	0	0	0	39.8	46.9
2100	56	55	0	0	0	0	0	0	0	0	0	0	0	1	0	38.8	48.1
2200	27	25	0	2	0	0	0	0	0	0	0	0	0	0	0	40.4	47
2300	15	14	0	1	0	0	0	0	0	0	0	0	0	0	0	40.6	51.5
07-19	**3366**	**2989**	**11**	**241**	**1**	**2**	**0**	**6**	**0**	**3**	**0**	**1**	**0**	**88**	**24**	**35.3**	**39.9**
06-22	**3685**	**3287**	**12**	**259**	**1**	**3**	**0**	**6**	**0**	**3**	**0**	**1**	**0**	**89**	**24**	**35.6**	**40.5**
06-00	**3727**	**3326**	**12**	**262**	**1**	**3**	**0**	**6**	**0**	**3**	**0**	**1**	**0**	**89**	**24**	**35.6**	**40.6**
00-00	**3771**	**3363**	**12**	**269**	**1**	**3**	**0**	**6**	**0**	**3**	**0**	**1**	**0**	**89**	**24**	**35.7**	**40.7**

10 March 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	47.3	-
0100	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	36.8	-
0200	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	46.5	-
0300	4	2	0	2	0	0	0	0	0	0	0	0	0	0	0	39.4	-
0400	20	18	0	2	0	0	0	0	0	0	0	0	0	0	0	41.3	49.1
0500	71	54	0	17	0	0	0	0	0	0	0	0	0	0	0	40.3	48.8
0600	159	128	1	28	0	1	0	0	0	0	0	0	0	0	1	39.4	46
0700	385	319	2	55	1	0	2	2	0	1	0	0	0	3	0	35.1	38.8
0800	478	423	1	49	0	2	0	0	0	0	0	0	0	3	0	33.4	37.7
0900	325	271	3	48	0	1	0	1	0	0	0	1	0	0	0	30.3	36.8
1000	291	256	1	26	2	3	0	1	0	0	0	0	0	0	2	23.1	28.9
1100	323	276	2	35	2	3	0	1	0	0	0	0	0	2	2	22.8	29.3
1200	327	276	2	37	4	4	0	1	0	0	0	0	0	0	3	22.4	29.3
1300	298	263	2	28	2	1	0	0	0	0	0	0	0	2	0	22	29
1400	291	248	0	27	6	4	0	0	0	4	0	0	0	1	1	20.8	27
1500	515	449	1	56	2	1	1	1	0	0	0	0	0	3	1	28.6	36.6
1600	539	449	3	82	0	1	0	0	0	0	0	0	0	4	0	33.9	37.5
1700	591	517	2	61	0	1	1	3	0	0	0	0	0	5	1	33.3	36.8
1800	313	274	0	38	0	0	0	0	0	0	0	0	0	1	0	34.2	38.6
1900	192	166	1	23	0	0	0	0	0	0	0	0	0	1	1	35.7	41.3
2000	121	114	0	6	0	0	0	0	0	0	0	0	0	1	0	38.4	44.1
2100	66	59	0	7	0	0	0	0	0	0	0	0	0	0	0	39.3	46.1
2200	44	41	0	3	0	0	0	0	0	0	0	0	0	0	0	38	45.5
2300	14	10	0	4	0	0	0	0	0	0	0	0	0	0	0	36.8	41.5
07-19	**4676**	**4021**	**19**	**542**	**19**	**21**	**4**	**10**	**0**	**5**	**0**	**1**	**0**	**24**	**10**	**29.2**	**36.4**
06-22	**5214**	**4488**	**21**	**606**	**19**	**22**	**4**	**10**	**0**	**5**	**0**	**1**	**0**	**26**	**12**	**30.1**	**37.4**
06-00	**5272**	**4539**	**21**	**613**	**19**	**22**	**4**	**10**	**0**	**5**	**0**	**1**	**0**	**26**	**12**	**30.2**	**37.5**
00-00	**5376**	**4619**	**21**	**637**	**19**	**22**	**4**	**10**	**0**	**5**	**0**	**1**	**0**	**26**	**12**	**30.4**	**37.7**

11 March 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	6	4	0	2	0	0	0	0	0	0	0	0	0	0	0	43	-
0100	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	37.2	-
0200	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	46.5	-
0300	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	45.7	-
0400	16	12	0	4	0	0	0	0	0	0	0	0	0	0	0	41.9	50.4
0500	71	54	0	16	0	0	0	0	0	0	0	0	0	0	1	42	47.3
0600	172	147	1	22	0	0	0	0	1	0	0	0	0	0	1	38.3	43.4
0700	418	368	3	43	0	0	0	1	0	0	0	0	0	2	1	33.8	37.5
0800	486	424	2	54	2	0	1	1	0	0	0	0	0	2	0	33.2	37.7
0900	360	300	6	49	2	1	0	1	0	0	0	0	0	1	0	33.4	36.8
1000	327	287	1	34	2	0	0	2	0	0	0	0	0	0	1	33.9	38.5
1100	293	239	2	44	2	1	0	0	0	1	0	0	0	2	2	34.1	37.8
1200	305	258	1	40	1	0	0	1	0	0	0	0	0	2	2	34.6	38.6
1300	360	301	3	47	2	2	1	1	0	0	0	0	0	2	1	33	37
1400	352	294	2	49	0	1	0	3	0	0	0	0	0	2	1	34	38.1
1500	463	401	0	57	0	0	0	1	0	0	0	0	0	2	2	32.6	36.9
1600	579	481	3	85	2	2	0	1	0	0	0	0	0	3	2	33.1	36.8
1700	575	502	2	64	0	0	0	1	0	0	0	0	0	5	1	34.2	37.8
1800	372	337	0	33	0	0	0	0	0	0	0	0	0	2	0	34.9	39.4
1900	203	180	0	22	0	0	0	0	1	0	0	0	0	0	0	35.5	41.1
2000	141	132	0	9	0	0	0	0	0	0	0	0	0	0	0	35.5	41.2
2100	85	75	0	10	0	0	0	0	0	0	0	0	0	0	0	37.5	43.9
2200	39	38	0	1	0	0	0	0	0	0	0	0	0	0	0	37.4	43.4
2300	32	28	0	3	0	1	0	0	0	0	0	0	0	0	0	37	42.2
07-19	**4890**	**4192**	**25**	**599**	**13**	**7**	**2**	**13**	**0**	**1**	**0**	**0**	**0**	**25**	**13**	**33.7**	**37.7**
06-22	**5491**	**4726**	**26**	**662**	**13**	**7**	**2**	**13**	**2**	**1**	**0**	**0**	**0**	**25**	**14**	**34**	**38.3**
06-00	**5562**	**4792**	**26**	**666**	**13**	**8**	**2**	**13**	**2**	**1**	**0**	**0**	**0**	**25**	**14**	**34**	**38.3**
00-00	**5662**	**4866**	**27**	**690**	**13**	**8**	**2**	**13**	**2**	**1**	**0**	**0**	**0**	**25**	**15**	**34.2**	**38.5**

12 March 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	20	16	0	4	0	0	0	0	0	0	0	0	0	0	0	43.1	52.2
0100	8	5	0	2	0	0	0	0	1	0	0	0	0	0	0	39.1	-
0200	6	4	0	2	0	0	0	0	0	0	0	0	0	0	0	38.2	-
0300	9	7	1	1	0	0	0	0	0	0	0	0	0	0	0	42.3	-
0400	21	16	0	5	0	0	0	0	0	0	0	0	0	0	0	40.6	50.4
0500	84	65	0	16	1	0	0	0	0	0	0	1	0	0	1	40.6	47
0600	178	150	1	25	1	0	0	1	0	0	0	0	0	0	0	39.2	44.8
0700	403	340	2	53	0	2	1	2	1	0	0	0	0	2	0	34.5	39
0800	502	434	1	65	1	0	0	0	0	0	0	0	0	1	0	33.9	37.7
0900	371	317	3	47	1	0	0	0	0	0	0	0	0	3	0	34.2	37.9
1000	299	248	1	39	2	1	0	3	0	0	0	0	0	3	2	34.1	37.9
1100	317	262	2	49	0	1	0	1	0	0	0	0	0	2	0	33.9	37.9
1200	307	261	2	42	0	2	0	0	0	0	0	0	0	0	0	34.3	38.1
1300	311	260	2	45	1	0	0	1	0	0	0	0	0	1	1	34.2	38.4
1400	346	292	3	48	1	1	1	0	0	0	0	0	0	0	0	32.9	36.9
1500	501	441	0	58	0	0	0	0	0	0	0	0	0	1	1	33.2	37.6
1600	547	473	0	69	2	1	0	0	0	0	0	0	0	2	0	34.3	37.9
1700	620	530	0	82	1	0	0	2	0	0	0	0	0	3	2	34.2	38.6
1800	324	287	0	36	0	0	0	0	0	1	0	0	0	0	0	35.3	40.2
1900	200	181	0	18	0	0	0	0	0	0	0	0	0	1	0	35.8	40.2
2000	118	112	0	6	0	0	0	0	0	0	0	0	0	0	0	37.2	43.3
2100	91	83	0	7	0	0	0	0	0	0	0	0	0	1	0	38.1	43.1
2200	48	43	0	4	0	0	0	0	0	0	0	0	0	1	0	37.1	44.7
2300	26	22	0	4	0	0	0	0	0	0	0	0	0	0	0	42.1	54.2
07-19	**4848**	**4145**	**16**	**633**	**9**	**8**	**2**	**9**	**1**	**1**	**0**	**0**	**0**	**18**	**6**	**34.1**	**38.1**
06-22	**5435**	**4671**	**17**	**689**	**10**	**8**	**2**	**10**	**1**	**1**	**0**	**0**	**0**	**20**	**6**	**34.4**	**38.8**
06-00	**5509**	**4736**	**17**	**697**	**10**	**8**	**2**	**10**	**1**	**1**	**0**	**0**	**0**	**21**	**6**	**34.5**	**38.9**
00-00	**5657**	**4849**	**18**	**727**	**11**	**8**	**2**	**10**	**2**	**1**	**0**	**1**	**0**	**21**	**7**	**34.7**	**39.1**

13 March 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	10	9	0	1	0	0	0	0	0	0	0	0	0	0	0	39.5	-
0100	7	4	0	3	0	0	0	0	0	0	0	0	0	0	0	42.5	-
0200	5	4	0	0	0	0	0	0	0	1	0	0	0	0	0	36.4	-
0300	4	2	0	2	0	0	0	0	0	0	0	0	0	0	0	44.6	-
0400	18	12	0	3	0	1	0	0	1	1	0	0	0	0	0	40.9	49.2
0500	66	52	0	13	0	0	0	0	0	0	0	0	0	0	1	40.7	47.5
0600	191	156	1	29	0	0	1	2	1	0	0	0	0	0	1	38	43.3
0700	397	339	2	51	1	2	0	0	0	0	0	0	0	2	0	35	39.5
0800	442	389	1	49	1	0	0	1	0	0	0	0	0	1	0	33.4	36.8
0900	365	320	0	42	1	1	0	0	0	0	0	0	0	0	1	33.8	37.6
1000	298	258	2	34	1	1	0	0	0	0	0	0	0	1	1	33.1	37.7
1100	305	248	1	49	0	1	1	3	0	0	0	0	0	1	1	32.7	36.2
1200	338	289	2	43	0	1	0	1	0	0	0	0	0	1	1	33.6	37
1300	268	222	5	32	1	3	0	0	0	1	0	0	0	4	0	34.2	38.8
1400	359	310	1	43	1	1	1	0	0	0	0	0	0	2	0	34.5	38
1500	483	411	0	65	1	1	1	1	0	1	0	0	0	1	1	33.3	37.7
1600	574	469	4	93	0	1	1	1	0	1	1	0	0	2	1	33.9	37.7
1700	642	560	3	70	1	1	1	1	1	1	0	0	0	2	1	33.3	37.2
1800	396	359	0	36	0	0	0	0	0	0	0	0	0	1	0	34.8	39
1900	214	189	1	20	0	0	1	1	1	0	0	0	0	1	0	35.6	39.8
2000	113	105	0	8	0	0	0	0	0	0	0	0	0	0	0	36.2	40.9
2100	105	98	0	7	0	0	0	0	0	0	0	0	0	0	0	38.1	43.2
2200	76	71	0	5	0	0	0	0	0	0	0	0	0	0	0	36.9	42.8
2300	46	40	1	4	0	0	0	0	0	0	0	0	0	1	0	38.2	45.6
07-19	**4867**	**4174**	**21**	**607**	**8**	**13**	**5**	**8**	**1**	**4**	**1**	**0**	**0**	**18**	**7**	**33.8**	**37.8**
06-22	**5490**	**4722**	**23**	**671**	**8**	**13**	**7**	**11**	**3**	**4**	**1**	**0**	**0**	**19**	**8**	**34.1**	**38.3**
06-00	**5612**	**4833**	**24**	**680**	**8**	**13**	**7**	**11**	**3**	**4**	**1**	**0**	**0**	**20**	**8**	**34.2**	**38.4**
00-00	**5722**	**4916**	**24**	**702**	**8**	**14**	**7**	**11**	**4**	**6**	**1**	**0**	**0**	**20**	**9**	**34.3**	**38.6**

14 March 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	41	33	1	5	0	0	0	0	1	1	0	0	0	0	0	36.4	45.4
0100	19	15	0	3	0	0	0	1	0	0	0	0	0	0	0	38	45.4
0200	16	10	0	4	0	0	1	0	1	0	0	0	0	0	0	43.3	49.2
0300	15	9	0	4	0	0	1	0	0	1	0	0	0	0	0	44	51.7
0400	21	16	0	5	0	0	0	0	0	0	0	0	0	0	0	39.9	49
0500	75	62	0	10	1	0	0	0	1	0	0	0	0	0	1	40.2	46.9
0600	164	139	0	24	0	0	0	1	0	0	0	0	0	0	0	39.1	44.2
0700	354	291	1	56	0	0	0	3	1	0	0	0	0	2	0	35.5	40.5
0800	530	472	0	54	0	0	1	0	1	0	0	0	0	2	0	33.2	36.9
0900	375	323	2	47	0	1	0	0	0	0	0	1	0	1	0	34.3	38.1
1000	321	276	2	37	2	1	1	1	0	0	0	0	0	1	0	34	38.9
1100	315	266	0	42	0	1	0	0	1	1	0	0	0	3	1	34.5	38
1200	387	328	2	51	2	0	1	0	0	1	0	0	0	0	2	33.9	38
1300	330	276	1	48	0	1	0	1	0	0	0	0	0	2	1	34.4	37.9
1400	429	373	2	47	1	1	1	2	1	0	0	0	0	1	0	33	36.7
1500	495	433	2	54	0	2	1	0	0	1	0	0	0	2	0	34.2	37.9
1600	615	512	0	94	0	2	0	0	0	2	0	0	0	5	0	34.3	38.1
1700	519	450	1	65	0	0	0	0	0	0	0	0	0	2	1	34.7	38.5
1800	351	325	1	25	0	0	0	0	0	0	0	0	0	0	0	35.5	39.7
1900	192	172	0	20	0	0	0	0	0	0	0	0	0	0	0	37.5	43.5
2000	99	90	0	8	0	0	0	0	0	0	0	0	0	1	0	38.4	45.7
2100	108	100	2	5	0	0	0	0	0	0	0	0	0	1	0	38.4	43.9
2200	69	66	0	3	0	0	0	0	0	0	0	0	0	0	0	36.4	39.6
2300	53	52	0	1	0	0	0	0	0	0	0	0	0	0	0	36.5	45.3
07-19	**5021**	**4325**	**14**	**620**	**5**	**9**	**5**	**7**	**4**	**5**	**0**	**1**	**0**	**21**	**5**	**34.2**	**38.1**
06-22	**5584**	**4826**	**16**	**677**	**5**	**9**	**5**	**8**	**4**	**5**	**0**	**1**	**0**	**23**	**5**	**34.6**	**38.9**
06-00	**5706**	**4944**	**16**	**681**	**5**	**9**	**5**	**8**	**4**	**5**	**0**	**1**	**0**	**23**	**5**	**34.7**	**39**
00-00	**5893**	**5089**	**17**	**712**	**6**	**9**	**7**	**9**	**7**	**7**	**0**	**1**	**0**	**23**	**6**	**34.8**	**39.3**

K&MTRAFFIC SURVEYS

SITE: A227 SOUTH STREET MEOPHAM LOCATION: Attached to tree

GRID REFERENCE: 51.346793, 0.348272 DIRECTION: NORTHBOUND SPEED LIMIT: 40

08 March 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	18	0	0	0	2	3	5	5	1	1	1	0	0	0	0	0	42.1	54.8
0100	16	0	0	0	1	2	3	4	2	2	0	0	0	0	1	1	50.1	72
0200	5	0	0	0	0	1	1	1	1	0	1	0	0	0	0	0	48.9	-
0300	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	41.8	-
0400	10	0	0	0	2	1	3	1	2	1	0	0	0	0	0	0	41.8	-
0500	16	0	0	0	2	1	6	4	3	0	0	0	0	0	0	0	41.9	50.8
0600	54	0	0	0	4	11	22	11	4	1	1	0	0	0	0	0	41.3	47.7
0700	149	0	0	1	27	44	56	16	2	3	0	0	0	0	0	0	37.5	43.3
0800	275	0	1	0	44	137	85	6	2	0	0	0	0	0	0	0	35.6	39.8
0900	351	2	1	1	51	205	79	10	2	0	0	0	0	0	0	0	34.9	39.1
1000	343	1	0	5	39	191	94	11	0	0	1	1	0	0	0	0	35.6	39.9
1100	399	0	0	1	53	225	109	11	0	0	0	0	0	0	0	0	35.2	39.8
1200	375	0	0	1	50	215	98	9	0	1	1	0	0	0	0	0	35.3	39
1300	365	0	0	3	51	224	71	10	4	1	1	0	0	0	0	0	35	38.5
1400	368	0	0	0	44	232	75	15	2	0	0	0	0	0	0	0	35.2	38.8
1500	338	0	0	3	52	174	82	24	2	0	1	0	0	0	0	0	35.7	39.8
1600	361	0	1	1	71	167	106	11	4	0	0	0	0	0	0	0	35.3	40.2
1700	351	0	0	1	44	193	96	14	1	2	0	0	0	0	0	0	35.8	40.2
1800	260	0	0	0	25	133	82	17	2	1	0	0	0	0	0	0	36.6	41.3
1900	167	0	0	0	6	68	67	19	5	2	0	0	0	0	0	0	38.8	44
2000	132	0	0	0	14	48	50	14	5	0	0	1	0	0	0	0	38.4	43.5
2100	86	0	0	1	7	35	26	8	5	3	1	0	0	0	0	0	39.2	45.1
2200	67	0	0	0	11	18	27	11	0	0	0	0	0	0	0	0	37.6	43.9
2300	56	0	0	0	5	21	21	6	2	0	0	0	1	0	0	0	38.5	44.2
07-19	**3935**	**3**	**3**	**17**	**551**	**2140**	**1033**	**154**	**21**	**8**	**4**	**1**	**0**	**0**	**0**	**0**	**35.5**	**39.8**
06-22	**4374**	**3**	**3**	**18**	**582**	**2302**	**1198**	**206**	**40**	**14**	**6**	**2**	**0**	**0**	**0**	**0**	**35.9**	**40.3**
06-00	**4497**	**3**	**3**	**18**	**598**	**2341**	**1246**	**223**	**42**	**14**	**6**	**2**	**1**	**0**	**0**	**0**	**35.9**	**40.4**
00-00	**4565**	**3**	**3**	**18**	**605**	**2349**	**1267**	**238**	**51**	**18**	**8**	**2**	**1**	**0**	**1**	**1**	**36**	**40.6**

09 March 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	18	0	0	0	2	6	6	1	1	2	0	0	0	0	0	0	39.9	54.4
0100	3	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	41.9	-
0200	7	0	0	0	0	1	2	0	3	1	0	0	0	0	0	0	47.5	-
0300	6	0	0	0	0	3	2	0	1	0	0	0	0	0	0	0	39.4	-
0400	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	37.5	-
0500	9	0	0	0	1	0	1	4	2	0	1	0	0	0	0	0	47.6	-
0600	26	0	0	0	4	6	10	6	0	0	0	0	0	0	0	0	38.3	45.3
0700	76	0	1	1	13	33	17	11	0	0	0	0	0	0	0	0	36.5	43.7
0800	177	0	0	2	14	86	58	16	1	0	0	0	0	0	0	0	36.8	41.8
0900	275	0	0	4	35	135	80	13	6	1	0	1	0	0	0	0	36.3	41
1000	269	0	1	2	30	149	71	14	2	0	0	0	0	0	0	0	35.5	39.8
1100	347	0	2	11	50	172	98	8	3	3	0	0	0	0	0	0	35.3	40.2
1200	402	3	6	19	45	242	74	11	2	0	0	0	0	0	0	0	34	38.6
1300	396	0	1	5	65	195	115	11	1	1	0	0	2	0	0	0	35.4	39.4
1400	326	0	0	0	57	188	67	11	2	0	1	0	0	0	0	0	34.9	38.6
1500	359	2	7	2	69	192	76	8	2	0	1	0	0	0	0	0	34.2	38.8
1600	271	0	0	0	63	136	58	12	2	0	0	0	0	0	0	0	34.8	39.8
1700	293	0	0	0	48	161	65	15	2	1	0	1	0	0	0	0	35.7	41
1800	175	0	0	2	17	79	55	20	1	0	1	0	0	0	0	0	37.2	42.8
1900	155	0	0	1	15	61	55	15	5	3	0	0	0	0	0	0	38	43.6
2000	82	0	0	0	13	26	21	16	2	0	1	1	2	0	0	0	39.8	46.9
2100	56	0	0	0	8	21	15	6	4	1	1	0	0	0	0	0	38.8	48.1
2200	27	0	0	0	1	9	10	5	1	1	0	0	0	0	0	0	40.4	47
2300	15	0	0	0	2	5	4	2	1	1	0	0	0	0	0	0	40.6	51.5
07-19	**3366**	**5**	**18**	**48**	**506**	**1768**	**834**	**150**	**24**	**6**	**3**	**2**	**2**	**0**	**0**	**0**	**35.3**	**39.9**
06-22	**3685**	**5**	**18**	**49**	**546**	**1882**	**935**	**193**	**35**	**10**	**5**	**3**	**4**	**0**	**0**	**0**	**35.6**	**40.5**
06-00	**3727**	**5**	**18**	**49**	**549**	**1896**	**949**	**200**	**37**	**12**	**5**	**3**	**4**	**0**	**0**	**0**	**35.6**	**40.6**
00-00	**3771**	**5**	**18**	**49**	**553**	**1906**	**962**	**205**	**44**	**16**	**6**	**3**	**4**	**0**	**0**	**0**	**35.7**	**40.7**

10 March 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	4	0	0	0	1	0	1	0	0	1	1	0	0	0	0	0	47.3	-
0100	3	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	36.8	-
0200	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	46.5	-
0300	4	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	39.4	-
0400	20	0	0	0	0	5	9	4	1	1	0	0	0	0	0	0	41.3	49.1
0500	71	0	0	0	10	17	21	16	3	4	0	0	0	0	0	0	40.3	48.8
0600	159	0	0	0	11	44	70	28	5	1	0	0	0	0	0	0	39.4	46
0700	385	0	0	0	51	229	94	9	2	0	0	0	0	0	0	0	35.1	38.8
0800	478	0	0	4	141	254	69	8	2	0	0	0	0	0	0	0	33.4	37.7
0900	325	12	13	35	95	131	36	3	0	0	0	0	0	0	0	0	30.3	36.8
1000	291	15	49	111	94	21	1	0	0	0	0	0	0	0	0	0	23.1	28.9
1100	323	21	60	117	95	27	2	1	0	0	0	0	0	0	0	0	22.8	29.3
1200	327	20	66	133	83	20	4	1	0	0	0	0	0	0	0	0	22.4	29.3
1300	298	17	65	125	71	16	4	0	0	0	0	0	0	0	0	0	22	29
1400	291	21	92	107	56	12	2	1	0	0	0	0	0	0	0	0	20.8	27
1500	515	22	71	72	97	190	55	7	1	0	0	0	0	0	0	0	28.6	36.6
1600	539	0	1	0	109	345	75	9	0	0	0	0	0	0	0	0	33.9	37.5
1700	591	1	3	7	128	388	56	7	1	0	0	0	0	0	0	0	33.3	36.8
1800	313	0	2	5	51	188	59	8	0	0	0	0	0	0	0	0	34.2	38.6
1900	192	1	2	3	28	92	50	10	5	1	0	0	0	0	0	0	35.7	41.3
2000	121	0	0	0	13	34	51	21	1	0	1	0	0	0	0	0	38.4	44.1
2100	66	0	0	0	2	29	19	11	2	3	0	0	0	0	0	0	39.3	46.1
2200	44	0	0	0	6	18	10	9	0	1	0	0	0	0	0	0	38	45.5
2300	14	0	0	0	1	6	7	0	0	0	0	0	0	0	0	0	36.8	41.5
07-19	**4676**	**129**	**422**	**716**	**1071**	**1821**	**457**	**54**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**29.2**	**36.4**
06-22	**5214**	**130**	**424**	**719**	**1125**	**2020**	**647**	**124**	**19**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**30.1**	**37.4**
06-00	**5272**	**130**	**424**	**719**	**1132**	**2044**	**664**	**133**	**19**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**30.2**	**37.5**
00-00	**5376**	**130**	**424**	**719**	**1143**	**2069**	**699**	**155**	**23**	**12**	**2**	**0**	**0**	**0**	**0**	**0**	**30.4**	**37.7**

11 March 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	6	0	0	0	0	1	1	4	0	0	0	0	0	0	0	0	43	-
0100	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	37.2	-
0200	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	46.5	-
0300	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	45.7	-
0400	16	0	0	0	2	2	5	5	2	0	0	0	0	0	0	0	41.9	50.4
0500	71	0	0	2	2	13	28	19	4	1	2	0	0	0	0	0	42	47.3
0600	172	0	0	2	10	64	72	17	5	2	0	0	0	0	0	0	38.3	43.4
0700	418	0	0	1	97	250	60	9	1	0	0	0	0	0	0	0	33.8	37.5
0800	486	5	7	5	107	283	73	6	0	0	0	0	0	0	0	0	33.2	37.7
0900	360	0	0	2	103	205	42	6	1	1	0	0	0	0	0	0	33.4	36.8
1000	327	0	2	10	52	199	57	7	0	0	0	0	0	0	0	0	33.9	38.5
1100	293	0	2	2	57	178	49	4	1	0	0	0	0	0	0	0	34.1	37.8
1200	305	0	0	1	53	189	54	6	1	0	0	1	0	0	0	0	34.6	38.6
1300	360	4	1	7	96	201	45	6	0	0	0	0	0	0	0	0	33	37
1400	352	0	0	2	81	196	63	7	3	0	0	0	0	0	0	0	34	38.1
1500	463	0	2	11	158	231	57	4	0	0	0	0	0	0	0	0	32.6	36.9
1600	579	0	0	4	174	333	60	8	0	0	0	0	0	0	0	0	33.1	36.8
1700	575	0	2	2	113	357	88	9	2	2	0	0	0	0	0	0	34.2	37.8
1800	372	0	0	1	56	207	99	9	0	0	0	0	0	0	0	0	34.9	39.4
1900	203	0	0	2	36	107	42	13	1	2	0	0	0	0	0	0	35.5	41.1
2000	141	1	0	2	23	71	31	9	3	0	1	0	0	0	0	0	35.5	41.2
2100	85	0	0	0	9	32	31	12	0	1	0	0	0	0	0	0	37.5	43.9
2200	39	1	0	0	4	12	17	5	0	0	0	0	0	0	0	0	37.4	43.4
2300	32	0	0	0	2	15	12	2	1	0	0	0	0	0	0	0	37	42.2
07-19	**4890**	**9**	**16**	**48**	**1147**	**2829**	**747**	**81**	**9**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**33.7**	**37.7**
06-22	**5491**	**10**	**16**	**54**	**1225**	**3103**	**923**	**132**	**18**	**8**	**1**	**1**	**0**	**0**	**0**	**0**	**34**	**38.3**
06-00	**5562**	**11**	**16**	**54**	**1231**	**3130**	**952**	**139**	**19**	**8**	**1**	**1**	**0**	**0**	**0**	**0**	**34**	**38.3**
00-00	**5662**	**11**	**16**	**56**	**1235**	**3147**	**988**	**171**	**25**	**9**	**3**	**1**	**0**	**0**	**0**	**0**	**34.2**	**38.5**

12 March 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	20	0	0	0	1	6	4	6	1	1	1	0	0	0	0	0	43.1	52.2
0100	8	0	0	0	1	1	5	1	0	0	0	0	0	0	0	0	39.1	-
0200	6	0	0	0	1	1	2	2	0	0	0	0	0	0	0	0	38.2	-
0300	9	0	0	0	0	2	4	1	2	0	0	0	0	0	0	0	42.3	-
0400	21	0	0	0	0	9	5	4	2	1	0	0	0	0	0	0	40.6	50.4
0500	84	0	0	0	9	21	23	22	5	4	0	0	0	0	0	0	40.6	47
0600	178	0	0	0	12	48	86	27	5	0	0	0	0	0	0	0	39.2	44.8
0700	403	0	0	0	82	226	84	9	1	1	0	0	0	0	0	0	34.5	39
0800	502	0	0	3	118	289	82	9	0	1	0	0	0	0	0	0	33.9	37.7
0900	371	0	0	0	76	231	55	6	2	1	0	0	0	0	0	0	34.2	37.9
1000	299	0	0	5	56	184	45	8	1	0	0	0	0	0	0	0	34.1	37.9
1100	317	0	0	1	82	179	43	11	1	0	0	0	0	0	0	0	33.9	37.9
1200	307	0	0	7	48	191	53	6	1	1	0	0	0	0	0	0	34.3	38.1
1300	311	0	0	0	59	190	53	8	1	0	0	0	0	0	0	0	34.2	38.4
1400	346	0	0	15	92	192	41	5	1	0	0	0	0	0	0	0	32.9	36.9
1500	501	0	9	3	147	258	77	6	1	0	0	0	0	0	0	0	33.2	37.6
1600	547	0	0	1	99	348	89	8	2	0	0	0	0	0	0	0	34.3	37.9
1700	620	0	1	4	132	349	122	8	1	2	1	0	0	0	0	0	34.2	38.6
1800	324	0	0	1	41	192	74	16	0	0	0	0	0	0	0	0	35.3	40.2
1900	200	0	0	0	33	101	54	8	3	1	0	0	0	0	0	0	35.8	40.2
2000	118	0	0	2	11	49	39	14	3	0	0	0	0	0	0	0	37.2	43.3
2100	91	0	0	0	6	38	34	10	3	0	0	0	0	0	0	0	38.1	43.1
2200	48	0	0	1	11	14	14	3	4	1	0	0	0	0	0	0	37.1	44.7
2300	26	0	0	0	0	8	10	3	3	1	0	0	1	0	0	0	42.1	54.2
07-19	**4848**	**0**	**10**	**40**	**1032**	**2829**	**818**	**100**	**12**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**34.1**	**38.1**
06-22	**5435**	**0**	**10**	**42**	**1094**	**3065**	**1031**	**159**	**26**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**34.4**	**38.8**
06-00	**5509**	**0**	**10**	**43**	**1105**	**3087**	**1055**	**165**	**33**	**9**	**1**	**0**	**1**	**0**	**0**	**0**	**34.5**	**38.9**
00-00	**5657**	**0**	**10**	**43**	**1117**	**3127**	**1098**	**201**	**43**	**15**	**2**	**0**	**1**	**0**	**0**	**0**	**34.7**	**39.1**

13 March 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	10	0	0	0	1	3	4	1	1	0	0	0	0	0	0	0	39.5	-
0100	7	0	0	0	1	1	2	2	0	1	0	0	0	0	0	0	42.5	-
0200	5	0	0	0	0	4	0	1	0	0	0	0	0	0	0	0	36.4	-
0300	4	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	44.6	-
0400	18	0	0	0	1	5	6	4	1	1	0	0	0	0	0	0	40.9	49.2
0500	66	0	0	1	4	15	25	14	4	3	0	0	0	0	0	0	40.7	47.5
0600	191	0	0	0	15	70	80	22	4	0	0	0	0	0	0	0	38	43.3
0700	397	0	1	4	59	217	110	6	0	0	0	0	0	0	0	0	35	39.5
0800	442	0	0	0	129	260	51	1	1	0	0	0	0	0	0	0	33.4	36.8
0900	365	2	3	8	61	226	60	5	0	0	0	0	0	0	0	0	33.8	37.6
1000	298	0	1	4	100	146	41	4	2	0	0	0	0	0	0	0	33.1	37.7
1100	305	0	0	3	100	173	26	1	2	0	0	0	0	0	0	0	32.7	36.2
1200	338	0	0	6	65	221	44	2	0	0	0	0	0	0	0	0	33.6	37
1300	268	0	0	1	54	161	45	7	0	0	0	0	0	0	0	0	34.2	38.8
1400	359	0	0	0	65	222	60	11	0	1	0	0	0	0	0	0	34.5	38
1500	483	0	1	20	113	269	73	6	1	0	0	0	0	0	0	0	33.3	37.7
1600	574	0	7	7	92	361	104	3	0	0	0	0	0	0	0	0	33.9	37.7
1700	642	0	3	8	167	369	88	7	0	0	0	0	0	0	0	0	33.3	37.2
1800	396	0	0	0	69	231	83	12	1	0	0	0	0	0	0	0	34.8	39
1900	214	0	0	0	34	105	65	10	0	0	0	0	0	0	0	0	35.6	39.8
2000	113	0	0	0	9	61	37	6	0	0	0	0	0	0	0	0	36.2	40.9
2100	105	0	0	0	12	40	39	9	3	2	0	0	0	0	0	0	38.1	43.2
2200	76	0	0	0	7	37	23	8	1	0	0	0	0	0	0	0	36.9	42.8
2300	46	0	0	0	3	18	15	9	1	0	0	0	0	0	0	0	38.2	45.6
07-19	**4867**	**2**	**16**	**61**	**1074**	**2856**	**785**	**65**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**33.8**	**37.8**
06-22	**5490**	**2**	**16**	**61**	**1144**	**3132**	**1006**	**112**	**14**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**34.1**	**38.3**
06-00	**5612**	**2**	**16**	**61**	**1154**	**3187**	**1044**	**129**	**16**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**34.2**	**38.4**
00-00	**5722**	**2**	**16**	**62**	**1161**	**3216**	**1082**	**152**	**23**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**34.3**	**38.6**

14 March 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	41	0	0	0	4	25	5	6	1	0	0	0	0	0	0	0	36.4	45.4
0100	19	0	0	0	2	7	7	2	1	0	0	0	0	0	0	0	38	45.4
0200	16	0	0	0	1	3	4	6	1	0	1	0	0	0	0	0	43.3	49.2
0300	15	0	0	0	0	1	7	4	2	1	0	0	0	0	0	0	44	51.7
0400	21	0	0	0	4	3	8	3	3	0	0	0	0	0	0	0	39.9	49
0500	75	0	0	1	1	24	32	9	6	2	0	0	0	0	0	0	40.2	46.9
0600	164	0	0	0	7	49	77	30	1	0	0	0	0	0	0	0	39.1	44.2
0700	354	0	1	0	50	199	82	18	4	0	0	0	0	0	0	0	35.5	40.5
0800	530	0	0	6	154	296	68	6	0	0	0	0	0	0	0	0	33.2	36.9
0900	375	0	0	0	74	228	68	4	1	0	0	0	0	0	0	0	34.3	38.1
1000	321	1	9	2	51	181	70	6	1	0	0	0	0	0	0	0	34	38.9
1100	315	0	1	3	60	193	48	8	1	1	0	0	0	0	0	0	34.5	38
1200	387	0	0	4	81	237	55	8	2	0	0	0	0	0	0	0	33.9	38
1300	330	0	0	1	54	214	58	3	0	0	0	0	0	0	0	0	34.4	37.9
1400	429	2	0	3	119	256	44	5	0	0	0	0	0	0	0	0	33	36.7
1500	495	0	0	0	96	304	85	9	1	0	0	0	0	0	0	0	34.2	37.9
1600	615	0	0	1	126	366	112	9	1	0	0	0	0	0	0	0	34.3	38.1
1700	519	0	1	0	96	308	103	10	1	0	0	0	0	0	0	0	34.7	38.5
1800	351	0	0	0	53	194	92	8	2	1	0	1	0	0	0	0	35.5	39.7
1900	192	0	0	0	20	83	61	24	4	0	0	0	0	0	0	0	37.5	43.5
2000	99	0	0	0	17	32	30	12	4	2	1	1	0	0	0	0	38.4	45.7
2100	108	0	0	0	10	44	38	12	1	2	1	0	0	0	0	0	38.4	43.9
2200	69	0	0	0	7	35	22	4	1	0	0	0	0	0	0	0	36.4	39.6
2300	53	0	0	1	13	15	14	9	0	1	0	0	0	0	0	0	36.5	45.3
07-19	**5021**	**3**	**12**	**20**	**1014**	**2976**	**885**	**94**	**14**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**34.2**	**38.1**
06-22	**5584**	**3**	**12**	**20**	**1068**	**3184**	**1091**	**172**	**24**	**6**	**2**	**2**	**0**	**0**	**0**	**0**	**34.6**	**38.9**
06-00	**5706**	**3**	**12**	**21**	**1088**	**3234**	**1127**	**185**	**25**	**7**	**2**	**2**	**0**	**0**	**0**	**0**	**34.7**	**39**
00-00	**5893**	**3**	**12**	**22**	**1100**	**3297**	**1190**	**215**	**39**	**10**	**3**	**2**	**0**	**0**	**0**	**0**	**34.8**	**39.3**

Grand Total

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
--	**36646**	**154**	**499**	**969**	**6914**	**19111**	**7286**	**1337**	**248**	**88**	**24**	**8**	**6**	**0**	**1**	**1**	**34.2**	**39.1**

K&MTRAFFIC SURVEYS

SITE: A227 SOUTH STREET MEOPHAM LOCATION: Attached to tree

GRID REFERENCE: 51.346793, 0.348272 DIRECTION: NORTHBOUND SPEED LIMIT: 40

	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Averages	
	08-Mar	09-Mar	10-Mar	11-Mar	12-Mar	13-Mar	14-Mar	1-5.	1-7.
Hour									
0000-0100	18	18	4	6	20	10	41	16.2	16.7
0100-0200	16	3	3	2	8	7	19	7.8	8.3
0200-0300	5	7	2	3	6	5	16	6.4	6.3
0300-0400	3	6	4	2	9	4	15	6.8	6.1
0400-0500	10	1	20	16	21	18	21	19.2	15.3
0500-0600	16	9	71	71	84	66	75	73.4	56
0600-0700	54	26	159	172	178	191	164	172.8	134.9
0700-0800	149	76	385	418	403	397	354	391.4	311.7
0800-0900	275	177	478	486	502	442	530	487.6	412.9
0900-1000	351	275	325	360	371	365	375	359.2	346
1000-1100	343	269	291	327	299	298	321	307.2	306.9
1100-1200	399	347	323	293	317	305	315	310.6	328.4
1200-1300	375	402	327	305	307	338	387	332.8	348.7
1300-1400	365	396	298	360	311	268	330	313.4	332.6
1400-1500	368	326	291	352	346	359	429	355.4	353
1500-1600	338	359	515	463	501	483	495	491.4	450.6
1600-1700	361	271	539	579	547	574	615	570.8	498
1700-1800	351	293	591	575	620	642	519	589.4	513
1800-1900	260	175	313	372	324	396	351	351.2	313
1900-2000	167	155	192	203	200	214	192	200.2	189
2000-2100	132	82	121	141	118	113	99	118.4	115.1
2100-2200	86	56	66	85	91	105	108	91	85.3
2200-2300	67	27	44	39	48	76	69	55.2	52.9
2300-2400	56	15	14	32	26	46	53	34.2	34.6
Totals									
0700-1900	3935	3366	4676	4890	4848	4867	5021	4860.4	4514.7
0600-2200	4374	3685	5214	5491	5435	5490	5584	5442.8	5039
0600-0000	4497	3727	5272	5562	5509	5612	5706	5532.2	5126.4
0000-0000	4565	3771	5376	5662	5657	5722	5893	5662	5235.1
AM Peak	1100	1100	800	800	800	800	800		
	399	347	478	486	502	442	530		
PM Peak	1200	1200	1700	1600	1700	1700	1600		
	375	402	591	579	620	642	615		

K&MTRAFFIC SURVEYS

SITE: A227 SOUTH STREET MEOPHAM LOCATION: Attached to tree

GRID REFERENCE: 51.346793, 0.348272 DIRECTION: SOUTHBOUND SPEED LIMIT: 40

08 March 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	26	26	0	0	0	0	0	0	0	0	0	0	0	0	0	38.7	50.3
0100	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	38.7	48.7
0200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	36.5	-
0300	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	43.2	-
0400	11	10	0	0	0	0	0	0	0	0	0	0	0	0	1	38.7	52
0500	33	28	0	5	0	0	0	0	0	0	0	0	0	0	0	40.8	50.2
0600	80	63	0	17	0	0	0	0	0	0	0	0	0	0	0	39.3	46.2
0700	153	127	0	23	0	0	0	1	0	0	0	0	0	2	0	36.7	42.5
0800	190	170	3	14	1	1	0	0	0	0	0	0	0	1	0	34.7	39.2
0900	288	258	0	26	0	1	0	0	0	0	0	0	0	3	0	33.5	37.8
1000	346	295	4	29	0	0	0	1	0	1	0	0	0	11	5	32.4	36.7
1100	381	344	2	23	0	1	0	0	0	0	0	0	0	9	2	34.1	38.5
1200	406	370	1	23	1	1	0	0	0	0	0	0	0	8	2	33.1	37
1300	380	343	2	22	1	0	0	0	0	0	0	0	0	11	1	34	38.5
1400	315	279	2	23	0	2	0	0	0	0	0	0	0	7	2	34.2	39.1
1500	314	275	1	22	0	0	0	0	0	0	0	0	0	15	1	34.6	39.8
1600	305	269	1	27	0	0	0	0	0	0	0	0	0	6	2	34	39.3
1700	296	271	0	22	0	0	0	1	0	0	0	0	0	1	1	35.7	41
1800	268	252	1	13	0	0	0	0	0	0	0	0	0	2	0	33	37.1
1900	162	155	0	7	0	0	0	0	0	0	0	0	0	0	0	35.7	42
2000	94	90	0	4	0	0	0	0	0	0	0	0	0	0	0	35.6	42.4
2100	81	80	0	1	0	0	0	0	0	0	0	0	0	0	0	35.3	41.2
2200	90	88	0	2	0	0	0	0	0	0	0	0	0	0	0	35.9	40.1
2300	60	58	0	2	0	0	0	0	0	0	0	0	0	0	0	36.5	41.7
07-19	**3642**	**3253**	**17**	**267**	**3**	**6**	**0**	**3**	**0**	**1**	**0**	**0**	**0**	**76**	**16**	**34**	**38.6**
06-22	**4059**	**3641**	**17**	**296**	**3**	**6**	**0**	**3**	**0**	**1**	**0**	**0**	**0**	**76**	**16**	**34.2**	**39**
06-00	**4209**	**3787**	**17**	**300**	**3**	**6**	**0**	**3**	**0**	**1**	**0**	**0**	**0**	**76**	**16**	**34.3**	**39**
00-00	**4302**	**3873**	**17**	**306**	**3**	**6**	**0**	**3**	**0**	**1**	**0**	**0**	**0**	**76**	**17**	**34.4**	**39.3**

09 March 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	19	19	0	0	0	0	0	0	0	0	0	0	0	0	0	37.4	42.3
0100	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	42.3	58.4
0200	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	39.2	-
0300	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	42.8	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	25	22	0	3	0	0	0	0	0	0	0	0	0	0	0	40.3	49.1
0600	45	39	1	5	0	0	0	0	0	0	0	0	0	0	0	40.7	48.6
0700	65	56	0	8	0	0	0	0	0	0	0	0	0	1	0	39.2	45.8
0800	170	147	0	13	0	0	0	0	0	0	0	0	0	8	2	35.1	40.5
0900	254	220	0	17	0	1	0	0	0	1	0	0	0	11	4	34.2	39.1
1000	318	288	0	14	0	0	0	0	0	0	0	1	0	14	1	34.1	38.2
1100	368	329	3	22	1	2	1	1	0	0	0	0	0	8	1	32.4	37.9
1200	395	354	4	26	0	2	0	0	0	0	0	0	0	8	1	33.4	37.8
1300	394	368	0	16	0	0	0	0	0	0	0	0	0	9	1	33.9	38.3
1400	305	276	1	18	0	0	0	2	0	1	0	0	0	5	2	34.3	38.8
1500	302	269	1	20	1	2	0	0	0	0	0	0	0	8	1	33.7	38.4
1600	279	251	0	25	0	0	0	0	0	0	0	0	0	3	0	35	39.3
1700	257	242	0	14	0	0	0	0	0	0	0	0	0	1	0	34.3	39.2
1800	179	168	0	10	0	0	0	0	0	0	0	0	0	1	0	34.9	38.9
1900	145	134	0	8	0	0	0	1	0	0	0	0	0	2	0	35.3	40.5
2000	74	65	0	9	0	0	0	0	0	0	0	0	0	0	0	36.8	41.8
2100	71	69	0	1	1	0	0	0	0	0	0	0	0	0	0	35	39.2
2200	25	25	0	0	0	0	0	0	0	0	0	0	0	0	0	38.6	47.3
2300	21	20	0	1	0	0	0	0	0	0	0	0	0	0	0	40.9	56.5
07-19	**3286**	**2968**	**9**	**203**	**2**	**7**	**1**	**3**	**0**	**2**	**0**	**1**	**0**	**77**	**13**	**34.1**	**38.9**
06-22	**3621**	**3275**	**10**	**226**	**3**	**7**	**1**	**4**	**0**	**2**	**0**	**1**	**0**	**79**	**13**	**34.3**	**39.1**
06-00	**3667**	**3320**	**10**	**227**	**3**	**7**	**1**	**4**	**0**	**2**	**0**	**1**	**0**	**79**	**13**	**34.4**	**39.1**
00-00	**3743**	**3392**	**10**	**231**	**3**	**7**	**1**	**4**	**0**	**2**	**0**	**1**	**0**	**79**	**13**	**34.5**	**39.3**

10 March 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	46.5	-
0100	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	40.9	-
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	57.2	-
0300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	40.4	-
0400	18	15	0	2	0	0	0	0	0	0	0	0	0	0	1	38.5	49
0500	95	78	0	16	0	0	0	0	0	0	0	0	0	0	1	39.3	44.6
0600	333	273	1	54	0	0	0	0	2	0	0	0	0	3	0	36.1	40.1
0700	573	496	1	73	1	1	0	0	0	0	0	0	0	1	0	32.1	35.9
0800	427	389	0	31	0	2	0	1	0	0	0	0	0	3	1	31.8	35.8
0900	286	249	1	30	4	2	0	0	0	0	0	0	0	0	0	28.4	35.3
1000	238	210	1	21	1	1	0	0	0	0	0	0	0	1	3	23.9	27.4
1100	286	249	3	28	1	1	0	0	0	0	0	0	0	4	0	25	28.6
1200	298	267	1	28	0	1	0	0	0	1	0	0	0	0	0	24.5	27.8
1300	276	238	1	33	0	2	0	0	0	0	0	0	0	2	0	24	27.7
1400	300	256	2	38	0	0	0	1	0	1	0	0	0	2	0	25.6	30.3
1500	435	397	0	36	0	1	0	0	0	0	0	0	0	1	0	27.8	35.5
1600	430	382	2	40	0	1	0	0	1	0	0	0	0	3	1	32.6	36.9
1700	417	381	0	35	0	0	0	0	0	0	0	0	0	1	0	32.5	36.7
1800	278	257	0	18	0	0	0	0	0	0	0	0	0	2	1	32.8	36.6
1900	180	161	1	14	1	0	0	0	0	0	0	0	0	2	1	32.7	39.2
2000	116	102	0	14	0	0	0	0	0	0	0	0	0	0	0	36.2	41.3
2100	84	82	0	2	0	0	0	0	0	0	0	0	0	0	0	36.2	42.4
2200	58	55	0	3	0	0	0	0	0	0	0	0	0	0	0	38.5	44
2300	28	26	0	2	0	0	0	0	0	0	0	0	0	0	0	37.6	47
07-19	**4244**	**3771**	**12**	**411**	**7**	**12**	**0**	**2**	**1**	**2**	**0**	**0**	**0**	**20**	**6**	**29**	**34.9**
06-22	**4957**	**4389**	**14**	**495**	**8**	**12**	**0**	**2**	**3**	**2**	**0**	**0**	**0**	**25**	**7**	**29.9**	**36**
06-00	**5043**	**4470**	**14**	**500**	**8**	**12**	**0**	**2**	**3**	**2**	**0**	**0**	**0**	**25**	**7**	**30.1**	**36.2**
00-00	**5170**	**4576**	**14**	**519**	**8**	**12**	**0**	**2**	**3**	**2**	**0**	**0**	**0**	**25**	**9**	**30.3**	**36.6**

11 March 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	41.1	-
0100	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	44	-
0200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	54.3	-
0300	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	41.6	50.6
0400	11	10	0	0	0	0	0	0	0	0	0	0	0	0	1	37.5	48.9
0500	85	66	0	17	0	0	0	1	0	0	0	0	0	1	0	39.9	47.1
0600	375	312	3	57	1	0	0	0	1	0	0	0	0	0	1	34.7	39.1
0700	541	453	0	81	4	1	1	0	0	0	0	0	0	1	0	31.2	35.3
0800	449	406	1	38	0	2	0	1	0	0	0	0	0	1	0	30.9	34.9
0900	296	261	1	29	1	1	0	2	0	1	0	0	0	0	0	32.5	36.1
1000	290	243	2	39	1	1	0	1	0	0	0	0	0	2	1	32.4	36.2
1100	243	215	1	24	1	0	0	1	0	0	0	0	0	1	0	33.4	37.9
1200	300	268	0	30	0	1	1	0	0	0	0	0	0	0	0	32.9	36.7
1300	302	271	1	24	0	1	0	1	0	0	0	0	0	4	0	32	36.6
1400	328	281	1	43	0	1	0	1	0	0	0	0	0	1	0	32.5	36.7
1500	411	369	2	34	1	1	0	1	0	0	0	0	0	3	0	30.9	36.4
1600	475	416	1	48	0	0	0	1	1	0	0	0	0	7	1	32.1	35.9
1700	405	371	3	28	0	0	0	0	0	0	0	0	0	2	1	32.9	36.7
1800	289	267	1	19	1	0	0	0	0	0	0	0	0	1	0	32.6	36.4
1900	183	165	0	15	0	0	0	1	1	0	0	0	0	0	1	31	35.9
2000	131	118	0	11	0	1	0	0	0	0	0	0	0	0	1	31.2	37.6
2100	112	105	0	4	2	0	0	0	0	1	0	0	0	0	0	34.2	37.8
2200	54	50	0	3	0	0	0	0	0	0	0	0	0	1	0	34.5	42.7
2300	19	17	0	2	0	0	0	0	0	0	0	0	0	0	0	35.9	39.1
07-19	**4329**	**3821**	**14**	**437**	**9**	**9**	**2**	**9**	**1**	**1**	**0**	**0**	**0**	**23**	**3**	**32.1**	**36.2**
06-22	**5130**	**4521**	**17**	**524**	**12**	**10**	**2**	**10**	**3**	**2**	**0**	**0**	**0**	**23**	**6**	**32.2**	**36.6**
06-00	**5203**	**4588**	**17**	**529**	**12**	**10**	**2**	**10**	**3**	**2**	**0**	**0**	**0**	**24**	**6**	**32.3**	**36.6**
00-00	**5323**	**4687**	**17**	**547**	**12**	**10**	**2**	**11**	**3**	**2**	**0**	**0**	**0**	**25**	**7**	**32.5**	**36.9**

12 March 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	10	8	0	1	1	0	0	0	0	0	0	0	0	0	0	44	-
0100	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	48.1	-
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	49.5	-
0300	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	40.7	-
0400	17	13	0	3	0	0	0	0	0	0	0	0	0	0	1	38.1	46.8
0500	94	80	0	10	2	0	0	0	0	0	0	0	0	2	0	39.8	45.8
0600	346	281	0	58	2	1	0	2	2	0	0	0	0	0	0	35.9	39.9
0700	575	486	0	77	2	4	1	4	1	0	0	0	0	0	0	32.8	36.8
0800	507	449	0	48	0	3	0	4	0	0	0	0	0	2	1	31.4	35.3
0900	288	256	1	26	0	0	0	2	0	0	0	0	0	3	0	33	36.9
1000	260	228	1	24	0	2	0	0	0	0	0	0	0	1	4	32.1	36.4
1100	298	255	2	36	2	0	0	0	0	0	0	0	0	2	1	32.4	36.4
1200	294	256	0	34	1	1	0	0	1	1	0	0	0	0	0	32.5	36.9
1300	286	247	2	35	0	1	1	0	0	0	0	0	0	0	0	32.9	37
1400	339	305	0	33	0	0	0	0	0	0	0	0	0	0	1	33.2	37.6
1500	440	394	3	39	0	0	0	0	0	0	0	0	0	3	1	30.4	35.5
1600	409	369	1	35	0	1	0	0	0	0	0	0	0	3	0	32.9	36.2
1700	417	381	2	32	1	0	0	0	0	0	0	0	0	1	0	32.9	37.3
1800	279	250	1	26	1	0	0	0	0	0	0	0	0	1	0	34.1	37.9
1900	171	158	0	12	0	0	0	0	0	0	0	0	0	1	0	35.4	40.7
2000	124	116	0	7	0	0	0	0	0	0	0	0	0	0	1	34.3	39.6
2100	108	99	0	8	1	0	0	0	0	0	0	0	0	0	0	35.7	40.9
2200	73	67	0	5	0	0	0	0	0	0	0	0	0	1	0	37	42.6
2300	33	29	0	4	0	0	0	0	0	0	0	0	0	0	0	38.3	46.2
07-19	**4392**	**3876**	**13**	**445**	**7**	**12**	**2**	**10**	**2**	**1**	**0**	**0**	**0**	**16**	**8**	**32.5**	**36.5**
06-22	**5141**	**4530**	**13**	**530**	**10**	**13**	**2**	**12**	**4**	**1**	**0**	**0**	**0**	**17**	**9**	**32.9**	**37.1**
06-00	**5247**	**4626**	**13**	**539**	**10**	**13**	**2**	**12**	**4**	**1**	**0**	**0**	**0**	**18**	**9**	**33**	**37.2**
00-00	**5380**	**4738**	**13**	**554**	**13**	**13**	**2**	**12**	**4**	**1**	**0**	**0**	**0**	**20**	**10**	**33.2**	**37.6**

13 March 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	10	9	0	1	0	0	0	0	0	0	0	0	0	0	0	40.6	-
0100	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	43.3	-
0200	8	6	0	1	0	1	0	0	0	0	0	0	0	0	0	38.6	-
0300	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	43.6	-
0400	23	18	0	3	0	0	0	1	0	0	0	0	0	0	1	39.2	47.3
0500	90	73	0	15	0	0	0	0	0	0	0	0	0	2	0	39.1	44.9
0600	309	265	0	42	0	0	0	1	0	0	0	0	0	0	1	35.4	39.5
0700	528	455	0	69	2	2	0	0	0	0	0	0	0	0	0	32.3	36
0800	426	384	2	31	2	0	1	1	0	0	0	0	0	4	1	30.7	35
0900	336	296	2	38	0	0	0	0	0	0	0	0	0	0	0	32.4	37.2
1000	236	209	0	25	0	0	0	0	0	0	0	0	0	1	1	32.1	35.9
1100	317	278	2	30	1	0	0	1	0	1	0	0	0	2	2	30.1	33.4
1200	262	229	0	28	0	2	2	0	0	0	0	0	0	1	0	32.2	36.4
1300	297	246	0	47	1	1	0	0	1	0	0	0	0	1	0	33.2	37.2
1400	337	303	2	28	1	1	0	0	0	0	0	0	0	2	0	32.7	37
1500	367	327	3	33	0	0	0	2	0	1	0	0	0	1	0	32.8	36.9
1600	467	427	1	36	1	1	0	0	0	0	0	0	0	1	0	32.1	35.6
1700	406	368	1	33	0	0	0	0	0	0	0	0	0	2	2	33.3	37.5
1800	318	296	1	20	1	0	0	0	0	0	0	0	0	0	0	33	36.5
1900	213	197	0	14	0	0	0	0	0	0	0	0	0	2	0	33.7	37.4
2000	143	132	0	7	3	0	0	1	0	0	0	0	0	0	0	35.2	40.2
2100	87	77	0	7	2	0	0	0	0	0	0	0	0	1	0	35.3	40
2200	61	60	0	0	1	0	0	0	0	0	0	0	0	0	0	35.5	41.4
2300	34	34	0	0	0	0	0	0	0	0	0	0	0	0	0	34.4	39.5
07-19	**4297**	**3818**	**14**	**418**	**9**	**7**	**3**	**4**	**1**	**2**	**0**	**0**	**0**	**15**	**6**	**32.2**	**36.2**
06-22	**5049**	**4489**	**14**	**488**	**14**	**7**	**3**	**6**	**1**	**2**	**0**	**0**	**0**	**18**	**7**	**32.6**	**36.8**
06-00	**5144**	**4583**	**14**	**488**	**15**	**7**	**3**	**6**	**1**	**2**	**0**	**0**	**0**	**18**	**7**	**32.7**	**36.9**
00-00	**5287**	**4700**	**14**	**509**	**15**	**8**	**3**	**7**	**1**	**2**	**0**	**0**	**0**	**20**	**8**	**32.8**	**37.1**

14 March 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	22	22	0	0	0	0	0	0	0	0	0	0	0	0	0	38.2	43.8
0100	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	39.3	-
0200	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	37.7	-
0300	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	38.1	-
0400	12	9	0	2	0	0	0	0	0	0	0	0	0	0	1	35.9	45.2
0500	83	70	0	11	1	0	1	0	0	0	0	0	0	0	0	37.3	43.4
0600	244	198	0	42	1	1	0	1	0	0	0	0	0	1	0	37	41.2
0700	475	413	0	58	0	1	0	1	0	1	0	0	0	1	0	33.1	37.3
0800	455	414	1	36	1	0	1	0	0	0	0	0	0	2	0	30.9	36.6
0900	285	251	1	31	1	0	1	0	0	0	0	0	0	0	0	33.1	37.4
1000	329	289	2	27	1	1	0	1	0	0	0	0	0	6	2	32.6	37.6
1100	323	281	0	36	2	2	0	1	0	0	0	0	0	1	0	32.8	37.1
1200	332	286	1	38	0	0	0	2	0	0	0	0	0	1	4	32.3	36.5
1300	328	286	0	38	1	0	0	0	0	0	0	0	0	3	0	33.1	37.4
1400	422	372	2	45	0	0	1	0	1	0	0	0	0	1	0	32.1	36.4
1500	428	378	1	44	0	0	1	1	0	0	0	0	0	3	0	32.4	36.4
1600	427	392	1	30	0	0	0	0	0	0	0	0	0	3	1	32.8	36.8
1700	400	363	0	32	0	0	0	1	0	0	0	0	0	4	0	33.8	37.8
1800	313	284	1	26	0	0	0	0	0	0	0	0	0	2	0	33.8	38.5
1900	203	192	0	10	0	0	0	1	0	0	0	0	0	0	0	35.2	39
2000	119	109	0	9	1	0	0	0	0	0	0	0	0	0	0	35.8	41.5
2100	127	121	0	3	2	0	0	0	0	0	0	0	0	1	0	35.6	41.5
2200	73	66	0	7	0	0	0	0	0	0	0	0	0	0	0	36.5	42.5
2300	58	55	0	1	2	0	0	0	0	0	0	0	0	0	0	35.9	42.4
07-19	**4517**	**4009**	**10**	**441**	**6**	**4**	**4**	**7**	**1**	**1**	**0**	**0**	**0**	**27**	**7**	**32.7**	**37**
06-22	**5210**	**4629**	**10**	**505**	**10**	**5**	**4**	**9**	**1**	**1**	**0**	**0**	**0**	**29**	**7**	**33.1**	**37.7**
06-00	**5341**	**4750**	**10**	**513**	**12**	**5**	**4**	**9**	**1**	**1**	**0**	**0**	**0**	**29**	**7**	**33.2**	**37.7**
00-00	**5472**	**4865**	**10**	**526**	**13**	**5**	**5**	**9**	**1**	**1**	**0**	**0**	**0**	**29**	**8**	**33.3**	**37.9**

K&MTRAFFIC SURVEYS

SITE: A227 SOUTH STREET MEOPHAM LOCATION: Attached to tree

GRID REFERENCE: 51.346793, 0.348272 DIRECTION: SOUTHBOUND SPEED LIMIT: 40

08 March 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	26	0	0	0	4	9	6	2	5	0	0	0	0	0	0	0	38.7	50.3
0100	12	0	0	0	2	4	3	2	1	0	0	0	0	0	0	0	38.7	48.7
0200	3	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	36.5	-
0300	8	0	0	0	0	1	3	2	2	0	0	0	0	0	0	0	43.2	-
0400	11	1	0	0	1	3	2	3	0	0	1	0	0	0	0	0	38.7	52
0500	33	0	0	0	1	11	13	3	4	1	0	0	0	0	0	0	40.8	50.2
0600	80	0	0	1	4	25	32	12	4	1	1	0	0	0	0	0	39.3	46.2
0700	153	0	0	1	17	71	47	14	3	0	0	0	0	0	0	0	36.7	42.5
0800	190	0	0	1	44	95	44	5	1	0	0	0	0	0	0	0	34.7	39.2
0900	288	0	0	2	84	152	43	6	0	0	1	0	0	0	0	0	33.5	37.8
1000	346	4	4	15	93	186	38	6	0	0	0	0	0	0	0	0	32.4	36.7
1100	381	1	1	0	96	203	71	7	0	0	2	0	0	0	0	0	34.1	38.5
1200	406	1	5	15	103	230	46	3	2	0	1	0	0	0	0	0	33.1	37
1300	380	1	0	2	85	220	66	4	1	1	0	0	0	0	0	0	34	38.5
1400	315	1	7	7	74	138	71	8	3	2	4	0	0	0	0	0	34.2	39.1
1500	314	0	1	7	71	151	68	10	4	2	0	0	0	0	0	0	34.6	39.8
1600	305	0	2	9	76	147	57	13	1	0	0	0	0	0	0	0	34	39.3
1700	296	1	0	0	53	148	76	14	2	1	0	0	0	1	0	0	35.7	41
1800	268	0	0	1	94	138	28	7	0	0	0	0	0	0	0	0	33	37.1
1900	162	0	0	1	30	76	39	15	1	0	0	0	0	0	0	0	35.7	42
2000	94	0	0	0	17	47	22	8	0	0	0	0	0	0	0	0	35.6	42.4
2100	81	0	0	2	16	34	23	5	1	0	0	0	0	0	0	0	35.3	41.2
2200	90	0	0	0	19	39	25	5	1	1	0	0	0	0	0	0	35.9	40.1
2300	60	0	0	0	10	27	18	4	1	0	0	0	0	0	0	0	36.5	41.7
07-19	**3642**	**9**	**20**	**60**	**890**	**1879**	**655**	**97**	**17**	**6**	**8**	**0**	**0**	**1**	**0**	**0**	**34**	**38.6**
06-22	**4059**	**9**	**20**	**64**	**957**	**2061**	**771**	**137**	**23**	**7**	**9**	**0**	**0**	**1**	**0**	**0**	**34.2**	**39**
06-00	**4209**	**9**	**20**	**64**	**986**	**2127**	**814**	**146**	**25**	**8**	**9**	**0**	**0**	**1**	**0**	**0**	**34.3**	**39**
00-00	**4302**	**10**	**20**	**64**	**995**	**2156**	**841**	**159**	**37**	**9**	**10**	**0**	**0**	**1**	**0**	**0**	**34.4**	**39.3**

09 March 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	19	0	0	0	3	5	10	1	0	0	0	0	0	0	0	0	37.4	42.3
0100	15	0	0	0	2	4	2	5	0	0	2	0	0	0	0	0	42.3	58.4
0200	10	0	0	0	1	3	5	0	1	0	0	0	0	0	0	0	39.2	-
0300	7	0	0	0	1	3	0	0	2	0	0	1	0	0	0	0	42.8	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	25	0	0	0	3	7	7	5	2	1	0	0	0	0	0	0	40.3	49.1
0600	45	0	0	0	0	16	15	10	4	0	0	0	0	0	0	0	40.7	48.6
0700	65	0	0	0	7	17	29	8	4	0	0	0	0	0	0	0	39.2	45.8
0800	170	1	2	0	34	80	44	6	2	1	0	0	0	0	0	0	35.1	40.5
0900	254	0	9	3	49	119	58	13	1	2	0	0	0	0	0	0	34.2	39.1
1000	318	1	2	2	73	170	62	8	0	0	0	0	0	0	0	0	34.1	38.2
1100	368	15	7	7	92	179	56	10	1	1	0	0	0	0	0	0	32.4	37.9
1200	395	1	0	9	93	228	58	5	0	1	0	0	0	0	0	0	33.4	37.8
1300	394	0	7	0	93	197	93	2	2	0	0	0	0	0	0	0	33.9	38.3
1400	305	1	1	3	70	159	63	7	0	0	1	0	0	0	0	0	34.3	38.8
1500	302	0	3	4	75	157	59	3	1	0	0	0	0	0	0	0	33.7	38.4
1600	279	0	0	0	45	165	58	8	3	0	0	0	0	0	0	0	35	39.3
1700	257	0	0	2	71	120	49	13	2	0	0	0	0	0	0	0	34.3	39.2
1800	179	0	0	1	38	92	39	6	2	0	1	0	0	0	0	0	34.9	38.9
1900	145	0	0	0	34	60	41	9	0	0	0	1	0	0	0	0	35.3	40.5
2000	74	0	0	0	9	33	25	6	1	0	0	0	0	0	0	0	36.8	41.8
2100	71	0	0	0	17	34	13	5	2	0	0	0	0	0	0	0	35	39.2
2200	25	0	0	0	1	13	6	2	2	1	0	0	0	0	0	0	38.6	47.3
2300	21	0	0	0	4	5	6	3	0	2	1	0	0	0	0	0	40.9	56.5
07-19	**3286**	**19**	**31**	**31**	**740**	**1683**	**668**	**89**	**18**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**34.1**	**38.9**
06-22	**3621**	**19**	**31**	**31**	**800**	**1826**	**762**	**119**	**25**	**5**	**2**	**1**	**0**	**0**	**0**	**0**	**34.3**	**39.1**
06-00	**3667**	**19**	**31**	**31**	**805**	**1844**	**774**	**124**	**27**	**8**	**3**	**1**	**0**	**0**	**0**	**0**	**34.4**	**39.1**
00-00	**3743**	**19**	**31**	**31**	**815**	**1866**	**798**	**135**	**32**	**9**	**5**	**2**	**0**	**0**	**0**	**0**	**34.5**	**39.3**

10 March 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	6	0	0	0	1	1	1	1	0	1	1	0	0	0	0	0	46.5	-
0100	5	0	0	1	0	0	0	4	0	0	0	0	0	0	0	0	40.9	-
0200	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	57.2	-
0300	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	40.4	-
0400	18	1	0	0	2	5	5	3	1	1	0	0	0	0	0	0	38.5	49
0500	95	0	1	0	6	21	47	18	2	0	0	0	0	0	0	0	39.3	44.6
0600	333	0	0	0	29	190	98	12	3	0	0	1	0	0	0	0	36.1	40.1
0700	573	0	1	11	232	278	47	4	0	0	0	0	0	0	0	0	32.1	35.9
0800	427	1	2	6	194	185	38	1	0	0	0	0	0	0	0	0	31.8	35.8
0900	286	7	37	34	89	98	18	2	1	0	0	0	0	0	0	0	28.4	35.3
1000	238	0	23	124	81	10	0	0	0	0	0	0	0	0	0	0	23.9	27.4
1100	286	10	13	91	161	7	2	0	2	0	0	0	0	0	0	0	25	28.6
1200	298	0	7	159	123	8	1	0	0	0	0	0	0	0	0	0	24.5	27.8
1300	276	1	15	152	98	10	0	0	0	0	0	0	0	0	0	0	24	27.7
1400	300	5	6	143	110	32	4	0	0	0	0	0	0	0	0	0	25.6	30.3
1500	435	26	72	22	121	155	36	2	1	0	0	0	0	0	0	0	27.8	35.5
1600	430	0	2	7	153	211	48	7	1	1	0	0	0	0	0	0	32.6	36.9
1700	417	1	0	9	150	205	49	3	0	0	0	0	0	0	0	0	32.5	36.7
1800	278	1	1	3	85	154	27	7	0	0	0	0	0	0	0	0	32.8	36.6
1900	180	0	4	9	59	74	27	5	2	0	0	0	0	0	0	0	32.7	39.2
2000	116	0	0	0	22	51	32	9	1	1	0	0	0	0	0	0	36.2	41.3
2100	84	0	0	0	13	41	23	5	2	0	0	0	0	0	0	0	36.2	42.4
2200	58	0	0	0	5	23	21	6	0	0	3	0	0	0	0	0	38.5	44
2300	28	0	0	0	2	14	5	6	1	0	0	0	0	0	0	0	37.6	47
07-19	**4244**	**52**	**179**	**761**	**1597**	**1353**	**270**	**26**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**29**	**34.9**
06-22	**4957**	**52**	**183**	**770**	**1720**	**1709**	**450**	**57**	**13**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**29.9**	**36**
06-00	**5043**	**52**	**183**	**770**	**1727**	**1746**	**476**	**69**	**14**	**2**	**3**	**1**	**0**	**0**	**0**	**0**	**30.1**	**36.2**
00-00	**5170**	**53**	**184**	**771**	**1736**	**1773**	**531**	**95**	**17**	**5**	**4**	**1**	**0**	**0**	**0**	**0**	**30.3**	**36.6**

11 March 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	4	0	0	0	1	0	1	1	1	0	0	0	0	0	0	0	41.1	-
0100	6	0	0	1	0	0	0	4	1	0	0	0	0	0	0	0	44	-
0200	3	0	0	0	0	0	1	0	1	0	0	1	0	0	0	0	54.3	-
0300	11	0	0	0	1	0	7	1	2	0	0	0	0	0	0	0	41.6	50.6
0400	11	1	0	0	0	4	3	3	0	0	0	0	0	0	0	0	37.5	48.9
0500	85	0	0	0	5	27	29	15	8	1	0	0	0	0	0	0	39.9	47.1
0600	375	0	1	0	61	209	93	11	0	0	0	0	0	0	0	0	34.7	39.1
0700	541	12	4	15	224	248	35	3	0	0	0	0	0	0	0	0	31.2	35.3
0800	449	1	5	31	194	189	24	4	1	0	0	0	0	0	0	0	30.9	34.9
0900	296	0	1	3	97	166	27	2	0	0	0	0	0	0	0	0	32.5	36.1
1000	290	1	1	3	119	129	28	7	1	0	1	0	0	0	0	0	32.4	36.2
1100	243	0	0	2	85	112	39	3	1	1	0	0	0	0	0	0	33.4	37.9
1200	300	0	0	4	103	157	32	4	0	0	0	0	0	0	0	0	32.9	36.7
1300	302	0	2	19	116	131	30	1	1	2	0	0	0	0	0	0	32	36.6
1400	328	0	0	8	117	166	36	0	1	0	0	0	0	0	0	0	32.5	36.7
1500	411	18	9	13	143	183	41	3	0	0	1	0	0	0	0	0	30.9	36.4
1600	475	0	3	11	180	240	35	4	0	0	1	1	0	0	0	0	32.1	35.9
1700	405	0	2	7	124	222	45	5	0	0	0	0	0	0	0	0	32.9	36.7
1800	289	0	0	6	110	140	26	7	0	0	0	0	0	0	0	0	32.6	36.4
1900	183	0	1	19	64	79	18	1	0	1	0	0	0	0	0	0	31	35.9
2000	131	2	3	6	62	37	18	2	0	1	0	0	0	0	0	0	31.2	37.6
2100	112	0	0	1	29	63	13	4	1	1	0	0	0	0	0	0	34.2	37.8
2200	54	0	0	0	24	18	5	5	0	2	0	0	0	0	0	0	34.5	42.7
2300	19	0	0	0	3	7	9	0	0	0	0	0	0	0	0	0	35.9	39.1
07-19	**4329**	**32**	**27**	**122**	**1612**	**2083**	**398**	**43**	**5**	**3**	**3**	**1**	**0**	**0**	**0**	**0**	**32.1**	**36.2**
06-22	**5130**	**34**	**32**	**148**	**1828**	**2471**	**540**	**61**	**6**	**6**	**3**	**1**	**0**	**0**	**0**	**0**	**32.2**	**36.6**
06-00	**5203**	**34**	**32**	**148**	**1855**	**2496**	**554**	**66**	**6**	**8**	**3**	**1**	**0**	**0**	**0**	**0**	**32.3**	**36.6**
00-00	**5323**	**35**	**32**	**149**	**1862**	**2527**	**595**	**90**	**19**	**9**	**3**	**2**	**0**	**0**	**0**	**0**	**32.5**	**36.9**

12 March 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	10	0	0	0	1	3	2	2	0	1	1	0	0	0	0	0	44	-
0100	6	0	1	0	1	0	0	0	1	2	0	1	0	0	0	0	48.1	-
0200	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	49.5	-
0300	5	0	0	0	1	0	3	0	1	0	0	0	0	0	0	0	40.7	-
0400	17	1	0	0	1	7	2	5	1	0	0	0	0	0	0	0	38.1	46.8
0500	94	0	0	0	6	24	42	18	4	0	0	0	0	0	0	0	39.8	45.8
0600	346	0	0	1	40	191	96	14	4	0	0	0	0	0	0	0	35.9	39.9
0700	575	0	0	3	185	317	68	2	0	0	0	0	0	0	0	0	32.8	36.8
0800	507	1	0	11	241	224	28	1	1	0	0	0	0	0	0	0	31.4	35.3
0900	288	0	0	0	90	158	35	5	0	0	0	0	0	0	0	0	33	36.9
1000	260	4	1	6	89	135	20	5	0	0	0	0	0	0	0	0	32.1	36.4
1100	298	1	0	1	118	146	30	2	0	0	0	0	0	0	0	0	32.4	36.4
1200	294	0	0	3	116	137	36	2	0	0	0	0	0	0	0	0	32.5	36.9
1300	286	0	0	1	96	151	34	4	0	0	0	0	0	0	0	0	32.9	37
1400	339	0	0	18	90	178	47	5	1	0	0	0	0	0	0	0	33.2	37.6
1500	440	6	17	20	180	189	27	1	0	0	0	0	0	0	0	0	30.4	35.5
1600	409	0	1	0	123	249	33	3	0	0	0	0	0	0	0	0	32.9	36.2
1700	417	0	0	6	131	218	57	3	2	0	0	0	0	0	0	0	32.9	37.3
1800	279	0	0	5	58	165	45	4	1	0	0	1	0	0	0	0	34.1	37.9
1900	171	0	0	2	25	88	46	7	2	1	0	0	0	0	0	0	35.4	40.7
2000	124	0	0	0	41	54	23	3	3	0	0	0	0	0	0	0	34.3	39.6
2100	108	0	0	1	16	54	27	7	2	1	0	0	0	0	0	0	35.7	40.9
2200	73	0	0	0	18	27	21	2	1	4	0	0	0	0	0	0	37	42.6
2300	33	0	0	0	4	10	10	9	0	0	0	0	0	0	0	0	38.3	46.2
07-19	**4392**	**12**	**19**	**74**	**1517**	**2267**	**460**	**37**	**5**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**32.5**	**36.5**
06-22	**5141**	**12**	**19**	**78**	**1639**	**2654**	**652**	**68**	**16**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**32.9**	**37.1**
06-00	**5247**	**12**	**19**	**78**	**1661**	**2691**	**683**	**79**	**17**	**6**	**0**	**1**	**0**	**0**	**0**	**0**	**33**	**37.2**
00-00	**5380**	**13**	**20**	**78**	**1671**	**2725**	**732**	**105**	**24**	**9**	**1**	**2**	**0**	**0**	**0**	**0**	**33.2**	**37.6**

13 March 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	10	0	0	0	0	4	2	3	0	1	0	0	0	0	0	0	40.6	-
0100	6	0	0	0	0	1	2	2	1	0	0	0	0	0	0	0	43.3	-
0200	8	0	0	0	1	2	5	0	0	0	0	0	0	0	0	0	38.6	-
0300	6	0	0	0	1	1	0	2	2	0	0	0	0	0	0	0	43.6	-
0400	23	1	0	0	1	7	8	4	2	0	0	0	0	0	0	0	39.2	47.3
0500	90	0	0	0	10	29	30	14	6	1	0	0	0	0	0	0	39.1	44.9
0600	309	0	1	0	52	157	84	15	0	0	0	0	0	0	0	0	35.4	39.5
0700	528	1	1	6	204	269	41	6	0	0	0	0	0	0	0	0	32.3	36
0800	426	4	8	22	180	179	31	1	1	0	0	0	0	0	0	0	30.7	35
0900	336	2	0	11	118	156	47	2	0	0	0	0	0	0	0	0	32.4	37.2
1000	236	0	1	0	105	109	17	3	1	0	0	0	0	0	0	0	32.1	35.9
1100	317	2	1	16	185	106	2	4	1	0	0	0	0	0	0	0	30.1	33.4
1200	262	0	0	3	118	114	21	6	0	0	0	0	0	0	0	0	32.2	36.4
1300	297	0	0	4	94	155	41	3	0	0	0	0	0	0	0	0	33.2	37.2
1400	337	0	0	7	128	158	38	5	1	0	0	0	0	0	0	0	32.7	37
1500	367	0	0	1	129	190	45	2	0	0	0	0	0	0	0	0	32.8	36.9
1600	467	0	0	19	153	259	33	3	0	0	0	0	0	0	0	0	32.1	35.6
1700	406	1	4	3	112	222	53	10	1	0	0	0	0	0	0	0	33.3	37.5
1800	318	0	0	1	99	189	25	3	1	0	0	0	0	0	0	0	33	36.5
1900	213	0	1	1	50	127	33	1	0	0	0	0	0	0	0	0	33.7	37.4
2000	143	0	0	0	35	64	37	4	3	0	0	0	0	0	0	0	35.2	40.2
2100	87	0	0	0	20	41	21	4	1	0	0	0	0	0	0	0	35.3	40
2200	61	0	0	1	13	27	16	2	1	1	0	0	0	0	0	0	35.5	41.4
2300	34	0	0	1	9	13	10	1	0	0	0	0	0	0	0	0	34.4	39.5
07-19	**4297**	**10**	**15**	**93**	**1625**	**2106**	**394**	**48**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**32.2**	**36.2**
06-22	**5049**	**10**	**17**	**94**	**1782**	**2495**	**569**	**72**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**32.6**	**36.8**
06-00	**5144**	**10**	**17**	**96**	**1804**	**2535**	**595**	**75**	**11**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**32.7**	**36.9**
00-00	**5287**	**11**	**17**	**96**	**1817**	**2579**	**642**	**100**	**22**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**32.8**	**37.1**

14 March 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	22	0	0	0	2	6	10	3	1	0	0	0	0	0	0	0	38.2	43.8
0100	5	0	0	1	0	0	2	2	0	0	0	0	0	0	0	0	39.3	-
0200	5	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	37.7	-
0300	4	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	38.1	-
0400	12	1	0	0	3	2	2	4	0	0	0	0	0	0	0	0	35.9	45.2
0500	83	0	0	0	7	34	31	9	2	0	0	0	0	0	0	0	37.3	43.4
0600	244	0	0	0	24	109	94	15	2	0	0	0	0	0	0	0	37	41.2
0700	475	1	8	9	117	267	66	7	0	0	0	0	0	0	0	0	33.1	37.3
0800	455	8	12	30	164	194	43	3	1	0	0	0	0	0	0	0	30.9	36.6
0900	285	0	0	4	88	147	44	1	1	0	0	0	0	0	0	0	33.1	37.4
1000	329	0	1	7	118	151	51	1	0	0	0	0	0	0	0	0	32.6	37.6
1100	323	0	1	6	116	154	39	6	1	0	0	0	0	0	0	0	32.8	37.1
1200	332	4	4	6	94	186	33	5	0	0	0	0	0	0	0	0	32.3	36.5
1300	328	0	0	4	96	179	42	7	0	0	0	0	0	0	0	0	33.1	37.4
1400	422	13	3	9	107	244	43	3	0	0	0	0	0	0	0	0	32.1	36.4
1500	428	0	0	6	159	218	44	0	1	0	0	0	0	0	0	0	32.4	36.4
1600	427	0	1	1	148	226	46	5	0	0	0	0	0	0	0	0	32.8	36.8
1700	400	0	0	2	116	212	60	9	0	1	0	0	0	0	0	0	33.8	37.8
1800	313	0	0	3	89	163	51	5	2	0	0	0	0	0	0	0	33.8	38.5
1900	203	0	0	0	31	115	49	5	2	0	1	0	0	0	0	0	35.2	39
2000	119	0	1	3	18	47	41	6	3	0	0	0	0	0	0	0	35.8	41.5
2100	127	0	0	1	28	55	31	9	2	1	0	0	0	0	0	0	35.6	41.5
2200	73	0	0	0	9	41	13	7	2	0	0	1	0	0	0	0	36.5	42.5
2300	58	0	0	1	11	27	14	4	0	1	0	0	0	0	0	0	35.9	42.4
07-19	**4517**	**26**	**30**	**87**	**1412**	**2341**	**562**	**52**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**32.7**	**37**
06-22	**5210**	**26**	**31**	**91**	**1513**	**2667**	**777**	**87**	**15**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**33.1**	**37.7**
06-00	**5341**	**26**	**31**	**92**	**1533**	**2735**	**804**	**98**	**17**	**3**	**1**	**1**	**0**	**0**	**0**	**0**	**33.2**	**37.7**
00-00	**5472**	**27**	**31**	**93**	**1545**	**2780**	**854**	**117**	**20**	**3**	**1**	**1**	**0**	**0**	**0**	**0**	**33.3**	**37.9**

Grand Total

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
--	**34677**	**168**	**335**	**1282**	**10441**	**16406**	**4993**	**801**	**171**	**47**	**24**	**8**	**0**	**1**	**0**	**0**	**32.9**	**37.8**

K&MTRAFFIC SURVEYS

SITE: A227 SOUTH STREET MEOPHAM LOCATION: Attached to tree

GRID REFERENCE: 51.346793, 0.348272 DIRECTION: SOUTHBOUND SPEED LIMIT: 40

	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Averages	
	08-Mar	09-Mar	10-Mar	11-Mar	12-Mar	13-Mar	14-Mar	1-5.	1-7.
Hour									
0000-0100	26	19	6	4	10	10	22	10.4	13.9
0100-0200	12	15	5	6	6	6	5	5.6	7.9
0200-0300	3	10	1	3	1	8	5	3.6	4.4
0300-0400	8	7	2	11	5	6	4	5.6	6.1
0400-0500	11	0	18	11	17	23	12	16.2	13.1
0500-0600	33	25	95	85	94	90	83	89.4	72.1
0600-0700	80	45	333	375	346	309	244	321.4	247.4
0700-0800	153	65	573	541	575	528	475	538.4	415.7
0800-0900	190	170	427	449	507	426	455	452.8	374.9
0900-1000	288	254	286	296	288	336	285	298.2	290.4
1000-1100	346	318	238	290	260	236	329	270.6	288.1
1100-1200	381	368	286	243	298	317	323	293.4	316.6
1200-1300	406	395	298	300	294	262	332	297.2	326.7
1300-1400	380	394	276	302	286	297	328	297.8	323.3
1400-1500	315	305	300	328	339	337	422	345.2	335.1
1500-1600	314	302	435	411	440	367	428	416.2	385.3
1600-1700	305	279	430	475	409	467	427	441.6	398.9
1700-1800	296	257	417	405	417	406	400	409	371.1
1800-1900	268	179	278	289	279	318	313	295.4	274.9
1900-2000	162	145	180	183	171	213	203	190	179.6
2000-2100	94	74	116	131	124	143	119	126.6	114.4
2100-2200	81	71	84	112	108	87	127	103.6	95.7
2200-2300	90	25	58	54	73	61	73	63.8	62
2300-2400	60	21	28	19	33	34	58	34.4	36.1
Totals									
0700-1900	3642	3286	4244	4329	4392	4297	4517	4355.8	4101
0600-2200	4059	3621	4957	5130	5141	5049	5210	5097.4	4738.1
0600-0000	4209	3667	5043	5203	5247	5144	5341	5195.6	4836.3
0000-0000	4302	3743	5170	5323	5380	5287	5472	5326.4	4953.9
AM Peak	1100	1100	700	700	700	700	700		
	381	368	573	541	575	528	475		
PM Peak	1200	1200	1500	1600	1500	1600	1500		
	406	395	435	475	440	467	428		