

APPENDIX A

NH INTERIM RESPONSE
(26/02/26)



National Highways Planning Response (NHPR 25-01) Formal Recommendation to an Application for Planning Permission

From: Hermes Luli (Head of Planning & Development)
Operations Directorate
South East Region
National Highways
PlanningSE@nationalhighways.co.uk

To: Gravesham Borough Council (FAO Mrs Alison Webster)
Planning.reps@gravesham.gov.uk

CC: transportplanning@dft.gov.uk
spatialplanning@nationalhighways.co.uk

Council's Reference: 20250993

Location: Land Adjacent to Longfield Road Meopham Gravesend Kent DA13 0EW

Proposal: Outline application for the erection of up to 120 residential dwellings, public open space and associated works. Approval is sought for the principal means of vehicular access from Longfield Road and all other matters are reserved.

National Highways Ref: NH/25/13748

Referring to the consultation on a planning application dated 3 October 2025 referenced above, in the vicinity of the A2 and M20 that forms part of the Strategic Road Network, notice is hereby given that National Highways formal recommendation is that we:

- ~~a) offer no objection (see reasons at Annex A);~~
- ~~b) recommend that conditions should be attached to any planning permission that may be granted (see Annex A – National Highways recommended Planning Conditions & reasons);~~
- c) recommend that planning permission not be granted for a specified period (see reasons at Annex A);**
- ~~d) recommend that the application be refused (see reasons at Annex A)~~

Highways Act 1980 Section 175B is not relevant to this application.¹

This represents National Highways' formal recommendation and is copied to the Department for Transport as per the terms of our Licence.

Should the Local Planning Authority propose not to determine the application in accordance with this recommendation they are required to consult the Secretary of State for Transport, as set out in the [Town and Country Planning \(Development Affecting Trunk Roads\) Direction 2018](#), via transportplanning@dft.gov.uk and may not determine the application until the consultation process is complete.

The Local Planning Authority must also copy any consultation under the 2018 Direction to PlanningSE@nationalhighways.co.uk.

This response and all comments outlined herein are made in respect of planning matters only in National Highways' position as a statutory planning consultee, and does not confer any proprietary rights nor amount to the giving or refusal of consent, assent, approval, or awareness of or by National Highways in or of any other aspects or matters (including, but not limited to, the use of property belonging to National Highways). If anyone wishes for National Highways to consider any aspects which do not relate to planning submissions, they should call our contact centre on 0300 123 5000.

Signature:



Date: 26 February 2026

Name: Bidur Rajbhandari

Position: Assistant Spatial Planner

National Highways

Ground Floor, Building 1000, Cathedral Square, Guildford GU2 7YL

www.nationalhighways.co.uk

Annex A National Highways' assessment of the proposed development

National Highways has been appointed by the Secretary of State for Transport as a strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such we work to ensure

¹ Where relevant, further information will be provided within Annex A.

that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

Recommend that planning permission not be granted for a specified period:

Reasons

It is recommended that the application should not be determined for a period of three months until **27 May 2026**.

This recommendation can be replaced, renewed, or reviewed during the three-month period, or at its end, dependent on progress made with regards to the outstanding matters.

We will be concerned with proposals that have the potential to impact on the safe and efficient operation of the SRN, in this case, particularly within the vicinity of A2 and M20.

We require further information to be provided by the applicant on this application in order that an informed decision can be made in relation to the potential impacts of the development on the strategic road network. In particular, the following comments should be passed onto the applicant:

Throughout this response **ACTION points** for the applicant are highlighted in **underlined bold**.

Trip Distribution and Assignment

The TA states that '*Trip distribution and modelling should be undertaken in line with the Kent Transport Model (KTM)/Gravesham Transport Model (GTM).*' We welcome this approach to establish the trip Distribution.

The impact on SRN junction specially on A2 can be assessed after the distribution is established. We request this information before assessing the impact.

It should be noted here that the SRN junctions around the site is sensitive to flow changes specially the A2/Wrotham Road junction. This junction has been subject to study for a number of applications around the area.

Also, it should be noted that GBC regulation 19 is being prepared and publication may be imminent which may impact this development with regards to traffic impacts.

Though the impact assessment has not been carried out please note the following for any addendums.

Transport Vision

Please note that the TA should include a vision for the site prepared in accordance with the requirements of DfT Circular 01/2022 and also set out how the vision will be realised, with details of supporting measures.

Personal Injury Accident Data

STATS 19 level accident data will be required for area that will be required for location that will depend on potential impact on SRN

Committed Development/Schemes

There may also be a need to review the committed developments considering the requirements of DfT Circular 01/2022. There will also be a need to agree the committed developments with the LPA and to then provide this information to National Highways for review depending on the area of impact.

Assessment Years

Opening Year: In line with DfT Circular 01/2022, assessment should be based on the opening year, defined as when first occupation is possible, unless otherwise agreed.

TEMPRO Growth Factors: Full details of how the TEMPRO factors have been derived should be provided for review. Furthermore, any adjustments related to committed development should be fully documented and will need to be agreed with National Highways.

Merge/Diverge Assessment

Please note that until the trip generation, distribution and assignment are all agreed, we are unable to confirm the need for, or extent of SRN assessment required.

CEMP Requirements

Given the location of the proposed development site, we are likely to recommend that a Construction Environmental Management Plan (CEMP) be secured via planning condition at the appropriate stage of the planning process.

Standing advice to the local planning authority

The Climate Change Committee's [2022 Report to Parliament](#) notes that for the UK to achieve net zero carbon status by 2050, action is needed to support a modal shift

away from car travel. The NPPF supports this position, with paragraphs 77 and 110 prescribing that significant development should offer a genuine choice of transport modes, while paragraphs 109 to 116 etc advise that appropriate opportunities to promote walking, cycling and public transport should be taken up as part of a vision-led approach.

Moreover, the carbon reduction hierarchy (avoid-switch-improve) as set out in clause 4.3 of PAS2080:2023 promotes approaches and measures to minimise resource consumption and thereby reduce carbon emissions.

These considerations should be weighed alongside any relevant Local Plan policies to ensure that planning decisions are in line with the necessary transition to net zero carbon.

APPENDIX B

NH ADDITIONAL
RESPONSE (27/04/26)

From: [Bidur Rajbhandari](#)
To: [Matthew Johnson](#)
Cc: [Planning SE](#)
Subject: 26816 Planning Ref: GB/20250992 and GB/20250993 (Meopham, Kent)
Date: 29 April 2026 09:29:20

Dear Matt

Thank for your mail on 8 April 2026 regarding our response to the application with the additional information.

This response is for both applications.

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

Please note that our NHPR had outlined a number of matters that could need to be addressed including:

- Trip Distribution and Assignment
- Transport Vision
- Personal Injury Accident Data
- Committed Development/Schemes
- Assessment Years
- Opening Year
- TEMPRO Growth Factors
- Merge/Diverge Assessment after agreement on trip generation
- CEMP Requirements

Please note we have not taken independent verification of trip generation and as such furthermore the vehicle trip rates and trip generation set out in TA would only be accepted as a 'pre-vision' scenario when this is carried out.

It is important to note that some of the submitted strategic model outputs also include the Land Adjacent to Longfield Road site as part of some of the scenarios presented, which assess the combined impact of the two sites. Strategic Model Outputs

We note that the Kent Transport Model (KTM) has been used to assess the impacts of the two development sites with a total of eight scenarios tested. Outputs from the modelling have been provided in the form of junction turning counts for all scenarios and flow bundles for Scenario 4 only.

Within the modelled scenarios, Land at Wrotham Road is referred to as Site 1, Land Adjacent to Longfield Road is referred to as Site 2.

The junction turning counts have been reviewed for Scenario 4 (2042 Local plan plus Site 1 and 2) and compared back to Scenario 1 (2042 Local plan only). This review has identified a small increase in traffic at the Wrotham Road / Longfield Road junction and a larger increase in flows at the Wrotham Road / Green Lane junction.

The turning counts have been used to determine the modelled origin and destination trips from each of the two sites.

The flow bundle information appears to only show the trips to and from the two development sites rather than the overall changes to flows on the links shown. The flows shown are generally consistent with the information from the junction turning counts.

As the information in the flow bundles only shows the trips from the development sites, **we would also request to see the change in overall flows for the same study area, of particular interest will be the junctions along the A2, as well as the impacts of the developments on the junction operation (V/C and delay information).**

The junction turning counts suggest that there is re-routing occurring for existing traffic, this is likely in part as a result of the junction being close to or at capacity by 2042.

Notwithstanding the above, based on the flow bundles provided for Scenario 4, the combined trip impact on the SRN is as follows:

A2/Wrotham Road Junction

- AM Peak Hour 92 vehicle trips
- PM Peak Hour 105 vehicle trips T

To/From M20

- AM Peak Hour 29 vehicle trips
- PM Peak Hour 34 vehicle trips

We have undertaken an independent high-level analysis to estimate the approximate level of trips which would be expected to impact on the nearest SRN junctions. This independent analysis is important in order to provide a sense check against the analysis presented to NH for review.

For this analysis we have utilised Census 2011 journey to work data for the MSOA area in which the proposed development site is based.

This analysis indicates that the combined impact on the A2/Wrotham Road junction is estimated to be circa:

- AM Peak Hour 152 vehicle trips
- PM Peak Hour 154 vehicle trips 40

For trips travelling to/from the M20 this is estimated to be circa:

- AM Peak Hour 37 vehicle trips
- PM Peak Hour 37 vehicle trips 41

Our independent high-level analysis has identified a significant difference in the predicted impact at the A2/Wrotham Road junction.

We note that the KTM model also shows a greater impact at A2/Henhurst Road and A2/Halfpence Lane Junction.

Given the above, we would request a copy of the modelling brief to be provided to understand the methodology utilised to distribute and assign traffic within the strategic model, in addition to the forecast model reports.

SRN Capacity Assessment

We note the intention to complete further local junction modelling including the A2/Wrotham Road junction.

However, we will only be able to advise on the need for, and scope of SRN modelling required once the proposed development trip distribution and assignment is agreed. **Any local junction modelling of SRN junctions will need to be undertaken in accordance with the guidance set out in DfT Circular 01/2022.**

A2/Wrotham Road Junction

It is important to note that the A2/Wrotham Road junction is currently operating under congested conditions during the evening peak hour with queuing traffic on the A2 westbound off slip.

We are aware of two committed mitigation schemes for the southern roundabout at this junction.

The longer-term scheme is signalisation, and the short-term scheme is modification of lane markings associated with the off-slip.

These schemes are shown indicatively on the following drawing numbers:

- 'Interim Mitigation Scheme' Drawing Number: 22052-MA-XX-DR-C-0102 P07
- 'Final Mitigation Scheme' Drawing number: 684437CH-JAC-A2-HGN-DR-1200-001 Rev P01 (Jacobs, August 2020)

Consented planning applications which have assessed and are committed to delivering these schemes:

- Former Tollgate Hotel, Gravesend (LPA reference 20240856) – 'Interim mitigation scheme'
- Land at Coldharbour Road (LPA reference 20141214) – 'Final mitigation scheme'

Assessment of this SRN junction will be required and this should be based on a calibrated and validated base year model.

Furthermore, any assessments should include these committed schemes within the relevant scenarios and be compliant with the guidance set out in

DfT Circular 01/2022.

We would therefore recommend that once the full extent of SRN assessment has been agreed, the applicant should seek an up-to-date list of committed developments and details of committed schemes from the LPA. ê

Collision Data Analysis

This will be required for any SRN junctions which require capacity analysis and this will be determined once there is an agreed trip distribution and assignment.

We hope this is of assistance to you.

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

Kind regards,

Bidur Rajbhandari, Assistant Spatial Planner
South East Region, Operations Directorate
National Highways

Office: 0300 470 1563

Mobile: 07710 286 166

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/>

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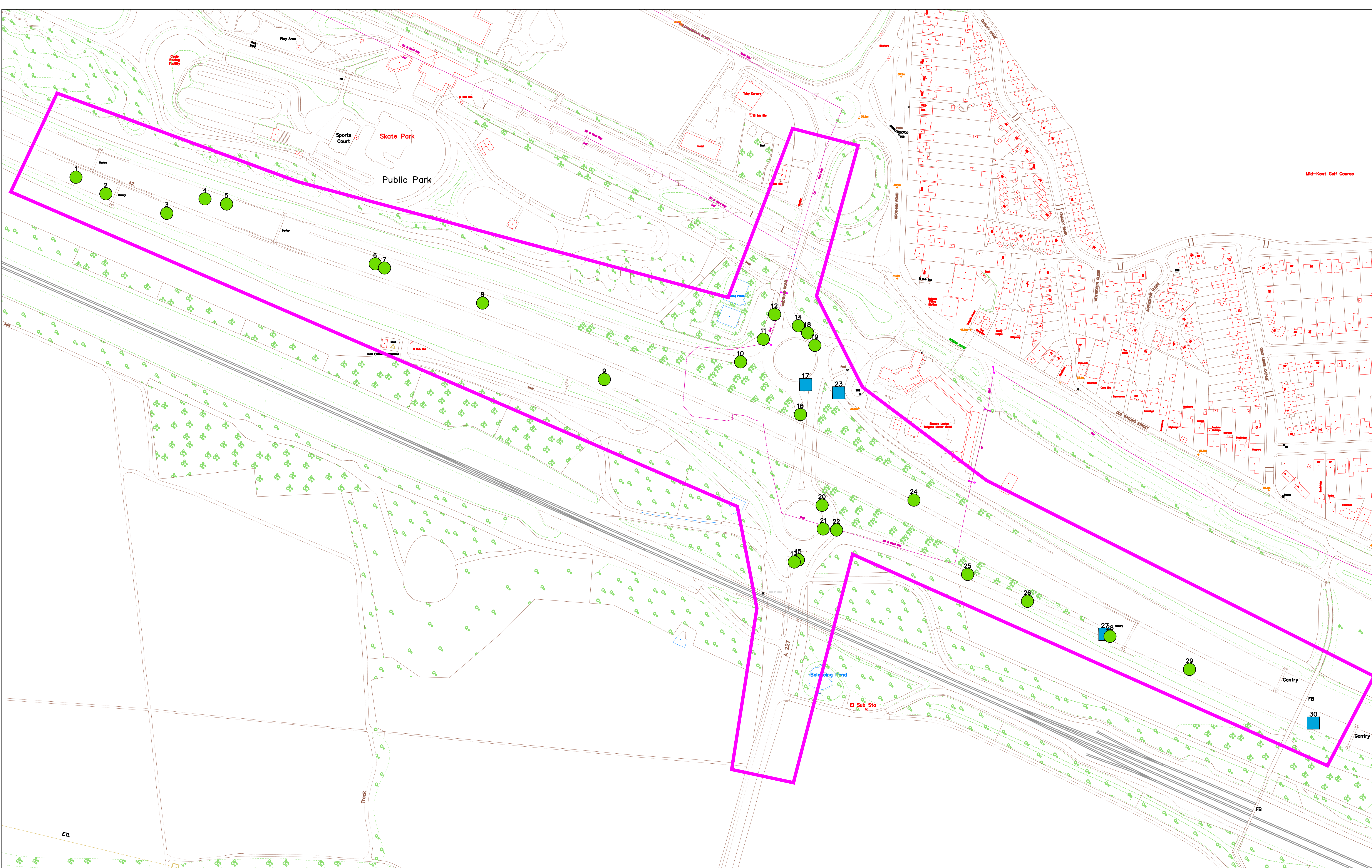
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APPENDIX C

PERSONAL INJURY
ACCIDENT DATA



Location: A2 & A227, Gravesend

5 years personal injury crash data up to 31/12/2025

KCC Ref number: EXT/104/26

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Crash Severity	
	Slight
	Serious
	Fatal



kent.gov.uk

Date: 13-May-2026

Time: 15:29:47

Title: **A2 & A227, Gravesend**

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

Date: 13-May-2026

Accident Date BETWEEN '01-Jan-2021' AND '31-Dec-2025'

There were 30 reported crashes resulting in injury

D-PRINT CRASH REPORT

13-May-2026
15:29:47

A2 & A227, Gravesend
Accident Date BETWEEN '01-Jan-2021' AND '31-Dec-2025'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
1	Road No A2 Section 001 Grid 563430E Ref 171446N	SLIGHT	04/04/2021	1	15:33	L	Dry	Fine		S.VEH	
	A2, B C/WAY, WATLING ST, GRAVESEND, (MAPPED TO COORDS).								Gravesham		
	V1 was travelling on the A2 Westbound and was travelling in lane 1 of 2. V1 has tried to move into the next lane, either lane 2 or 3 to overtake in O/S lane. V1 has failed to look properly and realised there was a vehicle in the next lane, in blind spot. To avoid colliding, V1 has moved back into original lane and has lost control of vehicle, skidded across all four lanes and has hit the central reservation.						Veh1, car, SE -> NW			Casualties 2 Vehicles 1	
2	Road No A2 Section 001 Grid 563459E Ref 171430N	SLIGHT	12/05/2023	6	11:56	L	Wet/Damp	Rain			HGV
	A2, WATLING ST, GRAVESEND, (MAPPED TO COORDS).								Gravesham		
	V1 HAS BEEN TRAVELLING ALONG A2 LONDON BOUND UNDER THE SPEED LIMIT IN LANE 2. DRIVER HAS INDICATED TO MANOEUVRE INTO LANE 1 IN FRONT OF V2. V1 HAS HIT THE FRONT OFFSIDE OF V2, LOST CONTROL AND LEFT THE CARRIAGEWAY, HIT A TREE CAUSING FRONT END DAMAGE AND DEPLOYING AIRBAGS.						Veh1, car, SE -> NW Veh2, goods > 7.5t, SE -> NW			Casualties 1 Vehicles 2	
3	Road No A2 Section 001 Grid 563518E Ref 171411N	SLIGHT	01/03/2024	6	14:35	L	Dry	Fine			
	A2 B C/WAY, GRAVESEND, (MAPPED TO DESCRIPTION).								Gravesham		
	CAD: V2 travelling London bound along A2 when struck in the rear by V1. No details of D1 postcode, or C1 postcode.						Veh1, car, SE -> NW Veh2, car, SE -> NW			Casualties 1 Vehicles 2	

Key Involved

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

Street Lighting

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

FACTORS

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

Special Conditions

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

D-PRINT CRASH REPORT

13-May-2026
15:29:47

A2 & A227, Gravesend
Accident Date BETWEEN '01-Jan-2021' AND '31-Dec-2025'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
4	Road No A2 Section 001 Grid 563555E Ref 171425N	SLIGHT	20/07/2022	4	18:26	L	Dry	Fine			
	A2, WATLING ST, A C/WAY, GRAVESEND (MAPPED TO COORDS)								Gravesham		
	V3 HAS BRAKED SUDDENLY IN LANE 4, CAUSING V2 TO ALSO BRAKE SUDDENLY. V1 HAS THEN HIT THE REAR OF V2, CAUSING IT TO HIT THE REAR OF V3. V3 HAS THEN LEFT THE SCENE OF THE COLLISION.						Veh1, car, NW -> SE Veh2, car, NW -> SE Veh3, car, NW -> SE			Casualties 2 Vehicles 3	
5	Road No A2 Section 001 Grid 563576E Ref 171420N	SLIGHT	13/08/2025	4	07:28	L	Dry	Fine			HGV
	A2 WATLING ST, GRAVESEND (MAPPED TO DESCRIPTION)								Gravesham		
	V1 was travelling along the A2 and was about to miss the off-slip. D1 then proceeded to cut in front of V2 in order to try and take the off-slip however mistimed this. V2 started braking however still collided with the side of V1 and continued to push it up the A2 a short distance before coming to a stop predominantly in the hard shoulder but also partly in lane 1.						Veh1, car, NW -> SE Veh2, goods > 7.5t, NW -> SE			Casualties 1 Vehicles 2	
6	Road No A2 Section 001 Grid 563720E Ref 171362N	SLIGHT	26/02/2021	6	17:42	L	Dry	Fine			GV
	A2, WATLING ST, A C/WAY, GRAVESEND (MAPPED TO COORDS).								Gravesham		
	Heavy traffic which has stopped suddenly. V1 has collided with rear of V2 pushing into V3.						Veh1, car, NW -> SE Veh2, goods < 3.5t, NW -> SE Veh3, car, NW -> SE			Casualties 1 Vehicles 3	

Key Involved

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

Street Lighting

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

FACTORS

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R.TURN Right Turn Manoeuvre
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D-PRINT CRASH REPORT

13-May-2026
15:29:47

A2 & A227, Gravesend
Accident Date BETWEEN '01-Jan-2021' AND '31-Dec-2025'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
7	Road No A2 Section 001 Grid 563729E Ref 171358N	SLIGHT	24/11/2025	2	16:18	DRK STL	Wet/Damp	Rain			HGV GV
	A2 WATLING ST, GRAVESEND (MAPPED TO GRID REFS)								Gravesham		
	V2 slowed and V1 collided into the rear causing V3 to collide into the rear of V1 and V4 collided into the rear of V3.						Veh1, car, NW -> SE Veh2, car, NW -> SE Veh3, goods 3.5 - 7.5t, NW -> SE Veh4, goods < 3.5t, NW -> SE			Casualties 1 Vehicles 4	
8	Road No A2 Section 001 Grid 563824E Ref 171324N	SLIGHT	26/02/2021	6	18:25	DRK STL	Dry	Fine			GV
	A2, A C/WAY, GRAVESEND, (MAPPED TO COORDS).								Gravesham		
	OLR: D2 was on the A2 driving home to Chatham from place of work in Greenhythe. The lights were flashing that there was an accident and traffic to go down to 40mph. D2 had been stationary for a few seconds when all of a sudden D2's head went forward and back into the car seat. D1 was laughing at D2 and accused D2 of reversing into them, which they didn't, then D1 started shouting and mocking D2, D2 returned to veh as felt threatened.						Veh1, goods < 3.5t, SE -> NW Veh2, car, SE -> NW			Casualties 1 Vehicles 2	
9	Road No A2 Section 001 Grid 563942E Ref 171250N	SLIGHT	23/11/2022	4	06:27	DRK STL	Wet/Damp	Rain Wind			
	A2, TRUNK RD, GRAVESEND, (MAPPED TO COORDS).								Gravesham		
	V1 AT REAR OF 4 CAR QUEUE. SLOW MOVING TRAFFIC IN 4 LANE DUAL CARRIAGEWAY. V1 DOES NOT SLOW SIGNIFICANTLY FOR TRAFFIC, HITS V2, V2 HITS V3, V3 HITS V4. (P/CODE, AGE AND GENDER NOT VISIBLE ON OUR SYSTEM FOR V3 & V4)						Veh1, car, SE -> NW Veh2, car, SE -> NW Veh3, car, SE -> NW Veh4, car, SE -> NW			Casualties 1 Vehicles 4	

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
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STU Street Lights Unknown

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R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

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Surface Road Surface Defective

D-PRINT CRASH REPORT

13-May-2026
15:29:47

A2 & A227, Gravesend
Accident Date BETWEEN '01-Jan-2021' AND '31-Dec-2025'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
10	Road No A2 Section 073 Grid 564074E Ref 171267N	SLIGHT	11/01/2024	5	16:38	DRK STL	Dry	Fine			GV
	A2, WROTHAM RD, TOLLGATE SLIP EASTBOUND OFF, NORTHFLEET, (MAPPED TO COORDS).									Gravesham	
	OLR: Driving on A2 coast bound slip road to Gravesend services, stopped at the roundabout, traffic was heavy so was waiting for safe space to pull out then got hit from behind quite fast and hard. D1 felt instant shock to the back and neck. Exchanged details. OIC has not supplied C2's age.						Veh1, car, NW -> SE Veh2, goods < 3.5t, NW -> SE			Casualties 2 Vehicles 2	
11	Road No A2 Section 073 Grid 564096E Ref 171289N	SLIGHT	27/11/2021	7	05:29	DRK STL	Wet/Damp	Rain			
	A2, WROTHAM RD J/W A227 WROTHAM RD RND BT, NORTHFLEET									Gravesham	
	V2 is a police vehicle following V1, a stolen vehicle. After a brief pursuit, V1 left the c/way on the nearside and collided with a lamppost.						Veh1, car, NW -> N Veh2, car, NW -> N			Casualties 1 Vehicles 2	
12	Road No A227 Section Grid 564107E Ref 171313N	SLIGHT	12/06/2022	1	19:24	L	Dry	Fine		S.VEH	P/C
	A227, WROTHAM RD, GRAVESEND (MAPPED TO COORDS)									Gravesham	
	It is believed that R1 has been travelling along Wrotham Rd A227 travelling north towards Gravesend town centre. V1 has not collided with any other vehicles, or roadside furniture. V1 has lost control and gone off bike falling into the footpath.						Veh1, pedal cycle, S -> NE			Casualties 1 Vehicles 1	

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
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R.TURN Right Turn Manoeuvre
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13-May-2026
15:29:47

A2 & A227, Gravesend
Accident Date BETWEEN '01-Jan-2021' AND '31-Dec-2025'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
13	Road No A227 Grid 564126E Section 001 Ref 171073N	SLIGHT	22/04/2021	5	10:51	L	Dry	Fine			
	A227, WROTHAM RD J/W A2227 WROTHAM RD RNDBT, GRAVESEND										Gravesham
	V2 approaches roundabout, V1 brakes behind but collided into the rear of V2, causing minor damage/minor injury.						Veh1, car, S -> N Veh2, car, S -> N			Casualties Vehicles	3 2
14	Road No A227 Grid 564130E Section 001 Ref 171302N	SLIGHT	14/06/2025	7	13:42	L	Dry	Fine			
	A227 WROTHAM RD J/W A227 WROTHAM RD RNDBT , GRAVESEND										Gravesham
	OLR: V2 waiting to pull onto rndbt when it was struck from behind by V1.						Veh1, car, N -> SE Veh2, car, N -> SE			Casualties Vehicles	1 2
15	Road No A227 Grid 564130E Section Ref 171075N	SLIGHT	10/06/2022	6	17:35	L	Dry	Fine			
	A227 WROTHAM RD J/W A227 WROTHAM RD RNDBT , GRAVESEND										Gravesham
	V1 WAS TRAVELLING NORTH ON WROTHAM RD WHILE D1 WAS USING THEIR PHONE AND COLLIDED WITH THE REAR OF V2, WHICH WAS STATIONARY ON THE APPROACH TO THE RNDBT. (NO AGE OR POSTCODE FOR V1, NO DETAILS FOR V2).						Veh1, taxi, S -> N Veh2, car, S -> N			Casualties Vehicles	1 2

Key Involved

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

Street Lighting

L Daylight
STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
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R.TURN Right Turn Manoeuvre
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13-May-2026
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A2 & A227, Gravesend
Accident Date BETWEEN '01-Jan-2021' AND '31-Dec-2025'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
16	Road No A227 Grid 564132E Section 001 Ref 171216N	SLIGHT	24/05/2024	6	15:30	L	Dry	Fine			
	A227, WROTHAM RD NEAR J/W RNDDBT, GRAVESEND.									Gravesham	
	OLR: As V2 was taking the A227 services exit, V1 was in front taking the same turn off, V1 had 2/3 young children jumping around the back seat with no seat belts on. D1 then slammed brakes, coming to an instant stop yards away from the roundabout with no traffic in front. D2 braked and swerved to the left to try and avoid V1 which hit V1's back left side. V1 details only partially taken.						Veh1, car, S -> E Veh2, car, S -> E			Casualties 1 Vehicles 2	
17	Road No A227 Grid 564137E Section 001 Ref 171245N	SERIOUS	30/05/2021	1	19:32	L	Dry	Fine		+VE	
	A227, WROTHAM RD RNDDBT J/W A2 WROTHAM RD, GRAVESEND									Gravesham	
	V1 was travelling down the slip rd from the A2 towards Gravesend/Istead Rise. At the roundabout at the end (tollgate), V1 has entered the roundabout and collided with the passenger side of V2. V3 has then been hit at front nearside but it is unknown how, believed V2 may have spun slightly and hit V3 or V3 may have hit back of V1 as V1 has damage to rear offside.						Veh1, car, SE -> W Veh2, car, E -> W Veh3, car, E -> W			Casualties 3 Vehicles 3	

Key Involved

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

Street Lighting

L Daylight

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

FACTORS

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

Special Conditions

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

D-PRINT CRASH REPORT

13-May-2026
15:29:47

A2 & A227, Gravesend
Accident Date BETWEEN '01-Jan-2021' AND '31-Dec-2025'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
18	Road No A227 Grid 564139E Section 001 Ref 171295N	SLIGHT	17/09/2021	6	17:35	L	Dry	Fine			
	A227 WROTHAM RD RNDDBT J/W A227 WROTHAM RD, GRAVESEND (REMAPPED WAS 564189,171266)								Gravesham		
	OLR: V2 had left the junction of the roundabout in the left hand lane to take the first exit onto the A2 coastbound when V1 hit the rear of V2. V2 immediately put on their hazard lights and got out of their car, the occupants of the other vehicle were still in theirs but then got out. D1 tried to blame D2 for the collision but V1 passenger said it was their fault and they would pay for the damage to V2. D2 said they would rather go through the insurers and D1 suggested that we should move over so not to obstruct traffic to exchange details. V2 driver agreed and got into their car to move but V1 then sped off.						Veh1, car, N -> S Veh2, car, N -> SE			Casualties 1 Vehicles 2	
19	Road No A227 Grid 564146E Section 001 Ref 171283N	SLIGHT	29/11/2024	6	04:15	DRK STU	Dry	Fine			
	A227 WROTHAM RD RNDDBT J/W A2 TOLLGATE SLIP EASTBOUND ON, GRAVESEND								Gravesham		
	OLR: V2 moving off into rndbt when it was struck from behind by V1, which failed to stop.						Veh1, car, NW -> SE Veh2, car, NW -> SE			Casualties 2 Vehicles 2	
20	Road No A227 Grid 564153E Section 001 Ref 171128N	SLIGHT	02/06/2023	6	02:32	DRK STL	Dry	Fine			
	A227, WROTHAM RD RNDDBT J/W A227 WROTHAM RD, GRAVESEND								Gravesham		
	V2 has been driving to work from Wrotham Rd and entered the rndbt. V1 has been coming from a party from the A227 junction, intended to go straight on but instead has turned right and entered the rndbt, travelling in the wrong direction. V1 has not stopped as they deemed it unsafe, however has then had a head on collision with V2. Neither party insured.						Veh1, car, S -> N Veh2, car, N -> S			Casualties 1 Vehicles 2	

Key

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

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

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

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

D-PRINT CRASH REPORT

13-May-2026
15:29:47

A2 & A227, Gravesend
Accident Date BETWEEN '01-Jan-2021' AND '31-Dec-2025'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
21	Road No A227 Grid 564154E Section 001 Ref 171105N	SLIGHT	22/07/2023	7	20:30	L	Wet/Damp	Rain		S.VEH	GV
	A227 WROTHAM RD RND BT J/W A2 WROTHAM RD SLIP, GRAVESEND									Gravesham	
	V1 HAS BEEN TRAVELLING AT SPEED ALONG THE A2 WATLING ST AND HAS TRAVELLED ONTO THE SLIP ROAD TOWARDS WROTHAM RD AND HAS NOT BRAKED AND HIT THE ROUNDABOUT, LIFTING OFF THE GROUND AND THEN BARREL ROLLING OVER A CRASH BARRIER. D1 MADE COMMENTS THAT THE BRAKES WERE NOT WORKING.						Veh1, goods < 3.5t, SE -> NW			Casualties 1 Vehicles 1	
22	Road No A2 Grid 564167E Section 001 Ref 171104N	SLIGHT	24/09/2021	6	17:30	L	Dry	Fine			
	A2, WROTHAM RD J/W A227 WROTHAM RD, NORTHFLEET									Gravesham	
	OLR: D2 was in the left hand lane of the A2 to A227 slip rd, looking to join the roundabout and turn left on Wrotham Rd towards Meopham. D2 had attempted to join the roundabout but the traffic approaching from the right was speeding so D2 held position but V1 behind did not and drove into V2 rear. D1 was abusive and refused to give details. NO DOB FOR D1.						Veh1, car, SE -> SW Veh2, car, E -> SW			Casualties 2 Vehicles 2	
23	Road No A2 Grid 564169E Section 073 Ref 171237N	SERIOUS	09/07/2024	3	14:50	L	Wet/Damp	Rain			M/C
	A2 WROTHAM RD, TOLLGATE SLIP EASTBOUND ON, GRAVESEND, (MAPPED TO GRID REFS)									Gravesham	
	OLR: V1/motorcycle, towing V2, another motorcycle. Appears that tow rope broke and V2 fell causing injury to pillion passenger, C1. No details of either V1, V2 or any party known.						Veh1, m/cycle 50 - 125cc, NW -> SE Veh2, m/cycle unknown cc, NW -> SE			Casualties 1 Vehicles 2	

Key Involved

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

Street Lighting

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

FACTORS

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

Special Conditions

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

D-PRINT CRASH REPORT

13-May-2026
15:29:47

A2 & A227, Gravesend
Accident Date BETWEEN '01-Jan-2021' AND '31-Dec-2025'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
24	Road No A2 Section 001 Grid 564242E Ref 171133N	SLIGHT	06/01/2021	4	03:56	DRK STL	Wet/Damp	Rain		S.VEH	
	A2, TRUNK RD, A C/WAY, GRAVESEND, (MAPPED TO COORDS).									Gravesham	
	V1 TRAVELLING COASTBOUND ON THE A2 AT COBHAM. DRIVER LOST CONTROL AFTER AQUAPLANNING, DUE TO THE HEAVY RAIN AND FLOODED ROAD. V1 COLLIDED WITH THE CENTRAL CRASH BARRIER.						Veh1, car, NW -> SE			Casualties 1 Vehicles 1	
25	Road No A2 Section 001 Grid 564294E Ref 171061N	SLIGHT	18/11/2025	3	17:45	DRK STL	Dry	Fine			
	A2 WROTHAM RD, TOLLGATE SLIP WESTBOUND OFF, NORTHFLEET									Gravesham	
	OLR: V2 was travelling on the slip road leaving the A2 at the Gravesend central exit when traffic ahead slowed and activated hazard lights; V2 did the same and came to a stop. Moments later, D2 saw V1 approaching at speed—approx 40–50 mph—in the rear-view mirror before V1 collided with the back of V2. D1 stated in front of a witness that had been looking down at a nut inside veh and had no time to stop but D2 suspects possible mobile phone use. The occupants of V2 were later taken to hospital.						Veh1, car, SE -> NW Veh2, car, SE -> NW			Casualties 2 Vehicles 2	
26	Road No A2 Section 001 Grid 564352E Ref 171035N	SLIGHT	24/12/2023	1	11:46	L	Dry	Fine		S.VEH	M/C
	A2, WROTHAM RD, TOLLGATE SLIP WESTBOUND OFF, NORTHFLEET.									Gravesham	
	R1 had just purchased the vehicle from an address in Gravesend. R1 was on way home to Luton when throttle to bike became stuck. R1 subsequently lost control and slid down tarmac of slip road for A2 Gravesend.						Veh1, m/cycle > 500cc, SE -> NW			Casualties 1 Vehicles 1	

Key Involved

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

Street Lighting

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

FACTORS

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

Special Conditions

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

D-PRINT CRASH REPORT

13-May-2026
15:29:47

A2 & A227, Gravesend
Accident Date BETWEEN '01-Jan-2021' AND '31-Dec-2025'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
27	Road No A2 Section 001 Grid 564427E Ref 171003N	SERIOUS	18/12/2024	4	17:30	DRK STL	Dry	Fine		+VE	GV
	A2, WATLING ST, B C/WAY, TOLLGATE SLIP WESTBOUND OFF, NORTHFLEET									Gravesham	
	V1 has been travelling on A2 B c/way and has come off at the exit for the A227. Other vehs have been queuing on the slip road. V1 has collided with the rear of V2, which has collided with the rear of V3. V3 has collided with the rear of V4. D1 has failed roadside breath test and has been arrested for drink driving.						Veh1, goods < 3.5t, SE -> NW Veh2, car, SE -> NW Veh3, car, SE -> NW Veh4, car, SE -> NW			Casualties 2 Vehicles 4	
28	Road No A2 Section 001 Grid 564432E Ref 171001N	SLIGHT	04/06/2025	4	16:30	L	Dry	Fine			GV
	A2 WROTHAM RD TOLLGATE SLIP WESTBOUND OFF, NORTHFLEET (MAPPED TO GRID REF)									Gravesham	
	V1 collided with rear of V2 when unable to stop for queueing traffic ahead on slip road.						Veh1, car, SE -> NW Veh2, goods < 3.5t, SE -> NW			Casualties 2 Vehicles 2	
29	Road No A2 Section 001 Grid 564509E Ref 170969N	SLIGHT	18/05/2021	3	10:04	L	Dry	Fine			GVM/C
	A2 TRUNK RD J/W A2 WROTHAM RD, GRAVESEND (MAPPED TO COORDS)									Gravesham	
	V1 and V2 were travelling northwest on the A2 when they both entered the slip road. As V1 changed lane onto the slip road it side swiped V2 causing R2 to fall to the ground.						Veh1, goods < 3.5t, SE -> NW Veh2, m/cycle 125 - 500cc, SE -> NW			Casualties 1 Vehicles 2	

Key Involved

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

Street Lighting

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

FACTORS

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

Special Conditions

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

D-PRINT CRASH REPORT

13-May-2026
15:29:47

A2 & A227, Gravesend
Accident Date BETWEEN '01-Jan-2021' AND '31-Dec-2025'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
30	Road No A2 Section 001 Grid 564629E Ref 170917N	SERIOUS	04/05/2024	7	12:28	L	Dry	Fine			
	A2 B C/WAY, GRAVESEND (MAPPED TO GRID REF)								Gravesham		
	V2 had to emergency stop to avoid collision with an unknown vehicle, V1 then hit the rear of V2.						Veh1, car, SE -> NW Veh2, car, SE -> NW			Casualties Vehicles	4 2

Key

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

Street Lighting

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

FACTORS

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

Special Conditions

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

APPENDIX D

KCC PRE-APP
RESPONSE



Non LPA

Highways and Transportation

Kroner House

Eurogate Business Park

Ashford

TN24 8XU

Tel: 03000 418181

Date: 17 June 2025

Our Ref: AC

Application - PAP/2025/24

Location - Land South of Longfield Road, Meopham

Proposal - OUTLINE PLANNING APPLICATION WITH ALL MATTERS RESERVED EXCEPT FOR ACCESS. THE PROPOSED DEVELOPMENT IS FOR UP TO 120 RESIDENTIAL DWELLINGS WITH ACCESS TAKEN FROM LONGFIELD ROAD TO THE NORTH OF THE SITE.

Thank you for providing information relating to pre-application proposals for a development on Land to the South of Longfield Road, Meopham. This response follows a site visit undertaken by a KCC highway officer on 02.06.25.

The Site

The existing site is located to the south of Longfield Road, in the village of Meopham and is currently formed of open farmland.

The site is located in rural Gravesham and KCC is very concerned about whether sustainable access can be achieved. Overcoming this issue should form a key part of the Transport Assessment. The development proposals must be in line with NPPF and other relevant policies and guidance.

Proposal

The proposal is for 120 residential dwellings and an application is likely to be submitted for all matters reserved except access.

It is noted that the same consultant and applicant have submitted a pre-application proposal for 350 residential dwellings on land to the East of Wrotham Road. Paragraph 2.2 and 2.3 of the Scoping Note states that whilst they will be separate applications, *"Both forthcoming planning applications will consider future scenarios where the other development comes forward (subject to planning permission), given their proximity, similar timescales, and potential cumulative impact of one-another on certain parts of the network, especially at local junctions"*.

Policy

The Transport Assessment will be developed in line with NPPF. However, the Scoping Note makes no reference to a vision-led approach and this is required.

The site is not allocated in the GBC Core Strategy and whilst it may have been referred to in the Reg 18 Local Plan consultation (site GB117), the Core Strategy remains adopted policy.

KCC's Parking Standards were updated earlier this year, however it is unknown if these will be adopted by GBC, who currently use SPG4.

Please ensure any cycle facilities are in line with LTN 1/20 and any bus priority measures are in line with LTN 1/24.

The GBC 'Local Cycling & Walking Infrastructure Plan' (LCWIP) and KCC LCWIP should be reviewed.

Public Transport

The site boundary is located approximately 1.6km from Meopham Railway Station, with this distance increasing the further you travel into the site. This equates to around a 20 – 25 minute walk and is beyond the 'acceptable' distance set out in Table 4 and beyond the 800m distance set out within Active Travel England's Standing Advice Note: Active travel and sustainable development.

The walking and cycling route to this facility should be reviewed in the Walking and Cycling Audit (detailed later in this response). Consideration should be given as to whether people are likely to drive to Ebbsfleet Station for the high speed line to St Pancras and Dover.

Paragraph 4.17 of the Scoping Note states that *"The closest bus stops to the site are situated along Wrotham Road to the east of the primary access, c.500m from the developable area of the site."* This is beyond the 400m distance set out in the Kent Design Guide (which states *"Current criteria requires that no property should be further than 400m from a bus stop"*), the DfT's Inclusive Mobility- A Guide to Best Practise on Access to Pedestrian and Transport Infrastructure (which states *"In residential areas, bus stops should ideally be located so that nobody in the neighbourhood is required to walk more than 400 metres from their home"*), and Active Travel England's Standing Advice Note: Active travel and Sustainable Development (which states *"Most buildings within the application site should be within 400m of a high-frequency bus stop or 800m of a rail/light station or tram stop"*).

The northbound stop does not have a shelter. The bus services are not high frequency and are limited during the peak hours and at weekends, with no services at all on Sundays. Journey times to key facilities should be set out, along with confirmation as to whether they serve Meopham and Ebbsfleet station. Consideration should also be given to journey time to the destination. Please also provide a plan showing the bus routes.

Discussions should be undertaken with local bus operators to determine what improvements could be made to improve the bus provision for the site. As it stands, the existing bus provision is not considered suitable to serve this site.

Ideally, a public transport strategy would be formed with other emerging sites in the area, to ensure that the site does not prohibit future development with regard to bus provision and in fact helps to support it. KCC is happy to facilitate an introduction to relevant consultants if that would be of interest.

It would be useful to understand where the major employment centres are in relation to the site, and how access to them can be achieved by sustainable modes.

Walking and Cycling

There is concern that the walking and cycling routes within and around Meopham are not suitable to support new development. During the site visit (post 9am), significant footway

parking occurred along Longfield Road, narrowing the footway to less than 1m (approximately), and in one case, completely blocking the footway. A number of dropped kerbs and tactile paving were also absent. The footway along Longfield Road was noted as being particularly narrow and is unlikely to meet standards in its current form. No cycle facilities were observed during the site visit. Cyclists (including children travelling to/from school) may be intimidated by the A227 Wrotham Road given the lack of cycle lanes, large traffic volumes and large numbers of HGVs. The Transport Assessment should address these concerns.

Table 5 sets out a number of local facilities that are within the vicinity of the site. This list should be expanded to include the nearest (large) supermarket, Meopham Station and a parcel drop off (unless one is to be provided on site). It is noted that only 10 of the 37 facilities in table 5 are within the '800m walkable neighbourhood distance'. Whilst a number of facilities are located within a reasonable cycling distance, given the lack of cycle facilities in the area, it is questioned whether residents would choose to cycle to them.

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.

A detailed walking and cycling audit to key facilities should be undertaken for inclusion in the Transport Assessment to identify any existing issues and propose improvements where required. The assessment should include a plan showing the most direct routes for pedestrians and cyclists, and be supported by photographic evidence. Things to be highlighted and considered as part of this assessment are as follows (but not limited to):

- Severed links / lack of footways
- Severed links / lack of cycleway (and where there is a lack of cycle routes, whether it is considered suitable to cycle on carriageway for all users including children accessing schools)
- Any landscaping strips or other physical structures separating the footway / cycleway and carriageway
- Any seating / rest areas along the route
- Lack of dropped kerbs and tactile paving
- Whether secure cycle parking is provided at destinations (e.g local shops, train station)
- Narrow footways (including those narrowed by over grown vegetation)
- Barriers for cycles, prams, wheelchairs, mobility scooters
- Flooding or ponding
- Damage to, and inappropriate surfacing
- Lack of street lighting
- Overhanging or encroaching vegetation that needs to be cut back
- Identification of routes that do not feel safe or are not likely to feel safe, especially in winter
- Whether people were observed crossing in inappropriate areas /having difficulty crossing / travelling along routes
- Routes with stepped access only
- Gradients that may reduce the attractiveness of walking and / or cycling
- Vehicles parked on the footways
- Any perceived speeding issues which may result in a reduction in walking and cycling.

Whilst the application will be Outline, the Transport Assessment will need to set out the principles of what will be delivered on site to encourage use by sustainable modes. This could include things such as mobility hubs, high quality cycle parking facilities (one per bedroom), segregated cycle routes in line with LTN 1/20, 2m footways. A number of commitments would

also be required to further encourage sustainable travel. It is suggested that this includes such things as parcel lockers, car clubs and a year's free public transport ticket for each house (or the equivalent in value provided as Mobility as a Service (MaaS) credit, if the project is operational at the time). Further information can be found here: <https://www.go-fastrack.co.uk/fastrack-news/mobility-as-a-service/>

PROW

It is strongly recommended that the KCC Public Rights of Way (PROW) team are consulted as the proposals will have an impact on the existing PROW. please contact westprow@kent.gov.uk.

Access Proposals

The vehicle access proposals are shown on drawing T25526.001 Rev A.

For the planning submission, please ensure the plan shows the highway boundary, ownership boundary and all of the required dimensions (including the width of the existing footway the proposals tie into). Any departures from standard should be highlighted on the plan and justification given in the text.

The Scoping Note proposes to design the access in line with the 'Major Access Road' geometry. This is generally acceptable although please note comments on visibility splay later within this section.

Whilst no driveways are located within the vicinity of the proposed access (on the opposite side of Longfield Road), it was noted during the site visit that vehicles park on the concrete verge areas. It is therefore requested that the access is a minimum 10m from the steps outside number 32, in line with KCC vehicle crossover guidance.

No right turn bay is proposed at the access. It is unlikely that one would be needed in this location but the Transport Assessment should confirm this by providing traffic flows on the major arm, calculating the delay and through PICADY junction modelling.

The site slopes down towards Longfield Road. The site access plan should set out the proposed gradient so this can be checked against the standards in the Kent Design Guide. It is considered likely this is achievable.

An uncontrolled crossing point is shown on the minor (access) arm. It is unclear why this is located so far south. People travelling east -west /west – east along Longfield Road would have a significant deviation off the desire line to use it. The crossing should be relocated closer to the bellmouth.

The access proposals do not show crossing facilities of Longfield Road and there does not appear to be any crossing facilities between the site and the zebra crossing outside the school. Further consideration should be given to this provision.

Whilst the site access plans show a 2m footway being provided, as stated above, the proposals tie into existing footways which are unlikely to be wide enough to meet standards.

An emergency access is proposed but this is not shown on Drawing T25526.001 Rev A. As access will not be reserved, this, along with any pedestrian and cycle access points connecting into the highway or PROW network need to be shown on a scaled plan with appropriate dimensions. Routes severing both pedestrians and cyclists should be segregated, but where shared, should be a minimum of 3m in width.

Paragraph 2.13 of the Scoping Note states that in the vicinity of the site, Longfield Road “operates a 30mph speed limit”. However, it was noted during the site visit that the speed limit changes from 30mph to derestricted along the site frontage, in the vicinity of the proposed access.

The access plan annotation states “*Suggested extension to the existing 30mph speed further northwest.*” However, no extension is shown and this is required. The Scoping Note states this would cover the western boundary. A relocation of the speed limit is likely to support the proposals. However, the fact that the ATC recorded 85th percentile speeds well above the 30mph speed limit suggests a speeding issue in this location. Features would need to be considered which would naturally slow down vehicles to 30mph or below.

The visibility splays have been based on the 85th percentile speeds recorded by an ATC, which were approximately 43 - 44mph in each direction. The splays have then been calculated using MfS. However, MfS only provides guidance for speeds of up to 37mph. Visibility splays should be calculated using DMRB. If the access is located within the ‘derestricted’ limit, then the Y distance would need to be in line with a 60mph road, which is significantly longer than the 77m shown.

Visibility splays are also required for pedestrian crossings, and any physical barriers to the splay (e.g trees, parked cars) should be highlighted.

A Stage One Road Safety Audit & Designers Response will be required for the site access points and any proposed off site improvements.

Tracking is proposed to be provided in the Transport Assessment to demonstrate that a refuse vehicle is able to access and egress the site in a forward gear. The largest refuse vehicle used within Kent is 11.3m so this vehicle should be tracked.

Parking

Paragraphs 3.21 and 3.22 state “*Following the on-site observations which indicate an existing issue of unlawful and inconsiderate parking, and its subsequent impact on the local highway network, it is proposed that parking will be made available within the proposal site close to the site frontage, which could be used by those dropping off/picking up at the local schools and as potential overflow parking for those using the local facilities on Camer Parade. 3.22 This measure could offer positive benefits for future and existing residents, motorists, and shop owners in the local area, providing a safer and more convenient access to local facilities. We welcome further discussions with KCC on this matter to determine a suitable provision.*” However, no proposals have been shown for a car park, nor access to it.

A balance needs to be struck between providing enough parking for the school to cater for a reasonable demand, but not over providing as this could encourage local trips to be made by private car. It is considered that given the short distance between the site and the school & Camer Parade, residents should be encouraged to walk and cycle. It is also noted that the footway parking observed during the site visit occurred after 9am, when it is likely that parents dropping off at the school would have already departed the area. An additional concern is whether there is capacity within the primary school to cater for new pupils and whether an over subscription would result in new or existing residents having to travel by car to an alternative school.

Trip Generation

The TRICS assessment shows that the development is predicted to generate approximately 62

two way trips in the AM peak and 62 two-way trips during the PM peak. This level of trips is considered reasonable for a site of this size.

Traffic distribution has been based on the 2011 Census data. However, patterns may have changed post Covid and therefore the Transport Assessment should include a comparison between the 2011 and 2021 datasets (and/or other evidence) to support any assumptions. The distribution is, however, likely to be undertaken by the Kent Transport Model (KTM), referenced below.

Junction Capacity Assessment

The site was not included in the Gravesham Core Strategy, which is the currently adopted Local Plan, and therefore the impact on the wider network has not been assessed and approved. It also needs to be considered in line with other emerging sites.

Traffic modelling should be undertaken using the KTM (or the closely associated Gravesham Transport Model), then, using the outputs, be followed by local junction modelling for junctions which are likely to be over capacity in the 'with development' scenario. Further details regarding use of the Kent Transport Model / Gravesham Transport Model can be found here: <https://www.kent.gov.uk/environment-waste-and-planning/planning-and-land/kent-strategic-model-service>.

The vehicular site access junction should also be assessed for capacity using appropriate modelling software.

Please include turning movement diagrams for each modelled scenario and the diagrams showing the geometry of the junctions used in the local junction models.

Traffic surveys will be required to enhance the KTM and for local junction modelling. The extent of this study area can be determined during scoping for the Kent Transport Model. Counts should be undertaken in a neutral period e.g. outside of the school holidays. It may be beneficial to discuss this with landowners of other sites in the area that may come forward; KCC is happy to facilitate contact if this would be helpful.

The development should assess a future year of 2039, in line with the developing Gravesham Local Plan.

Parking Provision

Parking provision is not referred to in the Note, other than in the policy section. Whilst the application will be Outline, the principles of the site with regard to parking should be set out in the Transport Assessment.

Cycle parking should be provided to a high standard, with high quality shelters and be located within appropriate places that promotes this use. Cyclists should not be made to dismount until they reach the parking area. Communal cycle parking should include a proportion (approx. 5%) of spaces designed for adapted bikes, which require 1.5m width between stands for dismounting. If private parking is to be provided in garages, these should be large enough to wheel a bike past a parked car. If it is to be provided in a store in the garden, an appropriate route should be provided to the highway; residents should not be made to carry bikes through the house.

Travel Plan

A Travel Plan is proposed to be provided with the Application and this is welcomed. The Travel Plan should incorporate realistic measures that will reduce private car use and encourage

sustainable modes in this particular rural area. Common measures that have been secured on other sites in Gravesham include a car club (with one year's free membership for residents and £50 driving credit to encourage take up), parcel lockers, bike hire and one year's free bus travel.

Conclusion

The site is located within a rural area and KCC has significant concerns regarding its sustainability. A key focus of the Transport Assessment should be to overcome these concerns.

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

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

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

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

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

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

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

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

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

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

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

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

Further guidance for applicants, including information about how to clarify the highway boundary and links to application forms for vehicular crossings and other highway matters, may be found on Kent County Council's website:

<https://www.kent.gov.uk/roads-and-travel/highway-permits-and-licences/highways-permissions-and-technical-guidance>. Alternatively, KCC Highways and Transportation may be contacted by telephone: 03000 418181.

Yours faithfully

Director of Highways & Transportation

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

APPENDIX E

TRIP RATES

Calculation Reference: AUDIT-141301-250303-0308

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	3 days
	KC KENT	1 days
	SC SURREY	1 days
	WS WEST SUSSEX	1 days
04	EAST ANGLIA	
	NF NORFOLK	3 days
09	NORTH	
	IM ISLE OF MAN	1 days
11	SCOTLAND	
	AS ABERDEENSHIRE	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 105 to 139 (units:)
Range Selected by User: 100 to 140 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 23/05/24

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

Selected survey days:

Tuesday 4 days
Wednesday 4 days
Thursday 3 days

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

Selected survey types:

Manual count 9 days
Directional ATC Count 2 days

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

Selected Locations:

Edge of Town 7
Neighbourhood Centre (PPS6 Local Centre) 4

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

Selected Location Sub Categories:

Residential Zone 7
Village 4

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included X days - Selected
Servicing vehicles Excluded 23 days - Selected

Secondary Filtering selection:

Use Class:

C3 11 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	5 days
5,001 to 10,000	4 days
10,001 to 15,000	2 days

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

Population within 5 miles:

5,001 to 25,000	3 days
25,001 to 50,000	4 days
100,001 to 125,000	3 days
125,001 to 250,000	1 days

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

Car ownership within 5 miles:

1.1 to 1.5	8 days
1.6 to 2.0	3 days

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

Travel Plan:

Yes	9 days
No	2 days

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

PTAL Rating:

No PTAL Present	11 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	AS-03-A-02 FARROCHIE ROAD STONEHAVEN	MIXED HOUSES	ABERDEENSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	131	
	Survey date: WEDNESDAY	20/04/22	Survey Type: MANUAL
2	ES-03-A-10 WATERGATE BEXHILL-ON-SEA	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:	139	
	Survey date: THURSDAY	28/09/23	Survey Type: MANUAL
3	ES-03-A-11 BISHOPS LANE RINGMER	MIXED HOUSES	EAST SUSSEX
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:	105	
	Survey date: THURSDAY	28/09/23	Survey Type: MANUAL
4	ES-03-A-12 HOREBEECH LANE HORAM	MIXED HOUSES & FLATS	EAST SUSSEX
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:	123	
	Survey date: TUESDAY	03/10/23	Survey Type: MANUAL
5	IM-03-A-06 MOORAGH PROMENADE RAMSEY	MIXED HOUSES	ISLE OF MAN
	Edge of Town Residential Zone Total No of Dwellings:	129	
	Survey date: THURSDAY	23/05/24	Survey Type: MANUAL
6	KC-03-A-10 HEADCORN ROAD STAPLEHURST	MIXED HOUSES	KENT
	Edge of Town Residential Zone Total No of Dwellings:	106	
	Survey date: TUESDAY	09/05/23	Survey Type: MANUAL
7	NF-03-A-24 HUNSTANTON ROAD HUNSTANTON	MIXED HOUSES & FLATS	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	127	
	Survey date: WEDNESDAY	22/09/21	Survey Type: DIRECTIONAL ATC COUNT

LIST OF SITES relevant to selection parameters (Cont.)

8	NF-03-A-35 REPTON AVENUE NORWICH	MIXED HOUSES & FLATS	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings: 116 Survey date: WEDNESDAY 28/09/22		Survey Type: MANUAL
9	NF-03-A-44 MILL LANE NEAR NORWICH HORSFORD Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 125 Survey date: WEDNESDAY 21/09/22	MIXED HOUSES	NORFOLK
10	SC-03-A-09 AMLETS LANE CRANLEIGH	MIXED HOUSES & FLATS	SURREY
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 136 Survey date: TUESDAY 24/05/22		Survey Type: DIRECTIONAL ATC COUNT
11	WS-03-A-22 SHOPWHYKE ROAD CHICHESTER	MIXED HOUSES & FLATS	WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 129 Survey date: TUESDAY 19/03/24		Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
IM-03-A-03	Rural / Not near to local facilities

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	124	0.088	11	124	0.292	11	124	0.380
08:00 - 09:00	11	124	0.156	11	124	0.355	11	124	0.511
09:00 - 10:00	11	124	0.122	11	124	0.157	11	124	0.279
10:00 - 11:00	11	124	0.123	11	124	0.155	11	124	0.278
11:00 - 12:00	11	124	0.144	11	124	0.127	11	124	0.271
12:00 - 13:00	11	124	0.173	11	124	0.152	11	124	0.325
13:00 - 14:00	11	124	0.156	11	124	0.154	11	124	0.310
14:00 - 15:00	11	124	0.158	11	124	0.192	11	124	0.350
15:00 - 16:00	11	124	0.276	11	124	0.197	11	124	0.473
16:00 - 17:00	11	124	0.265	11	124	0.174	11	124	0.439
17:00 - 18:00	11	124	0.332	11	124	0.187	11	124	0.519
18:00 - 19:00	11	124	0.274	11	124	0.149	11	124	0.423
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.267			2.291			4.558

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

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

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Parameter summary

Trip rate parameter range selected:	105 - 139 (units:)
Survey date range:	01/01/16 - 23/05/24
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	6
Surveys manually removed from selection:	1

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

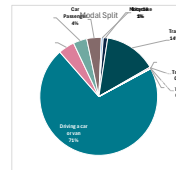
APPENDIX F

TRIP DISTRIBUTION
(CENSUS 2011)

Distribution



ES2001016	Gravelash 012	%	Route
ES2001016	Gravelash 012	182	27.0% A
ES2001066	Gravelash 012	141	24.0% D
ES2001057	Gravelash 003	80	10.2% A
ES2001055	Gravelash 001	37	6.3% D
ES2001050	Gravelash 006	33	5.0% B
		33	5.0% D
ES2001059	Gravelash 005	28	4.8% A
ES2001063	Gravelash 009	20	2.9% A
ES2001064	Gravelash 010	19	3.2% E
ES2001067	Gravelash 004	16	2.3% A
ES2001067	Gravelash 013	16	2.3% F



population	All usual residents aged 16 and over in employment the week before the census
units	Persons
date	2011
usual residence	G0005046 - Graveltham 012 (2011 super output area - middle layer)

[illegible]

[illegible]

APPENDIX G

TRAFFIC FLOW
DIAGRAMS

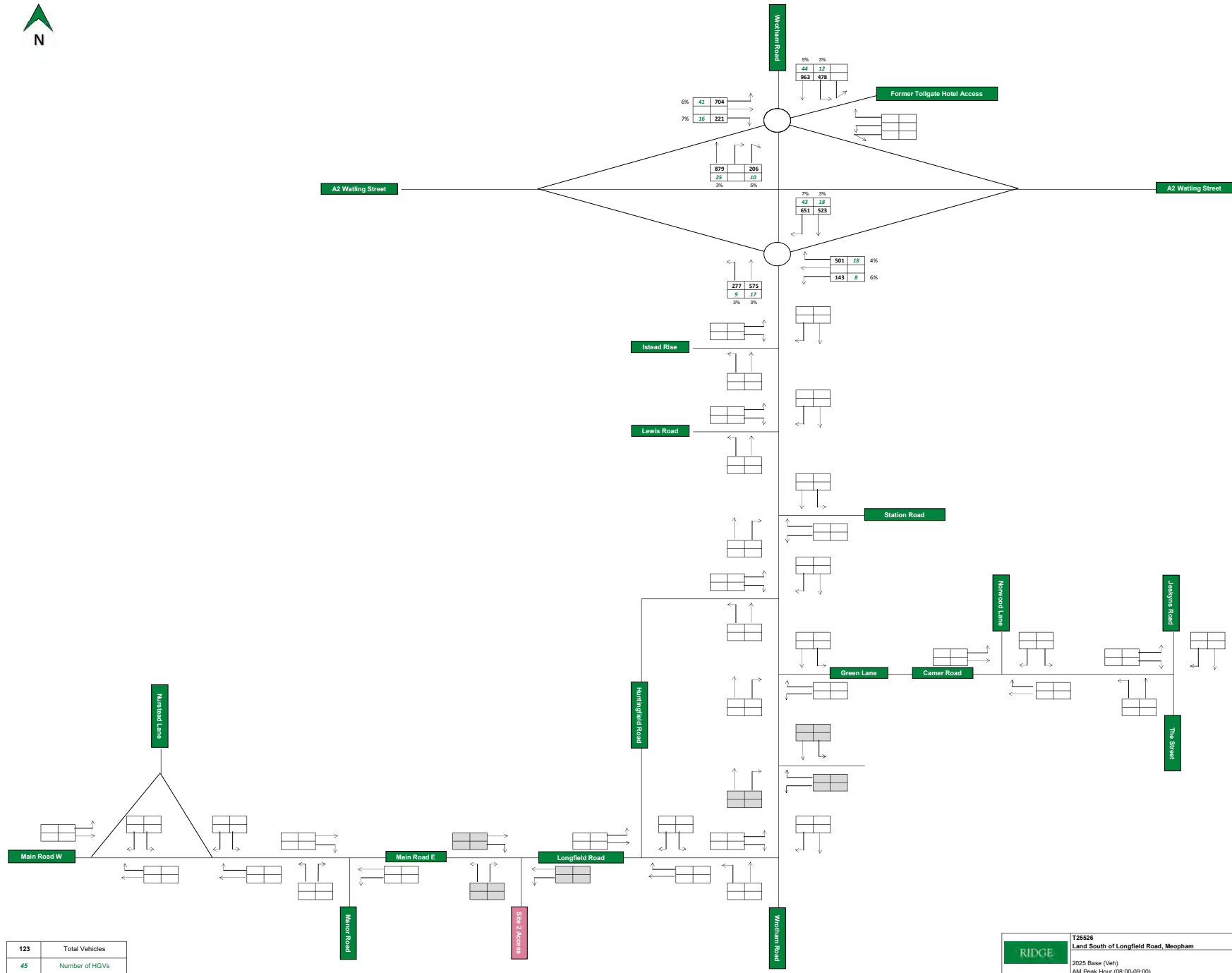
Tempro Growth	2026	2032	2042
Gravesham 012			
AM	1.0108	1.0253	1.0894
PM	1.0103	1.0175	1.0795

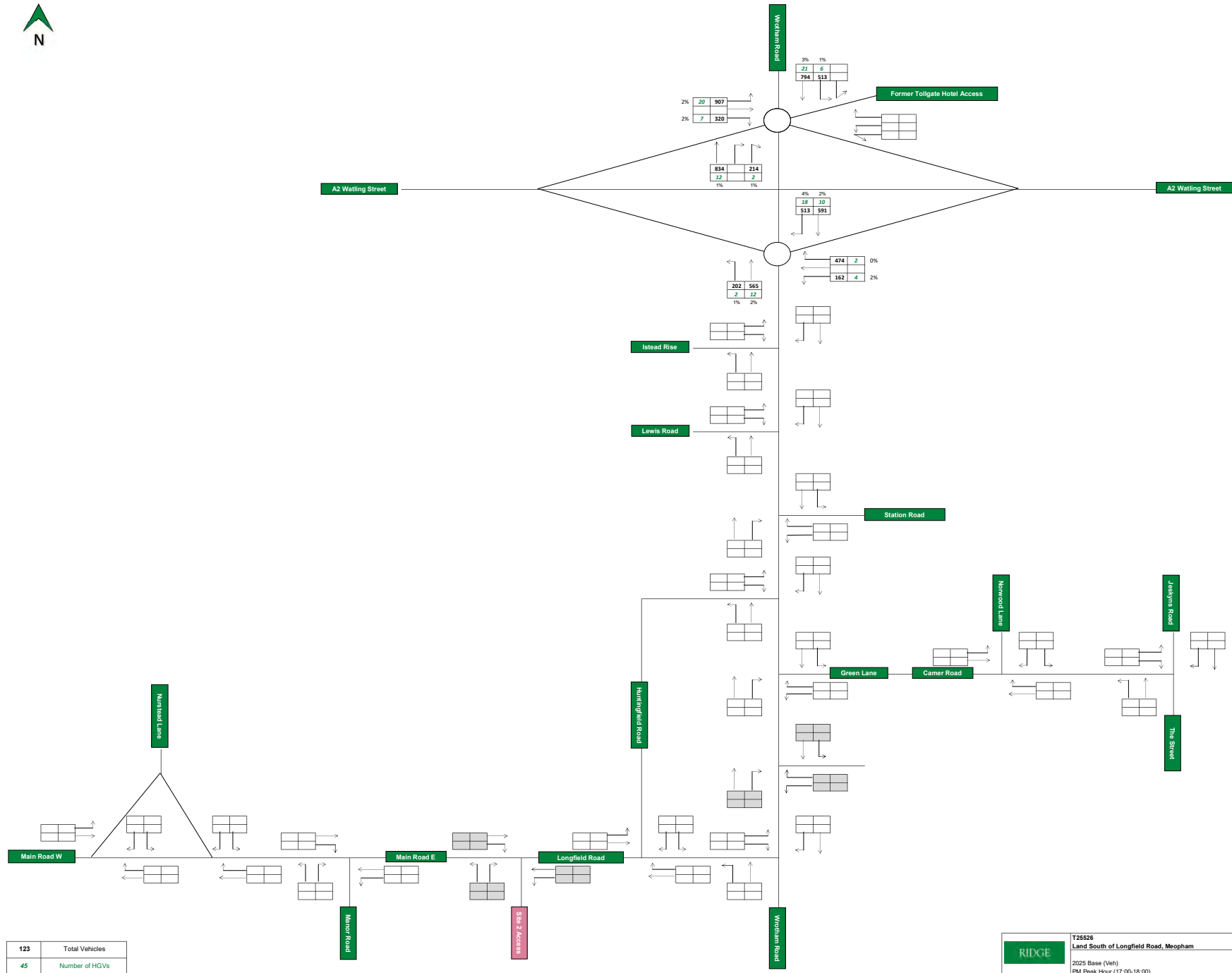
120	Dwellings
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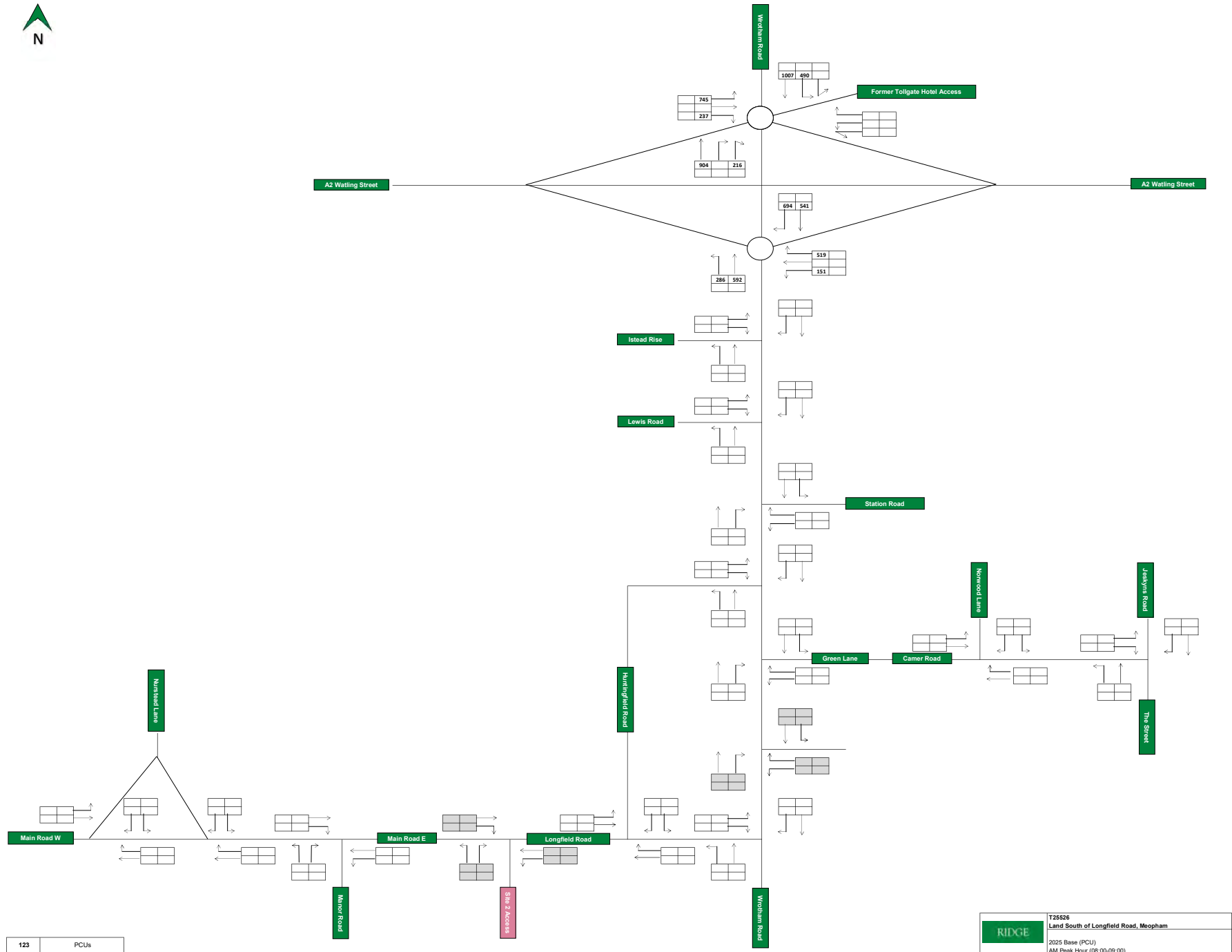
Peak Period	Trip Rate (per dwelling)		Trips		Total
	In	Out	In	Out	
AM	0.156	0.355	19	43	61
PM	0.332	0.187	40	22	62

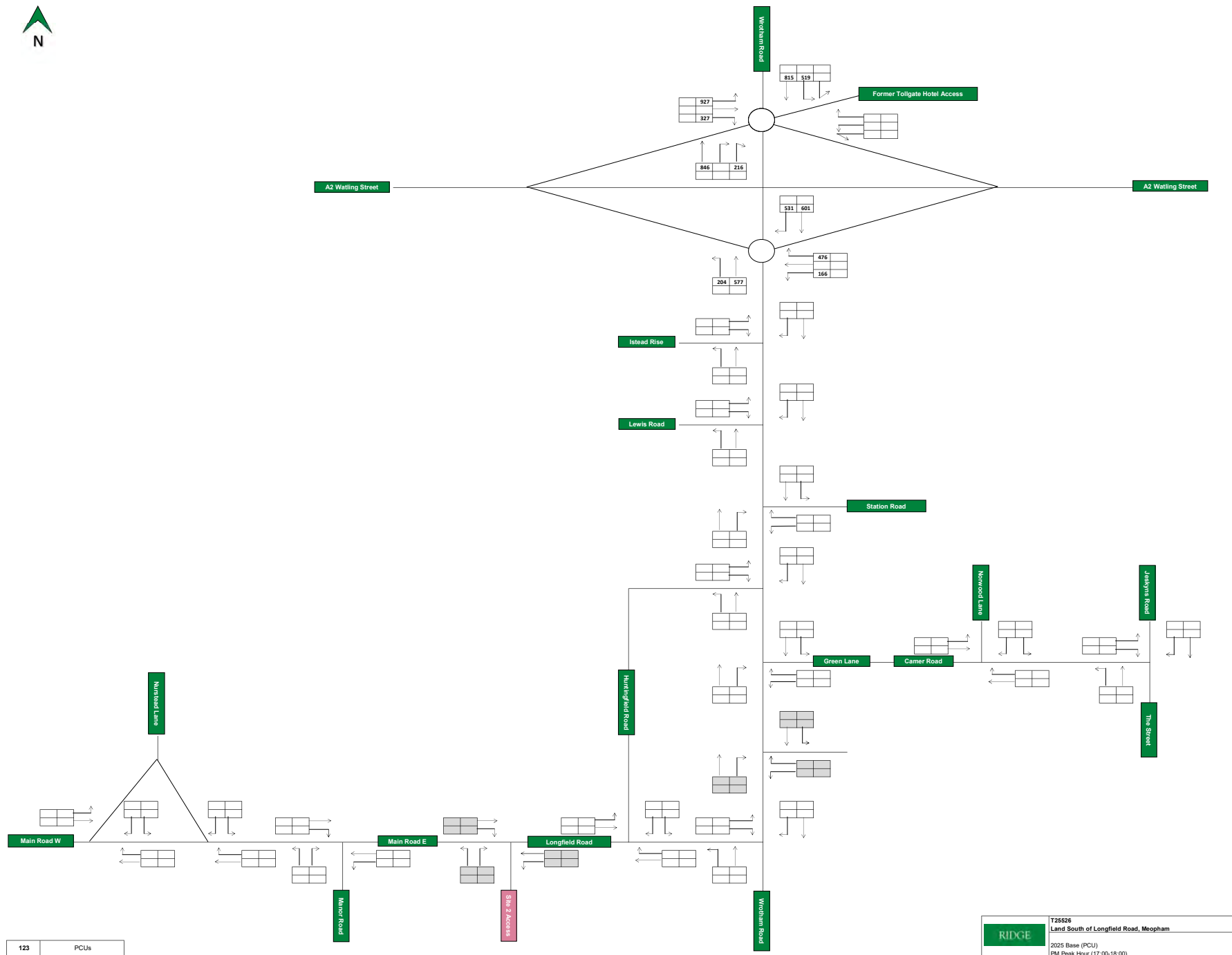
Route	Description	Gravesham 012	%
B	A2 West	728	38%
D	B260	330	17%
A	A227 North	286	15%
F	A227 South	268	14%
C	A2 East	269	14%
E	e Street (via Green La	36	2%
Total		1,916	100%

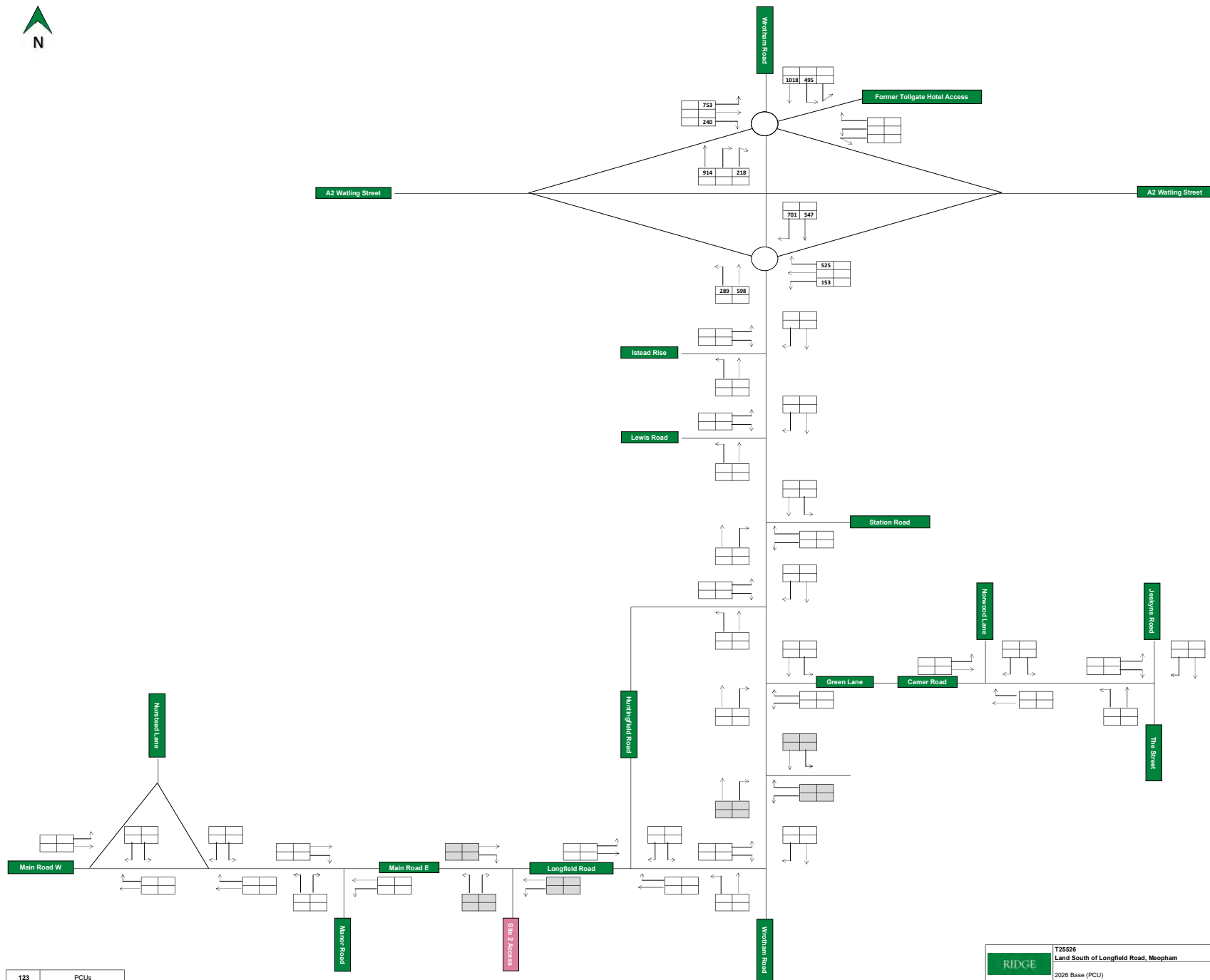






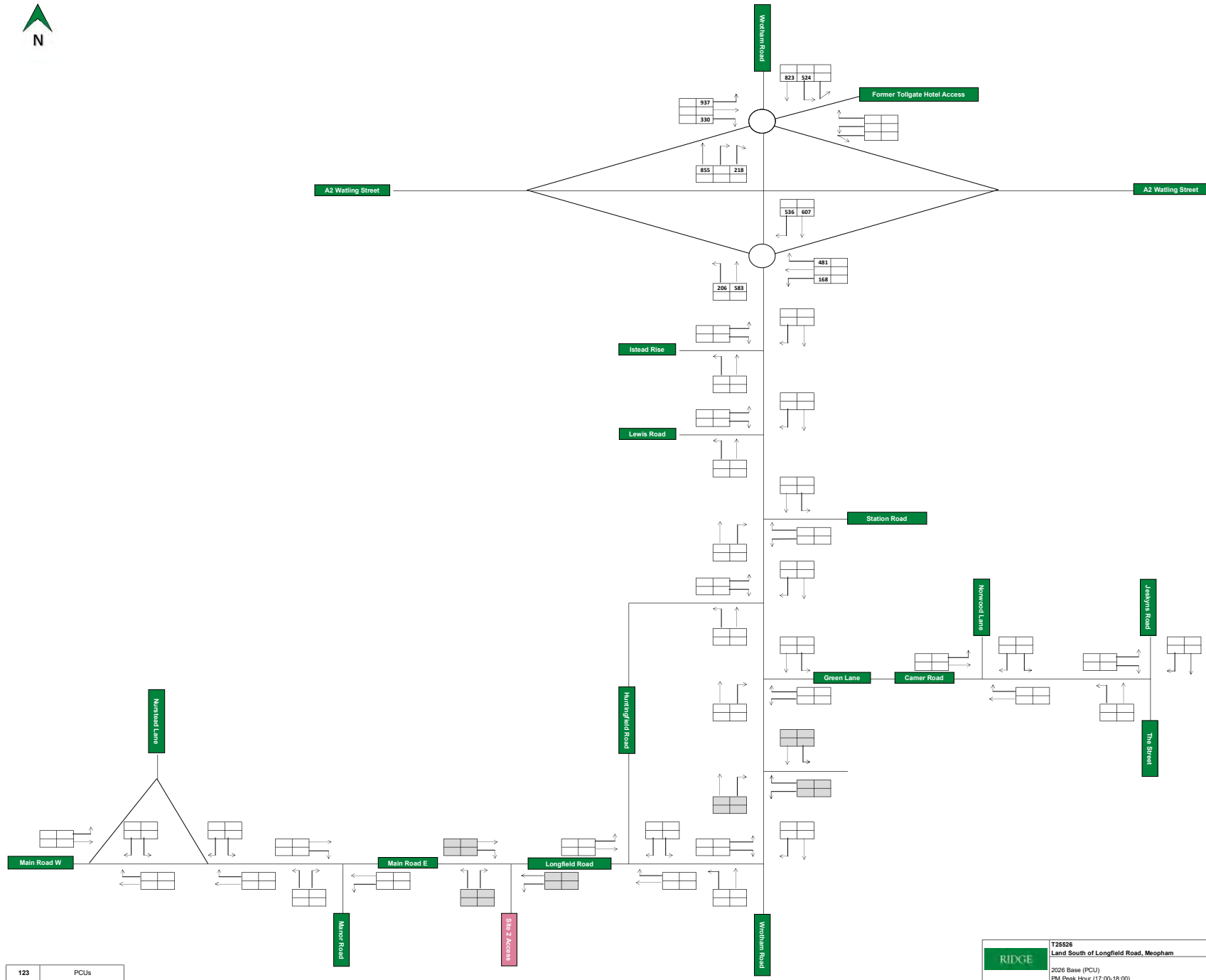


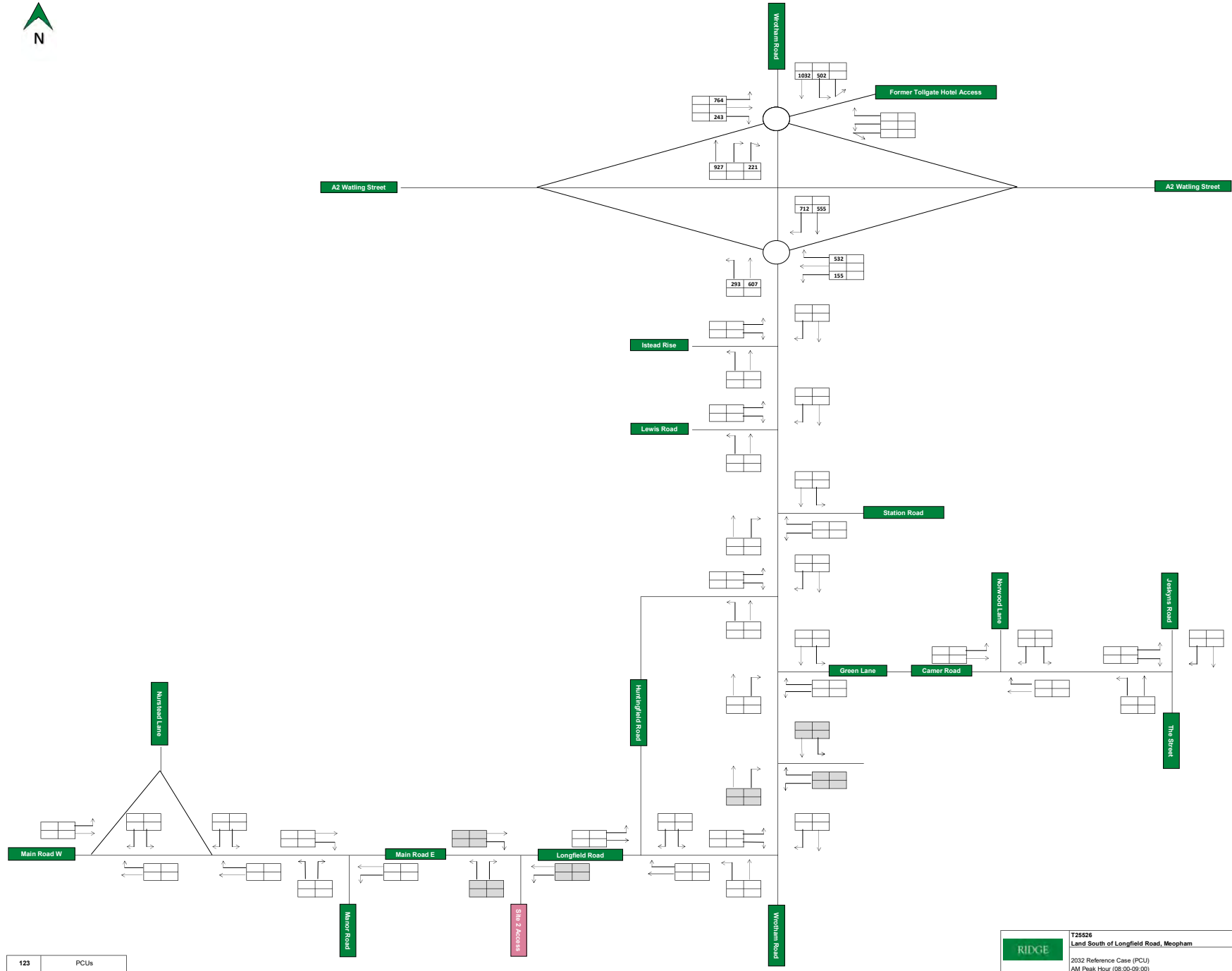


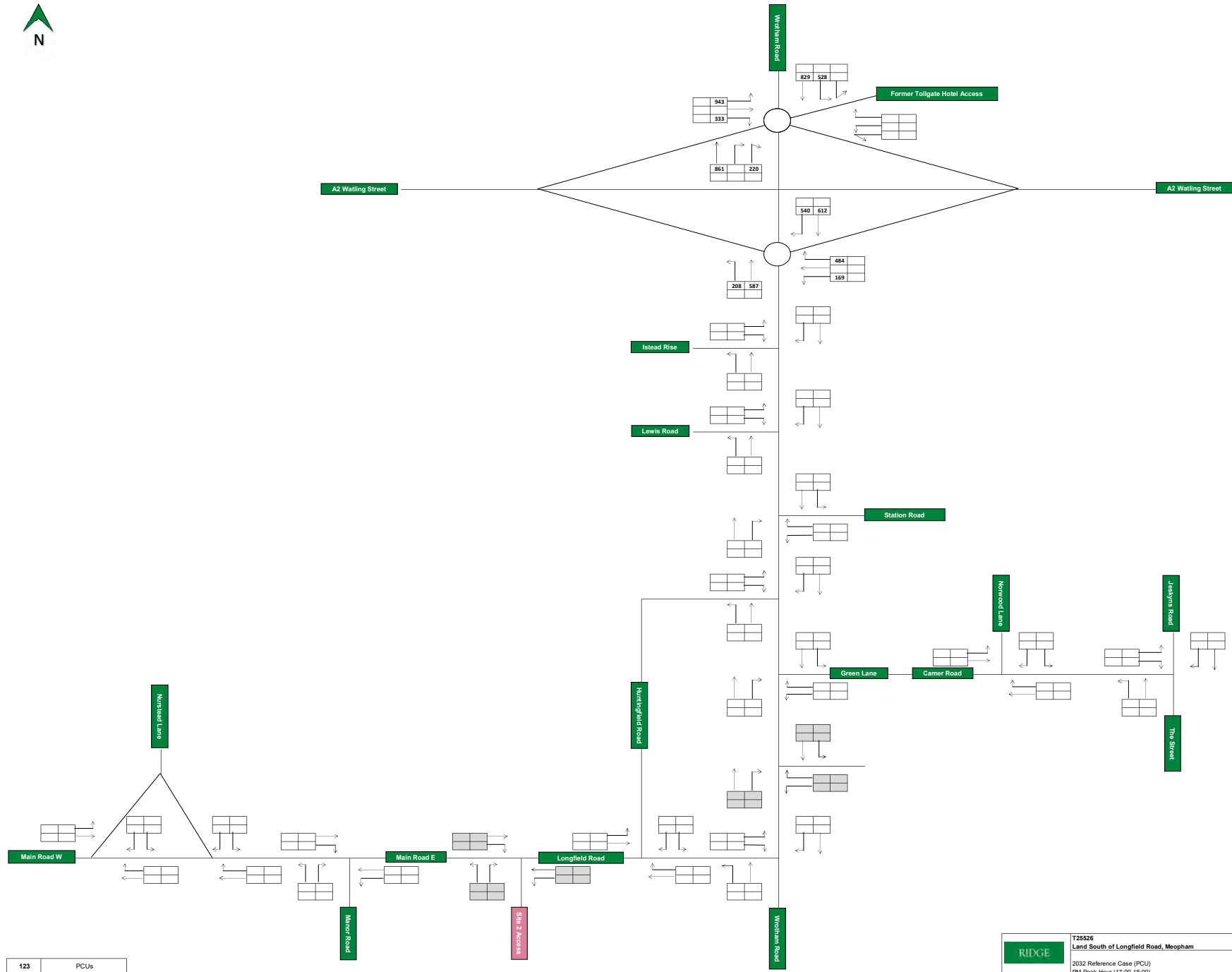


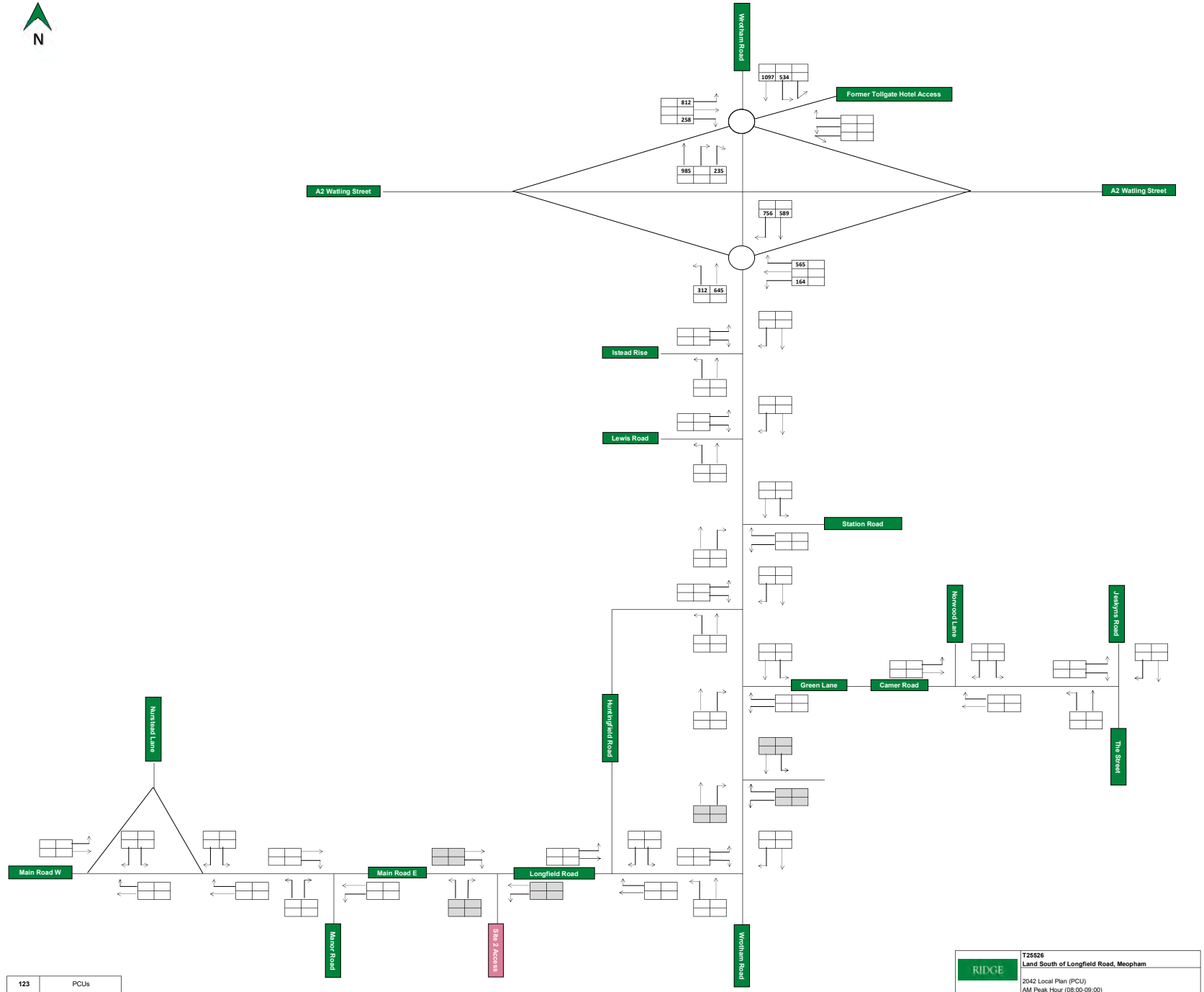
123	PCUs
-----	------

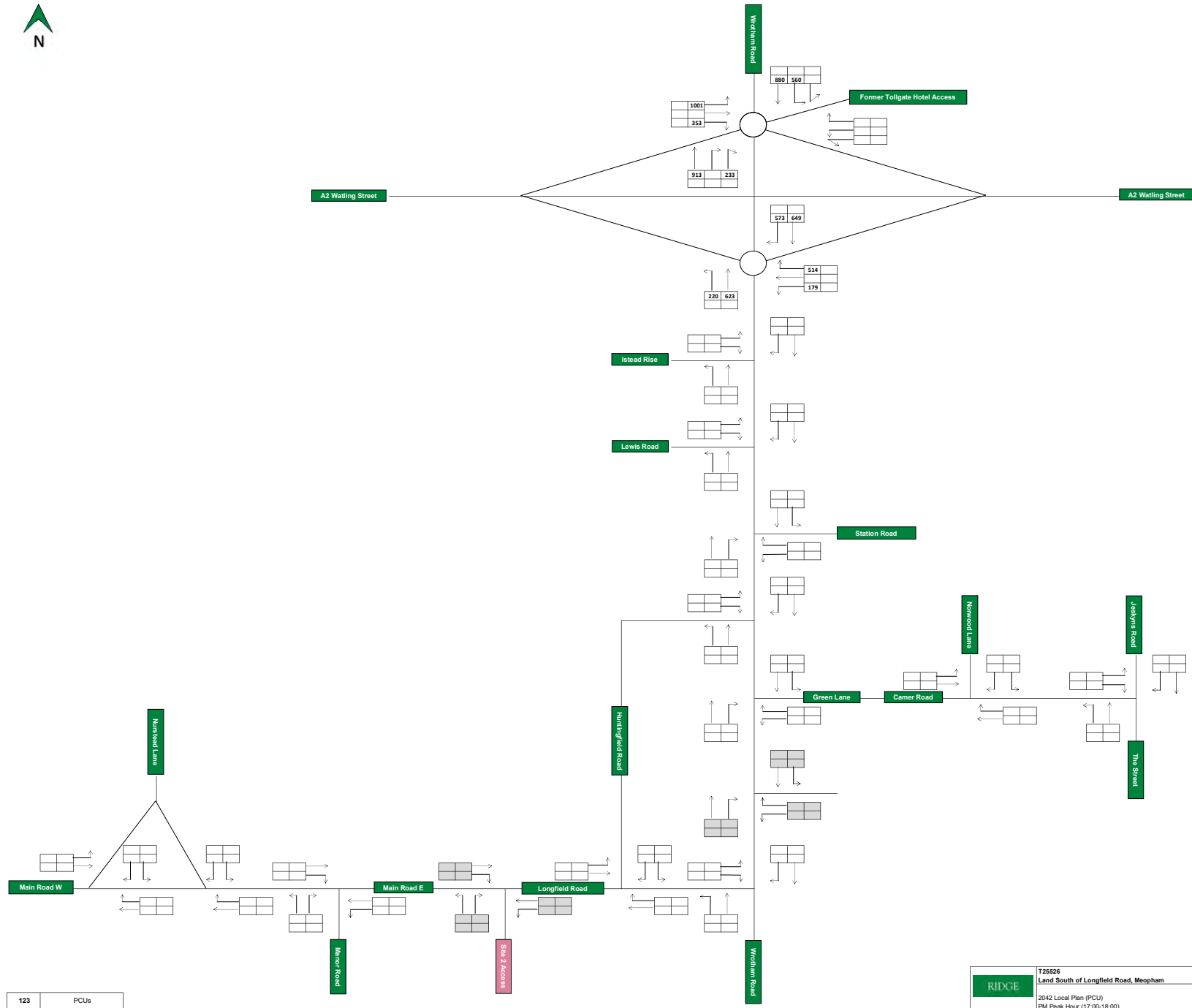
RIDGE	T25526
	Land South of Longfield Road, Meopham
	2026 Base (PCU)
AM Peak Hour (08:00-09:00)	

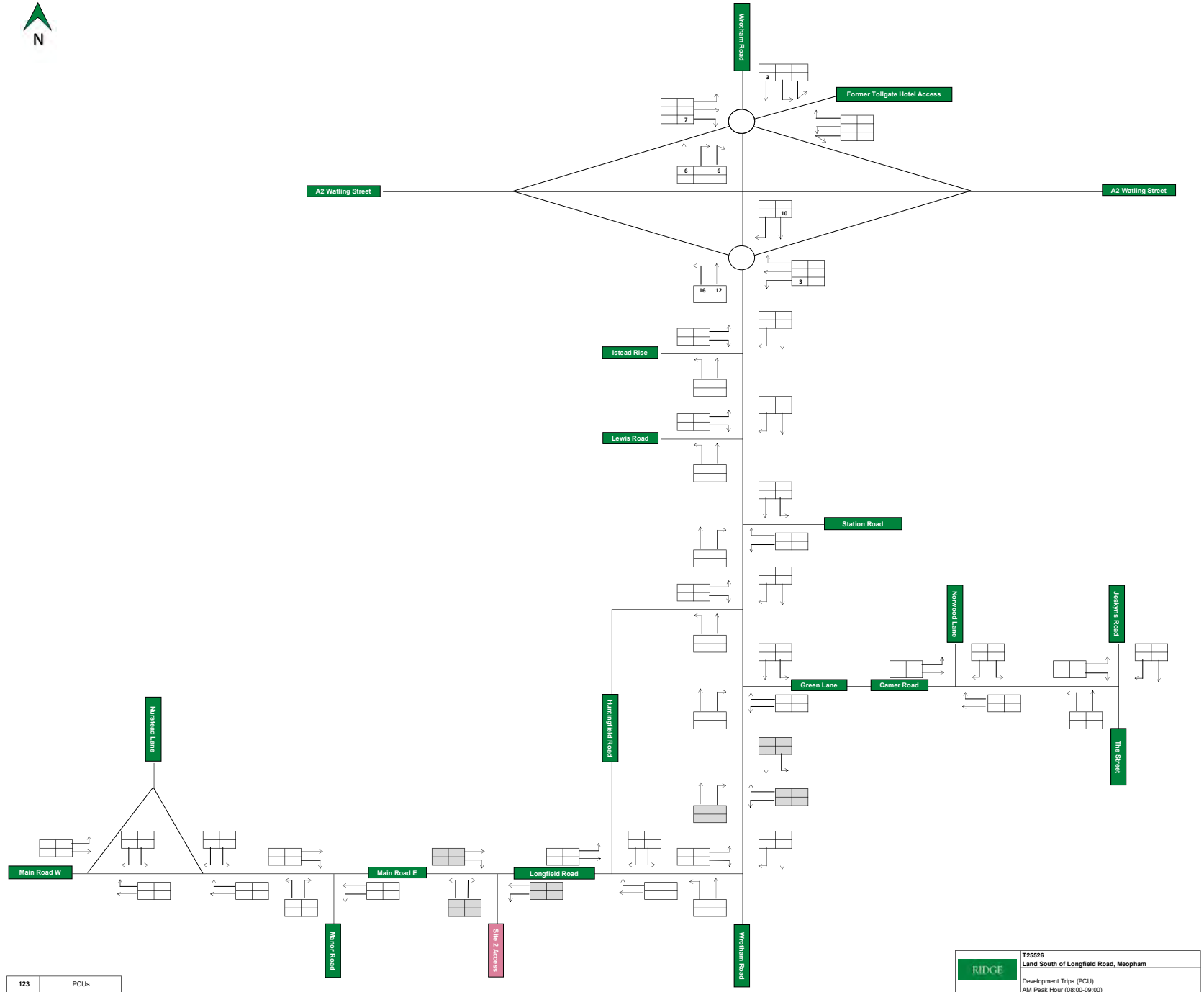


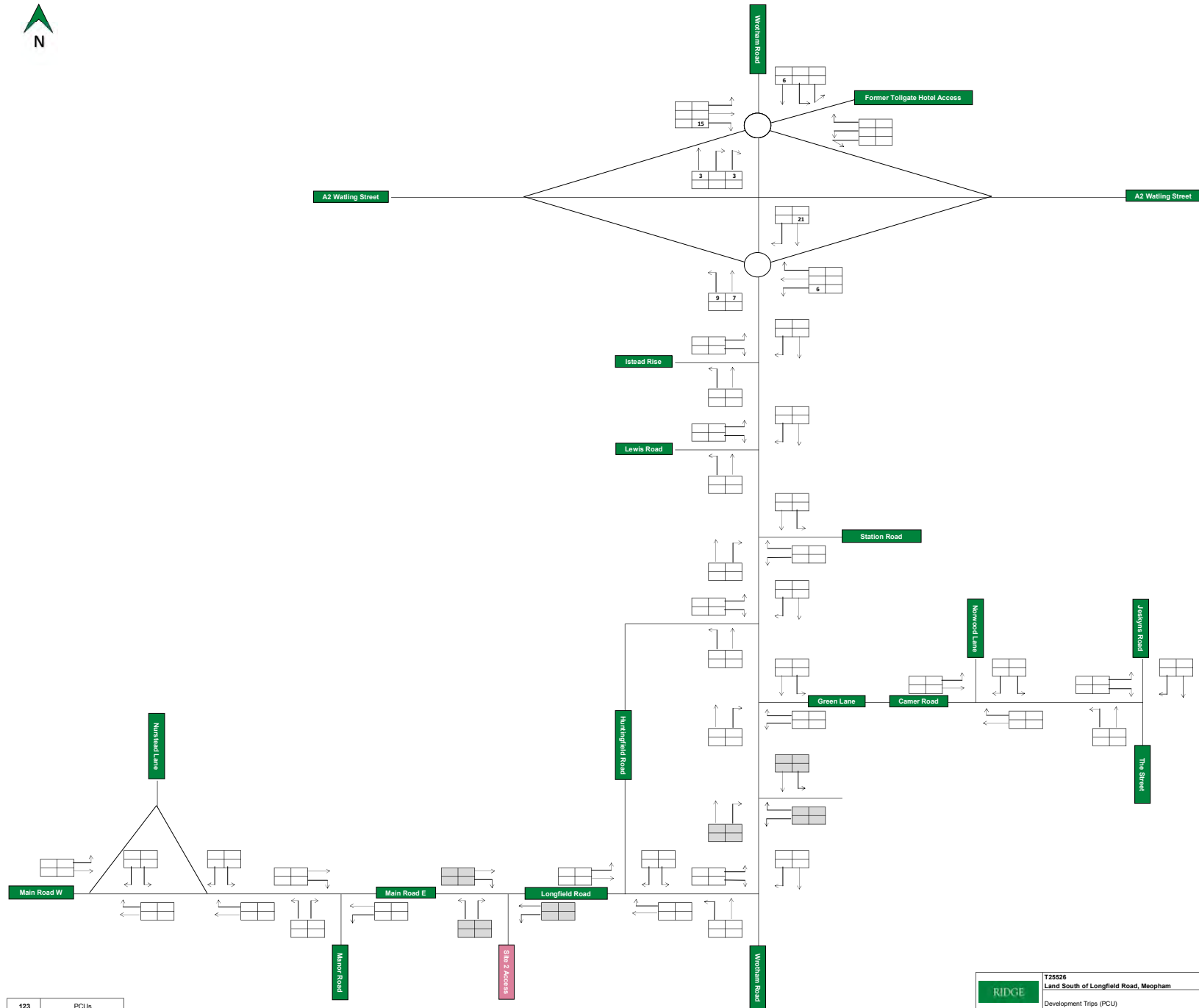


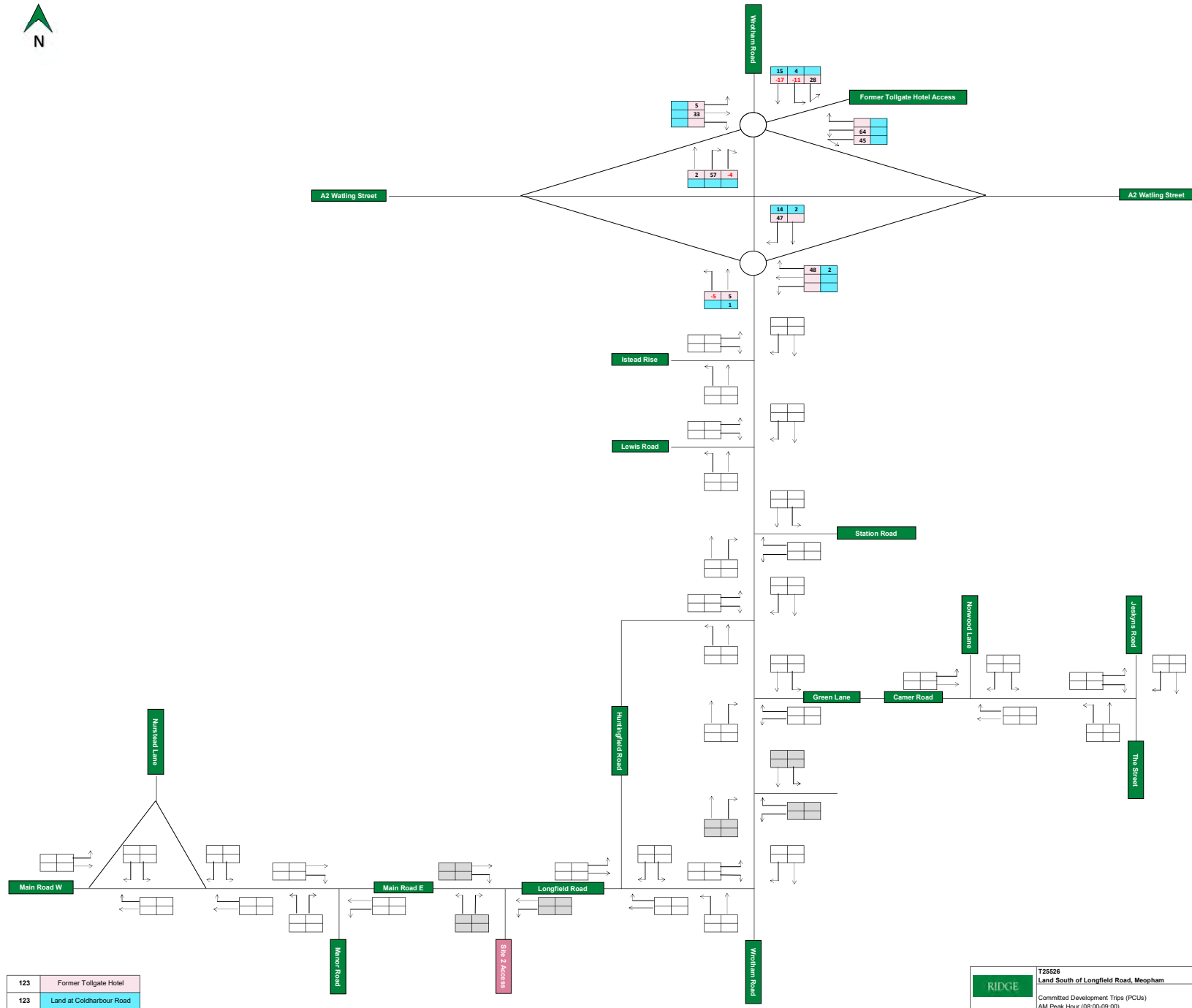


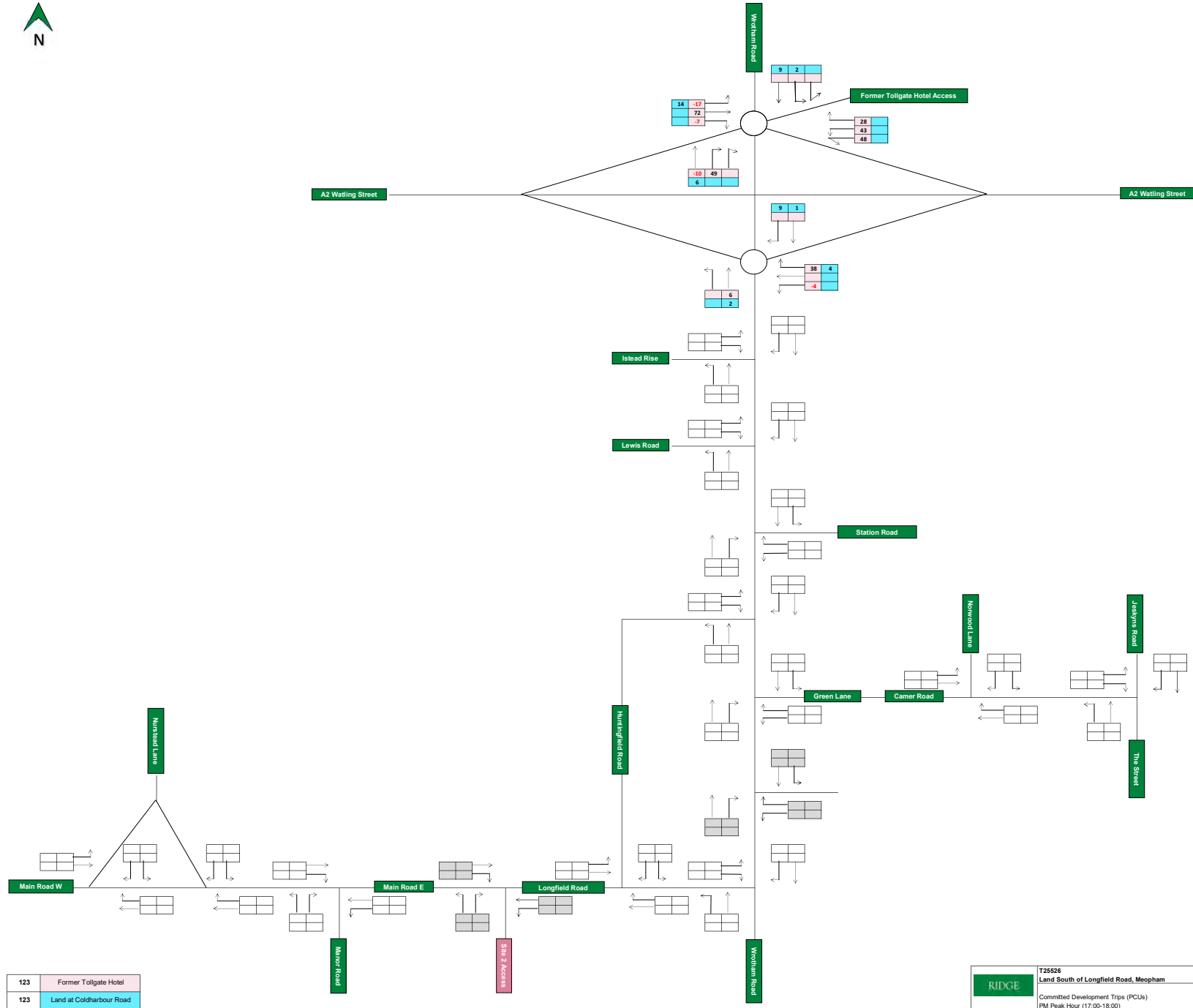


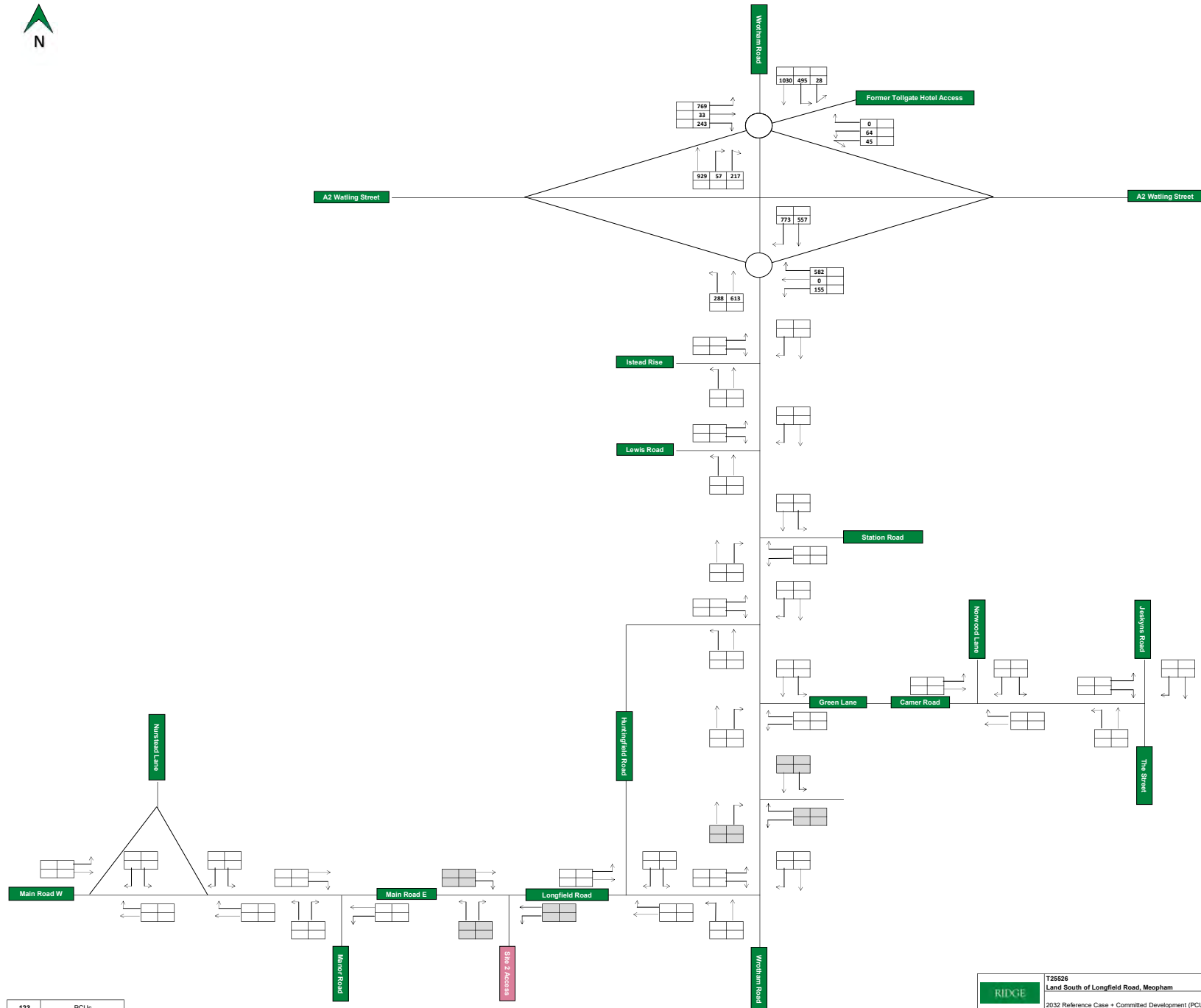


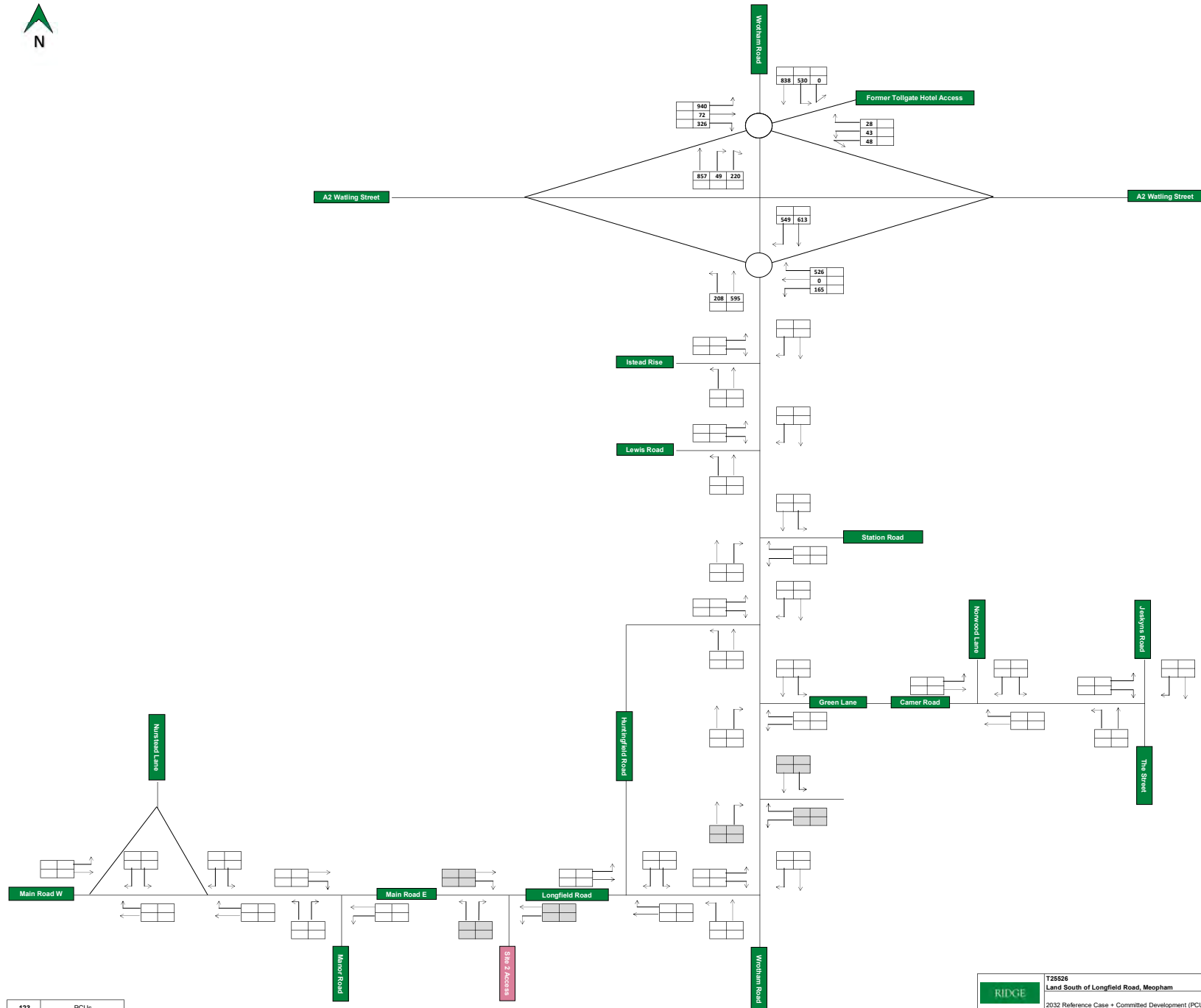


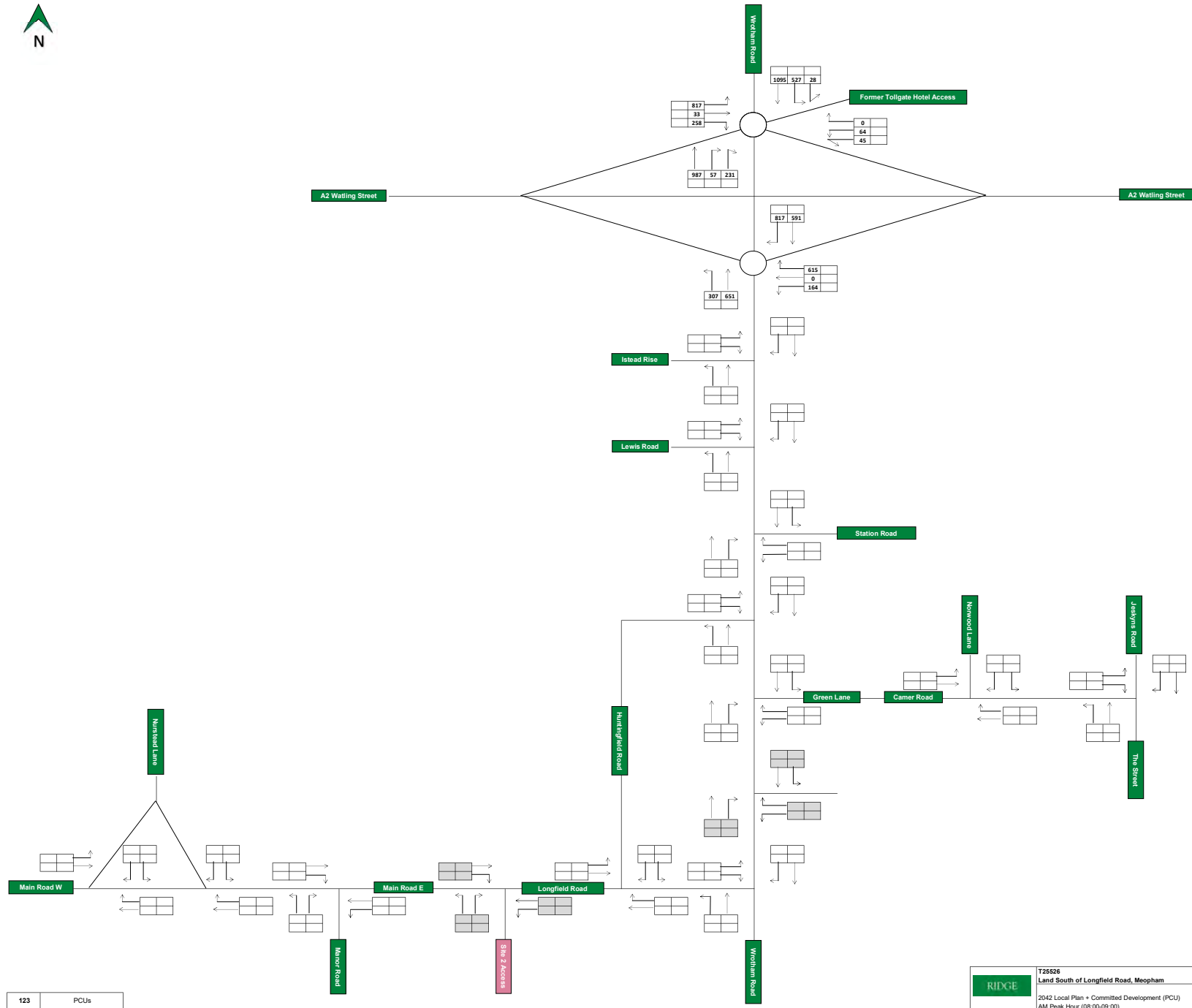


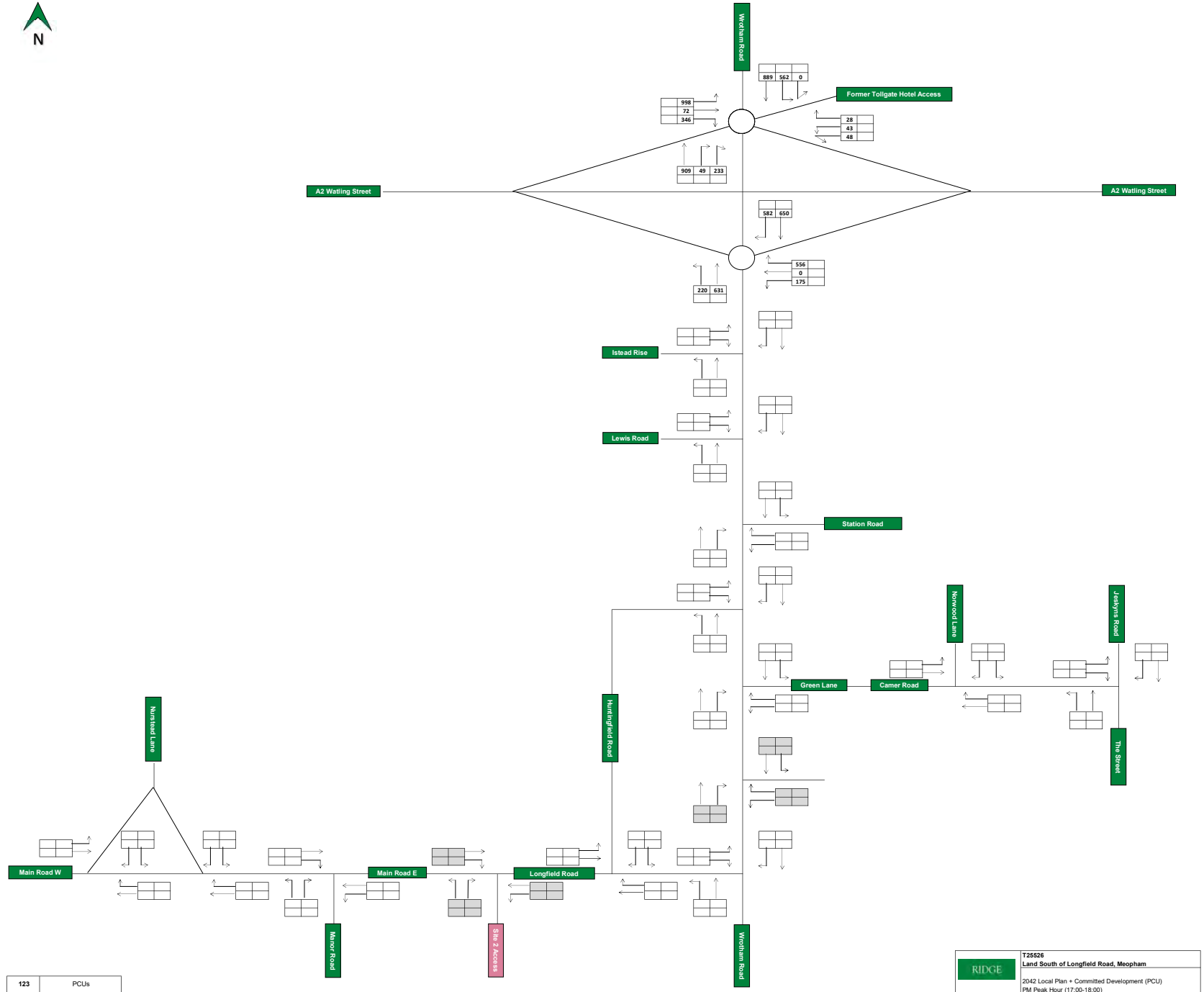


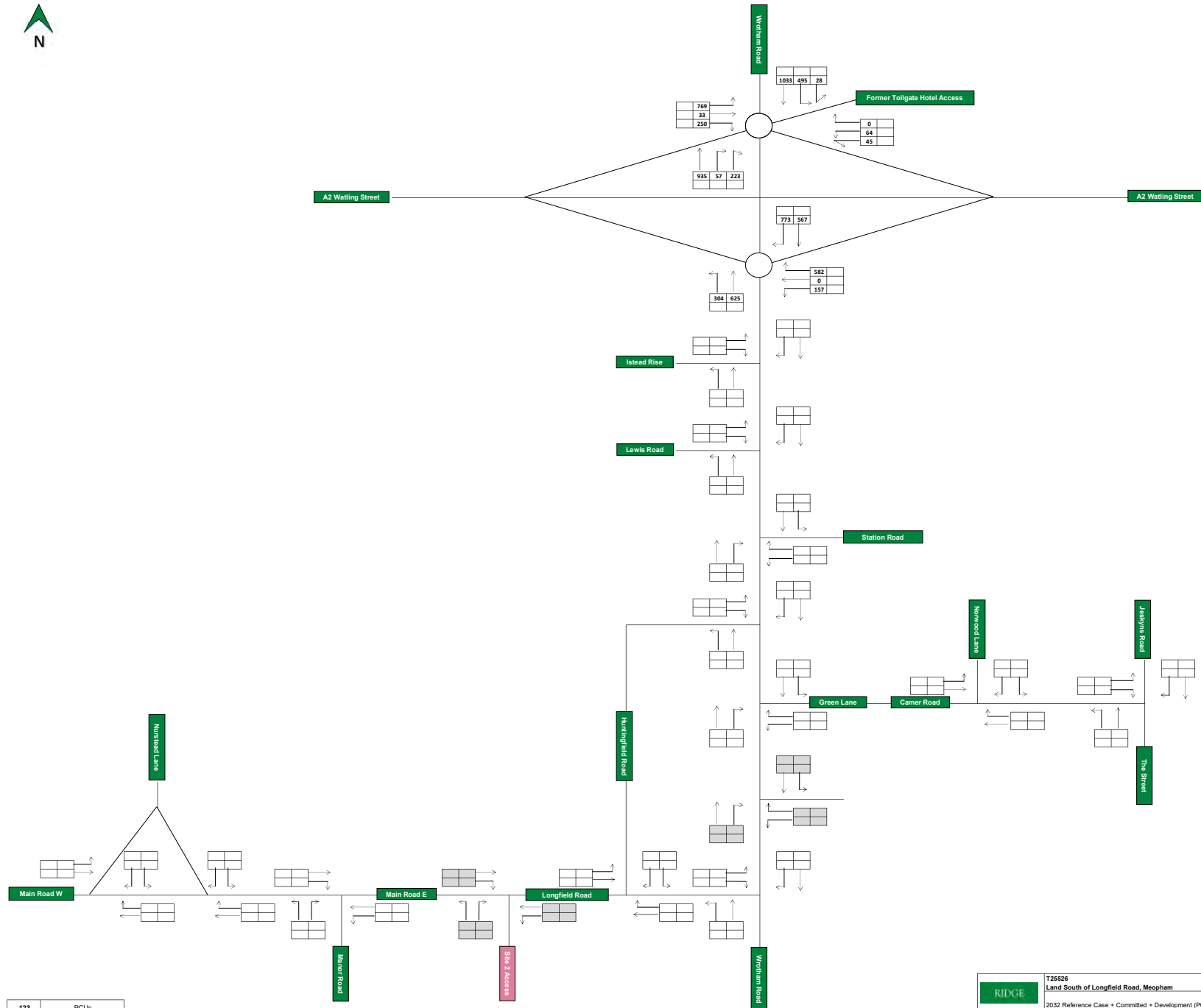






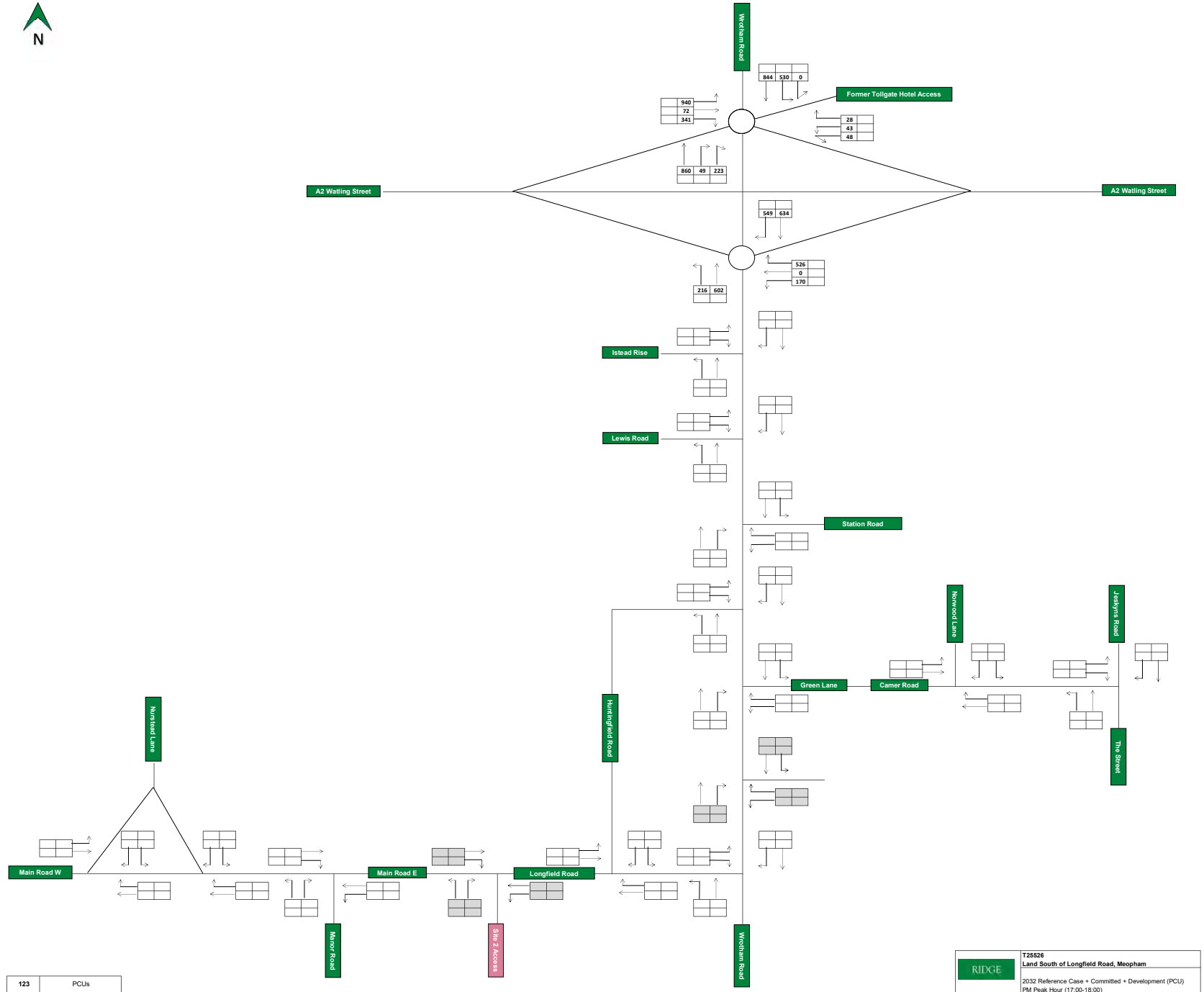


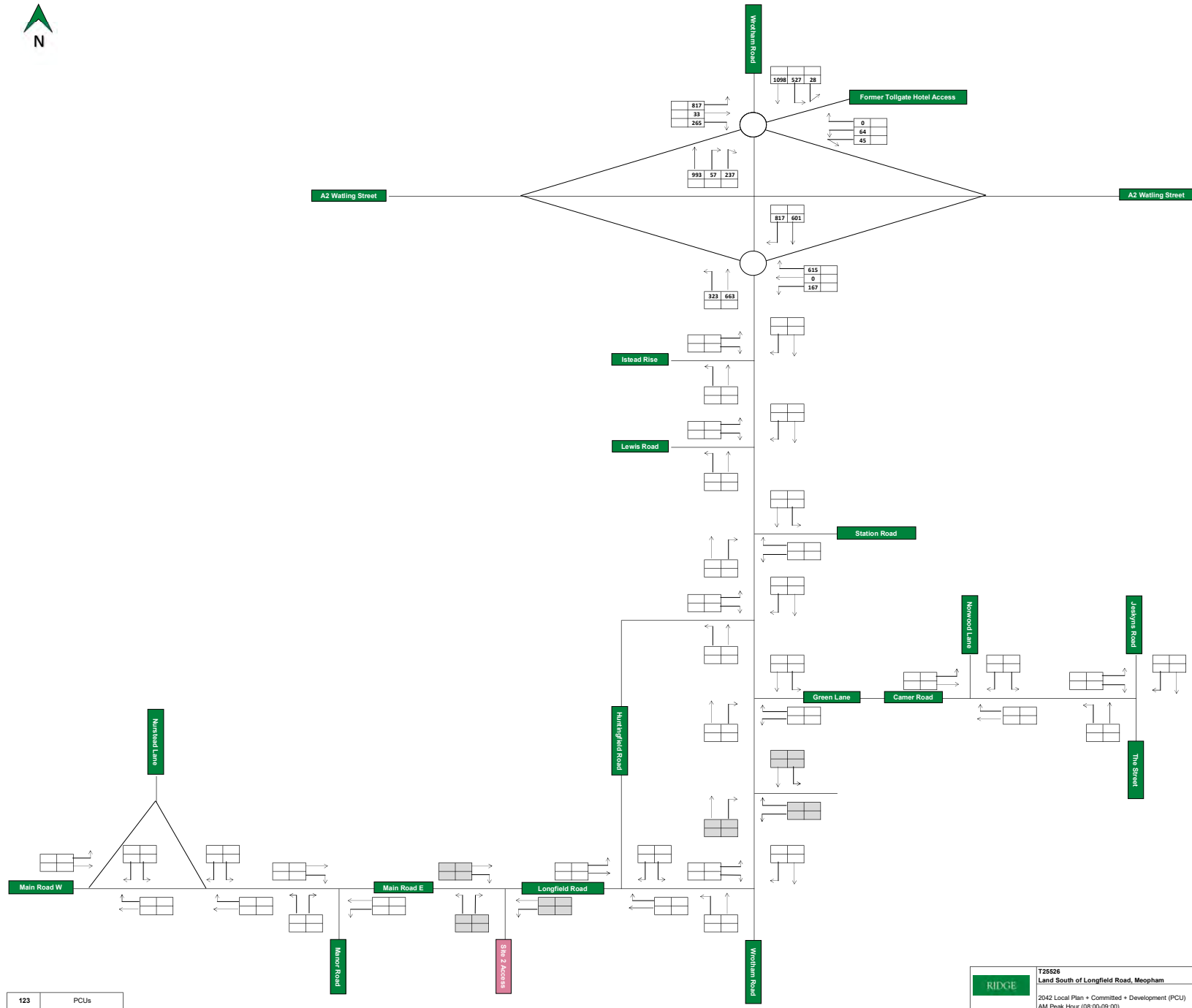


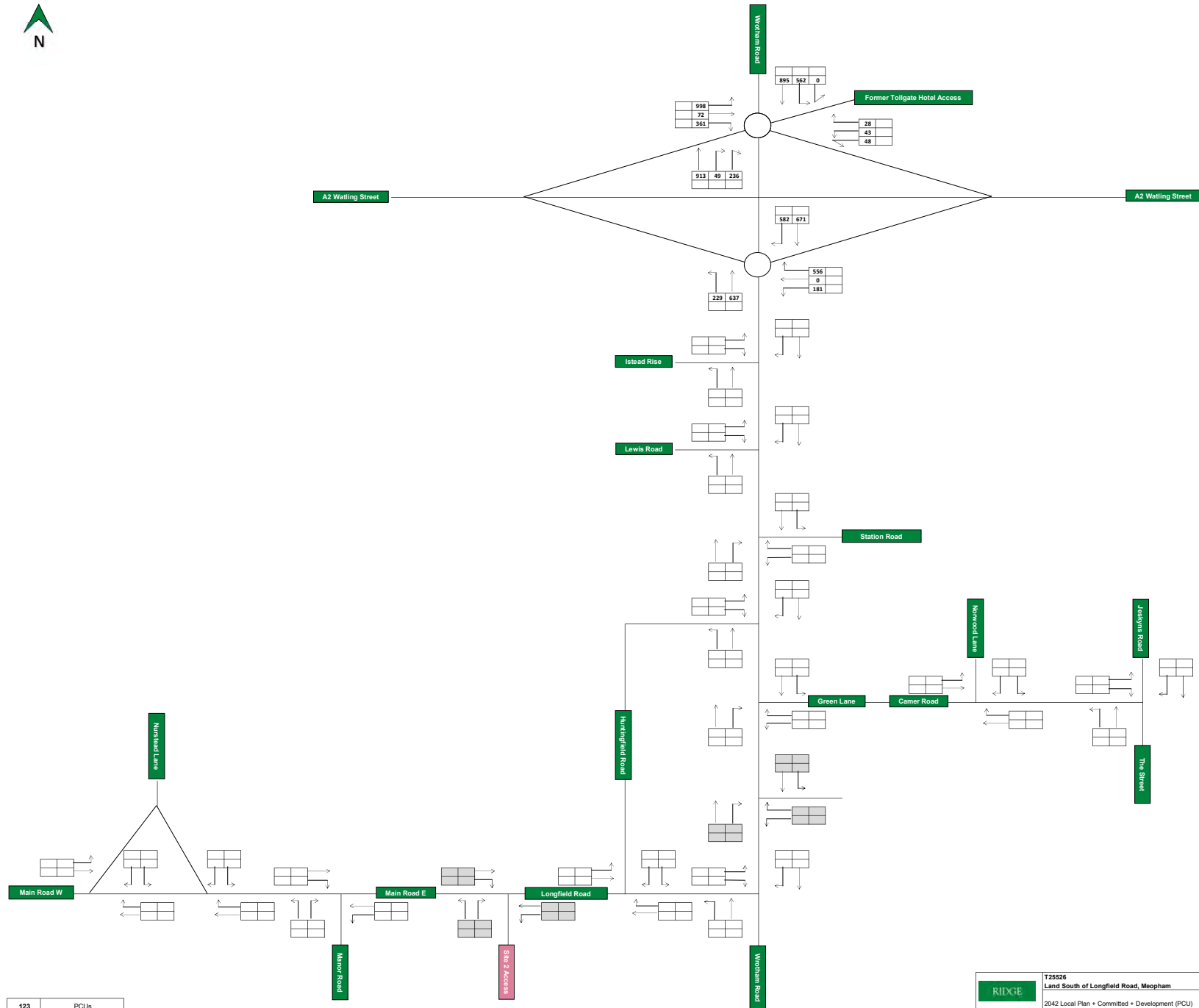


123	PCUs
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RIDGE	T25526
	Land South of Longfield Road, Meopham
	2032 Reference Case + Committed + Development (PCU) AM Peak Hour (08:00-09:00)







APPENDIX H

MERGE/DIVERGE ASSESSMENT

Monthly report for Siteid : 5398
Nov-25

24 Hour Flows by Day of Month

Mon	Flow	6.6m	Tue	Flow	6.6m	Wed	Flow	6.6m	Thur	Flow	6.6m	Fri	Flow	6.6m	Sat	Flow	6.6m	Sun	Flow	6.6m	
																1	66429	6.5	2	58401	5.9
3	67169	14.1	4	55366	13.6	5	68913	15	6	70912	15.2	7	76227	13.7	8	61887	7	9	57750	6.1	
10	65731	15.1	11	65144	15.2	12	68419	14.5	13	43259	15.2	14	73278	13.5	15	65039	6.9	16	58588	6.2	
17	55175	16.4	18	69370	14.7	19	65668	15.3	20	68057	15.2	21	75416	13.3	22	63838	7.2	23	52253	6.8	
24	66531	14.8	25	73144	16.5	26	70597	15.8	27	71723	15.8	28	78727	13.3	29	65621	7.6	30	59655	6.5	

Average Flows

	Mon	Tue	Wed	Thur	Fri	Sat	Sun		ADT	AWT														
24hr	63652	65756	68399	63488	75912	64563	57329		66570	70007														
%>6.6m	15	15.1	15.1	15.4	13.4	7.1	6.3		12	14.8														
18hr	55612	57661	60499	55442	68168	60438	54045		60198	62022														
%>6.6m	14.5	14.3	14.3	14.5	12.4	6	5.8		11.1	14														
16hr	54027	56436	58882	53682	66038	58220	52418		58332	60225														
%>6.6m	14.4	14.2	14.3	14.4	12.5	6	5.6		11.1	13.9														
12hr	44403	46346	48909	43794	54609	50656	45362		49148	49897														
%>6.6m	14.4	14.2	14.4	14.5	12.4	5.6	5.2		10.9	14														
No.days	4	4	4	4	4	5	5																	
Average Hr	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Mon	382	242	291	523	1533	5070	4618	3705	3829	4062	3617	3642	3527	3378	3489	3713	4222	4149	3070	2100	1582	1324	959	627
Tue	417	307	326	548	1434	5064	4993	4848	5263	4855	3363	3735	3586	3585	3155	3979	4596	4554	3555	2341	1583	1174	1022	611
Wed	424	284	340	514	1448	4996	4711	4588	5224	4704	3783	3522	3543	3499	3619	3940	4583	4461	3444	2263	1624	1376	1007	611
Thur	419	316	359	563	1435	4954	4498	4600	5368	4958	4163	3356	3717	3623	3755	3999	4683	4518	3128	2327	1680	1383	1073	688
Fri	454	334	373	614	1385	4585	5408	5280	5101	4937	4547	4240	4104	4084	4244	4520	4924	4582	4047	2662	1859	1500	1241	889
Sat	624	428	374	473	717	1510	2032	2558	3782	4557	5022	5214	5064	4764	4009	4120	4300	4080	3185	2301	1793	1439	1303	915
Sun	747	431	325	351	487	943	1239	1547	2397	3828	4897	5000	4838	4695	4086	3825	3906	3492	2851	2462	1961	1394	1042	585
									5285									4511						

Monthly report for SiteId : 3261
Nov-25

24 Hour Flows by Day of Month

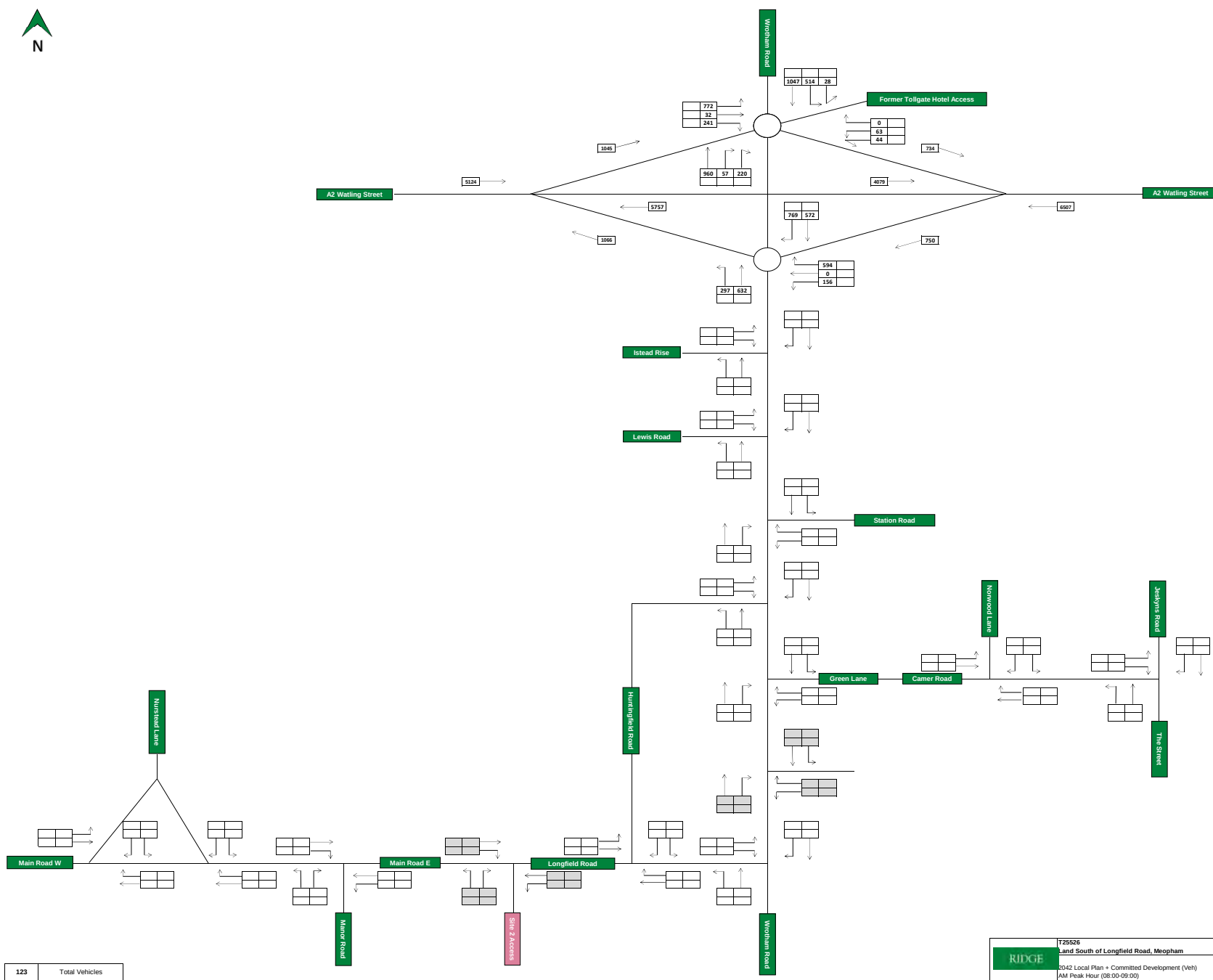
Mon	Flow	6.6m	Tue	Flow	6.6m	Wed	Flow	6.6m	Thur	Flow	6.6m	Fri	Flow	6.6m	Sat	Flow	6.6m	Sun	Flow	6.6m
																1	63388	6.8	2	55737
3	65238	13.5	4	54299	12.2	5	70981	13.5	6	72244	14.2	7	72046	12.9	8	62133	7	9	55114	5.7
10	66561	13.6	11	64221	14.3	12	69451	13.8	13	38240	15.9	14	70934	12.6	15	63306	7.2	16	55669	5.6
17	64499	13.9	18	68812	14.3	19	68648	14.1	20	71834	13.9	21	73074	12.9	22	62202	7.5	23	28787	6.4
24	64632	14.1	25	71005	14.1	26	67879	14.3	27	70899	14.1	28	75192	12.4	29	64919	7.3	30	57917	5.9

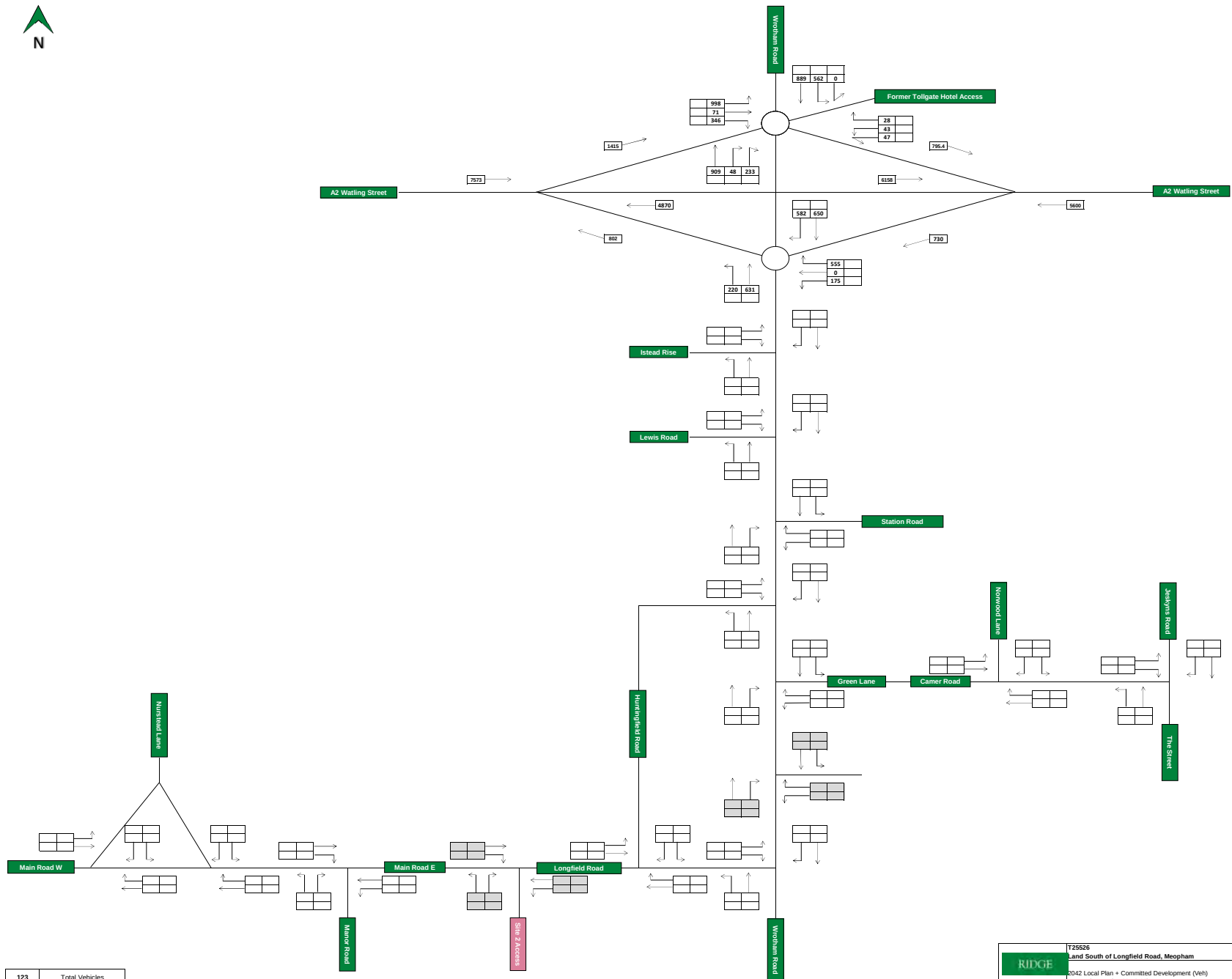
Average Flows

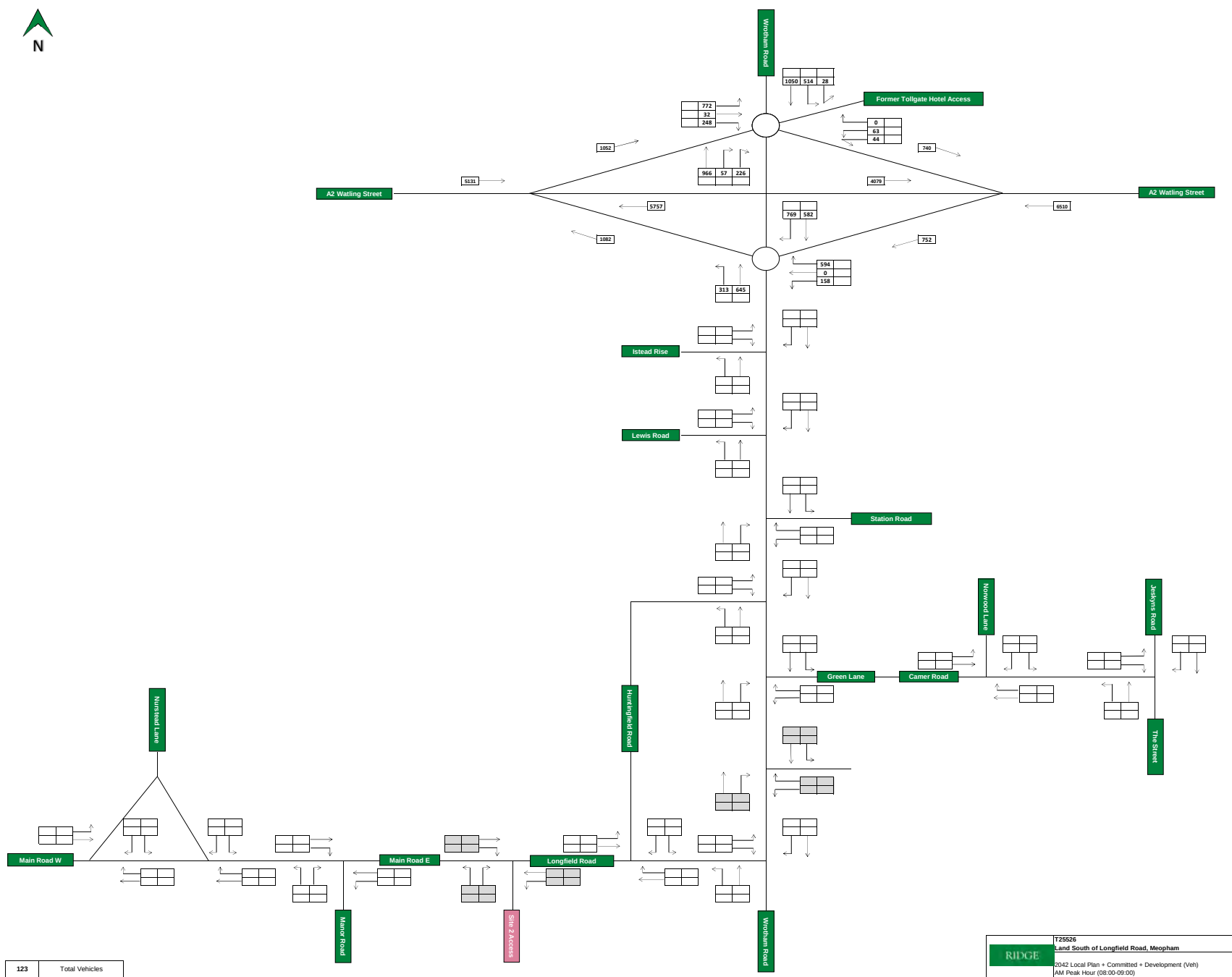
	Mon	Tue	Wed	Thur	Fri	Sat	Sun		ADT	AWT
24hr	65233	64584	69240	63304	72812	63190	50645		64861	69655
%>6.6m	13.8	13.8	13.9	14.4	12.7	7.1	5.8		11.4	13.6
18hr	61832	60793	65437	59202	68601	59157	46853		60958	65763
%>6.6m	13.1	12.8	13	13.3	11.7	6.1	5.3		10.6	12.8
16hr	59516	58510	62525	55963	64991	55588	44397		57955	62810
%>6.6m	13.1	13	13.1	13.6	12	6.2	5.2		10.7	12.9
12hr	49159	48091	51241	44403	52677	45734	36243		47473	51461
%>6.6m	13.6	13.4	13.6	14.2	12.5	6.1	4.9		11	13.4
No.days	4	4	4	4	4	5	5			

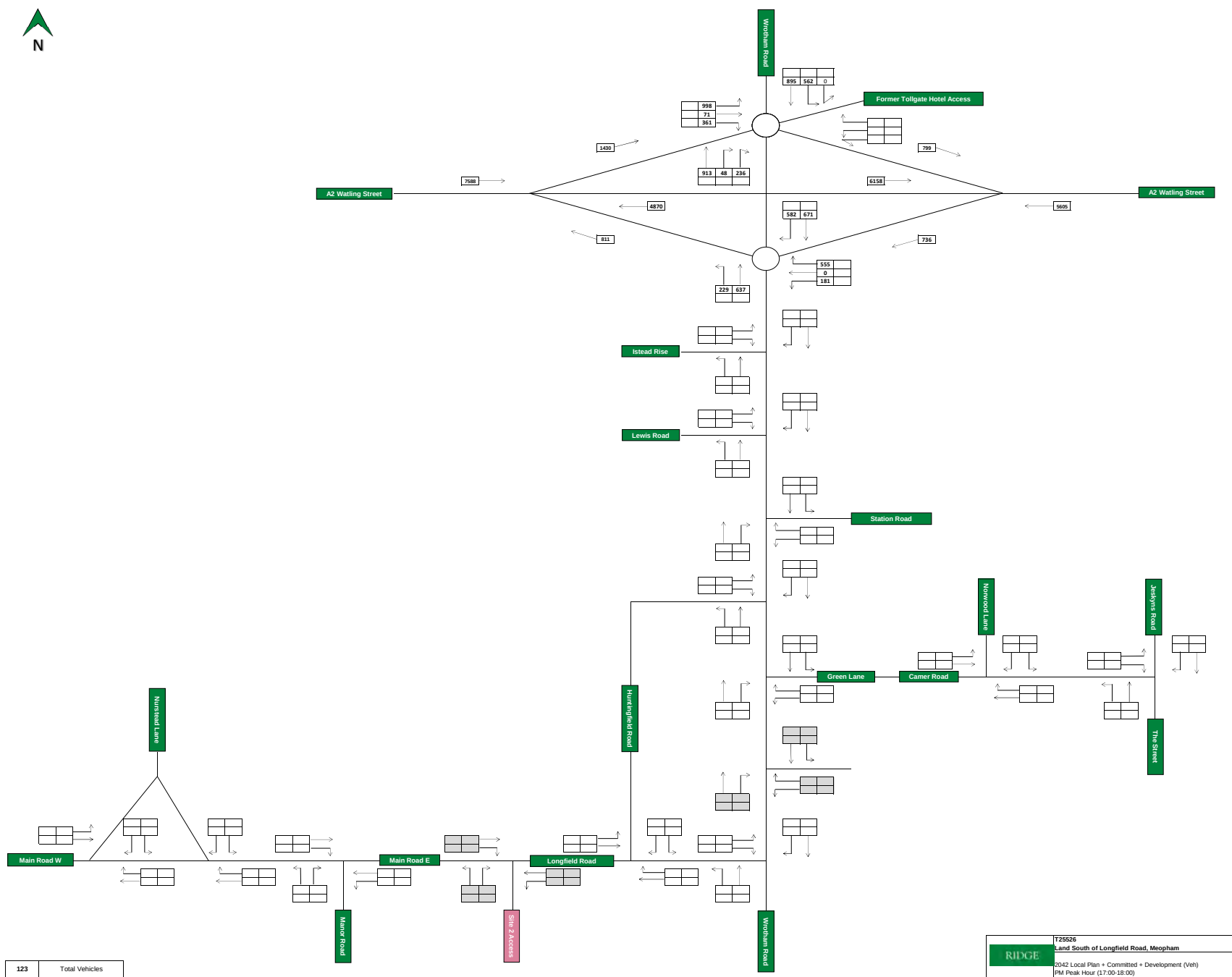
Average Hourly Variation

Mon	587	443	340	370	533	1130	2581	3552	3467	2915	2727	3091	3554	4025	4942	5540	5364	4963	5021	3356	2557	1863	1361	956
Tue	591	427	396	422	701	1256	2653	3651	3862	3107	2361	3102	3543	4007	4489	5793	6169	5689	4982	3392	2586	1788	1829	1215
Wed	719	453	416	464	675	1255	2601	3572	3654	2915	2815	3207	3652	4118	5110	5699	5876	5559	5066	3880	2699	2104	1684	1228
Thur	715	485	438	500	700	1265	2699	3624	3718	3130	2792	2904	3759	4212	5119	5806	6227	5865	4995	3764	2810	2288	1805	1434
Fri	785	519	486	509	695	1217	2575	3476	3451	3036	3000	3440	4207	4685	5457	5832	5769	5436	4889	3876	3191	2672	2080	1531
Sat	1046	694	544	484	518	746	1215	1666	2392	2972	3581	4007	4364	4437	4456	4478	4653	4599	4128	3271	2837	2532	2005	1564
Sun	1297	774	495	369	359	498	774	1002	1529	2239	2580	3047	3509	3701	3763	3791	3964	3875	3245	3032	2572	1776	1471	985
									3745										5704					



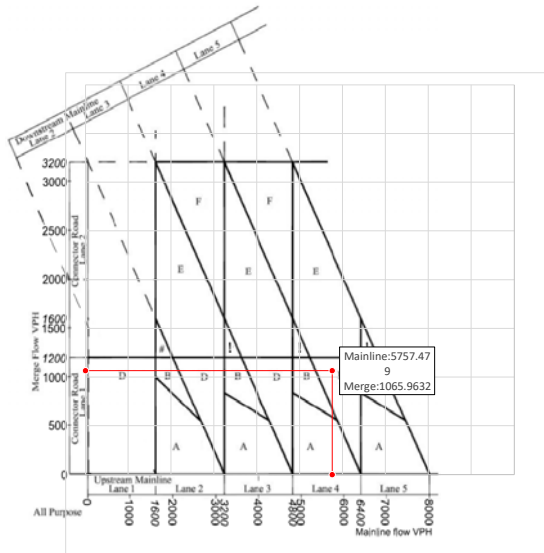






Junction A2/Wrotham Road Southern Rbt (Westbound)**Dataset:** Webtris Site A2/8374B**Source:** Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\T25526 Longfield Road, Meopham\Technical\Spreadsheets**Scenario** 2042 Local Plan + Committed Development (AM Peak)**Date:** 14/05/2026

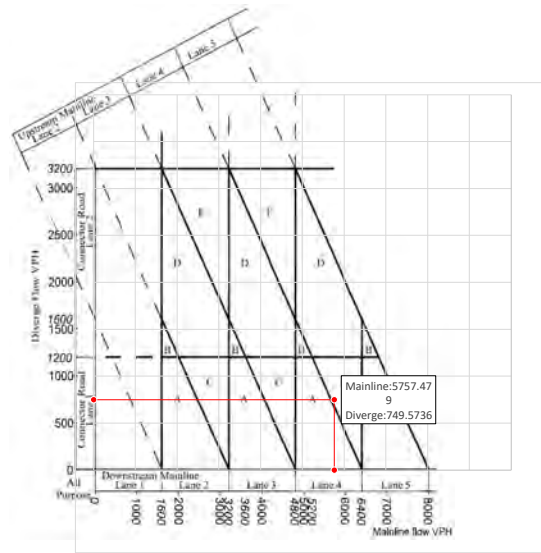
The method for the following graphs was taken from CD 122 guidance of DMRB, under section 4.4

Figure 3.12a All-purpose road merging diagram

Mainline Flow:	5757
Merge Flow:	1066

Junction A2/Wrotham Road Southern Rbt (Westbound)**Dataset:** Webtris Site A2/8375A**Source:** Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\T25526 Longfield Road, Meopham\Technical\Spreadsheets**Scenario** 2042 Local Plan + Committed Development (AM Peak)**Date:** 14/05/2026

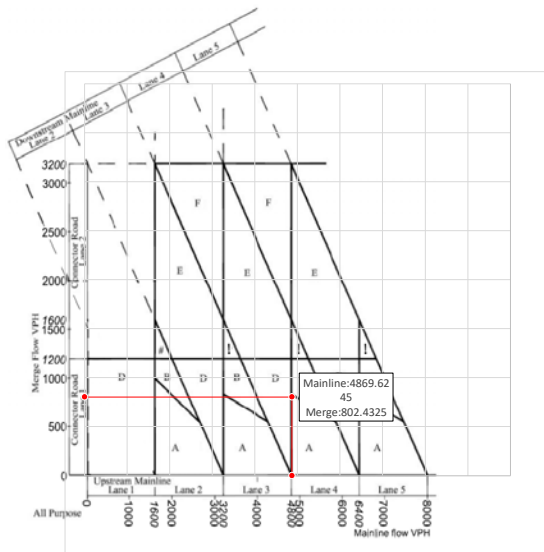
The method for the following graph was taken from CD 122 guidance of DMRB, under section 4.4

Figure 3.26a All-purpose road diverging diagram

Mainline Flow:	5757
Diverge Flow:	750

Junction A2/Wrotham Road Southern Rbt (Westbound)**Dataset:** Webtris Site A2/8374B**Source:** Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\T25526 Longfield Road, Meopham\Technical\Spreadsheets**Scenario** 2042 Local Plan + Committed Development (PM Peak)**Date:** 14/05/2026

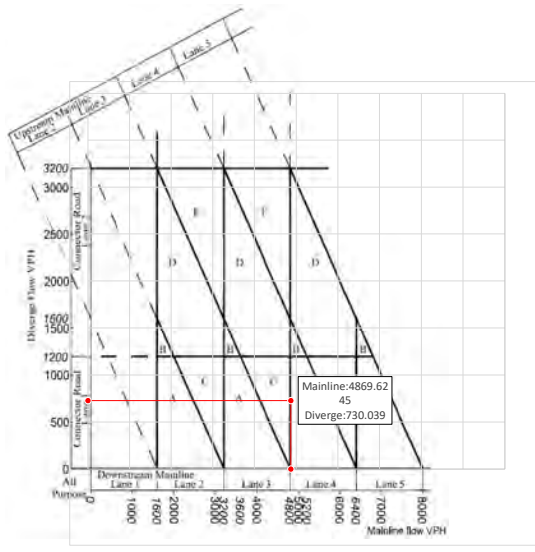
The method for the following graphs was taken from CD 122 guidance of DMRB, under section 4.4

Figure 3.12a All-purpose road merging diagram

Mainline Flow:	4870
Merge Flow:	802

Junction A2/Wrotham Road Southern Rbt (Westbound)**Dataset:** Webtris Site A2/8374B**Source:** Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\T25526 Longfield Road, Meopham\Technical\Spreadsheets**Scenario** 2042 Local Plan + Committed Development (PM Peak)**Date:** 14/05/2026

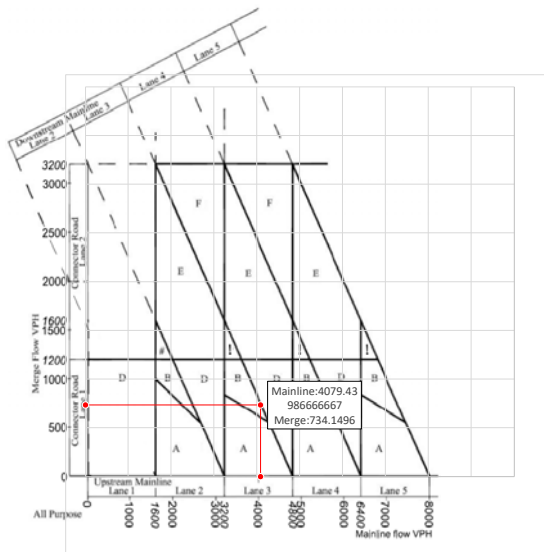
The method for the following graph was taken from CD 122 guidance of DMRB, under section 4.4

Figure 3.26a All-purpose road diverging diagram

Mainline Flow:	4870
Diverge Flow:	730

Junction A2/Wrotham Road Northern Rbt (Eastbound)**Dataset:** Webtris Site A2/8375A**Source:** Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\T25526 Longfield Road, Meopham\Technical\Spreadsheets**Scenario** 2042 Local Plan + Committed Development (AM Peak)**Date:** 14/05/2026

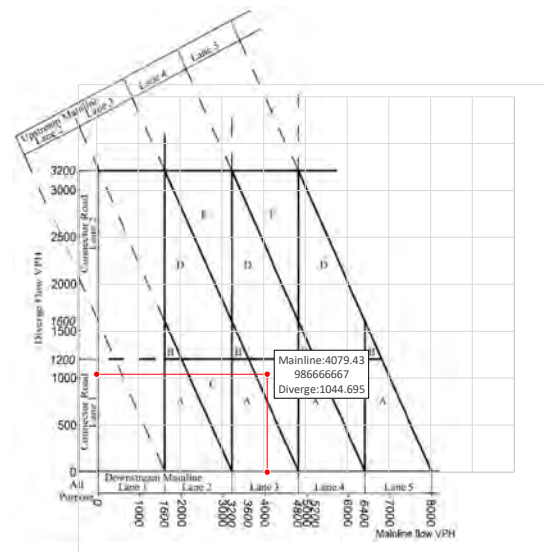
The method for the following graphs was taken from CD 122 guidance of DMRB, under section 4.4

Figure 3.12a All-purpose road merging diagram

Mainline Flow:	4079
Merge Flow:	734

Junction A2/Wrotham Road Northern Rbt (Eastbound)**Dataset:** Webtris Site A2/8375A**Source:** Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\T25526 Longfield Road, Meopham\Technical\Spreadsheets**Scenario** 2042 Local Plan + Committed Development (AM Peak)**Date:** 14/05/2026

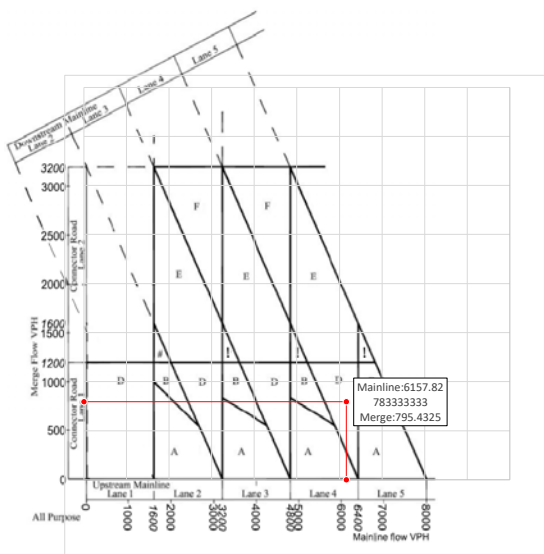
The method for the following graph was taken from CD 122 guidance of DMRB, under section 4.0

Figure 3.26a All-purpose road diverging diagram

Mainline Flow:	4079
Diverge Flow:	1045

Junction A2/Wrotham Road Northern Rbt (Eastbound)**Dataset:** Webtris Site A2/8375A**Source:** Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\T25526 Longfield Road, Meopham\Technical\Spreadsheets**Scenario** 2042 Local Plan + Committed Development (PM Peak)**Date:** 14/05/2026

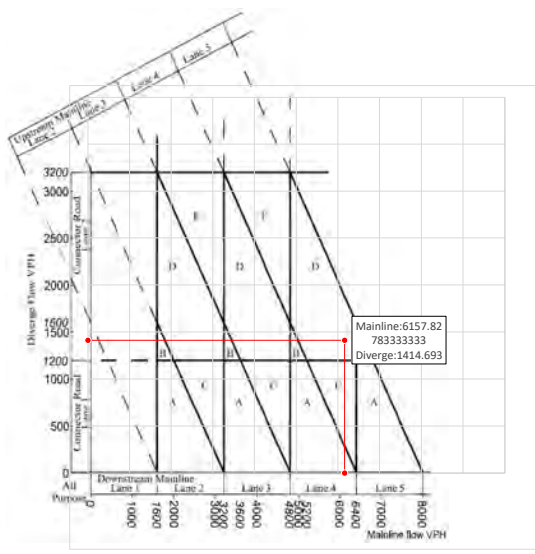
The method for the following graphs was taken from CD 122 guidance of DMRB, under section 4.4

Figure 3.12a All-purpose road merging diagram

Mainline Flow:	6158
Merge Flow:	795

Junction A2/Wrotham Road Northern Rbt (Eastbound)**Dataset:** Webtris Site A2/8375A**Source:** Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\T25526 Longfield Road, Meopham\Technical\Spreadsheets**Scenario** 2042 Local Plan + Committed Development (PM Peak)**Date:** 14/05/2026

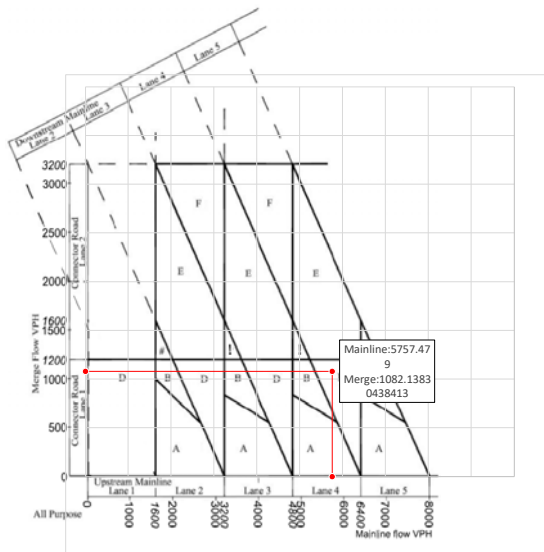
The method for the following graph was taken from CD 122 guidance of DMRB, under section 4.0

Figure 3.26a All-purpose road diverging diagram

Mainline Flow:	6158
Diverge Flow:	1415

Junction A2/Wrotham Road Southern Rbt (Westbound)**Dataset:** Webtris Site A2/8374B**Source:** Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\T25526 Longfield Road, Meopham\Technical\Spreadsheets**Scenario** 2042 Local Plan + Committed + Development (AM Peak)**Date:** 14/05/2026

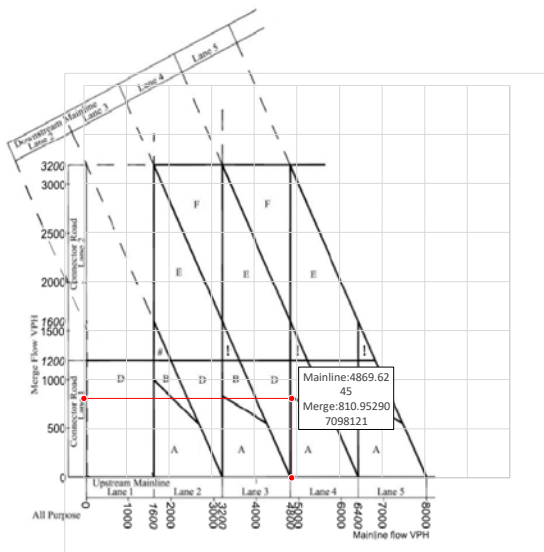
The method for the following graphs was taken from CD 122 guidance of DMRB, under section 4.4

Figure 3.12a All-purpose road merging diagram

Mainline Flow:	5757
Merge Flow:	1082

Junction A2/Wrotham Road Southern Rbt (Westbound)**Dataset:** Webtris Site A2/8374B**Source:** Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\T25526 Longfield Road, Meopham\Technical\Spreadsheets**Scenario** 2042 Local Plan + Committed + Development (PM Peak)**Date:** 14/05/2026

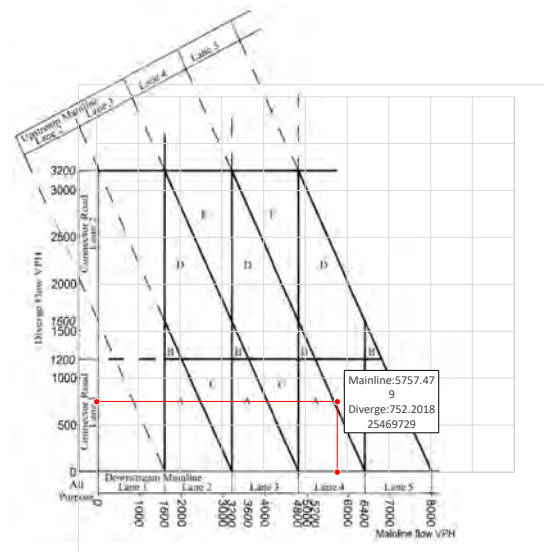
The method for the following graphs was taken from CD 122 guidance of DMRB, under section 4.4

Figure 3.12a All-purpose road merging diagram

Mainline Flow:	4870
Merge Flow:	811

Junction A2/Wrotham Road Southern Rbt (Westbound)**Dataset:** Webtris Site A2/8375A**Source:** Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\T25526 Longfield Road, Meopham\Technical\Spreadsheets**Scenario** 2042 Local Plan + Committed + Development (AM Peak)**Date:** 14/05/2026

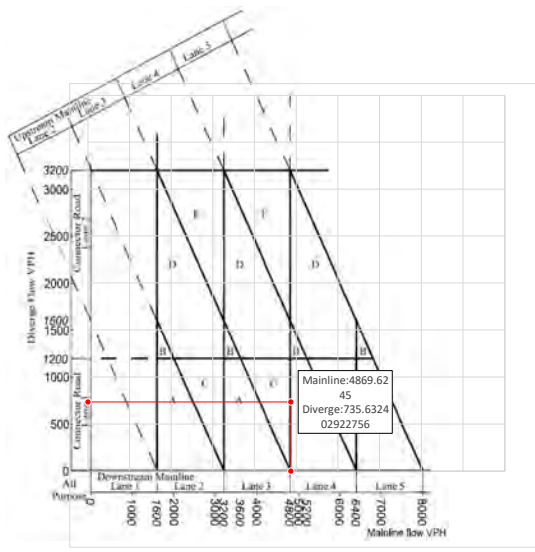
The method for the following graph was taken from CD 122 guidance of DMRB, under section 4.0

Figure 3.26a All-purpose road diverging diagram

Mainline Flow:	5757
Diverge Flow:	752

Junction A2/Wrotham Road Southern Rbt (Westbound)**Dataset:** Webtris Site A2/8374B**Source:** Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\T25526 Longfield Road, Meopham\Technical\Spreadsheets**Scenario** 2042 Local Plan + Committed + Development (PM Peak)**Date:** 14/05/2026

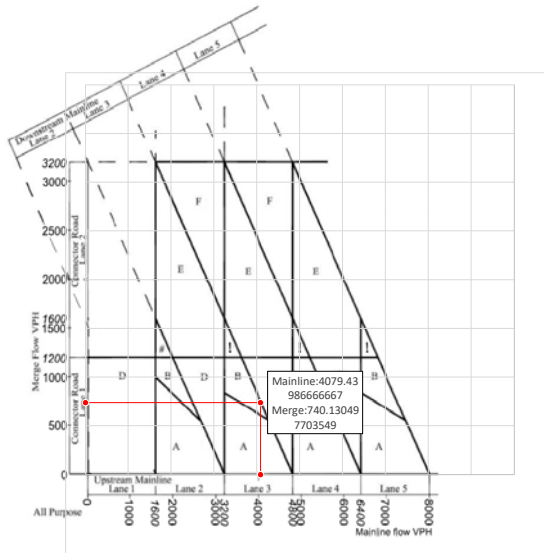
The method for the following graph was taken from CD 122 guidance of DMRB, under section 4.0

Figure 3.26a All-purpose road diverging diagram

Mainline Flow:	4870
Diverge Flow:	736

Junction A2/Wrotham Road Northern Rbt (Eastbound)**Dataset:** Webtris Site A2/8375A**Source:** Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\T25526 Longfield Road, Meopham\Technical\Spreadsheets**Scenario** 2042 Local Plan + Committed + Development (AM Peak)**Date:** 14/05/2026

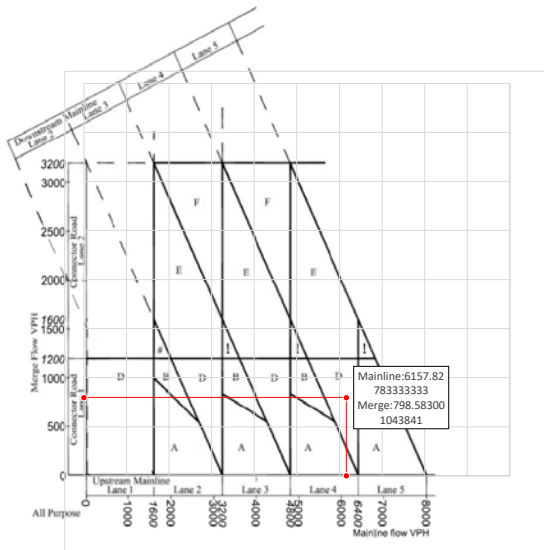
The method for the following graphs was taken from CD 122 guidance of DMRB, under section 4.4

Figure 3.12a All-purpose road merging diagram

Mainline Flow:	4079
Merge Flow:	740

Junction A2/Wrotham Road Northern Rbt (Eastbound)**Dataset:** Webtris Site A2/8375A**Source:** Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\T25526 Longfield Road, Meopham\Technical\Spreadsheets**Scenario** 2042 Local Plan + Committed + Development (PM Peak)**Date:** 14/05/2026

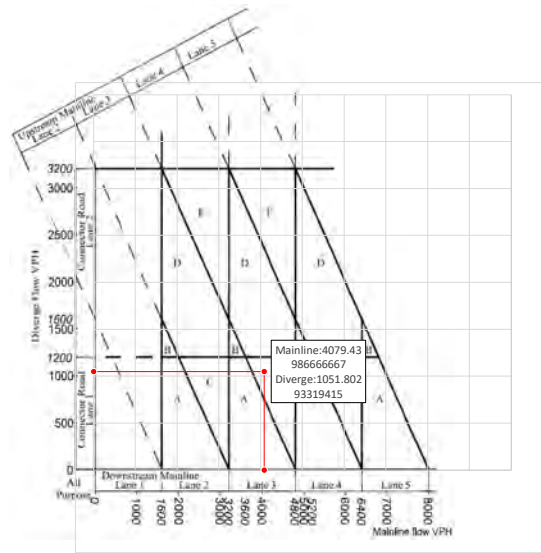
The method for the following graphs was taken from CD 122 guidance of DMRB, under section 4.4

Figure 3.12a All-purpose road merging diagram

Mainline Flow:	6158
Merge Flow:	799

Junction A2/Wrotham Road Northern Rbt (Eastbound)**Dataset:** Webtris Site A2/8375A**Source:** Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\T25526 Longfield Road, Meopham\Technical\Spreadsheets**Scenario** 2042 Local Plan + Committed + Development (AM Peak)**Date:** 14/05/2026

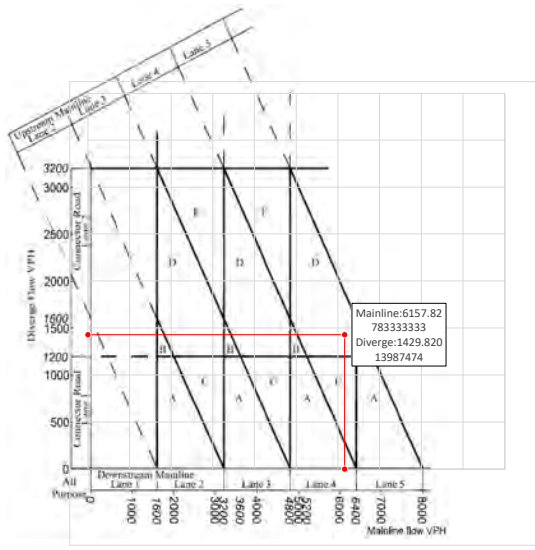
The method for the following graph was taken from CD 122 guidance of DMRB, under section 4.0

Figure 3.26a All-purpose road diverging diagram

Mainline Flow:	4079
Diverge Flow:	1052

Junction A2/Wrotham Road Northern Rbt (Eastbound)**Dataset:** Webtris Site A2/8375A**Source:** Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\T25526 Longfield Road, Meopham\Technical\Spreadsheets**Scenario** 2042 Local Plan + Committed + Development (PM Peak)**Date:** 14/05/2026

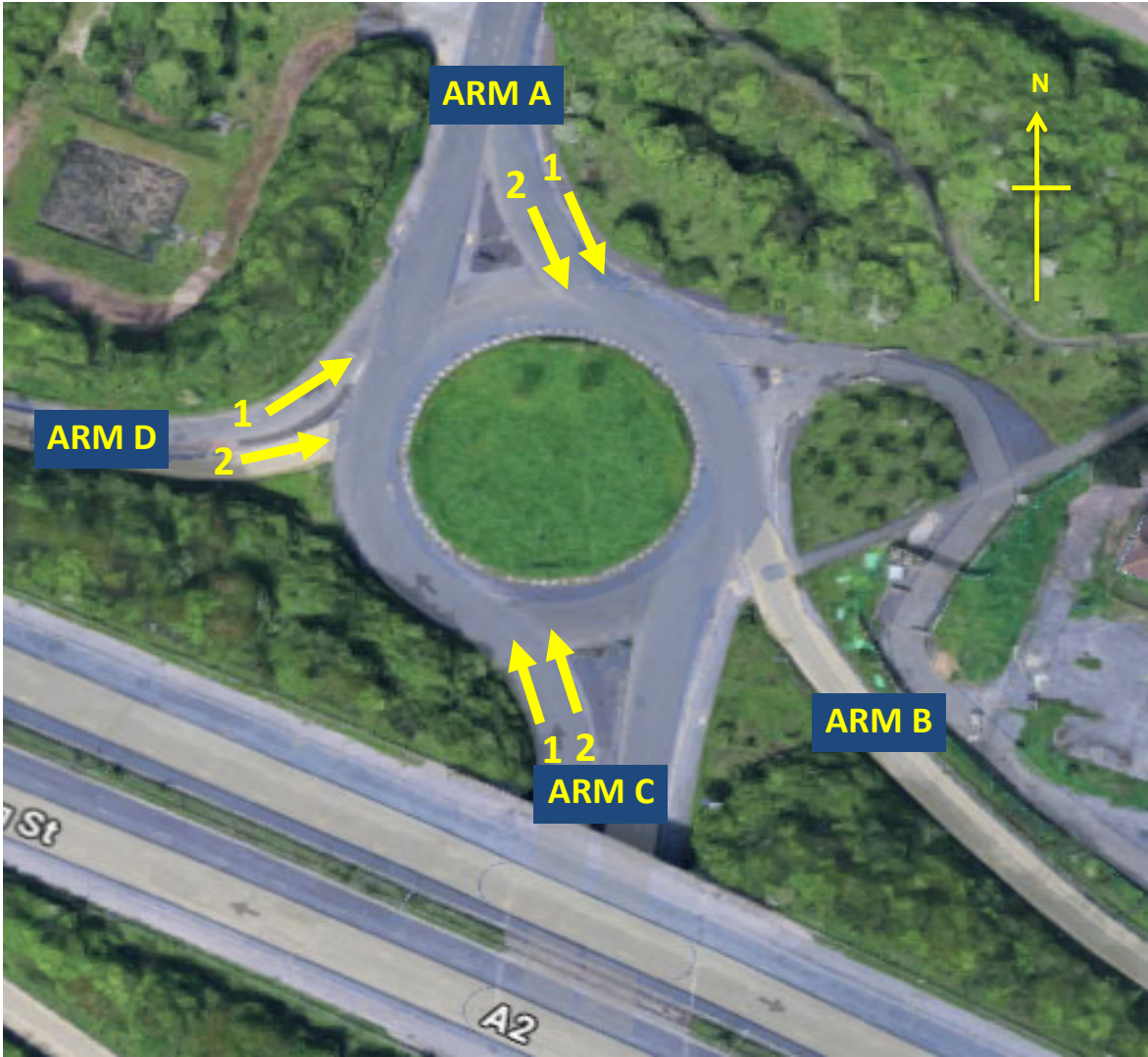
The method for the following graph was taken from CD 122 guidance of DMRB, under section 4.0

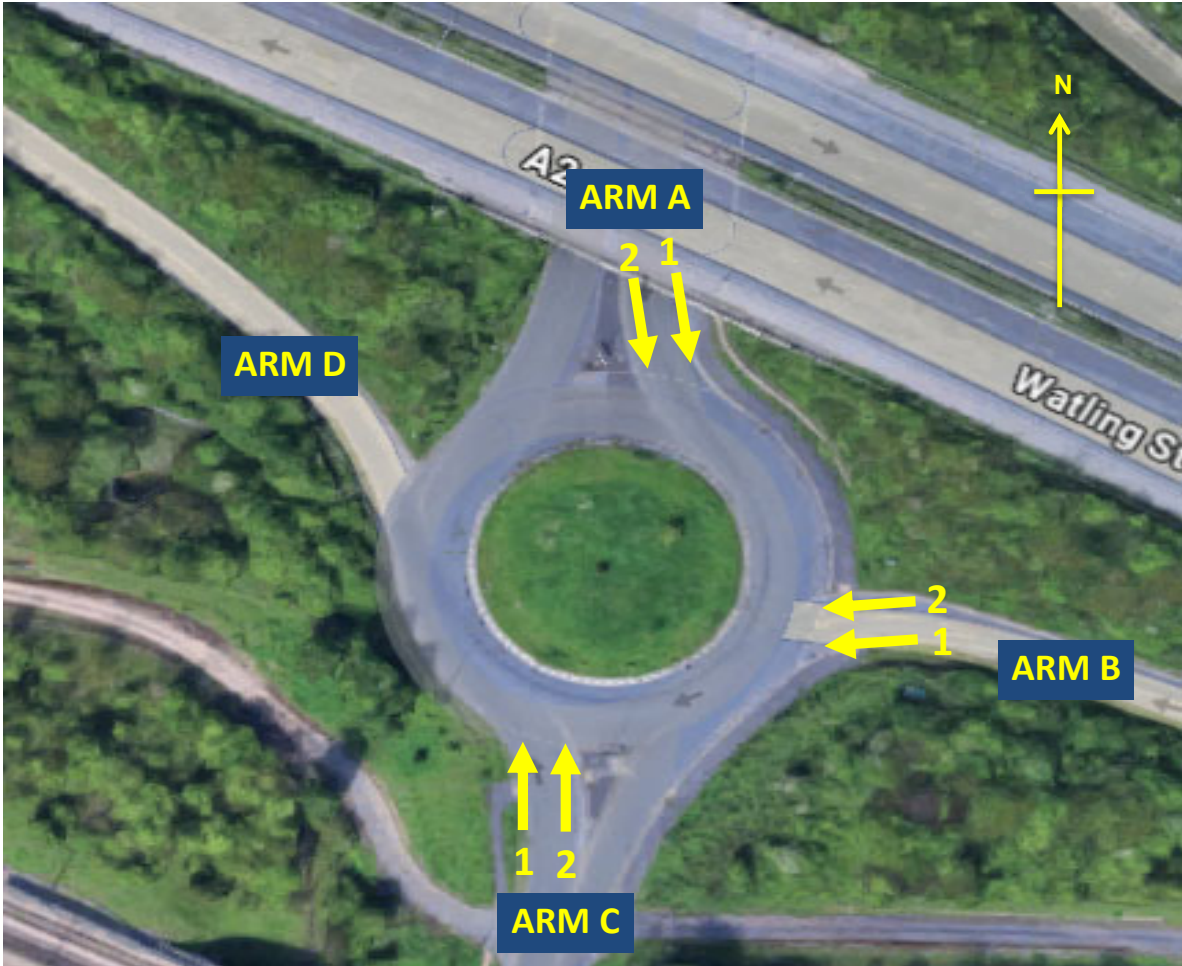
Figure 3.26a All-purpose road diverging diagram

Mainline Flow:	6158
Diverge Flow:	1430

APPENDIX I

MCC SURVEY DATA

SITE: 5		DATE: 12/03/2025
LOCATION: WROTHAM ROAD / A2 ON SLIP / LINK ROAD		DAY: WEDNESDAY
		
JOB TITLE: MEOPHAM	JOB NUMBER: 14214	

SITE: 6		DATE: 12/03/2025
LOCATION: LINK ROAD / A2 OFF SLIP / WROTHAM ROAD		DAY: WEDNESDAY
		
JOB TITLE: MEOPHAM	JOB NUMBER: 14214	

MANUAL CLASSIFIED COUNTS

JOB REF: 14214

JOB NAME: MEOPHAM

SITE: 5

LOCATION: WROTHAM ROAD / A2 ON SLIP / LINK ROAD



DATE: 12/03/2025

DAY: WEDNESDAY

TIME	A TO A FROM WROTHAM ROAD TO WROTHAM ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

A TO B FROM WROTHAM ROAD TO A2 ON SLIP							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
75	18	3	0	0	0	0	96
75	18	2	1	0	0	0	96
107	20	5	0	0	1	0	133
104	23	2	1	0	0	0	130
361	79	12	2	0	1	0	455
102	15	2	2	0	1	0	122
118	17	4	0	0	0	0	139
99	15	1	2	0	1	0	118
80	18	1	0	0	0	0	99
399	65	8	4	0	2	0	478
69	15	2	2	0	0	0	88
66	20	1	1	0	0	0	88
60	13	3	1	0	0	0	77
64	16	2	1	0	0	0	83
259	64	8	5	0	0	0	336
1019	208	28	11	0	3	0	1269

MANUAL CLASSIFIED COUNTS

JOB REF: 14214

JOB NAME: MEOPHAM

SITE: 5

LOCATION: WROTHAM ROAD / A2 ON SLIP / LINK ROAD



DATE: 12/03/2025

DAY: WEDNESDAY

TIME	A TO A FROM WROTHAM ROAD TO WROTHAM ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0
HH/TOT	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

A TO B FROM WROTHAM ROAD TO A2 ON SLIP							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
88	18	4	0	0	0	0	110
106	18	7	2	1	1	0	135
194	36	11	2	1	1	0	245
91	18	2	0	0	1	0	112
129	30	3	0	0	0	0	162
116	17	7	0	0	0	0	140
100	17	6	0	0	0	0	123
436	82	18	0	0	1	0	537
106	25	3	0	0	1	0	135
96	15	2	0	0	2	0	115
119	31	2	1	0	0	0	153
85	18	0	1	0	2	0	106
406	89	7	2	0	5	0	509
101	22	1	0	0	0	0	124
106	24	2	0	0	0	0	132
117	20	2	0	0	0	0	139
99	18	1	0	0	0	0	118
423	84	6	0	0	0	0	513
88	14	4	0	0	1	0	107
100	22	1	0	0	2	0	125
99	11	0	0	0	1	0	111
54	10	0	1	0	0	0	65
341	57	5	1	0	4	0	408
1800	348	47	5	1	11	0	2212

JOB REF: 14214

JOB NAME: MEOPHAM

JOB NAME: MEOPHAM

DATE: 12/03/2025

DAY: WEDNESDAY



TIME	A TO C							
	FROM WROTHAM ROAD TO LINK ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	175	46	8	3	2	3	0	237
07:15	197	35	9	5	0	3	0	249
07:30	197	32	8	1	2	0	0	240
07:45	189	29	6	4	4	2	1	235
H/TOT	758	142	31	13	8	8	1	961
08:00	189	31	9	3	2	1	0	235
08:15	194	34	4	0	5	3	0	240
08:30	217	29	6	2	1	2	0	257
08:45	187	30	9	3	0	2	0	231
H/TOT	787	124	28	8	8	8	0	963
09:00	175	44	5	0	1	2	0	227
09:15	144	32	7	0	1	1	0	185
09:30	148	25	11	1	2	2	0	189
09:45	148	33	4	4	1	2	0	192
H/TOT	615	134	27	5	5	7	0	793
P/TOT	2160	400	86	26	21	23	1	2717

[illegible]

JOB REF: 14214

JOB NAME: MEOPHAM

JOB NAME: MEOPHAM

DATE: 12/03/2025

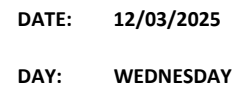
DAY: WEDNESDAY

[illegible]

[illegible]

SITE: 5

LOCATION: WROTHAM ROAD / A2 ON SLIP / LINK ROAD

[illegible]

JOB REF: 14214

JOB NAME: MEOPHAM

JOB NAME: MEOPHAM

SITE: 5

DATE: 12/03/2025

LOCATION: WROTHAM ROAD / A2 ON SLIP / LINK ROAD

DAY: WEDNESDAY



TIME	B TO C							
	FROM A2 ON SLIP TO LINK ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

B TO D								
FROM A2 ON SLIP TO A2 OFF SLIP								
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

JOB REF: 14214

JOB NAME: MEOPHAM

JOB NAME: MEOPHAM

DATE: 12/03/2025

DAY: WEDNESDAY

[illegible]

MANUAL CLASSIFIED COUNTS

JOB REF: 14214

JOB NAME: MEOPHAM

SITE: 5

LOCATION: WROTHAM ROAD / A2 ON SLIP / LINK ROAD



DATE: 12/03/2025

DAY: WEDNESDAY

TIME	C TO A FROM LINK ROAD TO WROTHAM ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	75	24	6	0	0	0	0	105
07:15	88	27	7	1	2	1	0	126
07:30	125	26	4	0	0	0	0	155
07:45	173	36	3	1	3	1	1	218
H/TOT	461	113	20	2	5	2	1	604
08:00	191	23	4	1	0	0	0	219
08:15	189	30	4	0	0	0	0	223
08:30	165	28	4	0	1	1	0	199
08:45	200	27	11	0	0	0	0	238
H/TOT	745	108	23	1	1	1	0	879
09:00	182	28	5	0	0	1	0	216
09:15	157	36	6	2	0	1	0	202
09:30	128	28	1	0	1	1	0	159
09:45	137	18	4	1	0	2	0	162
H/TOT	604	110	16	3	1	5	0	739
P/TOT	1810	331	59	6	7	8	1	2222

C TO B FROM LINK ROAD TO A2 ON SLIP							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
31	8	3	0	0	0	0	42
45	9	3	0	0	0	0	57
34	9	5	2	0	0	0	50
44	7	2	0	0	0	0	53
154	33	13	2	0	0	0	202
55	4	4	0	0	0	0	63
44	10	1	0	1	1	0	57
36	1	2	1	0	0	0	40
44	1	0	1	0	0	0	46
179	16	7	2	1	1	0	206
30	7	0	1	0	1	0	39
36	7	0	0	0	0	0	43
22	11	1	0	0	0	0	34
27	7	0	0	0	0	0	34
115	32	1	1	0	1	0	150
448	81	21	5	1	2	0	558

MANUAL CLASSIFIED COUNTS

JOB REF: 14214

JOB NAME: MEOPHAM

SITE: 5

LOCATION: WROTHAM ROAD / A2 ON SLIP / LINK ROAD



DATE: 12/03/2025

DAY: WEDNESDAY

TIME	C TO A FROM LINK ROAD TO WROTHAM ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	123	19	4	0	0	1	0	147
14:45	166	13	3	0	1	1	0	184
HH/TOT	289	32	7	0	1	2	0	331
15:00	142	16	3	1	0	1	0	163
15:15	177	25	1	1	1	2	0	207
15:30	173	24	4	2	2	1	0	206
15:45	163	26	4	0	0	0	0	193
H/TOT	655	91	12	4	3	4	0	769
16:00	154	23	2	0	1	1	0	181
16:15	179	26	2	0	2	0	0	209
16:30	152	38	2	0	0	2	1	195
16:45	167	24	3	0	2	0	0	196
H/TOT	652	111	9	0	5	3	1	781
17:00	174	32	1	0	1	1	0	209
17:15	169	24	1	0	0	3	0	197
17:30	180	32	4	0	1	2	0	219
17:45	183	21	3	0	1	1	0	209
H/TOT	706	109	9	0	3	7	0	834
18:00	158	32	0	0	0	2	0	192
18:15	153	16	1	0	0	2	0	172
18:30	123	11	2	0	1	1	0	138
18:45	127	11	1	0	1	0	0	140
H/TOT	561	70	4	0	2	5	0	642
P/TOT	2863	413	41	4	14	21	1	3357

C TO B FROM LINK ROAD TO A2 ON SLIP							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
27	3	0	1	0	0	0	31
32	5	0	0	0	0	0	37
59	8	0	1	0	0	0	68
34	3	2	2	3	0	0	44
41	4	0	0	0	0	0	45
42	12	0	0	0	0	0	54
26	10	2	0	1	0	0	39
143	29	4	2	4	0	0	182
36	11	0	0	0	0	0	47
44	14	2	1	0	0	0	61
44	12	1	0	0	0	0	57
39	10	0	0	0	0	0	49
163	47	3	1	0	0	0	214
49	11	0	0	0	1	0	61
35	18	0	0	0	0	0	53
37	12	2	0	0	0	0	51
41	8	0	0	0	0	0	49
162	49	2	0	0	1	0	214
21	5	0	0	0	0	0	26
29	2	0	0	0	0	0	31
22	3	0	0	0	0	0	25
22	3	1	0	0	0	0	26
94	13	1	0	0	0	0	108
621	146	10	4	4	1	0	786

MANUAL CLASSIFIED COUNTS

JOB REF: 14214

JOB NAME: MEOPHAM

SITE: 5

LOCATION: WROTHAM ROAD / A2 ON SLIP / LINK ROAD



DATE: 12/03/2025

DAY: WEDNESDAY

TIME	C TO C FROM LINK ROAD TO LINK ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

C TO D FROM LINK ROAD TO A2 OFF SLIP							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0

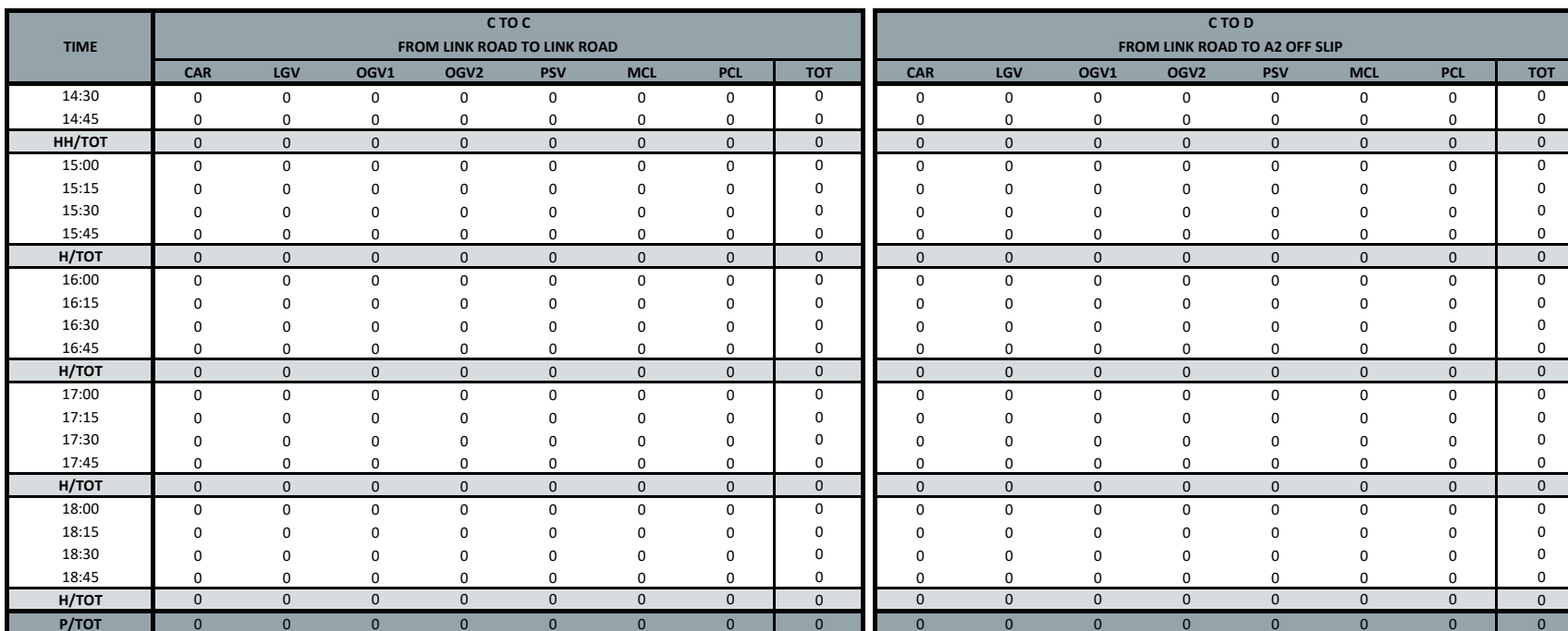
JOB REF: 14214

JOB NAME: MEOPHAM

JOB NAME: MEOPHAM

DATE: 12/03/2025

DAY: WEDNESDAY



AUTO
SURVEYS LTD
TRAFFIC DATA COLLECTORS

DATE: 12/03/2025

DAY: WEDNESDAY

LOCATION: WROTHAM ROAD / A2 ON SLIP / LINK ROAD

[illegible]

AUTO
SURVEYS LTD
TRAFFIC DATA COLLECTORS

DATE: 12/03/2025

DAY: WEDNESDAY

LOCATION: WROTHAM ROAD / A2 ON SLIP / LINK ROAD

[illegible]

**AUTO
SURVEYS LTD**
TRAFFIC DATA COLLECTION

DATE: 12/03/2025

DAY: WEDNESDAY

LOCATION: WROTHAM ROAD / A2 ON SLIP / LINK ROAD

[illegible]

MANUAL CLASSIFIED COUNTS

JOB REF: 14214

JOB NAME: MEOPHAM

SITE: 5

LOCATION: WROTHAM ROAD / A2 ON SLIP / LINK ROAD



DATE: 12/03/2025

DAY: WEDNESDAY

TIME	D TO C FROM A2 OFF SLIP TO LINK ROAD								D TO D FROM A2 OFF SLIP TO A2 OFF SLIP							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	50	13	3	0	0	0	0	66	0	0	0	0	0	0	0	0
14:45	71	16	2	0	0	0	0	89	0	0	0	0	0	0	0	0
HH/TOT	121	29	5	0	0	0	0	155	0	0	0	0	0	0	0	0
15:00	46	9	3	0	0	1	0	59	0	0	0	0	0	0	0	0
15:15	43	11	1	0	0	1	0	56	0	0	0	0	0	0	0	0
15:30	44	15	2	0	0	0	0	61	0	0	0	0	0	0	0	0
15:45	53	20	1	0	0	0	0	74	0	0	0	0	0	0	0	0
H/TOT	186	55	7	0	0	2	0	250	0	0	0	0	0	0	0	0
16:00	47	10	2	0	0	0	0	59	0	0	0	0	0	0	0	0
16:15	54	12	2	0	0	0	0	68	0	0	0	0	0	0	0	0
16:30	53	10	1	1	0	0	0	65	0	0	0	0	0	0	0	0
16:45	63	9	2	0	0	0	0	74	0	0	0	0	0	0	0	0
H/TOT	217	41	7	1	0	0	0	266	0	0	0	0	0	0	0	0
17:00	79	11	1	0	0	1	0	92	0	0	0	0	0	0	0	0
17:15	69	10	2	1	0	1	0	83	0	0	0	0	0	0	0	0
17:30	60	8	0	0	0	2	0	70	0	0	0	0	0	0	0	0
17:45	65	7	2	1	0	0	0	75	0	0	0	0	0	0	0	0
H/TOT	273	36	5	2	0	4	0	320	0	0	0	0	0	0	0	0
18:00	48	6	2	0	0	0	0	56	0	0	0	0	0	0	0	0
18:15	54	10	0	0	0	1	0	65	0	0	0	0	0	0	0	0
18:30	49	4	0	0	0	0	0	53	0	0	0	0	0	0	0	0
18:45	34	5	1	0	0	0	0	40	0	0	0	0	0	0	0	0
H/TOT	185	25	3	0	0	1	0	214	0	0	0	0	0	0	0	0
P/TOT	982	186	27	3	0	7	0	1205	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 14214

JOB NAME: MEOPHAM

SITE: 5

LOCATION: WROTHAM ROAD / A2 ON SLIP / LINK ROAD



DATE: 12/03/2025

DAY: WEDNESDAY

TIME	TO ARM A WROTHAM ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	102	31	8	0	0	0	0	141
07:15	154	53	14	3	2	1	0	227
07:30	221	53	7	2	1	1	0	285
07:45	300	68	8	5	3	1	1	386
H/TOT	777	205	37	10	6	3	1	1039
08:00	328	66	9	4	0	2	0	409
08:15	311	52	10	4	1	1	0	379
08:30	297	52	13	3	1	2	0	368
08:45	348	57	20	1	0	0	1	427
H/TOT	1284	227	52	12	2	5	1	1583
09:00	295	51	9	3	0	1	0	359
09:15	224	56	15	3	0	3	0	301
09:30	206	50	7	2	1	2	0	268
09:45	227	33	13	4	0	2	0	279
H/TOT	952	190	44	12	1	8	0	1207
P/TOT	3013	622	133	34	9	16	2	3829

FROM ARM A WROTHAM ROAD							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
250	64	11	3	2	3	0	333
272	53	11	6	0	3	0	345
304	52	13	1	2	1	0	373
293	52	8	5	4	2	1	365
1119	221	43	15	8	9	1	1416
291	46	11	5	2	2	0	357
312	51	8	0	5	3	0	379
316	44	7	4	1	3	0	375
267	48	10	3	0	2	0	330
1186	189	36	12	8	10	0	1441
244	59	7	2	1	2	0	315
210	52	8	1	1	1	0	273
208	38	14	2	2	2	0	266
212	49	6	5	1	2	0	275
874	198	35	10	5	7	0	1129
3179	608	114	37	21	26	1	3986

MANUAL CLASSIFIED COUNTS

JOB REF: 14214

JOB NAME: MEOPHAM

SITE: 5

LOCATION: WROTHAM ROAD / A2 ON SLIP / LINK ROAD



DATE: 12/03/2025

DAY: WEDNESDAY

TIME	TO ARM A WROTHAM ROAD								FROM ARM A WROTHAM ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	244	52	8	0	0	2	0	306	233	52	11	2	0	2	0	300
14:45	307	50	9	1	2	3	0	372	262	36	12	3	3	2	0	318
HH/TOT	551	102	17	1	2	5	0	678	495	88	23	5	3	4	0	618
15:00	280	62	6	1	0	1	0	350	244	44	6	4	2	1	0	301
15:15	296	57	9	2	1	2	0	367	291	59	7	2	1	2	0	362
15:30	309	50	9	2	2	1	0	373	259	51	13	1	0	2	0	326
15:45	299	59	7	1	0	0	0	366	269	59	9	3	1	3	0	344
H/TOT	1184	228	31	6	3	4	0	1456	1063	213	35	10	4	8	0	1333
16:00	273	64	7	1	1	6	0	352	286	59	8	2	1	4	0	360
16:15	342	63	7	0	2	3	0	417	281	51	5	1	1	3	0	342
16:30	293	68	6	0	0	2	1	370	286	52	5	4	0	0	0	347
16:45	339	63	9	2	2	2	0	417	263	52	2	2	1	7	0	327
H/TOT	1247	258	29	3	5	13	1	1556	1116	214	20	9	3	14	0	1376
17:00	332	62	4	2	1	3	0	404	261	46	5	0	0	0	0	312
17:15	346	71	5	1	0	3	0	426	296	46	6	1	0	6	0	355
17:30	368	62	8	0	1	3	0	442	281	34	6	0	0	0	0	321
17:45	398	58	7	2	1	3	0	469	267	41	7	1	1	2	0	319
H/TOT	1444	253	24	5	3	12	0	1741	1105	167	24	2	1	8	0	1307
18:00	345	67	5	0	0	4	0	421	250	36	8	1	0	3	0	298
18:15	312	43	1	0	0	5	0	361	263	35	5	1	0	2	0	306
18:30	248	24	2	1	2	5	0	282	251	27	2	0	0	2	0	282
18:45	264	39	4	1	3	3	0	314	189	25	2	1	0	1	0	218
H/TOT	1169	173	12	2	5	17	0	1378	953	123	17	3	0	8	0	1104
P/TOT	5595	1014	113	17	18	51	1	6809	4732	805	119	29	11	42	0	5738

AUTO
SURVEYS LTD
TRAFFIC DATA COLLECTION

DATE: 12/03/2025

DAY: WEDNESDAY

LOCATION: WROTHAM ROAD / A2 ON SLIP / LINK ROAD

[illegible]

MANUAL CLASSIFIED COUNTS

JOB REF: 14214

JOB NAME: MEOPHAM

SITE: 5

LOCATION: WROTHAM ROAD / A2 ON SLIP / LINK ROAD



DATE: 12/03/2025

DAY: WEDNESDAY

TIME	TO ARM B A2 ON SLIP								FROM ARM B A2 ON SLIP							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	115	21	4	1	0	0	0	141	0	0	0	0	0	0	0	0
14:45	138	23	7	2	1	1	0	172	0	0	0	0	0	0	0	0
HH/TOT	253	44	11	3	1	1	0	313	0	0	0	0	0	0	0	0
15:00	125	21	4	2	3	1	0	156	0	0	0	0	0	0	0	0
15:15	170	34	3	0	0	0	0	207	0	0	0	0	0	0	0	0
15:30	158	29	7	0	0	0	0	194	0	0	0	0	0	0	0	0
15:45	126	27	8	0	1	0	0	162	0	0	0	0	0	0	0	0
H/TOT	579	111	22	2	4	1	0	719	0	0	0	0	0	0	0	0
16:00	142	36	3	0	0	1	0	182	0	0	0	0	0	0	0	0
16:15	140	29	4	1	0	2	0	176	0	0	0	0	0	0	0	0
16:30	163	43	3	1	0	0	0	210	0	0	0	0	0	0	0	0
16:45	124	28	0	1	0	2	0	155	0	0	0	0	0	0	0	0
H/TOT	569	136	10	3	0	5	0	723	0	0	0	0	0	0	0	0
17:00	150	33	1	0	0	1	0	185	0	0	0	0	0	0	0	0
17:15	141	42	2	0	0	0	0	185	0	0	0	0	0	0	0	0
17:30	154	32	4	0	0	0	0	190	0	0	0	0	0	0	0	0
17:45	140	26	1	0	0	0	0	167	0	0	0	0	0	0	0	0
H/TOT	585	133	8	0	0	1	0	727	0	0	0	0	0	0	0	0
18:00	109	19	4	0	0	1	0	133	0	0	0	0	0	0	0	0
18:15	129	24	1	0	0	2	0	156	0	0	0	0	0	0	0	0
18:30	121	14	0	0	0	1	0	136	0	0	0	0	0	0	0	0
18:45	76	13	1	1	0	0	0	91	0	0	0	0	0	0	0	0
H/TOT	435	70	6	1	0	4	0	516	0	0	0	0	0	0	0	0
P/TOT	2421	494	57	9	5	12	0	2998	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 14214

JOB NAME: MEOPHAM

SITE: 5

LOCATION: WROTHAM ROAD / A2 ON SLIP / LINK ROAD



DATE: 12/03/2025

DAY: WEDNESDAY

TIME	TO ARM C LINK ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	184	56	12	3	2	3	0	260
07:15	215	46	12	6	0	3	0	282
07:30	235	58	8	3	2	0	0	306
07:45	237	39	6	6	4	2	1	295
H/TOT	871	199	38	18	8	8	1	1143
08:00	234	43	12	6	2	1	0	298
08:15	237	47	7	0	5	3	0	299
08:30	260	35	10	2	1	2	0	310
08:45	225	35	11	4	0	2	0	277
H/TOT	956	160	40	12	8	8	0	1184
09:00	200	58	5	1	1	2	0	267
09:15	169	39	12	0	1	1	0	222
09:30	180	29	12	2	2	2	0	227
09:45	195	47	9	5	1	2	0	259
H/TOT	744	173	38	8	5	7	0	975
P/TOT	2571	532	116	38	21	23	1	3302

FROM ARM C LINK ROAD							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
106	32	9	0	0	0	0	147
133	36	10	1	2	1	0	183
159	35	9	2	0	0	0	205
217	43	5	1	3	1	1	271
615	146	33	4	5	2	1	806
246	27	8	1	0	0	0	282
233	40	5	0	1	1	0	280
201	29	6	1	1	1	0	239
244	28	11	1	0	0	0	284
924	124	30	3	2	2	0	1085
212	35	5	1	0	2	0	255
193	43	6	2	0	1	0	245
150	39	2	0	1	1	0	193
164	25	4	1	0	2	0	196
719	142	17	4	1	6	0	889
2258	412	80	11	8	10	1	2780

MANUAL CLASSIFIED COUNTS

JOB REF: 14214

JOB NAME: MEOPHAM

SITE: 5

LOCATION: WROTHAM ROAD / A2 ON SLIP / LINK ROAD



DATE: 12/03/2025

DAY: WEDNESDAY

TIME	TO ARM C LINK ROAD								FROM ARM C LINK ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	195	47	10	2	0	2	0	256	150	22	4	1	0	1	0	178
14:45	227	34	7	1	2	1	0	272	198	18	3	0	1	1	0	221
HH/TOT	422	81	17	3	2	3	0	528	348	40	7	1	1	2	0	399
15:00	199	35	7	4	2	1	0	248	176	19	5	3	3	1	0	207
15:15	205	40	5	2	1	3	0	256	218	29	1	1	1	2	0	252
15:30	187	49	8	1	0	2	0	247	215	36	4	2	2	1	0	260
15:45	222	62	4	3	1	3	0	295	189	36	6	0	1	0	0	232
H/TOT	813	186	24	10	4	9	0	1046	798	120	16	6	7	4	0	951
16:00	227	44	7	2	1	3	0	284	190	34	2	0	1	1	0	228
16:15	239	48	5	1	1	1	0	295	223	40	4	1	2	0	0	270
16:30	220	31	4	4	0	0	0	259	196	50	3	0	0	2	1	252
16:45	241	43	4	1	1	5	0	295	206	34	3	0	2	0	0	245
H/TOT	927	166	20	8	3	9	0	1133	815	158	12	1	5	3	1	995
17:00	239	35	5	0	0	1	0	280	223	43	1	0	1	2	0	270
17:15	259	32	6	2	0	7	0	306	204	42	1	0	0	3	0	250
17:30	224	22	4	0	0	2	0	252	217	44	6	0	1	2	0	270
17:45	233	30	8	2	1	2	0	276	224	29	3	0	1	1	0	258
H/TOT	955	119	23	4	1	12	0	1114	868	158	11	0	3	8	0	1048
18:00	210	28	6	1	0	2	0	247	179	37	0	0	0	2	0	218
18:15	217	23	4	1	0	1	0	246	182	18	1	0	0	2	0	203
18:30	201	20	2	0	0	1	0	224	145	14	2	0	1	1	0	163
18:45	169	20	3	0	0	1	0	193	149	14	2	0	1	0	0	166
H/TOT	797	91	15	2	0	5	0	910	655	83	5	0	2	5	0	750
P/TOT	3914	643	99	27	10	38	0	4731	3484	559	51	8	18	22	1	4143

MANUAL CLASSIFIED COUNTS

JOB REF: 14214

JOB NAME: MEOPHAM

SITE: 5

LOCATION: WROTHAM ROAD / A2 ON SLIP / LINK ROAD



DATE: 12/03/2025

DAY: WEDNESDAY

TIME	TO ARM D A2 OFF SLIP							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

FROM ARM D A2 OFF SLIP							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
36	17	6	0	0	0	0	59
84	37	10	3	0	0	0	134
134	53	3	4	1	1	0	196
175	42	5	6	0	0	0	228
429	149	24	13	1	1	0	617
182	55	8	6	0	2	0	253
165	35	9	4	1	1	0	215
175	30	13	3	0	1	0	222
186	35	11	2	0	0	1	235
708	155	41	15	1	4	1	925
138	37	4	4	0	0	0	183
92	27	14	1	0	2	0	136
110	26	7	3	0	1	0	147
137	29	14	4	0	0	0	184
477	119	39	12	0	3	0	650
1614	423	104	40	2	8	1	2192

MANUAL CLASSIFIED COUNTS

JOB REF: 14214

JOB NAME: MEOPHAM

SITE: 5

LOCATION: WROTHAM ROAD / A2 ON SLIP / LINK ROAD



DATE: 12/03/2025

DAY: WEDNESDAY

TIME	TO ARM D A2 OFF SLIP								FROM ARM D A2 OFF SLIP							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	0	0	0	0	0	0	0	0	171	46	7	0	0	1	0	225
14:45	0	0	0	0	0	0	0	0	212	53	8	1	1	2	0	277
HH/TOT	0	0	0	0	0	0	0	0	383	99	15	1	1	3	0	502
15:00	0	0	0	0	0	0	0	0	184	55	6	0	0	1	0	246
15:15	0	0	0	0	0	0	0	0	162	43	9	1	0	1	0	216
15:30	0	0	0	0	0	0	0	0	180	41	7	0	0	0	0	228
15:45	0	0	0	0	0	0	0	0	189	53	4	1	0	0	0	247
H/TOT	0	0	0	0	0	0	0	0	715	192	26	2	0	2	0	937
16:00	0	0	0	0	0	0	0	0	166	51	7	1	0	5	0	230
16:15	0	0	0	0	0	0	0	0	217	49	7	0	0	3	0	276
16:30	0	0	0	0	0	0	0	0	194	40	5	1	0	0	0	240
16:45	0	0	0	0	0	0	0	0	235	48	8	2	0	2	0	295
H/TOT	0	0	0	0	0	0	0	0	812	188	27	4	0	10	0	1041
17:00	0	0	0	0	0	0	0	0	237	41	4	2	0	3	0	287
17:15	0	0	0	0	0	0	0	0	246	57	6	2	0	1	0	312
17:30	0	0	0	0	0	0	0	0	248	38	4	0	0	3	0	293
17:45	0	0	0	0	0	0	0	0	280	44	6	3	0	2	0	335
H/TOT	0	0	0	0	0	0	0	0	1011	180	20	7	0	9	0	1227
18:00	0	0	0	0	0	0	0	0	235	41	7	0	0	2	0	285
18:15	0	0	0	0	0	0	0	0	213	37	0	0	0	4	0	254
18:30	0	0	0	0	0	0	0	0	174	17	0	1	1	4	0	197
18:45	0	0	0	0	0	0	0	0	171	33	4	1	2	3	0	214
H/TOT	0	0	0	0	0	0	0	0	793	128	11	2	3	13	0	950
P/TOT	0	0	0	0	0	0	0	0	3714	787	99	16	4	37	0	4657

QUEUE LENGTHS

JOB REF: 14214



JOB NAME: MEOPHAM

SITE: 5

DATE: 12/03/2025

LOCATION: WROTHAM ROAD / A2 ON SLIP / LINK ROAD / A2 OFF SLIP

DAY: WEDNESDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane
+ Represents where the queue either stretched out of sight or back to the next junction.

TIME	ARM A WROTHAM ROAD		ARM C LINK ROAD		ARM D A2 OFF SLIP		TIME	ARM A WROTHAM ROAD		ARM C LINK ROAD		ARM D A2 OFF SLIP	
	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2		LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2
07:00	1	2	0	0	1	1	14:30	3	1	0	0	1	2
07:05	4	1	0	0	4	1	14:35	5	1	0	0	6	3
07:10	6	10	0	0	5	2	14:40	11	2	0	0	6	5
07:15	4	5	0	0	2	1	14:45	16	4	0	0	9	4
07:20	0	1	0	0	2	1	14:50	3	5	0	0	9	6
07:25	3	8	0	0	1	2	14:55	7	9	0	0	5	3
07:30	2	4	0	0	3	2	15:00	5	1	0	0	14	4
07:35	6	20	0	0	4	3	15:05	16	4	0	0	5	5
07:40	5	2	0	0	7	5	15:10	3	1	0	0	8	3
07:45	12	2	0	0	6	5	15:15	9	2	0	0	5	3
07:50	6	3	0	0	8	5	15:20	5	2	0	0	6	3
07:55	4	1	0	0	7	3	15:25	4	3	0	0	5	5
08:00	8	5	0	0	8	3	15:30	17	1	0	0	10	4
08:05	19	14	0	0	15	5	15:35	14	3	0	0	5	3
08:10	6	3	0	0	13	4	15:40	18	3	0	0	2	6
08:15	3	6	0	0	15	2	15:45	13	1	0	0	4	5
08:20	7	5	0	0	3	6	15:50	15	2	0	0	6	7
08:25	6	2	0	0	6	4	15:55	8	1	0	0	9	6
08:30	5	1	0	0	7	2	16:00	12	1	0	0	7	3
08:35	9	3	0	0	12	4	16:05	17	0	0	0	4	5
08:40	5	2	0	0	8	1	16:10	6	1	0	0	7	2
08:45	6	2	0	0	14	4	16:15	13	2	0	0	9	1
08:50	2	2	0	0	7	5	16:20	12	5	0	0	14	6
08:55	3	2	0	0	12	3	16:25	10	1	0	0	8	5
09:00	5	1	0	0	3	2	16:30	11	2	0	0	3	4

QUEUE LENGTHS

JOB REF: 14214



JOB NAME: MEOPHAM

SITE: 5

DATE: 12/03/2025

LOCATION: WROTHAM ROAD / A2 ON SLIP / LINK ROAD / A2 OFF SLIP

DAY: WEDNESDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane
+ Represents where the queue either stretched out of sight or back to the next junction.

TIME	ARM A WROTHAM ROAD		ARM C LINK ROAD		ARM D A2 OFF SLIP	
	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2
09:05	2	0	0	0	6	1
09:10	6	1	0	0	8	1
09:15	2	4	0	0	4	1
09:20	1	2	0	0	3	2
09:25	2	2	0	0	3	1
09:30	2	1	0	0	3	2
09:35	2	4	0	0	1	2
09:40	2	0	0	0	4	1
09:45	6	1	2	1	4	4
09:50	2	6	0	0	4	3
09:55	4	3	0	0	3	4

TIME	ARM A WROTHAM ROAD		ARM C LINK ROAD		ARM D A2 OFF SLIP	
	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2
16:35	4	2	0	0	10	6
16:40	14	3	0	0	11	3
16:45	15	4	0	0	10	2
16:50	7	3	0	0	10	9
16:55	6	3	0	0	7	5
17:00	6	2	0	0	7	3
17:05	10	3	0	0	12	5
17:10	8	2	0	0	21	15
17:15	15	3	0	0	20	17
17:20	11	3	0	0	6	4
17:25	5	4	0	0	13	4
17:30	3	1	0	0	8	4
17:35	18	1	0	0	9	5
17:40	4	3	0	0	18	6
17:45	12	3	0	0	22	12
17:50	9	4	0	0	15	6
17:55	2	3	0	0	21	8
18:00	3	1	0	0	11	4
18:05	4	2	0	0	13	5
18:10	4	4	0	0	14	4
18:15	10	3	0	0	5	4
18:20	6	0	0	0	16	1
18:25	17	3	0	0	14	7
18:30	5	1	0	0	3	3
18:35	8	2	0	0	5	3
18:40	4	3	0	0	6	3
18:45	2	1	0	0	12	3
18:50	6	1	0	0	13	4
18:55	2	1	0	0	2	3

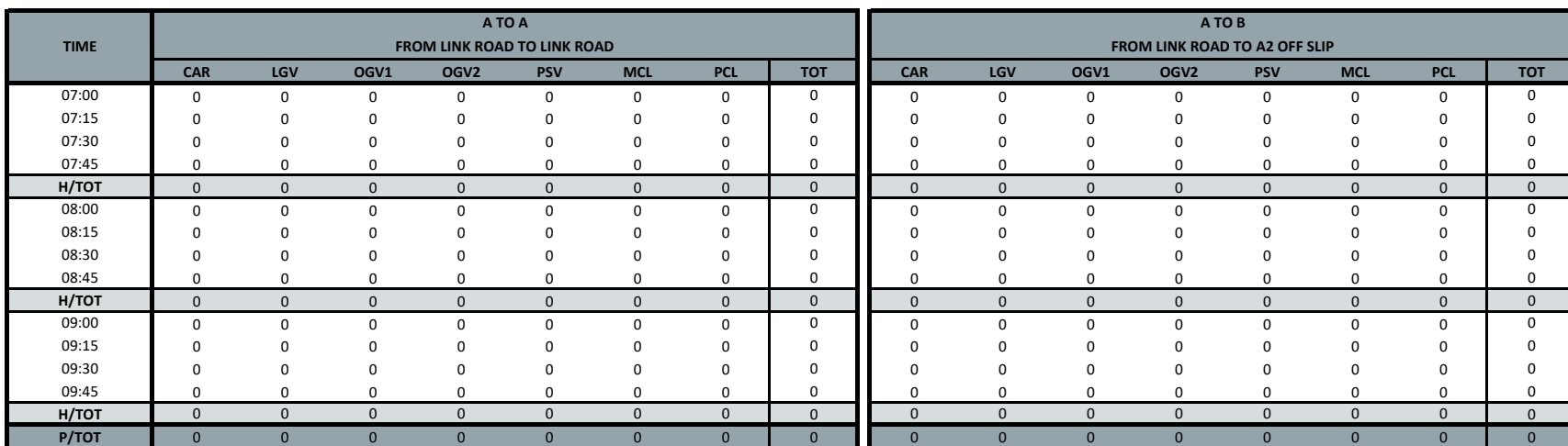
JOB REF: 14214

JOB NAME: MEOPHAM

JOB NAME: MEOPHAM

DATE: 12/03/2025

DAY: WEDNESDAY



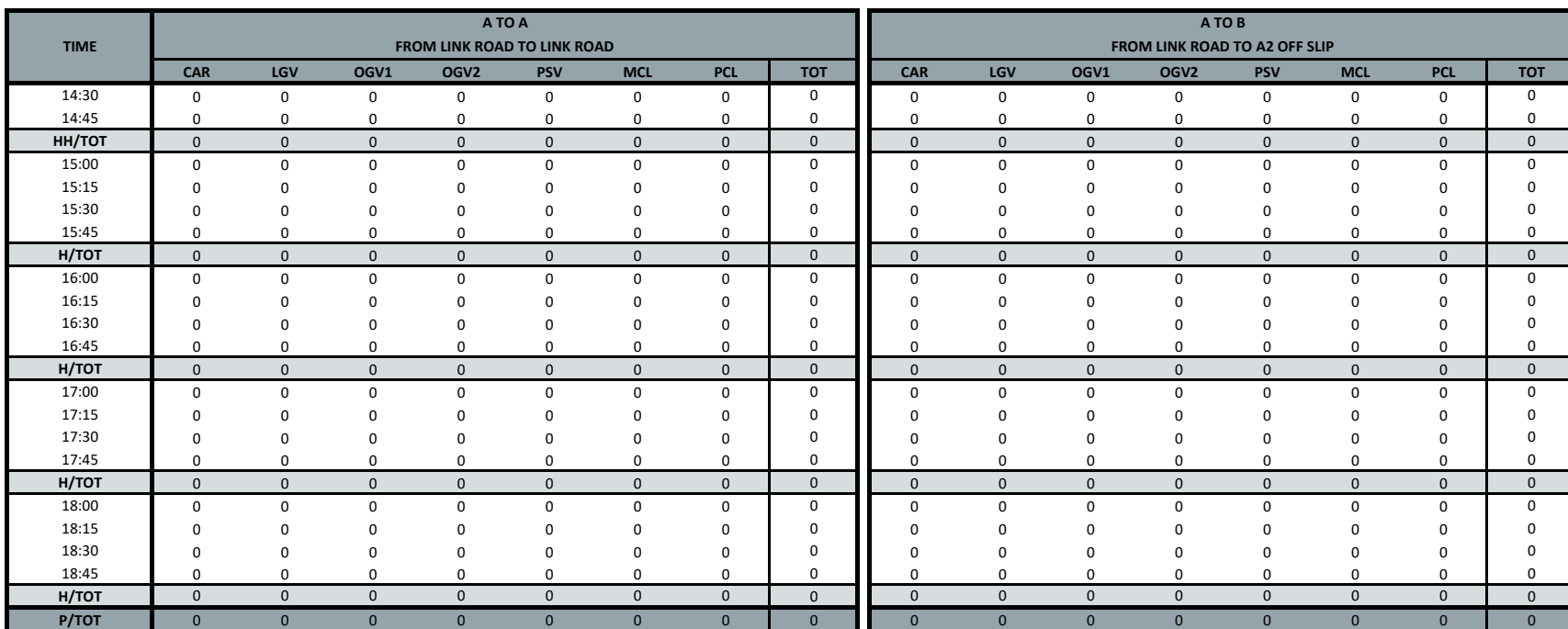
JOB REF: 14214

JOB NAME: MEOPHAM

JOB NAME: MEOPHAM

DATE: 12/03/2025

DAY: WEDNESDAY



MANUAL CLASSIFIED COUNTS

JOB REF: 14214

JOB NAME: MEOPHAM

SITE: 6

LOCATION: LINK ROAD / A2 OFF SLIP / WROTHAM ROAD



DATE: 12/03/2025

DAY: WEDNESDAY

TIME	A TO C FROM LINK ROAD TO WROTHAM ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	57	28	9	0	1	1	0	96
07:15	70	22	9	1	0	1	0	103
07:30	101	33	1	3	1	0	0	139
07:45	133	18	2	2	1	0	1	157
H/TOT	361	101	21	6	3	2	1	495
08:00	115	21	3	3	1	0	0	143
08:15	97	20	4	0	0	0	0	121
08:30	119	11	4	0	0	1	0	135
08:45	100	21	3	0	0	0	0	124
H/TOT	431	73	14	3	1	1	0	523
09:00	91	26	2	1	0	0	0	120
09:15	59	16	4	0	1	0	0	80
09:30	71	12	3	0	0	1	0	87
09:45	91	20	5	0	0	0	0	116
H/TOT	312	74	14	1	1	1	0	403
P/TOT	1104	248	49	10	5	4	1	1421

A TO D FROM LINK ROAD TO A2 ON SLIP							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
133	29	4	3	1	3	0	173
142	27	3	3	0	2	0	177
132	22	7	2	1	0	0	164
104	21	4	4	2	2	0	137
511	99	18	12	4	7	0	651
114	23	9	3	2	0	0	151
134	23	3	0	5	4	0	169
144	24	6	2	1	1	0	178
121	18	8	4	0	2	0	153
513	88	26	9	8	7	0	651
106	28	3	0	1	2	0	140
108	24	8	0	0	1	0	141
111	17	8	2	2	1	0	141
104	26	5	5	1	2	0	143
429	95	24	7	4	6	0	565
1453	282	68	28	16	20	0	1867

MANUAL CLASSIFIED COUNTS

JOB REF: 14214

JOB NAME: MEOPHAM

SITE: 6

LOCATION: LINK ROAD / A2 OFF SLIP / WROTHAM ROAD



DATE: 12/03/2025

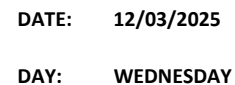
DAY: WEDNESDAY

TIME	A TO C FROM LINK ROAD TO WROTHAM ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	125	21	4	0	0	0	0	150
14:45	129	22	3	0	0	1	0	155
HH/TOT	254	43	7	0	0	1	0	305
15:00	112	19	3	0	2	1	0	137
15:15	108	22	1	0	0	1	0	132
15:30	107	25	4	0	0	0	0	136
15:45	126	33	2	0	1	1	0	163
H/TOT	453	99	10	0	3	3	0	568
16:00	128	21	3	0	1	2	0	155
16:15	127	26	4	0	0	0	0	157
16:30	118	21	0	1	0	0	0	140
16:45	123	19	2	0	1	2	0	147
H/TOT	496	87	9	1	2	4	0	599
17:00	138	18	2	0	0	1	0	159
17:15	135	19	4	1	0	2	0	161
17:30	124	14	0	0	0	2	0	140
17:45	115	13	2	0	1	0	0	131
H/TOT	512	64	8	1	1	5	0	591
18:00	100	15	3	0	0	2	0	120
18:15	114	20	1	0	0	1	0	136
18:30	102	11	0	0	0	0	0	113
18:45	88	7	1	0	0	1	0	97
H/TOT	404	53	5	0	0	4	0	466
P/TOT	2119	346	39	2	6	17	0	2529

A TO D FROM LINK ROAD TO A2 ON SLIP							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
70	25	6	2	0	1	0	104
100	12	4	1	2	1	0	120
170	37	10	3	2	2	0	224
81	16	4	4	1	0	0	106
93	19	4	2	0	2	0	120
79	23	4	1	0	2	0	109
95	27	2	3	0	2	0	129
348	85	14	10	1	6	0	464
100	25	4	2	0	1	0	132
102	22	2	1	0	1	0	128
105	11	3	3	1	0	0	123
113	23	2	1	0	3	0	142
420	81	11	7	1	5	0	525
98	16	3	0	0	0	0	117
127	13	2	1	0	5	0	148
99	10	4	0	0	0	0	113
110	15	6	2	0	2	0	135
434	54	15	3	0	7	0	513
110	8	3	1	0	0	0	122
99	9	3	1	0	0	0	112
89	8	2	0	0	1	0	100
88	14	3	0	0	0	0	105
386	39	11	2	0	1	0	439
1758	296	61	25	4	21	0	2165

SITE: 6

LOCATION: LINK ROAD / A2 OFF SLIP / WROTHAM ROAD

[illegible]

MANUAL CLASSIFIED COUNTS

JOB REF: 14214

JOB NAME: MEOPHAM

SITE: 6

LOCATION: LINK ROAD / A2 OFF SLIP / WROTHAM ROAD



DATE: 12/03/2025

DAY: WEDNESDAY

TIME	B TO A FROM A2 OFF SLIP TO LINK ROAD								B TO B FROM A2 OFF SLIP TO A2 OFF SLIP							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	74	13	2	0	0	1	0	90	0	0	0	0	0	0	0	0
14:45	93	7	1	0	0	0	0	101	0	0	0	0	0	0	0	0
HH/TOT	167	20	3	0	0	1	0	191	0	0	0	0	0	0	0	0
15:00	79	9	2	0	0	0	0	90	0	0	0	0	0	0	0	0
15:15	87	15	2	1	0	1	0	106	0	0	0	0	0	0	0	0
15:30	85	19	0	2	0	1	0	107	0	0	0	0	0	0	0	0
15:45	89	17	3	0	0	0	0	109	0	0	0	0	0	0	0	0
H/TOT	340	60	7	3	0	2	0	412	0	0	0	0	0	0	0	0
16:00	98	9	2	0	0	0	0	109	0	0	0	0	0	0	0	0
16:15	102	16	2	1	0	0	0	121	0	0	0	0	0	0	0	0
16:30	102	31	1	0	0	2	0	136	0	0	0	0	0	0	0	0
16:45	103	16	2	0	0	0	0	121	0	0	0	0	0	0	0	0
H/TOT	405	72	7	1	0	2	0	487	0	0	0	0	0	0	0	0
17:00	96	18	0	0	0	1	0	115	0	0	0	0	0	0	0	0
17:15	93	14	0	0	0	1	0	108	0	0	0	0	0	0	0	0
17:30	116	17	2	0	0	1	0	136	0	0	0	0	0	0	0	0
17:45	101	14	0	0	0	0	0	115	0	0	0	0	0	0	0	0
H/TOT	406	63	2	0	0	3	0	474	0	0	0	0	0	0	0	0
18:00	85	18	0	0	0	2	0	105	0	0	0	0	0	0	0	0
18:15	104	8	0	0	0	2	0	114	0	0	0	0	0	0	0	0
18:30	74	8	1	0	1	0	0	84	0	0	0	0	0	0	0	0
18:45	81	9	1	0	0	0	0	91	0	0	0	0	0	0	0	0
H/TOT	344	43	2	0	1	4	0	394	0	0	0	0	0	0	0	0
P/TOT	1662	258	21	4	1	12	0	1958	0	0	0	0	0	0	0	0

JOB REF: 14214

JOB NAME: MEOPHAM

JOB NAME: MEOPHAM

DATE: 12/03/2025

DAY: WEDNESDAY



TIME	B TO C							
	FROM A2 OFF SLIP TO WROTHAM ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	21	5	0	1	0	0	0	27
07:15	17	8	0	0	1	0	0	26
07:30	16	7	1	0	0	0	0	24
07:45	32	8	2	0	0	0	0	42
H/TOT	86	28	3	1	1	0	0	119
08:00	21	9	3	0	0	0	0	33
08:15	22	5	1	2	0	0	0	30
08:30	34	6	2	0	0	0	0	42
08:45	31	7	0	0	0	0	0	38
H/TOT	108	27	6	2	0	0	0	143
09:00	25	7	2	0	0	0	0	34
09:15	29	10	1	0	0	0	0	40
09:30	23	4	2	0	0	0	0	29
09:45	22	4	1	0	0	0	0	27
H/TOT	99	25	6	0	0	0	0	130
P/TOT	293	80	15	3	1	0	0	392

[illegible]

**AUTO
SURVEYS LTD**
TRAFFIC DATA COLLECTORS

DATE: 12/03/2025

DAY: WEDNESDAY

LOCATION: LINK ROAD / A2 OFF SLIP / WROTHAM ROAD

TIME	B TO C								B TO D							
	FROM A2 OFF SLIP TO WROTHAM ROAD								FROM A2 OFF SLIP TO A2 ON SLIP							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	29	4	4	0	0	0	0	37	0	0	0	0	0	0	0	0
14:45	24	6	0	2	0	1	0	33	0	0	0	0	0	0	0	0
HH/TOT	53	10	4	2	0	1	0	70	0	0	0	0	0	0	0	0
15:00	32	4	0	0	0	0	0	36	0	0	0	0	0	0	0	0
15:15	37	6	1	0	0	1	0	45	0	0	0	0	0	0	0	0
15:30	41	4	1	0	0	0	0	46	0	0	0	0	0	0	0	0
15:45	36	5	2	1	0	0	0	44	0	0	0	0	0	0	0	0
H/TOT	146	19	4	1	0	1	0	171	0	0	0	0	0	0	0	0
16:00	25	8	2	0	0	0	0	35	0	0	0	0	0	0	0	0
16:15	29	4	3	0	0	1	0	37	0	0	0	0	0	0	0	0
16:30	32	7	1	0	0	0	0	40	0	0	0	0	0	0	0	0
16:45	30	8	5	0	0	0	0	43	0	0	0	0	0	0	0	0
H/TOT	116	27	11	0	0	1	0	155	0	0	0	0	0	0	0	0
17:00	39	11	0	1	0	0	0	51	0	0	0	0	0	0	0	0
17:15	32	8	0	1	0	1	0	42	0	0	0	0	0	0	0	0
17:30	38	2	2	0	0	0	0	42	0	0	0	0	0	0	0	0
17:45	24	3	0	0	0	0	0	27	0	0	0	0	0	0	0	0
H/TOT	133	24	2	2	0	1	0	162	0	0	0	0	0	0	0	0
18:00	31	5	0	0	0	0	0	36	0	0	0	0	0	0	0	0
18:15	23	2	0	0	0	0	0	25	0	0	0	0	0	0	0	0
18:30	29	1	0	0	0	0	0	30	0	0	0	0	0	0	0	0
18:45	23	1	1	0	0	0	0	25	0	0	0	0	0	0	0	0
H/TOT	106	9	1	0	0	0	0	116	0	0	0	0	0	0	0	0
P/TOT	554	89	22	5	0	4	0	674	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 14214

JOB NAME: MEOPHAM

SITE: 6

LOCATION: LINK ROAD / A2 OFF SLIP / WROTHAM ROAD

5792.8

DATE: 12/03/2025

DAY: WEDNESDAY



TIME	C TO A FROM WROTHAM ROAD TO LINK ROAD								C TO B FROM WROTHAM ROAD TO A2 OFF SLIP							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	56	17	7	0	0	0	0	80	0	0	0	0	0	0	0	0
07:15	87	21	5	1	1	1	0	116	0	0	0	0	0	0	0	0
07:30	94	19	8	2	0	0	0	123	0	0	0	0	0	0	0	0
07:45	124	21	3	0	3	1	1	153	0	0	0	0	0	0	0	0
H/TOT	361	78	23	3	4	2	1	472	0	0	0	0	0	0	0	0
08:00	141	12	2	1	0	0	0	156	0	0	0	0	0	0	0	0
08:15	132	19	4	0	1	1	0	157	0	0	0	0	0	0	0	0
08:30	98	13	3	1	1	1	0	117	0	0	0	0	0	0	0	0
08:45	130	11	3	1	0	0	0	145	0	0	0	0	0	0	0	0
H/TOT	501	55	12	3	2	2	0	575	0	0	0	0	0	0	0	0
09:00	113	18	3	1	0	1	0	136	0	0	0	0	0	0	0	0
09:15	122	18	3	0	0	0	0	143	0	0	0	0	0	0	0	0
09:30	77	19	2	0	1	1	0	100	0	0	0	0	0	0	0	0
09:45	87	16	0	0	0	2	0	105	0	0	0	0	0	0	0	0
H/TOT	399	71	8	1	1	4	0	484	0	0	0	0	0	0	0	0
P/TOT	1261	204	43	7	7	8	1	1531	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 14214

JOB NAME: MEOPHAM

SITE: 6

LOCATION: LINK ROAD / A2 OFF SLIP / WROTHAM ROAD

5792.8

DATE: 12/03/2025

DAY: WEDNESDAY



TIME	C TO A FROM WROTHAM ROAD TO LINK ROAD								C TO B FROM WROTHAM ROAD TO A2 OFF SLIP							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	79	8	2	1	0	1	0	91	0	0	0	0	0	0	0	0
14:45	107	12	2	0	1	0	0	122	0	0	0	0	0	0	0	0
HH/TOT	186	20	4	1	1	1	0	213	0	0	0	0	0	0	0	0
15:00	95	9	3	3	3	1	0	114	0	0	0	0	0	0	0	0
15:15	131	13	0	0	1	1	0	146	0	0	0	0	0	0	0	0
15:30	132	18	3	0	2	0	0	155	0	0	0	0	0	0	0	0
15:45	101	19	3	0	1	0	0	124	0	0	0	0	0	0	0	0
H/TOT	459	59	9	3	7	2	0	539	0	0	0	0	0	0	0	0
16:00	90	25	0	0	1	1	0	117	0	0	0	0	0	0	0	0
16:15	116	25	3	0	2	0	0	146	0	0	0	0	0	0	0	0
16:30	103	18	1	0	0	0	1	123	0	0	0	0	0	0	0	0
16:45	103	16	1	0	2	0	0	122	0	0	0	0	0	0	0	0
H/TOT	412	84	5	0	5	1	1	508	0	0	0	0	0	0	0	0
17:00	124	27	1	0	1	1	0	154	0	0	0	0	0	0	0	0
17:15	109	27	1	0	0	2	0	139	0	0	0	0	0	0	0	0
17:30	99	26	4	0	1	1	0	131	0	0	0	0	0	0	0	0
17:45	120	16	3	0	1	1	0	141	0	0	0	0	0	0	0	0
H/TOT	452	96	9	0	3	5	0	565	0	0	0	0	0	0	0	0
18:00	93	19	0	0	0	0	0	112	0	0	0	0	0	0	0	0
18:15	69	10	1	0	0	0	0	80	0	0	0	0	0	0	0	0
18:30	76	6	1	0	0	1	0	84	0	0	0	0	0	0	0	0
18:45	75	6	1	0	1	0	0	83	0	0	0	0	0	0	0	0
H/TOT	313	41	3	0	1	1	0	359	0	0	0	0	0	0	0	0
P/TOT	1822	300	30	4	17	10	1	2184	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 14214

JOB NAME: MEOPHAM

SITE: 6

LOCATION: LINK ROAD / A2 OFF SLIP / WROTHAM ROAD



DATE: 12/03/2025

DAY: WEDNESDAY

TIME	C TO C							
	FROM WROTHAM ROAD TO WROTHAM ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

	C TO D							
	FROM WROTHAM ROAD TO A2 ON SLIP							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
23	11	0	0	0	0	1	0	35
27	5	0	0	0	0	1	0	33
55	7	1	0	0	0	0	0	63
41	8	2	1	0	0	2	0	54
146	31	3	1	0	0	4	0	185
51	12	0	0	0	0	1	0	64
70	5	2	0	0	0	1	0	78
51	12	2	0	0	0	0	0	65
61	4	5	0	0	0	0	0	70
233	33	9	0	0	0	2	0	277
66	10	1	0	0	0	0	0	77
60	8	0	2	0	0	0	0	70
49	4	2	0	0	0	2	0	57
49	3	1	0	0	0	0	0	53
224	25	4	2	0	0	2	0	257
603	89	16	3	0	0	8	0	719

MANUAL CLASSIFIED COUNTS

JOB REF: 14214

JOB NAME: MEOPHAM

SITE: 6

LOCATION: LINK ROAD / A2 OFF SLIP / WROTHAM ROAD



DATE: 12/03/2025

DAY: WEDNESDAY

TIME	C TO C FROM WROTHAM ROAD TO WROTHAM ROAD								C TO D FROM WROTHAM ROAD TO A2 ON SLIP							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	0	0	0	0	0	0	0	0	32	7	3	1	0	0	0	43
14:45	0	0	0	0	0	0	0	0	35	8	4	1	0	0	0	48
HH/TOT	0	0	0	0	0	0	0	0	67	15	7	2	0	0	0	91
15:00	0	0	0	0	0	0	0	0	44	6	4	0	0	0	0	54
15:15	0	0	0	0	0	0	0	0	49	12	0	0	0	0	0	61
15:30	0	0	0	0	0	0	0	0	36	11	2	0	0	0	0	49
15:45	0	0	0	0	0	0	0	0	40	6	4	0	1	0	0	51
H/TOT	0	0	0	0	0	0	0	0	169	35	10	0	1	0	0	215
16:00	0	0	0	0	0	0	0	0	29	14	1	0	0	0	0	44
16:15	0	0	0	0	0	0	0	0	38	14	1	1	0	0	0	54
16:30	0	0	0	0	0	0	0	0	45	9	2	0	0	0	0	56
16:45	0	0	0	0	0	0	0	0	35	14	1	0	0	1	0	51
H/TOT	0	0	0	0	0	0	0	0	147	51	5	1	0	1	0	205
17:00	0	0	0	0	0	0	0	0	40	5	1	0	1	0	0	47
17:15	0	0	0	0	0	0	0	0	49	4	0	0	0	0	0	53
17:30	0	0	0	0	0	0	0	0	44	6	0	0	0	0	0	50
17:45	0	0	0	0	0	0	0	0	49	3	0	0	0	0	0	52
H/TOT	0	0	0	0	0	0	0	0	182	18	1	0	1	0	0	202
18:00	0	0	0	0	0	0	0	0	42	5	1	0	0	0	0	48
18:15	0	0	0	0	0	0	0	0	27	3	1	0	0	0	0	31
18:30	0	0	0	0	0	0	0	0	39	1	1	0	0	0	0	41
18:45	0	0	0	0	0	0	0	0	32	5	1	0	0	0	0	38
H/TOT	0	0	0	0	0	0	0	0	140	14	4	0	0	0	0	158
P/TOT	0	0	0	0	0	0	0	0	705	133	27	3	2	1	0	871

AUTO
SURVEYS LTD
TRAFFIC DATA COLLECTORS

DATE: 12/03/2025

DAY: WEDNESDAY

LOCATION: LINK ROAD / A2 OFF SLIP / WROTHAM ROAD

[illegible]

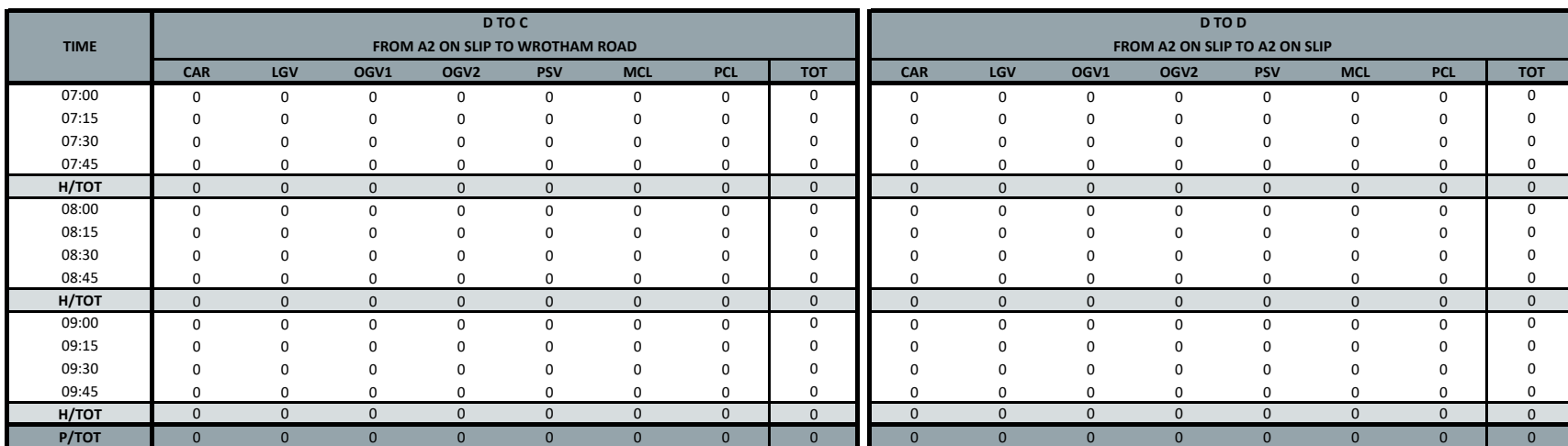
JOB REF: 14214

JOB NAME: MEOPHAM

JOB NAME: MEOPHAM

DATE: 12/03/2025

DAY: WEDNESDAY



AUTO
SURVEYS LTD
TRAFFIC DATA COLLECTION

DATE: 12/03/2025

DAY: WEDNESDAY

LOCATION: LINK ROAD / A2 OFF SLIP / WROTHAM ROAD

[illegible]

MANUAL CLASSIFIED COUNTS

JOB REF: 14214

JOB NAME: MEOPHAM

SITE: 6

LOCATION: LINK ROAD / A2 OFF SLIP / WROTHAM ROAD



DATE: 12/03/2025

DAY: WEDNESDAY

TIME	TO ARM A LINK ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	111	30	10	0	0	0	0	151
07:15	143	38	10	1	2	1	0	195
07:30	167	34	9	2	0	0	0	212
07:45	233	44	5	1	3	1	1	288
H/TOT	654	146	34	4	5	2	1	846
08:00	243	26	8	1	0	0	0	278
08:15	232	41	5	0	1	1	0	280
08:30	199	30	6	1	1	1	0	238
08:45	241	27	11	1	0	0	0	280
H/TOT	915	124	30	3	2	2	0	1076
09:00	207	37	5	2	0	2	0	253
09:15	199	41	6	1	0	1	0	248
09:30	149	38	2	0	1	1	0	191
09:45	165	25	4	1	0	2	0	197
H/TOT	720	141	17	4	1	6	0	889
P/TOT	2289	411	81	11	8	10	1	2811

FROM ARM A LINK ROAD							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
190	57	13	3	2	4	0	269
212	49	12	4	0	3	0	280
233	55	8	5	2	0	0	303
237	39	6	6	3	2	1	294
872	200	39	18	7	9	1	1146
229	44	12	6	3	0	0	294
231	43	7	0	5	4	0	290
263	35	10	2	1	2	0	313
221	39	11	4	0	2	0	277
944	161	40	12	9	8	0	1174
197	54	5	1	1	2	0	260
167	40	12	0	1	1	0	221
182	29	11	2	2	2	0	228
195	46	10	5	1	2	0	259
741	169	38	8	5	7	0	968
2557	530	117	38	21	24	1	3288

MANUAL CLASSIFIED COUNTS

JOB REF: 14214

JOB NAME: MEOPHAM

SITE: 6

LOCATION: LINK ROAD / A2 OFF SLIP / WROTHAM ROAD



DATE: 12/03/2025

DAY: WEDNESDAY

TIME	TO ARM A LINK ROAD								FROM ARM A LINK ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	153	21	4	1	0	2	0	181	195	46	10	2	0	1	0	254
14:45	200	19	3	0	1	0	0	223	229	34	7	1	2	2	0	275
HH/TOT	353	40	7	1	1	2	0	404	424	80	17	3	2	3	0	529
15:00	174	18	5	3	3	1	0	204	193	35	7	4	3	1	0	243
15:15	218	28	2	1	1	2	0	252	201	41	5	2	0	3	0	252
15:30	217	37	3	2	2	1	0	262	186	48	8	1	0	2	0	245
15:45	190	36	6	0	1	0	0	233	221	60	4	3	1	3	0	292
H/TOT	799	119	16	6	7	4	0	951	801	184	24	10	4	9	0	1032
16:00	188	34	2	0	1	1	0	226	228	46	7	2	1	3	0	287
16:15	218	41	5	1	2	0	0	267	229	48	6	1	0	1	0	285
16:30	205	49	2	0	0	2	1	259	223	32	3	4	1	0	0	263
16:45	206	32	3	0	2	0	0	243	236	42	4	1	1	5	0	289
H/TOT	817	156	12	1	5	3	1	995	916	168	20	8	3	9	0	1124
17:00	220	45	1	0	1	2	0	269	236	34	5	0	0	1	0	276
17:15	202	41	1	0	0	3	0	247	262	32	6	2	0	7	0	309
17:30	215	43	6	0	1	2	0	267	223	24	4	0	0	2	0	253
17:45	221	30	3	0	1	1	0	256	225	28	8	2	1	2	0	266
H/TOT	858	159	11	0	3	8	0	1039	946	118	23	4	1	12	0	1104
18:00	178	37	0	0	0	2	0	217	210	23	6	1	0	2	0	242
18:15	173	18	1	0	0	2	0	194	213	29	4	1	0	1	0	248
18:30	150	14	2	0	1	1	0	168	191	19	2	0	0	1	0	213
18:45	156	15	2	0	1	0	0	174	176	21	4	0	0	1	0	202
H/TOT	657	84	5	0	2	5	0	753	790	92	16	2	0	5	0	905
P/TOT	3484	558	51	8	18	22	1	4142	3877	642	100	27	10	38	0	4694

MANUAL CLASSIFIED COUNTS

JOB REF: 14214

JOB NAME: MEOPHAM

SITE: 6

LOCATION: LINK ROAD / A2 OFF SLIP / WROTHAM ROAD



DATE: 12/03/2025

DAY: WEDNESDAY

TIME	TO ARM B A2 OFF SLIP							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

FROM ARM B A2 OFF SLIP							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
76	18	3	1	0	0	0	98
73	25	5	0	2	0	0	105
89	22	2	0	0	0	0	113
141	31	4	1	0	0	0	177
379	96	14	2	2	0	0	493
123	23	9	0	0	0	0	155
122	27	2	2	0	0	0	153
135	23	5	0	0	0	0	163
142	23	8	0	0	0	0	173
522	96	24	2	0	0	0	644
119	26	4	1	0	1	0	151
106	33	4	1	0	1	0	145
95	23	2	0	0	0	0	120
100	13	5	1	0	0	0	119
420	95	15	3	0	2	0	535
1321	287	53	7	2	2	0	1672

MANUAL CLASSIFIED COUNTS

JOB REF: 14214

JOB NAME: MEOPHAM

SITE: 6

LOCATION: LINK ROAD / A2 OFF SLIP / WROTHAM ROAD



DATE: 12/03/2025

DAY: WEDNESDAY

TIME	TO ARM B A2 OFF SLIP								FROM ARM B A2 OFF SLIP							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	0	0	0	0	0	0	0	0	103	17	6	0	0	1	0	127
14:45	0	0	0	0	0	0	0	0	117	13	1	2	0	1	0	134
HH/TOT	0	0	0	0	0	0	0	0	220	30	7	2	0	2	0	261
15:00	0	0	0	0	0	0	0	0	111	13	2	0	0	0	0	126
15:15	0	0	0	0	0	0	0	0	124	21	3	1	0	2	0	151
15:30	0	0	0	0	0	0	0	0	126	23	1	2	0	1	0	153
15:45	0	0	0	0	0	0	0	0	125	22	5	1	0	0	0	153
H/TOT	0	0	0	0	0	0	0	0	486	79	11	4	0	3	0	583
16:00	0	0	0	0	0	0	0	0	123	17	4	0	0	0	0	144
16:15	0	0	0	0	0	0	0	0	131	20	5	1	0	1	0	158
16:30	0	0	0	0	0	0	0	0	134	38	2	0	0	2	0	176
16:45	0	0	0	0	0	0	0	0	133	24	7	0	0	0	0	164
H/TOT	0	0	0	0	0	0	0	0	521	99	18	1	0	3	0	642
17:00	0	0	0	0	0	0	0	0	135	29	0	1	0	1	0	166
17:15	0	0	0	0	0	0	0	0	125	22	0	1	0	2	0	150
17:30	0	0	0	0	0	0	0	0	154	19	4	0	0	1	0	178
17:45	0	0	0	0	0	0	0	0	125	17	0	0	0	0	0	142
H/TOT	0	0	0	0	0	0	0	0	539	87	4	2	0	4	0	636
18:00	0	0	0	0	0	0	0	0	116	23	0	0	0	2	0	141
18:15	0	0	0	0	0	0	0	0	127	10	0	0	0	2	0	139
18:30	0	0	0	0	0	0	0	0	103	9	1	0	1	0	0	114
18:45	0	0	0	0	0	0	0	0	104	10	2	0	0	0	0	116
H/TOT	0	0	0	0	0	0	0	0	450	52	3	0	1	4	0	510
P/TOT	0	0	0	0	0	0	0	0	2216	347	43	9	1	16	0	2632

MANUAL CLASSIFIED COUNTS

JOB REF: 14214

JOB NAME: MEOPHAM

SITE: 6

LOCATION: LINK ROAD / A2 OFF SLIP / WROTHAM ROAD



8351.2

DATE: 12/03/2025

DAY: WEDNESDAY

TIME	TO ARM C WROTHAM ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	78	33	9	1	1	1	0	123
07:15	87	30	9	1	1	1	0	129
07:30	117	40	2	3	1	0	0	163
07:45	165	26	4	2	1	0	1	199
H/TOT	447	129	24	7	4	2	1	614
08:00	136	30	6	3	1	0	0	176
08:15	119	25	5	2	0	0	0	151
08:30	153	17	6	0	0	1	0	177
08:45	131	28	3	0	0	0	0	162
H/TOT	539	100	20	5	1	1	0	666
09:00	116	33	4	1	0	0	0	154
09:15	88	26	5	0	1	0	0	120
09:30	94	16	5	0	0	1	0	116
09:45	113	24	6	0	0	0	0	143
H/TOT	411	99	20	1	1	1	0	533
P/TOT	1397	328	64	13	6	4	1	1813

FROM ARM C WROTHAM ROAD							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
79	28	7	0	0	1	0	115
114	26	5	1	1	2	0	149
149	26	9	2	0	0	0	186
165	29	5	1	3	3	1	207
507	109	26	4	4	6	1	657
192	24	2	1	0	1	0	220
202	24	6	0	1	2	0	235
149	25	5	1	1	1	0	182
191	15	8	1	0	0	0	215
734	88	21	3	2	4	0	852
179	28	4	1	0	1	0	213
182	26	3	2	0	0	0	213
126	23	4	0	1	3	0	157
136	19	1	0	0	2	0	158
623	96	12	3	1	6	0	741
1864	293	59	10	7	16	1	2250

MANUAL CLASSIFIED COUNTS

JOB REF: 14214

JOB NAME: MEOPHAM

SITE: 6

LOCATION: LINK ROAD / A2 OFF SLIP / WROTHAM ROAD



8351.2

DATE: 12/03/2025

DAY: WEDNESDAY

TIME	TO ARM C WROTHAM ROAD								FROM ARM C WROTHAM ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	154	25	8	0	0	0	0	187	111	15	5	2	0	1	0	134
14:45	153	28	3	2	0	2	0	188	142	20	6	1	1	0	0	170
HH/TOT	307	53	11	2	0	2	0	375	253	35	11	3	1	1	0	304
15:00	144	23	3	0	2	1	0	173	139	15	7	3	3	1	0	168
15:15	145	28	2	0	0	2	0	177	180	25	0	0	1	1	0	207
15:30	148	29	5	0	0	0	0	182	168	29	5	0	2	0	0	204
15:45	162	38	4	1	1	1	0	207	141	25	7	0	2	0	0	175
H/TOT	599	118	14	1	3	4	0	739	628	94	19	3	8	2	0	754
16:00	153	29	5	0	1	2	0	190	119	39	1	0	1	1	0	161
16:15	156	30	7	0	0	1	0	194	154	39	4	1	2	0	0	200
16:30	150	28	1	1	0	0	0	180	148	27	3	0	0	0	1	179
16:45	153	27	7	0	1	2	0	190	138	30	2	0	2	1	0	173
H/TOT	612	114	20	1	2	5	0	754	559	135	10	1	5	2	1	713
17:00	177	29	2	1	0	1	0	210	164	32	2	0	2	1	0	201
17:15	167	27	4	2	0	3	0	203	158	31	1	0	0	2	0	192
17:30	162	16	2	0	0	2	0	182	143	32	4	0	1	1	0	181
17:45	139	16	2	0	1	0	0	158	169	19	3	0	1	1	0	193
H/TOT	645	88	10	3	1	6	0	753	634	114	10	0	4	5	0	767
18:00	131	20	3	0	0	2	0	156	135	24	1	0	0	0	0	160
18:15	137	22	1	0	0	1	0	161	96	13	2	0	0	0	0	111
18:30	131	12	0	0	0	0	0	143	115	7	2	0	0	1	0	125
18:45	111	8	2	0	0	1	0	122	107	11	2	0	1	0	0	121
H/TOT	510	62	6	0	0	4	0	582	453	55	7	0	1	1	0	517
P/TOT	2673	435	61	7	6	21	0	3203	2527	433	57	7	19	11	1	3055

MANUAL CLASSIFIED COUNTS

JOB REF: 14214

JOB NAME: MEOPHAM

SITE: 6

LOCATION: LINK ROAD / A2 OFF SLIP / WROTHAM ROAD



DATE: 12/03/2025

DAY: WEDNESDAY

TIME	TO ARM D A2 ON SLIP								FROM ARM D A2 ON SLIP							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	156	40	4	3	1	4	0	208	0	0	0	0	0	0	0	0
07:15	169	32	3	3	0	3	0	210	0	0	0	0	0	0	0	0
07:30	187	29	8	2	1	0	0	227	0	0	0	0	0	0	0	0
07:45	145	29	6	5	2	4	0	191	0	0	0	0	0	0	0	0
H/TOT	657	130	21	13	4	11	0	836	0	0	0	0	0	0	0	0
08:00	165	35	9	3	2	1	0	215	0	0	0	0	0	0	0	0
08:15	204	28	5	0	5	5	0	247	0	0	0	0	0	0	0	0
08:30	195	36	8	2	1	1	0	243	0	0	0	0	0	0	0	0
08:45	182	22	13	4	0	2	0	223	0	0	0	0	0	0	0	0
H/TOT	746	121	35	9	8	9	0	928	0	0	0	0	0	0	0	0
09:00	172	38	4	0	1	2	0	217	0	0	0	0	0	0	0	0
09:15	168	32	8	2	0	1	0	211	0	0	0	0	0	0	0	0
09:30	160	21	10	2	2	3	0	198	0	0	0	0	0	0	0	0
09:45	153	29	6	5	1	2	0	196	0	0	0	0	0	0	0	0
H/TOT	653	120	28	9	4	8	0	822	0	0	0	0	0	0	0	0
P/TOT	2056	371	84	31	16	28	0	2586	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 14214

JOB NAME: MEOPHAM

SITE: 6

LOCATION: LINK ROAD / A2 OFF SLIP / WROTHAM ROAD



DATE: 12/03/2025

DAY: WEDNESDAY

TIME	TO ARM D A2 ON SLIP								FROM ARM D A2 ON SLIP							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	102	32	9	3	0	1	0	147	0	0	0	0	0	0	0	0
14:45	135	20	8	2	2	1	0	168	0	0	0	0	0	0	0	0
HH/TOT	237	52	17	5	2	2	0	315	0	0	0	0	0	0	0	0
15:00	125	22	8	4	1	0	0	160	0	0	0	0	0	0	0	0
15:15	142	31	4	2	0	2	0	181	0	0	0	0	0	0	0	0
15:30	115	34	6	1	0	2	0	158	0	0	0	0	0	0	0	0
15:45	135	33	6	3	1	2	0	180	0	0	0	0	0	0	0	0
H/TOT	517	120	24	10	2	6	0	679	0	0	0	0	0	0	0	0
16:00	129	39	5	2	0	1	0	176	0	0	0	0	0	0	0	0
16:15	140	36	3	2	0	1	0	182	0	0	0	0	0	0	0	0
16:30	150	20	5	3	1	0	0	179	0	0	0	0	0	0	0	0
16:45	148	37	3	1	0	4	0	193	0	0	0	0	0	0	0	0
H/TOT	567	132	16	8	1	6	0	730	0	0	0	0	0	0	0	0
17:00	138	21	4	0	1	0	0	164	0	0	0	0	0	0	0	0
17:15	176	17	2	1	0	5	0	201	0	0	0	0	0	0	0	0
17:30	143	16	4	0	0	0	0	163	0	0	0	0	0	0	0	0
17:45	159	18	6	2	0	2	0	187	0	0	0	0	0	0	0	0
H/TOT	616	72	16	3	1	7	0	715	0	0	0	0	0	0	0	0
18:00	152	13	4	1	0	0	0	170	0	0	0	0	0	0	0	0
18:15	126	12	4	1	0	0	0	143	0	0	0	0	0	0	0	0
18:30	128	9	3	0	0	1	0	141	0	0	0	0	0	0	0	0
18:45	120	19	4	0	0	0	0	143	0	0	0	0	0	0	0	0
H/TOT	526	53	15	2	0	1	0	597	0	0	0	0	0	0	0	0
P/TOT	2463	429	88	28	6	22	0	3036	0	0	0	0	0	0	0	0

QUEUE LENGTHS

JOB REF: 14214



JOB NAME: MEOPHAM

SITE: 6

DATE: 12/03/2025

LOCATION: LINK ROAD / A2 OFF SLIP / WROTHAM ROAD / A2 ON SLIP

DAY: WEDNESDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane
+ Represents where the queue either stretched out of sight or back to the next junction.

TIME	ARM A LINK ROAD		ARM B A2 OFF SLIP		ARM C WROTHAM ROAD		TIME	ARM A LINK ROAD		ARM B A2 OFF SLIP		ARM C WROTHAM ROAD	
	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2		LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2
07:00	0	0	1	3	1	1	14:30	0	0	1	3	3	1
07:05	0	0	2	3	3	5	14:35	0	0	2	7	3	2
07:10	0	0	1	3	1	2	14:40	0	0	3	4	5	1
07:15	0	0	2	3	5	4	14:45	0	0	2	7	4	3
07:20	0	0	2	4	1	3	14:50	0	0	2	8	7	5
07:25	0	0	4	4	2	3	14:55	0	0	1	4	4	4
07:30	0	0	3	6	3	6	15:00	0	0	4	5	6	4
07:35	0	0	1	4	4	3	15:05	0	0	1	7	14	3
07:40	0	0	1	11	7	4	15:10	0	0	1	6	5	2
07:45	0	0	2	11	4	4	15:15	0	0	2	3	3	2
07:50	0	0	3	16	6	6	15:20	0	0	2	4	7	3
07:55	0	0	3	28	5	5	15:25	0	0	3	5	5	3
08:00	0	0	5	26	8	4	15:30	0	0	2	7	6	5
08:05	0	0	2	14	11	3	15:35	0	0	2	3	3	4
08:10	0	0	2	18	7	6	15:40	0	0	2	7	8	2
08:15	0	0	2	15	5	6	15:45	0	0	7	11	5	3
08:20	0	0	4	28	9	3	15:50	0	0	4	14	2	3
08:25	0	0	1	16	5	6	15:55	0	0	2	10	3	3
08:30	0	0	3	18	6	3	16:00	0	0	3	12	6	4
08:35	0	0	2	15	4	3	16:05	0	0	4	13	5	2
08:40	0	0	4	13	8	2	16:10	0	0	3	16	4	2
08:45	0	0	2	14	9	6	16:15	0	0	4	18	3	2
08:50	0	0	1	22	10	4	16:20	0	0	1	25	6	5
08:55	0	0	3	14	5	4	16:25	0	0	3	29	7	2
09:00	0	0	3	27	14	4	16:30	0	0	1	30	6	3

QUEUE LENGTHS

JOB REF: 14214



JOB NAME: MEOPHAM

SITE: 6

DATE: 12/03/2025

LOCATION: LINK ROAD / A2 OFF SLIP / WROTHAM ROAD / A2 ON SLIP

DAY: WEDNESDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane
+ Represents where the queue either stretched out of sight or back to the next junction.

TIME	ARM A LINK ROAD		ARM B A2 OFF SLIP		ARM C WROTHAM ROAD	
	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2
09:05	0	0	1	4	5	3
09:10	0	0	2	16	5	4
09:15	0	0	3	10	9	6
09:20	0	0	2	4	6	2
09:25	0	0	4	5	7	2
09:30	0	0	1	3	3	1
09:35	0	0	1	5	4	2
09:40	0	0	2	10	4	3
09:45	0	0	1	5	6	2
09:50	0	0	2	4	6	2
09:55	0	0	2	9	3	4

TIME	ARM A LINK ROAD		ARM B A2 OFF SLIP		ARM C WROTHAM ROAD	
	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2
16:35	0	0	4	29	3	3
16:40	0	0	1	12	6	5
16:45	0	0	1	6	4	4
16:50	0	0	4	15	3	4
16:55	0	0	1	9	4	3
17:00	0	0	2	7	3	3
17:05	0	0	2	24	5	3
17:10	0	0	2	16	6	5
17:15	0	0	5	10	6	4
17:20	0	0	5	26	7	4
17:25	0	0	2	11	5	5
17:30	0	0	2	11	5	3
17:35	0	0	2	18	5	7
17:40	0	0	2	6	8	7
17:45	0	0	1	10	6	4
17:50	0	0	1	11	11	3
17:55	0	0	1	6	11	2
18:00	0	0	2	10	2	1
18:05	0	0	1	7	5	2
18:10	0	0	2	8	5	4
18:15	0	0	4	13	4	3
18:20	0	0	2	11	3	5
18:25	0	0	1	2	2	2
18:30	0	0	3	4	4	2
18:35	0	0	1	6	0	3
18:40	0	0	2	3	3	3
18:45	0	0	2	10	3	2
18:50	0	0	2	2	3	2
18:55	0	0	1	7	3	3

QUEUE LENGTHS

JOB REF: 14214

JOB NAME: MEOPHAM

SITE: 5

DATE: 12/03/2025

LOCATION: WROTHAM ROAD / A2 ON SLIP / LINK ROAD / A2 OFF SLIP

DAY: WEDNESDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane
* Represents where the queue either stretched out of sight or back to the next junction.

TIME	ARM A		ARM C		ARM D	
	WROTHAM ROAD	A2 OFF SLIP	LINK ROAD	LINK ROAD	A2 OFF SLIP	A2 OFF SLIP
	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2
07:00	1	2	0	0	1	1
07:05	4	1	0	0	4	1
07:10	6	10	0	0	5	2
07:15	4	5	0	0	2	1
07:20	0	1	0	0	2	1
07:25	3	8	0	0	1	2
07:30	2	4	0	0	3	2
07:35	5	20	0	0	4	3
07:40	5	2	0	0	7	5
07:45	12	2	0	0	6	5
07:50	6	3	0	0	8	5
07:55	4	1	0	0	7	3
08:00	8	5	0	0	8	3
08:05	19	14	0	0	15	5
08:10	6	3	0	0	13	4
08:15	3	6	0	0	15	2
08:20	7	5	0	0	3	6
08:25	6	2	0	0	6	4
08:30	5	1	0	0	7	2
08:35	9	3	0	0	12	4
08:40	5	2	0	0	8	1
08:45	6	2	0	0	14	4
08:50	2	2	0	0	7	5
08:55	3	2	0	0	12	3
09:00	5	1	0	0	3	2
09:05	2	0	0	0	6	1
09:10	6	1	0	0	8	1
09:15	2	4	0	0	4	1
09:20	1	2	0	0	3	2
09:25	2	2	0	0	3	1
09:30	2	1	0	0	3	2
09:35	2	4	0	0	1	2
09:40	2	0	0	0	4	1
09:45	6	1	2	1	4	4
09:50	2	6	0	0	4	3
09:55	4	3	0	0	3	4

TIME	ARM A		ARM C		ARM D	
	WROTHAM ROAD	A2 OFF SLIP	LINK ROAD	LINK ROAD	A2 OFF SLIP	A2 OFF SLIP
	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2
14:30	3	1	0	0	1	2
14:35	5	1	0	0	6	3
14:40	11	2	0	0	6	5
14:45	16	4	0	0	9	4
14:50	3	5	0	0	9	6
14:55	7	9	0	0	5	3
15:00	5	1	0	0	14	4
15:05	16	4	0	0	5	5
15:10	3	1	0	0	8	3
15:15	9	2	0	0	5	3
15:20	5	2	0	0	6	3
15:25	4	3	0	0	5	5
15:30	17	1	0	0	10	4
15:35	14	3	0	0	5	3
15:40	18	3	0	0	2	6
15:45	13	1	0	0	4	5
15:50	15	2	0	0	6	7
15:55	8	1	0	0	9	6
16:00	12	1	0	0	7	3
16:05	17	0	0	0	4	5
16:10	6	1	0	0	7	2
16:15	13	2	0	0	9	1
16:20	12	5	0	0	14	6
16:25	10	1	0	0	8	5
16:30	11	2	0	0	3	4
16:35	4	2	0	0	10	6
16:40	14	3	0	0	11	3
16:45	15	4	0	0	10	2
16:50	7	3	0	0	10	9
16:55	6	3	0	0	7	5
17:00	6	2	0	0	7	3
17:05	10	3	0	0	12	5
17:10	8	2	0	0	21	15
17:15	15	3	0	0	20	17
17:20	11	3	0	0	6	4
17:25	5	4	0	0	13	4
17:30	3	1	0	0	8	4
17:35	18	1	0	0	9	1
17:40	4	3	0	0	18	6
17:45	12	3	0	0	22	12
17:50	9	4	0	0	15	6
17:55	2	3	0	0	21	8
18:00	3	1	0	0	11	4
18:05	4	2	0	0	13	5
18:10	4	4	0	0	14	4
18:15	10	3	0	0	5	4
18:20	6	0	0	0	16	1
18:25	17	3	0	0	14	7
18:30	5	1	0	0	3	3
18:35	8	2	0	0	5	3
18:40	4	3	0	0	6	3
18:45	2	1	0	0	12	3
18:50	6	1	0	0	13	4
18:55	2	1	0	0	2	3

TIME	ARM A	ARM C	ARM D
	WROTHAM ROAD	LINK ROAD	A2 OFF SLIP
07:45	14	0	11
07:50	9	0	13
07:55	5	0	10
08:00	13	0	11
08:05	33	0	20
08:10	9	0	17
08:15	9	0	17
08:20	12	0	9
08:25	8	0	10
08:30	6	0	9
08:35	12	0	16
08:40	7	0	9
08:45	8	0	18
08:50	4	0	12
08:55	5	0	15
09:00	6	0	5
09:05	2	0	7
09:10	7	0	9
Total Avg.	9	0	12
95th %ile	17	0	18

TIME	ARM A	ARM C	ARM D
	WROTHAM ROAD	LINK ROAD	A2 OFF SLIP
16:45	19	0	12
16:50	10	0	19
16:55	9	0	12
17:00	8	0	10
17:05	13	0	17
17:10	10	0	36
17:15	18	0	37
17:20	14	0	10
17:25	9	0	17
17:30	4	0	12
17:35	19	0	14
17:40	7	0	24
17:45	15	0	34
17:50	13	0	21
17:55	5	0	29
18:00	4	0	15
18:05	6	0	18
18:10	9	0	16
Total Avg.	11	0	20
95th %ile	19	0	36

QUEUE LENGTHS

JOB REF: 14214

JOB NAME: MEOPHAM

SITE: 6



DATE: 12/03/2025

LOCATION: LINK ROAD / A2 OFF SLIP / WROTHAM ROAD / A2 ON SLIP

DAY: WEDNESDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane
+ Represents where the queue either stretched out of sight or back to the next junction.

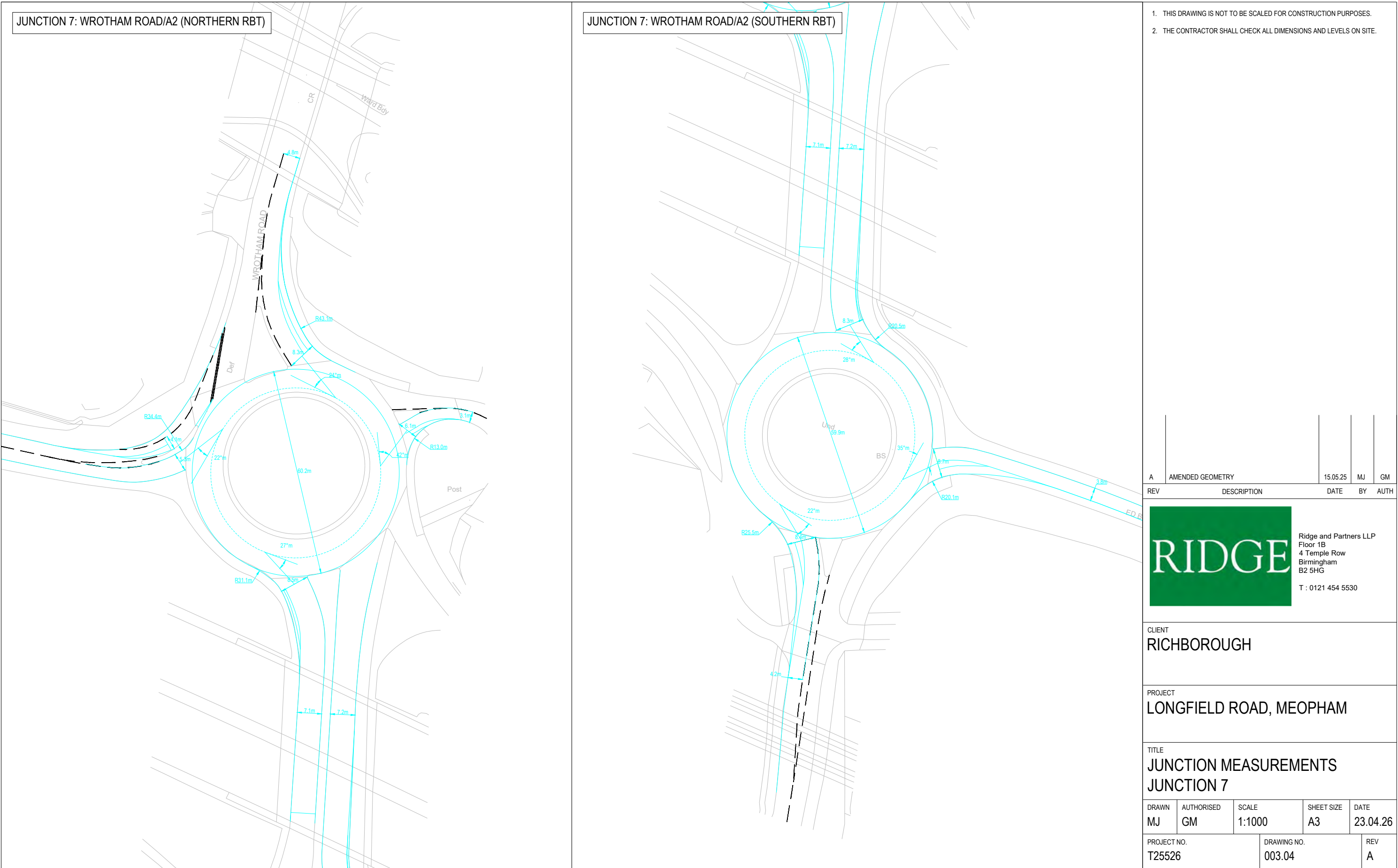
TIME	ARM A LINK ROAD		ARM B A2 OFF SLIP		ARM C WROTHAM ROAD		TIME	ARM A LINK ROAD		ARM B A2 OFF SLIP		ARM C WROTHAM ROAD	
	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2		LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2
07:00	0	0	1	3	1	1	14:30	0	0	1	3	3	1
07:05	0	0	2	3	3	5	14:35	0	0	2	7	3	2
07:10	0	0	1	3	1	2	14:40	0	0	3	4	5	1
07:15	0	0	2	3	5	4	14:45	0	0	2	7	4	3
07:20	0	0	2	4	1	3	14:50	0	0	2	8	7	5
07:25	0	0	4	4	2	3	14:55	0	0	1	4	4	4
07:30	0	0	3	6	3	6	15:00	0	0	4	5	6	4
07:35	0	0	1	4	4	3	15:05	0	0	1	7	14	3
07:40	0	0	1	11	7	4	15:10	0	0	1	6	5	2
07:45	0	0	2	11	4	4	15:15	0	0	2	3	3	2
07:50	0	0	3	16	6	6	15:20	0	0	2	4	7	3
07:55	0	0	3	28	5	5	15:25	0	0	3	5	5	3
08:00	0	0	5	26	8	4	15:30	0	0	2	7	6	5
08:05	0	0	2	14	11	3	15:35	0	0	2	3	3	4
08:10	0	0	2	18	7	6	15:40	0	0	2	7	8	2
08:15	0	0	2	15	5	6	15:45	0	0	7	11	5	3
08:20	0	0	4	28	9	3	15:50	0	0	4	14	2	3
08:25	0	0	1	16	5	6	15:55	0	0	2	10	3	3
08:30	0	0	3	18	6	3	16:00	0	0	3	12	6	4
08:35	0	0	2	15	4	3	16:05	0	0	4	13	5	2
08:40	0	0	4	13	8	2	16:10	0	0	3	16	4	2
08:45	0	0	2	14	9	6	16:15	0	0	4	18	3	2
08:50	0	0	1	22	10	4	16:20	0	0	1	25	6	5
08:55	0	0	3	14	5	4	16:25	0	0	3	29	7	2
09:00	0	0	3	27	14	4	16:30	0	0	1	30	6	3
09:05	0	0	1	4	5	3	16:35	0	0	4	29	3	3
09:10	0	0	2	16	5	4	16:40	0	0	1	12	6	5
09:15	0	0	3	10	9	6	16:45	0	0	1	6	4	4
09:20	0	0	2	4	6	2	16:50	0	0	4	15	3	4
09:25	0	0	4	5	7	2	16:55	0	0	1	9	4	3
09:30	0	0	1	3	3	1	17:00	0	0	2	7	3	3
09:35	0	0	1	5	4	2	17:05	0	0	2	24	5	3
09:40	0	0	2	10	4	3	17:10	0	0	2	16	6	5
09:45	0	0	1	5	6	2	17:15	0	0	5	10	6	4
09:50	0	0	2	4	6	2	17:20	0	0	5	26	7	4
09:55	0	0	2	9	3	4	17:25	0	0	2	11	5	5
							17:30	0	0	2	11	5	3
							17:35	0	0	2	18	5	7
							17:40	0	0	2	6	8	7
							17:45	0	0	1	10	6	4
							17:50	0	0	1	11	11	3
							17:55	0	0	1	6	11	2
							18:00	0	0	2	10	2	1
							18:05	0	0	1	7	5	2
							18:10	0	0	2	8	5	4
							18:15	0	0	4	13	4	3
							18:20	0	0	2	11	3	5
							18:25	0	0	1	2	2	2
							18:30	0	0	3	4	4	2
							18:35	0	0	1	6	0	3
							18:40	0	0	2	3	3	3
							18:45	0	0	2	10	3	2
							18:50	0	0	2	2	3	2
							18:55	0	0	1	7	3	3

TIME	ARM A LINK ROAD	ARM B A2 OFF SLIP	ARM C WROTHAM ROAD
07:45	0	13	8
07:50	0	19	12
07:55	0	31	10
08:00	0	31	12
08:05	0	16	14
08:10	0	20	12
08:15	0	17	11
08:20	0	32	12
08:25	0	17	11
08:30	0	21	9
08:35	0	17	7
08:40	0	17	10
08:45	0	16	15
08:50	0	23	14
08:55	0	17	9
09:00	0	30	18
09:05	0	5	8
09:10	0	18	9
Total Avg	0	20	11
95%ile	0	31	15

TIME	ARM A LINK ROAD	ARM B A2 OFF SLIP	ARM C WROTHAM ROAD
16:45	0	7	8
16:50	0	19	7
16:55	0	10	7
17:00	0	9	6
17:05	0	26	8
17:10	0	18	11
17:15	0	15	10
17:20	0	31	11
17:25	0	13	10
17:30	0	13	8
17:35	0	20	12
17:40	0	8	15
17:45	0	11	10
17:50	0	12	14
17:55	0	7	13
18:00	0	12	3
18:05	0	8	7
18:10	0	10	9
Total Avg	0	14	9
95%ile	0	27	14

APPENDIX J

JUNCTION MEASUREMENTS



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

A	AMENDED GEOMETRY	15.05.25	MJ	GM
REV	DESCRIPTION	DATE	BY	AUTH



Ridge and Partners LLP
Floor 1B
4 Temple Row
Birmingham
B2 5HG
T : 0121 454 5530

CLIENT
RICHBOROUGH

PROJECT
LONGFIELD ROAD, MEOPHAM

TITLE
JUNCTION MEASUREMENTS
JUNCTION 7

DRAWN MJ	AUTHORISED GM	SCALE 1:1000	SHEET SIZE A3	DATE 23.04.26
PROJECT NO. T25526		DRAWING NO. 003.04		REV A