



MARKIDES ASSOCIATES

Transport Statement

Queens Farm, Shorne

11 June 2026

Prepared for Evesham Properties Ltd

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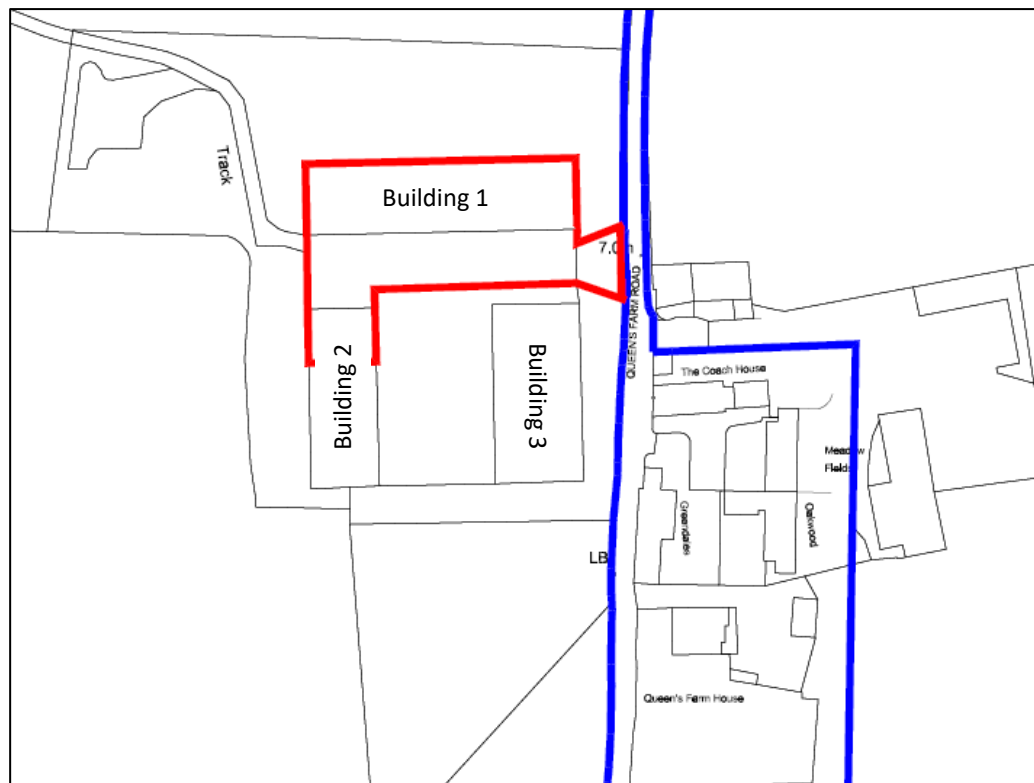
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1.2 Existing Situation

- 1.2.1 The application site is shown with the red boundary line below in **Figure 1.2** comprising all of Building 1 and part of Building 2. Building 3 does not form part of the application and will remain as existing.

Figure 1.2 Application Site



Source: Lee Evans Partnership Drawing Number: 9446-A-L-(01)-0001 C

- 1.2.2 The existing use of Buildings 1 to 3 is as follows:
- Building 1 is currently used for livestock housing and associated activities;
 - Building 2 is partly occupied by a joinery workshop and partly used for agricultural purposes; and
 - Building 3 operates as a grain store.
- 1.2.3 The site is used for a mix of agricultural and light industrial activities, generating a variable level of vehicular movements, including staff trips, agricultural vehicles and periodic HGV movements associated with grain storage and distribution.
- 1.2.4 Vehicular access is taken via an existing priority access onto Queens Farm Road, with sufficient on-site space for parking, servicing and turning within the central yard area.

1.3 Development Proposals

- 1.3.1 The proposed development comprises the conversion of Building 1 at Queens Farm to provide a series of light industrial and storage units (Use Classes E(g)(iii) and B8), alongside an agricultural workshop, as part of a farm diversification scheme. A proposed site plan is provided at **Appendix A**.
- 1.3.2 The development will deliver a total of six units within the building, comprising:
- Unit 1: Agricultural workshop (re-located within the building), comprising approximately 200sqm of ground floor space and circa 100sqm mezzanine;
 - Units 2–5: Light industrial and storage units (Use Classes E(g)(iii) and B8), each comprising approximately 203sqm of ground floor space and circa 100sqm mezzanine;
 - Unit 6: Light industrial and storage unit (Use Classes E(g)(iii) and B8), comprising approximately 200sqm of ground floor space and circa 100sqm mezzanine.
- 1.3.3 In addition, the end bay of Building 2 will be converted from an agricultural use to a Class E workshop, providing approximately 255sqm of floorspace.
- 1.3.4 In total, the proposed development will provide approximately 1,767sqm (GIA) of floorspace to be used for light industrial and storage purposes (Use Classes E(g)(iii) and B8), including mezzanine levels.

1.4 Pre-application Discussions

- 1.4.1 Pre-application discussions have taken place with KCC in relation to the proposed development at Queens Farm.
- 1.4.2 To support these discussions, a Transport Scoping Note was prepared and submitted to KCC, which is included at **Appendix B**, alongside the associated written response from KCC.
- 1.4.3 The areas of discussion included, but were not limited to, the following:
- Existing site operations and baseline vehicle movements;
 - The proposed farm diversification and associated land uses;
 - Vehicular access arrangements, including visibility and surfacing requirements;
 - The suitability of the surrounding rural highway network, particularly in relation to larger vehicles;
 - Parking and servicing provision;
 - Trip generation methodology and appropriate TRICS land use selection; and
 - The requirement to provide up-to-date collision data and supporting analysis.
- 1.4.4 KCC raised the following matters, including:
- The need to ensure appropriate surfacing at the site access to prevent loose material entering the public highway;

- Consideration of the suitability of the surrounding rural road network for larger vehicles;
- The provision of up-to-date collision data and associated analysis;
- The requirement to review trip generation using appropriate Use Class comparators; and
- The need to provide further detail in relation to parking, servicing, and vehicle manoeuvring.

1.4.5 This TS has been prepared having regard to the Scoping Note and the subsequent response from KCC and seeks to address the matters raised during the pre-application process to demonstrate that the proposals are acceptable in highways and transport terms.

1.5 Report Scope and Structure

1.5.1 This TS has been prepared to assess the transport implications of the proposed development and to demonstrate that the site can be appropriately accessed and operate safely in relation to the local highway network.

1.5.2 The report demonstrates that the development would not result in a material or severe impact on the operation of the surrounding highway network, in accordance with national and local planning policy.

1.5.3 Following this introduction, this TS is structured as follows:

- **Section 2 - Planning Policy Guidance** examines the relevant national, regional, and local planning policy with regards to the site;
- **Section 3 - Baseline Conditions** details the site and its location, and the surrounding area in highways and transport terms;
- **Section 4 - Proposed Development** outlines the application proposals, site access, parking provision, and servicing arrangements;
- **Section 5 - Trip Generation and Impact** assesses the anticipated vehicular trips generated by the development proposals; and
- **Section 6** - summarises and concludes this report.

2. Planning Policy Guidance

2.1 National Policy

National Planning Policy Framework (NPPF) (February 2025)

2.1.1 The most recent NPPF was published in December 2024 and updated in February 2025. It sets out Government planning policy, provides a framework within which local planning policies should be produced and is a material planning consideration in planning decisions.

2.1.2 With regards to transport, the NPPF Paragraph 115 states that:

“In assessing the sites that may be allocated for development plans, or specific applications for development, it should be ensured that:

- a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
- b) safe and suitable access to the site can be achieved for all users;*
- c) the design of streets, parking areas, other transport elements, and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code (Policies and decisions should not make use of or reflect the former Design Bulletin 32, which was withdrawn in 2007); and*
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.”*

2.1.3 Paragraph 116 continues:

“Development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.”

2.1.4 Paragraph 117 continues that applications for development should:

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

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

2.1.5 Paragraph 118 states that:

“All development that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.”

2.1.6 In regard to supporting a prosperous rural economy, Paragraph 88 states that:

“Planning policies and decisions should enable:
a) the sustainable growth and expansion of all types of business in rural areas, both through conversion of existing buildings and well-designed, new buildings;
b) the development and diversification of agricultural and other land-based rural businesses;
c) sustainable tourism and leisure developments which respect the character of the countryside; and
d) the retention and development of accessible local services and community facilities, such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship.”

2.1.7 Paragraph 89 continues, stating that:

“Planning policies and decisions should recognise that sites to meet local business and community needs in rural areas may have to be found adjacent to or beyond existing settlements, and in locations that are not well served by public transport. In these circumstances it will be important to ensure that development is sensitive to its surroundings, does not have an acceptable impact on local roads and exploits any opportunities to make a location more sustainable (for example by improving the scope for access on foot, by cycling or by public transport). The use of previously developed land, and sites that are physically well-related to existing settlements, should be encouraged where suitable opportunities exist.”

2.2 Regional Policy

Kent Local Transport Plan 5: Striking the Balance (2024)

2.2.1 KCC adopted the Local Transport Plan 5 (LTP5) in December 2024 for the period of 2024 to 2037. It outlines how KCC will seek to meet the transport needs of Kent across LTP5’s period.

2.2.2 As part of the plan KCC’s ambition for transport is:

“We want to improve the health, wellbeing, and economic prosperity of lives in Kent by delivering a safe, reliable, efficient, and affordable transport network across the county

and as an international gateway. We will plan for growth in Kent in a way that enables us to combat climate change and preserve Kent's environment.

We will do this by delivering emission-free travel by getting effective dedicated infrastructure to electrify vehicles, increase public transport use and make walking and cycling attractive. This will be enabled by maintaining our highways network and delivering our Vision Zero road safety strategy. These priorities will ensure our networks are futureproof, resilient, and meet user needs."

2.2.3 To achieve this ambition, KCC have outlined 9 policy outcomes:

"Policy Outcome 1 - The condition of our managed transport network is kept to satisfactory levels, helping to maintain safe and accessible travel and trade.

Policy Outcome 2 - Deliver out Vision Zero road safety strategy through all the work we do.

Policy Outcome 3 - International travel becomes a positive part of Kent's economy, facilitated by the county's transport network, with the negative effects of international haulage traffic decreased.

Policy Outcome 4 - International rail travel returns to Kent and there are improved rail and public transport connections to international hubs.

Policy Outcome 5 - Deliver resilient transport, future-proofed for growth and innovation, aiming for an infrastructure-first approach to reduce the risk of highways and public transport congestion due to development.

Policy Outcome 6 - Access to Kent's historic and natural environment is enhanced.

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

Policy Outcome 8 - A growing public transport system supported by dedicated infrastructure to attract increased ridership, helping operators to provide more and invest in better services.

Policy Outcome 9 - Transport makes a positive contribution to public health due to increasing numbers of people using a growing cycling and pedestrian network with dedicated infrastructure, and any increase in disturbance from aviation noise is avoided."

Kent County Council's Parking Standards (January 2025)

2.2.4 KCC have recently published their updated parking standards for both residential and non-residential land uses. Tables 5 and 6 of the document lay out the parking standards applicable to the site. These standards are detailed below in **Table 2.1**.

Table 2.1 KCC Relevant Car Parking Standards

	Car Parking	Goods Vehicle
General Industrial – B2		
Over 200m ²	1 space per 50m ²	1 space for 200m ²
Notes	1. Adequate facilities should be provided to enable delivery vehicles to park and manoeuvres clear of the public highway. 2. For large developments, the provision for goods vehicles only applies up to a maximum of 6 spaces. For sites where more provision is required, a minimum of 6 spaces should be provided with the actual number being determined by consideration of the operational requirements and demonstrated through a Transport Assessment.	
Storage or Distribution – B8		
Storage & Distribution	1 space per 110m ²	1 space per 300m ²
Notes	1. Parking provision for associated office space to be determined using the standards set out under Use Class E(g).	

- 2.2.5 Regarding Cycle Parking the document states that for B2/B8/E(g) Uses 1 space per 1,000sqm should be provided for short term parking, and 1 space per 200sqm should be provided for long term parking.

2.3 Local Policy

Gravesham Borough Council Local Plan Core Strategy (2014)

- 2.3.1 Adopted in 2014, the Gravesham Local Plan Core Strategy sets out the long-term vision for the future of Gravesham Borough.
- 2.3.2 **'Policy CS07: Economic Employment and Skills'** states that, regarding farm and rural diversification:

"The Council will support proposals that promote the appropriate expansion and diversification of the rural economy. Support will be given to the conversion of rural buildings to employment use/live work units where it is compatible with national policies for protecting the Green Belt."

- 2.3.3 **'Policy CS11: Transport'** of the Core Strategy states that:

"New developments should mitigate their impact on the highway and public transport networks as required. As appropriate, transport assessments and travel plans should be provided and implemented to ensure the delivery of travel choice and sustainable opportunities for travel. Transport assessment work is required to be undertaken in accordance with national and local policy guidance, and to identify detailed highway and public transport network requirements and management arising from the development."

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

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

Gravesham Local Plan First Review (saved policies)

2.3.4 As detailed, the Core Strategy forms the primary document within Gravesham’s adopted Local Plan. However, several policies were ‘saved’ by the Secretary of State from Gravesham’s previous Local Plan, which remain applicable when considering planning applications.

2.3.5 With respect to transport elements, the following saved policies remain relevant:-

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

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

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

Policy T5 - The formation of new accesses or the intensification of use of existing accesses to the roads forming the highway network shown on the Proposals Map, will not normally be permitted, except where no danger would arise and where a properly formed access can be created in a location and to a standard acceptable to the Local Planning and Highway Authorities.”

2.3.6 GBC still use the SPG4 parking standards, these relevant standards are provided in **Table 2.2** overleaf.

Table 2.2 GBC Relevant Car Parking Standards

	Car Parking	Goods Vehicle
General Industrial – B2		
Over 200m ²	1 space per 50m ²	1 space for 200m ²
Notes	1. Adequate facilities should be provided to enable delivery vehicles to park and manoeuvre clear of the public highway. 2. For large developments the provision for goods vehicles only applies up to a maximum of 6 spaces. For sites where more provision is required, a minimum of 6 spaces should be provided with the actual number being determined by consideration of the operational requirements and demonstrated through a Transport Assessment.	
Storage or Distribution – B8		
Storage & Distribution	1 space per 110m ²	1 space per 300m ²
Notes	1. Parking provision for associated office space to be determined using the standards set out under Use Class E(g).	

2.3.7 Regarding Cycle Parking the document states that for B2/B8/E(g) Uses 1 space per 1,000sqm should be provided for short term parking, and 1 space per 200sqm should be provided for long term parking.

2.3.8 These parking standards are the same as KCC's parking standards.

2.4 Policy Compliance

2.4.1 In accordance with the National Planning Policy Framework, this Transport Statement demonstrates that whilst the proposals may result in a modest level of additional traffic, this would not be material and would not give rise to a severe impact on the surrounding highway network. The development represents a farm diversification scheme, making use of existing buildings and reflecting the scale and nature of the site's established operations and supports and enables a prosperous rural economy, in line with paragraphs 88 and 89.

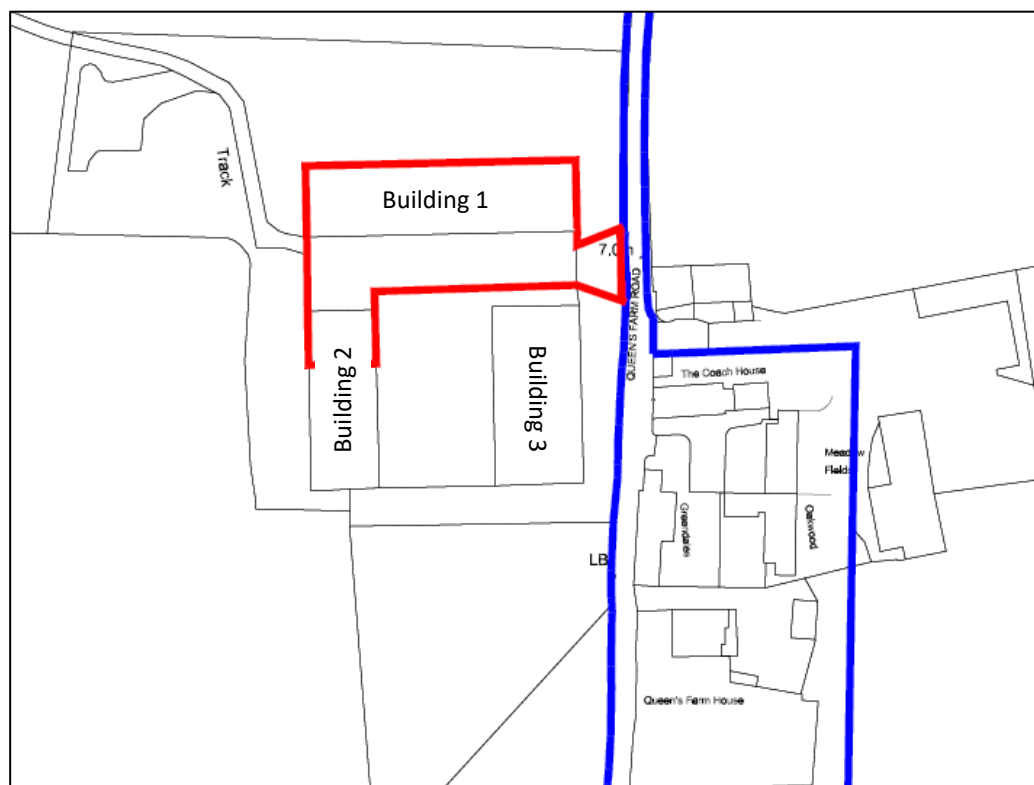
2.4.2 The proposals retain the existing access arrangements, which provide safe and suitable access for all users, and include appropriate provision for parking, servicing and vehicle manoeuvring within the site.

3. Existing Conditions

3.1 Site Context

- 3.1.1 The application site comprises part of Queens Farm, located to the south of Shorne and to the east of Gravesend. The site consists of a collection of existing agricultural buildings arranged around a central hardstanding yard.
- 3.1.2 The application site is shown with the red boundary line below in **Figure 3.1** comprising all of Building 1 and part of Building 2. Building 3 does not form part of the application and will remain as existing.

Figure 3.1 Application Site



Source: Lee Evans Partnership Drawing Number: 9446-A-L-(01)-0001 C

- 3.1.3 The buildings within the site are currently a mix of agricultural and light industrial use, including livestock housing, grain storage and an established joinery workshop. The site is therefore already a rural employment location, generating a range of vehicle movements including staff trips, light goods vehicles (LGVs), agricultural machinery and occasional Heavy Goods Vehicles (HGVs).
- 3.1.4 The central yard area provides hardstanding which facilitates vehicle parking, servicing and turning. Vehicles are able to manoeuvre within the site and enter and exit in a forward gear.

3.2 Existing Site Movements

- 3.2.1 To inform the baseline understanding of current vehicle activity at Queens Farm, information has been obtained from the two existing farm tenants operating from the site.
- 3.2.2 Their qualitative input provides insight into the nature and frequency of existing vehicular movements, which supports a comparative assessment of future trip generation under the proposed development, which is outlined later in **Section 5**.

Existing Joinery Workshop Movements

- 3.2.3 The joinery workshop currently operates from Building 2, a converted agricultural building. Based on a typical month of operations, the tenant has outlined the following:
- **Staff Attendance and Site-Based Activity** - The business employs approximately seven staff members, who either remain at the workshop or travel off-site depending on project demands:
 - On workshop-based days (around 50% of working time), all seven staff drive to the site in the morning and leave in the evening, resulting in 14 two way vehicle movements per day.
 - On site-based days (the remaining 50%), the same seven staff arrive in the morning. Three vans then depart for external jobs, returning later the same day. All staff then depart, creating approximately 20 vehicle movements on those days (7 staff cars and 3 vans – each generating a round trip).
 - **Deliveries and Goods Movements** - The workshop typically receives around three lorry deliveries per month, predominantly delivering timber and materials. These are accommodated within the hardstanding area, which enables lorries to turn within the site and exit in forward gear.
- 3.2.4 Overall, the workshop generates consistent daily traffic with periodic delivery activity, characteristic of a light industrial operation.

Existing Farm Building Movements

- 3.2.5 The agricultural buildings at the site are currently occupied by two separate tenants with different operational characteristics. One tenant occupies the northern half of Building 2 and all of Building 3, the latter functioning as a grain store. These activities relate to arable farming and will remain unchanged as part of the proposed development.
- Building 3 is used intensively during the harvest period, which typically lasts around five consecutive days per year. During this time, tractor and trailer movements occur approximately every 30 minutes between 10:00 and 23:00, resulting in over 25 round trips per day — equating to up to 50 two way vehicle movements daily. This equates to approximately 133 15-tonne trailer movements in each direction (266 total) over the five-day period.

- Out loading of grain takes place between October and April using 29-tonne lorries. During this period, approximately 70 loads per year are transported off-site, equating to around 140 two way vehicle movements, often in clusters of up to three lorries per day.
- 3.2.6 The second tenant currently occupies all of Building 1, which is the building proposed for conversion. This use includes cattle and sheep housing, as well as log splitting, storage and distribution. These activities will cease entirely as a result of the development. Based on input from the tenant, this agricultural use generates an average of 2–3 vehicle trips per day, with a short period of increased activity during hay making in June and July, during which there may be 5 trips per day for approximately 3–4 days.
- 3.2.7 For other parts of the year, Buildings 1 and 3 are idle, with limited movements taking place on an ad hoc basis.
- 3.2.8 The nature of the existing agricultural use means that across the year, the typical daily usage of the buildings varies.
- 3.2.9 It is noted that as part of the development proposals, the existing joinery will be retained and expanded. The joinery business is proposed to take on the northern bay of its existing building (Building 2), currently used by an agricultural tenant. That tenant is intended to relocate into one of the proposed storage units within Building 1. The remainder of the converted building will accommodate new light industrial and storage uses.

3.3 Local Highway Network

- 3.3.1 The site is accessed from Queens Farm Road, which is a single carriageway two way road that provides access to residential properties and industrial units along its length. **Figure 3.2** below shows Queens Farm Road looking southbound from the site access.

Figure 3.2 Queens Farm Road Facing South from the Site Access



- 3.3.2 Queens Farm Road is a lightly trafficked road, generally single carriageway in nature, with a variable width and informal passing opportunities.
- 3.3.3 The road is subject to a national speed limit; however, actual vehicle speeds are influenced by the nature of the route, resulting in a generally self-regulating environment, with vehicles travelling at reduced speeds when compared with the sign posted speed limit.
- 3.3.4 The surrounding highway network is considered suitable for the type and scale of vehicles associated with the site. As confirmed through the pre-application discussions with KCC, the site is already accessed by a range of vehicles, including agricultural machinery and occasional HGVs associated with existing farm operations.
- 3.3.5 It is acknowledged that there are localised constraints on the wider network, including weight restrictions on certain routes in the vicinity. As such, any larger vehicles associated with the development would be expected to utilise appropriate routes that are suitable for their size and nature, avoiding restricted sections of the network. This reflects existing access patterns to the site and the wider localised businesses at the end of Queens Farm Road, and can be managed, where necessary, through routeing arrangements and operator awareness.
- 3.3.6 There are no footways or cycle routes within the vicinity of the site. Access by public transport is also limited, with bus stops located on the A226. The site's location should, however, be considered in the context of the NPPF Paragraph 89 which acknowledges the differing levels of access at rural sites.
- 3.3.7 An Automatic Traffic Counter (ATC) was installed on Queens Farm Road between 7th May 2025 and 13th May 2025 to capture recorded vehicle speeds, along with vehicle flows and classification.

- 3.3.8 A summary of this is provided in **Table 3.1** below, with the full data included at **Appendix C**. In light of the nature of the proposed development use, consideration has been given to an average weekday period.

Table 3.1 Queens Farm Road ATC – Average Weekday

Direction	Flows			HGV		
	AM Peak	PM Peak	Daily	AM Peak	PM Peak	Daily
Northbound	29	31	419	12	12	151
Southbound	15	61	418	9	5	151
2-way	44	92	837	21	17	302

- 3.3.9 With regard to the HGV figures, it is noted that these flows include vehicles from a two-axle truck through to an articulated lorry. It should be noted that the majority of the HGVs recorded fall within the two-axle category, likely in association with skip lorry movements from the nearby industrial facility.

- 3.3.10 In terms of the speeds recorded, the following 85th percentile speeds were found:

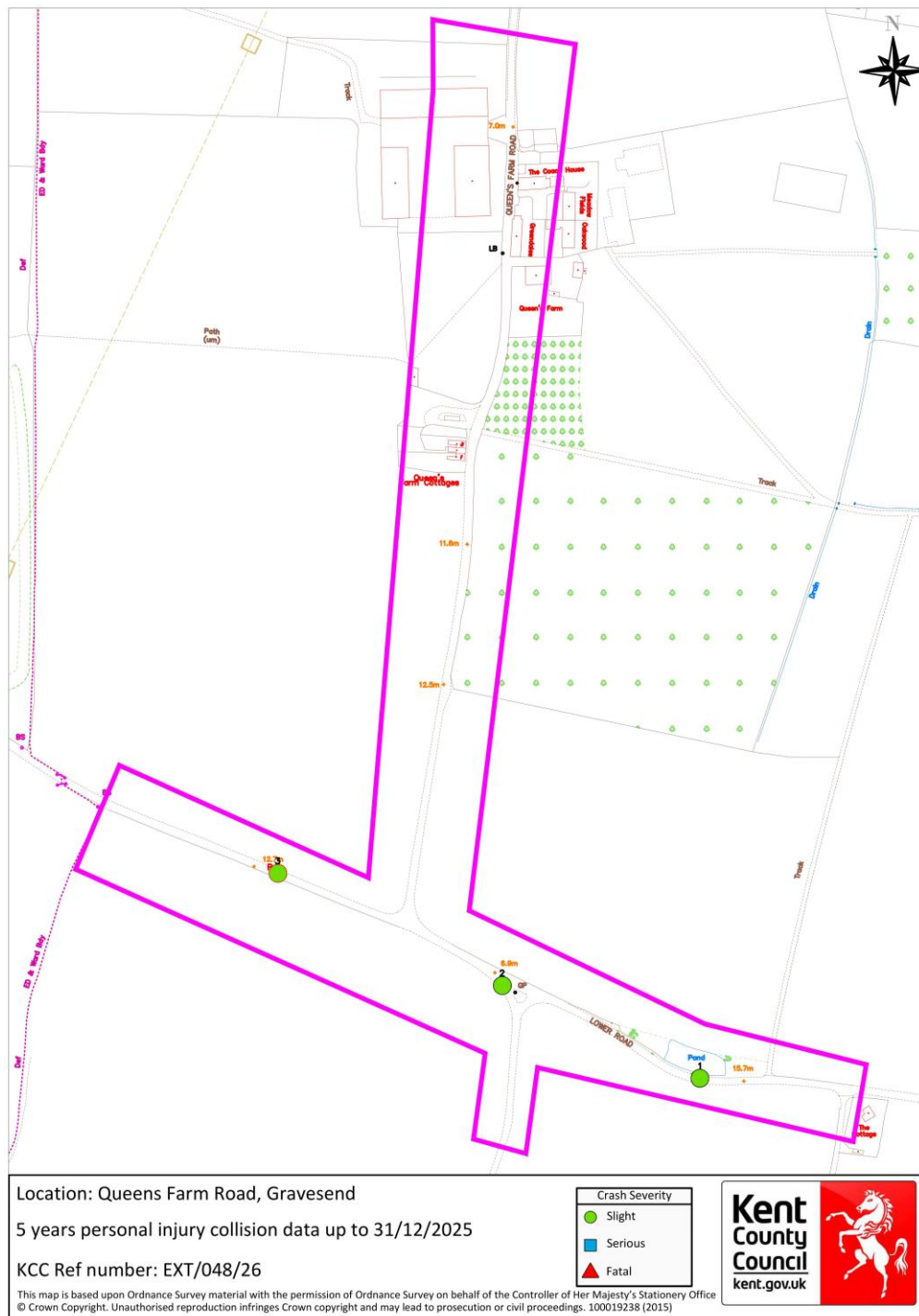
- **Southbound** – 32.5mph
- **Northbound** – 32.7mph

- 3.3.11 It is clear that vehicles are travelling noticeably below the signposted national speed limit (60mph).

Personal Injury Collision (PIC) Data

- 3.3.12 An assessment of the Personal Injury Collision (PIC) data from the most recently available five-year period has been undertaken (1st January 2021 - 31st December 2025) on Queen's Farm Road and Lower Road.
- 3.3.13 The distribution of all recorded collisions is included below in **Figure 3.3**, with the full incident data included at **Appendix D**.

Figure 3.3 PIC Distribution (2021 - 2025)



Source: Kent County Council

- 3.3.14 A total of 3 collisions have occurred within study area during the time period. Of these collisions, all have been classified as slight. The yearly distribution is provided in **Table 3.2** below.

Table 3.2 PIC Yearly Distribution

Collision Severity	2021	2022	2023	2024	2025
Slight	1	0	1	1	0
Serious	0	0	0	0	0
Fatal	0	0	0	0	0
Total	1	0	1	1	0

- 3.3.15 The first incident involved two cars. For reasons unknown, a car has driven into another car whilst travelling on Lower Road. The incident took place in light, dry and fine conditions.
- 3.3.16 The second incident occurred at the Lower Road / Green Farm Lane junction. A car has performed a right turn movement and collided with another car waiting to leave the junction. The incident took place in light, dry and fine conditions.
- 3.3.17 The final incident involved a car and a pedestrian. A pedestrian has been walking along Lower Road. The pedestrian has seen an oncoming car and stepped out of the way of the vehicle. Despite this, the vehicle still collided with the pedestrian knocking them to the ground and leaving the scene. The report notes that the incident took place in light, fine and dry conditions.
- 3.3.18 Based on the nature of the incidents recorded, it is not considered that there are any highway safety concerns arising from the highway arrangement within the vicinity of the site. As such, it is not considered that the proposed development will exacerbate any existing highway safety concerns in the area.

4. Proposed Development

4.1 Overview

- 4.1.1 The proposed development comprises the conversion of an existing agricultural building at Queens Farm to provide a series of light industrial and storage units, alongside the relocation of an existing agricultural workshop, as part of a farm diversification scheme.
- 4.1.2 The development will deliver a total of six units within Building 1, comprising one agricultural workshop unit and five commercial units. The commercial units are intended to accommodate light industrial and storage uses, primarily falling within Use Class E(g)(iii) and B8.
- 4.1.3 The units will comprise the following approximate floorspace:
- Unit 1 (Agricultural Workshop): 200sqm ground floor plus circa 100sqm mezzanine;
 - Units 2–5 (Commercial Units): each comprising approximately 203sqm ground floor plus circa 100sqm mezzanine;
 - Unit 6 (Commercial Unit): approximately 200sqm ground floor plus circa 100sqm mezzanine.
- 4.1.4 In addition, the northern end bay of Building 2 will be converted from an agricultural use to a Class E workshop, providing approximately 255sqm of floorspace to support the expansion of the existing joinery business.
- 4.1.5 In total, the proposals will deliver approximately 1,767sqm (GIA) of floorspace for light industrial and storage uses (Use Classes E(g)(iii) and B8), including mezzanine levels.

4.2 Site Layout and Access

- 4.2.1 The proposed layout of the units is shown in **Figure 4.1** below, which illustrates the subdivision of the existing building into six units, each with direct access onto the central yard area for servicing and parking.

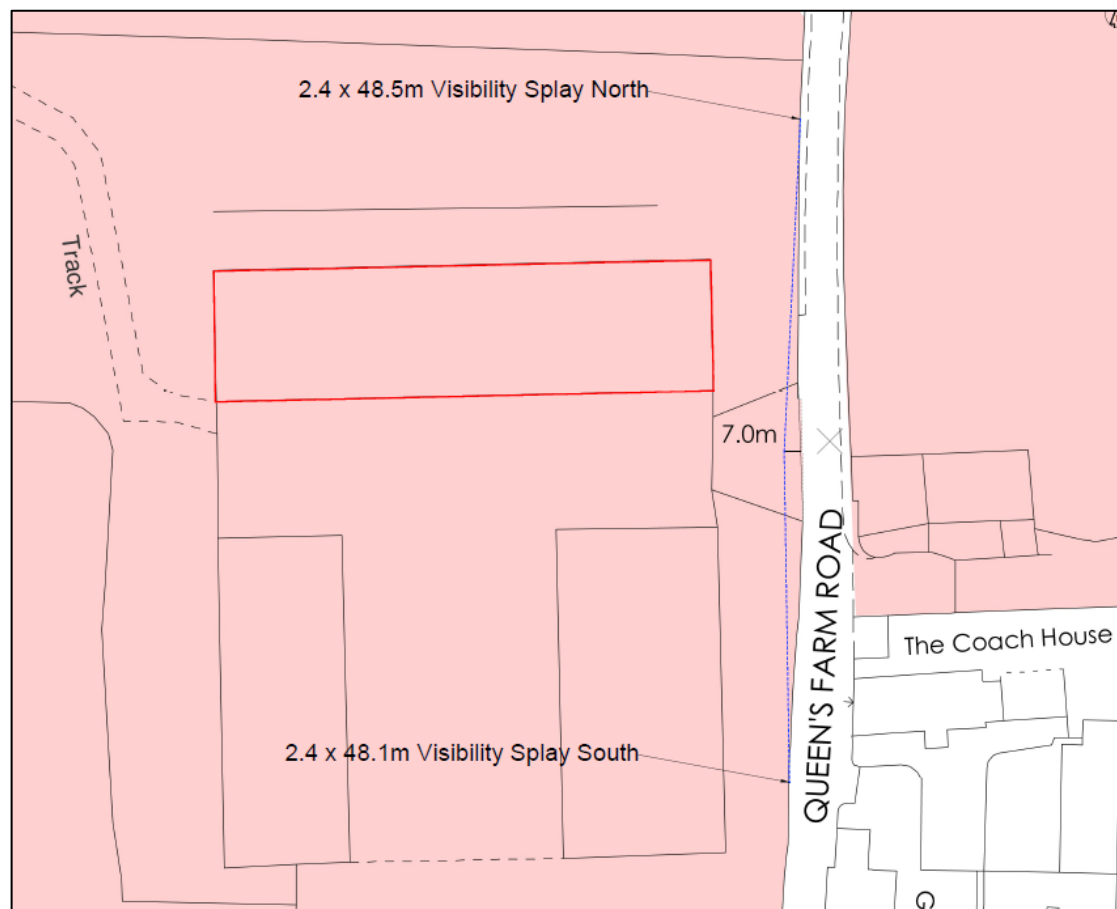
Figure 4.1 Proposed Units Layout



Source: Lee Evans Partnership Drawing No.: 9446-A-L-(03)-001 P01

- 4.2.2 Vehicular access to the site will continue to be taken from Queens Farm Road via the existing priority access.
- 4.2.3 The site benefits from a central concrete yard which provides sufficient space for parking, manoeuvring, and servicing, including access for delivery vehicles and occasional HGVs. All vehicles will be able to enter, turn and exit the site in a forward gear.
- 4.2.4 As identified in **Section 3**, recorded 85th percentile vehicle speeds on Queens Farm Road are below the national speed limit. In accordance with Manual for Streets (MfS) guidance, appropriate visibility splays have been derived based on these observed speeds.
- 4.2.5 Visibility splays of approximately 48m in both directions are achievable from the site access (based on a driver reaction time of 1.5 seconds and a deceleration rate of 4.41m/s²) and can be accommodated within land under the control of the applicant, demonstrating that the access is suitable to serve the proposed development, see **Figure 4.2** below and **Drawing Number 26111-MA-XX-XX-DR-C-0100** attached to this TS.

Figure 4.2 Existing Visibility Splays



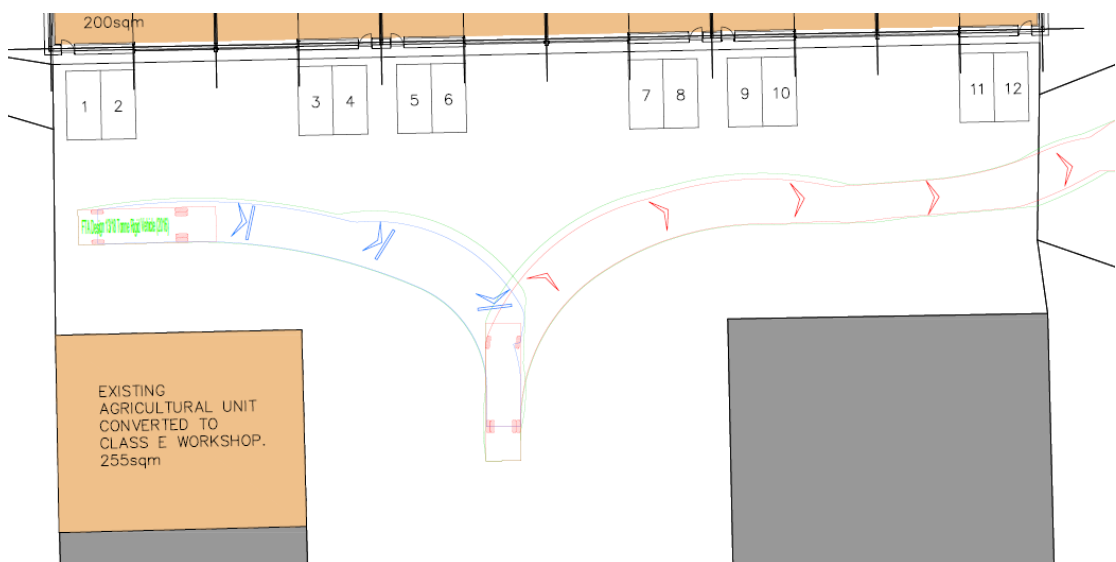
- 4.2.6 In accordance with comments received from KCC from the pre-application advice, appropriate surfacing will be provided at the site access to ensure that loose material does not migrate onto the public highway.
- 4.2.7 No external expansion of the building footprint is proposed. The works are limited to internal subdivision, insertion of mezzanine floors, and minor alterations to facilitate access to individual units.

4.3 Parking and Servicing

- 4.3.1 Parking provision will be accommodated within the existing hardstanding yard area to the front of the units. The layout will be formalised as part of the development proposals.
- 4.3.2 The quantum of parking will be proportionate to the scale and nature of the proposed uses, taking into account the rural location and expected operational characteristics of the units. Two demarcated spaces are proposed per unit. Whilst adopted parking standards for B2 and B8 uses are typically expressed on a floorspace basis and would ordinarily generate a higher level of provision, the proposed units are relatively small in scale and are expected to operate with low staff numbers, with a significant proportion of floorspace given over to storage, workshop, or operational activity.

- 4.3.3 Furthermore, as part of a wider farm diversification project, the site benefits from a greater degree of flexibility to accommodate parking and operational activity. There is sufficient space within the site to accommodate additional parking on an informal basis if required, without impacting the operation of the surrounding highway network. On this basis, the proposed level of parking is considered appropriate to the anticipated demand.
- 4.3.4 With respect to cycle parking, for long stay needs, it is considered that bicycles can be sorted within the individual units themselves.
- 4.3.5 Servicing and delivery activity will take place within the site, utilising the existing yard area. The layout provides sufficient space for delivery vehicles, including larger vehicles where required, to manoeuvre within the site and exit in a forward gear as can be seen in **Figure 4.3** below:

Figure 4.3 Delivery and Servicing Vehicles - Swept Path Analysis



Source: Drawing Number: 26111-MA-XX-XX-DR-C-7000 P01

4.4 Anticipated Uses and Tenancy

- 4.4.1 The proposed commercial units are intended to accommodate a range of small-scale rural employment uses, including light industrial processes, workshops, and storage uses within Use Classes E(g)(iii) and B8.
- 4.4.2 The units are expected to be occupied by local businesses such as artisans, small-scale fabricators, or storage-based operators, which are typically associated with low levels of trip generation and limited HGV activity.
- 4.4.3 The development also facilitates the continued operation and expansion of the existing joinery business on site, alongside the retention of agricultural activity through the provision of a dedicated agricultural workshop.

5. Trip Generation and Impact

5.1 Overview

5.1.1 This section assesses the anticipated vehicular trip generation associated with the proposed development and considers the potential impact on the surrounding highway network.

5.2 Methodology

5.2.1 To assess the likely traffic impact of the proposed development, trip rates have been derived from the TRICS database, with the TRICS outputs provided in **Appendix E**.

5.2.2 In response to pre-application comments from KCC, trip rates have been derived from a range of land uses to ensure a robust assessment, including:

- Light Industrial (Use class E(g)(iii))
- Warehousing and Storage (Use class B8)
- Farm diversification/ rural employment sites

5.3 Trip Rate Scenarios

Light Industrial Use

5.3.1 **Table 5.1** below presents the total vehicle and goods vehicles trips generated by the development proposals, when assessing the proposed development as a having a light industrial use.

Table 5.1 Light Industrial Units - Total Vehicle and Goods Vehicle Trips

1,767 sqm	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)			Daily (07:00 – 19:00)		
	Arrive	Depart	2 - Way	Arrive	Depart	2 - Way	Arrive	Depart	2 - Way
Total Vehicle Trip Rate	0.270	0.060	0.330	0.050	0.350	0.400	1.370	1.350	2.720
Total Vehicle Trips	5	1	6	1	6	7	24	24	48
Goods Vehicle Trip Rate	0.040	0.060	0.100	0.010	0.010	0.020	0.490	0.400	0.890
Goods Vehicle Trips	1	1	2	0	0	0	9	7	16
* Figures rounded to nearest whole number									

- 5.3.2 **Table 5.1** indicates that in this land use scenario, the proposed development will generate 6 total vehicle two way trips in the AM peak, 7 trips in the PM peak and 48 trips across the day.
- 5.3.3 Of these, it is estimated that approximately 16 daily trips would comprise goods vehicle movements associated with servicing and deliveries.
- 5.3.4 It should be noted that the industrial based trip rates reflect more established employment sites, typically located within urban or industrial estates and often operating at a higher intensity than the proposed development.

Storage and Warehouse Use

- 5.3.5 **Table 5.2** below presents the total vehicle and goods vehicles trips generated by the development proposals, when assessing the proposed development as a having a Storage and Warehousing (B8) use.

Table 5.2 Storage and Warehouse Units - Total Vehicle and Goods Vehicle Trips

1,767 sqm	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)			Daily (07:00 – 19:00)		
	Arrive	Depart	2 - Way	Arrive	Depart	2 - Way	Arrive	Depart	2 - Way
Total Vehicle Trip Rate	0.142	0.030	0.172	0.040	0.142	0.182	0.586	0.546	1.072
Total Vehicle Trips	3	1	3	1	3	3	9	10	19
Goods Vehicle Trip Rate	0	0	0	0.030	0	0.030	0.080	0.081	0.161
Total Goods Vehicle Trips	0	0	0	1	0	1	1	1	3
* Figures rounded to nearest whole number									

- 5.3.6 **Table 5.2** indicates that in this land use scenario, the proposed development will generate 3 total vehicle two-way trips in the AM and PM peaks and 19 trips across the day.
- 5.3.7 Of these, it is estimated that approximately 3 daily trips would comprise goods vehicle movements.
- 5.3.8 The B8 derived trip rates are generally associated with larger-scale warehousing operations, often involving higher levels of HGV activity and servicing demand than would be expected at the application site.

Farm Diversification

5.3.9 **Table 5.3** below presents the total vehicle trips and goods vehicles trips generated by the development proposals, when assessing the proposed development as farm diversification.

Table 5.3 Farm Diversification - Total Vehicle and Goods Vehicle Trips

1,767 sqm	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)			Daily (07:00 – 19:00)		
	Arrive	Depart	2 - Way	Arrive	Depart	2 - Way	Arrive	Depart	2 - Way
Total Vehicle Trip Rate	0.142	0.600	0.210	0.019	0.104	0.124	1.058	1.047	2.107
Total Vehicle Trips	3	1	4	0	2	2	19	18	37
Goods Vehicle Trip Rate	0.037	0.007	0.045	0.013	0.003	0.017	0.137	0.137	0.274
Total Goods Vehicle Trips	1	0	1	0	0	0	2	2	5
* Figures rounded to nearest whole number									

5.3.10 **Table 5.3** indicates that in this land use scenario, the proposed development will generate 4 total vehicle two-way trips in the AM peak, 2 trips in the PM peak and 37 trips across the day.

5.3.11 Of these, it is estimated that approximately 5 daily trips would comprise goods vehicle movements.

5.4 Trip Generation Summary

5.4.1 This trip generation assessment has been undertaken using three separate land use scenarios to provide a robust comparison of potential operational characteristics at the site.

5.4.2 The Light Industrial (Use Class E(g)(iii)) scenario represents the worst-case in terms of total trip generation, forecasting:

- 6 two way vehicle trips in the AM peak hour;
- 7 two way vehicle trips in the PM peak hour;
- 48 two way daily vehicle trips; and
- 16 daily goods vehicle movements.

5.4.3 The Storage and Warehousing (Use Class B8) scenario results in a lower overall level of trip generation, particularly in terms of daily activity and goods vehicle movements, with:

- 3 two way vehicle trips in the AM peak hour;

- 3 two way trips in the PM peak hour;
- 19 two way daily vehicle trips; and
- 3 daily goods vehicle movements.

5.4.4 The Farm Diversification scenario generates:

- 4 two way vehicle trips in the AM peak hour;
- 2 two way vehicle trips in the PM peak hour;
- 37 two way daily vehicle trips; and
- 5 daily goods vehicle movements.

5.4.5 The Farm Diversification scenario is considered to provide the most representative reflection of the proposed development, aligning with the location and existing agricultural use of the site, as well as the nature of the proposals as a farm diversification scheme supporting small-scale employment uses.

5.4.6 A review of the selected TRICS sites demonstrates that they comprise a mix of activities broadly consistent with Use Classes E(g), B2 and B8, including workshop, joinery, storage and service-based businesses. These uses are directly comparable to those anticipated at the application site and are typically operated at a relatively low intensity, with modest staffing levels and limited trip generation.

5.4.7 By contrast, the Light Industrial and B8 datasets are generally derived from larger-scale and more intensively operated employment and logistics sites, often located within established industrial estates. These are likely to overstate trip generation when compared to the proposed development and therefore provide a robust upper benchmark.

5.4.8 On this basis, the use of all three scenarios provides a realistic and robust range of potential trip generation outcomes, with the Light Industrial scenario representing a suitable worst-case, and the Farm Diversification scenario providing the most contextually appropriate estimate of likely activity.

5.4.9 The assessment demonstrates that the proposed development would generate low levels of traffic across all scenarios, with limited peak hour demand and low goods vehicle activity.

5.4.10 Across all scenarios assessed, the proposed development is forecast to generate a low level of vehicular activity, with limited peak hour demand and minimal goods vehicle movements. Even when assessed against the robust worst-case Light Industrial scenario, the development would generate only 6 two-way trips in the AM peak, 7 in the PM peak, and 48 across the day, with a small proportion of these comprising HGV movements. Such levels of traffic are not material in the context of the surrounding rural highway network and would not give rise to any discernible impact on highway capacity or safety.

5.4.11 In this context, the proposals accord with paragraphs 88 and 89 of the National Planning Policy Framework, which support the sustainable growth and diversification of agricultural and other land-based rural businesses. The development represents a small-scale rural

employment use with limited traffic implications and, as such, will not result in an unacceptable impact on highway safety or a severe residual cumulative impact.

6. Conclusion and Summary

- 6.1.1 Markides Associates has been instructed by Evesham Properties Ltd to prepare this Transport Statement in support of development proposals for the conversion of existing agricultural buildings to light industrial and storage units as part of a farm diversification project at Queens Farm, Shorne, Gravesend, Kent, DA12 3HU.
- 6.1.2 The proposed development comprises the conversion of existing agricultural floorspace to provide a series of small-scale light industrial and storage units falling within Use Classes E(g)(iii) and B8, alongside an agricultural workshop and the expansion of the existing joinery use on site.
- 6.1.3 The site forms part of the wider Queens Farm holding and is already used for a mix of agricultural and rural employment activities, including an existing joinery workshop, agricultural storage, livestock-related activity and periodic HGV movements associated with existing farm operations.
- 6.1.4 Vehicular access will continue to be taken from the existing priority access on Queens Farm Road. The access has been reviewed having regard to recorded vehicle speeds, with appropriate visibility splays achievable. Surfacing improvements will also be provided at the access in response to KCC's pre-application comments.
- 6.1.5 Parking, servicing and delivery activity will be accommodated within the existing yard area. Whilst adopted parking standards are expressed on a floorspace basis, the proposed level of formal parking is considered appropriate to the anticipated demand associated with small-scale rural employment uses, with additional flexibility available within the wider site to accommodate operational parking if required.
- 6.1.6 The site layout provides sufficient space for delivery and servicing vehicles, including larger vehicles where required, to manoeuvre within the site and enter and exit in a forward gear. Larger vehicles would be expected to use appropriate routes to and from the site, avoiding any restricted sections of the local network.
- 6.1.7 A trip generation assessment has been undertaken using the TRICS database. In response to KCC's pre-application comments, three scenarios have been tested: Light Industrial, Storage and Warehousing, and Farm Diversification. This provides a robust range of potential trip generation outcomes.
- 6.1.8 The Farm Diversification scenario is considered to provide the most contextually appropriate estimate of likely activity, reflecting the location and existing agricultural character of the site as well as the nature of the proposals as a farm diversification scheme. A review of the selected TRICS sites demonstrates that they include comparable small-scale employment uses, including workshop, joinery, storage and service-based businesses.
- 6.1.9 The Light Industrial scenario has been assessed as a robust worst-case. Even under this scenario, the development would generate only 6 two-way trips in the AM peak, 7 two-way trips in the PM peak and 48 two-way trips across the day, with a relatively small proportion

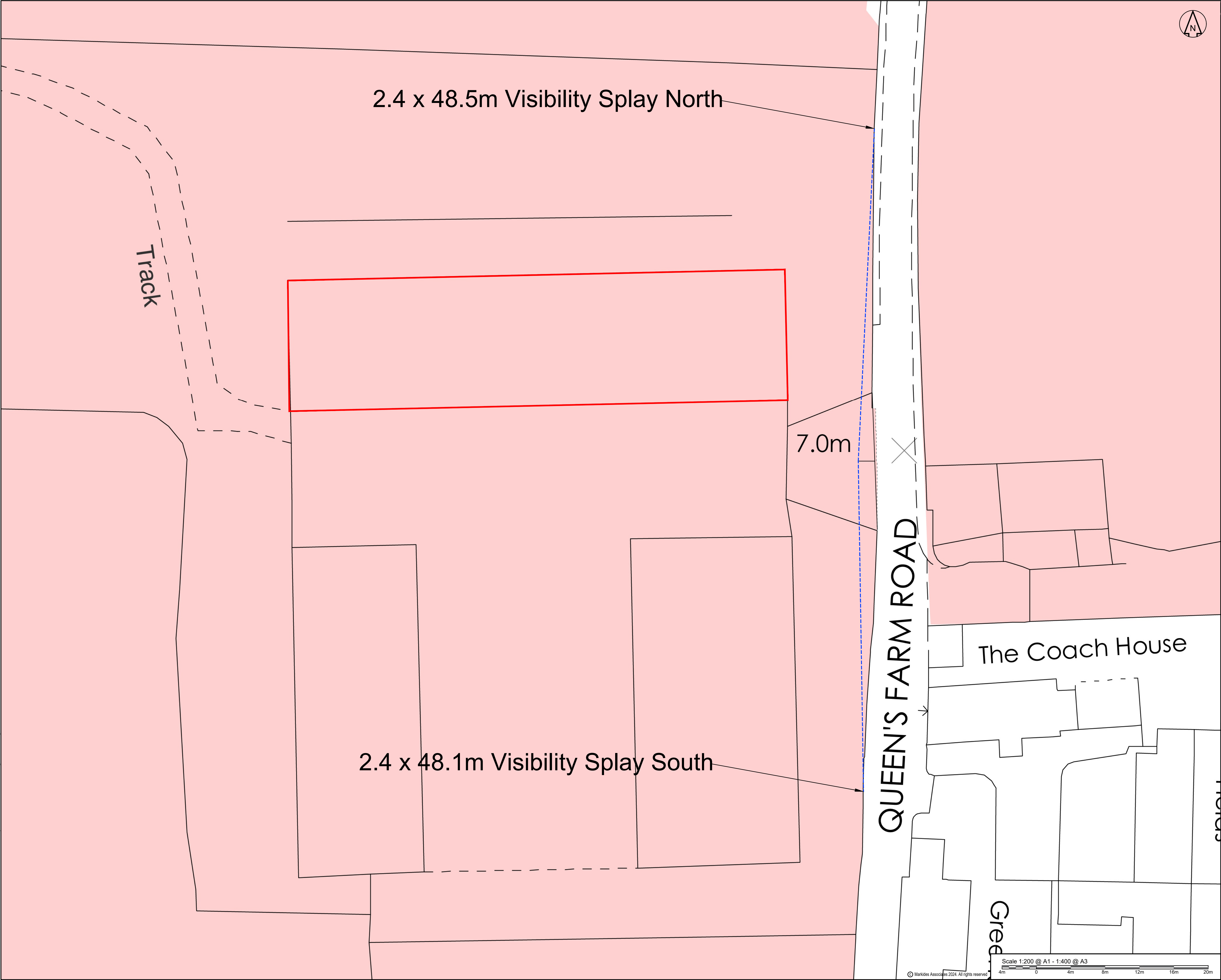
comprising goods vehicle movements. Such levels of activity are not material in the context of the surrounding rural highway network.

- 6.1.10 In accordance with paragraphs 88 and 89 of the National Planning Policy Framework, the proposals support the sustainable growth and diversification of agricultural and other land-based rural businesses. The development represents an appropriate small-scale rural employment use and would not result in an unacceptable impact on highway safety or a severe residual cumulative impact on the road network.
- 6.1.11 It is therefore concluded that the proposed development can be satisfactorily accommodated in highways and transport terms. There are no highways or transport-related reasons why planning permission should be withheld.

DRAWINGS

26111-MA-XX-XX-DR-C-0100 P01 – Vehicle Sightlines

26111-MA-XX-XX-DR-C-7000 P01 – 10m Rigid, Swept Path Analysis



DO NOT SCALE OFF THIS DRAWING

NOTES

1. This drawing is indicative and subject to discussions with local & national highway authorities. This design is also subject to confirmation of land ownership, topography, location of statutory services, detailed design and traffic modelling.

2. This drawing is based upon drawing number W17043-04, supplied by The Mapping Company and Markides Associates shall not be liable for any inaccuracies or deficiencies.

3. Markides Associates accept no responsibility for any unauthorised amendments to this drawing. Do not rely on dimensions scaled from this plan.

4. Land Ownership information has been provided by The Mapping Company, and has been transcribed by onto an Ordnance Survey base. Markides Associates accepts no liability for the accuracy of the data provided and the ownership boundary information shown is subject to checks by a licensed conveyancer.

5. Any swept path analysis has been undertaken using Autodesk vehicle tracking software (AutoTRACK) and Markides Associates shall not be liable for any inaccuracies or deficiencies.

Revision History							
P01	FOR INFORMATION		JPB	HA	HA	13.04.2026	
Rev	Comment		By	Chkd	Appr	Date	
Current Revision							
P01	FOR INFORMATION		JPB	HA	HA	13.04.2026	
Rev	Comment		By	Chkd	Appr	Date	

S2 - FOR INFORMATION

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Project
QUEENS FARM, SHORNE

Drawing Title
VEHICLE SIGHTLINES

Markides Associates reference: 26111 1:200 @ A1
26111-MA-XX-XX-DR-C-0100 - P01

P:\26111 - Queens Farm, Gravesend\06 CAD-BIM\06.01 CAD\A Preliminary\26111-MA-XX-XX-DR-C-7000 - 10m Rigid SPA P01.dwg



DO NOT SCALE OFF THIS DRAWING

NOTES

1. This drawing is indicative and subject to discussions with local & national highway authorities. This design is also subject to confirmation of land ownership, topography, location of statutory services, detailed design and traffic modelling.

2. This drawing is based upon drawing number A-L-03\0001 supplied by Lee Evans Partnership and Markides Associates shall not be liable for any inaccuracies or deficiencies.

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4. Any swept path analysis has been undertaken using Autodesk vehicle tracking software (AutoTRACK) and Markides Associates shall not be liable for any inaccuracies or deficiencies.

10

1.3

6.1

FTA Design 13/18 Tonne Rigid Vehicle (2016)

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Track Width

Lock to lock time

Kerb to Kerb Turning Radius

10.000m

2.550m

3.645m

0.440m

2.70m

3.00s

11.000m

KEY

VEHICLE BODY LINE

VEHICLE WHEEL LINE

REVERSE GEAR

Revision History

P01

FOR INFORMATION

JPB

HA

HA

06.05.26

Rev

Comment

By

Chkd

Appr

Date

Current Revision

P01

FOR INFORMATION

JPB

HA

HA

06.05.26

Rev

Comment

By

Chkd

Appr

Date

S2 - FOR INFORMATION

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Project

QUEENS FARM, SHORNE

Drawing Title

10M RIGID - SWEEP PATH ANALYSIS

Markides Associates reference:

26111

1:250 @ A1

26111-MA-XX-XX-DR-C-7000 - P01

Scale 1:250 @ A1 - 1:500 @ A3

5m

0

5m

10m

15m

20m

25m

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APPENDICES

Appendix A – Proposed Site Plan

Appendix B – KCC Pre Application Technical Note and Response

Appendix C – ATC Data

Appendix D – PIC Data

Appendix E – TRICS Outputs

APPENDIX A – PROPOSED SITE PLAN



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PROJECT	
New Industrial Units, Shorne, Gravesend	
CLIENT	DATE
Hobbs Parker	22/05/2026
DRAWING TITLE	DRN + CKD
Proposed Block Plan	MHY DJ
ISSUE STATUS	SCALE
	1:500 @ A3
DRAWING NUMBER	REVISION
9446-A-L-(03)-0001	P01

APPENDIX B – KCC PRE APPLICATION TECHNICAL NOTE AND RESPONSE

Transport Scoping Note

Queens Farm, Shorne

Project Number: 25173
Doc Number: 25173-MA-XX-XX-RP-D-TN01
Prepared for: Evesham Properties Ltd

3 July 2025

Rev	Issue Purpose	Author	Reviewed	Approved	Date
A	Draft	JPB	HA	JB	06/06/2025
B	Issue	JPB	JB	JB	16/06/2025
C	Issue	JPB	JB	JB	03/07/2025

1. Introduction

- 1.1.1 Markides Associates (MA) have been appointed by Evesham Properties Ltd to prepare this Transport Scoping Note to support pre-application discussions with Kent County Council Highways and Transportation (KCC H&T) for the proposed conversion of an existing agricultural building to light industrial units/workshops and minor storage units. The proposal also seeks to convert the northern bay adjacent to the existing workshop to an additional workshop space, as part of a farm diversification project at Queens Farm, Shorne, Gravesend, Kent, DA12 3HU.
- 1.1.2 It seeks to provide a summary of the development proposals, access arrangements, and anticipated traffic generation, in order to agree the scope and methodology of any further transport assessment work that may be required to accompany a formal planning application.
- 1.1.3 Following this introduction, the Transport Scoping Note is structured as follows:
- **Section 2** highlights the site's location;
 - **Section 3** details the development proposals;
 - **Section 4** provides a brief overview of relevant planning policy;
 - **Section 5** describes the existing scenario;
 - **Section 6** outlines the proposed development;
 - **Section 7** assesses the anticipated trip generation of the development proposals; and
 - **Section 8** provides a summary and conclusion.

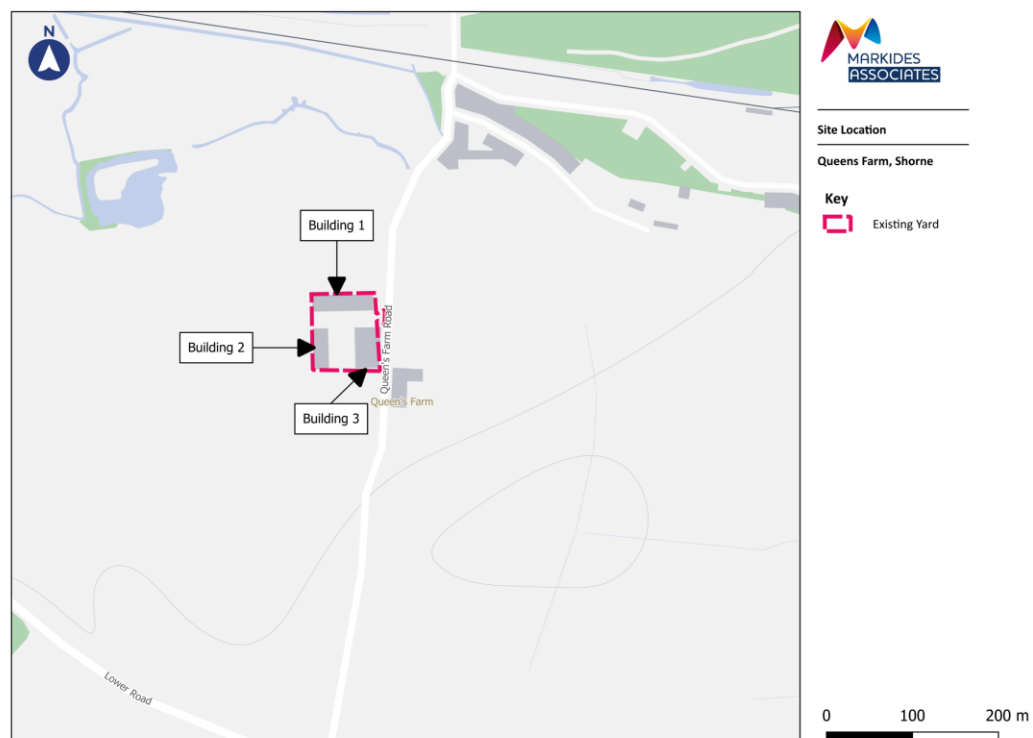
2. Site Location

2.1.1 The site consists of a central concrete yard and three buildings, referred to in this note as Buildings 1, 2, and 3:

- **Building 1** (North): Currently used entirely for agricultural purposes, including cattle and sheep housing, log splitting and distribution, by a short-term tenant;
- **Building 2** (West): Partly occupied by the joinery workshop (Craftworks Joinery), and partly used for agricultural storage and machinery; and
- **Building 3** (East): Used as a grain store with no proposed change in use.

2.1.2 A site location plan is provided below in **Figure 2.1**.

Figure 2.1 Site Location Plan



3. Development Proposals

3.1.1 The proposed development is for the conversion of Building 1 into five light industrial/storage units, with one part retained for agricultural use as a replacement farm workshop to accommodate relocated activity from Building 2. This forms part of a farm diversification project. An additional area proposed to be converted is the northern bay of the joinery workshop, roughly outlined above in **Figure 2.1**.

3.1.2 This is currently used for agricultural purposes and is proposed to be converted to a workshop for the joinery business that currently occupies the remainder of the building. The

existing agricultural tenant in the northern bay of Building 2 will relocate to the retained agricultural unit within Building 1.

- 3.1.3 Vehicular access to the site will be via the retained access, as existing from Queens Farm Road. The proposals will retain the existing hard-standing yard which currently allows for vehicle parking and turning to occur within the confines of the site.

4. Policy Context

4.1 National Planning Context

National Planning Policy Framework (2024)

- 4.1.1 The National Planning Policy Framework (NPPF) was revised in December 2024 and sets out the Government's planning policy, provides a framework within which local planning policies should be produced and is a material consideration in planning decisions.

- 4.1.2 With regards to transport, the NPPF Paragraph 115 states that:

"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) sustainable transport modes are prioritised taking account of the vision of the site, the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, and other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code (Policies and decisions should not make use of or reflect the former Design Bulletin 32, which was withdrawn in 2007); and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.

- 4.1.3 Paragraph 116 states that:

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

4.2 Regional Policy

Kent Local Transport Plan 5: Striking the Balance (2024)

- 4.2.1 KCC adopted the Local Transport Plan 5 (LTP5) in December 2024 for the period of 2024 to 2037. It outlines how KCC will seek to meet the transport needs of Kent across LTP5's period.

- 4.2.2 As part of the plan KCC's ambition for transport is:

“We want to improve the health, wellbeing, and economic prosperity of lives in Kent by delivering a safe, reliable, efficient, and affordable transport network across the county and as an international gateway. We will plan for growth in Kent in a way that enables us to combat climate change and preserve Kent’s environment.

We will do this by delivering emission-free travel by getting effective dedicated infrastructure to electrify vehicles, increase public transport use and make walking and cycling attractive. This will be enabled by maintaining our highways network and delivering our Vision Zero road safety strategy. These priorities will ensure our networks are futureproof, resilient and meet user needs.”

4.2.3 To achieve this ambition, KCC have outlined 9 policy outcomes:

“Policy Outcome 1 - The condition of our managed transport network is kept to satisfactory levels, helping to maintain safe and accessible travel and trade.

Policy Outcome 2 - Deliver out Vision Zero road safety strategy through all the work we do.

Policy Outcome 3 - International travel becomes a positive part of Kent’s economy, facilitated by the county’s transport network, with the negative effects of international haulage traffic decreased.

Policy Outcome 4 - International rail travel returns to Kent and there are improved rail and public transport connections to international hubs.

Policy Outcome 5 - Deliver resilient transport, future-proofed for growth and innovation, aiming for an infrastructure-first approach to reduce the risk of highways and public transport congestion due to development.

Policy Outcome 6 - Access to Kent’s historic and natural environment is enhanced.

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

Policy Outcome 8 - A growing public transport system supported by dedicated infrastructure to attract increased ridership, helping operators to provide more and invest in better services.

Policy Outcome 9 - Transport makes a positive contribution to public health due to increasing numbers of people using a growing cycling and pedestrian network with dedicated infrastructure, and any increase in disturbance from aviation noise is avoided.”

Kent County Council’s Parking Standards (January 2025)

4.2.4 KCC have recently published their updated parking standards for both residential and non-residential land uses. Tables 1 to 9 of the document lay out the parking standards applicable to the site. These standards are detailed below in **Table 4.1**.

Table 4.1 KCC Relevant Car Parking Standards

	Car Parking	Goods Vehicle
General Industrial – B2		
Over 200m ²	1 space per 50m ²	1 space for 200m ²
Notes	1. Adequate facilities should be provided to enable delivery vehicles to park and manoeuvres clear of the public highway. 2. For large developments the provision for goods vehicles only applies up to a maximum of 6 spaces. For sites where more provision is required, a minimum of 6 spaces should be provided with the actual number being determined by consideration of the operational requirements and demonstrated through a Transport Assessment.	
Storage or Distribution – B8		
Storage & Distribution	1 space per 110m ²	1 space per 300m ²
Notes	1. Parking provision for associated office space to be determined using the standards set out under Use Class E(g).	

- 4.2.5 Regarding Cycle Parking the document states that for B2/B8/E(g) Uses 1 space per 1000sqm should be provided for short term parking, and 1 space per 200sqm should be provided for long term parking.

4.3 Local Policy

Gravesham Borough Council Local Plan Core Strategy (2014)

- 4.3.1 Adopted in 2014, the Gravesham Local Plan Core Strategy sets out the long-term vision for the future of Gravesham Borough.
- 4.3.2 **‘Policy CS07: Economic Employment and Skills’** states that, regarding farm and rural diversification:

“The Council will support proposals that promote the appropriate expansion and diversification of the rural economy. Support will be given to the conversion of rural buildings to employment use/live work units where it is compatible with national policies for protecting the Green Belt”

- 4.3.3 **‘Policy CS11: Transport’** of the Core Strategy states that:

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

provided and implemented to ensure the delivery of travel choice and sustainable opportunities for travel. Transport assessment work is required to be undertaken in accordance with national and local policy guidance, and to identify detailed highway and public transport network requirements and management arising from the development.

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

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

Gravesham Local Plan First Review (saved policies)

- 4.3.4 As detailed, the Core Strategy forms the primary document within Gravesham’s adopted Local Plan. However, several policies were ‘saved’ by the Secretary of State from Gravesham’s previous Local Plan, which remain applicable when considering planning applications.
- 4.3.5 With respect to transport elements, the following saved policies remain relevant:-

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

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

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

Policy T5 - The formation of new accesses or the intensification of use of existing accesses to the roads forming the highway network shown on the Proposals Map, will not normally be permitted, except where no danger would arise and where a properly formed access can be created in a location and to a standard acceptable to the Local Planning and Highway Authorities.”

5. Existing Conditions

5.1 Local Highway Network

- 5.1.1 The site is accessed from Queens Farm Road, which is a single carriageway two-way road that provides access to residential properties and industrial units along its length. **Photo 5.1** below looking southbound from the site access illustrates the rural nature of the road.

Photo 5.1 Queens Farm Road Facing South from the Site Access



- 5.1.2 An Automatic Traffic Counter (ATC) was installed on Queens Farm Road between 7th May 2025 and 13th May 2025 to capture recorded vehicle speeds, along with vehicle flows and classification.
- 5.1.3 A summary of this is provided in **Table 5.1** below, with the full data included at **Appendix A**. In light of the nature of the proposed development use, consideration has been given to an average weekday period.

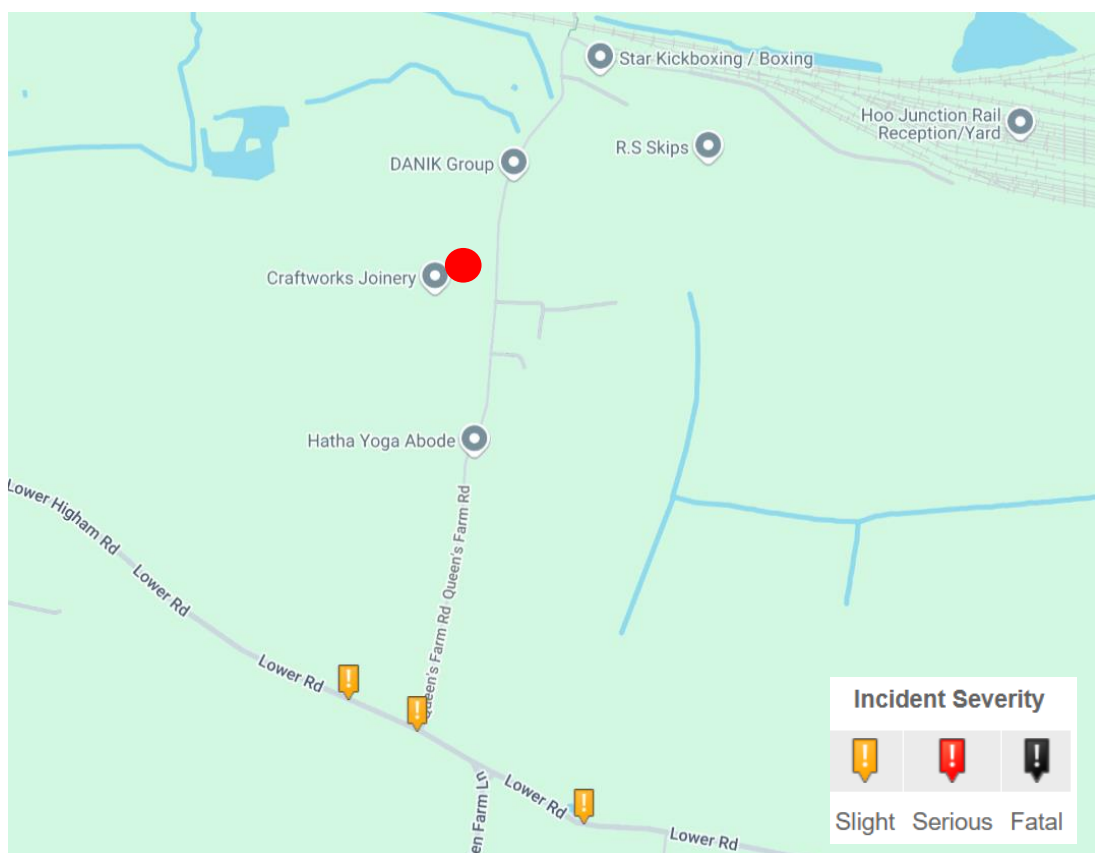
Table 5.1 Queens Farm Road ATC – Average Weekday

Direction	Flows			HGV		
	AM Peak	PM Peak	Daily	AM Peak	PM Peak	Daily
Northbound	29	31	419	12	12	151
Southbound	15	61	418	9	5	151
2-way	44	92	837	21	17	302

- 5.1.4 With regard to the HGV figures, it is noted that these flows include vehicles from a two-axle truck through to an articulated lorry. It should be noted that the majority of the HGVs recorded fall within the two-axle category, likely in association with skip lorry movements from the nearby industrial facility.
- 5.1.5 In terms of the speeds recorded, the following 85th percentile speeds were found:
- **Southbound** – 32.5mph
 - **Northbound** – 32.7mph

- 5.1.6 It is clear that vehicles are travelling noticeably below the signposted national speed limit (60mph), by virtue of the nature of the road.
- 5.1.7 A review of collision data for the most recently available 5-year period (2019 – 2023) has been undertaken using the CrashMap online resource. As can be seen in **Figure 5.1** below, there were no recorded collisions of any severity on Queen's Farm Road.
- 5.1.8 Three slight incidents were recorded on Lower Road and its junction with Queen's Farm Road. Given the limited incident recorded within the site vicinity, it is not considered that the development proposals will exacerbate any existing highway safety issues.

Figure 5.1 Collision Data 2019 – 2023



Source: Crashmap.co.uk

5.2 Existing Site Movements

- 5.2.1 To inform the baseline understanding of current vehicle activity at Queens Farm, information has been obtained from the two existing farm tenants operating from the site.
- 5.2.2 Their qualitative input provides insight into the nature and frequency of existing vehicular movements, which supports a comparative assessment of future trip generation under the proposed development, which is outlined later in **Section 7** of this scoping note.

Existing Joinery Workshop Movements

- 5.2.3 The joinery workshop currently operates from a converted agricultural building adjacent to the main barn. Based on a typical month of operations, the tenant has outlined the following:
- **Staff Attendance and Site-Based Activity** - The business employs approximately seven staff members, who either remain at the workshop or travel off-site depending on project demands:
 - On workshop-based days (around 50% of working time), all seven staff drive to the site in the morning and leave in the evening, resulting in 14 two-way vehicle movements per day.
 - On site-based days (the remaining 50%), the same seven staff arrive in the morning. Three vans then depart for external jobs, returning later the same day. All staff then depart, creating approximately 20 vehicle movements on those days (7 staff cars and 3 vans – each generating a round trip).
 - **Deliveries and Goods Movements** - The workshop typically receives around three lorry deliveries per month, predominantly delivering timber and materials. These are accommodated within the hardstanding area, which enables lorries to turn within the site and exit in forward gear.
- 5.2.4 Overall, the workshop generates consistent daily traffic with periodic delivery activity, characteristic of a light industrial operation.

Existing Farm Building Movements

- 5.2.5 The agricultural buildings at the site are currently occupied by two separate tenants with different operational characteristics. One tenant occupies the northern half of Building 2 and all of Building 3, the latter functioning as a grainstore. These activities relate to arable farming and will remain unchanged as part of the proposed development.
- Building 3 is used intensively during the harvest period, which typically lasts around five consecutive days per year. During this time, tractor and trailer movements occur approximately every 30 minutes between 10:00 and 23:00, resulting in over 25 round trips per day — equating to up to 50 two-way vehicle movements daily. This equates to approximately 133 15-tonne trailer movements in each direction (266 total) over the five-day period.
 - Outloading of grain takes place between October and April using 29-tonne lorries. During this period, approximately 70 loads per year are transported off-site, equating to around 140 two-way vehicle movements, often in clusters of up to three lorries per day.
- 5.2.6 The second tenant currently occupies all of Building 1, which is the building proposed for conversion. This use includes cattle and sheep housing, as well as log splitting, storage, and distribution. These activities will cease entirely as a result of the development. Based on input from the tenant, this agricultural use generates an average of 2–3 vehicle trips per day, with

a short period of increased activity during hay making in June and July, during which there may be 5 trips per day for approximately 3–4 days.

- 5.2.7 For other parts of the year, the buildings 1 and 3 are idle, with limited movements taking place on an ad hoc basis.
- 5.2.8 The nature of the existing agricultural use means that across the year, the typical daily usage of the buildings varies significantly.
- 5.2.9 It is noted that as part of the development proposals, the existing joinery will be retained and expanded. The joinery business is proposed to take on the northern bay of its existing building, currently used by an agricultural tenant. That tenant is intended to relocate into one of the proposed storage units within the northern agricultural building to be converted. The remainder of the converted building will accommodate new light industrial and storage uses, as outlined above.

6. Proposed Development

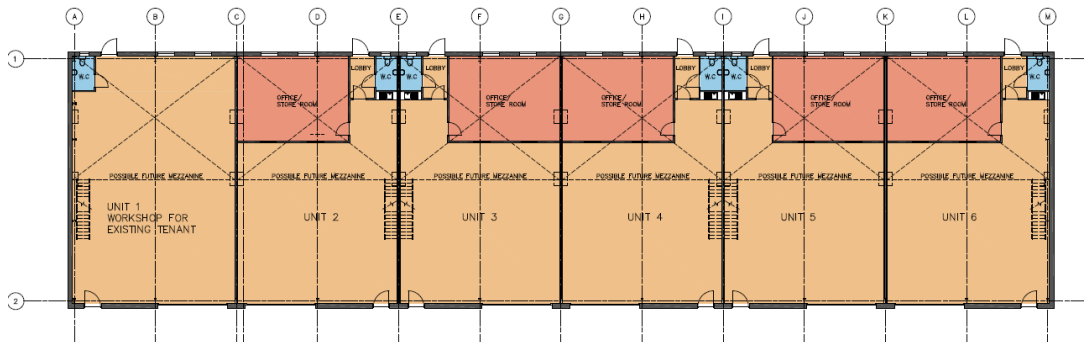
6.1 Overview

- 6.1.1 The proposed development comprises the conversion of the existing cattle shed/agricultural building located at the northern extent of the site into five self-contained commercial units and relocation of the existing farm workshop.
- 6.1.2 The proposed commercial units are intended to accommodate light industrial and storage uses, primarily falling within Use Class E(g)(iii) (light industrial processes which can be carried out in a residential area without detriment to amenity) and B8 (storage or distribution).
- 6.1.3 One of the six spaces in Building 1 will be retained for agricultural use to accommodate the tenant relocating from Building 2. This provision ensures continuity of agricultural activity on the site while enabling reallocation of space within the existing buildings.
- 6.1.4 The northern end bay of the existing joinery workshop, measuring approximately 255sqm, is currently occupied by an agricultural tenant whose activities will be relocated to the retained agricultural unit in Building 1. Under the proposed development, this space is to be brought into use by the joinery business as part of its operational expansion. The proposed use of the northern bay by the joinery business is expected to fall within Use Class E, in line with the wider use of the building.

6.2 Site Layout and Access

- 6.2.1 The proposed layout of the units is shown in **Figure 6.1** below, which illustrates the subdivision of the existing structure into six units arranged linearly with front-facing access and servicing.

Figure 6.1 Proposed Units Layout



Source: Lee Evans Architects Drawing No.: 9446-A-L-SK-003

- 6.2.2 Vehicular access to the site will continue to be taken from Queens Farm Road via the existing crossover, which is to be retained without modification. The site benefits from a central concrete yard that offers sufficient space for parking, manoeuvring, and servicing, including access for delivery vehicles and HGVs. All vehicles will be able to enter and exit in forward gear.
- 6.2.3 As detailed above, 85th percentile speeds have been found for Queen's Farm Road. To ensure the access is suitable to accommodate the development proposals, consideration has been given to the achievable visibility.
- 6.2.4 Using Manual for Streets (MfS) guidance for 85th percentile vehicle speeds below 37mph, a visibility requirement of 48.1m is found for southbound movements and a visibility requirement of 48.5m is found for northbound movements (based on a driver reaction time of 1.5 seconds and a deceleration rate of 4.41m/s²).
- 6.2.5 **Drawing Number 25173-MA-XX-XX-DR-C-0100**, attached to this Scoping Note as **Appendix B**, demonstrates that these visibility splays are achievable within land controlled by the applicant, ensuring the suitability of the retained access for the proposed development trips.
- 6.2.6 No external expansion of the building footprint is proposed. Alterations are limited to internal subdivision, door and window modifications, and minor works associated with providing individual unit access.

6.3 Parking and Servicing

- 6.3.1 Parking provision will utilise the retained hardstanding to the front of the units. The quantum and layout of parking is to be finalised but will be considered in the context of Kent County Council's Parking Standards (January 2025), as summarised in **Section 4**.
- 6.3.2 Servicing for deliveries and collections will also take place within the hardstanding area, and the site layout is capable of accommodating delivery vehicles turning within the site.

6.4 Anticipated Uses and Tenancy

- 6.4.1 Discussions with potential tenants are ongoing. It is anticipated that the site will host a mixture of local artisans, small-scale fabricators, or material storage, in keeping with the rural character and intended light industrial/storage function of the development.
- 6.4.2 Once planning permission is secured and occupiers are confirmed, further information on hours of operation, staff numbers, delivery frequencies, and vehicle types will be compiled upon request by KCC.

7. Trip Generation

7.1 Methodology

- 7.1.1 To assess the likely traffic impact of the proposed development, trip rates have been derived from the TRICS (Trip Rate Information Computer System) database, focusing specifically on comparable rural or semi-rural farm diversification schemes. These sites include examples of light industrial and workshop-style uses, reflecting the nature of the proposed development.
- 7.1.2 Trip rates have been calculated on a per 100sqm Gross Floor Area (GFA) basis, which is a commonly accepted metric for employment-type developments. The proposed development comprises approximately 1,365 sqm of floor area, which includes five new commercial units (with a mix of Use Class E(g)(iii) and B8), as well as the 255sqm northern bay of the joinery workshop, which is proposed to be converted from agricultural use.
- 7.1.3 Average trip rates per 100sqm GFA were applied to the proposed floorspace to generate estimated arrival, departure and total trips during the weekday operational period.

7.2 Trip Rates and Estimated Vehicle Generation

- 7.2.1 **Table 7.1** below presents the average weekday trip rates per 100sqm GFA, derived from the sample of selected TRICS sites (included in **Appendix C**) alongside the total projected vehicular trips for the proposed development.

Table 7.1 Proposed Development Vehicular Trip Generation

1,365 sqm	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)			Daily (07:00 – 19:00)		
	Arrive	Depart	2 - Way	Arrive	Depart	2 - Way	Arrive	Depart	2 - Way
Trip Rate	0.142	0.068	0.210	0.019	0.104	0.124	1.058	1.047	2.107
Trips	2	1	3	0	1	2	14	14	29
* Figures rounded to nearest whole number									

- 7.2.2 **Table 7.1** indicates that the proposed development is expected to generate 3 two-way trips in the AM Peak, 2 trips in the PM peak and 29 trips across the day. This reflects the relatively

low-intensity, low-impact land use, which is consistent with the rural location and intended light industrial/warehouse function.

7.3 Comparison with Existing Use

7.3.1 As outlined in **Section 5**, the existing agricultural use of the site is characterised by two distinct types of activity:

- **Seasonal grain-related movements** associated with the grainstore (Building 3), which are intensive during a short harvest period and during outloading between October and April, and
- **Low-level, regular daily trips** associated with the agricultural use of Building 1, which includes livestock housing and log-related activities.

7.3.2 The movements associated with the grainstore (Building 3) are not affected by the proposals and will remain unchanged. However, the agricultural activities currently taking place within Building 1 — including an average of 2–3 trips per day, with brief seasonal peaks of up to 5 trips per day — will cease entirely as a result of the proposed conversion.

7.3.3 The proposed development will introduce a more regular and predictable pattern of vehicle activity, estimated at 29 two-way trips per day based on TRICS-derived trip rates. While this represents a higher average daily trip rate compared to the existing use of Building 1, it replaces a variable and dispersed traffic profile and eliminates the associated livestock and machinery-related movements. Importantly, the proposed development will not exceed the peak intensity associated with seasonal grain operations and will continue to operate within the capacity of the site access and local highway network

8. Summary and Conclusion

8.1.1 This Transport Scoping Note has been prepared by Markides Associates on behalf of Evesham Properties Ltd to support a pre-application submission to Kent County Council Highways and Transportation (KCC H&T) in relation to a proposed farm diversification scheme at Queens Farm, Shorne.

8.1.2 The proposals involve the conversion of an existing agricultural building (Building 1) to form five small-scale commercial units for light industrial and storage use and retain one sixth of the building for continued agricultural use. In addition, the scheme includes the relocation of the current agricultural tenant from the joinery workshop into one of the new storage units, enabling the joinery business to expand into the vacated bay. The development has been designed to utilise the existing site layout and access arrangements, with no new buildings or external expansion proposed. Building 3, the existing grain store, will continue in its current agricultural use with no changes proposed.

8.1.3 This Scoping Note is submitted to KCC H&T as part of a pre-application scoping exercise, and feedback is sought on the methodology, assumptions and scope of assessment to confirm that the approach is acceptable. Subject to KCC's response, further work will be undertaken as necessary to support a full planning application.

APPENDIX A – ATC DATA



K&M TRAFFIC SURVEYS

SITE: QUEENS FARM ROAD SHORNE

LOCATION: Attached to telegraph pole

GRID REFERENCE: 51.433235, 0.435455

DIRECTION: NORTHBOUND SPEED LIMIT: NSL

07 May 2025

	Time [--]	Total	Cis 1	Cis 2	Cis 3	Cis 4	Cis 5	Cis 6	Cis 7	Cis 8	Cis 9	Cis 10	Cis 11	Cis 12	Cis 14	Cis 15	Mean	Vpp 85
0000		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0100		1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	24.4
0200		2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.5
0300		4	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	29.3
0400		1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.7
0500		17	14	0	3	0	0	0	0	0	0	0	0	0	0	0	0	28.0
0600		36	23	0	12	0	0	0	0	0	1	0	0	0	0	0	0	28.8
0700		41	32	0	9	0	0	0	0	0	0	0	0	0	0	0	0	28.5
0800		24	12	0	11	0	0	0	0	0	0	0	0	0	0	1	0	24.3
0900		35	19	0	14	0	0	0	0	0	0	1	0	0	0	0	0	26.3
1000		22	10	0	10	0	0	0	0	1	0	1	0	0	0	0	0	23.9
1100		23	10	0	13	0	0	0	0	0	0	0	0	0	0	0	0	24.2
1200		16	11	0	4	0	1	0	0	0	0	0	0	0	0	0	0	23.5
1300		18	6	0	7	0	0	0	0	0	0	0	0	0	0	0	0	25.3
1400		21	8	0	12	1	0	0	0	0	0	0	0	0	0	0	0	25.8
1500		20	5	0	13	0	0	0	0	0	1	0	0	0	0	0	0	26.7
1600		36	23	0	12	0	1	0	0	0	0	0	0	0	0	0	0	25.7
1700		33	19	0	10	0	0	0	1	0	0	0	0	0	0	0	0	25.7
1800		24	21	0	1	0	0	0	1	1	0	0	0	0	0	0	0	26.6
1900		27	26	0	1	0	0	0	0	0	0	0	0	0	0	0	0	27.9
2000		6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.5
2100		3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.8
2200		3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.4
2300		2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.6
07-19		313	178	0	116	3	6	1	3	0	3	0	0	0	0	2	1	25.7
08-22		385	236	6	129	3	6	1	3	0	4	0	2	0	0	2	1	26.3
09-00		390	241	0	129	3	6	1	3	0	4	0	0	0	0	2	1	26.2
00-00		415	260	0	135	3	6	1	3	0	4	0	0	0	0	2	1	26.4

08 May 2025

	Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000		1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22.3-	
0100		1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21-	
0200		3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	32.5-	
0300		4	1	0	2	0	1	0	0	0	0	0	0	0	0	0	32.6-	
0400		1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	30.8-	
0500		18	15	3	0	0	0	0	0	0	0	0	0	0	0	0	29-	
0600		33	25	0	8	0	0	0	0	0	0	0	0	0	0	0	27.5	
0700		39	26	0	11	0	0	0	0	0	0	0	0	0	0	0	27.7	
0800		27	17	0	10	0	0	0	0	0	0	0	0	0	0	0	24.4	
0900		25	16	0	7	0	2	0	0	0	0	0	0	0	0	0	25.7	
1000		26	13	0	12	0	0	0	0	0	1	0	0	0	0	0	24.9	
1100		17	9	0	8	0	0	0	0	0	0	0	0	0	0	0	26.7	
1200		16	6	0	10	0	0	0	0	0	0	0	0	0	0	0	24.1	
1300		32	18	0	12	1	0	1	0	0	0	0	0	0	0	0	26.8	
1400		22	8	0	14	0	0	0	0	0	0	0	0	0	0	0	25	
1500		18	10	0	7	0	1	0	0	0	0	0	0	0	0	0	24.5	
1600		36	24	0	11	0	1	0	0	0	0	0	0	0	0	0	27.7	
1700		29	20	0	8	0	0	0	0	1	0	0	0	0	0	0	32.0	
1800		27	23	0	2	0	0	1	1	0	0	0	0	0	0	0	26	
1900		17	16	0	1	0	0	0	0	0	0	0	0	0	0	0	27.8	
2000		10	8	0	1	0	0	0	0	0	0	0	0	0	0	0	34.9-	
2100		2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	24.6-	
2200		3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	29.8-	
2300		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
07-19		314	190	0	112	0	5	1	2	0	3	0	0	0	1	0	26.2	
08-22		376	240	0	120	0	5	1	2	0	3	0	0	0	2	0	26.6	
09-00		379	244	0	124	0	5	1	2	0	3	0	0	0	2	0	26.7	
00-00		407	262	0	129	0	6	1	2	0	3	0	0	0	2	0	26.9	

09 May 2025

Time [--]	Total	Cis 1	Cis 2	Cis 3	Cis 4	Cis 5	Cis 6	Cis 7	Cis 8	Cis 9	Cis 10	Cis 11	Cis 12	Cis 14	Cis 15	Mean	Vp 85
0000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	27.6	
0100	5	3	0	2	0	0	0	0	0	0	0	0	0	0	0	31.3	
0200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	34	
0300	6	3	0	3	0	0	0	0	0	0	0	0	0	0	0	27.7	
0400	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.8	
0500	16	15	0	1	0	0	0	0	0	0	0	0	0	0	0	29.9	37.9
0600	36	24	0	11	0	0	1	0	0	0	0	0	0	0	0	30	35.3
0700	36	32	0	3	1	0	0	0	0	0	0	0	0	0	0	30	34.4
0800	26	14	0	11	0	0	0	0	0	0	0	0	0	0	0	30.7	35.0
0900	18	8	0	8	0	2	0	0	0	0	0	0	0	0	0	26.9	32.7
1000	22	10	0	12	0	0	0	0	0	0	0	0	0	0	0	28	34.7
1100	22	12	0	9	0	1	0	0	0	0	0	0	0	0	0	25.4	31.3
1200	26	17	0	7	0	1	0	0	0	1	0	0	0	0	0	26	31.9
1300	25	8	0	15	0	1	0	0	0	0	0	0	0	1	0	26	31.5
1400	15	8	0	5	1	0	0	0	0	0	0	0	0	0	0	27.8	34.6
1500	22	7	0	12	0	1	0	1	0	0	0	0	0	0	0	25.5	30.4
1600	27	20	0	7	0	0	1	0	0	0	0	0	0	0	0	28.1	30.5
1700	32	15	0	15	0	1	1	0	0	1	0	0	0	0	0	25.3	30.8
1800	15	14	0	1	0	0	0	0	0	0	0	0	0	0	0	27.3	31.7
1900	16	15	0	0	0	0	0	1	0	0	0	0	0	0	0	27.2	33.7
2000	6	5	0	0	0	0	0	0	0	1	0	0	0	0	0	25.4	
2100	6	5	0	0	0	0	0	0	0	0	0	0	0	1	0	28.5	
2200	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	24.8	
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	33.6	
07-19	286	165	0	165	3	7	2	1	0	2	0	0	0	1	0	26.9	32.2
06-22	359	214	0	116	3	3	2	3	3	0	2	3	0	2	0	27	32.8
06-00	356	220	0	116	3	7	3	2	0	3	0	0	0	2	0	27.2	32.9
00-00	389	245	0	124	3	7	3	2	0	3	0	0	0	2	0	27.5	33.4

10 May 2025

	Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000		1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20.8	
0100		3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	30.9	
0200		0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
0300		3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	28.2	
0400		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500		4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	29.4	
0600		7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	29.5	
0700		7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	29.3	
0800		13	9	0	4	0	0	0	0	0	0	0	0	0	0	0	26.5	34.8
0900		11	8	0	2	0	0	0	0	0	0	0	0	0	1	0	26.7	35.5
1000		34	29	0	5	0	0	0	0	0	0	0	0	0	0	0	28.1	33.8
1100		31	27	0	4	0	0	0	0	0	0	0	0	0	0	0	24.6	29.8
1200		25	21	0	1	0	0	0	0	0	0	0	0	0	0	2	26.8	33.4
1300		10	10	0	0	0	0	0	0	29	0	0	0	0	0	0	29	
1400		5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	30.2	
1500		5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	25.5	
1600		4	3	0	1	0	0	0	0	4	0	0	0	0	0	0	26.4	
1700		4	2	0	0	0	0	0	0	0	0	0	0	0	1	0	23.6	
1800		3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	34.2	
1900		4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	26.1	
2000		2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	28.5	
2100		3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	21.6	
2200		2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	29.5	
2300		2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	32.4	
07-19		152	126	0	20	0	1	0	0	0	0	0	0	0	2	3	27	33.7
06-22		168	142	0	20	0	1	0	0	0	0	0	2	3	27	3	33.6	
06-00		172	146	0	20	0	1	0	0	0	0	0	0	0	2	3	27.1	33.7
00-00		183	152	0	25	0	1	0	0	0	0	0	0	0	2	3	27.2	33.8

11 May 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85		
0000	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	27.7	-		
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	45.1	-		
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	28.3	-		
0500	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	29.7	-		
0600	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	34.1	-		
0700	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	28.3	-		
0800	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	29.5	-		
0900	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	27.3	-		
1000	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	26.1	-		
1100	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	27.1	-		
1200	9	5	1	1	0	0	0	0	0	0	0	0	0	0	2	27.6	-		
1300	7	4	0	3	0	0	0	0	0	0	0	0	0	0	0	27.7	-		
1400	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	30	-		
1500	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	24.3	-		
1600	4	2	0	1	0	0	0	0	0	0	0	0	0	0	1	22.7	-		
1700	5	3	0	0	0	0	0	0	0	0	0	0	0	2	0	23.6	-		
1800	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	23.9	-		
1900	5	3	0	1	0	0	0	1	0	0	0	0	0	0	0	25.7	-		
2000	7	4	1	0	0	0	0	0	0	0	0	0	0	0	2	17.6	-		
2100	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	22.3	-		
2200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	36.8	-		
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	29.5	-		
07-19	75	60	1	9	0	0	0	0	0	0	0	0	0	2	3	26.6	32.7		
06-22	94	73	2	11	0	0	0	1	0	0	0	0	0	2	5	25.9	33.1		
06-00	96	75	2	11	0	0	0	1	0	0	0	0	0	2	5	26.1	33.3		
00-00	101	79	2	12	0	0	0	1	0	0	0	0	0	2	5	26.4	33.4		

12 May 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85		
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
0100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	34.2	-		
0200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	34.5	-		
0300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	37.6	-		
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	28.9	-		
0500	25	17	0	8	0	0	0	0	0	0	0	0	0	0	0	30.6	36		
0600	36	25	0	10	0	0	0	1	0	0	0	0	0	0	0	29.9	35.6		
0700	40	31	0	8	1	0	0	0	0	0	0	0	0	0	0	27.3	32.2		
0800	35	22	0	11	1	0	0	0	0	0	0	0	0	1	0	25.1	31		
0900	38	19	0	19	0	0	0	0	0	0	0	0	0	0	0	26.4	30.3		
1000	23	13	0	7	0	2	0	0	0	1	0	0	0	0	0	24.4	31.9		
1100	20	8	0	11	0	0	0	1	0	0	0	0	0	0	0	26.5	33.9		
1200	20	12	0	7	1	0	0	0	0	0	0	0	0	0	0	29.2	35.5		
1300	19	7	0	12	0	0	0	0	0	0	0	0	0	0	0	26.5	32.8		
1400	25	8	0	15	0	1	0	0	0	1	0	0	0	0	0	24.3	31		
1500	28	14	0	12	0	2	0	0	0	0	0	0	0	0	0	25.7	30.9		
1600	29	16	0	11	0	0	2	0	0	0	0	0	0	0	0	25.8	32.5		
1700	26	15	0	8	0	2	1	0	0	0	0	0	0	0	0	25	31.1		
1800	16	11	0	4	0	0	0	0	0	1	0	0	0	0	0	28	32.3		
1900	24	23	0	1	0	0	0	0	0	0	0	0	0	0	0	25.9	31.6		
2000	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	28.7	-		
2100	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	24.6	-		
2200	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	24.9	-		
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	40.7	-		
07-19	319	176	0	125	3	7	3	1	0	3	0	0	0	1	0	26.1	31.9		
06-22	391	235	0	137	3	7	3	2	0	3	0	0	0	1	0	26.4	32.1		
06-00	395	238	0	138	3	7	3	2	0	3	0	0	0	1	0	26.5	32.1		
00-00	427	262	0	146	3	7	3	2	0	3	0	0	0	1	0	26.8	32.2		

13 May 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85		
0000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	25.4	-		
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
0200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	26.8	-		
0300	8	5	0	3	0	0	0	0	0	0	0	0	0	0	0	30.3	-		
0400	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	30.4	-		
0500	27	22	0	4	0	0	1	0	0	0	0	0	0	0	0	29.8	33.9		
0600	37	28	0	9	0	0	0	0	0	0	0	0	0	0	0	27.2	32		
0700	41	27	0	11	0	0	0	0	0	0	0	0	0	2	1	30.5	37.4		
0800	33	19	0	14	0	0	0	0	0	0	0	0	0	0	0	24.5	31.1		
0900	22	11	0	9	1	0	0	0	0	0	0	0	0	1	0	26.7	33.3		
1000	22	12	1	8	0	1	0	0	0	0	0	0	0	0	0	25.6	32		
1100	16	4	0	12	0	0	0	0	0	0	0	0	0	0	0	27.7	37		
1200	19	9	0	9	0	0	0	1	0	0	0	0	0	0	0	22.2	26.6		
1300	22	8	0	11	1	1	0	0	0	1	0	0	0	0	0	25.7	30.7		
1400	25	9	0	13	1	1	0	0	0	0	0	0	0	1	0	24.9	31.2		
1500	28	16	0	11	0	1	0	0	0	0	0	0	0	0	0	26.9	31.3		
1600	39	28	0	9	0	0	1	1	0	0	0	0	0	0	0	25.5	31.7		
1700	37	24	0	11	0	1	0	0	0	0	0	0	0	0	1	25.2	30.4		
1800	36	31	0	3	0	0	1	0	0	0	0	0	0	0	1	24.9	31.1		
1900	21	19	0	2	0	0	0	0	0	0	0	0	0	0	0	24.6	29.9		
2000	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	19.4	-		
2100	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	29.5	-		
2200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	19.3	-		
2300	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	26.4	-		
07-19	340	198	1	121	3	5	2	2	0	1	0	0	0	4	3	26	31.5		
06-22	411	258	1	132	3	5	2	2	0	1	0	0	0	4	3	25.9	31.5		
06-00	416	263	1	132	3	5	2	2	0	1	0	0	0	4	3	25.9	31.5		
00-00	457	295	1	139	4	5	3	2	0	1	0	0	0	4	3	26.2	31.7		

Grand Total

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	Total HGVs	HGV %
AM Peak Average	24	14	0	9	0	0	0	0	0	0	0	0	0	0	0	26	31	0	0%
PM Peak Average	24	14	0	7	0	1	0	0	0	0	0	0	0	0	0	25	32	1	3%
Daily	340	222	0	101	2	5	2	2	0	2	0	0	0	2	2	27	33	5	2%

K&MTRAFFIC SURVEYS

SITE: QUEENS FARM ROAD SHORNE

LOCATION: Attached to telegraph pole

GRID REFERENCE: 51.433235, 0.435455

DIRECTION: NORTHBOUND SPEED LIMIT: NSL

07 May 2025

Time [--]	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	24.4	-
0200	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	33.5	-
0300	4	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	29.3	-
0400	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	22.7	-
0500	17	0	0	3	12	2	0	0	0	0	0	0	0	0	0	0	28.4	31.1
0600	36	0	1	9	13	12	1	0	0	0	0	0	0	0	0	0	28.8	33.3
0700	41	0	2	5	25	7	1	1	0	0	0	0	0	0	0	0	28.5	33.9
0800	24	1	4	4	14	0	1	0	0	0	0	0	0	0	0	0	24.3	28.9
0900	35	0	2	16	12	3	2	0	0	0	0	0	0	0	0	0	26.2	32.5
1000	22	0	4	8	9	1	0	0	0	0	0	0	0	0	0	0	23.9	29.2
1100	23	0	2	10	10	1	0	0	0	0	0	0	0	0	0	0	24.2	30.3
1200	16	3	1	5	4	3	0	0	0	0	0	0	0	0	0	0	23.5	33.1
1300	18	0	2	7	6	3	0	0	0	0	0	0	0	0	0	0	25.3	31.4
1400	21	0	2	6	11	2	0	0	0	0	0	0	0	0	0	0	25.8	29.9
1500	20	0	1	8	7	4	0	0	0	0	0	0	0	0	0	0	26	32.2
1600	36	0	2	13	16	8	1	0	0	0	0	0	0	0	0	0	25.7	30.8
1700	33	0	3	14	9	5	2	0	0	0	0	0	0	0	0	0	25.7	34
1800	24	0	0	10	10	4	0	0	0	0	0	0	0	0	0	0	26.6	32
1900	27	1	0	9	10	6	1	0	0	0	0	0	0	0	0	0	27.9	33.4
2000	6	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	24.5	-
2100	3	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	35.8	-
2200	3	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	23.4	-
2300	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	25.6	-
07-19	313	4	25	106	133	37	7	1	0	0	0	0	0	0	0	0	26.7	31
06-22	385	5	26	128	159	55	11	1	0	0	0	0	0	0	0	0	26.2	31.8
06-00	390	5	27	130	161	55	11	1	0	0	0	0	0	0	0	0	26.2	31.7
00-00	415	5	27	136	175	60	11	1	0	0	0	0	0	0	0	0	26.4	31.8

08 May 2025

Time [--]	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	22.3	-
0100	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	-
0200	3	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	32.5	-
0300	4	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	32.6	-
0400	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	30.8	-
0500	18	0	1	4	5	8	1	0	0	0	0	0	0	0	0	0	29	34.2
0600	33	1	2	7	13	9	1	0	0	0	0	0	0	0	0	0	27.5	34.3
0700	39	1	0	9	18	10	1	0	0	0	0	0	0	0	0	0	27.7	33.6
0800	27	1	4	10	9	3	0	0	0	0	0	0	0	0	0	0	24.4	29.9
0900	25	0	2	12	2	5	0	0	0	0	0	0	0	0	0	0	25.7	32.1
1000	26	0	3	10	8	5	0	0	0	0	0	0	0	0	0	0	24.9	32.6
1100	17	0	2	7	4	1	3	0	0	0	0	0	0	0	0	0	26.7	38.4
1200	16	1	0	8	6	1	0	0	0	0	0	0	0	0	0	0	24.1	29.8
1300	32	0	9	13	6	4	0	0	0	0	0	0	0	0	0	0	28.8	36.7
1400	22	0	3	7	9	2	1	0	0	0	0	0	0	0	0	0	25	30.5
1500	18	2	1	4	7	4	0	0	0	0	0	0	0	0	0	0	24.5	32.4
1600	36	1	1	8	17	7	2	0	0	0	0	0	0	0	0	0	27.7	34.2
1700	29	1	2	11	7	6	2	0	0	0	0	0	0	0	0	0	26.1	32.9
1800	27	0	1	13	8	5	0	0	0	0	0	0	0	0	0	0	26	33.3
1900	17	0	1	4	7	4	1	0	0	0	0	0	0	0	0	0	27.8	35.2
2000	10	0	0	1	4	2	1	1	0	1	0	0	0	0	0	0	34.9	-
2100	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	24.6	-
2200	3	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	29.8	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	314	7	19	108	112	55	13	0	0	0	0	0	0	0	0	0	26.2	32.5
06-22	376	8	22	121	137	70	16	1	0	1	0	0	0	0	0	0	26.6	32.8
06-00	379	8	22	121	139	71	16	1	0	1	0	0	0	0	0	0	26.7	32.8
00-00	407	8	23	127	147	83	17	1	0	1	0	0	0	0	0	0	26.9	33.1

09 May 2025

Time [--]	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	27.6	-
0100	5	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	31.3	-
0200	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	34	-
0300	6	0	0	1	3	2	0	0	0	0	0	0	0	0	0	0	27.7	-
0400	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	34.8	-
0500	16	0	1	2	6	5	2	0	0	0	0	0	0	0	0	0	29.9	37.9
0600	36	0	0	8	15	10	2	1	0	0	0	0	0	0	0	0	30	35.3
0700	36	0	1	5	13	15	0	2	0	0	0	0	0	0	0	0	30	34.4
0800	26	0	3	6	15	1	1	0	0	0	0	0	0	0	0	0	25.9	30.7
0900	18	0	0	8	6	4	0	0	0	0	0	0	0	0	0	0	26.9	32.7
1000	22	0	0	8	8	4	2	0	0	0	0	0	0	0	0	0	28	34.7
1100	22	0	2	8	9	3	0	0	0	0	0	0	0	0	0	0	25.4	31.3
1200	26	1	4	4	11	5	1	0	0	0	0	0	0	0	0	0	26	31.9
1300	25	0	3	6	12	4	0	0	0	0	0	0	0	0	0	0	26	31.5
1400	15	0	0	4	9	0	2	0	0	0	0	0	0	0	0	0	27.8	34.6
1500	22	0	0	11	10	1	0	0	0	0	0	0	0	0	0	0	25.5	30.4
1600	27	1	1	6	10	6	3	0	0	0	0	0	0	0	0	0	28.1	36.5
1700	32	0	2	12	14	4	0	0	0	0	0	0	0	0	0	0	25.3	30.8
1800	15	0	0	5	8	2	0	0	0	0	0	0	0	0	0	0	27.3	31.7
1900	16	1	0	3	7	4	0	0	0	0	0	0	0	0	0	0	27.2	33.7
2000	6	0	1	3	1	0	0	1	0	0	0	0	0	0	0	0	25.4	-
2100	6	1	0	1	3	0	0	1	0	0	0	0	0	0	0	0	28.5	-
2200	5	0	1	1	2	1	0	0	0	0	0	0	0	0	0	0	24.8	-
2300	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	33.6	-
07-19	286	2	16	83	125	49	9	2	0	0	0	0	0	0	0	0	26.9	32.2
06-22	350	4	17	98	151	63	12	5	0	0	0	0	0	0	0	0	27.2	32.8
06-00	356	4	18	99	153	65	12	5	0	0	0	0	0	0	0	0	27.2	32.9
00-00	389	4	19	102	167	78	14	5	0	0	0	0	0	0	0	0	27.5	33.4

10 May 2025

Time [--]	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	1	0	0	1	0	0	0	0	0	0	0	75	0	0	0	0	20.8	-
0100	3	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	30.9	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0300	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	28.2	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0500	4	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	29.4	-
0600	7	0	0	0	5	1	1	0	0	0	0	0	0	0	0	0	29.5	-
0700	7	0	0	1	3	3	0	0	0	0	0	0	0	0	0	0	29.3	-
0800	13	0	7	1	2	2	0	0	0	0	0	0	0	0	0	0	26.5	34.5
0900	11	0	1	3	4	2	1	0	0	0	0	0	0	0	0	0	26.7	35.5
1000	34	0	0	0	10	14	10	0	0	0	0	0	0	0	0	0	28.1	33.8
1100	31	1	2	13	13	1	1	0	0	0	0	0	0	0	0	0	24.6	29.8
1200	25	3	1	12	5	1	1	0	0	0	0	0	0	0	0	0	26.8	33.8
1300	10	0	1	1	5	2	0	1	0	0	0	0	0	0	0	0	29	-
1400	5	0	0	1	2	1	1	0	0	0	0	0	0	0	0	0	30.2	-
1500	5	0	0	3	1	1	0	0	0	0	0	0	0	0	0	0	25.6	-
1600	4	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	26.4	-
1700	4	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	23.6	-
1800	3	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	34.2	-
1900	4	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	26.1	-
2000	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	28.5	-
2100	3	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	21.6	-
2200	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	29.5	-
2300	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	32.4	-
00-01	152	4	8	37	67	28	6	2	0	0	0	0	0	0	0	0	27	33.7
01-02	168	4	9	41	74	31	7	2	0	0	0	0	0	0	0	0	27	33.6
02-03	172	4	9	41	76	33	7	2	0	0	0	0	0	0	0	0	27.1	33.6
03-04	183	4	9	44	80	37	7	2	0	0	0	0	0	0	0	0	27.2	33.7

11 May 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	27.7	-
0100	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	45.1	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	28.3	-
0500	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	29.7	-
0600	3	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	34.1	-
0700	6	0	1	0	3	2	0	0	0	0	0	0	0	0	0	0	28.3	-
0800	8	0	0	2	3	1	2	0	0	0	0	0	0	0	0	0	29.5	-
0900	4	0	0	2	1	0	1	0	0	0	0	0	0	0	0	0	27.3	-
1000	9	0	0	3	5	1	0	0	0	0	0	0	0	0	0	0	26.1	-
1100	5	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	27.1	-
1200	9	0	2	2	3	0	1	1	0	0	0	0	0	0	0	0	27.6	-
1300	7	1	0	0	4	1	1	0	0	0	0	0	0	0	0	0	27.7	-
1400	4	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	30	-
1500	6	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	24.3	-
1600	4	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	22.7	-
1700	5	0	2	2	0	1	0	0	0	0	0	0	0	0	0	0	23.6	-
1800	8	0	2	3	1	2	0	0	0	0	0	0	0	0	0	0	23.9	-
1900	5	0	0	3	1	1	0	0	0	0	0	0	0	0	0	0	25.7	-
2000	7	4	0	1	1	1	0	0	0	0	0	0	0	0	0	0	17.6	-
2100	4	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	22.3	-
2200	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	36.8	-
2300	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	29.5	-
07-19	75	2	7	20	30	10	5	1	0	0	0	0	0	0	0	0	26.6	32.7
06-22	94	7	8	24	34	14	6	1	0	0	0	0	0	0	0	0	25.9	33.1
06-00	96	7	8	24	35	15	6	1	0	0	0	0	0	0	0	0	26.1	33.3
00-00	101	7	8	24	39	15	6	2	0	0	0	0	0	0	0	0	26.4	33.4

12 May 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	34.2	-
0200	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	34.5	-
0300	2	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	37.6	-
0400	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	28.9	-
0500	25	0	0	2	16	4	2	1	0	0	0	0	0	0	0	0	30.6	36
0600	36	0	1	4	15	13	3	0	0	0	0	0	0	0	0	0	29.9	35.6
0700	40	2	0	12	15	9	2	0	0	0	0	0	0	0	0	0	27.3	32.2
0800	35	0	5	14	11	3	1	1	0	0	0	0	0	0	0	0	25.1	31
0900	38	1	2	7	24	3	1	0	0	0	0	0	0	0	0	0	26.4	30.3
1000	23	1	3	6	10	3	0	0	0	0	0	0	0	0	0	0	24.4	31.9
1100	20	1	1	5	8	4	0	1	0	0	0	0	0	0	0	0	26.5	33.9
1200	20	0	0	3	10	6	1	0	0	0	0	0	0	0	0	0	29.2	35.5
1300	19	0	1	7	7	3	1	0	0	0	0	0	0	0	0	0	26.5	32.8
1400	25	0	3	10	11	1	0	0	0	0	0	0	0	0	0	0	24.3	31
1500	28	0	1	13	11	3	0	0	0	0	0	0	0	0	0	0	25.7	30.9
1600	29	0	2	12	9	5	1	0	0	0	0	0	0	0	0	0	25.8	32.5
1700	26	0	4	10	9	3	0	0	0	0	0	0	0	0	0	0	25	31.1
1800	16	0	0	2	12	2	0	0	0	0	0	0	0	0	0	0	28	32.3
1900	24	0	2	8	11	2	1	0	0	0	0	0	0	0	0	0	25.9	31.6
2000	5	0	0	2	1	1	1	0	0	0	0	0	0	0	0	0	28.7	-
2100	7	0	1	3	2	1	0	0	0	0	0	0	0	0	0	0	24.6	-
2200	3	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	24.9	-
2300	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	40.7	-
07-19	319	5	22	101	137	45	7	2	0	0	0	0	0	0	0	0	26.1	31.9
06-22	391	5	26	118	166	62	12	2	0	0	0	0	0	0	0	0	26.4	32.1
06-00	395	5	27	118	168	62	13	2	0	0	0	0	0	0	0	0	26.5	32.1
00-00	427	5	27	120	186	70	15	4	0	0	0	0	0	0	0	0	26.8	32.2

13 May 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	25.4	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	26.8	-
0300	8	0	1	1	2	2	2	0	0	0	0	0	0	0	0	0	30.3	-
0400	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	30.4	-
0500	27	0	0	3	16	6	1	1	0	0	0	0	0	0	0	0	29.8	33.9
0600	37	1	2	5	22	7	0	0	0	0	0	0	0	0	0	0	27.2	32
0700	41	1	1	7	16	10	4	2	0	0	0	0	0	0	0	0	30.5	37.4
0800	33	0	8	10	10	5	0	0	0	0	0	0	0	0	0	0	24.5	31.1
0900	22	0	1	4	14	3	0	0	0	0	0	0	0	0	0	0	26.7	33.3
1000	22	1	2	5	10	3	1	0	0	0	0	0	0	0	0	0	25.6	32
1100	16	0	0	5	7	2	2	0	0	0	0	0	0	0	0	0	27.7	37
1200	19	1	3	11	4	0	0	0	0	0	0	0	0	0	0	0	22.2	26.6
1300	22	1	2	4	13	1	1	0	0	0	0	0	0	0	0	0	25.7	30.7
1400	25	0	5	8	8	4	0	0	0	0	0	0	0	0	0	0	24.9	31.2
1500	28	0	2	7	15	2	2	0	0	0	0	0	0	0	0	0	26.9	31.3
1600	39	2	3	16	12	5	1	0	0	0	0	0	0	0	0	0	25.5	31.7
1700	37	0	6	14	13	2	2	0	0	0	0	0	0	0	0	0	25.2	30.4
1800	36	1	5	11	14	4	1	0	0	0	0	0	0	0	0	0	24.9	31.1
1900	21	1	2	7	9	2	0	0	0	0	0	0	0	0	0	0	24.6	29.9
2000	8	2	1	3	2	0	0	0	0	0	0	0	0	0	0	0	19.4	-
2100	5	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	29.5	-
2200	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	19.3	-
2300	3	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	26.4	-
07-19	340	7	38	102	136	41	14	2	0	0	0	0	0	0	0	0	26	31.5
06-22	411	11	43	117	172	52	14	2	0	0	0	0	0	0	0	0	25.9	31.5
06-00	416	11	45	118	173	52	15	2	0	0	0	0	0	0	0	0	25.9	31.5
00-00	457	11	46	123	195	61	18	3	0	0	0	0	0	0	0	0	26.2	31.7

Grand Total

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
--	2379	44	159	676	989	404	88	18	0	1	0	0	0	0	0	0	26.7	32.7
AM Peak Average	24	0	4	7	10	2	1	0	0	0	0	0	0	0	0	0	26	31.1
PM Peak Average	24	0	3	9	8	3	1	0	0	0	0	0	0	0	0	0	25	31.8
Daily	340	6	23	97	141	58	13	3	0	0	0	0	0	0	0	0	27	

K&M TRAFFIC SURVEYS

SITE: QUEENS FARM ROAD SHORNE

LOCATION: Attached to telegraph pole

GRID REFERENCE: 51.433235, 0.435455

DIRECTION: NORTHBOUND

SPEED LIMIT: NSL

	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Averages	
	07-May	08-May	09-May	10-May	11-May	12-May	13-May	1-5.	1-7.
Hour									
0000-0100	0	1	2	1	1	0	2	1	1
0100-0200	1	1	5	3	1	2	0	1.8	1.9
0200-0300	2	3	2	0	0	2	2	2.2	1.6
0300-0400	4	4	6	3	0	2	8	4.8	3.9
0400-0500	1	1	2	0	1	1	2	1.4	1.1
0500-0600	17	18	16	4	2	25	27	20.6	15.6
0600-0700	36	33	36	7	3	36	37	35.6	26.9
0700-0800	41	39	36	7	6	40	41	39.4	30
0800-0900	24	27	26	13	8	35	33	29	23.7
0900-1000	35	25	18	11	4	38	22	27.6	21.9
1000-1100	22	26	22	34	9	23	22	23	22.6
1100-1200	23	17	22	31	5	20	16	19.6	19.1
1200-1300	16	16	26	25	9	20	19	19.4	18.7
1300-1400	18	32	25	10	7	19	22	23.2	19
1400-1500	21	22	15	5	4	25	25	21.6	16.7
1500-1600	20	18	22	5	6	28	28	23.2	18.1
1600-1700	36	36	27	4	4	29	39	33.4	25
1700-1800	33	29	32	4	5	26	37	31.4	23.7
1800-1900	24	27	15	3	8	16	36	23.6	18.4
1900-2000	27	17	16	4	5	24	21	21	16.3
2000-2100	6	10	6	2	7	5	8	7	6.3
2100-2200	3	2	6	3	4	7	5	4.6	4.3
2200-2300	3	3	5	2	1	3	2	3.2	2.7
2300-2400	2	0	1	2	1	1	3	1.4	1.4
Totals									
0700-1900	313	314	286	152	75	319	340	314.4	257
0600-2200	385	376	350	168	94	391	411	382.6	310.7
0600-0000	390	379	356	172	96	395	416	387.2	314.9
0000-0000	415	407	389	183	101	427	457	419	339.9
AM Peak	700	700	700	1000	1000	700	700		
	41	39	36	34	9	40	41		
PM Peak	1600	1600	1700	1200	1200	1600	1600		
	36	36	32	25	9	29	39		
Daily Average	340								
AM Peak Average	24								
PM Peak Average	24								

K&M TRAFFIC SURVEYS

SITE: QUEENS FARM ROAD SHORNE

LOCATION: Attached to telegraph pole

GRID REFERENCE: 51.433235, 0.435455

DIRECTION: SOUTHBOUND SPEED LIMIT: NSL

07 May 2025

	Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vp 85	
0000		1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	239.9		
0100		2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	33.0		
0200		2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	28.3		
0300		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		
0400		5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	35.2		
0500		2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	27.7		
0600		21	7	0	8	1	2	1	1	0	1	0	0	0	0	0	26.2	30.5	
0700		25	5	0	19	0	0	0	1	0	0	0	0	0	0	0	23.9	30.1	
0800		16	7	0	9	0	0	0	0	0	0	0	0	0	0	0	25.4	29.2	
0900		23	7	0	15	0	0	0	0	0	0	0	0	0	0	0	24.9	32.6	
1000		23	11	0	11	0	0	0	1	0	0	0	0	0	0	0	26	31.8	
1100		22	10	0	11	0	0	0	0	0	1	0	0	0	0	0	24.2	31.2	
1200		25	16	0	9	0	0	0	0	0	0	0	0	0	0	0	26.9	35.7	
1300		14	7	0	6	1	0	0	0	0	0	0	0	0	0	0	26.4	32.4	
1400		31	16	0	15	0	0	0	0	0	0	0	0	0	0	0	24.7	29.6	
1500		23	7	0	14	0	0	2	0	0	0	0	0	0	0	0	27.1	33.2	
1600		46	34	0	12	0	0	0	0	0	0	0	0	0	0	0	27.6	34.2	
1700		52	46	0	4	0	0	0	0	0	1	0	0	0	0	0	26.4	31.6	
1800		34	29	0	5	0	0	0	0	0	0	0	0	0	0	0	27.8	35.2	
1900		23	18	1	3	0	0	0	0	0	0	0	0	0	0	0	1	24.5	29.6
2000		9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	
2100		13	12	0	1	0	0	0	0	0	0	0	0	0	0	0	0	31.7	43.3
2200		1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	51.1		
2300		1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.8	
07-19		334	195	0	130	0	4	0	2	0	2	0	0	0	0	1	0	26.1	32.2
08-22		400	241	1	142	1	6	1	3	0	3	0	0	0	0	1	1	26.2	32.2
09-00		402	243	1	142	1	6	1	3	0	3	0	0	0	0	1	1	26.3	32.2
00-00		414	254	1	143	1	6	1	3	0	3	0	0	0	0	1	1	26.4	32.2

08 May 2025

	Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vp 85
0000		1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	27	-
0100		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200		4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	29.3	0
0300		5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	37.1	-
0400		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0500		7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	30.4	0
0600		20	9	0	8	0	1	0	1	0	1	0	0	0	0	0	25.3	33.3
0700		24	5	0	18	1	0	0	0	0	0	0	0	0	0	0	22.9	26.7
0800		11	4	0	5	2	0	0	0	0	0	0	0	0	0	0	23.1	30.4
0900		15	7	0	7	1	0	0	0	0	0	0	0	0	0	0	23.7	29.3
1000		25	15	0	10	0	0	0	0	0	0	0	0	0	0	0	27.1	33.3
1100		21	8	0	12	0	0	0	0	0	1	0	0	0	0	0	24.1	32.1
1200		19	13	0	5	0	1	0	0	0	0	0	0	0	0	0	26.5	29.9
1300		30	14	0	15	0	1	0	0	0	0	0	0	0	0	0	24.6	30.5
1400		32	15	0	17	0	0	0	0	0	0	0	0	0	0	0	26.9	35.0
1500		21	13	0	7	0	0	0	0	0	0	0	0	0	0	0	1	24.4
1600		33	19	0	13	0	0	0	1	0	0	0	0	0	0	0	27.2	32.8
1700		68	64	0	3	0	0	0	0	0	0	0	0	0	0	0	27.7	33.4
1800		27	23	0	4	0	0	0	0	0	0	0	0	0	0	0	25.4	34.1
1900		18	13	0	4	0	0	0	0	0	0	0	0	0	0	1	26.9	32.4
2000		12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	27.7	41.6
2100		14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	30.9	36.4
2200		3	1	0	2	0	0	0	0	0	0	0	0	0	0	0	31.1	-
2300		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
07-19		326	200	0	116	3	3	0	1	0	1	0	0	0	1	1	25.8	32.5
08-20		390	248	0	128	3	4	0	2	2	2	0	0	0	2	1	26.1	32.8
09-00		393	249	0	130	3	4	0	2	2	2	0	0	0	2	1	26.1	32.8
00-00		410	265	0	131	3	4	0	2	2	2	0	0	0	2	1	26.4	32.5

09 May 2025

	Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000		3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	28.5-		
0100		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0-		
0200		5	3	0	2	0	0	0	0	0	0	0	0	0	0	0	31.3-		
0300		14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	34.8	47	
0400		1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	33.8-		
0500		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.2-		
0600		11	2	1	7	2	0	0	0	0	0	0	0	0	0	0	22.4	30.4	
0700		29	7	0	18	0	1	0	2	0	0	0	0	0	0	0	24.6	29.6	
0800		13	6	0	4	1	0	0	1	0	1	0	0	0	0	0	25	31.2	
0900		12	7	0	5	0	0	0	0	0	0	0	0	0	0	0	25	32.7	
1000		25	9	0	14	0	2	0	0	0	0	0	0	0	0	0	26.1	32.6	
1100		20	9	0	10	0	1	0	0	0	0	0	0	0	0	0	25.2	31.1	
1200		23	15	0	7	0	1	0	0	0	0	0	0	0	0	0	25.5	31.4	
1300		26	17	0	8	0	0	0	1	0	0	0	0	0	0	0	25	29.7	
1400		23	14	0	9	0	0	0	0	0	0	0	0	0	0	0	28.1	35.6	
1500		35	20	0	14	0	0	0	0	0	0	0	0	0	0	0	29.2	33.8	
1600		33	23	0	9	0	0	0	1	0	0	0	0	0	0	0	27	33.3	
1700		50	47	0	3	0	0	0	0	0	0	0	0	0	0	0	34.7	38.5	
1800		31	22	0	9	0	0	0	0	0	0	0	0	0	0	0	25.5	32.2	
1900		17	12	0	5	0	0	0	0	0	0	0	0	0	0	0	27.4	34.1	
2000		6	5	0	0	0	0	0	0	0	0	0	0	0	0	0	21.9	0	
2100		2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	24.6-		
2200		2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	33.2-		
2300		4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	30.8-		
07-19		320	196	0	110	1	5	0	4	0	2	0	0	0	0	1	26.6	33	
08-22		356	217	0	122	1	7	0	0	0	2	0	0	0	0	2	28.4	32.6	
08-40		362	223	0	122	1	7	0	4	0	2	0	2	0	0	1	26.5	32.6	
00-00		386	244	0	125	1	7	0	4	0	2	0	0	0	0	2	1	26.9	33.4

10 May 2025

	Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Yp 85	
0000		4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	32.9		
0100		3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	25.4		
0200		3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	32		
0300		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0400		3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	30.4		
0500		4	2	0	1	0	0	0	0	0	0	0	0	0	1	0	33		
0600		1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	41.3		
0700		6	2	0	3	0	0	0	0	0	0	1	0	0	0	0	24.5		
0800		9	7	0	1	1	0	0	0	0	0	0	0	0	0	0	23.3		
0900		12	7	0	5	0	0	0	0	0	0	0	0	0	0	0	28	32.9	
1000		10	8	0	2	0	0	0	0	0	0	0	0	0	0	0	25.9		
1100		38	35	0	3	0	0	0	0	0	0	0	0	0	0	0	24	29.9	
1200		25	23	0	2	0	0	0	0	0	0	0	0	0	0	0	26.3	31.8	
1300		32	31	0	1	0	0	0	0	0	0	0	0	0	0	0	27.6	35	
1400		4	3	0	0	0	0	0	0	0	0	0	0	0	0	1	24.4		
1500		9	8	0	0	0	0	0	0	0	0	0	0	0	0	1	23.1		
1600		7	5	0	1	0	0	0	0	0	0	0	0	0	0	1	20.8		
1700		4	2	0	1	0	0	0	0	0	0	0	1	0	0	1	23.6		
1800		3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	31.8		
1900		3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	17.8		
2000		1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21.6		
2100		3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	28		
2200		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
2300		3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	28.4		
07-19		159	134	0	19	1	0	0	0	0	0	1	0	0	0	1	3	25.5	32.1
08-22		167	142	0	19	1	0	0	0	0	0	1	0	0	0	1	3	25	32.3
09-04		170	145	0	19	1	0	0	0	0	0	1	0	0	0	1	3	26.5	32.2
00-00		187	159	0	21	1	0	0	0	0	0	1	0	0	0	2	3	26	32.5

11 May 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85		
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	27.6	-		
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		
0200	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	28.2	-		
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		
0500	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	23.9	-		
0600	4	2	1	0	0	0	0	1	0	0	0	0	0	0	0	25.4	-		
0700	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	27.9	-		
0800	5	1	0	4	0	0	0	0	0	0	0	0	0	0	0	22.7	-		
0900	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	26.4	-		
1000	10	7	1	2	0	0	0	0	0	0	0	0	0	0	0	26.1	-		
1100	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	22.9	-		
1200	11	10	0	0	0	0	0	0	0	0	0	0	0	0	1	26.7	-	34	
1300	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	27.2	-		
1400	11	9	0	2	0	0	0	0	0	0	0	0	0	0	0	31.1	-	44.4	
1500	7	6	0	0	0	0	0	0	0	0	0	0	0	0	1	17.4	-		
1600	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	26	-		
1700	4	1	0	1	0	0	0	0	0	0	0	0	0	2	0	23	-		
1800	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	23.8	-		
1900	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	24.9	-		
2000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	20.9	-		
2100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	39.3	-		
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	29.3	-		
07-19	79	62	1	12	0	0	0	0	0	0	0	0	0	2	2	25.6	33.7		
06-22	92	73	2	12	0	0	0	1	0	0	0	0	0	2	2	25.6	34.2		
06-00	93	74	2	12	0	0	0	1	0	0	0	0	0	2	2	25.6	34.1		
00-00	97	77	2	13	0	0	0	1	0	0	0	0	0	2	2	25.6	33.8		

12 May 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85		
0000	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	31.1	-		
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	33.8	-		
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	30.7	-		
0500	7	5	0	2	0	0	0	0	0	0	0	0	0	0	0	26.6	-		
0600	22	8	0	10	0	1	1	1	0	1	0	0	0	0	0	26.6	30.9		
0700	27	6	0	20	0	1	0	0	0	0	0	0	0	0	0	23.3	26.2		
0800	18	9	0	7	1	0	1	0	0	0	0	0	0	0	0	25.3	34.4		
0900	25	12	0	12	0	0	1	0	0	0	0	0	0	0	0	25.3	30.5		
1000	28	18	0	8	0	2	0	0	0	0	0	0	0	0	0	24	28.5		
1100	23	10	0	12	0	0	0	0	0	1	0	0	0	0	0	23.9	29.3		
1200	20	11	0	8	0	0	0	1	0	0	0	0	0	0	0	26.6	33		
1300	28	19	0	9	0	0	0	0	0	0	0	0	0	0	0	26.5	32.3		
1400	33	13	0	18	0	1	0	0	0	1	0	0	0	0	0	23.9	32.4		
1500	25	10	0	14	0	1	0	0	0	0	0	0	0	0	0	25.4	33.4		
1600	23	15	0	8	0	0	0	0	0	0	0	0	0	0	0	26.6	33.2		
1700	68	59	0	8	0	0	0	0	0	0	0	0	0	1	0	27	32.5		
1800	23	19	0	4	0	0	0	0	0	0	0	0	0	0	0	25.4	30.7		
1900	17	12	0	5	0	0	0	0	0	0	0	0	0	0	0	25.6	31.3		
2000	19	18	0	1	0	0	0	0	0	0	0	0	0	0	0	30.6	39.1		
2100	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	29.8	-		
2200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	29	-		
2300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	24	-		
07-19	341	201	0	128	1	5	2	1	0	2	0	0	0	1	0	25.4	31.5		
06-22	408	247	0	145	1	6	3	2	0	3	0	0	0	1	0	25.8	31.7		
06-00	411	250	0	145	1	6	3	2	0	3	0	0	0	1	0	25.8	31.7		
00-00	423	260	0	147	1	6	3	2	0	3	0	0	0	1	0	25.9	32		

13 May 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85		
0000	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	38.2	-		
0100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	24.4	-		
0200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	28.7	-		
0300	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	32	-		
0400	4	3	0	0	1	0	0	0	0	0	0	0	0	0	0	30.2	-		
0500	8	2	0	5	0	0	1	0	0	0	0	0	0	0	0	23.8	-		
0600	17	6	0	8	0	1	1	1	0	0	0	0	0	0	0	23.7	29.5		
0700	25	13	0	12	0	0	0	0	0	0	0	0	0	0	0	24.4	28.7		
0800	19	7	0	10	1	0	0	0	0	1	0	0	0	0	0	24.2	28.9		
0900	21	6	0	13	1	0	1	0	0	0	0	0	0	0	0	24.7	31.7		
1000	22	11	0	9	0	1	0	1	0	0	0	0	0	0	0	24.1	30.1		
1100	15	9	0	6	0	0	0	0	0	0	0	0	0	0	0	26.2	33.3		
1200	27	16	0	11	0	0	0	0	0	0	0	0	0	0	0	27	31.5		
1300	23	11	0	12	0	0	0	0	0	0	0	0	0	0	0	23.5	29.6		
1400	28	12	0	12	1	2	0	1	0	0	0	0	0	0	0	23.1	30.6		
1500	29	14	0	14	0	0	0	0	0	0	0	0	0	1	0	26	33.7		
1600	38	27	0	9	0	1	0	0	0	0	0	0	0	0	1	27.4	34.1		
1700	67	62	0	5	0	0	0	0	0	0	0	0	0	0	0	26.5	32.5		
1800	43	35	0	6	0	0	0	0	0	0	0	0	0	2	0	24.3	30.1		
1900	30	23	0	6	0	0	0	0	0	0	0	0	0	1	0	24	31.9		
2000	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	24.3	-		
2100	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	29	34.4		
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		
2300	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	27.9	-		
07-19	357	223	0	119	3	4	1	2	0	1	0	0	0	3	1	25.3	31.6		
06-22	428	276	0	133	3	5	2	3	0	1	0	0	0	4	1	25.3	31.8		
06-00	433	281	0	133	3	5	2	3	0	1	0	0	0	4	1	25.3	31.8		
00-00	458	299	0	138	4	5	3	3	0	1	0	0	0	4	1	25.5	31.9		

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	Total HGVs	HGV %
AM Peak Average	13	6	0	6	1	0	0	0	0	0	0	0	0	0	0	24	31	1	4%
PM Peak Average	45	40	0	4	0	0	0	0	0	0	0	0	0	1	0	26	33	0	0%
Daily	339	223	0	103	2	4	1	2	0	2	0	0	0	2	1	26	33	5	1%

K&MTRAFFIC SURVEYS

SITE: QUEENS FARM ROAD SHORNE

LOCATION: Attached to telegraph pole

GRID REFERENCE: 51.433323, 0.435455

DIRECTION: SOUTHBOUND SPEED LIMIT: NSL

07 May 2025

Time [--]	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	23.9	-
0100	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	33.1	-
0200	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	28.3	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	35.2	-
0500	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	27.7	-
0600	21	0	1	6	12	2	0	0	0	0	0	0	0	0	0	0	26.2	30.5
0700	25	0	4	10	8	3	0	0	0	0	0	0	0	0	0	0	23.9	30.1
0800	16	0	2	3	10	0	1	0	0	0	0	0	0	0	0	0	25.4	29.2
0900	23	0	4	10	3	5	1	0	0	0	0	0	0	0	0	0	24.9	32.6
1000	23	0	2	6	11	4	0	0	0	0	0	0	0	0	0	0	26	31.8
1100	22	1	3	6	9	3	0	0	0	0	0	0	0	0	0	0	26.2	31.2
1200	25	2	3	3	10	4	2	1	0	0	0	0	0	0	0	0	26.9	35.7
1300	14	0	1	4	6	3	0	0	0	0	0	0	0	0	0	0	26.4	32.4
1400	31	1	12	11	14	1	1	0	0	0	0	0	0	0	0	0	24.7	29.6
1500	23	0	0	10	8	4	0	1	0	0	0	0	0	0	0	0	27.1	33.2
1600	46	0	3	13	18	11	1	0	0	0	0	0	0	0	0	0	27.6	34.2
1700	52	0	3	18	22	8	0	1	0	0	0	0	0	0	0	0	26.4	31.6
1800	34	0	2	10	11	9	2	0	0	0	0	0	0	0	0	0	27.8	35.2
1900	23	1	10	9	2	0	0	0	0	0	0	0	0	0	0	0	24.5	29.6
2000	9	0	0	4	5	0	0	0	0	0	0	0	0	0	0	0	25	-
2100	13	0	0	2	4	3	2	0	0	0	0	0	0	0	0	0	31.7	43.3
2200	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	51.1	-
2300	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	36.8	-
07-19	334	4	38	164	130	66	8	3	0	0	0	0	0	0	0	0	26.1	32.2
06-22	400	5	32	126	160	62	10	6	0	0	0	0	0	0	0	0	26.2	32.1
06-00	402	5	32	126	160	63	10	6	1	0	0	0	0	0	0	0	26.3	32.2
06-00	414	5	32	127	160	66	13	6	1	0	0	0	0	0	0	0	26.4	32.2

08 May 2025

Time [--]	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	4	0	0	2	1	0	1	0	0	0	0	0	0	0	0	0	29.3	-
0300	5	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	37.1	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	20	0	3	8	4	4	1	0	0	0	0	0	0	0	0	0	25.3	33.3
0700	24	0	4	12	7	1	0	0	0	0	0	0	0	0	0	0	22.9	26.7
0800	11	1	2	2	5	1	0	0	0	0	0	0	0	0	0	0	23.1	30.4
0900	15	0	2	6	6	1	0	0	0	0	0	0	0	0	0	0	23.7	29.1
1000	25	0	6	10	8	5	1	0	0	0	0	0	0	0	0	0	27.1	33.3
1100	21	0	6	4	8	3	0	0	0	0	0	0	0	0	0	0	24.1	32.1
1200	19	0	3	5	9	0	1	1	0	0	0	0	0	0	0	0	26.5	29.9
1300	30	0	5	10	11	4	0	0	0	0	0	0	0	0	0	0	24.6	30.5
1400	32	0	5	7	12	6	2	0	0	0	0	0	0	0	0	0	26.9	35.1
1500	21	1	2	9	7	1	0	0	0	0	0	0	0	0	0	0	24.4	30.7
1600	33	0	4	7	12	8	2	0	0	0	0	0	0	0	0	0	27.2	32.8
1700	68	0	5	14	33	13	3	0	0	0	0	0	0	0	0	0	27.7	33.4
1800	22	4	6	6	6	6	1	0	0	0	0	0	0	0	0	0	25.4	34.1
1900	18	1	0	5	6	6	0	0	0	0	0	0	0	0	0	0	26.9	32.4
2000	12	0	1	0	4	0	1	0	0	0	0	0	0	0	0	0	27.7	41.6
2100	14	0	1	0	7	4	1	1	0	0	0	0	0	0	0	0	30.9	36.4
2200	3	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	31.1	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	326	4	43	92	126	49	11	1	0	0	0	0	0	0	0	0	25.8	32.6
06-22	390	5	48	110	147	63	14	3	0	0	0	0	0	0	0	0	26.1	32.6
06-00	393	5	48	110	148	66	14	3	0	0	0	0	0	0	0	0	26.1	32.8
06-00	410	5	48	113	153	70	18	3	0	0	0	0	0	0	0	0	26.4	32.9

09 May 2025

Time [--]	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	3	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	28.5	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	5	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	31.3	-
0300	14	0	0	1	4	5	2	2	0	0	0	0	0	0	0	0	34.8	47
0400	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	33.8	-
0500	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	35.2	-
0600	11	0	3	4	3	1	0	0	0	0	0	0	0	0	0	0	22.4	30.4
0700	26	0	3	10	13	3	0	0	0	0	0	0	0	0	0	0	24.6	29.6
0800	13	0	2	4	5	2	0	0	0	0	0	0	0	0	0	0	25	31.2
0900	12	0	1	8	1	1	1	0	0	0	0	0	0	0	0	0	25.3	32.7
1000	29	0	3	9	6	7	0	0	0	0	0	0	0	0	0	0	26.1	32.6
1100	20	0	3	7	7	2	1	0	0	0	0	0	0	0	0	0	25.2	31.1
1200	26	0	1	9	10	2	0	0	0	0	0	0	0	0	0	0	25.5	31.4
1300	26	0	1	0	10	12	2	1	0	0	0	0	0	0	0	0	25.5	29.7
1400	23	0	2	6	7	7	1	0	0	0	0	0	0	0	0	0	26.1	35.8
1500	35	0	1	5	18	9	2	0	0	0	0	0	0	0	0	0	26.2	33.8
1600	33	0	2	9	14	7	1	0	0	0	0	0	0	0	0	0	27	33.3
1700	30	3	9	20	10	3	0	0	0	0	0	0	0	0	0	0	28.5	34.7
1800	31	0	5	7	12	7	0	0	0	0	0	0	0	0	0	0	25.5	32.2
1900	17	0	2	3	7	4	1	0	0	0	0	0	0	0	0	0	27.4	34.1
2000	6	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	21.8	-
2100	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	24.6	-
2200	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	33.2	-
2300	4	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	30.8	-
07-19	320	1	26	93	128	60	10	2	0	0	0	0	0	0	0	0	26.6	33
06-22	346	1	33	105	138	66	11	2	0	0	0	0	0	0	0	0	26.4	32.6
06-00	362	1	33	106	141	68	12	2	0	0	0	0	0	0	0	0	26.5	32.9
06-00	386	1	33	107	148	79	14	4	0	0	0	0	0	0	0	0	26.9	33.4

10 May 2025

Time [--]	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	4	12	19	25	31	37	43	50	56	62	68	75	81	87	93	99		
0100	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	32.9	-
0200	3	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	25.4	-
0300	3	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	32.9	-
0400	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	3	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	30.4	-
0600	4	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	33	-
0700	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	41.3	-
0800	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.5	-
0900	9	0	2	2	4	1	0	0	0	0	0	0	0	0	0	0	23.3	-
1000	12	0	0	0	3	4	5	0	0	0	0	0	0	0	0	0	28.4	32.9
1100	10	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	25.5	-
1200	18	3	6	17	11	4	1	0	0	0	0	0	0	0	0	0	24	29.9
1300	25	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.3	31.8
1400	32	0	2	10	11	7	2	0	0	0	0	0	0	0	0	0	27.6	35.1
1500	4	1	1	0	1	0	1	0	0	0	0	0	0	0	0	0	24.4	-
1600	9	1	1	3	3	1	0	0	0	0	0	0	0	0	0	0	23	-
1700	7	1	1	4	0	1	0	0	0	0	0	0	0	0	0	0	20.8	-
1800	4	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	23.6	-
1900	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.8	-
2000	3	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	17.8	-
2100	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.5	-
2200	3	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	20	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2400	3	3	1	0	2	1	0	0	0	0	0	0	0	0	0	0	28.4	-
07-19	159	4	15	53	89	25	3	0	0	0	0	0	0	0	0	0	25.6	32.1
06-22	170	17	57	89	26	4	0	0	0	0	0	0	0	0	0	0	25.5	32.3
06-06	170	17	57	89	27	4	0	0	0	0	0	0	0	0	0	0	25.6	32.2
06-22	187	4	17	59	68	32	6	1	0	0	0	0	0	0	0	0	26	32.5

12 May 2025

[illegible]

13 May 2025

[illegible]

Grand Total

[illegible]

K&M TRAFFIC SURVEYS

SITE: QUEENS FARM ROAD SHORNE

LOCATION: Attached to telegraph pole

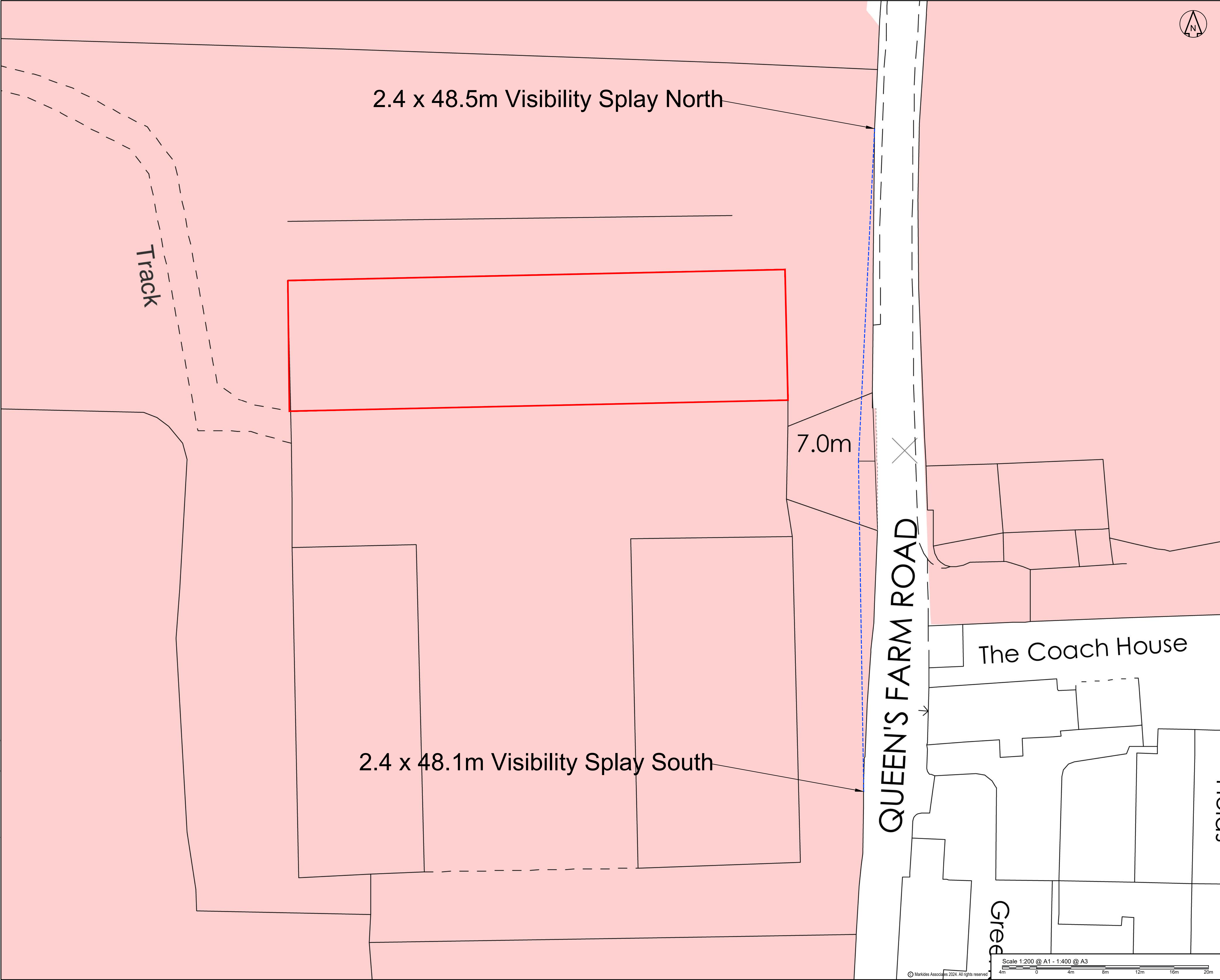
GRID REFERENCE: 51.433235, 0.435455

DIRECTION: SOUTHBOUND

SPEED LIMIT: NSL

	Wed 07-May	Thu 08-May	Fri 09-May	Sat 10-May	Sun 11-May	Mon 12-May	Tue 13-May	Averages	
Hour								1-5.	1-7.
0000-0100	1	1	3	4	1	3	3	2.2	2.3
0100-0200	2	0	0	3	0	0	2	0.8	1
0200-0300	2	4	5	3	1	1	2	2.8	2.6
0300-0400	0	5	14	0	0	0	6	5	3.6
0400-0500	5	0	1	3	0	1	4	2.2	2
0500-0600	2	7	1	4	2	7	8	5	4.4
0600-0700	21	20	11	1	4	22	17	18.2	13.7
0700-0800	25	24	29	6	4	27	25	26	20
0800-0900	16	11	13	9	5	18	19	15.4	13
0900-1000	23	15	12	12	6	25	21	19.2	16.3
1000-1100	23	25	25	10	10	28	22	24.6	20.4
1100-1200	22	21	20	38	3	23	15	20.2	20.3
1200-1300	25	19	23	25	11	20	27	22.8	21.4
1300-1400	14	30	26	32	5	28	23	24.2	22.6
1400-1500	31	32	23	4	11	33	28	29.4	23.1
1500-1600	23	21	35	9	7	25	29	26.6	21.3
1600-1700	46	33	33	7	6	23	38	34.6	26.6
1700-1800	52	68	50	4	4	68	67	61	44.7
1800-1900	34	27	31	3	7	23	43	31.6	24
1900-2000	23	18	17	3	6	17	30	21	16.3
2000-2100	9	12	6	1	2	19	8	10.8	8.1
2100-2200	13	14	2	3	1	9	16	10.8	8.3
2200-2300	1	3	2	0	0	1	0	1.4	1
2300-2400	1	0	4	3	1	2	5	2.4	2.3
Totals									
0700-1900	334	326	320	159	79	341	357	335.6	273.7
0600-2200	400	390	356	167	92	408	428	396.4	320.1
0600-0000	402	393	362	170	93	411	433	400.2	323.4
0000-0000	414	410	386	187	97	423	458	418.2	339.3
AM Peak	700	1000	700	1100	1000	1000	700		
	25	25	29	38	10	28	25		
PM Peak	1700	1700	1700	1300	1400	1700	1700		
	52	68	50	32	11	68	67		

APPENDIX B – VEHICLE SIGHTLINES



DO NOT SCALE OFF THIS DRAWING

NOTES

1. This drawing is indicative and subject to discussions with local & national highway authorities. This design is also subject to confirmation of land ownership, topography, location of statutory services, detailed design and traffic modelling.

2. This drawing is based upon drawing number W17043-04, supplied by The Mapping Company and Markides Associates shall not be liable for any inaccuracies or deficiencies.

3. Markides Associates accept no responsibility for any unauthorised amendments to this drawing. Do not rely on dimensions scaled from this plan.

4. Land Ownership information has been provided by The Mapping Company, and has been transcribed by onto an Ordnance Survey base. Markides Associates accepts no liability for the accuracy of the data provided and the ownership boundary information shown is subject to checks by a licensed conveyancer.

5. Any swept path analysis has been undertaken using Autodesk vehicle tracking software (AutoTRACK) and Markides Associates shall not be liable for any inaccuracies or deficiencies.

Revision History

Rev	Comment	By	Chkd	Appr	Date
P01	FOR INFORMATION	JPB	HA	HA	28.05.2025

Current Revision

Rev	Comment	By	Chkd	Appr	Date
P01	FOR INFORMATION	JPB	HA	HA	28.05.2025

S2 - FOR INFORMATION

CLIENT

MARKIDES ASSOCIATES

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W: www.markidesassociates.co.uk

Project

QUEENS FARM, SHORNE

Drawing Title

VEHICLE SIGHTLINES

Markides Associates reference: PROJECT_REF 1:200 @ A1

25173-MA-XX-XX-DR-C-0100 - P01

APPENDIX C– TRICS OUTPUTS

Site Reference: ES-16-C-04 Multi-Modal Site
 Created: Version: 2010(b)v6.6.1 23/02/10
 Latitude/Longitude: 50.88807, 0.02742
 Land Use Type: 16 - MIXED/C - FARM DIVERSIFICATION
 Region/Area: SOUTH EAST/EAST SUSSEX

Description: FARM DIVERSIF.
 Street: A26
 District:
 Town: NEAR LEWES
 Post Code: BN8 5RH
 Planning Authority:

Location: Free Standing (PPS6 Out of Town)
 Location Sub Category: Out of Town
 Use Class: Not Known

Population within 500m: 50
 Population within 1 Mile: 1,001 to 5,000
 Population within 5 Miles: 25,001 to 50,000
 Car ownership within 5 Miles: 1.1 to 1.5
 Reason for blank public transport table: No local PT

Is site associated with a travel plan: No
 If not, are there any plans to implement a Travel Plan in the future? No
 Is survey data available before the implementation of the Travel Plan?
 Is the location of the site hilly or flat: Flat
 Urban Regeneration: No

Previous survey ES-16-C-02

No. of developments for this Site: 1
 No. of survey Days for this Site: 1

Comments

This site is Upper Stoneham Farm. It is a free standing site, located in a rural area approximately 1.5 miles to the north of Lewes. The site is situated off the A26 main road which heads north from Lewes toward the town of Uckfield. There are two bus stops located approximately 1/4 mile south of the site on the A26. The site has a single access for all modes off the A26, and is surrounded by open land.

11. Please enter general comments/views about the relevance, quality and importance of public transport services relating to this development.

The nearest bus stops are located 800 metres from the site.

Design features encouraging non-car modes

12. Pedestrians

None

13. Pedal cycles

None

14. Public transport

None

Design features encouraging non-car modes

Road Network Distance to Local Developments	
Year of Analysis	2009
Nearest Primary School	1.6 kilometres
Nearest Secondary School	2.2 kilometres
Nearest Local Shop/Corner Shop	1.3 kilometres
Nearest Main Supermarket	1.8 kilometres
Nearest Doctors Surgery	1.4 kilometres
Nearest Hospital with Minor Injuries/A & E	2.6 kilometres
Nearest Sports/Leisure Centre	2.1 kilometres

Census Data	
Year of Census	2001
Census Output Area/Data Zone	21UFGT0006
Number of people employed within Census Output Area	161
Number of households within Census Output Area	116
Number of people living within Census Output Area	286
Area of Census Output Area (hectares)	906.00
Population density within Census Output Area (per hectare)	0.32

Markides Associates Ltd 73-81 Southwark Bridge Road London

Licence No: 860401

Site reference:	ES-16-C-04	Multi-Modal survey site
Trade name:	UPPER STONEHAM FARM	
Site area (h/a):	1.00	
Open since	2000	
Total Employees	50	
Full Time Employees	40	80%
Part Time Employees	10	20%
Approximate % of total employees working standard 9-5 hours or similar	15%	
Approximate % of total employees working from home (any amount)	%	
Name of nearest site	LOWER STONEHAM FARM	
Distance to nearest similar site	0.0 Km	

OPENING TIMES (24 Hour format)

Mon to Thurs	07:00	to	21:30
Friday	07:00	to	21:30
Saturday	00:00	to	00:00
Sunday	00:00	to	00:00

Comments

This site consists of 11 building units, with a Gross Floor Area of 1,400m².

Businesses operating at the site are as follows:

Andy Gratton Chefs Services, Colt Electronics, Ecology Consultancy Ltd, SR Fitted Interiors Ltd, St James Lettings Ltd, Turners of Soham, Derek White, Regency Travel, Walter Dolezal, SJ Metzner, RW Green Ltd, Say Cheese, Guy Stevens & Alyosha Moeran, The Tythe Barn Group, and What & Sons Ltd.

The site area shown is the area of the diversified element of the farm. The site area of the whole farm is approximately 65 hectares.

The nearest similar site is located very close by.

Multi-Modal survey site

On-Site parking

Total no. of parking spaces 90

Number of spaces

Employee 90

Disabled 0

Visitor/Customer 0

OGV parking bays 0

Cycle racks 0

OGV loading bays 0

Parent & Toddler 0

Motorcycle spaces 0

Parking charges No

Comments about the management of the site car park, along with enforcement measures

No parking enforcement was observed at this site.

Site parking surface or non-surface (multi-storey/underground)

Surface

General Comments on Parking

All parking spaces at the site are unmarked.

Off-Site parking details

Is there off-site parking available

No

Off-Site parking included in the counts

No

Free On-Street parking available nearby

No

If prepared to pay, easy to find somewhere to park off-site all day

No

Parking restrictions

Area subject to parking restrictions (controlled parking zone - CPZ)

No

Off-Street parking

Off-Street parking available NO

Park & Ride

Park & Ride Type Facility providing relevant means of accessing the site

No

Site reference: ES-16-C-04 Survey date: 02/12/09 Day of week: Wednesday
 Multi-Modal survey site
 Vehicles surveyed: Total vehicles
 Survey type: Manual Count
 AM weather: Cold and Cloudy
 PM weather: Cold and Light Rain
 Initial car park occupancy: 28 Final car park occupancy: 30
 Total People to Total Vehicles ratio (all time periods and directions): 1.13
 BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE
 Parking Capacity 66% (90 On-Site Spaces)

Data proportions in %

Motor cars	49	Motor cycles	1	Public service	17
Light goods	29	OGV (1)	1	OGV (2)	3
				Taxis	0

Servicing Vehicles count recorded No

Time	Arr 145	Dep 143	Totals 288	Parking Accum
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	25	20	45	33
08:00-09:00	22	10	32	45
09:00-10:00	12	6	18	51
10:00-11:00	14	6	20	59
11:00-12:00	11	14	25	56
12:00-13:00	9	7	16	58
13:00-14:00	7	10	17	55
14:00-15:00	13	11	24	57
15:00-16:00	11	15	26	53
16:00-17:00	12	21	33	44
17:00-18:00	4	15	19	33
18:00-19:00	5	8	13	30
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Comments

No taxis or pedal cycles visited the site during this survey.
 Regency Travel operate their depot from the site, and this explains the high numbers of PSV's recorded, with perhaps peak activity taking place at "school run" time.
 OGV's visiting the site parked in the general parking area, as there are no specific OGV parking spaces/loading bays available.
 No pedestrians visited the site during this survey.

Site reference: ES-16-C-04 Survey date: 02/12/09 Day of week: Wednesday
 Multi-Modal survey site
 Vehicles surveyed: OGV

Data proportions in % OGV (1) 18 OGV (2) 82

1 occupant per OGV is assumed, and included in the vehicle occupants count

Time	Arr 6	Dep 5	Totals 11	Accumulation
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	0	0	0	(0)
08:00-09:00	0	0	0	(0)
09:00-10:00	0	0	0	(0)
10:00-11:00	2	1	3	(1)
11:00-12:00	0	0	0	(1)
12:00-13:00	1	0	1	(2)
13:00-14:00	0	0	0	(2)
14:00-15:00	2	0	2	(4)
15:00-16:00	0	2	2	(2)
16:00-17:00	0	1	1	(1)
17:00-18:00	0	1	1	(0)
18:00-19:00	1	0	1	(1)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Markides Associates Ltd 73-81 Southwark Bridge Road London

Licence No: 860401

Site reference: ES-16-C-04

Survey date: 02/12/09

Day of week: Wednesday

Multi-Modal survey site

Vehicles surveyed: PSV

Time	Arr 25	Dep 25	Totals 50	Accumulation
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	0	13	13	(-13)
08:00-09:00	9	0	9	(-4)
09:00-10:00	3	1	4	(-2)
10:00-11:00	1	0	1	(-1)
11:00-12:00	2	3	5	(-2)
12:00-13:00	0	2	2	(-4)
13:00-14:00	0	0	0	(-4)
14:00-15:00	0	4	4	(-8)
15:00-16:00	1	2	3	(-9)
16:00-17:00	3	0	3	(-6)
17:00-18:00	4	0	4	(-2)
18:00-19:00	2	0	2	(0)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site reference: ES-16-C-04

Survey date: 02/12/09

Day of week: Wednesday

Multi-Modal survey site

People Surveyed: Car/LGV/Motorcycle occupants/OGV occupants

This count consists of car occupants, light goods vehicle occupants, motorcycle riders and OGV occupants

Taxi drivers and drivers of private vehicles picking up/dropping off passengers at the site are excluded from the count

Time	1	2	3	4	5	6	7	Arr 165	Avg Per Veh 1.1	1	2	3	4	5	6	7	Dep 160	Avg Per Veh 1.1	Totals 325	Avg Per Veh 1.1	Accum
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	25	0	0	0	0	0	0	25	1.0	18	2	0	0	0	0	0	22	1.1	47	1.0	(3)
08:00-09:00	20	2	0	0	0	0	0	24	1.1	8	2	0	0	0	0	0	12	1.2	36	1.1	(15)
09:00-10:00	12	0	0	0	0	0	0	12	1.0	6	0	0	0	0	0	0	6	1.0	18	1.0	(21)
10:00-11:00	13	1	0	0	0	0	0	15	1.1	5	1	0	0	0	0	0	7	1.2	22	1.1	(29)
11:00-12:00	8	3	0	0	0	0	0	14	1.3	11	3	0	0	0	0	0	17	1.2	31	1.2	(26)
12:00-13:00	7	2	0	0	0	0	0	11	1.2	6	1	0	0	0	0	0	8	1.1	19	1.2	(29)
13:00-14:00	6	1	0	0	0	0	0	8	1.1	8	2	0	0	0	0	0	12	1.2	20	1.2	(25)
14:00-15:00	12	1	0	0	0	0	0	14	1.1	9	2	0	0	0	0	0	13	1.2	27	1.1	(26)
15:00-16:00	6	5	0	0	0	0	0	16	1.5	10	3	1	0	0	0	0	19	1.4	35	1.4	(23)
16:00-17:00	8	3	1	0	0	0	0	17	1.4	21	0	0	0	0	0	0	21	1.0	38	1.2	(19)
17:00-18:00	4	0	0	0	0	0	0	4	1.0	15	0	0	0	0	0	0	15	1.0	19	1.0	(8)
18:00-19:00	5	0	0	0	0	0	0	5	1.0	8	0	0	0	0	0	0	8	1.0	13	1.0	(5)
19:00-20:00																					
20:00-21:00																					
21:00-22:00																					
22:00-23:00																					
23:00-24:00																					
Total	126	18	1	0	0	0	0			125	16	1	0	0	0	0					

Markides Associates Ltd 73-81 Southwark Bridge Road London

Licence No: 860401

Site reference: ES-16-C-04

Survey date: 02/12/09

Day of week: Wednesday

Multi-Modal survey site

People Surveyed: Public transport Users

Time	Arr 1	Dep 0	Totals 1	Accumulation
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	0	0	0	(0)
08:00-09:00	1	0	1	(1)
09:00-10:00	0	0	0	(1)
10:00-11:00	0	0	0	(1)
11:00-12:00	0	0	0	(1)
12:00-13:00	0	0	0	(1)
13:00-14:00	0	0	0	(1)
14:00-15:00	0	0	0	(1)
15:00-16:00	0	0	0	(1)
16:00-17:00	0	0	0	(1)
17:00-18:00	0	0	0	(1)
18:00-19:00	0	0	0	(1)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site reference: ES-16-C-04 Survey date: 02/12/09 Day of week: Wednesday
Multi-Modal survey site
People Surveyed: Bus/Tram Passengers

Time	Arr 1	Dep 0	Totals 1	Accumulation
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	0	0	0	(0)
08:00-09:00	1	0	1	(1)
09:00-10:00	0	0	0	(1)
10:00-11:00	0	0	0	(1)
11:00-12:00	0	0	0	(1)
12:00-13:00	0	0	0	(1)
13:00-14:00	0	0	0	(1)
14:00-15:00	0	0	0	(1)
15:00-16:00	0	0	0	(1)
16:00-17:00	0	0	0	(1)
17:00-18:00	0	0	0	(1)
18:00-19:00	0	0	0	(1)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Markides Associates Ltd 73-81 Southwark Bridge Road London

Licence No: 860401

Site reference: ES-16-C-04

Survey date: 02/12/09

Day of week: Wednesday

Multi-Modal survey site

People Surveyed: Total people

Time	Arr 166	Dep 160	Totals 326	Accumulation
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	25	22	47	(3)
08:00-09:00	25	12	37	(16)
09:00-10:00	12	6	18	(22)
10:00-11:00	15	7	22	(30)
11:00-12:00	14	17	31	(27)
12:00-13:00	11	8	19	(30)
13:00-14:00	8	12	20	(26)
14:00-15:00	14	13	27	(27)
15:00-16:00	16	19	35	(24)
16:00-17:00	17	21	38	(20)
17:00-18:00	4	15	19	(9)
18:00-19:00	5	8	13	(6)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Markides Associates Ltd 73-81 Southwark Bridge Road London

Licence No: 860401

Site Reference: NN-16-C-01
 Created: Version: 2009(a)v6.3.1 04/02/09
 Latitude/Longitude: 52.40850, -0.75640
 Land Use Type: 16 - MIXED/C - FARM DIVERSIFICATION
 Region/Area: EAST MIDLANDS/NORTH NORTHAMPTONSHIRE

Description: FARM DIVERSIF.
 Street: ROTHWELL ROAD
 District:
 Town: KETTERING
 Post Code: NN16 8XF
 Planning Authority:

Location: Free Standing (PPS6 Out of Town)
 Location Sub Category: Out of Town
 Use Class: n/a

Population within 500m: 50
 Population within 1 Mile: 1,001 to 5,000
 Population within 5 Miles: 75,001 to 100,000
 Car ownership within 5 Miles: 1.1 to 1.5

Public Transport Provision Summary

Day	Period	Total buses/trams within 400m	Total Trains within 1000m	Total Services
Monday-Friday	0700-1900	68		68
Monday-Friday	0700-1000	16		16
Monday-Friday	1600-1900	16		16
Saturday	0700-1900	68		68
Sunday	0700-1900	10		10

Is site associated with a travel plan: No
 If not, are there any plans to implement
 a Travel Plan in the future? No
 Is survey data available before the
 implementation of the Travel Plan?
 Is the location of the site hilly or flat: Hilly
 Urban Regeneration: No

No. of developments for this Site: 1
 No. of survey Days for this Site: 1

Comments

This site is located to the west of Kettering off the A14 which provides easy access into Kettering and east towards the A1. The A14 also runs west to the M6 and M1 connecting with local roads which lead in all directions to local towns and villages.

Bus (or tram) site accessibility

3. Is there at least 1 bus (or tram) stop within the site frontage or within 400m of the site frontage? : Yes
 5. If yes to question 3, are there at least 2 buses (or trams) per hour (per direction between 0700 and 1900) with routes serving significant areas of population within a 5 kilometre radius? (Mon-Sat): Yes
 6. If yes to question 5, what are the service characteristics? (please complete the outline information below)

Destination (town/area)	Number per hour	Approx. journey time
Desborough	3	20

Design features encouraging non-car modes

12. Pedestrians

None

13. Pedal cycles

None

14. Public transport

The site is within proximity to local bus routes.

Design features encouraging non-car modes

Road Network Distance to Local Developments	
Year of Analysis	2009
Nearest Primary School	1.8 kilometres
Nearest Secondary School	3.2 kilometres
Nearest Local Shop/Corner Shop	2.1 kilometres
Nearest Main Supermarket	1.9 kilometres
Nearest Doctors Surgery	1.9 kilometres
Nearest Hospital with Minor Injuries/A & E	1.3 kilometres
Nearest Sports/Leisure Centre	2.6 kilometres

Census Data	
Year of Census	2001
Census Output Area/Data Zone	
Number of people employed within Census Output Area	177
Number of households within Census Output Area	134
Number of people living within Census Output Area	358
Area of Census Output Area (hectares)	348.00
Population density within Census Output Area (per hectare)	1.03

Markides Associates Ltd 73-81 Southwark Bridge Road London

Licence No: 860401

Site reference:	NN-16-C-01
Trade name:	GLEBE FARM
Site area (h/a):	0.80
Open since	1997
Total Employees	21
Full Time Employees	9 42%
Part Time Employees	12 58%
Approximate % of total employees working standard 9-5 hours or similar	43%
Approximate % of total employees working from home (any amount)	%
Name of nearest site	DOVECOTE FARM
Distance to nearest similar site	9.0 Km

OPENING TIMES (24 Hour format)

Mon to Thurs	09:00 to 17:00
Friday	09:00 to 17:00
Saturday	09:00 to 17:00
Sunday	10:00 to 16:00

Comments

There is a farm shop and tea room at the site. The hours shown are for the farm shop. Please note that the farm shop closed at 14:00 on Mondays. The tea room is closed on Monday and open 10:00 to 16:30 Tuesday - Saturday and 10:00-16:00 Sunday.

This site area shown is the site area associate with farm diversification only.

On-Site parking

Total no. of parking spaces 40

Number of spaces

Employee	0
Disabled	0
Visitor/Customer	40
OGV parking bays	0
Cycle racks	0
OGV loading bays	0
Parent & Toddler	0
Motorcycle spaces	0

Parking charges No

Comments about the management of the site car park, along with enforcement measures

The 40 parking spaces available are unmarked and are for employees and visitors.
There was no car park management observed on the day of the survey.

Site parking surface or non-surface (multi-storey/underground)
Surface

Off-Site parking details

Is there off-site parking available

No

Off-Site parking included in the counts

No

Free On-Street parking available nearby

No

If prepared to pay, easy to find somewhere to park off-site all day

No

Parking restrictions

Area subject to parking restrictions (controlled parking zone - CPZ)

No

Off-Street parking

Off-Street parking available NO

Park & Ride

Park & Ride Type Facility providing relevant means of accessing the site

No

Survey type:	Manual Count				
AM weather:	Freezing and Light Sn				
PM weather:	Freezing and Light Sn				
Initial car park occupancy:	0		Final car park occupancy:	0	
BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE					
Parking Capacity	63% (40 On-Site Spaces)				
<u>Data proportions in %</u>					
Motor cars	98	Motor cycles	0	Public service	0
Light goods	2	OGV (1)	0	OGV (2)	0
				Taxis	0

Time	Arr 131	Dep 131	Totals 262	Parking Accum
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				
08:00-09:00	1	0	1	1
09:00-10:00	5	2	7	4
10:00-11:00	18	17	35	5
11:00-12:00	23	18	41	10
12:00-13:00	31	21	52	20
13:00-14:00	21	16	37	25
14:00-15:00	19	29	48	15
15:00-16:00	8	18	26	5
16:00-17:00	5	9	14	1
17:00-18:00	0	1	1	0
18:00-19:00				
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

No PSV's, OGV's or taxis entered or exited the site on the day of the survey.

Markides Associates Ltd 73-81 Southwark Bridge Road London

Licence No: 860401

Site Reference: KC-16-C-03 Multi-Modal Site
 Latitude/Longitude: 51.20773, 0.94058
 Land Use Type: 16 - MIXED/C - FARM DIVERSIFICATION
 Region/Area: SOUTH EAST/KENT

Description: FARM DIVERSIF.
 Street: A28 CANTERBURY ROAD
 District: BILTING
 Town: NEAR ASHFORD
 Post Code: TN25 4HF
 Planning Authority:

Location: Free Standing (PPS6 Out of Town)
 Location Sub Category: Out of Town
 Use Class: n/a

Population within 500m: 75
 Population within 1 Mile: 1,000 or Less
 Population within 5 Miles: 25,001 to 50,000
 Car ownership within 5 Miles: 1.1 to 1.5

Public Transport Provision Summary

Day	Period	Total buses/trams within 400m	Total Trains within 1000m	Total Services
Monday-Friday	0700-1900	16		16
Monday-Friday	0700-1000	4		4
Monday-Friday	1600-1900	6		6
Saturday	0700-1900	18		18
Sunday	0700-1900			

Is site associated with a travel plan: No
 If not, are there any plans to implement a Travel Plan in the future? No
 Is survey data available before the implementation of the Travel Plan?
 Is the location of the site hilly or flat: Flat
 Urban Regeneration: No

Next survey KC-16-C-04

No. of developments for this Site: 11
 No. of survey Days for this Site: 1

Comments

This site is the Bilting Mushroom Farm. It is located in the small district of Bilting, on the A28 main road between Canterbury and Ashford.

It consists of 12 units covering an area of 0.9 hectares with a total Gross Floor Area of 1545m². The site is accessible between 0700-1900 Monday - Friday and 0700-1300 on Saturdays.

The surrounding area is predominantly rural and agricultural. The A251 is located nearby and heads northwards toward Faversham. The A252 heads west towards the town of Charing.

Bus (or tram) site accessibility

3. Is there at least 1 bus (or tram) stop within the site frontage or within 400m of the site frontage? : Yes

11. Please enter general comments/views about the relevance, quality and importance of public transport services relating to this development.

There is a bus service from Canterbury - Ashford. The frequency of this bus service is 8 buses per day in each direction.

Design features encouraging non-car modes

12. Pedestrians

None

13. Pedal cycles

None

14. Public transport

The site is in proximity to local bus routes.

Site reference:	KC-16-C-03	Multi-Modal survey site
Trade name:	AC VIDEO PRODUCTIONS	
Site area (h/a):	0.90	
Open since	2002	
Total Employees	1	
Full Time Employees	1	
Part Time Employees	0	
Approximate % of total employees working standard 9-5 hours or similar	0%	
Approximate % of total employees working from home (any amount)	%	
Name of nearest site	AVC Productions	
Distance to nearest similar site	10.0 Km	

OPENING TIMES (24 Hour format)

Mon to Thurs	09:00	to	17:30
Friday	09:00	to	17:30
Saturday	09:00	to	13:00
Sunday	00:00	to	00:00

Comments

The site area show above is the total for the whole Bilting Farm site. The Gross Floor Area for this unit is 95m2.

Site reference:	KC-16-C-03	Multi-Modal survey site
Trade name:	EDMS	
Site area (h/a):	0.90	
Open since	2003	
Total Employees	3	
Full Time Employees	1	33%
Part Time Employees	2	67%
Approximate % of total employees working standard 9-5 hours or similar	33%	
Approximate % of total employees working from home (any amount)	%	
Name of nearest site	Audata Ltd	
Distance to nearest similar site	8.0 Km	

OPENING TIMES (24 Hour format)

Mon to Thurs	09:00	to	17:00
Friday	09:00	to	17:00
Saturday	00:00	to	00:00
Sunday	00:00	to	00:00

Comments

EDMS stands for Electronic Documnet Management Services. The site area show above is the total for the whole Bilting Farm site. The Gross Floor Area for this unit is 100m2.

Site reference:	KC-16-C-03	Multi-Modal survey site
Trade name:	ASENTE	
Site area (h/a):	0.90	
Open since	2003	
Total Employees	2	
Full Time Employees	2	
Part Time Employees	0	
Approximate % of total employees working standard 9-5 hours or similar	100%	
Approximate % of total employees working from home (any amount)	%	
Name of nearest site	Legend Signs	
Distance to nearest similar site	15.0 Km	

OPENING TIMES (24 Hour format)

Mon to Thurs	09:00	to	17:00
Friday	09:00	to	17:00
Saturday	00:00	to	00:00
Sunday	00:00	to	00:00

Comments

This unit is occupied by a sign and sheet printing company. The site area show above is the total for the whole Bilting Farm site. The Gross Floor Area for this unit is 100m2.

Site reference:	KC-16-C-03	Multi-Modal survey site
Trade name:	BRIDGEWOOD FURNITURE	
Site area (h/a):	0.90	
Open since	2004	
Total Employees	2	
Full Time Employees	1	50%
Part Time Employees	1	50%
Approximate % of total employees working standard 9-5 hours or similar	50%	
Approximate % of total employees working from home (any amount)	%	
Name of nearest site	Castle Furniture	
Distance to nearest similar site	8.0 Km	

OPENING TIMES (24 Hour format)

Mon to Thurs	09:00	to	17:00
Friday	09:00	to	17:00
Saturday	00:00	to	00:00
Sunday	00:00	to	00:00

Comments

The site area show above is the total for the whole Bilting Farm site. The Gross Floor Area for this unit is 100m2.

Site reference:	KC-16-C-03	Multi-Modal survey site
Trade name:	WEALDEN WOODSTYLE	
Site area (h/a):	0.90	
Open since	2003	
Total Employees	1	
Full Time Employees	1	
Part Time Employees	0	
Approximate % of total employees working standard 9-5 hours or similar	100%	
Approximate % of total employees working from home (any amount)	%	
Name of nearest site	Phillip Witts	
Distance to nearest similar site	5.0 Km	

OPENING TIMES (24 Hour format)

Mon to Thurs	09:00	to	17:00
Friday	09:00	to	17:00
Saturday	00:00	to	00:00
Sunday	00:00	to	00:00

Comments

This site is occupied by a bespoke joinery and carpentry company. The site area show above is the total for the whole Bilting Farm site. The Gross Floor Area for this unit is 90m2.

Site reference:	KC-16-C-03	Multi-Modal survey site
Trade name:	SPR SPEECH PLUS/VOICEPAK PRODUCTIONS LTD	
Site area (h/a):	0.90	
Open since	2003	
Total Employees	2	
Full Time Employees	2	
Part Time Employees	0	
Approximate % of total employees working standard 9-5 hours or similar	100%	
Approximate % of total employees working from home (any amount)	%	
Name of nearest site	Axis Media	
Distance to nearest similar site	15.0 Km	

OPENING TIMES (24 Hour format)

Mon to Thurs	09:00	to	17:00
Friday	09:00	to	17:00
Saturday	00:00	to	00:00
Sunday	00:00	to	00:00

Comments

The site area show above is the total for the whole Bilting Farm site. The Gross Floor Area for this unit is 175m2.

Site reference:	KC-16-C-03	Multi-Modal survey site
Trade name:	GERRY BIRCH MUSIC SERVICES	
Site area (h/a):	0.90	
Open since	2006	
Total Employees	1	
Full Time Employees	1	
Part Time Employees	0	
Approximate % of total employees working standard 9-5 hours or similar	100%	
Approximate % of total employees working from home (any amount)	%	
Name of nearest site	Chris McNeillty	
Distance to nearest similar site	18.0 Km	

OPENING TIMES (24 Hour format)

Mon to Thurs	09:00	to	17:00
Friday	09:00	to	17:00
Saturday	00:00	to	00:00
Sunday	00:00	to	00:00

Comments

The site area show above is the total for the whole Bilting Farm site. The Gross Floor Area for this unit is 65m2.

Site reference:	KC-16-C-03	Multi-Modal survey site
Trade name:	KMAC EMBROIDERY AND PRINT	
Site area (h/a):	0.90	
Open since	2005	
Total Employees	2	
Full Time Employees	1	50%
Part Time Employees	1	50%
Approximate % of total employees working standard 9-5 hours or similar	50%	
Approximate % of total employees working from home (any amount)	%	
Name of nearest site	Third Eye	
Distance to nearest similar site	11.0 Km	

OPENING TIMES (24 Hour format)

Mon to Thurs	09:00	to	17:00
Friday	09:00	to	17:00
Saturday	00:00	to	00:00
Sunday	00:00	to	00:00

Comments

The site area show above is the total for the whole Bilting Farm site. The Gross Floor Area for this unit is 65m2.

Site reference:	KC-16-C-03	Multi-Modal survey site
Trade name:	TOYMART	
Site area (h/a):	0.90	
Open since	2004	
Total Employees	7	
Full Time Employees	5	71%
Part Time Employees	2	29%
Approximate % of total employees working standard 9-5 hours or similar	43%	
Approximate % of total employees working from home (any amount)	%	
Name of nearest site	UK Toy & Model Auctions Ltd	
Distance to nearest similar site	375.0 Km	

OPENING TIMES (24 Hour format)

Mon to Thurs	07:00	to	19:00
Friday	07:00	to	17:00
Saturday	00:00	to	00:00
Sunday	00:00	to	00:00

Comments

The unit is open for business one Saturday a month between the hours of 0900-1200.
The site area show above is the total for the whole Bilting Farm site. The Gross Floor Area for this unit is 230m2.

Site reference:	KC-16-C-03	Multi-Modal survey site
Trade name:	FIT TO DANCE THEATRE & DANCE SCHOOL	
Site area (h/a):	0.90	
Open since	2003	
Total Employees	2	
Full Time Employees	0	
Part Time Employees	2	
Approximate % of total employees working standard 9-5 hours or similar	0%	
Approximate % of total employees working from home (any amount)	%	
Name of nearest site	Francine Earle Dance School	
Distance to nearest similar site	8.0 Km	

OPENING TIMES (24 Hour format)

Mon to Thurs	00:00	to	00:00
Friday	00:00	to	00:00
Saturday	00:00	to	00:00
Sunday	00:00	to	00:00

Comments

This unit is the admin department for the school and opening times are variable. However, it is always closed by 14.30 when open. The site area show above is the total for the whole Bilting Farm site. The Gross Floor Area for this unit is 60m2.

Site reference:	KC-16-C-03	Multi-Modal survey site
Trade name:	AC VIDEO PRODUCTIONS	
Site area (h/a):	0.90	
Open since	2002	
Total Employees	1	
Full Time Employees	1	
Part Time Employees	0	
Approximate % of total employees working standard 9-5 hours or similar	0%	
Approximate % of total employees working from home (any amount)	%	
Name of nearest site	AVC Productions	
Distance to nearest similar site	10.0 Km	

OPENING TIMES (24 Hour format)

Mon to Thurs	09:00	to	17:30
Friday	09:00	to	17:30
Saturday	09:00	to	13:00
Sunday	00:00	to	00:00

Comments

The site area show above is the total for the whole Bilting Farm site. The Gross Floor Area for this unit is 95m2.

Multi-Modal survey site

On-Site parking

Total no. of parking spaces 42

Number of spaces

Employee	30
Disabled	0
Visitor/Customer	0
OGV parking bays	0
Cycle racks	0
OGV loading bays	2
Parent & Toddler	0
Motorcycle spaces	0

Parking charges No

Comments about the management of the site car park, along with enforcement measures

Along with 10 the parking bays there is also an un-marked parking area for up to 30 vehicles (included in employee spaces total).

Site parking surface or non-surface (multi-storey/underground)

Surface

Off-Site parking details

Is there off-site parking available

No

Off-Site parking included in the counts

No

Free On-Street parking available nearby

No

If yes, considered easy to find a space

No

If prepared to pay, easy to find somewhere to park off-site all day

No

Parking restrictions

Area subject to parking restrictions (controlled parking zone - CPZ)

No

Off-Street parking

Off-Street parking available NO

Park & Ride

Park & Ride Type Facility providing relevant means of accessing the site

No

Site reference: KC-16-C-03 Survey date: 08/11/06 Day of week: Wednesday
 Multi-Modal survey site
 Vehicles surveyed: Total vehicles
 Survey type: Manual Count
 AM weather: Cold and Clear
 PM weather: Cold and Clear
 Initial car park occupancy: 4 Final car park occupancy: 3
 Total People to Total Vehicles ratio (all time periods and directions): 1.09
 BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE
 Parking Capacity 69% (42 On-Site Spaces)

Data proportions in %
 Motor cars 62 Motor cycles 0 Public service 0
 Light goods 28 OGV (1) 5 OGV (2) 5
 Taxis 0

Servicing Vehicles count recorded No

Time	Arr 75	Dep 76	Totals 151	Parking Accum
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	10	2	12	12
08:00-09:00	19	10	29	21
09:00-10:00	7	7	14	21
10:00-11:00	7	2	9	26
11:00-12:00	5	4	9	27
12:00-13:00	4	4	8	27
13:00-14:00	7	5	12	29
14:00-15:00	8	10	18	27
15:00-16:00	2	7	9	22
16:00-17:00	2	7	9	17
17:00-18:00	4	18	22	3
18:00-19:00	0	0	0	3
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Comments
 No PSV's or taxis entered the site during the survey. There were no public transport users or pedestrians recorded.

Site reference: KC-16-C-03 Survey date: 08/11/06 Day of week: Wednesday
 Multi-Modal survey site
 Vehicles surveyed: OGV

Data proportions in % OGV (1) 53 OGV (2) 47

1 occupant per OGV is assumed, and included in the vehicle occupants count

Time	Arr 7	Dep 8	Totals 15	Accumulation
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	0	0	0	(0)
08:00-09:00	2	1	3	(1)
09:00-10:00	1	2	3	(0)
10:00-11:00	1	0	1	(1)
11:00-12:00	1	2	3	(0)
12:00-13:00	0	0	0	(0)
13:00-14:00	1	1	2	(0)
14:00-15:00	1	1	2	(0)
15:00-16:00	0	1	1	(-1)
16:00-17:00	0	0	0	(-1)
17:00-18:00	0	0	0	(-1)
18:00-19:00	0	0	0	(-1)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Markides Associates Ltd 73-81 Southwark Bridge Road London

Licence No: 860401

Site reference: KC-16-C-03 Survey date: 08/11/06 Day of week: Wednesday
 Multi-Modal survey site
 People Surveyed: Car/LGV/Motorcycle occupants/OGV occupants

This count consists of car occupants, light goods vehicle occupants, motorcycle riders and OGV occupants
 Taxi drivers and drivers of private vehicles picking up/dropping off passengers at the site are excluded from the count

Time	Arr 83	Dep 82	Totals 165	Accumulation
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	12	2	14	(10)
08:00-09:00	20	10	30	(20)
09:00-10:00	8	7	15	(21)
10:00-11:00	7	2	9	(26)
11:00-12:00	5	4	9	(27)
12:00-13:00	6	5	11	(28)
13:00-14:00	8	5	13	(31)
14:00-15:00	9	11	20	(29)
15:00-16:00	2	7	9	(24)
16:00-17:00	2	9	11	(17)
17:00-18:00	4	20	24	(1)
18:00-19:00	0	0	0	(1)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Markides Associates Ltd 73-81 Southwark Bridge Road London

Licence No: 860401

Site reference: KC-16-C-03

Survey date: 08/11/06

Day of week: Wednesday

Multi-Modal survey site

People Surveyed: Total people

Time	Arr 83	Dep 82	Totals 165	Accumulation
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	12	2	14	(10)
08:00-09:00	20	10	30	(20)
09:00-10:00	8	7	15	(21)
10:00-11:00	7	2	9	(26)
11:00-12:00	5	4	9	(27)
12:00-13:00	6	5	11	(28)
13:00-14:00	8	5	13	(31)
14:00-15:00	9	11	20	(29)
15:00-16:00	2	7	9	(24)
16:00-17:00	2	9	11	(17)
17:00-18:00	4	20	24	(1)
18:00-19:00	0	0	0	(1)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Markides Associates Ltd 73-81 Southwark Bridge Road London

Licence No: 860401

Site Reference: CW-16-C-02
 Created: Version: 2008(b)v6.2.1 30/06/08
 Latitude/Longitude: 50.61426, -4.33641
 Land Use Type: 16 - MIXED/C - FARM DIVERSIFICATION
 Region/Area: SOUTH WEST/CORNWALL

Description: FARM DIVERSIF.
 Street:
 District: LAWITTON
 Town: LAUNCESTON
 Post Code: PL15 9NJ
 Planning Authority:

Location: Free Standing (PPS6 Out of Town)
 Location Sub Category: Out of Town
 Use Class: Not Known

Population within 500m: 50
 Population within 1 Mile: 1,000 or Less
 Population within 5 Miles: 5,001 to 25,000
 Car ownership within 5 Miles: 1.1 to 1.5

Public Transport Provision Summary

Day	Period	Total buses/trams within 400m	Total Trains within 1000m	Total Services
Monday-Friday	0700-1900	6		6
Monday-Friday	0700-1000	2		2
Monday-Friday	1600-1900	2		2
Saturday	0700-1900	6		6
Sunday	0700-1900	4		4

Is site associated with a travel plan: No
 If not, are there any plans to implement
 a Travel Plan in the future? No
 Is survey data available before the
 implementation of the Travel Plan?
 Is the location of the site hilly or flat: Hilly
 Urban Regeneration: No

No. of developments for this Site: 3
 No. of survey Days for this Site: 1

Comments

This site is Sheers Barton Barns, opened in 2005, the businesses that operate here include: Eco Timber Frames Ltd. (Sales and Support), WMPR Ltd. (Public Relations) and Silvanus Services Ltd. (Forestry Management). There is also one vacant site. The nearest similar site to this is The Great Barn, located 2 km away.

The site is located off the B3362 which runs south-east to Tavistock and west to join the A338 which runs north into Launceston.

Bus (or tram) site accessibility

3. Is there at least 1 bus (or tram) stop within the site frontage or within 400m of the site frontage? : Yes

11. Please enter general comments/views about the relevance, quality and importance of public transport services relating to this development.

There are 6 buses per day to Callington with a journey time of 25minutes.

Design features encouraging non-car modes

12. Pedestrians

None

13. Pedal cycles

None

14. Public transport
None

Markides Associates Ltd 73-81 Southwark Bridge Road London

Licence No: 860401

Site reference:	CW-16-C-02
Trade name:	ECO TIMBER FRAME LTD
Site area (h/a):	0.78
Open since	2007
Total Employees	6
Full Time Employees	5 83%
Part Time Employees	1 17%
Approximate % of total employees working standard 9-5 hours or similar	83%
Approximate % of total employees working from home (any amount)	%
Name of nearest site	NORTHCOAST LOG CABINS
Distance to nearest similar site	25.0 Km

OPENING TIMES (24 Hour format)

Mon to Thurs	09:00	to	17:00
Friday	09:00	to	17:00
Saturday	00:00	to	00:00
Sunday	00:00	to	00:00

Comments

The site area shown is the site area for the whole site.

Markides Associates Ltd 73-81 Southwark Bridge Road London

Licence No: 860401

Site reference:	CW-16-C-02
Trade name:	WMPR LTD.
Site area (h/a):	0.78
Open since	2005
Total Employees	4
Full Time Employees	3 75%
Part Time Employees	1 25%
Approximate % of total employees working standard 9-5 hours or similar	75%
Approximate % of total employees working from home (any amount)	%
Name of nearest site	Y & B CONSULTANCY
Distance to nearest similar site	2.0 Km

OPENING TIMES (24 Hour format)

Mon to Thurs	09:00	to	17:00
Friday	09:00	to	17:00
Saturday	00:00	to	00:00
Sunday	00:00	to	00:00

Comments

The site area shown is the site area for the whole site.

Markides Associates Ltd 73-81 Southwark Bridge Road London

Licence No: 860401

Site reference:	CW-16-C-02
Trade name:	SILVANUS SERVICESLTD.
Site area (h/a):	0.78
Open since	2005
Total Employees	30
Full Time Employees	28 93%
Part Time Employees	2 7%
Approximate % of total employees working standard 9-5 hours or similar	93%
Approximate % of total employees working from home (any amount)	%
Name of nearest site	SPINNEY WOOD
Distance to nearest similar site	6.0 Km

OPENING TIMES (24 Hour format)

Mon to Thurs	09:00 to 17:00
Friday	09:00 to 17:00
Saturday	00:00 to 00:00
Sunday	00:00 to 00:00

Comments

The site area shown is the site area for the whole site.

This is an office for a landscape business. There are a number of staff who work away from the site during the day, returning occasionally to collect equipment etc.

The nearest similar site is Spinney Wood & Forestry Ltd.

On-Site parking

Total no. of parking spaces 40

Number of spaces

Employee 40

Disabled 0

Visitor/Customer 0

OGV parking bays 0

Cycle racks 0

OGV loading bays 0

Parent & Toddler 0

Motorcycle spaces 0

Parking charges No

Comments about the management of the site car park, along with enforcement measures

These 40 employee parking spaces are unmarked.

There was no management of the site car park observed on the day of the survey.

Site parking surface or non-surface (multi-storey/underground)

Surface

Off-Site parking details

Is there off-site parking available

No

Off-Site parking included in the counts

No

Free On-Street parking available nearby

No

If prepared to pay, easy to find somewhere to park off-site all day

No

Parking restrictions

Area subject to parking restrictions (controlled parking zone - CPZ)

No

Off-Street parking

Off-Street parking available NO

Park & Ride

Park & Ride Type Facility providing relevant means of accessing the site

No

Site reference: CW-16-C-02 Survey date: 19/09/07 Day of week: Wednesday

Survey type: Manual Count
 AM weather: Mild and Cloudy
 PM weather: Mild and Cloudy

Initial car park occupancy: 8 Final car park occupancy: 8

BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Parking Capacity 75% (40 On-Site Spaces)

Data proportions in %

Motor cars	65	Motor cycles	0	Public service	0
Light goods	35	OGV (1)	0	OGV (2)	0
				Taxis	0

Servicing Vehicles count recorded No

Time	Arr 52	Dep 52	Totals 104	Parking Accum
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	12	3	15	17
08:00-09:00	12	4	16	25
09:00-10:00	7	2	9	30
10:00-11:00	4	6	10	28
11:00-12:00	0	2	2	26
12:00-13:00	1	5	6	22
13:00-14:00	4	2	6	24
14:00-15:00	4	1	5	27
15:00-16:00	4	4	8	27
16:00-17:00	3	11	14	19
17:00-18:00	1	8	9	12
18:00-19:00	0	4	4	8
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Comments

No OGV's, PSV's or taxis entered or exited the site during this survey.

Markides Associates Ltd 73-81 Southwark Bridge Road London

Licence No: 860401

Site Reference: KC-16-C-04 Multi-Modal Site
 Created: Version: 2010(b)v6.6.1 23/02/10
 Latitude/Longitude: 51.20773, 0.94058
 Land Use Type: 16 - MIXED/C - FARM DIVERSIFICATION
 Region/Area: SOUTH EAST/KENT

Description: FARM DIVERSIF.
 Street: A28 CANTERBURY ROAD
 District: BILTING
 Town: NEAR ASHFORD
 Post Code: TN25 4HF
 Planning Authority:

Location: Free Standing (PPS6 Out of Town)
 Location Sub Category: Out of Town
 Use Class: n/a

Population within 500m: 75
 Population within 1 Mile: 1,000 or Less
 Population within 5 Miles: 25,001 to 50,000
 Car ownership within 5 Miles: 1.1 to 1.5

Public Transport Provision Summary

Day	Period	Total buses/trams within 400m	Total Trains within 1000m	Total Services
Monday-Friday	0700-1900	20		20
Monday-Friday	0700-1000	4		4
Monday-Friday	1600-1900	10		10
Saturday	0700-1900	22		22
Sunday	0700-1900			

Is site associated with a travel plan: No
 If not, are there any plans to implement
 a Travel Plan in the future? No
 Is survey data available before the
 implementation of the Travel Plan?
 Is the location of the site hilly or flat: Flat
 Urban Regeneration: No

Previous survey KC-16-C-03

No. of developments for this Site: 1
 No. of survey Days for this Site: 1

Comments

This site is the Bilting Mushroom Farm. It is located in the small district of Bilting, on the A28 main road between Canterbury and Ashford.

It consists of 12 units covering an area of 0.9 hectares with a total Gross Floor Area of 1545m². The site is accessible between 0700-1900 Monday - Friday and 0700-1300 on Saturdays.

The surrounding area is predominantly rural and agricultural. The A251 is located nearby and heads northwards toward Faversham. The A252 heads west towards the town of Charing.

Bus (or tram) site accessibility

3. Is there at least 1 bus (or tram) stop within the site frontage or within 400m of the site frontage? : Yes

11. Please enter general comments/views about the relevance, quality and importance of public transport services relating to this development.

The nearest rail station is Wye, about 2 kilometres south of the site.

Design features encouraging non-car modes

12. Pedestrians

None

13. Pedal cycles

None

14. Public transport

The site is in proximity to local bus routes.

Design features encouraging non-car modes

Road Network Distance to Local Developments	
Year of Analysis	2009
Nearest Primary School	4.6 kilometres
Nearest Secondary School	10.6 kilometres
Nearest Local Shop/Corner Shop	2.6 kilometres
Nearest Main Supermarket	8.0 kilometres
Nearest Doctors Surgery	8.0 kilometres
Nearest Hospital with Minor Injuries/A & E	7.5 kilometres
Nearest Sports/Leisure Centre	11.7 kilometres

Census Data	
Year of Census	2001
Census Output Area/Data Zone	29UBHG0007
Number of people employed within Census Output Area	172
Number of households within Census Output Area	138
Number of people living within Census Output Area	366
Area of Census Output Area (hectares)	1570.00
Population density within Census Output Area (per hectare)	0.23

Site reference:

Trade name:

Site area (h/a):

Open since

Total Employees

Full Time Employees

Part Time Employees

Approximate % of total employees working standard 9-5 hours or similar

Approximate % of total employees working from home (any amount)

Name of nearest site

Distance to nearest similar site

KC-16-C-04

BILTING MUSHROOM FARM

0.90

2000

46

32 69%

14 31%

57%

%

WORTEN FARM BUILDINGS

11.0 Km

Multi-Modal survey site

OPENING TIMES (24 Hour format)

Mon to Thurs

Friday

Saturday

Sunday

07:00 to 19:00

07:00 to 19:00

07:00 to 13:00

00:00 to 00:00

Comments

There are 23 separate building units at this site, with some tenants using more than one unit. One of the units was vacant on the day of the survey. The GFA of the buildings is 2,275m2, and the businesses operating are as follows: Assente (sign and screen printing), EDMS (electronic document management), AC Video (video production), Bridgewood Furniture (bespoke joinery and carpentry), Speech Recording (tape and CD duplication), Audio Farm (music recording studio), Advanced Welding Products (supply to engineering producers), Pop Sessions (rehearsal studio), Neil Gladwin (joinery Services), Toy Mart.com (auction of toy collections), Peter Gomez (carpet and rug producers), KMAC (corporate embroidery), Strange Rovers (Land/Range Rover spares), Green Thumb (lawn maintenance), Gerry Birch (musical instrument repair), Steven Richie (ego art), Accorn Bedrooms, DESO (Disabled Equipment Sent Overseas), and FTD Theatre & Dance School.

The site area shown consists of the area of the businesses operating at the site, and not the farm itself, which is approximately 25 hectares in size.

Multi-Modal survey site

On-Site parking

Total no. of parking spaces 42

Number of spaces

Employee	40
Disabled	0
Visitor/Customer	0
OGV parking bays	0
Cycle racks	0
OGV loading bays	2
Parent & Toddler	0
Motorcycle spaces	0

Parking charges No

Comments about the management of the site car park, along with enforcement measures

No parking enforcement was observed at this site.

Site parking surface or non-surface (multi-storey/underground)

Surface

General Comments on Parking

Of the 40 employee spaces, 30 are in an unmarked area.

Off-Site parking details

Is there off-site parking available

No

Off-Site parking included in the counts

No

Free On-Street parking available nearby

No

If prepared to pay, easy to find somewhere to park off-site all day

No

Parking restrictions

Area subject to parking restrictions (controlled parking zone - CPZ)

No

Off-Street parking

Off-Street parking available NO

Park & Ride

Park & Ride Type Facility providing relevant means of accessing the site

No

Site reference: KC-16-C-04
Survey date: 10/12/09
Day of week: Thursday

Multi-Modal survey site

Vehicles surveyed: Total vehicles

Survey type: Manual Count

AM weather: Cold and Clear

PM weather: Cold and Clear

Initial car park occupancy: 1
Final car park occupancy: 6

Total People to Total Vehicles ratio (all time periods and directions): 1.26

BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Parking Capacity 57% (42 On-Site Spaces)

Data proportions in %

Motor cars	53	Motor cycles	0	Public service	0
Light goods	44	OGV (1)	3	OGV (2)	0
				Taxis	0

Servicing Vehicles count recorded No

Time	Arr 64	Dep 59	Totals 123	Parking Accum
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	0	11	12
08:00-09:00	10	7	17	15
09:00-10:00	7	5	12	17
10:00-11:00	10	3	13	24
11:00-12:00	6	7	13	23
12:00-13:00	3	7	10	19
13:00-14:00	6	7	13	18
14:00-15:00	3	3	6	18
15:00-16:00	4	6	10	16
16:00-17:00	4	7	11	13
17:00-18:00	0	5	5	8
18:00-19:00	0	2	2	6
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Comments

From 1600 to 1900 there was a Christmas Party taking place at one of the units.
 No PSV's, taxis or pedal cycles visited the site during this survey.
 No pedestrians or public transport users visited the site during this survey.

Markides Associates Ltd 73-81 Southwark Bridge Road London

Licence No: 860401

Site reference: KC-16-C-04

Survey date: 10/12/09

Day of week: Thursday

Multi-Modal survey site

Vehicles surveyed: OGV

Data proportions in % OGV (1) 100 OGV (2) 0

1 occupant per OGV is assumed, and included in the vehicle occupants count

Time	Arr 2	Dep 2	Totals 4	Accumulation
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	1	0	1	(1)
08:00-09:00	0	1	1	(0)
09:00-10:00	0	0	0	(0)
10:00-11:00	0	0	0	(0)
11:00-12:00	1	1	2	(0)
12:00-13:00	0	0	0	(0)
13:00-14:00	0	0	0	(0)
14:00-15:00	0	0	0	(0)
15:00-16:00	0	0	0	(0)
16:00-17:00	0	0	0	(0)
17:00-18:00	0	0	0	(0)
18:00-19:00	0	0	0	(0)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site reference: KC-16-C-04

Survey date: 10/12/09

Day of week: Thursday

Multi-Modal survey site

People Surveyed: Car/LGV/Motorcycle occupants/OGV occupants

This count consists of car occupants, light goods vehicle occupants, motorcycle riders and OGV occupants

Taxi drivers and drivers of private vehicles picking up/dropping off passengers at the site are excluded from the count

Time	1	2	3	4	5	6	7	Arr 80	Avg Per Veh 1.3	1	2	3	4	5	6	7	Dep 75	Avg Per Veh 1.3	Totals 155	Avg Per Veh 1.3	Accum
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	8	3	0	0	0	0	0	14	1.3	0	0	0	0	0	0	0	0	0.0	14	1.3	(14)
08:00-09:00	7	3	0	0	0	0	0	13	1.3	6	1	0	0	0	0	0	8	1.1	21	1.2	(19)
09:00-10:00	6	1	0	0	0	0	0	8	1.1	4	1	0	0	0	0	0	6	1.2	14	1.2	(21)
10:00-11:00	7	2	1	0	0	0	0	14	1.4	2	1	0	0	0	0	0	4	1.3	18	1.4	(31)
11:00-12:00	6	0	0	0	0	0	0	6	1.0	4	3	0	0	0	0	0	10	1.4	16	1.2	(27)
12:00-13:00	2	1	0	0	0	0	0	4	1.3	3	3	1	0	0	0	0	12	1.7	16	1.6	(19)
13:00-14:00	5	1	0	0	0	0	0	7	1.2	6	1	0	0	0	0	0	8	1.1	15	1.2	(18)
14:00-15:00	3	0	0	0	0	0	0	3	1.0	1	2	0	0	0	0	0	5	1.7	8	1.3	(16)
15:00-16:00	3	1	0	0	0	0	0	5	1.3	6	0	0	0	0	0	0	6	1.0	11	1.1	(15)
16:00-17:00	2	2	0	0	0	0	0	6	1.5	5	2	0	0	0	0	0	9	1.3	15	1.4	(12)
17:00-18:00	0	0	0	0	0	0	0	0	0.0	5	0	0	0	0	0	0	5	1.0	5	1.0	(7)
18:00-19:00	0	0	0	0	0	0	0	0	0.0	2	0	0	0	0	0	0	2	1.0	2	1.0	(5)
19:00-20:00																					
20:00-21:00																					
21:00-22:00																					
22:00-23:00																					
23:00-24:00																					
Total	49	14	1	0	0	0	0			44	14	1	0	0	0	0					

Markides Associates Ltd 73-81 Southwark Bridge Road London

Licence No: 860401

Site reference: KC-16-C-04

Survey date: 10/12/09

Day of week: Thursday

Multi-Modal survey site

People Surveyed: Total people

Time	Arr 80	Dep 75	Totals 155	Accumulation
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	14	0	14	(14)
08:00-09:00	13	8	21	(19)
09:00-10:00	8	6	14	(21)
10:00-11:00	14	4	18	(31)
11:00-12:00	6	10	16	(27)
12:00-13:00	4	12	16	(19)
13:00-14:00	7	8	15	(18)
14:00-15:00	3	5	8	(16)
15:00-16:00	5	6	11	(15)
16:00-17:00	6	9	15	(12)
17:00-18:00	0	5	5	(7)
18:00-19:00	0	2	2	(5)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				



Non LPA

Highways and Transportation

Kroner House
Eurogate Business Park
Ashford
TN24 8XU

Tel: 03000 418181

Date: 14 August 2025

Our Ref: AC

Application -	PAP/2025/56
Location -	Queens Farm, Queen's Farm Rd, Shorne, Gravesend DA12 3HU
Proposal -	Proposed conversion of existing livestock building to create x6 light industrial / storage units along with the conversion of an existing agricultural unit in a building to the west of the site to Class E (workshop).

Thank you for providing information relating to the pre-application proposals for development at Queens Farm, Shorne, Gravesend.

The Site

The site is located on Queens Farm Road, within the rural area of Gravesham.

Proposal

The proposal is to convert an existing agricultural building into light industrial units/workshops and minor storage units (1,365 sqm, Use Classes E(g)(iii) and B8), and to expand the existing workshop use (255 sqm) through the conversion of another agricultural building.

Access and Parking

Access to the site is currently taken from Queens Farm Road, with an existing hard standing area for parking and turning. The access is to remain as existing.

Photo 5.1 of the Scoping Note shows the existing access to the site from Queens Farm Road. It is noted that there is loose material at the boundary between the concrete section within the site, and the adopted highway. KCC require 5.5m of hard standing from the highway boundary to ensure loose material does not impact the highway. It is also noted that the highway itself does not appear to be in a good condition at the point where it meets the third-party land. Improvements (such as resurfacing) are likely to be requested for this specific area given the increase in vehicle trips that may further deteriorate the highway and / or cause material to fall onto the highway.

Clarification is required as to whether access to the site is possible by means other than the private car, and this information should be provided within the forthcoming Transport Statement (TS).

The rural nature of the area means some of the roads to and from the site may be unsuitable for larger vehicles. This should be explored.

Parking provision is proposed to be in line with Kent County Council's parking standards. Whilst this is acceptable, a comparison should also be made with Gravesham Borough Council's parking standards - SPG4.

The Transport Statement should provide scaled plans showing the existing and proposed layouts, including parking areas, with appropriate dimensions. Vehicle tracking may be required.

Crash Data

A review of crash data extracted from Crashmap has been provided. Whilst only a few collisions have occurred during the study period, it is noted that the data is two years old and does not provide any causation factors for the collisions. The TS should include the most recent available data and information on any collisions shown. Data can be obtained from crashdata@kent.gov.uk.

Trip Generation

The TRICS data shows the development proposals are predicted to generate approximately three two-way trips in the AM peak, two two-way trips in the PM peak and 29 two-way trips across the day. This level of trip generation is not considered to have a significant impact on the local highway network.

However, it is questioned whether 'Farm Diversification' is the appropriate category to use given its lack of available data in TRICS and the surveys for the sites chosen being undertaken between 2006 – 2009, making the data over 16 years old. The trip generation assessment should be updated in the TS using more traditional use class categories, such as industrial units or warehousing, as appropriate.

Information regarding the proportion of OGVs and LGVs should be provided, in order to determine if they are likely to be accommodated safely on the surrounding rural roads.

The annotation on the plan at Figure 6.1 states "*Possible future mezzanine*". The TS should confirm whether a mezzanine will be provided and the associated trip generation this may incur.

Paragraph 6.1.2 states the proposed use class will be E(g)III and B8. A condition may be required restricting the use to this specific part of Use Class E, as many other uses fall within the E class and they could generate additional trips / different trip patterns / different vehicle types that have not been accounted for in this application.

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 C – ATC DATA



K&M TRAFFIC SURVEYS

SITE: QUEENS FARM ROAD SHORNE

LOCATION: Attached to telegraph pole

GRID REFERENCE: 51.433235, 0.435455

DIRECTION: NORTHBOUND SPEED LIMIT: NSL

07 May 2025

	Time [--]	Total	Cis 1	Cis 2	Cis 3	Cis 4	Cis 5	Cis 6	Cis 7	Cis 8	Cis 9	Cis 10	Cis 11	Cis 12	Cis 14	Mean	Vpp 85
0000		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0100		1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	24.4
0200		2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	33.5
0300		4	1	0	3	0	0	0	0	0	0	0	0	0	0	0	29.3
0400		1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22.7
0500		17	14	0	3	0	0	0	0	0	0	0	0	0	0	0	28.0
0600		36	23	0	12	0	0	0	0	0	1	0	0	0	0	0	28.8
0700		41	32	0	9	0	0	0	0	0	0	0	0	0	0	0	28.5
0800		24	12	0	11	0	0	0	0	0	0	0	0	0	1	0	24.3
0900		35	19	0	14	0	0	0	0	0	0	1	0	0	0	0	26.3
1000		22	10	0	10	0	0	0	0	1	0	1	0	0	0	0	23.9
1100		23	10	0	13	0	0	0	0	0	0	0	0	0	0	0	24.2
1200		16	11	0	4	0	1	0	0	0	0	0	0	0	0	0	23.5
1300		18	6	0	7	0	0	0	0	0	0	0	0	0	0	0	25.3
1400		21	8	0	12	1	0	0	0	0	0	0	0	0	0	0	25.8
1500		20	5	0	13	0	0	0	0	0	1	0	0	0	0	0	26.7
1600		36	23	0	12	0	1	0	0	0	0	0	0	0	0	0	25.7
1700		33	19	0	10	0	0	0	1	0	0	0	0	0	0	0	25.7
1800		24	21	0	1	0	0	0	1	1	0	0	0	0	0	0	26.6
1900		27	26	0	1	0	0	0	0	0	0	0	0	0	0	0	27.9
2000		6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	24.5
2100		3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	35.8
2200		3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	23.4
2300		2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	25.6
07-19		313	178	0	116	3	6	1	3	0	3	0	0	0	2	1	25.7
08-22		385	236	6	129	3	6	1	3	0	4	0	2	0	2	1	26.2
09-00		390	241	0	129	3	6	1	3	0	4	0	0	2	2	1	26.2
00-00		415	260	0	135	3	6	1	3	0	4	0	0	2	2	1	26.4

08 May 2025

	Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000		1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22.3-	
0100		1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21-	
0200		3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	32.5-	
0300		4	1	0	2	0	1	0	0	0	0	0	0	0	0	0	32.6-	
0400		1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	30.8-	
0500		18	15	3	0	0	0	0	0	0	0	0	0	0	0	0	29-	
0600		33	25	0	8	0	0	0	0	0	0	0	0	0	0	0	27.5	
0700		39	26	0	11	0	0	0	0	0	0	0	0	0	0	0	27.7	
0800		27	17	0	10	0	0	0	0	0	0	0	0	0	0	0	24.4	
0900		25	16	0	7	0	2	0	0	0	0	0	0	0	0	0	25.7	
1000		26	13	0	12	0	0	0	0	0	1	0	0	0	0	0	24.9	
1100		17	9	0	8	0	0	0	0	0	0	0	0	0	0	0	26.7	
1200		16	6	0	10	0	0	0	0	0	0	0	0	0	0	0	24.1	
1300		32	18	0	12	1	0	1	0	0	0	0	0	0	0	0	26.8	
1400		22	8	0	14	0	0	0	0	0	0	0	0	0	0	0	25	
1500		18	10	0	7	0	1	0	0	0	0	0	0	0	0	0	24.5	
1600		36	24	0	11	0	1	0	0	0	0	0	0	0	0	0	27.7	
1700		29	20	0	8	0	0	0	0	1	0	0	0	0	0	0	32.0	
1800		27	23	0	2	0	0	1	1	0	0	0	0	0	0	0	26	
1900		17	16	0	1	0	0	0	0	0	0	0	0	0	0	0	27.8	
2000		10	8	0	1	0	0	0	0	0	0	0	0	0	0	0	34.9-	
2100		2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	24.6-	
2200		3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	29.8-	
2300		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
07-19		314	190	0	112	0	5	1	2	0	3	0	0	0	1	0	26.2	
08-22		376	240	0	120	0	5	1	2	0	3	0	0	0	2	0	26.6	
09-00		379	244	0	124	0	5	1	2	0	3	0	0	0	2	0	26.7	
00-00		407	262	0	129	0	6	1	2	0	3	0	0	0	2	0	26.9	

09 May 2025

Time [--]	Total	Cis 1	Cis 2	Cis 3	Cis 4	Cis 5	Cis 6	Cis 7	Cis 8	Cis 9	Cis 10	Cis 11	Cis 12	Cis 14	Cis 15	Mean	Vp 85
0000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	27.6	
0100	5	3	0	2	0	0	0	0	0	0	0	0	0	0	0	31.3	
0200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	34	
0300	6	3	0	3	0	0	0	0	0	0	0	0	0	0	0	27.7	
0400	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.8	
0500	16	15	0	1	0	0	0	0	0	0	0	0	0	0	0	29.9	37.9
0600	36	24	0	11	0	0	1	0	0	0	0	0	0	0	0	30	35.3
0700	36	32	0	3	1	0	0	0	0	0	0	0	0	0	0	30	34.4
0800	26	14	0	11	0	0	0	0	0	0	0	0	0	0	0	30.7	35.9
0900	18	8	0	8	0	2	0	0	0	0	0	0	0	0	0	26.9	32.7
1000	22	10	0	12	0	0	0	0	0	0	0	0	0	0	0	28	34.7
1100	22	12	0	9	0	1	0	0	0	0	0	0	0	0	0	25.4	31.3
1200	26	17	0	7	0	1	0	0	0	1	0	0	0	0	0	26	31.9
1300	25	8	0	15	0	1	0	0	0	0	0	0	0	1	0	26	31.5
1400	15	8	0	5	1	0	0	0	0	0	0	0	0	0	0	27.8	34.6
1500	22	7	0	12	0	1	0	1	0	0	0	0	0	0	0	25.5	30.4
1600	27	20	0	7	0	0	1	0	0	1	0	0	0	0	0	28.1	36.5
1700	32	15	0	15	0	1	1	0	0	0	0	0	0	0	0	25.3	30.8
1800	15	14	0	1	0	0	0	0	0	0	0	0	0	0	0	27.3	31.7
1900	16	15	0	0	0	0	0	1	0	0	0	0	0	0	0	27.2	33.7
2000	6	5	0	0	0	0	0	0	0	1	0	0	0	0	0	25.4	
2100	6	5	0	0	0	0	0	0	0	0	0	0	0	1	0	28.5	
2200	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	24.8	
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	33.6	
07-19	286	165	0	165	3	7	2	1	0	2	0	0	0	1	0	26.9	32.2
06-22	359	214	0	116	3	3	2	3	3	0	2	3	0	2	0	27	32.8
06-00	356	220	0	116	3	7	3	2	0	3	0	0	0	0	0	27.2	32.9
00-00	389	245	0	124	3	7	3	2	0	3	0	0	0	2	0	27.5	33.4

10 May 2025

	Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000		1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20.8	
0100		3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	30.9	
0200		0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
0300		3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	28.2	
0400		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500		4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	29.4	
0600		7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	29.5	
0700		7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	29.3	
0800		13	9	0	4	0	0	0	0	0	0	0	0	0	0	0	26.5	34.8
0900		11	8	0	2	0	0	0	0	0	0	0	0	0	1	0	26.7	35.5
1000		34	29	0	5	0	0	0	0	0	0	0	0	0	0	0	28.1	33.8
1100		31	27	0	4	0	0	0	0	0	0	0	0	0	0	0	24.6	29.8
1200		25	21	0	1	0	0	0	0	0	0	0	0	0	0	2	26.8	33.4
1300		10	10	0	0	0	0	0	0	29	0	0	0	0	0	0	29	
1400		5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	30.2	
1500		5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	25.5	
1600		4	3	0	1	0	0	0	0	4	0	0	0	0	0	0	26.4	
1700		4	2	0	0	0	0	0	0	0	0	0	0	0	1	0	23.6	
1800		3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	34.2	
1900		4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	26.1	
2000		2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	28.5	
2100		3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	21.6	
2200		2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	29.5	
2300		2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	32.4	
07-19		152	126	0	20	0	1	0	0	0	0	0	0	0	2	3	27	33.7
06-22		168	142	0	20	0	1	0	0	0	0	0	2	3	27	3	33.6	
06-00		172	146	0	20	0	1	0	0	0	0	0	0	0	2	3	27.1	33.7
00-00		183	152	0	25	0	1	0	0	0	0	0	0	0	2	3	27.2	33.8

11 May 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85		
0000	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	27.7	-		
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	45.1	-		
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	28.3	-		
0500	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	29.7	-		
0600	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	34.1	-		
0700	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	28.3	-		
0800	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	29.5	-		
0900	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	27.3	-		
1000	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	26.1	-		
1100	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	27.1	-		
1200	9	5	1	1	0	0	0	0	0	0	0	0	0	0	2	27.6	-		
1300	7	4	0	3	0	0	0	0	0	0	0	0	0	0	0	27.7	-		
1400	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	30	-		
1500	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	24.3	-		
1600	4	2	0	1	0	0	0	0	0	0	0	0	0	0	1	22.7	-		
1700	5	3	0	0	0	0	0	0	0	0	0	0	0	2	0	23.6	-		
1800	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	23.9	-		
1900	5	3	0	1	0	0	0	1	0	0	0	0	0	0	0	25.7	-		
2000	7	4	1	0	0	0	0	0	0	0	0	0	0	0	2	17.6	-		
2100	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	22.3	-		
2200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	36.8	-		
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	29.5	-		
07-19	75	60	1	9	0	0	0	0	0	0	0	0	0	2	3	26.6	32.7		
06-22	94	73	2	11	0	0	0	1	0	0	0	0	0	2	5	25.9	33.1		
06-00	96	75	2	11	0	0	0	1	0	0	0	0	0	2	5	26.1	33.3		
00-00	101	79	2	12	0	0	0	1	0	0	0	0	0	2	5	26.4	33.4		

12 May 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85		
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
0100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	34.2	-		
0200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	34.5	-		
0300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	37.6	-		
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	28.9	-		
0500	25	17	0	8	0	0	0	0	0	0	0	0	0	0	0	30.6	36		
0600	36	25	0	10	0	0	0	1	0	0	0	0	0	0	0	29.9	35.6		
0700	40	31	0	8	1	0	0	0	0	0	0	0	0	0	0	27.3	32.2		
0800	35	22	0	11	1	0	0	0	0	0	0	0	0	1	0	25.1	31		
0900	38	19	0	19	0	0	0	0	0	0	0	0	0	0	0	26.4	30.3		
1000	23	13	0	7	0	2	0	0	0	1	0	0	0	0	0	24.4	31.9		
1100	20	8	0	11	0	0	0	1	0	0	0	0	0	0	0	26.5	33.9		
1200	20	12	0	7	1	0	0	0	0	0	0	0	0	0	0	29.2	35.5		
1300	19	7	0	12	0	0	0	0	0	0	0	0	0	0	0	26.5	32.8		
1400	25	8	0	15	0	1	0	0	0	1	0	0	0	0	0	24.3	31		
1500	28	14	0	12	0	2	0	0	0	0	0	0	0	0	0	25.7	30.9		
1600	29	16	0	11	0	0	2	0	0	0	0	0	0	0	0	25.8	32.5		
1700	26	15	0	8	0	2	1	0	0	0	0	0	0	0	0	25	31.1		
1800	16	11	0	4	0	0	0	0	0	1	0	0	0	0	0	28	32.3		
1900	24	23	0	1	0	0	0	0	0	0	0	0	0	0	0	25.9	31.6		
2000	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	28.7	-		
2100	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	24.6	-		
2200	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	24.9	-		
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	40.7	-		
07-19	319	176	0	125	3	7	3	1	0	3	0	0	0	1	0	26.1	31.9		
06-22	391	235	0	137	3	7	3	2	0	3	0	0	0	1	0	26.4	32.1		
06-00	395	238	0	138	3	7	3	2	0	3	0	0	0	1	0	26.5	32.1		
00-00	427	262	0	146	3	7	3	2	0	3	0	0	0	1	0	26.8	32.2		

13 May 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85		
0000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	25.4	-		
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
0200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	26.8	-		
0300	8	5	0	3	0	0	0	0	0	0	0	0	0	0	0	30.3	-		
0400	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	30.4	-		
0500	27	22	0	4	0	0	1	0	0	0	0	0	0	0	0	29.8	33.9		
0600	37	28	0	9	0	0	0	0	0	0	0	0	0	0	0	27.2	32		
0700	41	27	0	11	0	0	0	0	0	0	0	0	0	2	1	30.5	37.4		
0800	33	19	0	14	0	0	0	0	0	0	0	0	0	0	0	24.5	31.1		
0900	22	11	0	9	1	0	0	0	0	0	0	0	0	1	0	26.7	33.3		
1000	22	12	1	8	0	1	0	0	0	0	0	0	0	0	0	25.6	32		
1100	16	4	0	12	0	0	0	0	0	0	0	0	0	0	0	27.7	37		
1200	19	9	0	9	0	0	0	1	0	0	0	0	0	0	0	22.2	26.6		
1300	22	8	0	11	1	1	0	0	0	1	0	0	0	0	0	25.7	30.7		
1400	25	9	0	13	1	1	0	0	0	0	0	0	0	1	0	24.9	31.2		
1500	28	16	0	11	0	1	0	0	0	0	0	0	0	0	0	26.9	31.3		
1600	39	28	0	9	0	0	1	1	0	0	0	0	0	0	0	25.5	31.7		
1700	37	24	0	11	0	1	0	0	0	0	0	0	0	0	1	25.2	30.4		
1800	36	31	0	3	0	0	1	0	0	0	0	0	0	0	1	24.9	31.1		
1900	21	19	0	2	0	0	0	0	0	0	0	0	0	0	0	24.6	29.9		
2000	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	19.4	-		
2100	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	29.5	-		
2200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	19.3	-		
2300	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	26.4	-		
07-19	340	198	1	121	3	5	2	2	0	1	0	0	0	4	3	26	31.5		
06-22	411	258	1	132	3	5	2	2	0	1	0	0	0	4	3	25.9	31.5		
06-00	416	263	1	132	3	5	2	2	0	1	0	0	0	4	3	25.9	31.5		
00-00	457	295	1	139	4	5	3	2	0	1	0	0	0	4	3	26.2	31.7		

Grand Total

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	Total HGVs	HGV %
AM Peak Average	24	14	0	9	0	0	0	0	0	0	0	0	0	0	0	26	31	0	0%
PM Peak Average	24	14	0	7	0	1	0	0	0	0	0	0	0	0	0	25	32	1	3%
Daily	340	222	0	101	2	5	2	2	0	2	0	0	0	2	2	27	33	5	2%

K&MTRAFFIC SURVEYS

SITE: QUEENS FARM ROAD SHORNE LOCATION: Attached to telegraph pole

GRID REFERENCE: 51.433235, 0.435455 DIRECTION: NORTHBOUND SPEED LIMIT: NSL

07 May 2025

Time [--]	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	24.4	-
0200	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	33.5	-
0300	4	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	29.3	-
0400	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	22.7	-
0500	17	0	0	3	12	2	0	0	0	0	0	0	0	0	0	0	28.4	31.1
0600	36	0	1	9	13	12	1	0	0	0	0	0	0	0	0	0	28.8	33.3
0700	41	0	2	5	25	7	1	1	0	0	0	0	0	0	0	0	28.5	33.9
0800	24	1	4	4	14	0	1	0	0	0	0	0	0	0	0	0	24.3	28.9
0900	35	0	2	16	12	3	2	0	0	0	0	0	0	0	0	0	26.2	32.5
1000	22	0	4	8	9	1	0	0	0	0	0	0	0	0	0	0	23.9	29.2
1100	23	0	2	10	10	1	0	0	0	0	0	0	0	0	0	0	24.2	30.3
1200	16	3	1	5	4	3	0	0	0	0	0	0	0	0	0	0	23.5	33.1
1300	18	0	2	7	6	3	0	0	0	0	0	0	0	0	0	0	25.3	31.4
1400	21	0	2	6	11	2	0	0	0	0	0	0	0	0	0	0	25.8	29.9
1500	20	0	1	8	7	4	0	0	0	0	0	0	0	0	0	0	26	32.2
1600	36	0	2	13	16	8	1	0	0	0	0	0	0	0	0	0	25.7	30.8
1700	33	0	3	14	9	5	2	0	0	0	0	0	0	0	0	0	25.7	34
1800	24	0	0	10	10	4	0	0	0	0	0	0	0	0	0	0	26.6	32
1900	27	1	0	9	10	6	1	0	0	0	0	0	0	0	0	0	27.9	33.4
2000	6	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	24.5	-
2100	3	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	35.8	-
2200	3	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	23.4	-
2300	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	25.6	-
07-19	313	4	25	106	133	37	7	1	0	0	0	0	0	0	0	0	26.7	31
06-22	385	5	26	128	159	55	11	1	0	0	0	0	0	0	0	0	26.2	31.8
06-00	390	5	27	130	161	55	11	1	0	0	0	0	0	0	0	0	26.2	31.7
00-00	415	5	27	136	175	60	11	1	0	0	0	0	0	0	0	0	26.4	31.8

08 May 2025

Time [--]	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	22.3	-
0100	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	-
0200	3	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	32.5	-
0300	4	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	32.6	-
0400	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	30.8	-
0500	18	0	1	4	5	8	1	0	0	0	0	0	0	0	0	0	29	34.2
0600	33	1	2	7	13	9	1	0	0	0	0	0	0	0	0	0	27.5	34.3
0700	39	1	0	9	18	10	1	0	0	0	0	0	0	0	0	0	27.7	33.6
0800	27	1	4	10	9	3	0	0	0	0	0	0	0	0	0	0	24.4	29.9
0900	25	0	2	12	7	2	0	0	0	0	0	0	0	0	0	0	25.7	32.1
1000	26	0	3	10	8	5	0	0	0	0	0	0	0	0	0	0	24.9	32.6
1100	17	0	2	7	4	1	3	0	0	0	0	0	0	0	0	0	26.7	38.4
1200	16	1	0	8	6	1	0	0	0	0	0	0	0	0	0	0	24.1	29.8
1300	32	0	9	13	6	4	0	0	0	0	0	0	0	0	0	0	28.8	36.7
1400	22	0	3	7	9	2	1	0	0	0	0	0	0	0	0	0	25	30.5
1500	18	2	1	4	7	4	0	0	0	0	0	0	0	0	0	0	24.5	32.4
1600	36	1	1	8	17	7	2	0	0	0	0	0	0	0	0	0	27.7	34.2
1700	29	1	2	11	7	6	2	0	0	0	0	0	0	0	0	0	26.1	32.9
1800	27	0	1	13	8	5	0	0	0	0	0	0	0	0	0	0	26	33.3
1900	17	0	1	4	7	4	1	0	0	0	0	0	0	0	0	0	27.8	35.2
2000	10	0	0	1	4	2	1	1	0	1	0	0	0	0	0	0	34.9	-
2100	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	24.6	-
2200	3	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	29.8	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	314	7	19	108	112	55	13	0	0	0	0	0	0	0	0	0	26.2	32.5
06-22	376	8	22	121	137	70	16	1	0	1	0	0	0	0	0	0	26.6	32.8
06-00	379	8	22	121	139	71	16	1	0	1	0	0	0	0	0	0	26.7	32.8
00-00	407	8	23	127	147	83	17	1	0	1	0	0	0	0	0	0	26.9	33.1

09 May 2025

Time [--]	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	27.6	-
0100	5	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	31.3	-
0200	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	34	-
0300	6	0	0	1	3	2	0	0	0	0	0	0	0	0	0	0	27.7	-
0400	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	34.8	-
0500	16	0	1	2	6	5	2	0	0	0	0	0	0	0	0	0	29.9	37.9
0600	36	0	0	8	15	10	2	1	0	0	0	0	0	0	0	0	30	35.3
0700	36	0	1	5	13	15	0	2	0	0	0	0	0	0	0	0	30	34.4
0800	26	0	3	6	15	1	1	0	0	0	0	0	0	0	0	0	25.9	30.7
0900	18	0	0	8	6	4	0	0	0	0	0	0	0	0	0	0	26.9	32.7
1000	22	0	0	8	8	4	2	0	0	0	0	0	0	0	0	0	28	34.7
1100	22	0	2	8	9	3	0	0	0	0	0	0	0	0	0	0	25.4	31.3
1200	26	1	4	4	11	5	1	0	0	0	0	0	0	0	0	0	26	31.9
1300	25	0	3	6	12	4	0	0	0	0	0	0	0	0	0	0	26	31.5
1400	15	0	0	4	9	0	2	0	0	0	0	0	0	0	0	0	27.8	34.6
1500	22	0	0	11	10	1	0	0	0	0	0	0	0	0	0	0	25.5	30.4
1600	27	1	1	6	10	6	3	0	0	0	0	0	0	0	0	0	28.1	36.5
1700	32	0	2	12	14	4	0	0	0	0	0	0	0	0	0	0	25.3	30.8
1800	15	0	0	5	8	2	0	0	0	0	0	0	0	0	0	0	27.3	31.7
1900	16	1	0	3	7	4	0	0	0	0	0	0	0	0	0	0	27.2	33.7
2000	6	0	1	3	1	0	0	1	0	0	0	0	0	0	0	0	25.4	-
2100	6	1	0	1	3	0	0	1	0	0	0	0	0	0	0	0	28.5	-
2200	5	0	1	1	2	1	0	0	0	0	0	0	0	0	0	0	24.8	-
2300	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	33.6	-
07-19	286	2	16	83	125	49	9	2	0	0	0	0	0	0	0	0	26.9	32.2
06-22	350	4	17	98	151	63	12	5	0	0	0	0	0	0	0	0	27.2	32.8
06-00	356	4	18	99	153	65	12	5	0	0	0	0	0	0	0	0	27.2	32.9
00-00	389	4	19	102	167	78	14	5	0	0	0	0	0	0	0	0	27.5	33.4

10 May 2025

Time [--]	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	1	0	0	1	0	0	0	0	0	0	0	75	0	0	0	0	20.8	-
0100	3	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	30.9	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0300	3	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	28.2	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0500	4	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	29.4	-
0600	7	0	0	0	5	1	1	0	0	0	0	0	0	0	0	0	29.5	-
0700	7	0	0	1	3	3	0	0	0	0	0	0	0	0	0	0	29.3	-
0800	13	3	0	7	2	0	0	0	0	0	0	0	0	0	0	0	26.5	34.5
0900	11	0	1	3	4	2	1	0	0	0	0	0	0	0	0	0	26.7	35.5
1000	34	0	0	0	10	14	10	0	0	0	0	0	0	0	0	0	28.1	33.8
1100	31	1	2	13	13	1	1	0	0	0	0	0	0	0	0	0	24.6	29.8
1200	25	3	1	2	12	5	1	1	0	0	0	0	0	0	0	0	26.8	33.4
1300	10	0	1	1	5	2	0	1	0	0	0	0	0	0	0	0	29	-
1400	5	0	0	1	2	1	1	0	0	0	0	0	0	0	0	0	30.2	-
1500	5	0	0	3	1	1	0	0	0	0	0	0	0	0	0	0	25.5	-
1600	4	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	26.4	-
1700	4	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	23.6	-
1800	3	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	34.2	-
1900	4	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	26.1	-
2000	2	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	28.5	-
2100	3	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	21.6	-
2200	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	29.5	-
2300	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	32.4	-
00-01	152	4	8	37	67	38	6	2	0	0	0	0	0	0	27	8	27	33.7
06-12	168	4	9	41	74	31	7	2	0	0	0	0	0	0	0	27	33.7	33.7
06-00	172	4	9	41	76	33	7	2	0	0	0	0	0	0	0	27.1	33.7	33.7
00-00	183	4	9	44	80	37	7	2	0	0	0	0	0	0	0	27.2	33.8	33.8

11 May 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	27.7	-
0100	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	45.1	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	28.3	-
0500	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	29.7	-
0600	3	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	34.1	-
0700	6	0	1	0	3	2	0	0	0	0	0	0	0	0	0	0	28.3	-
0800	8	0	0	2	3	1	2	0	0	0	0	0	0	0	0	0	29.5	-
0900	4	0	0	2	1	0	1	0	0	0	0	0	0	0	0	0	27.3	-
1000	9	0	0	3	5	1	0	0	0	0	0	0	0	0	0	0	26.1	-
1100	5	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	27.1	-
1200	9	0	2	2	3	0	1	1	0	0	0	0	0	0	0	0	27.6	-
1300	7	1	0	0	4	1	1	0	0	0	0	0	0	0	0	0	27.7	-
1400	4	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	30	-
1500	6	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	24.3	-
1600	4	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	22.7	-
1700	5	0	2	2	0	1	0	0	0	0	0	0	0	0	0	0	23.6	-
1800	8	0	2	3	1	2	0	0	0	0	0	0	0	0	0	0	23.9	-
1900	5	0	0	3	1	1	0	0	0	0	0	0	0	0	0	0	25.7	-
2000	7	4	0	1	1	1	0	0	0	0	0	0	0	0	0	0	17.6	-
2100	4	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	22.3	-
2200	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	36.8	-
2300	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	29.5	-
07-19	75	2	7	20	30	10	5	1	0	0	0	0	0	0	0	0	26.6	32.7
06-22	94	7	8	24	34	14	6	1	0	0	0	0	0	0	0	0	25.9	33.1
06-00	96	7	8	24	35	15	6	1	0	0	0	0	0	0	0	0	26.1	33.3
00-00	101	7	8	24	39	15	6	2	0	0	0	0	0	0	0	0	26.4	33.4

12 May 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	34.2	-
0200	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	34.5	-
0300	2	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	37.6	-
0400	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	28.9	-
0500	25	0	0	2	16	4	2	1	0	0	0	0	0	0	0	0	30.6	36
0600	36	0	1	4	15	13	3	0	0	0	0	0	0	0	0	0	29.9	35.6
0700	40	2	0	12	15	9	2	0	0	0	0	0	0	0	0	0	27.3	32.2
0800	35	0	5	14	11	3	1	1	0	0	0	0	0	0	0	0	25.1	31
0900	38	1	2	7	24	3	1	0	0	0	0	0	0	0	0	0	26.4	30.3
1000	23	1	3	6	10	3	0	0	0	0	0	0	0	0	0	0	24.4	31.9
1100	20	1	1	5	8	4	0	1	0	0	0	0	0	0	0	0	26.5	33.9
1200	20	0	0	3	10	6	1	0	0	0	0	0	0	0	0	0	29.2	35.5
1300	19	0	1	7	7	3	1	0	0	0	0	0	0	0	0	0	26.5	32.8
1400	25	0	3	10	11	1	0	0	0	0	0	0	0	0	0	0	24.3	31
1500	28	0	1	13	11	3	0	0	0	0	0	0	0	0	0	0	25.7	30.9
1600	29	0	2	12	9	5	1	0	0	0	0	0	0	0	0	0	25.8	32.5
1700	26	0	4	10	9	3	0	0	0	0	0	0	0	0	0	0	25	31.1
1800	16	0	0	2	12	2	0	0	0	0	0	0	0	0	0	0	28	32.3
1900	24	0	2	8	11	2	1	0	0	0	0	0	0	0	0	0	25.9	31.6
2000	5	0	0	2	1	1	1	0	0	0	0	0	0	0	0	0	28.7	-
2100	7	0	1	3	2	1	0	0	0	0	0	0	0	0	0	0	24.6	-
2200	3	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	24.9	-
2300	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	40.7	-
07-19	319	5	22	101	137	45	7	2	0	0	0	0	0	0	0	0	26.1	31.9
06-22	391	5	26	118	166	62	12	2	0	0	0	0	0	0	0	0	26.4	32.1
06-00	395	5	27	118	168	62	13	2	0	0	0	0	0	0	0	0	26.5	32.1
00-00	427	5	27	120	186	70	15	4	0	0	0	0	0	0	0	0	26.8	32.2

13 May 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	25.4	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	26.8	-
0300	8	0	1	1	2	2	2	0	0	0	0	0	0	0	0	0	30.3	-
0400	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	30.4	-
0500	27	0	0	3	16	6	1	1	0	0	0	0	0	0	0	0	29.8	33.9
0600	37	1	2	5	22	7	0	0	0	0	0	0	0	0	0	0	27.2	32
0700	41	1	1	7	16	10	4	2	0	0	0	0	0	0	0	0	30.5	37.4
0800	33	0	8	10	10	5	0	0	0	0	0	0	0	0	0	0	24.5	31.1
0900	22	0	1	4	14	3	0	0	0	0	0	0	0	0	0	0	26.7	33.3
1000	22	1	2	5	10	3	1	0	0	0	0	0	0	0	0	0	25.6	32
1100	16	0	0	5	7	2	2	0	0	0	0	0	0	0	0	0	27.7	37
1200	19	1	3	11	4	0	0	0	0	0	0	0	0	0	0	0	22.2	26.6
1300	22	1	2	4	13	1	1	0	0	0	0	0	0	0	0	0	25.7	30.7
1400	25	0	5	8	8	4	0	0	0	0	0	0	0	0	0	0	24.9	31.2
1500	28	0	2	7	15	2	2	0	0	0	0	0	0	0	0	0	26.9	31.3
1600	39	2	3	16	12	5	1	0	0	0	0	0	0	0	0	0	25.5	31.7
1700	37	0	6	14	13	2	2	0	0	0	0	0	0	0	0	0	25.2	30.4
1800	36	1	5	11	14	4	1	0	0	0	0	0	0	0	0	0	24.9	31.1
1900	21	1	2	7	9	2	0	0	0	0	0	0	0	0	0	0	24.6	29.9
2000	8	2	1	3	2	0	0	0	0	0	0	0	0	0	0	0	19.4	-
2100	5	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	29.5	-
2200	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	19.3	-
2300	3	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	26.4	-
07-19	340	7	38	102	136	41	14	2	0	0	0	0	0	0	0	0	26	31.5
06-22	411	11	43	117	172	52	14	2	0	0	0	0	0	0	0	0	25.9	31.5
06-00	416	11	45	118	173	52	15	2	0	0	0	0	0	0	0	0	25.9	31.5
00-00	457	11	46	123	195	61	18	3	0	0	0	0	0	0	0	0	26.2	31.7

Grand Total

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
--	2379	44	159	676	989	404	88	18	0	1	0	0	0	0	0	0	26.7	32.7
AM Peak Average	24	0	4	7	10	2	1	0	0	0	0	0	0	0	0	0	26	31.1
PM Peak Average	24	0	3	9	8	3	1	0	0	0	0	0	0	0	0	0	25	31.8
Daily	340	6	23	97	141	58	13	3	0	0	0	0	0	0	0	0	27	

K&M TRAFFIC SURVEYS

SITE: QUEENS FARM ROAD SHORNE

LOCATION: Attached to telegraph pole

GRID REFERENCE: 51.433235, 0.435455

DIRECTION: NORTHBOUND

SPEED LIMIT: NSL

	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Averages	
	07-May	08-May	09-May	10-May	11-May	12-May	13-May	1-5.	1-7.
Hour									
0000-0100	0	1	2	1	1	0	2	1	1
0100-0200	1	1	5	3	1	2	0	1.8	1.9
0200-0300	2	3	2	0	0	2	2	2.2	1.6
0300-0400	4	4	6	3	0	2	8	4.8	3.9
0400-0500	1	1	2	0	1	1	2	1.4	1.1
0500-0600	17	18	16	4	2	25	27	20.6	15.6
0600-0700	36	33	36	7	3	36	37	35.6	26.9
0700-0800	41	39	36	7	6	40	41	39.4	30
0800-0900	24	27	26	13	8	35	33	29	23.7
0900-1000	35	25	18	11	4	38	22	27.6	21.9
1000-1100	22	26	22	34	9	23	22	23	22.6
1100-1200	23	17	22	31	5	20	16	19.6	19.1
1200-1300	16	16	26	25	9	20	19	19.4	18.7
1300-1400	18	32	25	10	7	19	22	23.2	19
1400-1500	21	22	15	5	4	25	25	21.6	16.7
1500-1600	20	18	22	5	6	28	28	23.2	18.1
1600-1700	36	36	27	4	4	29	39	33.4	25
1700-1800	33	29	32	4	5	26	37	31.4	23.7
1800-1900	24	27	15	3	8	16	36	23.6	18.4
1900-2000	27	17	16	4	5	24	21	21	16.3
2000-2100	6	10	6	2	7	5	8	7	6.3
2100-2200	3	2	6	3	4	7	5	4.6	4.3
2200-2300	3	3	5	2	1	3	2	3.2	2.7
2300-2400	2	0	1	2	1	1	3	1.4	1.4
Totals									
0700-1900	313	314	286	152	75	319	340	314.4	257
0600-2200	385	376	350	168	94	391	411	382.6	310.7
0600-0000	390	379	356	172	96	395	416	387.2	314.9
0000-0000	415	407	389	183	101	427	457	419	339.9
AM Peak	700	700	700	1000	1000	700	700		
	41	39	36	34	9	40	41		
PM Peak	1600	1600	1700	1200	1200	1600	1600		
	36	36	32	25	9	29	39		
Daily Average	340								
AM Peak Average	24								
PM Peak Average	24								

K&M TRAFFIC SURVEYS

SITE: QUEENS FARM ROAD SHORNE

LOCATION: Attached to telegraph pole

GRID REFERENCE: 51.433235, 0.435455

DIRECTION: SOUTHBOUND SPEED LIMIT: NSL

07 May 2025

	Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vp 85	
0000		1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	239.9		
0100		2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	33.0		
0200		2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	28.3		
0300		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		
0400		5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	35.2		
0500		2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	27.7		
0600		21	7	0	8	1	2	1	1	0	1	0	0	0	0	0	26.2	30.5	
0700		25	5	0	19	0	0	0	1	0	0	0	0	0	0	0	23.9	30.1	
0800		16	7	0	9	0	0	0	0	0	0	0	0	0	0	0	25.4	29.2	
0900		23	7	0	15	0	0	0	0	0	0	0	0	0	0	0	24.9	32.6	
1000		23	11	0	11	0	0	0	1	0	0	0	0	0	0	0	26	31.8	
1100		22	10	0	11	0	0	0	0	0	1	0	0	0	0	0	24.2	31.2	
1200		25	16	0	9	0	0	0	0	0	0	0	0	0	0	0	26.9	35.7	
1300		14	7	0	6	1	0	0	0	0	0	0	0	0	0	0	26.4	32.4	
1400		31	16	0	15	0	0	0	0	0	0	0	0	0	0	0	24.7	29.6	
1500		23	7	0	14	0	0	2	0	0	0	0	0	0	0	0	27.1	33.2	
1600		46	34	0	12	0	0	0	0	0	0	0	0	0	0	0	27.6	34.2	
1700		52	46	0	4	0	0	0	0	0	1	0	0	0	0	0	26.4	31.6	
1800		34	29	0	5	0	0	0	0	0	0	0	0	0	0	0	27.8	35.2	
1900		23	18	1	3	0	0	0	0	0	0	0	0	0	0	0	1	24.5	29.6
2000		9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	
2100		13	12	0	1	0	0	0	0	0	0	0	0	0	0	0	0	31.7	43.3
2200		1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	51.1		
2300		1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.8	
07-19		334	195	0	130	0	4	0	2	0	2	0	0	0	0	1	0	26.1	32.2
08-22		400	241	1	142	1	6	1	3	0	3	0	0	0	0	1	1	26.2	32.2
09-00		402	243	1	142	1	6	1	3	0	3	0	0	0	0	1	1	26.3	32.2
00-00		414	254	1	143	1	6	1	3	0	3	0	0	0	0	1	1	26.4	32.2

08 May 2025

	Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vp 85
0000		1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	27	-
0100		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200		4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	29.3	0
0300		5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	37.1	-
0400		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0500		7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	30.4	0
0600		20	9	0	8	0	1	0	1	0	1	0	0	0	0	0	25.3	33.3
0700		24	5	0	18	1	0	0	0	0	0	0	0	0	0	0	22.9	26.7
0800		11	4	0	5	2	0	0	0	0	0	0	0	0	0	0	23.1	30.4
0900		15	7	0	7	1	0	0	0	0	0	0	0	0	0	0	23.7	29.3
1000		25	15	0	10	0	0	0	0	0	0	0	0	0	0	0	27.1	33.3
1100		21	8	0	12	0	0	0	0	0	1	0	0	0	0	0	24.1	32.1
1200		19	13	0	5	0	1	0	0	0	0	0	0	0	0	0	26.5	29.9
1300		30	14	0	15	0	1	0	0	0	0	0	0	0	0	0	24.6	30.5
1400		32	15	0	17	0	0	0	0	0	0	0	0	0	0	0	26.9	35.0
1500		21	13	0	7	0	0	0	0	0	0	0	0	0	0	0	1	24.4
1600		33	19	0	13	0	0	0	1	0	0	0	0	0	0	0	27.2	32.8
1700		68	64	0	3	0	0	0	0	0	0	0	0	0	0	0	27.7	33.4
1800		27	23	0	4	0	0	0	0	0	0	0	0	0	0	0	25.4	34.1
1900		18	13	0	4	0	0	0	0	0	0	0	0	0	1	0	26.9	32.4
2000		12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	27.7	41.6
2100		14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	30.9	36.4
2200		3	1	0	2	0	0	0	0	0	0	0	0	0	0	0	31.1	-
2300		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
07-19		326	200	0	116	3	3	0	1	0	1	0	0	0	1	1	25.8	32.5
08-20		390	248	0	128	3	4	0	2	2	2	2	0	0	2	1	26.1	32.8
09-00		393	249	0	130	3	4	0	2	2	2	2	0	0	2	1	26.1	32.8
00-00		410	265	0	131	3	4	0	2	2	2	2	0	0	2	1	26.4	32.5

09 May 2025

	Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000		3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	28.5-		
0100		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0-		
0200		5	3	0	2	0	0	0	0	0	0	0	0	0	0	0	31.3-		
0300		14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	34.8	47	
0400		1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	33.8-		
0500		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.2-		
0600		11	2	1	7	2	0	0	0	0	0	0	0	0	0	0	22.4	30.4	
0700		29	7	0	18	0	1	0	2	0	0	0	0	0	0	0	24.6	29.6	
0800		13	6	0	4	1	0	0	1	0	1	0	0	0	0	0	25	31.2	
0900		12	7	0	5	0	0	0	0	0	0	0	0	0	0	0	25	32.7	
1000		25	9	0	14	0	2	0	0	0	0	0	0	0	0	0	26.1	32.6	
1100		20	9	0	10	0	1	0	0	0	0	0	0	0	0	0	25.2	31.1	
1200		23	15	0	7	0	1	0	0	0	0	0	0	0	0	0	25.5	31.4	
1300		26	17	0	8	0	0	0	1	0	0	0	0	0	0	0	25	29.7	
1400		23	14	0	9	0	0	0	0	0	0	0	0	0	0	0	28.1	35.6	
1500		35	20	0	14	0	0	0	0	0	0	0	0	0	0	0	29.2	33.8	
1600		33	23	0	9	0	0	0	1	0	0	0	0	0	0	0	27	33.3	
1700		50	47	0	3	0	0	0	0	0	0	0	0	0	0	0	34.7	38.5	
1800		31	22	0	9	0	0	0	0	0	0	0	0	0	0	0	25.5	32.2	
1900		17	12	0	5	0	0	0	0	0	0	0	0	0	0	0	27.4	34.1	
2000		6	5	0	0	0	0	0	0	0	0	0	0	0	0	0	21.9	21.0	
2100		2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	24.6-		
2200		2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	33.2-		
2300		4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	30.8-		
07-19		320	196	0	110	1	5	0	4	0	2	0	0	0	0	1	26.6	33	
08-22		356	217	0	122	1	7	0	0	0	2	0	0	0	0	2	26.4	32.8	
08-40		362	223	0	122	1	7	0	4	0	2	0	2	0	0	1	26.5	32.8	
09-00		386	244	0	125	1	7	0	4	0	2	0	0	0	0	2	1	26.9	33.4

10 May 2025

	Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Yp 85
0000		4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	32.9	
0100		3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	25.4	
0200		3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	32	
0300		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0400		3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	30.4	
0500		4	2	0	1	0	0	0	0	0	0	0	0	0	1	0	33	
0600		1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	41.3	
0700		6	2	0	3	0	0	0	0	0	1	0	0	0	0	0	24.5	
0800		9	7	0	1	1	0	0	0	0	0	0	0	0	0	0	23.3	
0900		12	7	0	5	0	0	0	0	0	0	0	0	0	0	0	28	32.9
1000		10	8	0	2	0	0	0	0	0	0	0	0	0	0	0	25.9	
1100		38	35	0	3	0	0	0	0	0	0	0	0	0	0	0	24	29.9
1200		25	23	0	2	0	0	0	0	0	0	0	0	0	0	0	26.3	31.8
1300		32	31	0	1	0	0	0	0	0	0	0	0	0	0	0	27.6	35
1400		4	3	0	0	0	0	0	0	0	0	0	0	0	0	1	24.4	
1500		9	8	0	0	0	0	0	0	0	0	0	0	0	0	1	23.1	
1600		7	5	0	1	0	0	0	0	0	0	0	0	0	0	1	20.8	
1700		4	2	0	1	0	0	0	0	0	0	0	1	0	0	1	23.6	
1800		3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	31.8	
1900		3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	17.8	
2000		1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21.6	
2100		3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	28	
2200		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
2300		3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	28.4	
07-19		159	134	0	19	1	0	0	0	0	1	0	0	0	1	3	25.5	32.1
08-22		167	142	0	19	1	0	0	0	0	1	0	0	0	1	3	25	32.3
09-04		170	145	0	19	1	0	0	0	0	1	0	0	0	1	3	26.5	32.2
00-00		187	159	0	21	1	0	0	0	0	1	0	0	0	2	3	26	32.5

11 May 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85		
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	27.6	-		
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		
0200	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	28.2	-		
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		
0500	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	23.9	-		
0600	4	2	1	0	0	0	0	1	0	0	0	0	0	0	0	25.4	-		
0700	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	27.9	-		
0800	5	1	0	4	0	0	0	0	0	0	0	0	0	0	0	22.7	-		
0900	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	26.4	-		
1000	10	7	1	2	0	0	0	0	0	0	0	0	0	0	0	26.1	-		
1100	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	22.9	-		
1200	11	10	0	0	0	0	0	0	0	0	0	0	0	0	1	26.7	-	34	
1300	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	27.2	-		
1400	11	9	0	2	0	0	0	0	0	0	0	0	0	0	0	31.1	-	44.4	
1500	7	6	0	0	0	0	0	0	0	0	0	0	0	0	1	17.4	-		
1600	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	26	-		
1700	4	1	0	1	0	0	0	0	0	0	0	0	0	2	0	23	-		
1800	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	23.8	-		
1900	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	24.9	-		
2000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	20.9	-		
2100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	39.3	-		
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	29.3	-		
07-19	79	62	1	12	0	0	0	0	0	0	0	0	0	2	2	25.6	33.7		
06-22	92	73	2	12	0	0	0	1	0	0	0	0	0	2	2	25.6	34.2		
06-00	93	74	2	12	0	0	0	1	0	0	0	0	0	2	2	25.6	34.1		
00-00	97	77	2	13	0	0	0	1	0	0	0	0	0	2	2	25.6	33.8		

12 May 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85		
0000	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	31.1	-		
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	33.8	-		
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	30.7	-		
0500	7	5	0	2	0	0	0	0	0	0	0	0	0	0	0	26.6	-		
0600	22	8	0	10	0	1	1	1	0	1	0	0	0	0	0	26.6	30.9		
0700	27	6	0	20	0	1	0	0	0	0	0	0	0	0	0	23.3	26.2		
0800	18	9	0	7	1	0	1	0	0	0	0	0	0	0	0	25.3	34.4		
0900	25	12	0	12	0	0	1	0	0	0	0	0	0	0	0	25.3	30.5		
1000	28	18	0	8	0	2	0	0	0	0	0	0	0	0	0	24	28.5		
1100	23	10	0	12	0	0	0	0	0	1	0	0	0	0	0	23.9	29.3		
1200	20	11	0	8	0	0	0	1	0	0	0	0	0	0	0	26.6	33		
1300	28	19	0	9	0	0	0	0	0	0	0	0	0	0	0	26.5	32.3		
1400	33	13	0	18	0	1	0	0	0	1	0	0	0	0	0	23.9	32.4		
1500	25	10	0	14	0	1	0	0	0	0	0	0	0	0	0	25.4	33.4		
1600	23	15	0	8	0	0	0	0	0	0	0	0	0	0	0	26.6	33.2		
1700	68	59	0	8	0	0	0	0	0	0	0	0	0	1	0	27	32.5		
1800	23	19	0	4	0	0	0	0	0	0	0	0	0	0	0	25.4	30.7		
1900	17	12	0	5	0	0	0	0	0	0	0	0	0	0	0	25.6	31.3		
2000	19	18	0	1	0	0	0	0	0	0	0	0	0	0	0	30.6	39.1		
2100	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	29.8	-		
2200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	29	-		
2300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	24	-		
07-19	341	201	0	128	1	5	2	1	0	2	0	0	0	1	0	25.4	31.5		
06-22	408	247	0	145	1	6	3	2	0	3	0	0	0	1	0	25.8	31.7		
06-00	411	250	0	145	1	6	3	2	0	3	0	0	0	1	0	25.8	31.7		
00-00	423	260	0	147	1	6	3	2	0	3	0	0	0	1	0	25.9	32		

13 May 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85		
0000	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	38.2	-		
0100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	24.4	-		
0200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	28.7	-		
0300	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	32	-		
0400	4	3	0	0	1	0	0	0	0	0	0	0	0	0	0	30.2	-		
0500	8	2	0	5	0	0	1	0	0	0	0	0	0	0	0	23.8	-		
0600	17	6	0	8	0	1	1	1	0	0	0	0	0	0	0	23.7	29.5		
0700	25	13	0	12	0	0	0	0	0	0	0	0	0	0	0	24.4	28.7		
0800	19	7	0	10	1	0	0	0	0	1	0	0	0	0	0	24.2	28.9		
0900	21	6	0	13	1	0	1	0	0	0	0	0	0	0	0	24.7	31.7		
1000	22	11	0	9	0	1	0	1	0	0	0	0	0	0	0	24.1	30.1		
1100	15	9	0	6	0	0	0	0	0	0	0	0	0	0	0	26.2	33.3		
1200	27	16	0	11	0	0	0	0	0	0	0	0	0	0	0	27	31.5		
1300	23	11	0	12	0	0	0	0	0	0	0	0	0	0	0	23.5	29.6		
1400	28	12	0	12	1	2	0	1	0	0	0	0	0	0	0	23.1	30.6		
1500	29	14	0	14	0	0	0	0	0	0	0	0	0	1	0	26	33.7		
1600	38	27	0	9	0	1	0	0	0	0	0	0	0	0	1	27.4	34.1		
1700	67	62	0	5	0	0	0	0	0	0	0	0	0	0	0	26.5	32.5		
1800	43	35	0	6	0	0	0	0	0	0	0	0	0	2	0	24.3	30.1		
1900	30	23	0	6	0	0	0	0	0	0	0	0	0	1	0	24	31.9		
2000	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	24.3	-		
2100	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	29	34.4		
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		
2300	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	27.9	-		
07-19	357	223	0	119	3	4	1	2	0	1	0	0	0	3	1	25.3	31.6		
06-22	428	276	0	133	3	5	2	3	0	1	0	0	0	4	1	25.3	31.8		
06-00	433	281	0	133	3	5	2	3	0	1	0	0	0	4	1	25.3	31.8		
00-00	458	299	0	138	4	5	3	3	0	1	0	0	0	4	1	25.5	31.9		

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	Total HGVs	HGV %
AM Peak Average	13	6	0	6	1	0	0	0	0	0	0	0	0	0	0	24	31	1	4%
PM Peak Average	45	40	0	4	0	0	0	0	0	0	0	0	0	1	0	26	33	0	0%
Daily	339	223	0	103	2	4	1	2	0	2	0	0	0	2	1	26	33	5	1%

K&MTRAFFIC SURVEYS

SITE: QUEENS FARM ROAD SHORNE

LOCATION: Attached to telegraph pole

GRID REFERENCE: 51.433323, 0.435455

DIRECTION: SOUTHBOUND SPEED LIMIT: NSL

07 May 2025

Time [--]	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	23.9	-
0100	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	33.1	-
0200	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	28.3	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	35.2	-
0500	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	27.7	-
0600	21	0	1	6	12	2	0	0	0	0	0	0	0	0	0	0	26.2	30.5
0700	25	0	4	10	8	3	0	0	0	0	0	0	0	0	0	0	23.9	30.1
0800	16	0	2	3	10	0	1	0	0	0	0	0	0	0	0	0	25.4	29.2
0900	23	0	4	10	3	5	1	0	0	0	0	0	0	0	0	0	24.9	32.6
1000	23	0	2	6	11	4	0	0	0	0	0	0	0	0	0	0	26	31.8
1100	22	1	3	6	9	3	0	0	0	0	0	0	0	0	0	0	26.2	31.2
1200	25	2	3	3	10	4	2	1	0	0	0	0	0	0	0	0	26.9	35.7
1300	14	0	1	4	6	3	0	0	0	0	0	0	0	0	0	0	26.4	32.4
1400	31	1	12	11	14	1	1	0	0	0	0	0	0	0	0	0	24.7	29.6
1500	23	0	0	10	8	4	0	1	0	0	0	0	0	0	0	0	27.1	33.2
1600	46	0	3	13	18	11	1	0	0	0	0	0	0	0	0	0	27.6	34.2
1700	52	0	3	18	22	8	0	1	0	0	0	0	0	0	0	0	26.4	31.6
1800	34	0	2	10	11	9	2	0	0	0	0	0	0	0	0	0	27.8	35.2
1900	23	1	10	9	2	0	0	0	0	0	0	0	0	0	0	0	24.5	29.6
2000	9	0	0	4	5	0	0	0	0	0	0	0	0	0	0	0	25	-
2100	13	0	0	2	4	3	2	0	0	0	0	0	0	0	0	0	31.7	43.3
2200	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	51.1	-
2300	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	36.8	-
07-19	334	4	38	164	130	66	8	3	0	0	0	0	0	0	0	0	26.1	32.2
06-22	400	5	32	126	160	62	10	6	0	0	0	0	0	0	0	0	26.2	32.1
06-00	402	5	32	126	160	63	10	6	1	0	0	0	0	0	0	0	26.3	32.2
06-00	414	5	32	127	160	66	13	6	1	0	0	0	0	0	0	0	26.4	32.2

08 May 2025

Time [--]	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	4	0	0	2	1	0	1	0	0	0	0	0	0	0	0	0	29.3	-
0300	5	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	37.1	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	20	0	3	8	4	4	1	0	0	0	0	0	0	0	0	0	25.3	33.3
0700	24	0	4	12	7	1	0	0	0	0	0	0	0	0	0	0	22.9	26.7
0800	11	1	2	2	5	1	0	0	0	0	0	0	0	0	0	0	23.1	30.4
0900	15	0	2	6	6	1	0	0	0	0	0	0	0	0	0	0	23.7	29.1
1000	25	0	6	10	8	5	1	0	0	0	0	0	0	0	0	0	27.1	33.3
1100	21	0	6	4	8	3	0	0	0	0	0	0	0	0	0	0	24.1	32.1
1200	19	0	3	5	9	0	1	1	0	0	0	0	0	0	0	0	26.5	29.9
1300	30	0	5	10	11	4	0	0	0	0	0	0	0	0	0	0	24.6	30.5
1400	32	0	5	7	12	6	2	0	0	0	0	0	0	0	0	0	26.9	35.1
1500	21	1	2	9	7	1	0	0	0	0	0	0	0	0	0	0	24.4	30.7
1600	33	0	4	7	12	8	2	0	0	0	0	0	0	0	0	0	27.2	32.8
1700	68	0	5	14	33	13	3	0	0	0	0	0	0	0	0	0	27.7	33.4
1800	22	4	6	6	6	6	1	0	0	0	0	0	0	0	0	0	25.4	34.1
1900	18	1	0	5	6	6	0	0	0	0	0	0	0	0	0	0	26.9	32.4
2000	12	0	1	0	4	0	1	0	0	0	0	0	0	0	0	0	27.7	41.6
2100	14	0	1	0	7	4	1	1	0	0	0	0	0	0	0	0	30.9	36.4
2200	3	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	31.1	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	326	4	43	92	126	49	11	1	0	0	0	0	0	0	0	0	25.8	32.6
06-22	390	5	48	110	147	63	14	3	0	0	0	0	0	0	0	0	26.1	32.6
06-00	393	5	48	110	148	66	14	3	0	0	0	0	0	0	0	0	26.1	32.8
06-00	410	5	48	113	153	70	18	3	0	0	0	0	0	0	0	0	26.4	32.9

09 May 2025

Time [--]	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	3	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	28.5	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	5	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	31.3	-
0300	14	0	0	1	4	5	2	2	0	0	0	0	0	0	0	0	34.8	47
0400	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	33.8	-
0500	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	35.2	-
0600	11	0	3	4	3	1	0	0	0	0	0	0	0	0	0	0	22.4	30.4
0700	26	0	3	10	13	3	0	0	0	0	0	0	0	0	0	0	24.6	29.6
0800	13	0	2	4	5	2	0	0	0	0	0	0	0	0	0	0	25	31.2
0900	12	0	1	8	1	1	1	0	0	0	0	0	0	0	0	0	25.3	32.7
1000	29	0	3	9	6	7	0	0	0	0	0	0	0	0	0	0	26.1	32.6
1100	20	0	3	7	7	2	1	0	0	0	0	0	0	0	0	0	25.2	31.1
1200	26	0	1	9	10	2	0	0	0	0	0	0	0	0	0	0	25.5	31.4
1300	1	0	10	12	2	1	0	0	0	0	0	0	0	0	0	0	25.5	29.7
1400	23	0	2	6	7	7	1	0	0	0	0	0	0	0	0	0	26.1	35.8
1500	35	0	1	5	18	9	2	0	0	0	0	0	0	0	0	0	26.2	33.8
1600	33	0	2	9	14	7	1	0	0	0	0	0	0	0	0	0	27	33.3
1700	30	3	9	20	10	3	0	0	0	0	0	0	0	0	0	0	28.5	34.7
1800	31	0	5	7	12	7	0	0	0	0	0	0	0	0	0	0	25.5	32.2
1900	17	0	2	3	7	4	1	0	0	0	0	0	0	0	0	0	27.4	34.1
2000	6	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	21.8	-
2100	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	24.6	-
2200	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	33.2	-
2300	4	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	30.8	-
07-19	320	1	26	93	128	60	10	2	0	0	0	0	0	0	0	0	26.6	33
06-22	346	1	33	105	138	66	11	2	0	0	0	0	0	0	0	0	26.4	32.6
06-00	362	1	33	106	141	68	12	2	0	0	0	0	0	0	0	0	26.5	32.9
06-00	386	1	33	107	148	79	14	4	0	0	0	0	0	0	0	0	26.9	33.4

10 May 2025

Time [--]	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	4	12	19	25	31	37	43	50	56	62	68	75	81	87	93	99		
0100	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	32.9	-
0200	3	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	25.4	-
0300	3	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	32.9	-
0400	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0500	3	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	30.4	-
0600	4	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	33	-
0700	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	41.3	-
0800	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.5	-
0900	9	0	2	2	4	1	0	0	0	0	0	0	0	0	0	0	23.3	-
1000	12	0	0	0	3	4	5	0	0	0	0	0	0	0	0	0	28.4	32.9
1100	10	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	25.0	-
1200	18	3	6	17	11	4	4	0	0	0	0	0	0	0	0	0	24	29.9
1300	25	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.3	31.8
1400	32	0	2	10	11	7	2	0	0	0	0	0	0	0	0	0	27.6	35.1
1500	4	1	1	0	1	0	1	0	0	0	0	0	0	0	0	0	24.4	-
1600	9	1	1	3	3	1	0	0	0	0	0	0	0	0	0	0	23	-
1700	7	1	1	4	0	1	0	0	0	0	0	0	0	0	0	0	20.8	-
1800	4	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	23.0	-
1900	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.8	-
2000	3	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	17.8	-
2100	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.5	-
2200	3	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	20	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
2400	3	3	1	0	2	1	0	0	0	0	0	0	0	0	0	0	28.4	-
07-19	159	4	15	53	89	25	3	0	0	0	0	0	0	0	0	0	25.6	32.1
06-22	170	17	57	89	26	4	0	0	0	0	0	0	0	0	0	0	25.5	32.3
06-06	170	17	57	87	27	4	0	0	0	0	0	0	0	0	0	0	25.5	32.2
06-22	187	4	17	59	68	32	6	1	0	0	0	0	0	0	0	0	26	32.5

12 May 2025

[illegible]

13 May 2025

[illegible]

Grand Total

[illegible]

K&M TRAFFIC SURVEYS

SITE: QUEENS FARM ROAD SHORNE

LOCATION: Attached to telegraph pole

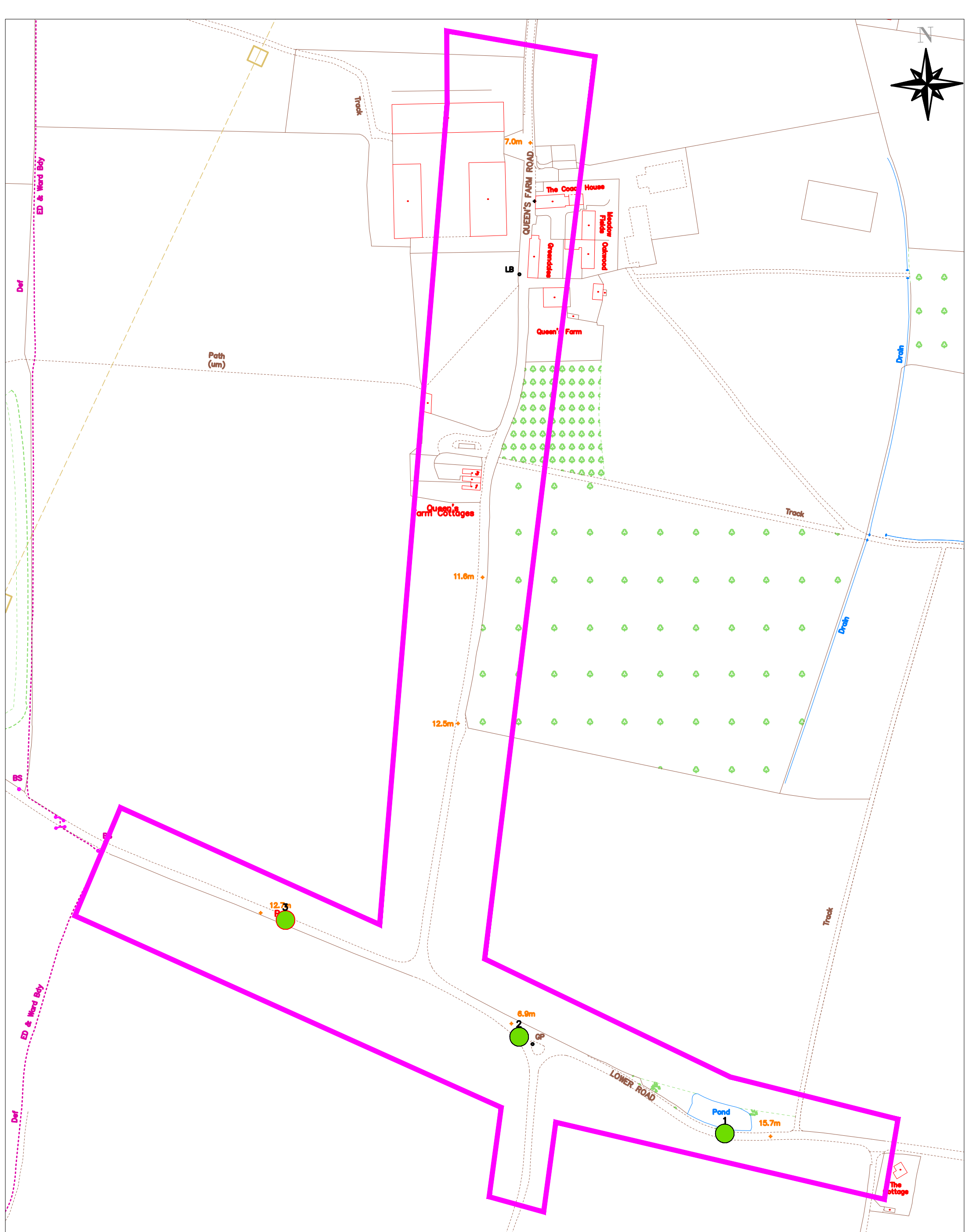
GRID REFERENCE: 51.433235, 0.435455

DIRECTION: SOUTHBOUND

SPEED LIMIT: NSL

	Wed 07-May	Thu 08-May	Fri 09-May	Sat 10-May	Sun 11-May	Mon 12-May	Tue 13-May	Averages	
Hour								1-5.	1-7.
0000-0100	1	1	3	4	1	3	3	2.2	2.3
0100-0200	2	0	0	3	0	0	2	0.8	1
0200-0300	2	4	5	3	1	1	2	2.8	2.6
0300-0400	0	5	14	0	0	0	6	5	3.6
0400-0500	5	0	1	3	0	1	4	2.2	2
0500-0600	2	7	1	4	2	7	8	5	4.4
0600-0700	21	20	11	1	4	22	17	18.2	13.7
0700-0800	25	24	29	6	4	27	25	26	20
0800-0900	16	11	13	9	5	18	19	15.4	13
0900-1000	23	15	12	12	6	25	21	19.2	16.3
1000-1100	23	25	25	10	10	28	22	24.6	20.4
1100-1200	22	21	20	38	3	23	15	20.2	20.3
1200-1300	25	19	23	25	11	20	27	22.8	21.4
1300-1400	14	30	26	32	5	28	23	24.2	22.6
1400-1500	31	32	23	4	11	33	28	29.4	23.1
1500-1600	23	21	35	9	7	25	29	26.6	21.3
1600-1700	46	33	33	7	6	23	38	34.6	26.6
1700-1800	52	68	50	4	4	68	67	61	44.7
1800-1900	34	27	31	3	7	23	43	31.6	24
1900-2000	23	18	17	3	6	17	30	21	16.3
2000-2100	9	12	6	1	2	19	8	10.8	8.1
2100-2200	13	14	2	3	1	9	16	10.8	8.3
2200-2300	1	3	2	0	0	1	0	1.4	1
2300-2400	1	0	4	3	1	2	5	2.4	2.3
Totals									
0700-1900	334	326	320	159	79	341	357	335.6	273.7
0600-2200	400	390	356	167	92	408	428	396.4	320.1
0600-0000	402	393	362	170	93	411	433	400.2	323.4
0000-0000	414	410	386	187	97	423	458	418.2	339.3
AM Peak	700	1000	700	1100	1000	1000	700		
	25	25	29	38	10	28	25		
PM Peak	1700	1700	1700	1300	1400	1700	1700		
	52	68	50	32	11	68	67		

APPENDIX D – PIC DATA



Location: Queens Farm Road, Gravesend

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

KCC Ref number: EXT/048/26

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Crash Severity	
	Slight
	Serious
	Fatal

**Kent
County
Council**
kent.gov.uk



Date: 02-April-2026

Time: 17:03:22

Title: **Queens Farm Road, Gravesend**

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

Date: 02-April-2026

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

There were 3 reported crashes resulting in injury

D-PRINT CRASH REPORT

2-Apr-2026

17:03:22

Queens Farm Road, 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 C2 Section 249 Grid 569513E Ref 172728N	SLIGHT	20/03/2023	2	11:57	L	Dry	Fine			
	C2 LOWER ROAD, SHORNE (MAPPED TO COORDS)								Gravesham		
	V1 HAS DRIVEN INTO V2 - NO OTHER DETAILS.						Veh1, car, SE -> NW Veh2, car, NW -> SE			Casualties Vehicles	2 2
2	Road No U Section 249 Grid 569381E Ref 172790N	SLIGHT	17/06/2024	2	20:25	L	Dry	Fine		R.TURN	
	GREEN FARM LANE J/W C2 LOWER RD, SHORNE.								Gravesham		
	OLR: V1 was on the wrong side of the road, D2 hadn't even pulled out yet to turn left yet, V1 was on V2's side and drove straight into V2. D1 pulled away, refused to let D2 call the police, then after exchanging phone numbers and taking a photo of cars D1 drove off.						Veh1, car, NW -> S Veh2, car, S -> NW			Casualties Vehicles	1 2
3	Road No C2 Section 249 Grid 569231E Ref 172865N	SLIGHT	09/06/2021	4	19:40	L	Dry	Fine	Stand	S.VEH	
	C2 LOWER HIGHAM RD, GRAVESEND, (MAPPED TO COORDS).								Gravesham		PED
	OLR: C1 saw V1 coming so stepped off onto the dirt patch out of the way. V1 still came over and hit C1, knocking them to the ground, then sped off.						Veh1, car, NW -> SE			Casualties Vehicles	1 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

APPENDIX E – TRICS OUTPUTS

Audit Code: 998d568a-f33d-4c96-a273-408e96d28ab1

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: C - INDUSTRIAL UNIT

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

05	EAST MIDLANDS	
	LE	LEICESTERSHIRE
		1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY	NORTH YORKSHIRE
		1 day

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

Audit Code: 998d568a-f33d-4c96-a273-408e96d28ab1

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:	GFA
Actual Range:	150 to 67459 (units:sqm)
Range Selected by User:	150 to 67459 (units:sqm)
Parking Spaces Range:	0 - 1378

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/05 to 03/06/25

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:

Friday	1 days
Tuesday	1 days

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

Selected survey types:

Manual count	2
Direction ATC Count	0

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:

Free Standing	2 days
---------------	--------

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:

Industrial Zone	2 days
-----------------	--------

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 Vehicle Counts:

Servicing vehicles Unknown	2 days
----------------------------	--------

Audit Code: 998d568a-f33d-4c96-a273-408e96d28ab1

Secondary Filtering Selection:

Use Class:

Not Known 2 surveys

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:

3 - 172

Population within 1 mile:

1,001 to 5,000 2 surveys

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

Population within 5 miles:

25,001 to 50,000 2 surveys

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 2 surveys

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.

Audit Code: 998d568a-f33d-4c96-a273-408e96d28ab1

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No 2 surveys

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 2 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

No

Audit Code: 998d568a-f33d-4c96-a273-408e96d28ab1

1	LE-02-C-01	COMMERCIAL VEHICLE SERVICES	LEICESTERSHIRE
WYMESWOLD ROAD NEAR LOUGHBOROUGH BURTON ON THE WOLDS Free Standing Industrial Zone Gross floor area: 175.00 sqm Survey date: Friday 17/06/2022			
			Survey Type: Unknown
2	NY-02-C-02	ANIMAL FEEDS	NORTH YORKSHIRE
BISHOPDYKE ROAD NEAR SHERBURN IN ELMET Free Standing Industrial Zone Gross floor area: 9835.00 sqm Survey date: Tuesday 19/04/2005			
			Survey Type: Unknown

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
DN-02-C-01 28-09-2020	28-09-2020	Not in England
TY-02-C-01 14-03-2019	14-03-2019	Not in England
WS-02-C-02 23-01-2014	23-01-2014	Too large for proposed development

Audit Code: 998d568a-f33d-4c96-a273-408e96d28ab1

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

Total Vehicles

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	1	175	0.571	0.000	0.571
06:00-07:00	1	175	0.000	0.000	0.000
07:00-08:00	2	5005	0.110	0.010	0.120
08:00-09:00	2	5005	0.270	0.060	0.330
09:00-10:00	2	5005	0.140	0.080	0.220
10:00-11:00	2	5005	0.060	0.050	0.110
11:00-12:00	2	5005	0.180	0.150	0.330
12:00-13:00	2	5005	0.100	0.170	0.270
13:00-14:00	2	5005	0.180	0.110	0.290
14:00-15:00	2	5005	0.120	0.160	0.280
15:00-16:00	2	5005	0.070	0.080	0.150
16:00-17:00	2	5005	0.090	0.090	0.180
17:00-18:00	2	5005	0.050	0.350	0.400
18:00-19:00	2	5005	0.000	0.040	0.040
19:00-20:00	1	175	0.571	0.571	1.142
20:00-21:00	1	175	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.512	1.921	4.433

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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Audit Code: 998d568a-f33d-4c96-a273-408e96d28ab1

Parameter Summary:

Trip rate parameter range selected:	150 - 67459 (units: sqm)
Survey date date range:	19/04/2005 - 17/06/2022
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
Surveys manually removed from selection:	0

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Audit Code: 998d568a-f33d-4c96-a273-408e96d28ab1

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

Cyclists

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	1	175	0.000	0.000	0.000
06:00-07:00	1	175	0.000	0.000	0.000
07:00-08:00	2	5005	0.000	0.000	0.000
08:00-09:00	2	5005	0.000	0.000	0.000
09:00-10:00	2	5005	0.000	0.000	0.000
10:00-11:00	2	5005	0.000	0.000	0.000
11:00-12:00	2	5005	0.000	0.000	0.000
12:00-13:00	2	5005	0.000	0.000	0.000
13:00-14:00	2	5005	0.010	0.000	0.010
14:00-15:00	2	5005	0.000	0.010	0.010
15:00-16:00	2	5005	0.000	0.000	0.000
16:00-17:00	2	5005	0.000	0.000	0.000
17:00-18:00	2	5005	0.000	0.000	0.000
18:00-19:00	2	5005	0.000	0.000	0.000
19:00-20:00	1	175	0.000	0.000	0.000
20:00-21:00	1	175	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.010	0.010	0.020

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.

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Audit Code: 998d568a-f33d-4c96-a273-408e96d28ab1

Parameter Summary:

Trip rate parameter range selected:	150 - 67459 (units: sqm)
Survey date date range:	19/04/2005 - 19/04/2005
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
Surveys manually removed from selection:	0

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

Audit Code: 998d568a-f33d-4c96-a273-408e96d28ab1

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

PSVs

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	1	175	0.000	0.000	0.000
06:00-07:00	1	175	0.000	0.000	0.000
07:00-08:00	2	5005	0.000	0.000	0.000
08:00-09:00	2	5005	0.000	0.000	0.000
09:00-10:00	2	5005	0.000	0.000	0.000
10:00-11:00	2	5005	0.000	0.000	0.000
11:00-12:00	2	5005	0.000	0.000	0.000
12:00-13:00	2	5005	0.000	0.000	0.000
13:00-14:00	2	5005	0.000	0.000	0.000
14:00-15:00	2	5005	0.000	0.000	0.000
15:00-16:00	2	5005	0.000	0.000	0.000
16:00-17:00	2	5005	0.000	0.000	0.000
17:00-18:00	2	5005	0.000	0.000	0.000
18:00-19:00	2	5005	0.000	0.000	0.000
19:00-20:00	1	175	0.000	0.000	0.000
20:00-21:00	1	175	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.000	0.000	0.000

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.

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Audit Code: 998d568a-f33d-4c96-a273-408e96d28ab1

Parameter Summary:

Trip rate parameter range selected:	150 - 67459 (units: sqm)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
Surveys manually removed from selection:	0

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

Audit Code: 998d568a-f33d-4c96-a273-408e96d28ab1

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

OGVs

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	1	175	0.000	0.000	0.000
06:00-07:00	1	175	0.000	0.000	0.000
07:00-08:00	2	5005	0.050	0.000	0.050
08:00-09:00	2	5005	0.040	0.060	0.100
09:00-10:00	2	5005	0.060	0.040	0.100
10:00-11:00	2	5005	0.030	0.040	0.070
11:00-12:00	2	5005	0.070	0.030	0.100
12:00-13:00	2	5005	0.030	0.070	0.100
13:00-14:00	2	5005	0.040	0.040	0.080
14:00-15:00	2	5005	0.060	0.070	0.130
15:00-16:00	2	5005	0.030	0.040	0.070
16:00-17:00	2	5005	0.070	0.000	0.070
17:00-18:00	2	5005	0.010	0.010	0.020
18:00-19:00	2	5005	0.000	0.000	0.000
19:00-20:00	1	175	0.000	0.000	0.000
20:00-21:00	1	175	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.490	0.400	0.890

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Audit Code: 998d568a-f33d-4c96-a273-408e96d28ab1

Parameter Summary:

Trip rate parameter range selected:	150 - 67459 (units: sqm)
Survey date date range:	19/04/2005 - 17/06/2022
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
Surveys manually removed from selection:	0

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

Audit Code: b5b7ea89-f7e8-4911-b8c3-3d1ce5284324

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: F - WAREHOUSING (COMMERCIAL)

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

10	WALES		
	WR	WREXHAM	1 day
11	SCOTLAND		
	HI	HIGHLAND	1 day

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

Audit Code: b5b7ea89-f7e8-4911-b8c3-3d1ce5284324

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:	GFA
Actual Range:	190 to 105335 (units:sqm)
Range Selected by User:	190 to 105335 (units:sqm)
Parking Spaces Range:	4 - 1192

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/05 to 16/09/25

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

Selected survey days:

Tuesday	1 days
Wednesday	1 days

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

Selected survey types:

Manual count	2
Direction ATC Count	0

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:

Free Standing	2 days
---------------	--------

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:

Industrial Zone	2 days
-----------------	--------

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 Vehicle Counts:

Servicing vehicles Unknown	2 days
----------------------------	--------

Audit Code: b5b7ea89-f7e8-4911-b8c3-3d1ce5284324

Secondary Filtering Selection:

Use Class:

B8	2 surveys
----	-----------

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:

0 - 200

Population within 1 mile:

1,000 or Less	2 surveys
---------------	-----------

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

Population within 5 miles:

5,001 to 25,000	1 surveys
50,001 to 75,000	1 surveys

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

Car ownership within 5 miles:

0.5 or Less	1 surveys
1.1 to 1.5	1 surveys

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.

Audit Code: b5b7ea89-f7e8-4911-b8c3-3d1ce5284324

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No 2 surveys

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 2 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

No

Audit Code: b5b7ea89-f7e8-4911-b8c3-3d1ce5284324

1	HI-02-F-01	WAREHOUSING	HIGHLAND
B9039 NEAR INVERNESS DALCROSS IND. ESTATE Free Standing Industrial Zone Gross floor area: 890.00 sqm Survey date: Wednesday 24/05/2006			
			Survey Type: Unknown
2	WR-02-F-01	WAREHOUSE	WREXHAM
UNIT 1-2 PACIFIC PARK NEAR WREXHAM WREXHAM IND. ESTATE Free Standing Industrial Zone Gross floor area: 9000.00 sqm Survey date: Tuesday 18/10/2011			
			Survey Type: Unknown

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
DL-02-F-02 29-09-2011	29-09-2011	Not in mainland UK
DV-02-F-03 22-11-2021	22-11-2021	Not similar to proposed development
NW-02-F-02 25-11-2020	25-11-2020	COVID-19 Survey

Audit Code: b5b7ea89-f7e8-4911-b8c3-3d1ce5284324

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

Total Vehicles

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	2	4945	0.030	0.051	0.081
08:00-09:00	2	4945	0.142	0.030	0.172
09:00-10:00	2	4945	0.051	0.020	0.071
10:00-11:00	2	4945	0.020	0.020	0.040
11:00-12:00	2	4945	0.020	0.020	0.040
12:00-13:00	2	4945	0.051	0.040	0.091
13:00-14:00	2	4945	0.010	0.071	0.081
14:00-15:00	2	4945	0.051	0.051	0.102
15:00-16:00	2	4945	0.061	0.030	0.091
16:00-17:00	2	4945	0.040	0.051	0.091
17:00-18:00	2	4945	0.040	0.142	0.182
18:00-19:00	2	4945	0.010	0.020	0.030
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.526	0.546	1.072

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Audit Code: b5b7ea89-f7e8-4911-b8c3-3d1ce5284324

Parameter Summary:

Trip rate parameter range selected:	190 - 105335 (units: sqm)
Survey date date range:	24/05/2006 - 18/10/2011
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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Audit Code: b5b7ea89-f7e8-4911-b8c3-3d1ce5284324

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

Cyclists

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	2	4945	0.000	0.000	0.000
08:00-09:00	2	4945	0.000	0.000	0.000
09:00-10:00	2	4945	0.000	0.000	0.000
10:00-11:00	2	4945	0.000	0.000	0.000
11:00-12:00	2	4945	0.000	0.000	0.000
12:00-13:00	2	4945	0.000	0.000	0.000
13:00-14:00	2	4945	0.000	0.000	0.000
14:00-15:00	2	4945	0.000	0.000	0.000
15:00-16:00	2	4945	0.000	0.000	0.000
16:00-17:00	2	4945	0.000	0.000	0.000
17:00-18:00	2	4945	0.000	0.000	0.000
18:00-19:00	2	4945	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.000	0.000	0.000

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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Audit Code: b5b7ea89-f7e8-4911-b8c3-3d1ce5284324

Parameter Summary:

Trip rate parameter range selected:	190 - 105335 (units: sqm)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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

Audit Code: b5b7ea89-f7e8-4911-b8c3-3d1ce5284324

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

PSVs

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	2	4945	0.000	0.000	0.000
08:00-09:00	2	4945	0.000	0.000	0.000
09:00-10:00	2	4945	0.000	0.000	0.000
10:00-11:00	2	4945	0.000	0.000	0.000
11:00-12:00	2	4945	0.000	0.000	0.000
12:00-13:00	2	4945	0.000	0.000	0.000
13:00-14:00	2	4945	0.000	0.000	0.000
14:00-15:00	2	4945	0.000	0.000	0.000
15:00-16:00	2	4945	0.000	0.000	0.000
16:00-17:00	2	4945	0.000	0.000	0.000
17:00-18:00	2	4945	0.000	0.000	0.000
18:00-19:00	2	4945	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.000	0.000	0.000

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: b5b7ea89-f7e8-4911-b8c3-3d1ce5284324

Parameter Summary:

Trip rate parameter range selected:	190 - 105335 (units: sqm)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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

Audit Code: b5b7ea89-f7e8-4911-b8c3-3d1ce5284324

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

OGVs

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	2	4945	0.000	0.051	0.051
08:00-09:00	2	4945	0.000	0.000	0.000
09:00-10:00	2	4945	0.000	0.000	0.000
10:00-11:00	2	4945	0.000	0.000	0.000
11:00-12:00	2	4945	0.000	0.000	0.000
12:00-13:00	2	4945	0.010	0.000	0.010
13:00-14:00	2	4945	0.000	0.020	0.020
14:00-15:00	2	4945	0.000	0.000	0.000
15:00-16:00	2	4945	0.020	0.000	0.020
16:00-17:00	2	4945	0.010	0.010	0.020
17:00-18:00	2	4945	0.030	0.000	0.030
18:00-19:00	2	4945	0.010	0.000	0.010
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.080	0.081	0.161

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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Audit Code: b5b7ea89-f7e8-4911-b8c3-3d1ce5284324

Parameter Summary:

Trip rate parameter range selected:	190 - 105335 (units: sqm)
Survey date date range:	24/05/2006 - 24/05/2006
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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

Site Reference: ES-16-C-04 Multi-Modal Site
 Created: Version: 2010(b)v6.6.1 23/02/10
 Latitude/Longitude: 50.88807, 0.02742
 Land Use Type: 16 - MIXED/C - FARM DIVERSIFICATION
 Region/Area: SOUTH EAST/EAST SUSSEX

Description: FARM DIVERSIF.
 Street: A26
 District:
 Town: NEAR LEWES
 Post Code: BN8 5RH
 Planning Authority:

Location: Free Standing (PPS6 Out of Town)
 Location Sub Category: Out of Town
 Use Class: Not Known

Population within 500m: 50
 Population within 1 Mile: 1,001 to 5,000
 Population within 5 Miles: 25,001 to 50,000
 Car ownership within 5 Miles: 1.1 to 1.5
 Reason for blank public transport table: No local PT

Is site associated with a travel plan: No
 If not, are there any plans to implement a Travel Plan in the future? No
 Is survey data available before the implementation of the Travel Plan?
 Is the location of the site hilly or flat: Flat
 Urban Regeneration: No

Previous survey ES-16-C-02

No. of developments for this Site: 1
 No. of survey Days for this Site: 1

Comments

This site is Upper Stoneham Farm. It is a free standing site, located in a rural area approximately 1.5 miles to the north of Lewes. The site is situated off the A26 main road which heads north from Lewes toward the town of Uckfield. There are two bus stops located approximately 1/4 mile south of the site on the A26. The site has a single access for all modes off the A26, and is surrounded by open land.

11. Please enter general comments/views about the relevance, quality and importance of public transport services relating to this development.

The nearest bus stops are located 800 metres from the site.

Design features encouraging non-car modes

12. Pedestrians

None

13. Pedal cycles

None

14. Public transport

None

Design features encouraging non-car modes

Road Network Distance to Local Developments	
Year of Analysis	2009
Nearest Primary School	1.6 kilometres
Nearest Secondary School	2.2 kilometres
Nearest Local Shop/Corner Shop	1.3 kilometres
Nearest Main Supermarket	1.8 kilometres
Nearest Doctors Surgery	1.4 kilometres
Nearest Hospital with Minor Injuries/A & E	2.6 kilometres
Nearest Sports/Leisure Centre	2.1 kilometres

Census Data	
Year of Census	2001
Census Output Area/Data Zone	21UFGT0006
Number of people employed within Census Output Area	161
Number of households within Census Output Area	116
Number of people living within Census Output Area	286
Area of Census Output Area (hectares)	906.00
Population density within Census Output Area (per hectare)	0.32

Site reference:	ES-16-C-04	Multi-Modal survey site
Trade name:	UPPER STONEHAM FARM	
Site area (h/a):	1.00	
Open since	2000	
Total Employees	50	
Full Time Employees	40	80%
Part Time Employees	10	20%
Approximate % of total employees working standard 9-5 hours or similar	15%	
Approximate % of total employees working from home (any amount)	%	
Name of nearest site	LOWER STONEHAM FARM	
Distance to nearest similar site	0.0 Km	

OPENING TIMES (24 Hour format)

Mon to Thurs	07:00	to	21:30
Friday	07:00	to	21:30
Saturday	00:00	to	00:00
Sunday	00:00	to	00:00

Comments

This site consists of 11 building units, with a Gross Floor Area of 1,400m2.
 Businesses operating at the site are as follows:
 Andy Gratton Chefs Services, Colt Electronics, Ecology Consultancy Ltd, SR Fitted Interiors Ltd, St James Lettings Ltd, Turners of Soham, Derek White, Regency Travel, Walter Dolezal, SJ Metzner, RW Green Ltd, Say Cheese, Guy Stevens & Alyosha Moeran, The Tythe Barn Group, and What & Sons Ltd.
 The site area shown is the area of the diversified element of the farm. The site area of the whole farm is approximately 65 hectares.
 The nearest similar site is located very close by.

Multi-Modal survey site

On-Site parking

Total no. of parking spaces 90

Number of spaces

Employee 90

Disabled 0

Visitor/Customer 0

OGV parking bays 0

Cycle racks 0

OGV loading bays 0

Parent & Toddler 0

Motorcycle spaces 0

Parking charges No

Comments about the management of the site car park, along with enforcement measures

No parking enforcement was observed at this site.

Site parking surface or non-surface (multi-storey/underground)

Surface

General Comments on Parking

All parking spaces at the site are unmarked.

Off-Site parking details

Is there off-site parking available

No

Off-Site parking included in the counts

No

Free On-Street parking available nearby

No

If prepared to pay, easy to find somewhere to park off-site all day

No

Parking restrictions

Area subject to parking restrictions (controlled parking zone - CPZ)

No

Off-Street parking

Off-Street parking available NO

Park & Ride

Park & Ride Type Facility providing relevant means of accessing the site

No

Site reference: ES-16-C-04 Survey date: 02/12/09 Day of week: Wednesday
 Multi-Modal survey site
 Vehicles surveyed: Total vehicles
 Survey type: Manual Count
 AM weather: Cold and Cloudy
 PM weather: Cold and Light Rain
 Initial car park occupancy: 28 Final car park occupancy: 30
 Total People to Total Vehicles ratio (all time periods and directions): 1.13
 BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE
 Parking Capacity 66% (90 On-Site Spaces)

Data proportions in %

Motor cars	49	Motor cycles	1	Public service	17
Light goods	29	OGV (1)	1	OGV (2)	3
				Taxis	0

Servicing Vehicles count recorded No

Time	Arr 145	Dep 143	Totals 288	Parking Accum
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	25	20	45	33
08:00-09:00	22	10	32	45
09:00-10:00	12	6	18	51
10:00-11:00	14	6	20	59
11:00-12:00	11	14	25	56
12:00-13:00	9	7	16	58
13:00-14:00	7	10	17	55
14:00-15:00	13	11	24	57
15:00-16:00	11	15	26	53
16:00-17:00	12	21	33	44
17:00-18:00	4	15	19	33
18:00-19:00	5	8	13	30
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Comments

No taxis or pedal cycles visited the site during this survey.
 Regency Travel operate their depot from the site, and this explains the high numbers of PSV's recorded, with perhaps peak activity taking place at "school run" time.
 OGV's visiting the site parked in the general parking area, as there are no specific OGV parking spaces/loading bays available.
 No pedestrians visited the site during this survey.

Site reference: ES-16-C-04 Survey date: 02/12/09 Day of week: Wednesday
 Multi-Modal survey site
 Vehicles surveyed: OGV

Data proportions in % OGV (1) 18 OGV (2) 82

1 occupant per OGV is assumed, and included in the vehicle occupants count

Time	Arr 6	Dep 5	Totals 11	Accumulation
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	0	0	0	(0)
08:00-09:00	0	0	0	(0)
09:00-10:00	0	0	0	(0)
10:00-11:00	2	1	3	(1)
11:00-12:00	0	0	0	(1)
12:00-13:00	1	0	1	(2)
13:00-14:00	0	0	0	(2)
14:00-15:00	2	0	2	(4)
15:00-16:00	0	2	2	(2)
16:00-17:00	0	1	1	(1)
17:00-18:00	0	1	1	(0)
18:00-19:00	1	0	1	(1)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Markides Associates Ltd 73-81 Southwark Bridge Road London

Licence No: 860401

Site reference: ES-16-C-04

Survey date: 02/12/09

Day of week: Wednesday

Multi-Modal survey site

Vehicles surveyed: PSV

Time	Arr 25	Dep 25	Totals 50	Accumulation
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	0	13	13	(-13)
08:00-09:00	9	0	9	(-4)
09:00-10:00	3	1	4	(-2)
10:00-11:00	1	0	1	(-1)
11:00-12:00	2	3	5	(-2)
12:00-13:00	0	2	2	(-4)
13:00-14:00	0	0	0	(-4)
14:00-15:00	0	4	4	(-8)
15:00-16:00	1	2	3	(-9)
16:00-17:00	3	0	3	(-6)
17:00-18:00	4	0	4	(-2)
18:00-19:00	2	0	2	(0)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site reference: ES-16-C-04

Survey date: 02/12/09

Day of week: Wednesday

Multi-Modal survey site

People Surveyed: Car/LGV/Motorcycle occupants/OGV occupants

This count consists of car occupants, light goods vehicle occupants, motorcycle riders and OGV occupants

Taxi drivers and drivers of private vehicles picking up/dropping off passengers at the site are excluded from the count

Time	1	2	3	4	5	6	7	Arr 165	Avg Per Veh 1.1	1	2	3	4	5	6	7	Dep 160	Avg Per Veh 1.1	Totals 325	Avg Per Veh 1.1	Accum
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	25	0	0	0	0	0	0	25	1.0	18	2	0	0	0	0	0	22	1.1	47	1.0	(3)
08:00-09:00	20	2	0	0	0	0	0	24	1.1	8	2	0	0	0	0	0	12	1.2	36	1.1	(15)
09:00-10:00	12	0	0	0	0	0	0	12	1.0	6	0	0	0	0	0	0	6	1.0	18	1.0	(21)
10:00-11:00	13	1	0	0	0	0	0	15	1.1	5	1	0	0	0	0	0	7	1.2	22	1.1	(29)
11:00-12:00	8	3	0	0	0	0	0	14	1.3	11	3	0	0	0	0	0	17	1.2	31	1.2	(26)
12:00-13:00	7	2	0	0	0	0	0	11	1.2	6	1	0	0	0	0	0	8	1.1	19	1.2	(29)
13:00-14:00	6	1	0	0	0	0	0	8	1.1	8	2	0	0	0	0	0	12	1.2	20	1.2	(25)
14:00-15:00	12	1	0	0	0	0	0	14	1.1	9	2	0	0	0	0	0	13	1.2	27	1.1	(26)
15:00-16:00	6	5	0	0	0	0	0	16	1.5	10	3	1	0	0	0	0	19	1.4	35	1.4	(23)
16:00-17:00	8	3	1	0	0	0	0	17	1.4	21	0	0	0	0	0	0	21	1.0	38	1.2	(19)
17:00-18:00	4	0	0	0	0	0	0	4	1.0	15	0	0	0	0	0	0	15	1.0	19	1.0	(8)
18:00-19:00	5	0	0	0	0	0	0	5	1.0	8	0	0	0	0	0	0	8	1.0	13	1.0	(5)
19:00-20:00																					
20:00-21:00																					
21:00-22:00																					
22:00-23:00																					
23:00-24:00																					
Total	126	18	1	0	0	0	0			125	16	1	0	0	0	0					

Markides Associates Ltd 73-81 Southwark Bridge Road London

Licence No: 860401

Site reference: ES-16-C-04

Survey date: 02/12/09

Day of week: Wednesday

Multi-Modal survey site

People Surveyed: Public transport Users

Time	Arr 1	Dep 0	Totals 1	Accumulation
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	0	0	0	(0)
08:00-09:00	1	0	1	(1)
09:00-10:00	0	0	0	(1)
10:00-11:00	0	0	0	(1)
11:00-12:00	0	0	0	(1)
12:00-13:00	0	0	0	(1)
13:00-14:00	0	0	0	(1)
14:00-15:00	0	0	0	(1)
15:00-16:00	0	0	0	(1)
16:00-17:00	0	0	0	(1)
17:00-18:00	0	0	0	(1)
18:00-19:00	0	0	0	(1)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Markides Associates Ltd 73-81 Southwark Bridge Road London

Licence No: 860401

Site reference: ES-16-C-04 Survey date: 02/12/09 Day of week: Wednesday
 Multi-Modal survey site
 People Surveyed: Bus/Tram Passengers

Time	Arr 1	Dep 0	Totals 1	Accumulation
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	0	0	0	(0)
08:00-09:00	1	0	1	(1)
09:00-10:00	0	0	0	(1)
10:00-11:00	0	0	0	(1)
11:00-12:00	0	0	0	(1)
12:00-13:00	0	0	0	(1)
13:00-14:00	0	0	0	(1)
14:00-15:00	0	0	0	(1)
15:00-16:00	0	0	0	(1)
16:00-17:00	0	0	0	(1)
17:00-18:00	0	0	0	(1)
18:00-19:00	0	0	0	(1)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Markides Associates Ltd 73-81 Southwark Bridge Road London

Licence No: 860401

Site reference: ES-16-C-04

Survey date: 02/12/09

Day of week: Wednesday

Multi-Modal survey site

People Surveyed: Total people

Time	Arr 166	Dep 160	Totals 326	Accumulation
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	25	22	47	(3)
08:00-09:00	25	12	37	(16)
09:00-10:00	12	6	18	(22)
10:00-11:00	15	7	22	(30)
11:00-12:00	14	17	31	(27)
12:00-13:00	11	8	19	(30)
13:00-14:00	8	12	20	(26)
14:00-15:00	14	13	27	(27)
15:00-16:00	16	19	35	(24)
16:00-17:00	17	21	38	(20)
17:00-18:00	4	15	19	(9)
18:00-19:00	5	8	13	(6)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Markides Associates Ltd 73-81 Southwark Bridge Road London

Licence No: 860401

Site Reference: NN-16-C-01
 Created: Version: 2009(a)v6.3.1 04/02/09
 Latitude/Longitude: 52.40850, -0.75640
 Land Use Type: 16 - MIXED/C - FARM DIVERSIFICATION
 Region/Area: EAST MIDLANDS/NORTH NORTHAMPTONSHIRE

Description: FARM DIVERSIF.
 Street: ROTHWELL ROAD
 District:
 Town: KETTERING
 Post Code: NN16 8XF
 Planning Authority:

Location: Free Standing (PPS6 Out of Town)
 Location Sub Category: Out of Town
 Use Class: n/a

Population within 500m: 50
 Population within 1 Mile: 1,001 to 5,000
 Population within 5 Miles: 75,001 to 100,000
 Car ownership within 5 Miles: 1.1 to 1.5

Public Transport Provision Summary

Day	Period	Total buses/trams within 400m	Total Trains within 1000m	Total Services
Monday-Friday	0700-1900	68		68
Monday-Friday	0700-1000	16		16
Monday-Friday	1600-1900	16		16
Saturday	0700-1900	68		68
Sunday	0700-1900	10		10

Is site associated with a travel plan: No
 If not, are there any plans to implement
 a Travel Plan in the future? No
 Is survey data available before the
 implementation of the Travel Plan?
 Is the location of the site hilly or flat: Hilly
 Urban Regeneration: No

No. of developments for this Site: 1
 No. of survey Days for this Site: 1

Comments

This site is located to the west of Kettering off the A14 which provides easy access into Kettering and east towards the A1. The A14 also runs west to the M6 and M1 connecting with local roads which lead in all directions to local towns and villages.

Bus (or tram) site accessibility

3. Is there at least 1 bus (or tram) stop within the site frontage or within 400m of the site frontage? : Yes
 5. If yes to question 3, are there at least 2 buses (or trams) per hour (per direction between 0700 and 1900) with routes serving significant areas of population within a 5 kilometre radius? (Mon-Sat): Yes
 6. If yes to question 5, what are the service characteristics? (please complete the outline information below)

Destination (town/area)	Number per hour	Approx. journey time
Desborough	3	20

Design features encouraging non-car modes

12. Pedestrians

None

13. Pedal cycles

None

14. Public transport

The site is within proximity to local bus routes.

Design features encouraging non-car modes

Road Network Distance to Local Developments	
Year of Analysis	2009
Nearest Primary School	1.8 kilometres
Nearest Secondary School	3.2 kilometres
Nearest Local Shop/Corner Shop	2.1 kilometres
Nearest Main Supermarket	1.9 kilometres
Nearest Doctors Surgery	1.9 kilometres
Nearest Hospital with Minor Injuries/A & E	1.3 kilometres
Nearest Sports/Leisure Centre	2.6 kilometres

Census Data	
Year of Census	2001
Census Output Area/Data Zone	
Number of people employed within Census Output Area	177
Number of households within Census Output Area	134
Number of people living within Census Output Area	358
Area of Census Output Area (hectares)	348.00
Population density within Census Output Area (per hectare)	1.03

Site reference:	NN-16-C-01
Trade name:	GLEBE FARM
Site area (h/a):	0.80
Open since	1997
Total Employees	21
Full Time Employees	9 42%
Part Time Employees	12 58%
Approximate % of total employees working standard 9-5 hours or similar	43%
Approximate % of total employees working from home (any amount)	%
Name of nearest site	DOVECOTE FARM
Distance to nearest similar site	9.0 Km

OPENING TIMES (24 Hour format)

Mon to Thurs	09:00 to 17:00
Friday	09:00 to 17:00
Saturday	09:00 to 17:00
Sunday	10:00 to 16:00

Comments

There is a farm shop and tea room at the site. The hours shown are for the farm shop. Please note that the farm shop closed at 14:00 on Mondays. The tea room is closed on Monday and open 10:00 to 16:30 Tuesday - Saturday and 10:00-16:00 Sunday.

This site area shown is the site area associate with farm diversification only.

On-Site parking

Total no. of parking spaces 40

Number of spaces

Employee 0
 Disabled 0
 Visitor/Customer 40
 OGV parking bays 0
 Cycle racks 0
 OGV loading bays 0
 Parent & Toddler 0
 Motorcycle spaces 0

Parking charges No

Comments about the management of the site car park, along with enforcement measures

The 40 parking spaces available are unmarked and are for employees and visitors.
 There was no car park management observed on the day of the survey.

Site parking surface or non-surface (multi-storey/underground)
 Surface

Off-Site parking details

Is there off-site parking available

No

Off-Site parking included in the counts

No

Free On-Street parking available nearby

No

If prepared to pay, easy to find somewhere to park off-site all day

No

Parking restrictions

Area subject to parking restrictions (controlled parking zone - CPZ)

No

Off-Street parking

Off-Street parking available NO

Park & Ride

Park & Ride Type Facility providing relevant means of accessing the site

No

Site reference: NN-16-C-01 Survey date: 23/11/08 Day of week: Sunday

Survey type: Manual Count
 AM weather: Freezing and Light Sn
 PM weather: Freezing and Light Sn

Initial car park occupancy: 0 Final car park occupancy: 0

BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Parking Capacity 63% (40 On-Site Spaces)

Data proportions in %

Motor cars	98	Motor cycles	0	Public service	0
Light goods	2	OGV (1)	0	OGV (2)	0
				Taxis	0

Servicing Vehicles count recorded No

Time	Arr 131	Dep 131	Totals 262	Parking Accum
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				
08:00-09:00	1	0	1	1
09:00-10:00	5	2	7	4
10:00-11:00	18	17	35	5
11:00-12:00	23	18	41	10
12:00-13:00	31	21	52	20
13:00-14:00	21	16	37	25
14:00-15:00	19	29	48	15
15:00-16:00	8	18	26	5
16:00-17:00	5	9	14	1
17:00-18:00	0	1	1	0
18:00-19:00				
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Comments

No PSV's, OGV's or taxis entered or exited the site on the day of the survey.

Markides Associates Ltd 73-81 Southwark Bridge Road London

Licence No: 860401

Site Reference: KC-16-C-03 Multi-Modal Site
 Latitude/Longitude: 51.20773, 0.94058
 Land Use Type: 16 - MIXED/C - FARM DIVERSIFICATION
 Region/Area: SOUTH EAST/KENT

Description: FARM DIVERSIF.
 Street: A28 CANTERBURY ROAD
 District: BILTING
 Town: NEAR ASHFORD
 Post Code: TN25 4HF
 Planning Authority:

Location: Free Standing (PPS6 Out of Town)
 Location Sub Category: Out of Town
 Use Class: n/a

Population within 500m: 75
 Population within 1 Mile: 1,000 or Less
 Population within 5 Miles: 25,001 to 50,000
 Car ownership within 5 Miles: 1.1 to 1.5

Public Transport Provision Summary

Day	Period	Total buses/trams within 400m	Total Trains within 1000m	Total Services
Monday-Friday	0700-1900	16		16
Monday-Friday	0700-1000	4		4
Monday-Friday	1600-1900	6		6
Saturday	0700-1900	18		18
Sunday	0700-1900			

Is site associated with a travel plan: No
 If not, are there any plans to implement a Travel Plan in the future? No
 Is survey data available before the implementation of the Travel Plan?
 Is the location of the site hilly or flat: Flat
 Urban Regeneration: No

Next survey KC-16-C-04

No. of developments for this Site: 11
 No. of survey Days for this Site: 1

Comments

This site is the Bilting Mushroom Farm. It is located in the small district of Bilting, on the A28 main road between Canterbury and Ashford.

It consists of 12 units covering an area of 0.9 hectares with a total Gross Floor Area of 1545m². The site is accessible between 0700-1900 Monday - Friday and 0700-1300 on Saturdays.

The surrounding area is predominantly rural and agricultural. The A251 is located nearby and heads northwards toward Faversham. The A252 heads west towards the town of Charing.

Bus (or tram) site accessibility

3. Is there at least 1 bus (or tram) stop within the site frontage or within 400m of the site frontage? : Yes

11. Please enter general comments/views about the relevance, quality and importance of public transport services relating to this development.

There is a bus service from Canterbury - Ashford. The frequency of this bus service is 8 buses per day in each direction.

Design features encouraging non-car modes

12. Pedestrians

None

13. Pedal cycles

None

14. Public transport

The site is in proximity to local bus routes.

Site reference:	KC-16-C-03	Multi-Modal survey site
Trade name:	AC VIDEO PRODUCTIONS	
Site area (h/a):	0.90	
Open since	2002	
Total Employees	1	
Full Time Employees	1	
Part Time Employees	0	
Approximate % of total employees working standard 9-5 hours or similar	0%	
Approximate % of total employees working from home (any amount)	%	
Name of nearest site	AVC Productions	
Distance to nearest similar site	10.0 Km	

OPENING TIMES (24 Hour format)

Mon to Thurs	09:00	to	17:30
Friday	09:00	to	17:30
Saturday	09:00	to	13:00
Sunday	00:00	to	00:00

Comments

The site area show above is the total for the whole Bilting Farm site. The Gross Floor Area for this unit is 95m2.

Site reference:	KC-16-C-03	Multi-Modal survey site
Trade name:	EDMS	
Site area (h/a):	0.90	
Open since	2003	
Total Employees	3	
Full Time Employees	1	33%
Part Time Employees	2	67%
Approximate % of total employees working standard 9-5 hours or similar	33%	
Approximate % of total employees working from home (any amount)	%	
Name of nearest site	Audata Ltd	
Distance to nearest similar site	8.0 Km	

OPENING TIMES (24 Hour format)

Mon to Thurs	09:00	to	17:00
Friday	09:00	to	17:00
Saturday	00:00	to	00:00
Sunday	00:00	to	00:00

Comments

EDMS stands for Electronic Documnet Management Services. The site area show above is the total for the whole Bilting Farm site. The Gross Floor Area for this unit is 100m2.

Markides Associates Ltd 73-81 Southwark Bridge Road London

Licence No: 860401

Site reference:	KC-16-C-03	Multi-Modal survey site
Trade name:	ASENTE	
Site area (h/a):	0.90	
Open since	2003	
Total Employees	2	
Full Time Employees	2	
Part Time Employees	0	
Approximate % of total employees working standard 9-5 hours or similar	100%	
Approximate % of total employees working from home (any amount)	%	
Name of nearest site	Legend Signs	
Distance to nearest similar site	15.0 Km	

OPENING TIMES (24 Hour format)

Mon to Thurs	09:00	to	17:00
Friday	09:00	to	17:00
Saturday	00:00	to	00:00
Sunday	00:00	to	00:00

Comments

This unit is occupied by a sign and sheet printing company. The site area show above is the total for the whole Bilting Farm site. The Gross Floor Area for this unit is 100m2.

Markides Associates Ltd 73-81 Southwark Bridge Road London

Licence No: 860401

Site reference:	KC-16-C-03	Multi-Modal survey site
Trade name:	BRIDGEWOOD FURNITURE	
Site area (h/a):	0.90	
Open since	2004	
Total Employees	2	
Full Time Employees	1	50%
Part Time Employees	1	50%
Approximate % of total employees working standard 9-5 hours or similar	50%	
Approximate % of total employees working from home (any amount)	%	
Name of nearest site	Castle Furniture	
Distance to nearest similar site	8.0 Km	

OPENING TIMES (24 Hour format)

Mon to Thurs	09:00	to	17:00
Friday	09:00	to	17:00
Saturday	00:00	to	00:00
Sunday	00:00	to	00:00

Comments

The site area show above is the total for the whole Bilting Farm site. The Gross Floor Area for this unit is 100m2.

Site reference:	KC-16-C-03	Multi-Modal survey site
Trade name:	WEALDEN WOODSTYLE	
Site area (h/a):	0.90	
Open since	2003	
Total Employees	1	
Full Time Employees	1	
Part Time Employees	0	
Approximate % of total employees working standard 9-5 hours or similar	100%	
Approximate % of total employees working from home (any amount)	%	
Name of nearest site	Phillip Witts	
Distance to nearest similar site	5.0 Km	

OPENING TIMES (24 Hour format)

Mon to Thurs	09:00	to	17:00
Friday	09:00	to	17:00
Saturday	00:00	to	00:00
Sunday	00:00	to	00:00

Comments

This site is occupied by a bespoke joinery and carpentry company. The site area show above is the total for the whole Bilting Farm site. The Gross Floor Area for this unit is 90m2.

Site reference:	KC-16-C-03	Multi-Modal survey site
Trade name:	SPR SPEECH PLUS/VOICEPAK PRODUCTIONS LTD	
Site area (h/a):	0.90	
Open since	2003	
Total Employees	2	
Full Time Employees	2	
Part Time Employees	0	
Approximate % of total employees working standard 9-5 hours or similar	100%	
Approximate % of total employees working from home (any amount)	%	
Name of nearest site	Axis Media	
Distance to nearest similar site	15.0 Km	

OPENING TIMES (24 Hour format)

Mon to Thurs	09:00	to	17:00
Friday	09:00	to	17:00
Saturday	00:00	to	00:00
Sunday	00:00	to	00:00

Comments

The site area show above is the total for the whole Bilting Farm site. The Gross Floor Area for this unit is 175m2.

Site reference:	KC-16-C-03	Multi-Modal survey site
Trade name:	GERRY BIRCH MUSIC SERVICES	
Site area (h/a):	0.90	
Open since	2006	
Total Employees	1	
Full Time Employees	1	
Part Time Employees	0	
Approximate % of total employees working standard 9-5 hours or similar	100%	
Approximate % of total employees working from home (any amount)	%	
Name of nearest site	Chris McNeillty	
Distance to nearest similar site	18.0 Km	

OPENING TIMES (24 Hour format)

Mon to Thurs	09:00	to	17:00
Friday	09:00	to	17:00
Saturday	00:00	to	00:00
Sunday	00:00	to	00:00

Comments

The site area show above is the total for the whole Bilting Farm site. The Gross Floor Area for this unit is 65m2.

Site reference:	KC-16-C-03	Multi-Modal survey site
Trade name:	KMAC EMBROIDERY AND PRINT	
Site area (h/a):	0.90	
Open since	2005	
Total Employees	2	
Full Time Employees	1	50%
Part Time Employees	1	50%
Approximate % of total employees working standard 9-5 hours or similar	50%	
Approximate % of total employees working from home (any amount)	%	
Name of nearest site	Third Eye	
Distance to nearest similar site	11.0 Km	

OPENING TIMES (24 Hour format)

Mon to Thurs	09:00	to	17:00
Friday	09:00	to	17:00
Saturday	00:00	to	00:00
Sunday	00:00	to	00:00

Comments

The site area show above is the total for the whole Bilting Farm site. The Gross Floor Area for this unit is 65m2.

Site reference:	KC-16-C-03	Multi-Modal survey site
Trade name:	TOYMART	
Site area (h/a):	0.90	
Open since	2004	
Total Employees	7	
Full Time Employees	5	71%
Part Time Employees	2	29%
Approximate % of total employees working standard 9-5 hours or similar	43%	
Approximate % of total employees working from home (any amount)	%	
Name of nearest site	UK Toy & Model Auctions Ltd	
Distance to nearest similar site	375.0 Km	

OPENING TIMES (24 Hour format)

Mon to Thurs	07:00	to	19:00
Friday	07:00	to	17:00
Saturday	00:00	to	00:00
Sunday	00:00	to	00:00

Comments

The unit is open for business one Saturday a month between the hours of 0900-1200.
The site area show above is the total for the whole Bilting Farm site. The Gross Floor Area for this unit is 230m2.

Markides Associates Ltd 73-81 Southwark Bridge Road London

Licence No: 860401

Site reference:	KC-16-C-03	Multi-Modal survey site
Trade name:	FIT TO DANCE THEATRE & DANCE SCHOOL	
Site area (h/a):	0.90	
Open since	2003	
Total Employees	2	
Full Time Employees	0	
Part Time Employees	2	
Approximate % of total employees working standard 9-5 hours or similar	0%	
Approximate % of total employees working from home (any amount)	%	
Name of nearest site	Francine Earle Dance School	
Distance to nearest similar site	8.0 Km	

OPENING TIMES (24 Hour format)

Mon to Thurs	00:00	to	00:00
Friday	00:00	to	00:00
Saturday	00:00	to	00:00
Sunday	00:00	to	00:00

Comments

This unit is the admin department for the school and opening times are variable. However, it is always closed by 14.30 when open. The site area show above is the total for the whole Bilting Farm site. The Gross Floor Area for this unit is 60m2.

Site reference:	KC-16-C-03	Multi-Modal survey site
Trade name:	AC VIDEO PRODUCTIONS	
Site area (h/a):	0.90	
Open since	2002	
Total Employees	1	
Full Time Employees	1	
Part Time Employees	0	
Approximate % of total employees working standard 9-5 hours or similar	0%	
Approximate % of total employees working from home (any amount)	%	
Name of nearest site	AVC Productions	
Distance to nearest similar site	10.0 Km	

OPENING TIMES (24 Hour format)

Mon to Thurs	09:00	to	17:30
Friday	09:00	to	17:30
Saturday	09:00	to	13:00
Sunday	00:00	to	00:00

Comments

The site area show above is the total for the whole Bilting Farm site. The Gross Floor Area for this unit is 95m2.

Multi-Modal survey site

On-Site parking

Total no. of parking spaces 42

Number of spaces

Employee	30
Disabled	0
Visitor/Customer	0
OGV parking bays	0
Cycle racks	0
OGV loading bays	2
Parent & Toddler	0
Motorcycle spaces	0

Parking charges No

Comments about the management of the site car park, along with enforcement measures

Along with 10 the parking bays there is also an un-marked parking area for up to 30 vehicles (included in employee spaces total).

Site parking surface or non-surface (multi-storey/underground)

Surface

Off-Site parking details

Is there off-site parking available

No

Off-Site parking included in the counts

No

Free On-Street parking available nearby

No

If yes, considered easy to find a space

No

If prepared to pay, easy to find somewhere to park off-site all day

No

Parking restrictions

Area subject to parking restrictions (controlled parking zone - CPZ)

No

Off-Street parking

Off-Street parking available NO

Park & Ride

Park & Ride Type Facility providing relevant means of accessing the site

No

Site reference: KC-16-C-03 Survey date: 08/11/06 Day of week: Wednesday
 Multi-Modal survey site
 Vehicles surveyed: Total vehicles
 Survey type: Manual Count
 AM weather: Cold and Clear
 PM weather: Cold and Clear
 Initial car park occupancy: 4 Final car park occupancy: 3
 Total People to Total Vehicles ratio (all time periods and directions): 1.09
 BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE
 Parking Capacity 69% (42 On-Site Spaces)

Data proportions in %
 Motor cars 62 Motor cycles 0 Public service 0
 Light goods 28 OGV (1) 5 OGV (2) 5
 Taxis 0

Servicing Vehicles count recorded No

Time	Arr 75	Dep 76	Totals 151	Parking Accum
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	10	2	12	12
08:00-09:00	19	10	29	21
09:00-10:00	7	7	14	21
10:00-11:00	7	2	9	26
11:00-12:00	5	4	9	27
12:00-13:00	4	4	8	27
13:00-14:00	7	5	12	29
14:00-15:00	8	10	18	27
15:00-16:00	2	7	9	22
16:00-17:00	2	7	9	17
17:00-18:00	4	18	22	3
18:00-19:00	0	0	0	3
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Comments
 No PSV's or taxis entered the site during the survey. There were no public transport users or pedestrians recorded.

Site reference: KC-16-C-03 Survey date: 08/11/06 Day of week: Wednesday
 Multi-Modal survey site
 Vehicles surveyed: OGV

Data proportions in % OGV (1) 53 OGV (2) 47

1 occupant per OGV is assumed, and included in the vehicle occupants count

Time	Arr 7	Dep 8	Totals 15	Accumulation
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	0	0	0	(0)
08:00-09:00	2	1	3	(1)
09:00-10:00	1	2	3	(0)
10:00-11:00	1	0	1	(1)
11:00-12:00	1	2	3	(0)
12:00-13:00	0	0	0	(0)
13:00-14:00	1	1	2	(0)
14:00-15:00	1	1	2	(0)
15:00-16:00	0	1	1	(-1)
16:00-17:00	0	0	0	(-1)
17:00-18:00	0	0	0	(-1)
18:00-19:00	0	0	0	(-1)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Markides Associates Ltd 73-81 Southwark Bridge Road London

Licence No: 860401

Site reference: KC-16-C-03 Survey date: 08/11/06 Day of week: Wednesday
 Multi-Modal survey site
 People Surveyed: Car/LGV/Motorcycle occupants/OGV occupants

This count consists of car occupants, light goods vehicle occupants, motorcycle riders and OGV occupants
 Taxi drivers and drivers of private vehicles picking up/dropping off passengers at the site are excluded from the count

Time	Arr 83	Dep 82	Totals 165	Accumulation
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	12	2	14	(10)
08:00-09:00	20	10	30	(20)
09:00-10:00	8	7	15	(21)
10:00-11:00	7	2	9	(26)
11:00-12:00	5	4	9	(27)
12:00-13:00	6	5	11	(28)
13:00-14:00	8	5	13	(31)
14:00-15:00	9	11	20	(29)
15:00-16:00	2	7	9	(24)
16:00-17:00	2	9	11	(17)
17:00-18:00	4	20	24	(1)
18:00-19:00	0	0	0	(1)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Markides Associates Ltd 73-81 Southwark Bridge Road London

Licence No: 860401

Site reference: KC-16-C-03

Survey date: 08/11/06

Day of week: Wednesday

Multi-Modal survey site

People Surveyed: Total people

Time	Arr 83	Dep 82	Totals 165	Accumulation
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	12	2	14	(10)
08:00-09:00	20	10	30	(20)
09:00-10:00	8	7	15	(21)
10:00-11:00	7	2	9	(26)
11:00-12:00	5	4	9	(27)
12:00-13:00	6	5	11	(28)
13:00-14:00	8	5	13	(31)
14:00-15:00	9	11	20	(29)
15:00-16:00	2	7	9	(24)
16:00-17:00	2	9	11	(17)
17:00-18:00	4	20	24	(1)
18:00-19:00	0	0	0	(1)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Markides Associates Ltd 73-81 Southwark Bridge Road London

Licence No: 860401

Site Reference: CW-16-C-02
 Created: Version: 2008(b)v6.2.1 30/06/08
 Latitude/Longitude: 50.61426, -4.33641
 Land Use Type: 16 - MIXED/C - FARM DIVERSIFICATION
 Region/Area: SOUTH WEST/CORNWALL

Description: FARM DIVERSIF.
 Street:
 District: LAWITTON
 Town: LAUNCESTON
 Post Code: PL15 9NJ
 Planning Authority:

Location: Free Standing (PPS6 Out of Town)
 Location Sub Category: Out of Town
 Use Class: Not Known

Population within 500m: 50
 Population within 1 Mile: 1,000 or Less
 Population within 5 Miles: 5,001 to 25,000
 Car ownership within 5 Miles: 1.1 to 1.5

Public Transport Provision Summary

Day	Period	Total buses/trams within 400m	Total Trains within 1000m	Total Services
Monday-Friday	0700-1900	6		6
Monday-Friday	0700-1000	2		2
Monday-Friday	1600-1900	2		2
Saturday	0700-1900	6		6
Sunday	0700-1900	4		4

Is site associated with a travel plan: No
 If not, are there any plans to implement
 a Travel Plan in the future? No
 Is survey data available before the
 implementation of the Travel Plan?
 Is the location of the site hilly or flat: Hilly
 Urban Regeneration: No

No. of developments for this Site: 3
 No. of survey Days for this Site: 1

Comments

This site is Sheers Barton Barns, opened in 2005, the businesses that operate here include: Eco Timber Frames Ltd. (Sales and Support), WMPR Ltd. (Public Relations) and Silvanus Services Ltd. (Forestry Management). There is also one vacant site. The nearest similar site to this is The Great Barn, located 2 km away.

The site is located off the B3362 which runs south-east to Tavistock and west to join the A338 which runs north into Launceston.

Bus (or tram) site accessibility

3. Is there at least 1 bus (or tram) stop within the site frontage or within 400m of the site frontage? : Yes

11. Please enter general comments/views about the relevance, quality and importance of public transport services relating to this development.

There are 6 buses per day to Callington with a journey time of 25minutes.

Design features encouraging non-car modes

12. Pedestrians

None

13. Pedal cycles

None

14. Public transport
None

Markides Associates Ltd 73-81 Southwark Bridge Road London

Licence No: 860401

Site reference:	CW-16-C-02
Trade name:	ECO TIMBER FRAME LTD
Site area (h/a):	0.78
Open since	2007
Total Employees	6
Full Time Employees	5 83%
Part Time Employees	1 17%
Approximate % of total employees working standard 9-5 hours or similar	83%
Approximate % of total employees working from home (any amount)	%
Name of nearest site	NORTHCOAST LOG CABINS
Distance to nearest similar site	25.0 Km

OPENING TIMES (24 Hour format)

Mon to Thurs	09:00	to	17:00
Friday	09:00	to	17:00
Saturday	00:00	to	00:00
Sunday	00:00	to	00:00

Comments

The site area shown is the site area for the whole site.

Markides Associates Ltd 73-81 Southwark Bridge Road London

Licence No: 860401

Site reference:	CW-16-C-02
Trade name:	WMPR LTD.
Site area (h/a):	0.78
Open since	2005
Total Employees	4
Full Time Employees	3 75%
Part Time Employees	1 25%
Approximate % of total employees working standard 9-5 hours or similar	75%
Approximate % of total employees working from home (any amount)	%
Name of nearest site	Y & B CONSULTANCY
Distance to nearest similar site	2.0 Km

OPENING TIMES (24 Hour format)

Mon to Thurs	09:00	to	17:00
Friday	09:00	to	17:00
Saturday	00:00	to	00:00
Sunday	00:00	to	00:00

Comments

The site area shown is the site area for the whole site.

Markides Associates Ltd 73-81 Southwark Bridge Road London

Licence No: 860401

Site reference:	CW-16-C-02
Trade name:	SILVANUS SERVICESLTD.
Site area (h/a):	0.78
Open since	2005
Total Employees	30
Full Time Employees	28 93%
Part Time Employees	2 7%
Approximate % of total employees working standard 9-5 hours or similar	93%
Approximate % of total employees working from home (any amount)	%
Name of nearest site	SPINNEY WOOD
Distance to nearest similar site	6.0 Km

OPENING TIMES (24 Hour format)

Mon to Thurs	09:00	to	17:00
Friday	09:00	to	17:00
Saturday	00:00	to	00:00
Sunday	00:00	to	00:00

Comments

The site area shown is the site area for the whole site.

This is an office for a landscape business. There are a number of staff who work away from the site during the day, returning occasionally to collect equipment etc.

The nearest similar site is Spinney Wood & Forestry Ltd.

On-Site parking

Total no. of parking spaces 40

Number of spaces

Employee	40
Disabled	0
Visitor/Customer	0
OGV parking bays	0
Cycle racks	0
OGV loading bays	0
Parent & Toddler	0
Motorcycle spaces	0

Parking charges No

Comments about the management of the site car park, along with enforcement measures

These 40 employee parking spaces are unmarked.

There was no management of the site car park observed on the day of the survey.

Site parking surface or non-surface (multi-storey/underground)

Surface

Off-Site parking details

Is there off-site parking available

No

Off-Site parking included in the counts

No

Free On-Street parking available nearby

No

If prepared to pay, easy to find somewhere to park off-site all day

No

Parking restrictions

Area subject to parking restrictions (controlled parking zone - CPZ)

No

Off-Street parking

Off-Street parking available NO

Park & Ride

Park & Ride Type Facility providing relevant means of accessing the site

No

Site reference: CW-16-C-02 Survey date: 19/09/07 Day of week: Wednesday

Survey type: Manual Count
 AM weather: Mild and Cloudy
 PM weather: Mild and Cloudy

Initial car park occupancy: 8 Final car park occupancy: 8

BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Parking Capacity 75% (40 On-Site Spaces)

Data proportions in %

Motor cars	65	Motor cycles	0	Public service	0
Light goods	35	OGV (1)	0	OGV (2)	0
				Taxis	0

Servicing Vehicles count recorded No

Time	Arr 52	Dep 52	Totals 104	Parking Accum
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	12	3	15	17
08:00-09:00	12	4	16	25
09:00-10:00	7	2	9	30
10:00-11:00	4	6	10	28
11:00-12:00	0	2	2	26
12:00-13:00	1	5	6	22
13:00-14:00	4	2	6	24
14:00-15:00	4	1	5	27
15:00-16:00	4	4	8	27
16:00-17:00	3	11	14	19
17:00-18:00	1	8	9	12
18:00-19:00	0	4	4	8
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Comments

No OGV's, PSV's or taxis entered or exited the site during this survey.

Markides Associates Ltd 73-81 Southwark Bridge Road London

Licence No: 860401

Site Reference: KC-16-C-04 Multi-Modal Site
 Created: Version: 2010(b)v6.6.1 23/02/10
 Latitude/Longitude: 51.20773, 0.94058
 Land Use Type: 16 - MIXED/C - FARM DIVERSIFICATION
 Region/Area: SOUTH EAST/KENT

Description: FARM DIVERSIF.
 Street: A28 CANTERBURY ROAD
 District: BILTING
 Town: NEAR ASHFORD
 Post Code: TN25 4HF
 Planning Authority:

Location: Free Standing (PPS6 Out of Town)
 Location Sub Category: Out of Town
 Use Class: n/a

Population within 500m: 75
 Population within 1 Mile: 1,000 or Less
 Population within 5 Miles: 25,001 to 50,000
 Car ownership within 5 Miles: 1.1 to 1.5

Public Transport Provision Summary

Day	Period	Total buses/trams within 400m	Total Trains within 1000m	Total Services
Monday-Friday	0700-1900	20		20
Monday-Friday	0700-1000	4		4
Monday-Friday	1600-1900	10		10
Saturday	0700-1900	22		22
Sunday	0700-1900			

Is site associated with a travel plan: No
 If not, are there any plans to implement
 a Travel Plan in the future? No
 Is survey data available before the
 implementation of the Travel Plan?
 Is the location of the site hilly or flat: Flat
 Urban Regeneration: No

Previous survey KC-16-C-03

No. of developments for this Site: 1
 No. of survey Days for this Site: 1

Comments

This site is the Bilting Mushroom Farm. It is located in the small district of Bilting, on the A28 main road between Canterbury and Ashford.

It consists of 12 units covering an area of 0.9 hectares with a total Gross Floor Area of 1545m². The site is accessible between 0700-1900 Monday - Friday and 0700-1300 on Saturdays.

The surrounding area is predominantly rural and agricultural. The A251 is located nearby and heads northwards toward Faversham. The A252 heads west towards the town of Charing.

Bus (or tram) site accessibility

3. Is there at least 1 bus (or tram) stop within the site frontage or within 400m of the site frontage? : Yes

11. Please enter general comments/views about the relevance, quality and importance of public transport services relating to this development.

The nearest rail station is Wye, about 2 kilometres south of the site.

Design features encouraging non-car modes

12. Pedestrians

None

13. Pedal cycles

None

14. Public transport

The site is in proximity to local bus routes.

Design features encouraging non-car modes

Road Network Distance to Local Developments	
Year of Analysis	2009
Nearest Primary School	4.6 kilometres
Nearest Secondary School	10.6 kilometres
Nearest Local Shop/Corner Shop	2.6 kilometres
Nearest Main Supermarket	8.0 kilometres
Nearest Doctors Surgery	8.0 kilometres
Nearest Hospital with Minor Injuries/A & E	7.5 kilometres
Nearest Sports/Leisure Centre	11.7 kilometres

Census Data	
Year of Census	2001
Census Output Area/Data Zone	29UBHG0007
Number of people employed within Census Output Area	172
Number of households within Census Output Area	138
Number of people living within Census Output Area	366
Area of Census Output Area (hectares)	1570.00
Population density within Census Output Area (per hectare)	0.23

Site reference:

Trade name:

Site area (h/a):

Open since

Total Employees

Full Time Employees

Part Time Employees

Approximate % of total employees working standard 9-5 hours or similar

Approximate % of total employees working from home (any amount)

Name of nearest site

Distance to nearest similar site

KC-16-C-04

BILTING MUSHROOM FARM

0.90

2000

46

32 69%

14 31%

57%

%

WORTEN FARM BUILDINGS

11.0 Km

Multi-Modal survey site

OPENING TIMES (24 Hour format)

Mon to Thurs

Friday

Saturday

Sunday

07:00 to 19:00

07:00 to 19:00

07:00 to 13:00

00:00 to 00:00

Comments

There are 23 separate building units at this site, with some tenants using more than one unit. One of the units was vacant on the day of the survey. The GFA of the buildings is 2,275m2, and the businesses operating are as follows: Assente (sign and screen printing), EDMS (electronic document management), AC Video (video production), Bridgewood Furniture (bespoke joinery and carpentry), Speech Recording (tape and CD duplication), Audio Farm (music recording studio), Advanced Welding Products (supply to engineering producers), Pop Sessions (rehearsal studio), Neil Gladwin (joinery Services), Toy Mart.com (auction of toy collections), Peter Gomez (carpet and rug producers), KMAC (corporate embroidery), Strange Rovers (Land/Range Rover spares), Green Thumb (lawn maintenance), Gerry Birch (musical instrument repair), Steven Richie (ego art), Accorn Bedrooms, DESO (Disabled Equipment Sent Overseas), and FTD Theatre & Dance School.

The site area shown consists of the area of the businesses operating at the site, and not the farm itself, which is approximately 25 hectares in size.

Multi-Modal survey site

On-Site parking

Total no. of parking spaces 42

Number of spaces

Employee	40
Disabled	0
Visitor/Customer	0
OGV parking bays	0
Cycle racks	0
OGV loading bays	2
Parent & Toddler	0
Motorcycle spaces	0

Parking charges No

Comments about the management of the site car park, along with enforcement measures

No parking enforcement was observed at this site.

Site parking surface or non-surface (multi-storey/underground)

Surface

General Comments on Parking

Of the 40 employee spaces, 30 are in an unmarked area.

Off-Site parking details

Is there off-site parking available

No

Off-Site parking included in the counts

No

Free On-Street parking available nearby

No

If prepared to pay, easy to find somewhere to park off-site all day

No

Parking restrictions

Area subject to parking restrictions (controlled parking zone - CPZ)

No

Off-Street parking

Off-Street parking available NO

Park & Ride

Park & Ride Type Facility providing relevant means of accessing the site

No

Site reference: KC-16-C-04
Survey date: 10/12/09
Day of week: Thursday

Multi-Modal survey site

Vehicles surveyed: Total vehicles

Survey type: Manual Count

AM weather: Cold and Clear

PM weather: Cold and Clear

Initial car park occupancy: 1
Final car park occupancy: 6

Total People to Total Vehicles ratio (all time periods and directions): 1.26

BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Parking Capacity 57% (42 On-Site Spaces)

Data proportions in %

Motor cars	53	Motor cycles	0	Public service	0
Light goods	44	OGV (1)	3	OGV (2)	0
				Taxis	0

Servicing Vehicles count recorded No

Time	Arr 64	Dep 59	Totals 123	Parking Accum
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	0	11	12
08:00-09:00	10	7	17	15
09:00-10:00	7	5	12	17
10:00-11:00	10	3	13	24
11:00-12:00	6	7	13	23
12:00-13:00	3	7	10	19
13:00-14:00	6	7	13	18
14:00-15:00	3	3	6	18
15:00-16:00	4	6	10	16
16:00-17:00	4	7	11	13
17:00-18:00	0	5	5	8
18:00-19:00	0	2	2	6
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Comments

From 1600 to 1900 there was a Christmas Party taking place at one of the units.

No PSV's, taxis or pedal cycles visited the site during this survey.

No pedestrians or public transport users visited the site during this survey.

Site reference: KC-16-C-04 Survey date: 10/12/09 Day of week: Thursday
 Multi-Modal survey site
 Vehicles surveyed: OGV

Data proportions in % OGV (1) 100 OGV (2) 0

1 occupant per OGV is assumed, and included in the vehicle occupants count

Time	Arr 2	Dep 2	Totals 4	Accumulation
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	1	0	1	(1)
08:00-09:00	0	1	1	(0)
09:00-10:00	0	0	0	(0)
10:00-11:00	0	0	0	(0)
11:00-12:00	1	1	2	(0)
12:00-13:00	0	0	0	(0)
13:00-14:00	0	0	0	(0)
14:00-15:00	0	0	0	(0)
15:00-16:00	0	0	0	(0)
16:00-17:00	0	0	0	(0)
17:00-18:00	0	0	0	(0)
18:00-19:00	0	0	0	(0)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site reference: KC-16-C-04

Survey date: 10/12/09

Day of week: Thursday

Multi-Modal survey site

People Surveyed: Car/LGV/Motorcycle occupants/OGV occupants

This count consists of car occupants, light goods vehicle occupants, motorcycle riders and OGV occupants

Taxi drivers and drivers of private vehicles picking up/dropping off passengers at the site are excluded from the count

Time	1	2	3	4	5	6	7	Arr 80	Avg Per Veh 1.3	1	2	3	4	5	6	7	Dep 75	Avg Per Veh 1.3	Totals 155	Avg Per Veh 1.3	Accum
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	8	3	0	0	0	0	0	14	1.3	0	0	0	0	0	0	0	0	0.0	14	1.3	(14)
08:00-09:00	7	3	0	0	0	0	0	13	1.3	6	1	0	0	0	0	0	8	1.1	21	1.2	(19)
09:00-10:00	6	1	0	0	0	0	0	8	1.1	4	1	0	0	0	0	0	6	1.2	14	1.2	(21)
10:00-11:00	7	2	1	0	0	0	0	14	1.4	2	1	0	0	0	0	0	4	1.3	18	1.4	(31)
11:00-12:00	6	0	0	0	0	0	0	6	1.0	4	3	0	0	0	0	0	10	1.4	16	1.2	(27)
12:00-13:00	2	1	0	0	0	0	0	4	1.3	3	3	1	0	0	0	0	12	1.7	16	1.6	(19)
13:00-14:00	5	1	0	0	0	0	0	7	1.2	6	1	0	0	0	0	0	8	1.1	15	1.2	(18)
14:00-15:00	3	0	0	0	0	0	0	3	1.0	1	2	0	0	0	0	0	5	1.7	8	1.3	(16)
15:00-16:00	3	1	0	0	0	0	0	5	1.3	6	0	0	0	0	0	0	6	1.0	11	1.1	(15)
16:00-17:00	2	2	0	0	0	0	0	6	1.5	5	2	0	0	0	0	0	9	1.3	15	1.4	(12)
17:00-18:00	0	0	0	0	0	0	0	0	0.0	5	0	0	0	0	0	0	5	1.0	5	1.0	(7)
18:00-19:00	0	0	0	0	0	0	0	0	0.0	2	0	0	0	0	0	0	2	1.0	2	1.0	(5)
19:00-20:00																					
20:00-21:00																					
21:00-22:00																					
22:00-23:00																					
23:00-24:00																					
Total	49	14	1	0	0	0	0			44	14	1	0	0	0	0					

Markides Associates Ltd 73-81 Southwark Bridge Road London

Licence No: 860401

Site reference: KC-16-C-04

Survey date: 10/12/09

Day of week: Thursday

Multi-Modal survey site

People Surveyed: Total people

Time	Arr 80	Dep 75	Totals 155	Accumulation
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	14	0	14	(14)
08:00-09:00	13	8	21	(19)
09:00-10:00	8	6	14	(21)
10:00-11:00	14	4	18	(31)
11:00-12:00	6	10	16	(27)
12:00-13:00	4	12	16	(19)
13:00-14:00	7	8	15	(18)
14:00-15:00	3	5	8	(16)
15:00-16:00	5	6	11	(15)
16:00-17:00	6	9	15	(12)
17:00-18:00	0	5	5	(7)
18:00-19:00	0	2	2	(5)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				



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