

The Golden Lion Pub, Luddesdown

Transport Statement

GS/RS/34109

(January 2025)



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DATE	Version	Revision Notes
20.01.2025	1.0	Authorised

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- Appendix B** Personal Injury Collision Data
- Appendix C** Proposed Site Layout Plan
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1 INTRODUCTION

- 1.1.1 DHA has been commissioned by Vineyard Farms Ltd to provide transport planning advice in support of a full planning application to Gravesham Borough Council (GBC) for the:-

"Proposed extension and refurbishment of the Golden Lion pub at Luddesdown including landscaping, parking and associated works."

- 1.1.2 This Transport Statement (TS) has been produced in accordance with the Planning Practice Guidance (2014).

- 1.1.3 Following this introduction, the TS is structured as follows:-

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

2 EXISTING TRANSPORT CONDITIONS

2.1 THE EXISTING SITE

- 2.1.1 The site is situated in the hamlet of Luddesdown, situated on the North Downs approximately 2.6km to the east of the village of Meopham. The site location is shown in its local context in Figure 2-1 and Figure 2-2 below. The site is located on Luddesdown Road, next to the Golden Lion public house. There is also a village hall, a church, Court Lodge and a cricket ground nearby.
- 2.1.2 The Golden Lion pub sits south of the junction between Henley Street and Luddesdown Road, with the pub garden extending south and west along Luddesdown Road, and the pub's car park located to the east. The proposal site encompasses the Golden Lion pub with its associated car park, pub garden and landscaping.

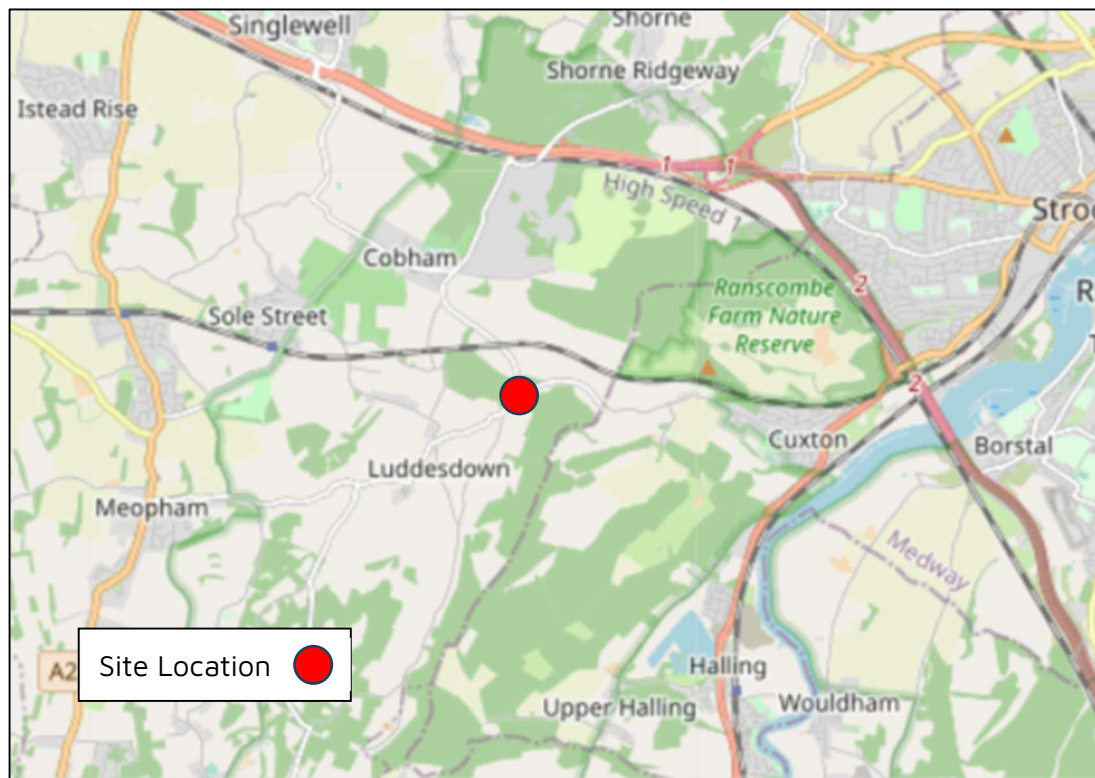


Figure 2-1: Approximate Site Location (Courtesy of Openstreetmap.Org)

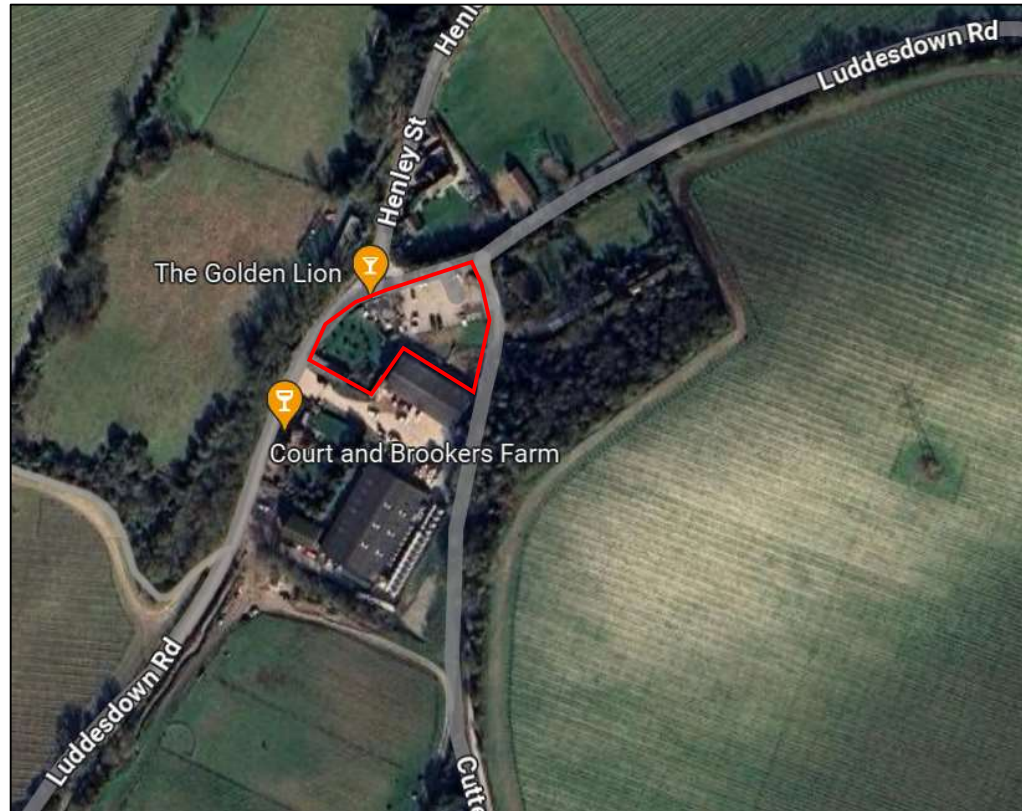


Figure 2-2: Site Location – Local Area (Courtesy Of Google Maps)

- 2.1.3 The existing car park comprises approximately 19 partly marked spaces, but these are poorly defined and lead to an inefficient use of the car park space, as well as providing an unattractive sense of arrival to the public house.

2.2 LOCAL HIGHWAY NETWORK

- 2.2.1 Brookers Farm is situated on Luddesdown Road, just south of the junction with Henley Street. The local road network consists of mainly single-track rural lanes with a mix of banked and hedged verges and open fields. There is little or no street lighting and these lanes are subject to the national speed limit. An Automatic Traffic Count carried out between 3rd and 9th December 2022 on Luddesdown Road adjacent to the pub building recorded an average 24-hour traffic flow of 401 vehicles, with 85th percentile speeds of 22mph northbound and 21mph southbound. The full results are attached at **Appendix A**.
- 2.2.2 The main route to the farm from the strategic road network is via the A2 Cobham Junction and along Halfpence Lane, Cobhambury Road and Luddesdown Road. Halfpence Lane and Cobhambury Road are two-lane carriageways with centre

lines, and are generally subject to the national speed limit, albeit with sections of 20mph and 30mph on the approaches to the junction with The Street at Cobham. Luddesdown Road is a single-lane carriageway, though the verges generally allow two vehicles to pass. The main route to the M20 corridor to the south is along Luddesdown Road, Oakenden Road, Foxendown Lane and The Street to meet the A227 Secondary Route at Meopham. While these lanes are single-lane and banked / hedged, the regular accesses along the route provide convenient passing places.

2.3 WALKING AND CYCLING INFRASTRUCTURE

- 2.3.1 There are few footways in the surrounding area and most walking will take place on the Public Rights of Way (PRoW) network. Some of these PRoWs run through the site and form part of the Wealdway, a waymarked 80-mile walk from Gravesend to Eastbourne. Local PRoWs are shown in Figure 2-3.

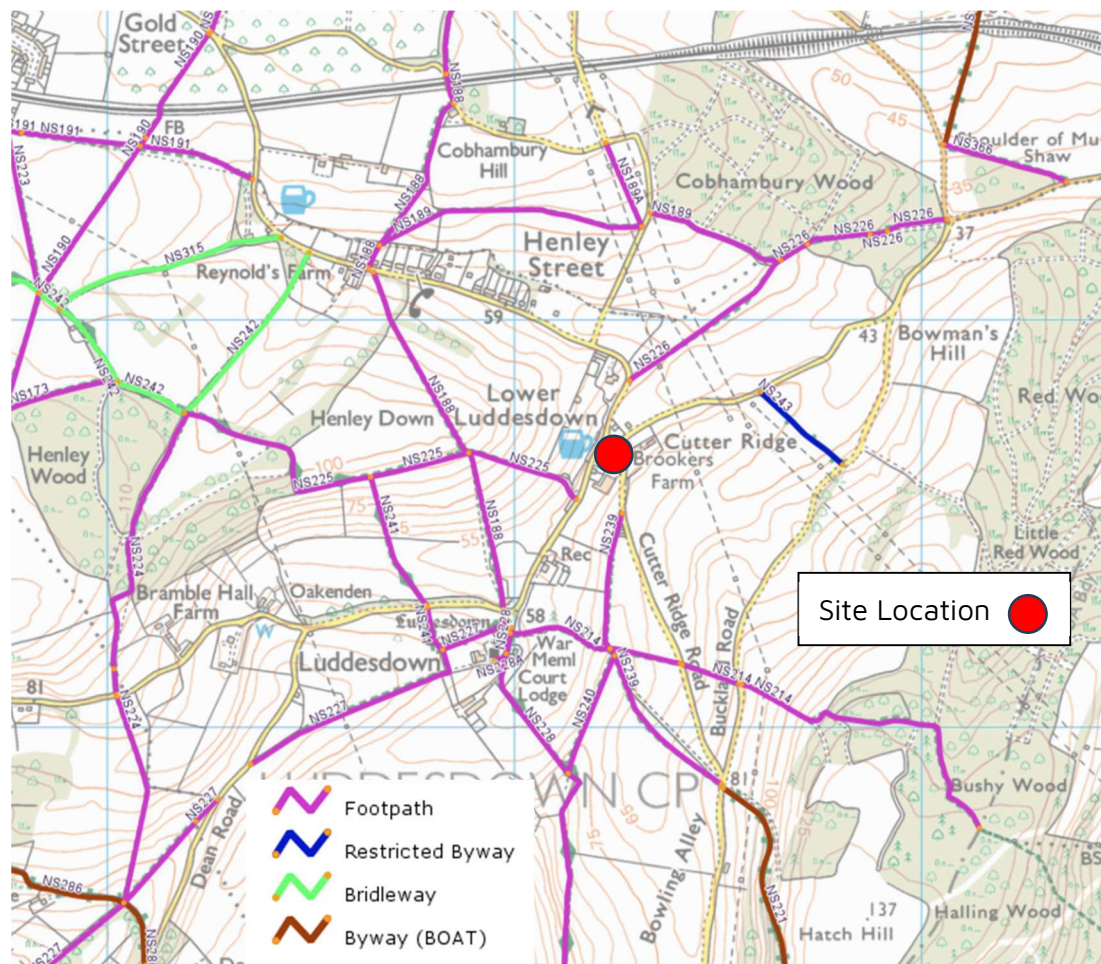


Figure 2-3: Local PRoW Network (courtesy of Kent County Council)

- 2.3.2 There are no dedicated cycle routes in the area, the closest being the National Cycle Network route 177 along the A2 corridor between Rochester and Pepper Hill.

2.4 PUBLIC TRANSPORT INFRASTRUCTURE

- 2.4.1 The closest bus stops (The Railway) to the site are located on Camer Road for Sole Street station, approximately 2.7km (or a 38-minute walk¹) via the road network or 2.4km (35-minute walk) via the PRow network. The stop that is served by northbound buses and features timetable information, a pole and flag and a 'bus stop' marking. There is no infrastructure to indicate the stop that is served by southbound buses.

- 2.4.2 The walking routes and walking times are shown in Figure 2-4.

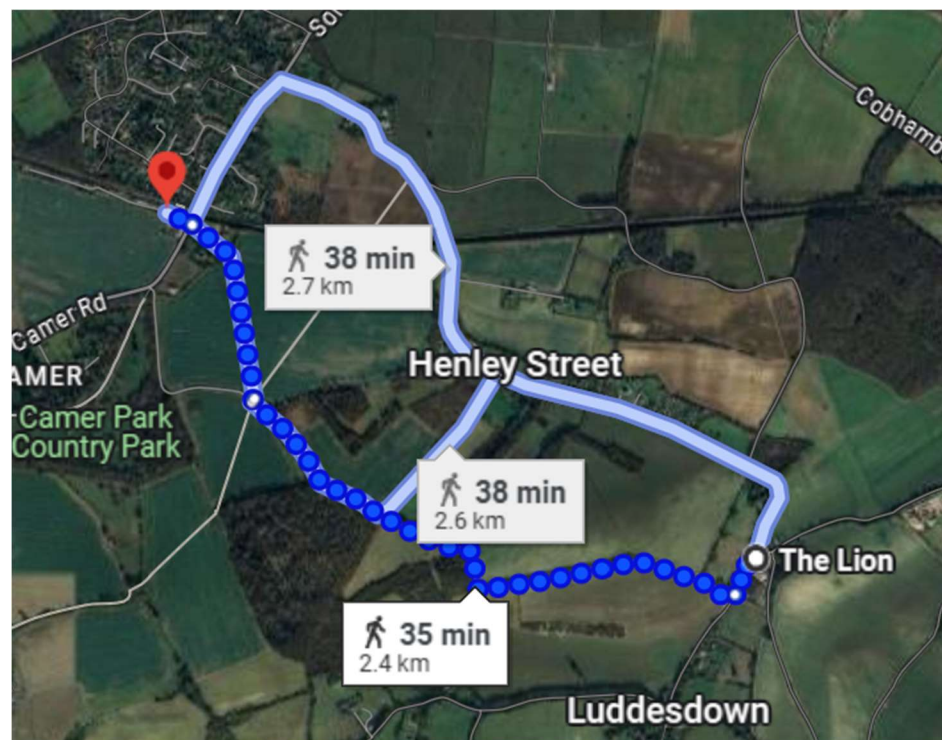


Figure 2-4: Walking Routes and Walking Times to Bus Stops (The Railway) for Sole Street Station
(Courtesy of Google Maps)

¹ The walk times provided in this report are based on a walk speed of 80m per minute, a figure which is widely used to estimate walk times and used within the Kent Connected online journey planner. It aims to provide a typical average value that estimates it takes 5 minutes to walk 400m, 10 minutes to walk 800m and so on

- 2.4.3 A summary of the bus service that calls at these stops is provided in Table 2-1 below; school services have been excluded.

SERVICE NO.	ROUTE	FREQUENCY
416 (Redroute)	Meopham School – Sole Street – Shorne Woods Country Park – Denton – Gravesend Railway Station	Monday – Friday 5 buses per day Saturday 3 buses per day Sunday no service

Table 2-1: Local Bus Routes and Frequencies (The Railway)

- 2.4.4 There are also bus stops (The George) on the A227 Wrotham Road which are a 41-minute walk from the site. A summary of the bus services that call at these stops is provided in Table 2-2 below; school services have been excluded.

SERVICE NO.	ROUTE	FREQUENCY
308 (Redroute Buses)	Gravesend – Istead Rise – Meopham – Vigo – Borough Green – Sevenoaks	Monday – Friday 6 buses per school day 5 buses per non-school day Saturday 6 buses per day Sunday No service
416 (Redroute)	Meopham School – Sole Street – Shorne Woods Country Park – Denton – Gravesend Railway Station	Monday – Friday 5 buses per day Saturday 3 buses per day Sunday No service

Table 2-2: Local Bus Routes and Frequencies (The George)

- 2.4.5 The nearest railway station to the site is Sole Street Railway Station (SOR), located approximately 2.7 km from the site on the Chatham Mainline. Walking to the station takes around 38 minutes via the road network and 35 minutes via the PRoW network, as shown in Figure 2-4. The station can be cycled from the site in 11 minutes. There are 10 cycle parking spaces located at the eastern end of Station Approach. There is step-free access to platform 1 for London services but no step-free access to/from platform 2 for country services.

- 2.4.6 Direct services that operate at the station are shown in Table 2-3.

ROUTE	TYPICAL JOURNEY TIME	WEEKDAY AM PEAK	WEEKDAY PM PEAK	WEEKDAY INTERPEAK	SATURDAY	SUNDAY
London Victoria (VIC) via Denmark Hill	59 mins	SOM to VIC 2tph	SOM to VIC 1tph	SOM to VIC 1tph	SOM to VIC 1tph	SOM to VIC 1tph
Gillingham (GLM) via Rochester	17 mins	SOM to GLM 2tph	SOM to GLM 2tph	SOM to GLM 1tph	SOM to GLM 1tph	SOM to GLM 1tph
Dover Priory (DVP) via Gillingham	1hr 35mins	No Service	No Service	No Service	No Service	SOM to DVP 1tph

Table 2-3: Direct Train Services at Sole Street Railway Station

2.5 ACCESSIBILITY

- 2.5.1 The nearest convenience store is located in Sole Street (2.5km/5-minute drive), but a wider range of services are to be found along the A227 corridor within Meopham and Hook Green. Meopham has a medical centre, a dentists and a couple of pubs while Hook Green has a pharmacy, a post office, a mini-supermarket and take away food outlets.

2.6 HIGHWAY SAFETY

- 2.6.1 Personal Injury Collision (PIC) data has been obtained from Kent County Council and Medway Council.

Kent County Council

- 2.6.2 The study area within Kent for the main access routes (Meopham to the Cobham Junction) is shown in Figure 2-5 for the most recent-five year period up to 30th September 2024. The data shows that there were 12 incidents reported within the study area for that period (labelled 1-12 in the Crash Report and referenced as 'PIC nos. 1-12' in this subsection), which resulted in one 'fatal' injury, five 'serious' injuries and nine 'slight' injuries. The Crash Report and the Plot Map are included at **Appendix A**.

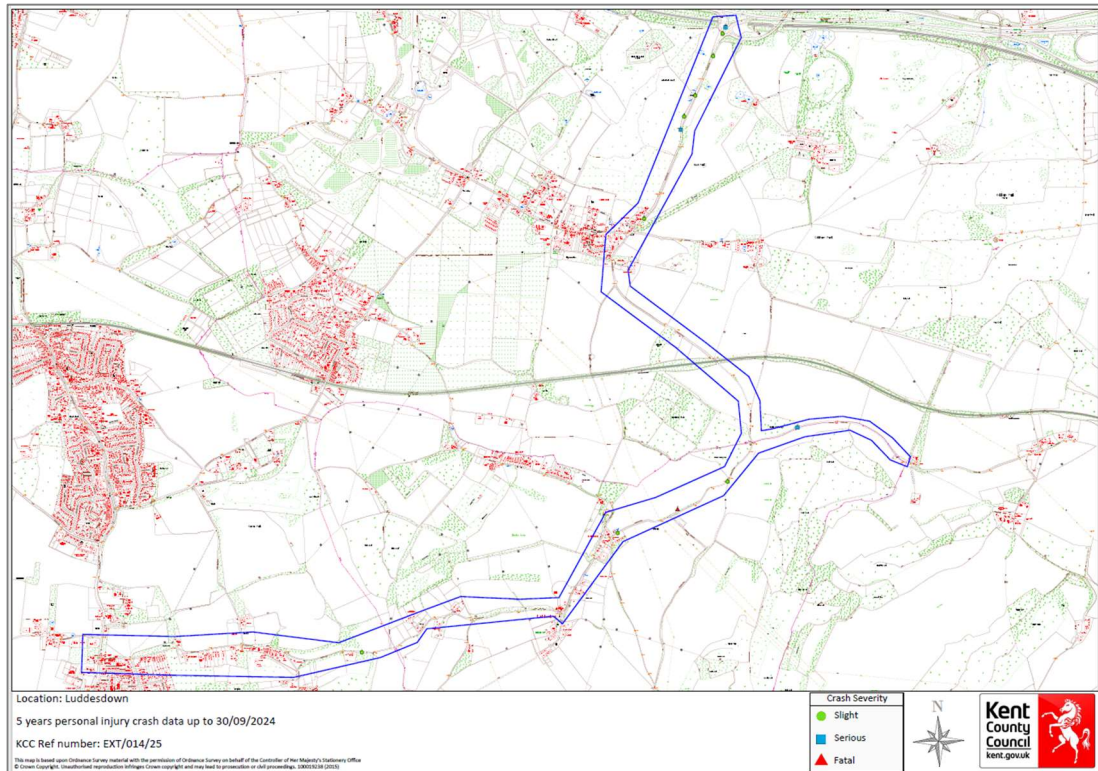


Figure 2-5: Personal Injury Crash Data – Study Area – Kent – 01.10.2019 – 30.09.2024
(Courtesy of Kent County Council)

2.6.3 On Luddesdown Road, one incident classified as 'fatal' (PIC no.3) and two incidents classified as 'slight' occurred (PIC nos.2 and 4).

- PIC no.3 took place 400m to the east of the junction with Cutter Ridge Road and occurred when a motorcyclist left the carriageway and collided with a tree, resulting in a fatal injury. The incident took place in daylight in fine and dry conditions and no other vehicles were involved in the incident;
- PIC no.2 occurred when a vehicle collided with a stationary vehicle to allow oncoming traffic to pass; and
- PIC no.4 occurred when a vehicle overturned while reversing into a side road.
- PIC no. 5 is classified as 'serious' in severity and took place on Warren Road. It occurred when a speeding vehicle swerved to avoid a stationary vehicle and collided with an oncoming vehicle, resulting in three 'serious' injuries.

2.6.4 Five incidents took place on Halfpence Lane with one incident classified as 'serious' (PIC no.7) and four classified as 'slight' (PIC nos. 6,8,9 and 10) in severity.

- PIC no.7 was classified as 'serious' and occurred when a driver left the carriageway and collided with a tree;
- PIC no. 6 occurred when a pedal cyclist was struck by a motor cyclist;
- PIC no.8 occurred when a vehicle left the carriageway and collided with a tree;
- PIC no.9 occurred when a car turned right into a car park across the path of an oncoming motor cyclist; and
- PIC no.10 occurred when a vehicle collided with an oncoming vehicle.

2.6.5 One incident classified as 'serious' (PIC no.12) and two incidents classified as 'slight' (PIC nos. 1 and 11) occurred on the roundabout at the northern end of Halfpence Lane where it meets the A2 slips roads.

- PIC no.11 which was classified as 'slight' was caused by a driver partly blinded by the sun, pulling out into a cyclist on the roundabout;
- PIC no.12 which was classified as 'serious' involved a cyclist being hit by a car which was trying to overtake a cyclist on the roundabout; and
- PIC no.1 which was classified as 'slight' occurred between the site and Meopham on Oakenden Road, when a motorcyclist drove into the back of a car that had stopped to give way, resulting in a rear-end shunt.

Medway Council

2.6.6 Data for most recent-five year period up to 31st December 2023, has been obtained from Medway Council for the study area shown in Figure 2-6. 11 incidents were reported within the study area for that period (labelled 1-11 in the Crash Report and referenced as 'PIC nos. 1-11' in this subsection), which resulted in one 'fatal' injury, one 'serious' injury and 16 'slight' injuries. The letter confirming the results of the search and the search extents are included at **Appendix A**.

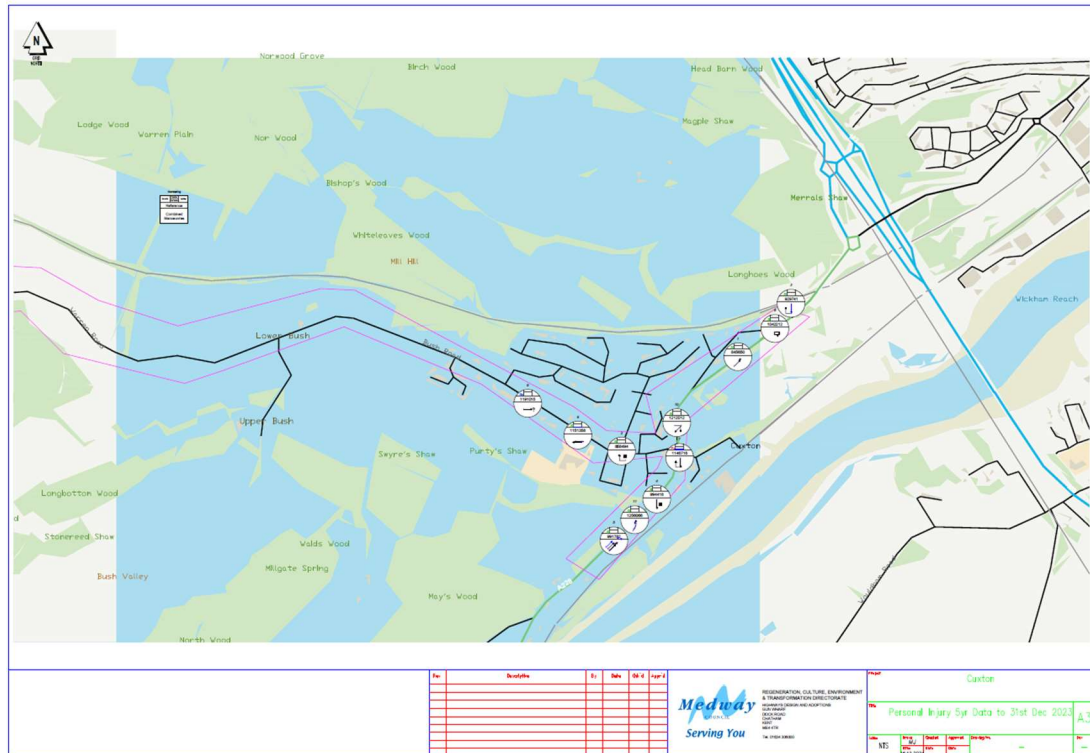


Figure 2-6: Personal Injury Crash Data – Study Area – Medway – 01.01.2019 – 31.12.2023
(Courtesy of Medway Council)

Bush Road

2.6.7 Three incidents were reported on Bush Road resulting in one 'serious' injury (PIC no.9 and three 'slight' injuries (PIC nos. 2 & 8).

- PIC no.9 which was classified as 'serious' occurred when a vehicle struck a wheelbarrow left partly in the carriageway, causing the wheelbarrow to strike and injure it's owner;
- PIC no.8 occurred when a driver failed to give way when exiting out of a driveway and collided with a westbound vehicle, resulting in a slight injury; and
- PIC no.2 occurred when a vehicle struck the open rear door of a parked vehicle while the driver was securing their passenger, resulting in two 'slight' injuries.

A228 Rochester Road / Sundridge Hill

2.6.8 Eight incidents were reported on the A228 within the study area resulting in one 'fatal' injury and thirteen 'slight' injuries.

- PIC no.7 which was classified as 'fatal' occurred when a vehicle turning right from Station Road onto the A228 Rochester Road collided with a southbound vehicle on the A228, causing the first vehicle to leave the carriageway and strike a bus stop shelter. Driver error was found to be the most probable contributory factor.
- PICs nos.1, 6 and 11 occurred when a vehicle ran into the back of a car that had stopped to give way, resulting in a rear-end shunt.
- PIC no.3 occurred when a driver failed to give way to an oncoming vehicle while joining the A228, resulting in a collision.
- PIC no.4 occurred when a southbound vehicle on the A228 collided with a stationary parked vehicle and
- PIC no. 5 occurred when a vehicle driver suffered a medical incident and collided with eight other vehicles, resulting in six 'slight' casualties.

2.6.9 It is noted that the recorded incidents appear to have resulted from driver error and it is therefore considered unlikely that the proposed development would materially exacerbate the highway safety record in this location.

3 DEVELOPMENT PROPOSALS

3.1 OVERVIEW

- 3.1.1 The planning application is described as:

"Proposed extension and refurbishment of the Golden Lion pub at Luddesdown including landscaping, parking and associated works."

- 3.1.2 The proposed development seeks to refurbish and extend the pub to rationalise the internal layout and external spaces. This includes its garden and car park, and the enhancement and extension of the dining area. The scheme forms the first part of the delivery of Vineyard Farms Ltd vision for Luddesdown and their estate, which comprises Luddesdown Court and its historic farmstead, Brookers Farm, the Golden Lion pub and the wider farmland, which operates as a vineyard.

3.2 ACCESS

- 3.2.1 The existing undefined access to the car park from Luddesdown Road has been newly defined and minimised to x m wide and is located midway between the junction with Cutter Ridge Road and Henley Street to provide improved visibility in both directions. A proposed site layout plan is attached at **Appendix C**.

3.3 PARKING

- 3.3.1 The existing car park will be formalised and extended to provide 37 vehicle parking spaces. This provision will include four disabled parking spaces located near the main entrance, eight cycle parking spaces and one active electric vehicle charging points and eight passive charging points in accordance with Approved Document S of The Building Regulations. The design of the car park is similar to many car parks in rural areas (e.g. at National Trust locations) with a permeable crushed gravel surface.

3.4 SITE SERVICING

- 3.4.1 Access to the building for fire appliances and equipment is within 45m of Luddesdown Road. There is a service yard and bin store on the ground floor with access into the car park. Refuse bins would be internally managed to ensure they are within 10m of the public highway on the day of collection. To ensure that the proposed site layout is accessible to service vehicles, swept path analysis has been undertaken for a light van and an estate car. The associated drawings are included at **Appendix D**. The drawings demonstrate that the site layout can comfortably accommodate these larger vehicle movements, ensuring that accessibility to all

properties is maintained and that vehicles can access and egress the site in a forward gear.

3.5 CONSTRUCTION TRAFFIC MANAGEMENT

- 3.5.1 Site offices and welfare facilities will be located on the construction site. Wheel washing equipment will be provided as necessary for construction phases. Access to the construction site will be secured and operated in accordance with current health and safety legislation. Delivery and construction HGV traffic will be accommodated on the construction site, with no requirement for waiting on the public highway. Daily movements of goods vehicles, in particular, will be timed to avoid peak traffic times.
- 3.5.2 Third-party suppliers and contractors visiting the site will be made aware of the construction access and routing arrangements at the start of the project. Site management will ensure compliance with construction access arrangements.

4 TRANSPORT PLANNING POLICY

4.1 OVERVIEW

- 4.1.1 This section sets out the relevant planning policies relating to this application. Please note that the application site is located within the jurisdiction of the Local Planning Authority; Gravesham Borough Council (GBC).

4.2 NATIONAL PLANNING POLICY FRAMEWORK (NPPF, 2024)

- 4.2.1 The NPPF sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other developments can be produced. The NPPF is a material consideration in planning decisions.
- 4.2.2 Paragraph 116 states that: *"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, following mitigation, would be severe, taking into account all reasonable future scenarios."*
- 4.2.3 Paragraph 117 then notes within this context, that applications for development should:
- (a) *"Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
 - (b) *Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
 - (c) *Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
 - (d) *Allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
 - (e) *Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations".*
- 4.2.4 Paragraph 118 states that: *"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport*

assessment so that the likely impacts of the proposal can be assessed and monitored."

4.3 PLANNING PRACTICE GUIDANCE

4.3.1 The Planning Policy Guidance (PPG) was published in March 2014 as a supporting resource in conjunction with the NPPF, which is also a material consideration in determining planning applications. With respect to transport, the PPG includes a section titled 'Travel Plans, Transport Assessments and Statements in Decision-Taking'. This provides general guidance on the process of producing these documents, from which the following key points are expressed.

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

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

4.3.3 In terms of parking provision, the requirements are set out by local guidance (see below); however, further to the NPPF, the following should be taken into consideration (Paragraph 8):-

"Maximum parking standards can lead to poor quality development and congested streets, local planning authorities should seek to ensure parking provision is appropriate to the needs of the development and not reduced below a level that could be considered reasonable."

4.4 LOCAL TRANSPORT PLAN 4 (LTP4): DELIVERING GROWTH WITHOUT GRIDLOCK 2016-2031

4.4.1 LTP4 was prepared by KCC and runs from 2016 to 2031. The Plan includes details on how the County Council will meet its transport ambition for Kent, which is:-

"To deliver safe and effective transport, ensuring that all Kent's communities and businesses benefit, the environment is enhanced and economic growth is supported".

4.4.2 This ambition will be realised through five targeted, overarching policies which will aim to deliver specific outcomes for the county:-

OUTCOME	POLICY DESCRIPTION
Economic growth and minimised congestion	Deliver resilient transport infrastructure and schemes that reduce congestion and improve journey time reliability to enable economic growth and appropriate development, meeting demand from a growing population.
Affordable and accessible door-to-door journeys	Promote affordable, accessible and connected transport to enable access for all to jobs, education, health and other services.
Safer travel	Provide a safer road, footway and cycleway network to reduce the likelihood of casualties and encourage other transport providers to improve safety on their networks.
Enhanced environment	Deliver schemes to reduce the environmental footprint of transport and enhance the historic and natural environment.
Better health and wellbeing	Provide and promote active travel choices for all members of the community to encourage good health and wellbeing and implement measures to improve local air quality.

- 4.4.3 Within LTP4, KCC outlines Strategic, Countywide and Local strategies for achieving the above outcomes, whilst continuing to promote and deliver 'Growth without Gridlock'.

4.5 GRAVESHAM LOCAL PLAN CORE STRATEGY

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

- 4.5.2 With regard to transport, there are a number of Strategic Objectives:-

"SO7 Enhance the Borough's public transport network to serve existing and new neighbourhoods and communities in Gravesend, Northfleet and Ebbsfleet.

SO15 Improve opportunities for recreation, sport, walking and cycling.

SO17 Increase accessibility, reduce the need to travel, minimise congestion and improve air quality through the improved provision of local public transport and the provision of local jobs and services."

- 4.5.3 Strategic Policy CS11 (Transport) states the following:-

"New developments should mitigate their impact on the highway and public transport networks as required. As appropriate, transport assessments and travel plans should be provided and implemented to ensure the delivery of travel choice and sustainable opportunities for travel..."

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

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

4.6 GRAVESHAM LOCAL PLAN FIRST REVIEW (SAVED POLICY)

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

POLICY NAME	POLICY DESCRIPTION
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 T4	The Local Planning and Highway Authorities will not normally permit any proposed development outside the confines of the built up area that generates significant vehicular or pedestrian traffic.
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.
Policy P3	The Borough Council will expect development to make provision for vehicle parking, in accordance with the Kent County Council Vehicle Parking Standards, as interpreted by Gravesham Borough Council, unless justified as an exception. All vehicle parking provision should normally be made on the development site. In the case of proposals for development in Class B1, as defined in the Town and Country Planning (Use Classes) Order 1987, the Borough Council will expect car parking provision to be made at the standard for offices and will also require lorry parking and manoeuvring areas to be provided, unless the applicant is willing to enter into an agreement to restrict the uses to which the permission relates.

4.7 PARKING POLICY

Vehicle Parking

- 4.7.1 Parking policy guidance and standards for non-residential developments in Gravesham are laid out within the Kent and Medway Structure Plan 2006 - Supplementary Planning Guidance SPG4. This outlines the maximum parking standards required for Land Use Class E(b) - Restaurants and Cafes, which are shown in Figure 4-1.

Maximum Goods Vehicle & Car Parking Standards

	Goods Vehicles	Car Parking	
		Employees	Customers
Restaurants & Cafes ⁽²⁾	see Note 1	1 space per 2 staff	1 space per 6m ²
Transport Cafes ⁽³⁾	1 lorry space per 5m ²	1 space per 2 staff	1 space per 15m ²
Notes:	1. Adequate facilities should be provided to enable delivery vehicles to park and manoeuvre clear of the public highway. 2. Includes roadside restaurants. 3. Car parking provision for customers should be contained within the allocated space for lorry parking.		

Figure 4-1:Excerpt from SPG4 – Maximum Vehicle Parking Standards for Restaurants & Cafes (Courtesy of Kent County Council)

- 4.7.2 SPG4 outlines the maximum parking standards required for Land Use Class Sui Generis - Public Houses, Licensed Bars & Banqueting Halls, which are shown in Figure 4-2.

Maximum Goods Vehicle & Car Parking Standards

	Goods Vehicles	Car Parking	
		Employees	Customers
Public Houses, Licensed Bars & Banqueting Halls ⁽²⁾	see Note 1	1 space per 2 staff	1 space per 10m ²
Notes:	1. Adequate facilities should be provided to enable delivery vehicles to park and manoeuvre clear of the public highway. 2. Includes bars open to non-residents in hotels and non-diners in restaurants.		

Figure 4-2:Excerpt from SPG4 – Maximum Vehicle Parking Standards for Public Houses, Licensed Bars & Banqueting Halls (Courtesy of Kent County Council)

Disabled Parking

- 4.7.3 Disabled parking requirements are set out in the Kent and Medway Structure Plan Supplementary Planning Guidance 4 (SPG4). This outlines the minimum standards for the provision of parking for people with impaired mobility, which are as follows:-

For Shopping, Recreation and Leisure (Land Use Classes A1, A3, A4, A5, C1, D1, D2 & Unclassified)	
Car Parks up to 50 spaces	1 designated space + 2 spaces of sufficient size but not specifically designated.
Car Parks with 50 to 200 spaces	3 designated spaces or 6% of the total capacity, whichever is greater
Car parks with greater than 200 spaces	4 designated spaces + 4% of the total capacity
Notes	1. The provision of parking spaces for the mobility impaired will be part of the overall level of parking provision for the development as opposed to an additional requirement. 2. The use of spaces allocated for the mobility impaired should be regularly monitored to ensure that the allocation is correct and that the system is working well.

Figure 4-3: Excerpt from SPG4 – Vehicle Parking Standards for People with Impaired Mobility (Courtesy of Kent County Council)

Cycle Parking

- 4.7.4 Cycle parking requirements are set out in the Kent and Medway Structure Plan Supplementary Planning Guidance 4 (SPG4). This outlines the minimum parking standards required for Land Use Class E(b) – Restaurants and Cafes, and Land Use Class Sui Generis – Public Houses, Licensed Bars & Banqueting Halls, which are as follows:-

Minimum Cycle Parking Standards

	Short to Medium Term (collection/delivery/shopping)	Medium to Long Term (meetings/workplace)
All developments	1 space per 10 seats	1 space per 20 seats
	Minimum of 2 spaces to be provided	

Figure 4-4: Excerpt from SPG4 – Minimum Cycle Parking Standards for Restaurants & Cafes, and Public Houses, Licensed Bars & Banqueting Halls (Courtesy of Kent County Council)

Electric Vehicle (EV) Charging

- 4.7.5 Electric Vehicle (EV) charging points should be provided in accordance with Part S of the Building Regulations (Requirement S4) which requires that one parking space should have access to an 'active' charging point and that one fifth of the remaining spaces should be afforded 'passive' provision (i.e. cable routes for future charging points).

4.8 POLICY COMPLIANCE

- 4.8.1 The level of car parking provision has been assessed in Table 4-1 below, with the individual gross floor areas (GFA) of each element of the proposals allocated to either the parking standard for a restaurant or the parking standard for a public house; the GFA of the W.C. area has been divided equally between both standards. The Applicant owns the adjacent Brooker Farm, which is used as a winery, with wide hardstanding areas where the staff of the Golden Lion will park, so the parking standards for the proposal have been applied for customers only. Since kitchen staff will also park off-site, the GFA of the kitchen area has also been removed for the purposes of calculating the parking requirement for the restaurant extension.

AREA	GFA	PARKING STANDARD - CUSTOMER	PARKING SPACES
Restaurant	147.0	Restaurant - 1 space per 6sqm	24
Kitchen	41.5	Restaurant - 1 space per 6sqm	0
W.C. (Restaurant)	19.0	Restaurant - 1 space per 6sqm	3
Bar	103.3	Public House - 1 space per 10sqm	10
W.C. (Bar)	19.0	Public House - 1 space per 10sqm	2
Total			39

Table 4-1: Maximum Parking Requirement

- 4.8.2 A total of 37 vehicle parking spaces are proposed, which is two spaces less than the maximum requirement. The parking accumulation assessment set out in Table shows an estimated maximum parking demand of 20 spaces for the restaurant extension, which is seven spaces less than the maximum requirement for the restaurant and W.C. (Restaurant) total GFA shown in Table 4-1. It is also considered that some existing customers of the public bar may begin to visit the restaurant, resulting in no additional parking demand. Therefore, the provision of 37 spaces, with 25 spaces provided to meet the parking demand for the restaurant extension, is considered appropriate for the proposed development.
- 4.8.3 This parking provision will include four disabled parking spaces located near the main entrance. One active electric vehicle charging point and eight passive

charging points which is in accordance with the Building Regulations Part S. Eight cycle parking spaces are to be installed in the car park adjacent to the building.

- 4.8.4 It has been demonstrated that sufficient on-site vehicle and cycle parking will be provided in line with the applicable Kent parking standards and the needs of the site. EV charging facilities will be provided .
- 4.8.5 The proposed development will have a negligible residual impact on the operation of the surrounding highway network, as shown in the following section of this TS. Given the above, it is not considered that the proposals will result in 'severe' residual transport impacts, in line with the NPPF.

5 TRIP ATTRACTION AND TRANSPORT IMPACTS

5.1 OVERVIEW

- 5.1.1 This section outlines the methodology employed to calculate the likely vehicle trip attraction of the proposed development. This assessment has only considered the trip attraction of the restaurant extension, since the site is currently used as a public house.

5.2 PROPOSED DEVELOPMENT VEHICLE TRIP ATTRACTION

- 5.2.1 A 'first principles' approach has been taken to estimate the vehicle trip attraction of the restaurant extension due to the lack of appropriate comparison sites in the national TRICS database.
- 5.2.2 In the interests of a robust assessment, a vehicle trip profile has been produced assuming a Saturday which is likely to be the busiest day of the week for bookings.
- 5.2.3 The following assumptions have been made: -
- 48 covers restaurant;
 - vehicle occupancy = 2.5 diners per vehicle;
 - the restaurant is assumed to be two-thirds full for breakfast (07:30-10:00) and lunch service (12:00-15:00), and full for dinner service (18:00-22:30);
 - seven kitchen/restaurant staff in total (half breakfast/lunch, half dinner), of which five will travel by single occupancy vehicle and one pair will car share (6 vehicles max);
 - one housekeeper who will travel by single occupancy vehicle;
 - all staff will park in the adjacent farm
 - diner dwell time 1 hour for breakfast / 1.5 hours lunch / 2 hours dinner; and
 - half of lunch dinner bookings arrive early and half of bookings arrive late.
- 5.2.4 On this basis, the anticipated vehicle trip profile is set out in Table 5-1 overleaf;-

TIME	ARRIVALS	DEPARTURES	TOTAL	NOTES
06:30-07:00	9	0	9	6 arriving diner vehicles, 3 arriving staff vehicles
07:00-08:00	8	0	8	7 arriving diner vehicles, 1 arriving housekeeper vehicle
07:30-08:00	6	7	13	6 arriving diner vehicles, 7 departing diner vehicles
08:00-08:30	7	6	13	7 arriving diner vehicles, 6 departing diner vehicles
08:30-09:00	6	7	13	6 arriving diner vehicles, 7 departing diner vehicles
09:00-09:30	7	6	13	7 arriving diner vehicles, 6 departing diner vehicles
09:30-10:00	6	7	13	6 arriving diner vehicles, 7 departing diner vehicles
10:00-10:30	0	6	6	6 departing diner vehicles
10:30-11:00	0	6	6	6 departing diner vehicles
11:00-11:30	0	0	0	-
11:30-12:00	7	0	7	7 arriving diner vehicles,
12:00-12:30	6	1	7	6 arriving diner vehicles, 1 departing housekeeper vehicle
12:30-13:00	0	0	0	-
13:00-13:30	6	7	13	6 arriving diner vehicles, 7 departing diner vehicles
13:30-14:00	10	6	16	7 arriving diner vehicles, 6 departing diner vehicles, 3 arriving staff vehicles
14:00-14:30	6	10	16	6 arriving diner vehicles, 7 departing diner vehicles, 3 departing staff vehicles
14:30-15:00	0	0	0	-
15:00-15:30	0	6	6	6 departing diner vehicles
15:30-16:00	0	0	7	7 departing diner vehicles
16:00-16:30	0	0	0	-
16:30-17:00	0	0	0	-
17:00-17:30	0	0	0	-
17:30-18:00	10	0	10	10 arriving diner vehicles
18:00-18:30	10	0	10	10 arriving diner vehicles

TIME	ARRIVALS	DEPARTURES	TOTAL	NOTES
18:30-19:00	0	0	0	-
19:00-19:30	0	0	0	-
19:30-20:00	10	10	20	10 arriving diner vehicles, 10 departing diner vehicles
20:00-20:30	10	10	20	10 arriving diner vehicles, 10 departing diner vehicles
20:30-21:00	0	0	0	-
21:00-21:30	0	0	0	-
21:30-22:00	0	10	10	10 departing diner vehicles
22:00-22:30	0	10	10	10 departing diner vehicles
22:30-23:00	0	3	3	3 departing staff vehicles
12 Hour (07:00-19:00)	95	81	176	
24-hour Total	124	124	248	

Table 5-1: Saturday Trip Profile for Restaurant Extension

- 5.2.5 It is noted that the restaurant extension is likely to generate a maximum of 248 vehicle trips on a busy Saturday and up to 40 movements in the peak hour (19:30-20:30), equating to two additional trips every five minutes.
- 5.2.6 Based on the above trip profile, a parking accumulation assessment for the site has been carried out, and the results are presented in Table 5-2 below. Please note that the staff and housekeeper trips have been removed since staff will park in the adjacent farm.

TIME	ARRIVALS	DEPARTURES	PARKING DEMAND
06:30-07:00	6	0	6
07:00-08:00	7	0	13
07:30-08:00	6	7	12
08:00-08:30	7	6	13
08:30-09:00	6	7	12
09:00-09:30	7	6	13
09:30-10:00	6	7	12
10:00-10:30	0	6	6
10:30-11:00	0	6	0
11:00-11:30	0	0	0

TIME	ARRIVALS	DEPARTURES	PARKING DEMAND
11:30-12:00	7	0	7
12:00-12:30	6	0	13
12:30-13:00	0	0	13
13:00-13:30	6	7	12
13:30-14:00	7	6	13
14:00-14:30	6	7	12
14:30-15:00	0	0	12
15:00-15:30	0	6	6
15:30-16:00	0	6	0
16:00-16:30	0	0	0
16:30-17:00	0	0	0
17:00-17:30	0	0	0
17:30-18:00	10	0	10
18:00-18:30	10	0	20
18:30-19:00	0	0	20
19:00-19:30	0	0	20
19:30-20:00	10	10	20
20:00-20:30	10	10	20
20:30-21:00	0	0	20
21:00-21:30	0	0	20
21:30-22:00	0	10	10
22:00-22:30	0	10	0
22:30-23:00	0	0	0

Table 5-2: Parking Accumulation Assessment

- 5.2.7 It is noted that a maximum of 20 vehicles are expected to be on-site at any one time; however, in order to provide sufficient flexibility, a total of 25 parking spaces are proposed for the proposed restaurant extension, as set out in Table 4-1.

6 SUMMARY AND CONCLUSION

- 6.1.1 This Transport Statement has been prepared on behalf of Vineyard Farms Ltd in support of a full planning application to Gravesham Borough Council (GBC) for the:-

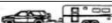
"Proposed extension and refurbishment of the Golden Lion pub at Luddesdown including landscaping, parking and associated works."

- 6.1.2 Following a review of national and local transport planning policy, no conflicts are envisaged. A review of the local highway safety record has concluded that the proposed development should have no material adverse impacts in this regard.
- 6.1.3 The existing car park will be formalised and extended to provide 37 vehicle parking spaces. This provision will include four disabled parking spaces located near the main entrance, eight cycle parking spaces, one active electric vehicle charging point and eight passive charging points in accordance with Approved Document S of The Building Regulations.
- 6.1.4 It has been demonstrated that the proposed restaurant extension has the capacity to generate approximately 176 vehicle trips across the 12-hour Saturday period (07:00-19:00), equating to approximately 15 movements per hour on average, or one movement every four minutes. It is not considered that this represents a 'severe' residual impact with reference to Paragraph 116 of the National Planning Policy Framework.
- 6.1.5 Given the above, it is concluded that the proposed development should not have any material adverse transport impacts and therefore there should be no sound transport-based objections to the planning application.

APPENDIX

A



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

K&MTRAFFIC SURVEYS

SITE: Site 1 - Luddesdown

LOCATION: Attached to telegraph pole

GRID REFERENCE: 51.374584, 0.401089

DIRECTION: NORTHBOUND

SPEED LIMIT: NSL

03 December 2022

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	18.4	-
0100	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	19.3	-
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19.3	-
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19.3	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	20.7	-
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0800	10	9	0	1	0	0	0	0	0	0	0	0	0	0	0	17.3	-
0900	11	10	0	1	0	0	0	0	0	0	0	0	0	0	0	20.7	23.8
1000	14	12	0	1	0	0	0	0	0	0	0	0	0	0	1	19.4	22.9
1100	11	8	0	2	0	0	1	0	0	0	0	0	0	0	0	18.2	21.9
1200	12	11	0	0	0	1	0	0	0	0	0	0	0	0	0	18.1	24.5
1300	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	18.5	-
1400	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	19.5	-
1500	10	9	0	1	0	0	0	0	0	0	0	0	0	0	0	18.9	-
1600	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	19.6	-
1700	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	18.7	-
1800	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	18.1	-
1900	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	18.1	-
2000	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	17.4	-
2100	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	18.1	-
2200	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	19.2	-
07-19	99	88	0	7	0	1	1	0	0	0	0	0	0	0	2	18.8	22.3
06-22	123	112	0	7	0	1	1	0	0	0	0	0	0	0	2	18.7	21.9
06-00	124	113	0	7	0	1	1	0	0	0	0	0	0	0	2	18.7	21.8
00-00	131	120	0	7	0	1	1	0	0	0	0	0	0	0	2	18.7	21.8

04 December 2022

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	20	-
0100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	22	-
0200	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	-	-
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0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	22	-
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0800	7	5	0	2	0	0	0	0	0	0	0	0	0	0	0	20.3	-
0900	8	6	0	1	0	0	0	0	0	0	0	0	0	1	0	18.1	-
1000	12	6	1	1	0	0	0	0	0	0	0	0	0	2	2	17.9	21.2
1100	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	18.1	20.2
1200	25	24	0	1	0	0	0	0	0	0	0	0	0	0	0	17.8	21.5
1300	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	16.9	20.1
1400	10	8	0	1	0	0	0	0	0	0	0	0	0	1	0	19	-
1500	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	17.2	20.8
1600	23	21	0	2	0	0	0	0	0	0	0	0	0	0	0	18.8	22.1
1700	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	19.2	-
1800	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19.3	-
1900	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	19.8	-
2000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	22.5	-
2100	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	21.6	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	124	109	1	8	0	0	0	0	0	0	0	0	0	4	2	18.2	21.2
06-22	138	123	1	8	0	0	0	0	0	0	0	0	0	4	2	18.5	21.4
06-00	138	123	1	8	0	0	0	0	0	0	0	0	0	4	2	18.5	21.4
00-00	143	128	1	8	0	0	0	0	0	0	0	0	0	4	2	18.6	21.4

05 December 2022

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
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0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22.6	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22.6	-
0600	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	16.6	-
0700	12	10	0	2	0	0	0	0	0	0	0	0	0	0	0	18.1	20.3
0800	13	11	0	1	0	0	0	0	0	0	0	0	0	0	0	18	22.1
0900	18	17	0	0	0	0	0	0	0	1	0	0	0	0	0	16.1	20.6
1000	20	19	0	1	0	0	0	0	0	0	0	0	0	0	0	17.4	19.9
1100	16	15	0	1	0	0	0	0	0	0	0	0	0	0	0	19.1	22.8
1200	21	19	0	2	0	0	0	0	0	0	0	0	0	0	0	18.6	21
1300	8	6	2	0	0	0	0	0	0	0	0	0	0	0	0	19.2	-
1400	15	12	0	3	0	0	0	0	0	0	0	0	0	0	0	18.6	21.8
1500	12	11	0	1	0	0	0	0	0	0	0	0	0	0	0	19.7	22.2
1600	28	24	0	3	0	0	0	0	0	0	0	0	0	1	0	16.6	19.8
1700	19	19	0	0	0	0	0	0	0	0	0	0	0	0	0	19.3	24.5
1800	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	21.4	-
1900	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	18.7	-
2000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	18	-
2100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	18	-
2200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	20	-
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20.2	-
07-19	190	171	2	14	0	0	0	0	0	1	0	0	0	1	1	18.2	21.7
06-22	210	191	2	14	0	0	0	0	0	1	0	0	0	1	1	18.2	21.7
06-00	214	195	2	14	0	0	0	0	0	1	0	0	0	1	1	18.2	21.7
00-00	216	197	2	14	0	0	0	0	0	1	0	0	0	1	1	18.2	21.7

06 December 2022

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	22.5	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21.5	-
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21.5	-
0500	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	22.9	-
0600	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	11.9	-
0700	15	14	0	1	0	0	0	0	0	0	0	0	0	0	0	16.8	21
0800	19	16	1	2	0	0	0	0	0	0	0	0	0	0	0	16.7	18.9
0900	21	16	0	4	0	0	0	0	0	0	0	0	0	0	1	17.3	18.9
1000	12	11	0	1	0	0	0	0	0	0	0	0	0	0	0	16.7	20
1100	16	14	0	0	0	0	0	0	0	0	0	0	0	0	2	17.3	19.6
1200	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	17.5	21.4
1300	16	13	0	1	0	0	0	0	0	0	0	0	0	1	1	19.7	24.9
1400	13	10	0	2	0	0	0	0	0	0	0	0	0	1	0	17.7	21.3
1500	22	19	0	1	0	0	0	0	0	0	0	0	0	1	1	18	21.3
1600	23	21	0	2	0	0	0	0	0	0	0	0	0	0	0	15.7	19.6
1700	21	20	0	1	0	0	0	0	0	0	0	0	0	0	0	19.5	23.3
1800	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	21.6	-
1900	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	22.2	-
2000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19.2	-
2100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	23.5	-
2200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22.6	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	198	174	1	15	0	0	0	0	0	0	0	0	0	3	5	17.7	20.9
06-22	206	182	1	15	0	0	0	0	0	0	0	0	0	3	5	17.7	21.1
06-00	207	183	1	15	0	0	0	0	0	0	0	0	0	3	5	17.7	21.3
00-00	214	190	1	15	0	0	0	0	0	0	0	0	0	3	5	17.9	21.6

07 December 2022

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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	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	-	-
0400	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	-
0600	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	15	-
0700	18	16	0	2	0	0	0	0	0	0	0	0	0	0	0	18.2	22.2
0800	20	20	0	0	0	0	0	0	0	0	0	0	0	0	0	18.7	20.9
0900	7	5	0	2	0	0	0	0	0	0	0	0	0	0	0	19.4	-
1000	13	11	0	2	0	0	0	0	0	0	0	0	0	0	0	20.1	25.4
1100	17	14	0	3	0	0	0	0	0	0	0	0	0	0	0	17	19.9
1200	13	12	0	1	0	0	0	0	0	0	0	0	0	0	0	16.8	20.7
1300	8	5	0	3	0	0	0	0	0	0	0	0	0	0	0	16.7	-
1400	16	12	1	2	0	0	0	1	0	0	0	0	0	0	0	18.4	21.4
1500	11	10	0	1	0	0	0	0	0	0	0	0	0	0	0	19.9	22.5
1600	39	35	0	1	0	0	0	0	0	0	0	0	0	1	2	16.4	18.9
1700	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	19.6	21.7
1800	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	18.5	-
1900	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	19.2	-
2000	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	20.3	-
2100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22	-
2200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	21.7	-
2300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	21.7	-
07-19	185	163	1	17	0	0	0	1	0	0	0	0	0	1	2	18	21.2
06-22	198	176	1	17	0	0	0	1	0	0	0	0	0	1	2	18.1	21.5
06-00	203	181	1	17	0	0	0	1	0	0	0	0	0	1	2	18.2	21.7
00-00	205	183	1	17	0	0	0	1	0	0	0	0	0	1	2	18.2	21.7

08 December 2022

[illegible]

09 December 2022

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	10.8	-
0100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	16.5	-
0200	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	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	16.5	-
0600	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	17.4	-
0700	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	17.3	-
0800	18	16	0	2	0	0	0	0	0	0	0	0	0	0	0	18.2	21.9
0900	18	17	0	0	0	1	0	0	0	0	0	0	0	0	0	16.9	21.4
1000	15	12	0	2	0	1	0	0	0	0	0	0	0	0	0	15.4	17.6
1100	20	20	0	0	0	0	0	0	0	0	0	0	0	0	0	18.2	20.7
1200	16	15	0	1	0	0	0	0	0	0	0	0	0	0	0	18.7	21.5
1300	21	19	0	1	0	1	0	0	0	0	0	0	0	0	0	18.2	21
1400	19	15	0	3	0	1	0	0	0	0	0	0	0	0	0	19.4	25.7
1500	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	17.3	22.5
1600	31	31	0	0	0	0	0	0	0	0	0	0	0	0	0	18	19.3
1700	22	21	0	1	0	0	0	0	0	0	0	0	0	0	0	19.4	21.5
1800	13	12	0	1	0	0	0	0	0	0	0	0	0	0	0	20.2	22.1
1900	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	17.6	-
2000	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	19.2	-
2100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	19.9	-
2200	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	17.5	-
2300	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	18.4	-
07-19	214	199	0	11	0	4	0	0	0	0	0	0	0	0	0	18.2	21.4
06-22	226	210	0	12	0	4	0	0	0	0	0	0	0	0	0	18.2	21.4
06-00	235	219	0	12	0	4	0	0	0	0	0	0	0	0	0	18.2	21.3
00-00	242	226	0	12	0	4	0	0	0	0	0	0	0	0	0	18.1	21.3

K&MTRAFFIC SURVEYS

SITE: Site 1 - Luddesdown

LOCATION: Attached to telegraph pole

GRID REFERENCE: 51.374584, 0.401089

DIRECTION: NORTHBOUND SPEED LIMIT: NSL

03 December 2022

[illegible]

04 December 2022

[illegible]

05 December 2022

[illegible]

06 December 2022

[illegible]

07 December 2022

[illegible]

08 December 2022

[illegible]

09 December 2022

[illegible]

Grand Total

[illegible]

K&M TRAFFIC SURVEYS

SITE: Site 1 - Luddesdown

LOCATION: Attached to telegraph pole

GRID REFERENCE: 51.374584, 0.401089

DIRECTION: NORTHBOUND

SPEED LIMIT: NSL

	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Averages	
	03-Dec	04-Dec	05-Dec	06-Dec	07-Dec	08-Dec	09-Dec	1-5.	1-7.
Hour									
0000-0100	4	3	0	1	0	2	1	0.8	1.6
0100-0200	0	2	0	0	0	0	2	0.4	0.6
0200-0300	1	0	0	0	0	0	0	0	0.1
0300-0400	1	0	1	1	0	1	0	0.6	0.6
0400-0500	1	0	0	1	0	2	0	0.6	0.6
0500-0600	0	0	1	4	2	2	4	2.6	1.9
0600-0700	2	2	7	3	2	1	2	3	2.7
0700-0800	0	0	12	15	18	14	6	13	9.3
0800-0900	10	7	13	19	20	23	18	18.6	15.7
0900-1000	11	8	18	21	7	16	18	16	14.1
1000-1100	14	12	20	12	13	23	15	16.6	15.6
1100-1200	11	12	16	16	17	15	20	16.8	15.3
1200-1300	12	25	21	13	13	20	16	16.6	17.1
1300-1400	5	12	8	16	8	14	21	13.4	12
1400-1500	2	10	15	13	16	17	19	16	13.1
1500-1600	10	11	12	22	11	17	15	15.4	14
1600-1700	7	23	28	23	39	22	31	28.6	24.7
1700-1800	10	3	19	21	15	19	22	19.2	15.6
1800-1900	7	1	8	7	8	27	13	12.6	10.1
1900-2000	8	5	9	2	6	7	5	5.8	6
2000-2100	6	2	2	1	4	4	3	2.8	3.1
2100-2200	8	5	2	2	1	4	2	2.2	3.4
2200-2300	0	0	3	1	3	6	4	3.4	2.4
2300-2400	1	0	1	0	2	0	5	1.6	1.3
Totals									
0700-1900	99	124	190	198	185	227	214	202.8	176.7
0600-2200	123	138	210	206	198	243	226	216.6	192
0600-0000	124	138	214	207	203	249	235	221.6	195.7
0000-0000	131	143	216	214	205	256	242	226.6	201
AM Peak	1000	1100	1000	900	800	1000	1100		
	14	12	20	21	20	23	20		
PM Peak	1200	1200	1600	1600	1600	1800	1600		
	12	25	28	23	39	27	31		

K&MTRAFFIC SURVEYS

SITE: Site 1 - Luddesdown

LOCATION: Attached to telegraph pole

GRID REFERENCE: 51.374584, 0.401089

DIRECTION: SOUTHBOUND

SPEED LIMIT: NSL

03 December 2022

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	24.1	-
0100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	19.4	-
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	16.6	-
0300	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	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18.6	-
0700	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	21.6	-
0800	11	10	0	0	0	0	0	0	0	0	0	0	0	0	0	17.1	21.3
0900	12	8	0	0	0	1	0	0	0	0	0	0	0	0	0	14.9	18.4
1000	10	7	0	0	0	0	0	0	0	0	0	0	0	0	0	14.2	-
1100	10	9	0	1	0	0	0	0	0	0	0	0	0	0	0	17.3	-
1200	7	5	1	0	0	0	0	0	0	0	0	0	0	0	0	16.5	-
1300	10	9	0	1	0	0	0	0	0	0	0	0	0	0	0	17.3	-
1400	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	16.7	-
1500	15	13	0	2	0	0	0	0	0	0	0	0	0	0	0	18.7	21.6
1600	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	18.3	-
1700	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	16.5	-
1800	17	17	0	0	0	0	0	0	0	0	0	0	0	0	0	18	23
1900	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	16	-
2000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	16.8	-
2100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13.4	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	15.9	-
07-19	118	104	1	4	0	1	0	0	0	0	0	0	0	0	8	17.2	21.3
06-22	123	109	1	4	0	1	0	0	0	0	0	0	0	0	8	17.1	21.2
06-00	125	111	1	4	0	1	0	0	0	0	0	0	0	0	8	17.1	21.2
00-00	130	116	1	4	0	1	0	0	0	0	0	0	0	0	8	17.3	21.3

04 December 2022

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	22.3	-
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21.7	-
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21.9	-
0300	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	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	5	3	0	1	0	0	0	0	0	0	0	0	0	0	1	17	-
0800	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	16.7	-
0900	14	12	0	0	0	1	0	0	0	0	0	0	0	0	0	16.5	20
1000	14	12	0	0	0	0	0	0	0	0	0	0	0	0	2	14.5	16.3
1100	21	15	1	2	0	0	0	0	0	0	0	0	0	0	3	16.8	20.9
1200	13	12	0	0	0	1	0	0	0	0	0	0	0	0	0	16.5	19.7
1300	30	27	0	0	0	0	0	0	0	0	0	0	0	1	2	15.1	18
1400	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	16.8	-
1500	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	16.8	-
1600	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	17.4	-
1700	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	17.9	-
1800	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	19.3	-
1900	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13.2	-
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	22.4	-
07-19	135	118	1	3	0	2	0	0	0	0	0	0	0	2	9	16.3	19.6
06-22	136	119	1	3	0	2	0	0	0	0	0	0	0	2	9	16.3	19.6
06-00	138	121	1	3	0	2	0	0	0	0	0	0	0	2	9	16.4	19.6
00-00	142	125	1	3	0	2	0	0	0	0	0	0	0	2	9	16.5	19.9

05 December 2022

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	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11.2	-
0200	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	-	-
0400	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	-	-
0600	19	18	0	0	0	0	0	0	0	0	0	0	0	0	1	16.8	23
0700	25	21	0	3	0	0	0	0	0	0	0	0	0	1	0	19.2	22.5
0800	38	36	0	0	2	0	0	0	0	0	0	0	0	0	0	17	20.5
0900	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	17.2	21.4
1000	17	14	0	2	0	0	0	0	0	0	0	0	0	0	1	16.7	19.7
1100	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	17.4	-
1200	12	11	0	1	0	0	0	0	0	0	0	0	0	0	0	15.4	19.1
1300	16	13	1	2	0	0	0	0	0	0	0	0	0	0	0	16.8	20.5
1400	11	10	0	1	0	0	0	0	0	0	0	0	0	0	0	17.9	20.5
1500	12	10	0	1	0	0	0	0	0	0	0	0	0	0	1	17.3	22.4
1600	21	20	0	0	0	1	0	0	0	0	0	0	0	0	0	15.4	19
1700	6	5	1	0	0	0	0	0	0	0	0	0	0	0	0	15.9	-
1800	10	9	0	1	0	0	0	0	0	0	0	0	0	0	0	18.8	-
1900	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	18.5	-
2000	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	18.4	-
2100	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	16.1	-
2200	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	17.1	-
2300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	21.1	-
07-19	190	171	2	11	2	1	0	0	0	0	0	0	0	1	2	17.1	20.6
06-22	220	200	2	11	2	1	0	0	0	0	0	0	0	1	3	17.1	20.8
06-00	228	208	2	11	2	1	0	0	0	0	0	0	0	1	3	17.1	20.8
00-00	229	209	2	11	2	1	0	0	0	0	0	0	0	1	3	17.1	20.8

06 December 2022

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	0 -	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
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	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	0	11.4 -
0600	15	14	0	0	0	0	0	0	0	0	0	0	0	0	0	1	16.7 19.8
0700	24	21	0	1	1	0	0	0	0	0	0	0	0	1	0	0	19.2 20.9
0800	34	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.6 21.2
0900	14	13	0	1	0	0	0	0	0	0	0	0	0	0	0	0	17.2 20.2
1000	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.3 -
1100	12	5	1	3	0	0	0	0	0	0	0	0	0	1	2	16.4	21.4
1200	16	13	0	2	0	0	0	0	0	0	0	0	0	0	0	1	16.2 22.2
1300	16	13	0	2	0	0	0	0	0	0	0	0	0	0	0	1	15.4 18.3
1400	14	12	0	1	0	0	0	0	0	0	0	0	0	0	0	1	16.2 21.1
1500	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16 20.5
1600	16	15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	18 21.9
1700	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.5 20.2
1800	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	19.2 -
1900	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.8 -
2000	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.6 -
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
2200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.1 -
2300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.2 -
07-19	190	169	1	11	1	0	0	0	0	0	0	0	0	3	5	17.2	20.9
06-22	215	193	1	11	1	0	0	0	0	0	0	0	0	3	6	17.2	20.9
06-00	220	198	1	11	1	0	0	0	0	0	0	0	0	3	6	17.4	21
00-00	222	200	1	11	1	0	0	0	0	0	0	0	0	3	6	17.3	21

07 December 2022

[illegible]

08 December 2022

[illegible]

09 December 2022

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	0 -	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.5 -
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0500	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.1 -
0600	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.6 -
0700	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22 -
0800	36	35	0	1	0	0	0	0	0	0	0	0	0	0	0	0	18.5 21.3
0900	18	16	0	1	0	1	0	0	0	0	0	0	0	0	0	0	18.2 20.6
1000	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.1 20.9
1100	22	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.5 20.2
1200	17	15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	16.5 18.9
1300	14	12	0	1	0	1	0	0	0	0	0	0	0	0	0	0	15.2 19.2
1400	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.8 19
1500	18	17	0	0	0	0	0	0	0	0	0	0	0	0	0	1	17.9 21
1600	17	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.9 22.1
1700	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.9 -
1800	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	18.7 -
1900	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.6 -
2000	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.9 -
2100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.1 -
2200	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18 -
2300	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.4 -
07-19	193	184	0	6	0	2	0	0	0	0	0	0	0	0	1	17.7	21
06-22	206	197	0	6	0	2	0	0	0	0	0	0	0	0	1	17.8	21.5
06-00	214	205	0	6	0	2	0	0	0	0	0	0	0	0	1	18	21.5
00-00	216	207	0	6	0	2	0	0	0	0	0	0	0	0	1	18	21.5

K&M TRAFFIC SURVEYS

SITE: Site 1 - Luddesdown

LOCATION: Attached to telegraph pole

GRID REFERENCE: 51.374584, 0.401089

DIRECTION: SOUTHBOUND SPEED LIMIT: NSL

03 December 2022

[illegible]

04 December 2022

[illegible]

05 December 2022

[illegible]

06 December 2022

[illegible]

07 December 2022

[illegible]

08 December 2022

[illegible]

09 December 2022

[illegible]**Grand Total**[illegible]

K&M TRAFFIC SURVEYS

SITE: Site 1 - Luddesdown

LOCATION: Attached to telegraph pole

GRID REFERENCE: 51.374584, 0.401089

DIRECTION: SOUTHBOUND

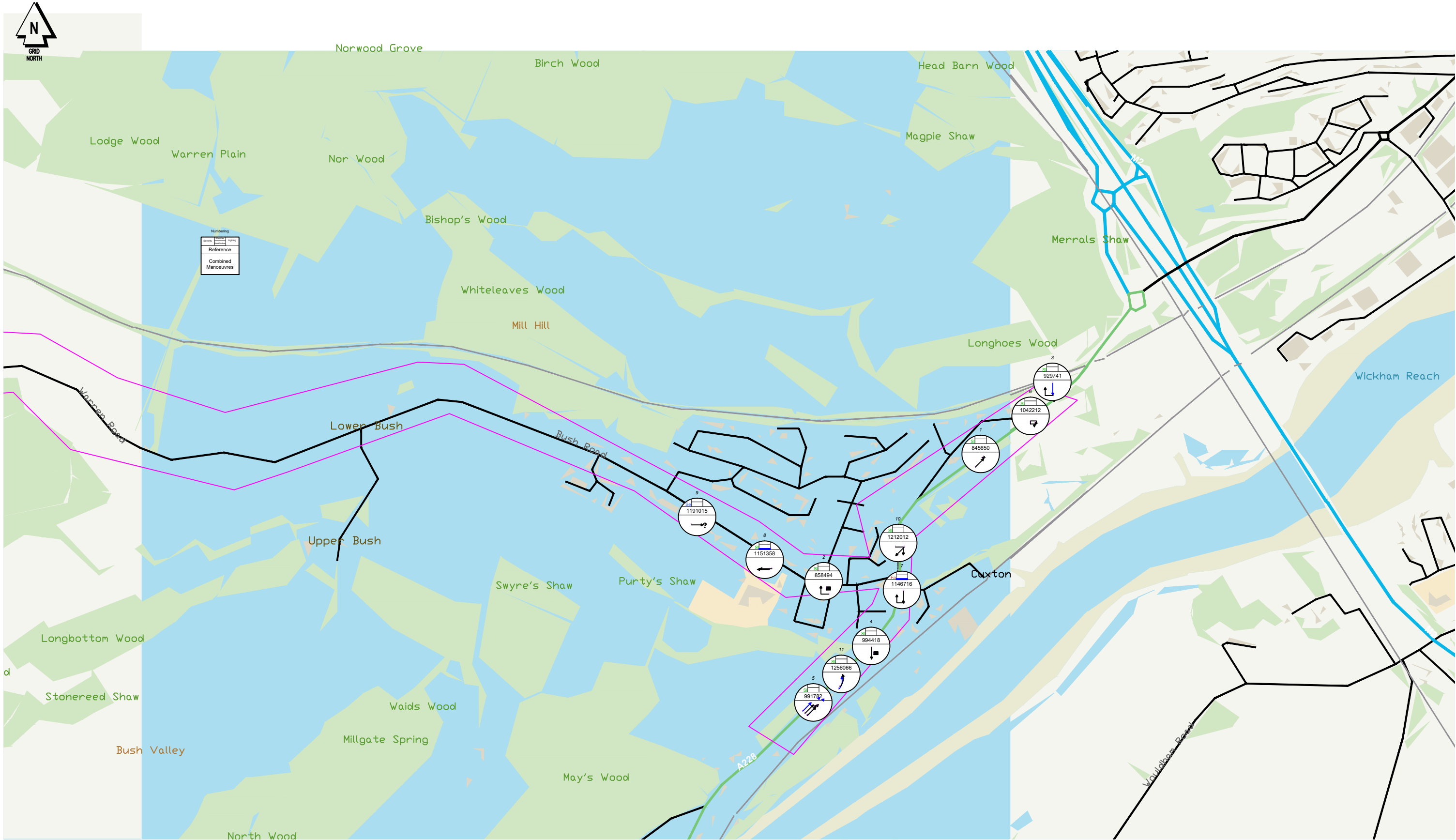
SPEED LIMIT: NSL

	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Averages	
	03-Dec	04-Dec	05-Dec	06-Dec	07-Dec	08-Dec	09-Dec	1-5.	1-7.
Hour									
0000-0100	2	2	0	0	0	0	0	0	0
0100-0200	2	1	1	0	0	1	0	0.4	0.7
0200-0300	1	1	0	0	0	0	0	0	0.3
0300-0400	0	0	0	0	0	0	1	0.2	0.1
0400-0500	0	0	0	0	0	0	0	0	0
0500-0600	0	0	0	2	0	0	1	0.6	0.4
0600-0700	1	0	19	15	11	9	4	11.6	8.4
0700-0800	4	5	25	24	28	25	8	22	17
0800-0900	11	4	38	34	29	34	36	34.2	26.6
0900-1000	12	14	13	14	13	13	18	14.2	13.9
1000-1100	10	14	17	10	10	17	14	13.6	13.1
1100-1200	10	21	9	12	11	15	22	13.8	14.3
1200-1300	7	13	12	16	16	19	17	16	14.3
1300-1400	10	30	16	16	14	12	14	14.4	16
1400-1500	8	10	11	14	15	17	14	14.2	12.7
1500-1600	15	6	12	16	17	18	18	16.2	14.6
1600-1700	10	7	21	16	26	22	17	20.4	17
1700-1800	4	5	6	15	6	8	7	8.4	7.3
1800-1900	17	6	10	3	3	7	8	6.2	7.7
1900-2000	1	1	3	7	7	8	3	5.6	4.3
2000-2100	2	0	3	3	3	2	4	3	2.4
2100-2200	1	0	5	0	1	4	2	2.4	1.9
2200-2300	0	0	6	3	11	6	4	6	4.3
2300-2400	2	2	2	2	3	1	4	2.4	2.3
Totals									
0700-1900	118	135	190	190	188	207	193	193.6	174.4
0600-2200	123	136	220	215	210	230	206	216.2	191.4
0600-0000	125	138	228	220	224	237	214	224.6	198
0000-0000	130	142	229	222	224	238	216	225.8	200.1
AM Peak	900	1100	800	800	800	800	800		
	12	21	38	34	29	34	36		
PM Peak	1800	1300	1600	1600	1600	1600	1500		
	17	30	21	16	26	22	18		

APPENDIX

B





							Project		Cuxton	
							Title		Personal Injury 5yr Data to 31st Dec 2023	
							Scale		NTS	
							Drawn		MJ	
							Date		18.12.2024	
							Checked			
							Approved			
							Drawing No.		-	
							Rev		-	

Rev	Description	By	Date	Chk'd	App'd

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1	SEVERITY SLIGHT	District Medway Ref.No 845650		Grid Reference 571405 / 167089 Police Officer Attend: No - reported over the counter		
Date 09/05/2019 Day Thursday Time 08:40 Weather Fine without high winds Road Surface Dry Street Lighting Daylight		Road A228 Location SUNDRIDGE HILL (A228) - 192 METRES JUNCTION PILGRIMS WAY, ROCHESTER Description of Accident V1 and V2 going up Sundridge Hill. V2 in front and stopped, V1 has gone into back of V2.				
SITE DETAILS Speed Limit 30 MPH Carriageway Single carriageway Junction Detail Not at or within 20 metres of junction Junction Control 2nd Road Number Pedestrian Facilities None within 50 metres No physical crossing facility within 50 metres		SPECIAL SITE CONDITIONS None	CONTRIBUTORY FACTORS 308 Following too close (Driver/Rider - Injudicious) 406 Failed to judge other person's path/speed (Driver/Rider - Error)		PARTICIPANT Vehicle 001 Vehicle 001	PROBABILITY B B
VEHICLES INVOLVED 2			CASUALTIES INVOLVED 1			
Veh.No. 1 Vehicle type Car Make FORD Model KA TITANIUM Manoeuvre Going ahead other Veh. direction from Southwest to Northeast Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Not at or within 20m of junction Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Front Veh registration no. Other veh.hit (ref.no) 2 Hit and run Not hit and run Drivers age 20 yrs Sex Female Breath test Driver not contacted Driving Lic Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Not Known			Cas No 1 Cas Class Driver or Rider Veh ref No 2 Severity SLIGHT Age 39 yrs Sex Female Post code Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Unknown Cycle Helmet Not a cyclist Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured			
Veh.No. 2 Vehicle type Car Make RENAULT Model CAPTUR DY Manoeuvre Slowing or stopping Veh. direction from Southwest to Northeast Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Not at or within 20m of junction Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Back Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run Drivers age 39 yrs Sex Female Breath test Driver not contacted Driving Lic Left Hand Drive No Foreign veh. Journey purpose Not Known			Other Details			
Full Details			17 December 2024		Accident Ref.No 845650	

2	SEVERITY SLIGHT	District Medway Ref.No 858494		Grid Reference 570951 / 166716 Police Officer Attend: No - reported over the counter
Date 30/06/2019 Day Sunday Time 15:20 Weather Fine without high winds Road Surface Dry Street Lighting Daylight		Road U Location O/S 47 BUSH ROAD NEAR JUNCTION JAMES ROAD, CUXTON Description of Accident V2 PARKED, DRIVER HAD O/S/R DOOR OPEN WHILST PUTTING 7YR OLD CHILD INTO REAR SEAT. V1 FAILED TO SEE OPEN DOOR AND HIT SAME, CAUSING DOOR TO SWING ONTO ADULT WHO WAS PUTTING CHILDS SAFETY BELT ON. ADULT SUFFERED INJURY. ELDERLY DRIVER OF V1 STOPPED AND SOME DETAILS WERE EXCHANGED.		
SITE DETAILS Speed Limit 30 MPH Carriageway Single carriageway Junction Detail T or staggered junction Junction Control Give way or uncontrolled 2nd Road Number U Pedestrian Facilities None within 50 metres No physical crossing facility within 50 metres		SPECIAL SITE CONDITIONS None CARRIAGEWAY HAZARDS None	CONTRIBUTORY FACTORS 504 Uncorrected, defective eyesight (Driver/Rider - Impairment) Vehicle 001 A 505 Illness or disability, mental or physical (Driver/Rider - Impairmen Vehicle 001 B	
VEHICLES INVOLVED 2		CASUALTIES INVOLVED 2		
Veh.No. 1 Vehicle type Car Make NISSAN Model MICRA CEL Manoeuvre Turning right Veh. direction from East to West Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Approaching junction or waiting Veh left carriageway? Did not leave carriageway Hit object in c'way? Open door of vehicle Hit object off c'way? None First point of impact Nearside Veh registration no. Other veh.hit (ref.no) 2 Hit and run Not hit and run Drivers age ? yrs Sex Female Breath test Driver not contacted Driving Lic Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Not Known		Cas No 1 Cas Class Driver or Rider Veh ref No 2 Severity SLIGHT Age 34 yrs Sex Male Post code Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Worn but not indepenc Cycle Helmet Not a cyclist Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured		
		Cas No 2 Cas Class Passenger Veh ref No 2 Severity SLIGHT Age 7 yrs Sex Female Post code Car Passenger? Rear seat passenger PSV Passenger? Not a passenger Seat Belt Worn but not indepenc Cycle Helmet Not a cyclist Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured Other Details		
Full Details		17 December 2024		Accident Ref.No 858494

Veh.No.	2	Vehicle type	Car	Make	SAAB	Model	9-3 VECTOR
Manoeuvre	Parked						
Veh. direction from	Parked to Parked		Towing?	No tow or articulation			
Skidded	No skidding, jack-knifing or overturning						
Veh location at impact (restricted lane)	On main carriageway not in restricted lane						
Junct. location of veh. at 1st impact	Approaching junction or waiting						
Veh left carriageway?	Did not leave carriageway						
Hit object in c'way?	Parked vehicle						
Hit object off c'way?	None						
First point of impact	Offside						
Veh registration no.			Other veh.hit (ref.no)	1	Hit and run	Not hit and run	
Drivers age	34 yrs	Sex	Male	Breath test	Driver not contacted		Driving Lic
Left Hand Drive	No		Foreign veh.	Not foreign registered vehicle			
Journey purpose	Not Known						

3	SEVERITY SLIGHT	District Medway Ref.No 929741					Grid Reference 571624 / 167247 Police Officer Attend: Yes
Date 11/02/2020 Day Tuesday Time 08:21 Weather Fine without high winds Road Surface Dry Street Lighting Daylight		Road A228 Location SUNDRIDGE HILL (A228) Description of Accident This is an RTC whereby V1 was driving Southbound on the A228 with his indicator on as if he was going to manoeuvre into Factory Cottages (Driver not aware of indication). V2 saw the indication and moved out into the A229 in order to travel Northbound on the A228, V1 did not slow down until it was too late to stop and impacted on the offside doors and 'B' pillar. No further vehicles involved and no injuries.					
SITE DETAILS Speed Limit 40 MPH Carriageway Unknown Junction Detail T or staggered junction Junction Control Give way or uncontrolled 2nd Road Number U Pedestrian Facilities None within 50 metres No physical crossing facility within 50 metres		SPECIAL SITE CONDITIONS None		CONTRIBUTORY FACTORS 404 Failed to signal/misleading signal (Driver/Rider - Error)		PARTICIPANT Vehicle 001	PROBABILITY B
VEHICLES INVOLVED 2				CASUALTIES INVOLVED 1			
Veh.No. 1 Vehicle type Goods > 7.5t Make ISUZU TRUK Model FORWARD I Manoeuvre Going ahead other Veh. direction from North to South Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Approaching junction or waiting Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Front Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run Drivers age 47 yrs Sex Male Breath test Negative Driving Lic Left Hand Drive No Foreign veh. Journey purpose Not Known				Cas No 1 Cas Class Driver or Rider Veh ref No 2 Severity SLIGHT Age 50 yrs Sex Male Post code Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Unknown Cycle Helmet Not a cyclist Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured			
				<u>Other Details</u>			
Full Details				17 December 2024		Accident Ref.No 929741	

Veh.No.	2	Vehicle type	Car	Make	BMW	Model	X5
Manoeuvre	Turning right						
Veh. direction from	East to North		Towing?	No tow or articulation			
Skidded	No skidding, jack-knifing or overturning						
Veh location at impact (restricted lane)	On main carriageway not in restricted lane						
Junct. location of veh. at 1st impact	Cleared junction or waiting						
Veh left carriageway?	Did not leave carriageway						
Hit object in c'way?	None						
Hit object off c'way?	None						
First point of impact	Offside						
Veh registration no.			Other veh.hit (ref.no)	0	Hit and run	Not hit and run	
Drivers age	50 yrs	Sex	Male	Breath test	Negative	Driving Lic	Full
Left Hand Drive	No		Foreign veh.				
Journey purpose	Not Known						

4	SEVERITY SLIGHT	District Medway Ref.No 994418		Grid Reference 571059 / 166506 Police Officer Attend: Yes
Date 12/03/2020 Day Thursday Time 11:24 Weather Fine without high winds Road Surface Dry Street Lighting Daylight		Road A228 Location A228 ROCHESTER ROAD, CUXTON Description of Accident V1 DRIVING ALONG ROCHESTER ROAD, HIT V2 WHICH WAS PARKED ON ROCHESTER ROAD AND THEN ROLLED ONTO THE SIDE.		
SITE DETAILS Speed Limit 30 MPH Carriageway Single carriageway Junction Detail Not at or within 20 metres of junction Junction Control 2nd Road Number Pedestrian Facilities None within 50 metres No physical crossing facility within 50 metres		SPECIAL SITE CONDITIONS None CARRIAGEWAY HAZARDS None	CONTRIBUTORY FACTORS 602 Careless/Reckless (Driver/Rider - Behaviour) PARTICIPANT PROBABILITY Vehicle 001 B	
VEHICLES INVOLVED 2			CASUALTIES INVOLVED 1	
Veh.No. 1 Vehicle type Car Make VAUXHALL Model ASTRA SL H Manoeuvre Going ahead other Veh. direction from North to South Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Not at or within 20m of junction Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Front Veh registration no. Other veh.hit (ref.no) 2 Hit and run Not hit and run Drivers age 85 yrs Sex Male Breath test Negative Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Not Known			Cas No 1 Cas Class Driver or Rider Veh ref No 1 Severity SLIGHT Age 85 yrs Sex Male Post code Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Cycle Helmet Not a cyclist Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured	
Veh.No. 2 Vehicle type Car Make MAZDA Model 6 SPORT NA Manoeuvre Parked Veh. direction from Parked to Parked Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Not at or within 20m of junction Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Offside Veh registration no. Other veh.hit (ref.no) 1 Hit and run Not hit and run Drivers age ? yrs Sex Male Breath test Driver not contacted Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Not Known			<u>Other Details</u>	
Full Details			17 December 2024 Accident Ref.No 994418	

5	SEVERITY SLIGHT	District Medway Ref.No 991782		Grid Reference 570913 / 166365 Police Officer Attend: Yes		
Date 02/09/2020 Day Wednesday Time 13:00 Weather Fine without high winds Road Surface Dry Street Lighting Daylight		Road A228 Location ROCHESTER ROAD (A228), ROCHESTER Description of Accident V1 HAS BEEN TRAVELLING TOWARDS HALLING WHEN DRIVER OF V1 BLACKED OUT AND VEERED INTO V2, V3, V4, V5, V6 V7 ,V8 ,V9 V1 HAS SMASHED THROUGH V3 AND V4 AND THEN PUSHED V5 UP ONTO THE BANK CAUSING IT TO ROLL AND SPIN BEFORE DRIVER V1 HAS 'COME TO' AND STOPPED AFTER HITTING V9.				
SITE DETAILS Speed Limit 40 MPH Carriageway Single carriageway Junction Detail Not at or within 20 metres of junction Junction Control 2nd Road Number Pedestrian Facilities None within 50 metres No physical crossing facility within 50 metres		SPECIAL SITE CONDITIONS Roadworks CARRIAGEWAY HAZARDS None	CONTRIBUTORY FACTORS 410 Loss of control (Driver/Rider - Error) 505 Illness or disability, mental or physical (Driver/Rider - Impairmen 999 Other (Special Codes)		PARTICIPANT Vehicle 001 Vehicle 001 Vehicle 001	PROBABILITY A A A
VEHICLES INVOLVED 9			CASUALTIES INVOLVED 6			
Veh.No. 1 Vehicle type Goods > 7.5t Make DAF Model Manoeuvre Going ahead other Veh. direction from Southwest to Northeast Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Not at or within 20m of junction Veh left carriageway? Left carriageway nearside Hit object in c'way? None Hit object off c'way? None First point of impact Front Veh registration no. Other veh.hit (ref.no) 2 Hit and run Not hit and run Drivers age 52 yrs Sex Male Breath test Negative Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Journey as part of work			Cas No 1 Cas Class Driver or Rider Veh ref No 1 Severity SLIGHT Age 52 yrs Sex Male Post code Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Unknown Cycle Helmet Not a cyclist Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured			
Veh.No. 2 Vehicle type Car Make TESLA Model MODEL S Manoeuvre Going ahead other Veh. direction from Southwest to Northeast Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Not at or within 20m of junction Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Back Veh registration no. Other veh.hit (ref.no) 1 Hit and run Not hit and run Drivers age 45 yrs Sex Male Breath test Not provided (medical reas Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Journey as part of work			Cas No 2 Cas Class Driver or Rider Veh ref No 2 Severity SLIGHT Age 45 yrs Sex Male Post code Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Unknown Cycle Helmet Not a cyclist Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured			
Full Details			17 December 2024			Accident Ref.No 991782

Veh.No. 3 Vehicle type Car Make FIAT Model PUNTO 55 S					Cas No 3 Cas Class Driver or Rider Veh ref No 3				
Manoeuvre Going ahead other					Severity SLIGHT Age 60 yrs Sex Male Post code				
Veh. direction from Southwest to Northeast Towing? No tow or articulation					Car Passenger? Not a passenger PSV Passenger? Not a passenger				
Skidded No skidding, jack-knifing or overturning					Seat Belt Unknown Cycle Helmet Not a cyclist				
Veh location at impact (restricted lane) On main carriageway not in restricted lane					Ped Movement Not applicable				
Junct. location of veh. at 1st impact Not at or within 20m of junction					Ped Location Not applicable				
Veh left carriageway? Did not leave carriageway					Ped Direction to Not applicable				
Hit object in c'way? None					School Pupil Other				
Hit object off c'way? None					Roadworker injured				
First point of impact Back									
Veh registration no. Other veh.hit (ref.no) 1 Hit and run Not hit and run					Cas No 4 Cas Class Driver or Rider Veh ref No 4				
Drivers age 60 yrs Sex Male Breath test Not provided (medical reas Driving Lic Full					Severity SLIGHT Age 35 yrs Sex Female Post code				
Left Hand Drive No Foreign veh. Not foreign registered vehicle					Car Passenger? Not a passenger PSV Passenger? Not a passenger				
Journey purpose Not Known					Seat Belt Unknown Cycle Helmet Not a cyclist				
					Ped Movement Not applicable				
					Ped Location Not applicable				
					Ped Direction to Not applicable				
					School Pupil Other				
					Roadworker injured				
Veh.No. 4 Vehicle type Car Make BMW Model 1 SERIES M					Cas No 5 Cas Class Driver or Rider Veh ref No 5				
Manoeuvre Going ahead other					Severity SLIGHT Age 72 yrs Sex Female Post code				
Veh. direction from Southwest to Northeast Towing? No tow or articulation					Car Passenger? Not a passenger PSV Passenger? Not a passenger				
Skidded No skidding, jack-knifing or overturning					Seat Belt Unknown Cycle Helmet Not a cyclist				
Veh location at impact (restricted lane) On main carriageway not in restricted lane					Ped Movement Not applicable				
Junct. location of veh. at 1st impact Not at or within 20m of junction					Ped Location Not applicable				
Veh left carriageway? Did not leave carriageway					Ped Direction to Not applicable				
Hit object in c'way? None					School Pupil Other				
Hit object off c'way? None					Roadworker injured				
First point of impact Front									
Veh registration no. Other veh.hit (ref.no) 3 Hit and run Not hit and run					Cas No 6 Cas Class Driver or Rider Veh ref No 8				
Drivers age 35 yrs Sex Female Breath test Not provided (medical reas Driving Lic Full					Severity SLIGHT Age 69 yrs Sex Female Post code				
Left Hand Drive No Foreign veh. Not foreign registered vehicle					Car Passenger? Not a passenger PSV Passenger? Not a passenger				
Journey purpose Not Known					Seat Belt Unknown Cycle Helmet Not a cyclist				
					Ped Movement Not applicable				
					Ped Location Not applicable				
					Ped Direction to Not applicable				
					School Pupil Other				
					Roadworker injured				
Veh.No. 5 Vehicle type Car Make PEUGEOT Model 308 GTI THF					<u>Other Details</u>				
Manoeuvre Going ahead other									
Veh. direction from Southwest to Northeast Towing? No tow or articulation									
Skidded No skidding, jack-knifing or overturning									
Veh location at impact (restricted lane) On main carriageway not in restricted lane									
Junct. location of veh. at 1st impact Not at or within 20m of junction									
Veh left carriageway? Did not leave carriageway									
Hit object in c'way? None									
Hit object off c'way? None									
First point of impact Front									
Veh registration no. Other veh.hit (ref.no) 4 Hit and run Not hit and run									
Drivers age 72 yrs Sex Female Breath test Not provided (medical reas Driving Lic Full									
Left Hand Drive No Foreign veh. Not foreign registered vehicle									
Journey purpose Journey as part of work									

Veh.No.	6	Vehicle type	Van/Goods < 3.5t		Make	LDV	Model	MAXUS 2.8
Manoeuvre	Going ahead other							
Veh. direction from	Southwest to Northeast			Towing?	No tow or articulation			
Skidded	No skidding, jack-knifing or overturning							
Veh location at impact (restricted lane)	On main carriageway not in restricted lane							
Junct. location of veh. at 1st impact	Not at or within 20m of junction							
Veh left carriageway?	Did not leave carriageway							
Hit object in c'way?	None							
Hit object off c'way?	None							
First point of impact	Back							
Veh registration no.				Other veh.hit (ref.no)	5	Hit and run	Not hit and run	
Drivers age	54 yrs	Sex	Male	Breath test	Driver not contacted	Driving Lic	Full	
Left Hand Drive	No			Foreign veh.	Not foreign registered vehicle			
Journey purpose	Journey as part of work							

Veh.No.	7	Vehicle type	Van/Goods < 3.5t		Make	FIAT	Model	DOBLO SX
Manoeuvre	Going ahead other							
Veh. direction from	Southwest to Northeast			Towing?	No tow or articulation			
Skidded	No skidding, jack-knifing or overturning							
Veh location at impact (restricted lane)	On main carriageway not in restricted lane							
Junct. location of veh. at 1st impact	Not at or within 20m of junction							
Veh left carriageway?	Did not leave carriageway							
Hit object in c'way?	None							
Hit object off c'way?	None							
First point of impact	Back							
Veh registration no.				Other veh.hit (ref.no)	6	Hit and run	Not hit and run	
Drivers age	65 yrs	Sex	Male	Breath test	Not requested	Driving Lic	Full	
Left Hand Drive	No			Foreign veh.	Not foreign registered vehicle			
Journey purpose	Other							

Veh.No.	8	Vehicle type	Car		Make	FORD	Model	FIESTA 957
Manoeuvre	Going ahead other							
Veh. direction from	Southwest to Northeast			Towing?	No tow or articulation			
Skidded	No skidding, jack-knifing or overturning							
Veh location at impact (restricted lane)	On main carriageway not in restricted lane							
Junct. location of veh. at 1st impact	Not at or within 20m of junction							
Veh left carriageway?	Did not leave carriageway							
Hit object in c'way?	None							
Hit object off c'way?	None							
First point of impact	Nearside							
Veh registration no.				Other veh.hit (ref.no)	7	Hit and run	Not hit and run	
Drivers age	69 yrs	Sex	Female	Breath test	Not requested	Driving Lic	Full	
Left Hand Drive	No			Foreign veh.	Not foreign registered vehicle			
Journey purpose	Not Known							

Veh.No.	9	Vehicle type	Van/Goods < 3.5t		Make	FORD	Model	TRANSIT 80
Manoeuvre	Going ahead other							
Veh. direction from	Southwest to Northeast			Towing?	No tow or articulation			
Skidded	No skidding, jack-knifing or overturning							
Veh location at impact (restricted lane)	On main carriageway not in restricted lane							
Junct. location of veh. at 1st impact	Not at or within 20m of junction							
Veh left carriageway?	Did not leave carriageway							
Hit object in c'way?	None							
Hit object off c'way?	None							
First point of impact	Nearside							
Veh registration no.				Other veh.hit (ref.no)	8	Hit and run	Not hit and run	
Drivers age	57 yrs	Sex	Male	Breath test	Not requested	Driving Lic	Full	
Left Hand Drive	No		Foreign veh. Not foreign registered vehicle					
Journey purpose	Not Known							

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Veh.No.	2	Vehicle type	Car	Make	VAUXHALL	Model	INSIGNIA SF
Manoeuvre	Going ahead other						
Veh. direction from	West to East		Towing?	No tow or articulation			
Skidded	No skidding, jack-knifing or overturning						
Veh location at impact (restricted lane)	On main carriageway not in restricted lane						
Junct. location of veh. at 1st impact	Not at or within 20m of junction						
Veh left carriageway?	Did not leave carriageway						
Hit object in c'way?	None						
Hit object off c'way?	None						
First point of impact	Back						
Veh registration no.			Other veh.hit (ref.no)	0	Hit and run	Not hit and run	
Drivers age	34 yrs	Sex	Female	Breath test	Negative	Driving Lic	Full
Left Hand Drive	No		Foreign veh.				
Journey purpose	Not Known						

7	SEVERITY FATAL	District Medway Ref.No 1146716		Grid Reference 571178 / 166696 Police Officer Attend: No - reported over the counter		
Date 18/01/2022 Day Tuesday Time 14:19 Weather Fine without high winds Road Surface Wet/Damp Street Lighting Daylight		Road A228 Location ROCHESTER ROAD (A228) JUNCTION STATION ROAD, CUXTON, ROCHESTER Description of Accident V1 was exiting the junction of Station Road, Cuxton, to turn right onto the A228 Rochester Road at the same time as V2 was travelling South on the A228 towards Halling. V1 has come out of the junction straight into the path of V2 which was oncoming. V2 has collided with the offside of V1, causing the vehicle to rotate onto the nearside grass verge of the A228, with the rear of the vehicle ending up against a bus stop at that location. The driver and front seat passenger of V1 sustained serious injuries and were transported to a local hospital, where the front seat passenger later died on 16/02/22. Due to the injuries being assessed as 'not life threatening / not life changing' the collision was dealt with by Medway LPT Officers. Ownership was passed to SCIU on 22/02/22.				
SITE DETAILS Speed Limit 40 MPH Carriageway Single carriageway Junction Detail T or staggered junction Junction Control Give way or uncontrolled 2nd Road Number U Pedestrian Facilities None within 50 metres Pelican, puffin, toucan or similar		SPECIAL SITE CONDITIONS None	CONTRIBUTORY FACTORS 405 Failed to look properly (Driver/Rider - Error) 406 Failed to judge other person's path/speed (Driver/Rider - Error) 403 Poor turn or manoeuvre (Driver/Rider - Error)		PARTICIPANT Vehicle 001 Vehicle 001 Vehicle 001	PROBABILITY A A A
VEHICLES INVOLVED 2			CASUALTIES INVOLVED 2			
Veh.No. 1 Vehicle type Car Make HONDA Model JAZZ SE I-V Manoeuvre Turning right Veh. direction from East to North Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Mid junction - on roundabout or main road Veh left carriageway? Left carriageway nearside Hit object in c'way? None Hit object off c'way? None First point of impact Offside Veh registration no. Other veh.hit (ref.no) 2 Hit and run Not hit and run Drivers age 85 yrs Sex Male Breath test Negative Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Not Known			Cas No 1 Cas Class Driver or Rider Veh ref No 1 Severity SERIOUS Age 85 yrs Sex Male Post code Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Unknown Cycle Helmet Not a cyclist Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured			
			Cas No 2 Cas Class Passenger Veh ref No 1 Severity FATAL Age 74 yrs Sex Female Post code Car Passenger? Front seat passenger PSV Passenger? Not a passenger Seat Belt Unknown Cycle Helmet Not a cyclist Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured			
			Other Details			
Full Details						
17 December 2024						
Accident Ref.No 1146716						

Veh.No.	2	Vehicle type	Car	Make	VOLKSWAG	Model	TIGUAN R-L
Manoeuvre	Going ahead other						
Veh. direction from	North to South		Towing?	No tow or articulation			
Skidded	No skidding, jack-knifing or overturning						
Veh location at impact (restricted lane)	On main carriageway not in restricted lane						
Junct. location of veh. at 1st impact	Mid junction - on roundabout or main road						
Veh left carriageway?	Did not leave carriageway						
Hit object in c'way?	None						
Hit object off c'way?	None						
First point of impact	Front						
Veh registration no.			Other veh.hit (ref.no)	1	Hit and run	Not hit and run	
Drivers age	33 yrs	Sex	Male	Breath test	Negative	Driving Lic	Full
Left Hand Drive	No		Foreign veh.	Not foreign registered vehicle			
Journey purpose	Not Known						

8	SEVERITY SLIGHT	District Medway Ref.No 1151358		Grid Reference 570779 / 166792 Police Officer Attend: No - self completed form
Date 04/03/2022 Time 11:00 Weather Fine without high winds Road Surface Wet/Damp Street Lighting Daylight	Day Friday	Road U	Location BUSH ROAD, CUXTON	Description of Accident ONLINE REPORT "I was driving along Bush Road in the opposite direction when V1 pulled out of his drive turning left Into my path. I took evasive action seeing he wasnt stopping whereby he drove into the side of me."
SITE DETAILS		SPECIAL SITE CONDITIONS	CONTRIBUTORY FACTORS	
Speed Limit 20 MPH Carriageway Single carriageway Junction Detail Not at or within 20 metres of junction Junction Control 2nd Road Number Pedestrian Facilities None within 50 metres No physical crossing facility within 50 metres		None	PARTICIPANT PROBABILITY	
		CARRIAGEWAY HAZARDS		
None				
VEHICLES INVOLVED 2			CASUALTIES INVOLVED 1	
Veh.No. 1 Manoeuvre Veh. direction from Skidded Veh location at impact (restricted lane) Junct. location of veh. at 1st impact Veh left carriageway? Hit object in c'way? Hit object off c'way? First point of impact Veh registration no. Drivers age 40 yrs Left Hand Drive Journey purpose	Vehicle type Car Going ahead other East to West No skidding, jack-knifing or overturning On main carriageway not in restricted lane Not at or within 20m of junction Did not leave carriageway None None Front Other veh.hit (ref.no) 0 Sex Male No Not Known	Make HONDA Model JAZZ I-VTEC Towing? No tow or articulation Hit and run Not hit and run Breath test Driver not contacted Foreign veh. Not foreign registered vehicle	Cas No 1 Severity SLIGHT Car Passenger? Not a passenger Seat Belt Unknown Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured Veh ref No 2 Age 32 yrs Sex Female Post code PSV Passenger? Not a passenger Cycle Helmet Not a cyclist <u>Other Details</u>	
Full Details			17 December 2024	
			Accident Ref.No 1151358	

Veh.No.	2	Vehicle type	Car	Make	VOLKSWAG	Model	GOLF CABR
Manoeuvre	Going ahead other						
Veh. direction from	East to West		Towing?	No tow or articulation			
Skidded	No skidding, jack-knifing or overturning						
Veh location at impact (restricted lane)	On main carriageway not in restricted lane						
Junct. location of veh. at 1st impact	Not at or within 20m of junction						
Veh left carriageway?	Did not leave carriageway						
Hit object in c'way?	None						
Hit object off c'way?	None						
First point of impact	Offside						
Veh registration no.			Other veh.hit (ref.no)	0	Hit and run	Not hit and run	
Drivers age	32 yrs	Sex	Female	Breath test	Driver not contacted		Driving Lic
Left Hand Drive	No		Foreign veh.	Not foreign registered vehicle			
Journey purpose	Not Known						

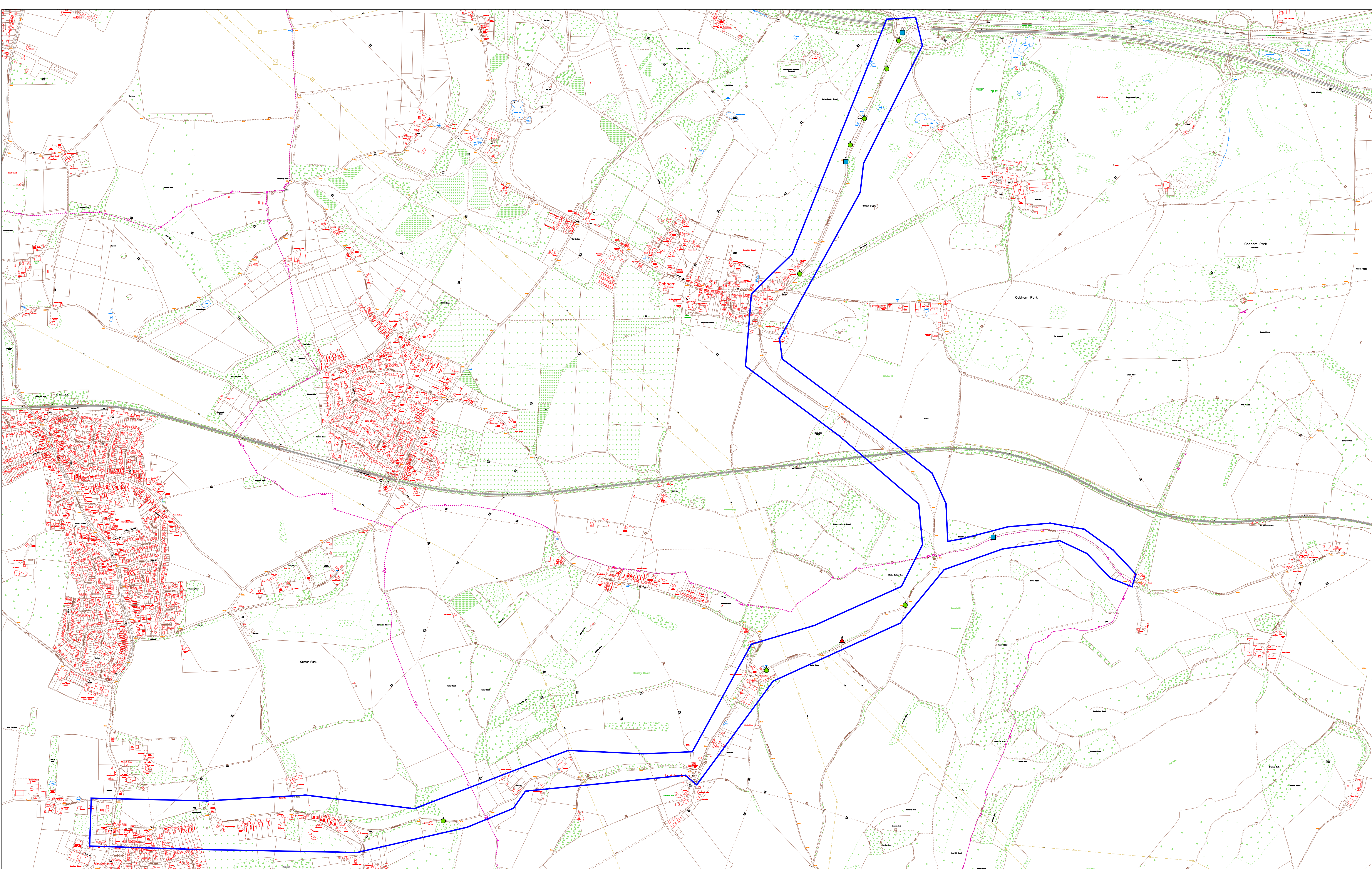
9	SEVERITY SERIOUS	District Medway Ref.No 1191015					Grid Reference 570583 / 166921 Police Officer Attend: Yes
Date 11/06/2022 Day Saturday Time 09:52 Weather Fine without high winds Road Surface Dry Street Lighting Daylight		Road U		Location BUSH ROAD - 106 METRES JUNCTION CHARLES DRIVE, CUXTON, ROCHESTER			
		Description of Accident		IP WAS GARDENING. SHE WAS PARTLY IN THE ROAD AND PARTLY ON THE PAVEMENT. HER WHEELBARROW WAS BY HER LEFT SIDE BUT ALSO HALF IN THE ROAD. DRIVER OF V1 HAS TURNED LEFT FROM CHARLES DRIVE ONTO BUSH ROAD. V1 HAS THEN HIT THE WHEELBARROW WHICH HAS THEN GONE INTO THE LEG OF IP, CAUSING INJURY TO HER LEFT LEG. AT NO POINT HAS THE VEHICLE MADE CONTACT WITH IP.			
SITE DETAILS		SPECIAL SITE CONDITIONS		CONTRIBUTORY FACTORS		PARTICIPANT	PROBABILITY
Speed Limit 20 MPH		None		405 Failed to look properly (Driver/Rider - Error)		Vehicle 001	A
Carriageway Single carriageway				306 Exceeding speed limit (Driver/Rider - Injudicious)		Vehicle 001	B
Junction Detail Not at or within 20 metres of junction				706 Dazzling sun (Driver/Rider - Vision Affected)		Vehicle 001	B
Junction Control		CARRIAGEWAY HAZARDS		407 Too close to cyclist, horse or pedestrian (Driver/Rider - Error)		Vehicle 001	A
2nd Road Number		None		410 Loss of control (Driver/Rider - Error)		Vehicle 001	B
Pedestrian Facilities None within 50 metres No physical crossing facility within 50 metres							
VEHICLES INVOLVED 1				CASUALTIES INVOLVED 1			
Veh.No. 1 Vehicle type Car Make HONDA Model HR-V Manoeuvre Going ahead other Veh. direction from West to East Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Not at or within 20m of junction Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Front Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run Drivers age 79 yrs Sex Female Breath test Negative Driving Lic Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Not Known				Cas No 1 Cas Class Pedestrian Veh ref No 1 Severity SERIOUS Age 80 yrs Sex Female Post code Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Cycle Helmet Not a cyclist Ped Movement Unknown or other Ped Location In carriageway, not crossing Ped Direction to Standing still School Pupil Other Roadworker injured Not applicable			
				<u>Other Details</u>			
Full Details				17 December 2024		Accident Ref.No 1191015	

10	SEVERITY SLIGHT	District Medway Ref.No 1212012					Grid Reference 571169 / 166741 Police Officer Attend: Yes
Date 04/08/2022 Day Thursday Time 12:36 Weather Fine without high winds Road Surface Dry Street Lighting Daylight		Road A228		Location ROCHESTER ROAD (A228) JUNCTION BUSH ROAD, CUXTON, ROCHESTER			
		Description of Accident		V1 had pulled out from Bush Road junction turning right and paused in the middle of the road to allow for a vehicle coming from the left to pass. V2 has collided into the side of V1.			
SITE DETAILS		SPECIAL SITE CONDITIONS		CONTRIBUTORY FACTORS		PARTICIPANT	PROBABILITY
Speed Limit 40 MPH		None		302 Disobeyed give way or stop sign markings (Driver/Rider - Injudic		Vehicle 001	A
Carriageway Single carriageway				405 Failed to look properly (Driver/Rider - Error)		Vehicle 001	A
Junction Detail T or staggered junction				406 Failed to judge other person's path/speed (Driver/Rider - Error)		Vehicle 001	A
Junction Control Give way or uncontrolled		CARRIAGEWAY HAZARDS		603 Nervous/Uncertain (Driver/Rider - Behaviour)		Vehicle 001	B
2nd Road Number U		None		402 Junction restart (Driver/Rider - Error)		Vehicle 001	B
Pedestrian Facilities None within 50 metres Pelican, puffin, toucan or similar				404 Failed to signal/misleading signal (Driver/Rider - Error)		Vehicle 002	B
VEHICLES INVOLVED 2				CASUALTIES INVOLVED 3			
Veh.No. 1 Vehicle type Car Make SKODA Model KAROQ EDI				Cas No 1 Cas Class Driver or Rider Veh ref No 1			
Manoeuvre Turning right				Severity SLIGHT Age 42 yrs Sex Female Post code			
Veh. direction from West to South Towing? No tow or articulation				Car Passenger? Not a passenger PSV Passenger? Not a passenger			
Skidded No skidding, jack-knifing or overturning				Seat Belt Not applicable Cycle Helmet Not a cyclist			
Veh location at impact (restricted lane) On main carriageway not in restricted lane				Ped Movement Not applicable			
Junct. location of veh. at 1st impact Entering main road				Ped Location Not applicable			
Veh left carriageway? Did not leave carriageway				Ped Direction to Not applicable			
Hit object in c'way? None				School Pupil Other			
Hit object off c'way? None				Roadworker injured			
First point of impact Offside							
Veh registration no. Other veh.hit (ref.no) 2 Hit and run Not hit and run				Cas No 2 Cas Class Driver or Rider Veh ref No 2			
Drivers age 42 yrs Sex Female Breath test Negative Driving Lic Full				Severity SLIGHT Age 46 yrs Sex Female Post code			
Left Hand Drive No Foreign veh. Not foreign registered vehicle				Car Passenger? Not a passenger PSV Passenger? Not a passenger			
Journey purpose Not Known				Seat Belt Not applicable Cycle Helmet Not a cyclist			
Veh.No. 2 Vehicle type Car Make FORD Model KUGA TITAN				Ped Movement Not applicable			
Manoeuvre Going ahead other				Ped Location Not applicable			
Veh. direction from Northeast to Southwest Towing? No tow or articulation				Ped Direction to Not applicable			
Skidded No skidding, jack-knifing or overturning				School Pupil Other			
Veh location at impact (restricted lane) On main carriageway not in restricted lane				Roadworker injured			
Junct. location of veh. at 1st impact Mid junction - on roundabout or main road							
Veh left carriageway? Did not leave carriageway							
Hit object in c'way? None							
Hit object off c'way? None							
First point of impact Front							
Veh registration no. Other veh.hit (ref.no) 1 Hit and run Not hit and run							
Drivers age 46 yrs Sex Female Breath test Negative Driving Lic Full							
Left Hand Drive No Foreign veh. Not foreign registered vehicle							
Journey purpose Not Known							
Full Details				17 December 2024			
				Accident Ref.No 1212012			

Cas No	3	Cas Class	Passenger	Veh ref No	1		
Severity	SLIGHT	Age	9 yrs	Sex	Female	Post code	
Car Passenger?	Rear seat passenger	PSV Passenger?	Not a passenger				
Seat Belt		Cycle Helmet	Not a cyclist				
Ped Movement	Not applicable						
Ped Location	Not applicable						
Ped Direction to	Not applicable						
School Pupil	Other						
Roadworker injured							

Other Details

11	SEVERITY SLIGHT	District Medway Ref.No 1256066		Grid Reference 571005 / 166454 Police Officer Attend: Yes		
Date 28/11/2022 Day Monday Time 11:10 Weather Fine without high winds Road Surface Dry Street Lighting Daylight		Road A228 Location ROCHESTER ROAD (A228), CUXTON, ROCHESTER Description of Accident BOTH VEHICLES TRAVELLING ALONG A228 TOWARDS STROOD. V2 SUDDENLY BROKE AS V1 APPROACHED AT SPEED FROM BEHIND RESULTING IN V1 HITTING THE BACK OF V2.				
SITE DETAILS		SPECIAL SITE CONDITIONS	CONTRIBUTORY FACTORS		PARTICIPANT	PROBABILITY
Speed Limit 40 MPH		None	103 Slippery road due to weather (Road Environment Contrib)		Vehicle 001	B
Carriageway Single carriageway			306 Exceeding speed limit (Driver/Rider - Injudicious)		Vehicle 001	A
Junction Detail Not at or within 20 metres of junction			307 Travelling too fast for conditions (Driver/Rider - Injudicious)		Vehicle 001	B
Junction Control			308 Following too close (Driver/Rider - Injudicious)		Vehicle 001	B
2nd Road Number			408 Sudden braking (Driver/Rider - Error)		Vehicle 002	A
Pedestrian Facilities None within 50 metres No physical crossing facility within 50 metres		CARRIAGEWAY HAZARDS				
None						
VEHICLES INVOLVED 2			CASUALTIES INVOLVED 1			
Veh.No. 1 Vehicle type Goods 3.5 - 7.5t Make MERCEDES Model SPRINTER 3 Manoeuvre Going ahead left hand bend Veh. direction from Southwest to Northeast Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Not at or within 20m of junction Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Front Veh registration no. Other veh.hit (ref.no) 2 Hit and run Not hit and run Drivers age 21 yrs Sex Male Breath test Not requested Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Journey as part of work			Cas No 1 Cas Class Driver or Rider Veh ref No 2 Severity SLIGHT Age 40 yrs Sex Male Post code Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Cycle Helmet Not a cyclist Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured			
Veh.No. 2 Vehicle type Car Make NISSAN Model NAVARA DC Manoeuvre Going ahead left hand bend Veh. direction from Southwest to Northeast Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Not at or within 20m of junction Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Back Veh registration no. Other veh.hit (ref.no) 1 Hit and run Not hit and run Drivers age 40 yrs Sex Male Breath test Not requested Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Journey as part of work			Other Details			
Full Details			17 December 2024		Accident Ref.No 1256066	



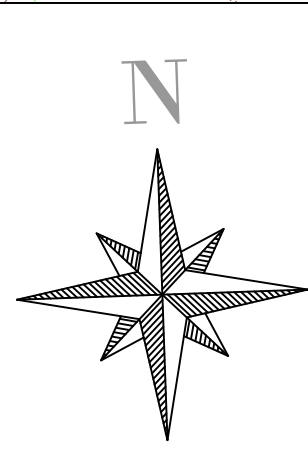
Location: Luddesdown

5 years personal injury crash data up to 30/09/2024

KCC Ref number: EXT/014/25

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Crash Severity	
	Slight
	Serious
	Fatal



Date: 15-January-2025

Time: 07:32:54

Title: **Luddesdown**

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

Date: 15-January-2025

Accident Date BETWEEN '01-Oct-2019' AND '30-Sep-2024'

There were 12 reported crashes resulting in injury

D-PRINT CRASH REPORT

15-Jan-2025
07:32:53

Luddesdown

Accident Date BETWEEN '01-Oct-2019' AND '30-Sep-2024'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
1	Road No C13 Section 179	Grid 565865E Ref 166055N	SLIGHT	08/10/2019	3	09:00	L	Dry	Fine		M/C
	C13 OAKENDEN RD, LUDDESDOWN (MAPPED TO COORDS)									Gravesham	
	V2, travelling east on Oakenden Rd, stopped to give way to an oncoming vehicle when V1 collided with the rear of V2 and R1 was ejected from V1.						Veh1, m/cycle 50 - 125cc, W -> E Veh2, car, W -> E			Casualties 1 Vehicles 2	
2	Road No U Section 170	Grid 567307E Ref 166727N	SLIGHT	27/10/2022	5	13:33	L	Dry	Fine		GV M/C
	C12 LUDDESDOWN ROAD, LUDDESDOWN (MAPPED TO GRID REF)									Gravesham	
	V1 was travelling down Luddesdown Road towards Warren Road. V2 had stopped to allow other vehicles to pass, including V1. V1 noticed V2 very late, swerved to the left to avoid V2, hit V2 on its front right headlights and fell into the trees running alongside the road.						Veh1, m/cycle 125 - 500cc, SW -> NE Veh2, goods < 3.5t, NE -> SW			Casualties 1 Vehicles 2	
3	Road No C12 Section 170	Grid 567644E Ref 166858N	FATAL	25/06/2024	3	13:00	L	Dry	Fine	S.VEH	M/C
	C12 LUDDESDOWN ROAD, LUDDESDOWN, GRAVESEND (MAPPED TO GRID REF OF 567659,166865-MOVED ONTO RD)									Gravesham	
	V1 MOTORCYCLE WAS TRAVELLING WEST ALONG LUDDESDOWN ROAD WHEN FOR REASONS YET TO BE ASCERTAINED, HAS LOST CONTROL AND LEFT THE CARRIAGEWAY TO THE OFFSIDE, MAKING CONTACT WITH TREES AND UNDERGROWTH AND DESCENDED DOWN A BANK COMING TO REST. THE RIDER WAS DECLARED DECEASED AT SCENE.						Veh1, m/cycle 125 - 500cc, NE -> SW			Casualties 1 Vehicles 1	

Key

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

Street Lighting

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

FACTORS

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

Special Conditions

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

D-PRINT CRASH REPORT

15-Jan-2025
07:32:53

Luddesdown

Accident Date BETWEEN '01-Oct-2019' AND '30-Sep-2024'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
4	Road No C12 Section 170 Grid 567926E Ref 167018N	SLIGHT	17/07/2024	4	11:41	L	Dry	Fine		S.VEH	
	C12 LUDDESDOWN ROAD J/W BUCKLAND ROAD, LUDDESDOWN, GRAVESEND									Gravesham	
	V1 was reversing and the vehicle flipped due to height difference in roads from which V1 was trying to reverse to then go down the road following the missing of their turning.						Veh1, car, SW -> NE			Casualties Vehicles	1 1
5	Road No C3 Section 008 Grid 568319E Ref 167321N	SERIOUS	18/07/2022	2	17:02	L	Dry	Fine			
	C3, WARREN RD, COBHAM (MAPPED TO COORDS)									Gravesham	
	V2 was travelling approximately 45 MPH down a single track country lane when V1 was speeding in the opposite direction. Witnesses state this was approximately 80-90 MPH. V1 has then swerved around V3, a stationary vehicle, colliding with V2. Both driver and passenger of V2 were injured and both V1 and V2 caught fire causing irreparable damage.						Veh1, car, SW -> E Veh2, car, E -> SW Veh3, car, SW -> E			Casualties Vehicles	3 3
6	Road No C492 Section 064 Grid 567455E Ref 168498N	SLIGHT	24/04/2021	7	17:12	L	Dry	Fine			M/C
	C492 HALFPENCE LANE, COBHAM (MAPPED TO COORDS)									Gravesham	
	R2 was down a cycle lane and saw a dirt bike in front, R2 slowed down and could hear the acceleration from the dirt bike then R1 came straight at R2. As V1 hit V2, R2 went straight over the handlebars onto the floor. When R2 got up they saw R1 had stopped. As R2 went to go closer R1 tried to get away so R2 tried to grab them.						Veh1, m/cycle <= 50cc, SW -> NE Veh2, E-CYCLE, NE -> SW			Casualties Vehicles	1 2

Key

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

Street Lighting

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

FACTORS

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

Special Conditions

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 SIGNS Road Signs Defective or Obscured
 RD WRKS Road Works
 Surface Road Surface Defective

D-PRINT CRASH REPORT

15-Jan-2025
07:32:53

Luddesdown

Accident Date BETWEEN '01-Oct-2019' AND '30-Sep-2024'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
7	Road No C492 Grid 567661E Section 032 Ref 168999N	SERIOUS	02/09/2024	2	23:05	DRK NSL	Wet/Damp	Rain		S.VEH	
	C492, HALFPENCE LANE, COBHAM, (MAPPED TO GRID REFS)								Gravesham		
	V1, the only vehicle involved was likely travelling at excess speed, lost grip on a bend and hit a tree causing extensive front end damage setting off the airbags and resulting in a large cut to the forehead of the driver.						Veh1, car, NE -> SW			Casualties 1 Vehicles 1	
8	Road No C492 Grid 567681E Section 064 Ref 169073N	SLIGHT	26/07/2021	2	12:30	L	Dry	Fine		S.VEH	
	C492 HALFPENCE LANE, COBHAM, (MAPPED TO COORDS).								Gravesham		
	V1 was driving on Halfpence land in direction of A2 away from Cobham. Vehicle has left carriageway, where it has hit trees and come to a stop.						Veh1, car, SW -> NE			Casualties 2 Vehicles 1	
9	Road No C492 Grid 567744E Section 033 Ref 169191N	SLIGHT	10/10/2021	1	12:38	L	Dry	Fine		R.TURN	M/C
	C492 HALFPENCE LANE J/W PRIVATE CAR PARK, COBHAM								Gravesham		
	V1 WAS TRAVELLING SOUTHWEST ON HALFPENCE LANE AND V2 WAS TRAVELLING IN THE OPPOSITE DIRECTION. V1 TURNED RIGHT INTO A CAR PARK DIRECTLY IN FRONT OF V2 AND COLLIDED WITH IT'S FRONT NEARSIDE.						Veh1, car, NE -> NW Veh2, m/cycle > 500cc, SW -> NE			Casualties 1 Vehicles 2	

Key Involved

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

Street Lighting

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

FACTORS

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

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ATS DEF Traffic Lights Defective
SIGNS Road Signs Defective or Obscured
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Surface Road Surface Defective

D-PRINT CRASH REPORT

15-Jan-2025
07:32:53

Luddesdown

Accident Date BETWEEN '01-Oct-2019' AND '30-Sep-2024'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
10	Road No C492 Grid 567844E Section 033 Ref 169413N	SLIGHT	12/10/2023	5	17:43	L	Dry	Fine			
	C492 HALFPENCE LANE AT LAYBYY, COBHAM								Gravesham		
	V1 was driving along Halfpence Lane. V1 has pulled across carriageway into layby cutting across the path of V2. V2 has taken evasive action, swerving into the path of V3, colliding with them.						Veh1, car, NE -> NW Veh2, car, SW -> NE Veh3, car, NE -> SW			Casualties 1 Vehicles 3	
11	Road No C492 Grid 567897E Section 064 Ref 169539N	SLIGHT	19/05/2020	3	07:00	L	Dry	Fine			P/C
	C492 HALFPENCE LANE RNDBT J/W BREWERS RD, COBHAM								Gravesham		
	D1 driving up to half pence lane roundabout, looked to their right to check road, started to pull out due to low bright sunlight which caused limited vision, did not see cyclist until collision.						Veh1, car, SW -> NE Veh2, pedal cycle, E -> W			Casualties 1 Vehicles 2	
12	Road No C492 Grid 567914E Section 249 Ref 169575N	SERIOUS	20/05/2020	4	14:30	L	Dry	Fine		R.TURN	P/C
	C492 HALFPENCE LANE RNDBT J/W BREWERS RD, COBHAM								Gravesham		
	R2 was riding along Halfpence Lane towards the roundabout at A2. While approaching the roundabout R2 raised their right arm to indicate they were turning right onto Brewers Rd, while on roundabout turning right, V1, which was trying to get onto A2 London bound, struck R2 on their right side causing R2 to come off their bike. R2 was in front of V1 turning right, trying to overtake on the roundabout. D1 admitted fault.						Veh1, car, S -> NW Veh2, pedal cycle, SW -> E			Casualties 1 Vehicles 2	

Key Involved

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

Street Lighting

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

FACTORS

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R.TURN Right Turn Manoeuvre
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S.VEH Single Vehicle

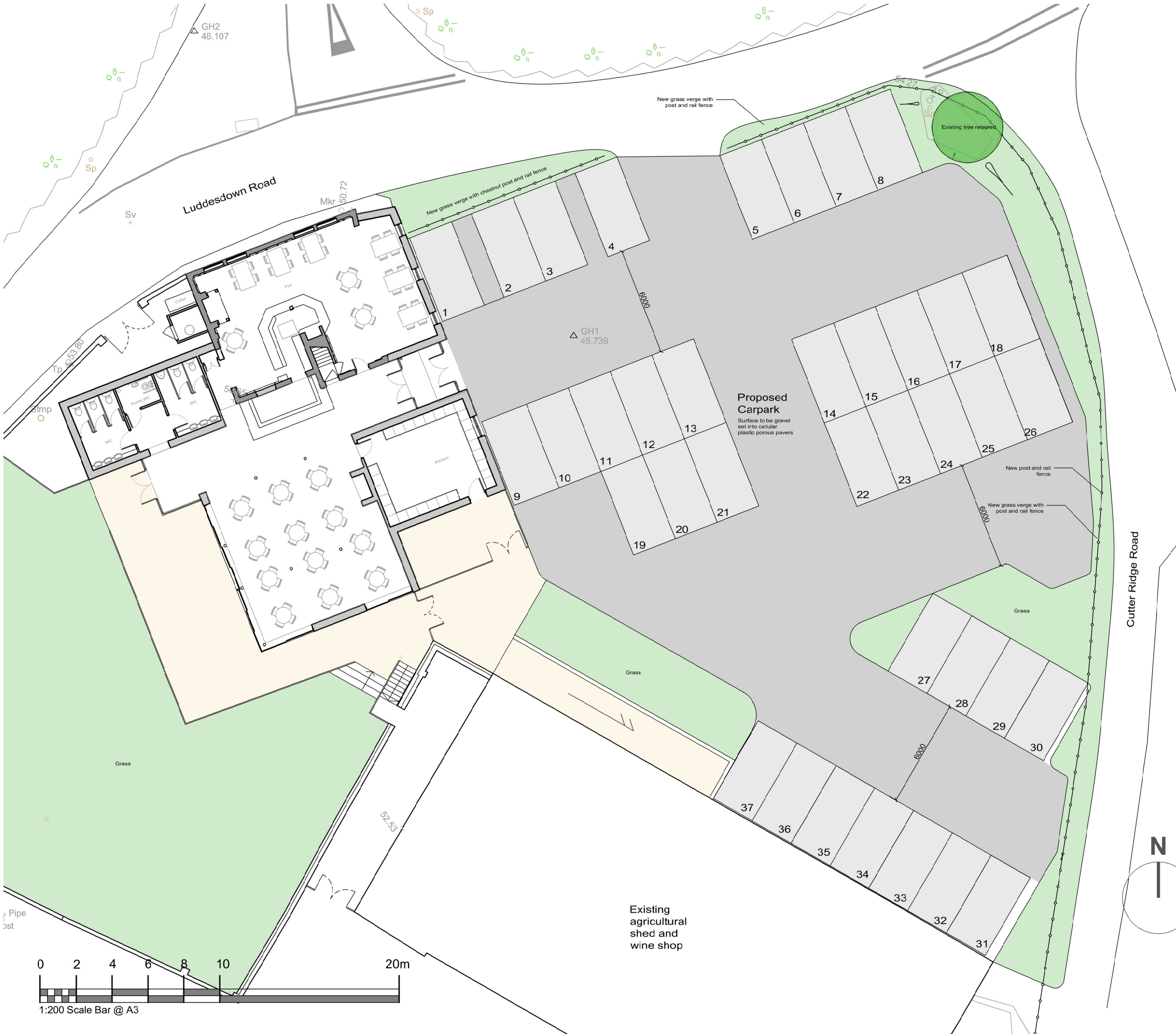
Special Conditions

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APPENDIX

C





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No.	Date	Rev. by	Description
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Client

Project Title
The Golden Lion
Luddesdown Road
Luddesdown
DA13 0XE

Drawing Description
Proposed Site Plan - Car Park Layout

Scale	Date	Created	Checked
1:200 @ A3	December 2024	AR	AR

Drawing Status

Planning

Project	Originator	Function	Spatial	Form	Dicipline	Number	Revision
30694D	-CLA-PRCP-	00	-PD-A-	0001	P01		

APPENDIX

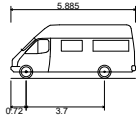
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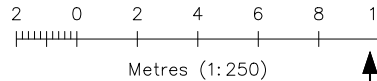


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4.6t Light Van
Overall Length 5.885m
Overall Width 2.000m
Overall Body Height 2.526m
Min Body Ground Clearance 0.299m
Track Width 1.765m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 6.000m



P1 20.01.25 HL First Issue JM JM

REV	DATE	BY	DESCRIPTION	CHK	APD
-----	------	----	-------------	-----	-----

client

VINEYARD FARMS LIMITED

project

GOLDEN LION

title

VEHICLE SWEEP PATH ANALYSIS
4.6T LIGHT VAN

project	drwg	rev
34109	T-01	P1

Drawn	Checked	Approved	scale @ A3	date
HL	JM	JM	1:250	20.01.2025

status
FOR INFORMATION



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CAD Reference:

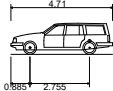
A3



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Estate Car (2006)
Overall Length 4.710m
Overall Width 1.804m
Overall Body Height 1.442m
Min Body Ground Clearance 0.207m
Max Track Width 1.756m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.950m

2 0 2 4 6 8 10

Metres (1:250)



P1	20.01.25	HL	First Issue	JM	JM
REV	DATE	BY	DESCRIPTION	CHK	APD

client

VINEYARD FARMS

project

GOLDEN LION

title

VEHICLE SWEEP PATH ANALYSIS
ESTATE CAR

project

34109

drwg

T-02

rev

P1

Drawn

HL

Checked

JM

Approved

JM

scale @ A3

1:250

date

20.01.2025

status

FOR INFORMATION

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A3