

Rebuttal Statement – Highways & Transport

Proposed Winery Building,
Cobham House Vineyard,
Land to the East and West of Gold Street,
Cobham,
Gravesend,
Kent,
DA12 3AA



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- C Road Safety Audit and Designer's Response
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Issue	Issue date	Compiled	Checked	Authorised
1	September 2024	EP	LNS	LNS

1 Introduction

- 1.1 This Transport Rebuttal Statement has been prepared for Cobham House Vineyard in conjunction with the above development and no responsibility is accepted to any third party for all or part of this study in connection with this or any other development.
- 1.2 The application site is situated Land to East and West of Gold Street, Sole Street, Cobham, Kent, DA12 3AA. The proposal comprises an application in accordance with Class A Part 6 of Schedule 2 ('Class A Part 6') of the Town and Country (General Permitted Development) (England) Order 2015 ('the GPDO') to determine if prior approval is required for the erection of a winery building and hardstanding for Agricultural or Forestry use. I understand that the principal issues the planning authority will need to consider, if they determine prior approval is required, relate solely to the siting, design and external appearance of the proposed building.
- 1.3 GTA Civils and Transport Ltd has been commissioned by Cobham House Vineyard to consider a Representation Statement dated July 2024, prepared by Transport Dynamics in relation to the latest prior approval '20240544' on behalf of a collective of private individuals who reside close to and/or adjacent the application site and who have objected in the past to the building and object to the current prior approval application. This rebuttal statement addresses the points raised by Transport Dynamics in so far as those matters relate to matters of traffic and highways expertise and not overall planning or legal issues.

Application History

- 1.4 As noted, the application is seeking the determination by the local planning authority, Gravesham Borough Council if prior approval is required for the proposed erection of a winery building and hardstanding for agricultural or forestry use of the GPDO – Class A Part 6 at land to east and west of Gold Street, Sole Street, near Cobham, Kent, DA12 3AA.
- 1.5 The site lies to the east of Sole Street, a hamlet located five miles to the south of Gravesend, Kent. The application site is reached via Gold Street directly, located within the jurisdiction of Gravesham Borough Council (GBC) and the County Highway Authority is Kent County Council (KCCH).
- 1.6 The application site consists of farmland split into two areas, with a combined total of 11.51 hectares. Area 1 (6.75ha) is located to the west of Gold Street, while Area 2 (4.76ha) is located to the east of Gold Street. The site is a planted vineyard, with phased planting having taken place over recent years and into Spring 2024. Historically the land has been under orchard use since the 1960s.

- 1.7 Prior to this application for prior approval (20240544), three other prior approval applications have been made:
- 20230899 – validated 24.08.2023, but refused 20.09.2023, sought approval for a winery building of 972sqm in a northern section of Area 1. KCC were not consulted on this application.
 - 20231258 – validated 07.12.2023, granted consent 03.01.2024, sought approval for a winery building of 864sqm in a northern section of Area 1. KCC were not consulted on this application.
 - 20240375 – validated 23.04.2024, refused 20.05.2024, sought approval for a winery building of 1,150sqm and hardstanding of 110sqm in a southern section of Area 1. KCC were not consulted on this application.
- 1.8 The statement written by Transport Dynamics in relation to the site, dated July 2024, states that as KCC have not been consulted on the application as acting highway authority, the following elements have not been considered:
- The characteristics of the local highway network and access to public transport;
 - Existing agricultural field access, suitability & highway safety;
 - Area 1 internal access, servicing, vehicle parking provision and Area 2 relationship;
 - Impact on Public Right of Way NS190;
 - Operational traffic generation, vehicle composition and linkage to Area 2;
 - Future tourism traffic generation and expansion; and
 - Future site vehicular access arrangements & visibility splay.
- 1.9 Transport Dynamics suggests that the above highways and traffic elements are 'critical' to Gravesham Brough Council's decision making in respect of this Class A Part 6 prior approval application in addition to matters of siting.
- 1.10 This Rebuttal Statement has been written in order to respond directly to the points raised in the Transport Dynamics statement on behalf of the applicant in order to assist in the decision making and for the sake of completeness. GTA Civils and Transport does not make any submissions or comments about the legal context of this application, including whether the Council are required to consult KCC as highways authority. GTA Civils and Transport have simply considered the proposed development for the proposed erection of a winery building and hardstanding from a Highways & Transport perspective.
- 1.11 This Statement demonstrates that from a Highway & Transport perspective that the site is accessible, with a sustainable means of access.

- 1.12 An ATC Speed Survey has been undertaken in order to inform appropriate visibility splays and demonstrates that speeds are significantly less than the posted national speed limit of 60mph along this road. Therefore, there are no highway safety concerns in relation to accessibility or visibility at the site. The ATC also demonstrates that that vehicle flows along Gold Street are low, minimising vehicle conflict in the area.
- 1.13 In addition, it is clear that there will be minimal operation traffic generation to/from the site as a result of the proposals, shown by a first principles trip generation approach and based upon the understanding of the operations of the future winery.
- 1.14 It is noted that Transport Dynamics consider that future traffic growth based upon assumptions they make about possible future expansion and future access arrangements. These are not part of the development proposal or part of the application. As such it is GTA Civils & Transport's clear view that there is no justification for these assumptions to be considered as part of this application for prior approval and are not relevant to an assessment of highways or traffic impact from the actual development.

Policy Context

- 1.15 This Technical Note has been written in accordance with the following frameworks:
- 2023 National Planning Policy Framework (NPPF);
 - 2014 National Planning Policy Guidance (NPPG);
 - Manual for Streets 1 & 2 (2007);
 - Kent County Council – Local Transport Plan 4: Delivering Growth without Gridlock (2016-2031);
 - Kent Design Guide – Designing for Movement;
 - Kent Design Guide – Visibility;
 - Emerging Kent County Council – Local Transport Plan 5: Striking the balance (2024);
 - Gravesham Local Plan Core Strategy (2014).

2 Existing Site Details

- 2.1 The existing site is located in Gold Street, Cobham, Gravesend. The estate comprises two sections of land straddling Gold Street. The agricultural estate extends to approximately 11.51 hectares of land in agricultural use, and some of which is already a planted vineyard and used for the purposes of viticulture. The remaining land is at the time of submission being planted with new vines. The site is accessed via an existing agricultural gated access from the corner of Batts Road / Gold Street. This access is existing and in use with no operational issues. There is also a pedestrian gated turnstile access from Gold Street which allows a through-route for the PRoW that runs within the north of the site boundary.
- 2.2 An aerial view of the existing site can be seen in **Figure 2.1**. The site block plan can be viewed in **Figure 2.2** below. This also shows the proposed agricultural building and hardstanding in the northern section of Area 1 (972m² in total).

Figure 2.1 – Aerial View of the Site

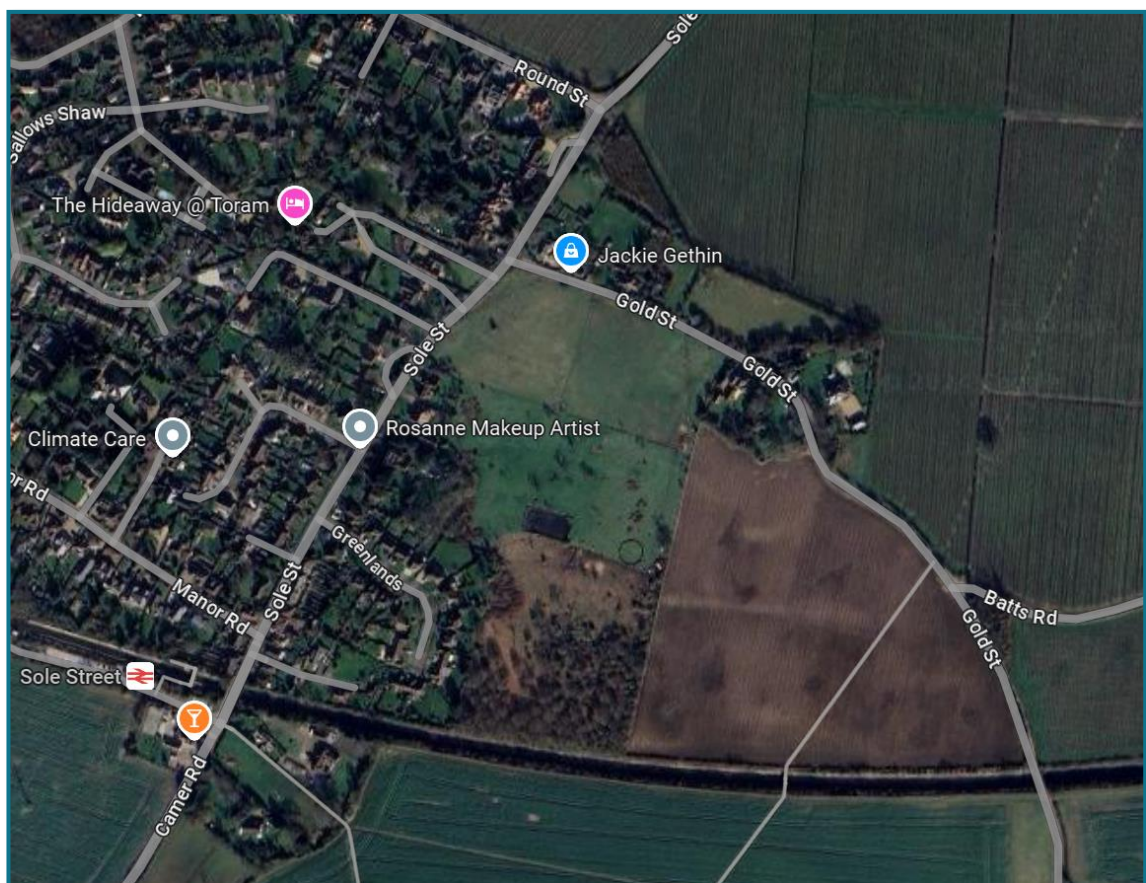
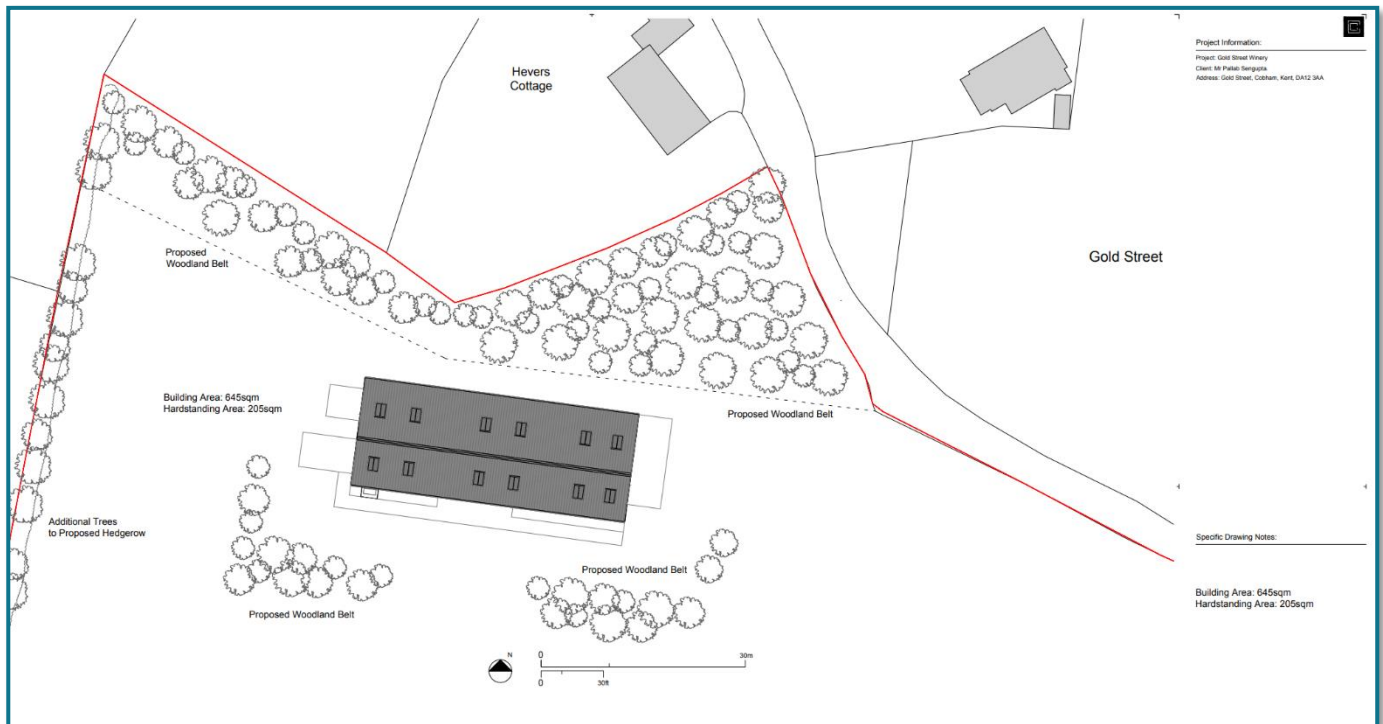


Figure 2.2 – Block Plan



Local Highway Network

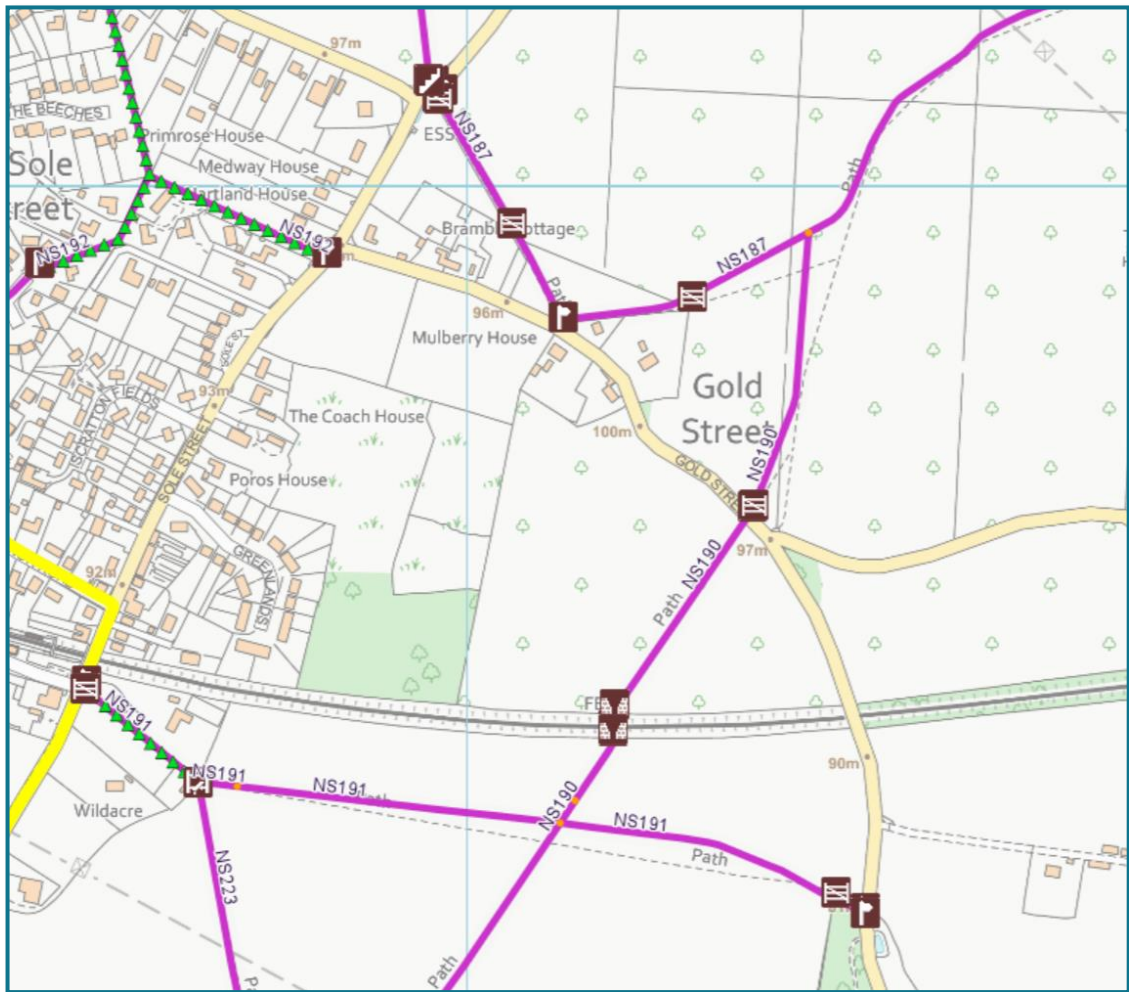
- 2.3 The site is accessed directly from Gold Street. Gold Street is a rural road that is within the hamlet of Sole Street. It is subject to the national speed limit, but due to the rural nature of the road, actual speeds are far lower, as demonstrated in the automatic traffic count speed survey in the section below. Actual recorded 85th% speeds are as follows:
- 23mph eastbound – visibility splay required of 2.4m x 30m (MfS1)
 - 21mph westbound – visibility splay required of 2.4m x 26m (MfS1)
- 2.4 As expected for a road within a rural location, there is no streetlighting surrounding the site or any footways.
- 2.5 Gold Street meets Sole Street at a priority junction to the west of the site. Sole Street runs southbound towards Sole Street Station where it continues as Camer Road towards Camer, Hook Green and Meopham. It passes between Area 1 and Area 2 which form the combined application site. Gold Street is not compatible for HGVs, with signs instated at the priority junction from Sole Street. There are adequate passing places along Gold Street, but nonetheless, vehicle counts are low, equating at an average daily count of:
- 231 daily vehicles eastbound across a 7-day period (average);

- 266 daily vehicles westbound across a 7-day period (average).
- 2.6 The data shows that there is an average of 37 vehicles travelling eastbound daily within the AM Peak (06.00-09.00) and 67 vehicles travelling eastbound daily within the PM peak (15.00-19.00).
- 2.7 The data shows that there is an average of 28 vehicles travelling westbound daily within the AM Peak (06.00-09.00) and 75 vehicles travelling westbound daily within the PM peak (15.00-19.00).
- 2.8 The above vehicle counts, and vehicle speeds are very low along this lane, as expected within the rural location. Therefore, vehicle conflict is likely to be low in this area and is not likely to change as a result of the proposed prior application. Police incident records have also been examined within the section below. The data shows no accidents occurring along Gold Street within 500m of the site within the last 5 years of available data (2018-2022).
- 2.9 Sole Street runs north towards the A2 by approximately 2.35km where it meets Darnley Lodge Lane where access is provided via a roundabout junction to the slip lane of the A2 towards the M2. The site is well connected to both the local and strategic highway network.
- 2.10 The site is accessed through an existing agricultural gate off the junction with Gold Street and Batts Road. The gate line is set back approximately 2m from the back of the public highway, but there is adequate space to pull over and let a vehicle pass through, should it be required. However, as stated above, there is a low vehicle count along this road, so this is unlikely to cause concern. This access is existing and in use without any impact upon the local highway network.
- 2.11 A new northern access is proposed. Vehicle swept path analysis has been undertaken for this access which demonstrates a large van entering and egressing the access in a forward gear, please refer to **Appendix B**.
- 2.12 Visibility splays have been provided for the access in line with the 85th% actual recorded speeds along Gold Street, which can be adequately achieved with vegetation cut back to heights below 0.9m and maintained thereafter. It is anticipated that vegetation heights in support of visibility will have a condition placed following planning approval.

85th% speeds have been used in line with Manual for Streets Section 7.5.2 which states the following: *"The stopping sight distance (SSD) is the distance within which drivers need to be able to see ahead and stop from a given speed. It is calculated from the speed of the vehicle, the time required for a driver to identify a hazard and then begin to brake (the perception–reaction time), and the vehicle's rate of deceleration. For new streets, the design speed is set by the designer. For existing streets, the 85th percentile wet-weather speed is used."*

- 2.13 All areas needed for visibility are within the highway and client owned land and do not encroach into third party land. The drawing demonstrating vehicle tracking/swept path analysis, and visibility splays can be viewed in **Appendix B**.
- 2.14 Public Right of Way NS190 passes through Area 1 departing Gold Street, approximately 24m to the north of the existing field access and passing diagonally to a footbridge over the North Kent main rail line. This links to PRoW NS187 in the north and PRoW NS191 to the south within the immediate area surrounding the site. A map of the surrounding PRoW network can be seen below in **Figure 2.3**.
- 2.15 Access to the PRoW that runs through the site will be retained. The application for prior approval will not impact the PRoW and users needing to access it. There will be no changes to the pedestrian gates or access. If future operations led to any obstruction to the PRoW that would be a matter for the Highways Authority to enforce at that time, but no obstructions arise part of this proposal.

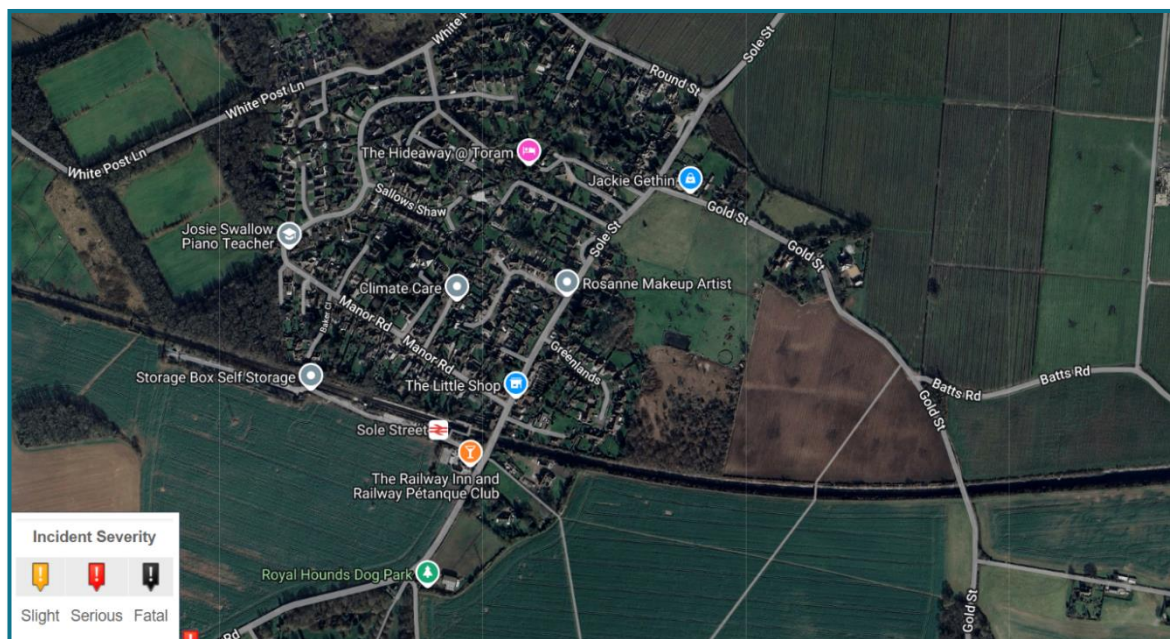
Figure 2.3 – Map depicting surrounding PROWs



Accident Data

- 2.16 Local vehicle incident records in a 500m vicinity of the site were reviewed for the years 2018-2022 using www.crashmap.co.uk. CrashMap uses data collected by the police about road traffic accidents occurring on British roads where someone is injured which is then compiled into an accessible format showcasing each incident on a map. This data is approved by the National Statistics Authority and reported on by the Department for Transport each year.
- 2.17 There have been no incidents over the last 5 years (2018-2022) in a 500m radius of the site and the site access / Gold Street or the junction with Gold Street / Batts Road. The absence of any incidents based upon the use to date of the site which has been an orchard suggests that the risk of highway incidents from the future use of the site as a vineyard (taking into account how it will operate) will not be impacted.

Figure 2.4 – Local Highway Incident Map surrounding the site



Automatic Traffic Count

- 2.18 An Automatic Traffic Count Speed Survey (ATC) was conducted both north-west and south-east of the proposed access to determine speeds of vehicles at the 85th percentile, travelling along Gold Street surrounding the proposed site access.
- 2.19 The ATC was carried out for 7 days between 05/09/24 to 11/09/24. The weather conditions for the week were mostly cloudy and dry.
- 2.20 The average speeds at the 85th percentile for both counts are demonstrated in **Table 2.2** below. Full outputs of the speed surveys can be seen in **Appendix D**.

Table 2.2: Speed Survey Results

	85 th percentile speed travelling north-west (7-day survey)	85 th percentile speed travelling south-east (7-days survey)
Site Access	23mph	21mph

- 2.21 The locations of the speed surveys are shown below in **Figure 2.5**.

Figure 2.5 – Location of Automatic Traffic Count on Gold Street



- 2.22 As the recorded speed survey results show from the 85th percentile figure, the actual speeds of vehicles travelling along Gold Street are significantly lower than the maximum speed limit of 60mph for that stretch of road, with westbound 85th% speeds being 23mph and eastbound 85th% speeds being 21mph.
- 2.23 Moreover, vehicle counts along Gold Street are shown to be low, with 231 daily vehicles recorded travelling eastbound across a 7-day period (average) and 266 daily vehicles recorded to be travelling westbound across a 7-day period (average).
- 2.24 In accordance with Manual for Street 1 standards, the required visibility splays based on the recorded 85th% speeds are therefore:
- 2.4m x 26m (MfS1) to the north-west and;
 - 2.4m x 30m (MfS1) to the south-east.
- 2.25 As a result of both the surveyed speeds and the recorded vehicle numbers being low, it can be concluded that any trips associated with the vineyard are unlikely to cause any highway safety issues along Gold Street or Batts Road.

Assessment of the Existing Access and Access Road

- 2.26 The existing gated farm access is set back 2m from the carriageway on the junction of Gold Street / Batts Road. There is adequate space for vehicles to pull over to open the access as well as let a vehicle pass through should it be needed.
- 2.27 Along Gold Street, the road is rural in nature, however, there are still adequate passing points for vehicles. As stated above, the ATC has shown that vehicle counts are low in both directions along the lane, with no counts of large vehicles. Therefore, there is unlikely to be any vehicle conflict arising in this area, and the existing situation is unlikely to change resultant of the development proposals and the way the vineyard will operate.
- 2.28 As demonstrated in the trip generation section within this statement below, the existing traffic movements utilising the access are minimal as the site currently operates as an orchard. It is unlikely and there is no evidence suggesting the contrary that there is any vehicle conflict issues associated with the existing access road. If needed, vehicles can pull into the passing points to let other vehicles pass when accessing/egressing the site.
- 2.29 The application is seeking prior approval for the proposed erection of a winery building and associated hardstanding. A minimal increase in commercial trips to the site is anticipated from this use. The facility will not be open to the public. The proposed building and its use are to harvest the vines and turn the fruit into wine.
- 2.30 To conclude, Gold Street and the existing access is suitable for accommodating the existing traffic as well as serving the proposed use of this planning application.

Road Safety Audit

- 2.31 A Stage 1 Road Safety Audit was commissioned for the proposed northern site access to demonstrate safety and suitability and to assess any concerns that may need to be changed or resolved. There were no issues raised within the audit that cannot be resolved. Please refer to **Appendix C** to see the RSA1 and accompanying Designers Response, with GTA Civils & Transport as supporting highway consultants for the proposal.

Modal Choices

- 2.32 The following modal choices are available from close proximity to the site, to demonstrate that the site is accessible via alternative modes of transport rather than the private car.

Bus Services

- 2.33 The nearest bus stop to the site is Scratton Fields, located approximately 400m west of the site along Sole Street. This equates to a 6-minute walk time along Gold Street and then Sole Street where there is a pedestrian footway present, and the speed limit changes to a 30mph zone. Alternatively, there are bus stops located outside of Sole Street railway station, titled 'The Railway' which are accessible via public rights of way NS190 and NS191 within 800m, equating to a 12-minute walk time. This route however is traffic free and allows pedestrians to utilise the existing public right of way network which provides access into the site directly.
- 2.34 The bus stops have a bus pole and timetable information and are served by buses 416 and 695 with buses running in both directions (north and south).
- 2.35 The bus services available from this bus stop are detailed below in **Table 2.2**.

Table 2.2 – Local bus services and frequencies

Service No.	Route	Weekday Frequency	Weekend Frequency
416 – Redroute Buses	Meopham – Sole Street – Cobham – Shorne Woods – Gravesend – Denton – Gravesend – Meopham	5 services daily, every 2 hours	Saturday – 5 services daily, every 2 hours Sunday – N/A
695 – Redroute Buses	Instead – Meopham – Cobham – Strood – Rochester	School service: 1 service daily in AM & PM – Schooldays only	N/A

- 2.36 Bus service 416 provides regular services throughout the day connecting Sole Street with larger towns within the area such as Gravesend, connecting to wider transport hubs. This bus also stops directly outside of Sole Street station for onward journeys.

Rail Services

- 2.37 The nearest railway station is Sole Street Rail Station, located 800m south-west from the application site (10-minute walk/3-minute cycle via Sole Street or 13-minute walk/3-minute cycle via the public rights of way NS190 and NS191).
- 2.38 Sole Street has hourly train services to Gillingham (Kent) and London Victoria. The station has 61 car parking spaces with 3 accessible spaces, available for a daily charge. It also has a waiting room, a seated area and a ticket office.

Walking and Cycling

- 2.39 There are several public rights of way within a 500m vicinity of the site, accessed from Sole Street directly, see **Figure 3.3** below.

Figure 3.3 PROW Map detailing routes within the vicinity of the site marked below



3 Response to Transport Dynamics Statement

- 3.1 This section of this response outlines the points raised by Transport Dynamics that have not been *“considered individually or collectively”* from a highways and transport perspective. The following paragraphs show that the scheme has been considered from a transport and highway safety perspective and that there is no reason to conclude that any highways issues arise.

1. *The characteristics of the local highway network and access to public transport*

- 3.2 The Transport Dynamics statement states at [paragraph 17] that *“Even without SRN incidents the public highway is known by KCCH for attracting HGVs which become stranded.”*
- 3.3 From examination of the recorded police accidents in the surrounding vicinity of the site along Gold Street, there have been no recorded accidents within 500m of the site in the last 5 years of available data which would suggest otherwise than concern from KCC highways about the roads near to and serving the site. There is also clear signage at the beginning of the Gold Street / Sole Street junction which states *‘NO HGVs’*. In conjunction with the existing low recorded traffic movements and low recorded traffic speeds, as outlined above, it is unlikely that there will be any vehicle conflict along Gold Street. The application proposes the erection of a winery building and hardstanding. The proposed building and its use are to harvest the vines and turn the fruit into wine.
- 3.4 The application is not expected to generate a material change in traffic. The existing movements for the site are very minimal as the site hitherto operates as an orchard. The proposed operational movements are outlined at Point 5 below and show that they do not have a material impact on the local highway network.
- 3.5 In relation to sustainability, Transport Dynamics states at [paragraph 19] that *“Gold Street does not possess any footways for pedestrians or street lighting [...] Equally poor forward visibility and a narrow carriageway width present an even greater threat to pedestrians with no place of refuge on a national speed limit public highway.”*
- 3.6 Whilst Gold Street does not have any pedestrian footways or streetlighting, the lane is wholly rural with deficiencies that would be expected in a countryside location. It is noted that Gold Street has no footways, which again is fairly typical of a country lane.
- 3.7 As noted above, walking into Sole Street to nearby bus stops and Sole Street station is very feasible via the existing public rights of way routes that run through the site and link west towards Sole Street Rail Station, located 800m south-west from the application site (13-minute walk/3-minute

cycle via the public rights of way NS190 and NS191). Arriving at the site via rail or bus would be an alternative to the private car, which is clearly a feasible option in this instance. The PRoW routes NS190 and NS191 also provide traffic-free access to the bus stop titled 'The Railway', which is served by bus service 416. Bus 416 provides regular services throughout the day connecting Sole Street with larger towns within the area such as Gravesend, connecting to wider transport hubs. This bus also stops directly outside of Sole Street station for onward journeys.

- 3.8 As demonstrated within the ATC Speed Survey, the local roads are not busy. Vehicle counts along Gold Street are shown to be low, with 231 daily vehicles recorded travelling eastbound across a 7-day period (average) and 266 daily vehicles recorded to be travelling westbound across a 7-day period (average). Speeds are considerably lower than the posted speed limit of 60mph along Gold Street, with westbound 85th% speeds being 23mph and eastbound 85th% speeds being 21mph. Therefore, cycling to the site would be an option, with the relatively flat topography and low speeds making the environment safe and conducive to cycling.
- 3.9 In light of the above it can be seen that the issues raised by Transport Dynamics in respect of safety and capacity of roads serving the site in future do not arise.

2. Existing agricultural field access, suitability & highway safety

- 3.10 The Transport Dynamics statement makes reference to the existing field gated access into the site, stating at [paragraph 22]: *"The gate line is set back just 2m from the back of the public highway, resulting in the requirement for vehicles to be temporarily static and blocking the public highway while the gate is opened or closed in order to reach or leave Area 1. In doing so a highway safety hazard is created for other road users on a public highway with limited forward visibility, which poses the national speed limit and a narrow carriageway."*
- 3.11 The above statement states that the existing access arrangement poses a safety risk for vehicles when entering and exiting the carriageway from the access due to the gated feature and the proximity to the junction of Batts Road / Gold Street. However, there is adequate space to pull over and let a vehicle pass through should it be required. As stated above, there is a low vehicle count along this road, so this is unlikely to cause concern and there is unlikely to be any vehicle conflict. On the off chance that a smaller vehicle needs to pass, they are able to do so. If a larger vehicle needs to wait, this will be for a short while only.
- 3.12 The Transport Dynamics statement goes on to state at [paragraph 25]: *"It is incoherent, illogical and unworkable to suggest through the current field access that construction machinery (including*

excavators to dig out the now proposed winery basement) and all building materials for the winery and hardstanding can actually reach the intended construction site from Gold Street."

- 3.13 In relation to the above, a formalised access plan has been drawn up for the access into the site, with improvements made to the existing situation by proposing an new northern access. The plan shows a 6m wide carriageway with an access with 10m bellmouth radii either side of the access. A swept path analysis has been undertaken which demonstrates that a 7.5T box van can enter the access and egress the access in a forward gear, as shown in **Appendix B**.
- 3.14 The Transport Dynamics statement states at [paragraph 26]: *"Furthermore, it should be noted that the access, however constrained, is located on Gold Street which possess the national speed limit of 60mph thereby requiring clear visibility splays of 2.4m (set back) x 215m (distance) and 0.9m (height) over applicant owned or public highway land. This requirement clearly cannot be achieved, especially with the sloping topography of the area."*
- 3.15 The splays of 2.4m x 215m referred to are based on the 60mph posted speed limit for the road. However, as set out above it has been demonstrated that speeds are much lower from the actual recorded 85th% speeds in the Automatic Traffic Count taken 05/09/24 to 11/09/24.
- 3.16 Therefore, visibility splays have been provided for the existing access in line with the 85th% actual recorded speeds along Gold Street, which can be adequately achieved with vegetation cut back to heights below 0.9m and maintained thereafter. In line with the actual recorded vehicle speeds along Gold Street, the visibility splay requirements are as follows:
- 2.4m x 26m (MfS1) to the north-west and;
 - 2.4m x 30m (MfS1) to the south-east.
- 3.17 All areas of visibility are within the highway and applicant owned land and do not encroach into third party land. The visibility splays can be viewed in **Appendix B**.
- 3.18 Moreover, to cover off safety concerns regarding the access, a Road Safety Audit was undertaken for the site on 6th September 2024 between 08.15-8.30am. The recommendation from the auditor stated the following: *"It is recommended that adequate visibility is provided consistent with likely vehicle approach speeds. Visibility envelopes should be adopted as part of the Public Highway or covenants should be established to ensure that private parcels of land are not obstructed in perpetuity and that there will be no planting or structures taller than 600mm."*

- 3.19 The drawing was subsequently updated to reflect the actual recorded 85th% vehicle speeds along Gold Street following an ATC Speed Survey being undertaken from 05/09/24 to 12/09/24. All visibility splays fall within the applicant's land and therefore visibility splays can be maintained with some limited trimming back of hedges to ensure that there will be no planting or structures taller than 600mm. This can be ensured and undertaken as part of the proposal. It is requested that a condition is attached to this point as part of approval of the development.
- 3.20 There were no further comments within the road safety audit that needed to be addressed. The access plan can be seen in **Appendix B**.
- 3.21 The full details of the Road Safety Audit can be found in **Appendix C**.
- 3.22 In light of the above it can be seen that the issues raised by Transport Dynamics in respect of safety in accessing the site during construction or in the future do not arise.

3. Area 1 internal access, servicing, vehicle parking provision and Area 2 relationship

- 3.23 The Transport Dynamics statement states the following at [paragraph 26]: *"substantial areas for a turning circle or turning head and unloading/loading bays for servicing will be required. In addition, parking spaces will also be required for the winery facility as well as vineyard operatives. Documents to Cobham Parish Council have suggested that up to 15 employees will be present."*
- 3.24 As noted above, swept path analysis has been carried out. The operational capacity of the facility will not require 15 employees. A supporting report produced by 'Vinescapes' has estimated that there will be approximately 2 full-time workers and 3 part-time workers. There will be adequate parking space for 5 vehicles on a weekly basis within the grounds of the site. Please refer to the Vinescapes report for additional supporting information on correct staffing numbers.
- 3.25 In light of the above it can be seen that the issue raised by Transport Dynamics does not arise.

4. Impact on Public Right of Way NS190

- 3.26 In relation to public rights of way, specifically NS190, Transport Dynamics states at [paragraph 35] *"As a result of the proposal and the requirement for vehicular access to Area 1 PROW NS190 and those who make use of it will be impacted by the proposal, as will the ground and surface pertaining to this route which will be disturbed, along with a level of traffic introduced which previously has not been present and largely comprising of Heavy Goods Vehicles."*

- 3.27 It is acknowledged that the PRoW NS190 runs through the site and serves as a valuable route for pedestrians and cyclists to access nearby bus stops and Sole Street railway station. It is not an unusual scenario to have a public right of way run through a site in a countryside location and of course the site hitherto has operated as an orchard since the 1960's. Often, many public footpaths and bridleways pass through or adjacent to farmyards, where agricultural activities (including the movement of large vehicles) are taking place.
- 3.28 Whilst the existing access track crosses the PRoW, it is anticipated that management will be put in place to ensure that there will be no residual impact on the PRoW resultant of the proposal. Speeds will be low when accessing the site and warning signs erected for vehicles accessing the site to be mindful of users of the public right of way. It is anticipated that a condition will be placed post grant of planning approval to account for this.
- 3.29 In light of the above it can be seen that the issues raised by Transport Dynamics in respect of future use of the PRoW safety in future do not arise.

5. Operational traffic generation, vehicle composition and linkage to Area 2

- 3.30 In relation to trip generation for the site, the Transport Dynamics states at [paragraph 37]: *"As stated previously for application 20240544, along with the three previous applications no supporting traffic and transport information has been provided."*
- 3.31 We understand that the prior notification procedures do not require submission of a Transport Statement.
- 3.32 Nevertheless, there are minimal trips associated with the site's previous use as an orchard and even as an existing vineyard, with visits every few months from the viticulture team to ensure that the vines are growing well and have not established any diseases. These trips are negligible and very infrequent and do not have any impact of substance on the local highway network.

Likely Operational Trip Generation

- 3.33 As a result of the application for the erection of a winery building and hardstanding associated with use of the site, the following operational trips are forecast and outlined in the following paragraphs. These trips refer to the report produced by 'Vinescapes', which was produced as part of the application planning pack.

3.34 The TRICS database was examined for appropriate matches, specifically the A/B/C section of the database, but this showed a very low number of comparable sites available. Consequently, the trips associated with the site were reviewed on the basis of using the 'first principles approach'. The report written by 'Vinescapes' can be considered a robust statement for trip generation as this is a consultancy that specialises in the wine production business for both new and existing vineyards, with an accurate understanding of the operations of vineyards, such as this one proposed to be 'boutique' in nature. Therefore, these estimated operational trips are considered to be more accurate than the TRICS database.

3.35 Table 3.1 below provides the typical daily vehicle movement forecasted for the proposed development.

Table 3.1 - Typical Weekly Commercial Movements Associated with the Site – using estimates from Vinescapes supporting documentation

Activity	Daily Trips (two-way)	Weekly Trips (two-way)	Comments
Bottle deliveries	1.6	8	After harvest period – October/November for 3-4 days only
Sundry item deliveries – e.g. packaging	0.4	2	December-October
General Delivery Vehicles	0.4	2	Weekly basis
Staff movements (2 full time)	4	20	Weekly basis (assumption they arrive in separate cars)
Staff movements (3 part-time – winemaking students / aspiring winemakers)	2	10	Weekly basis (assumption they arrive in separate cars)
Harvest staff	10	50	1 week period during September-October ONLY
Total	18	92	

3.36 Vinescapes estimates at [paragraph 2] that once fully established, the 8.8ha vineyard would yield 50,000-60,000 bottles of wine per annum, although it is acknowledged that this will vary from year to year due to vintage production/seasonal weather variation.

- 3.37 Vinescapes estimates that to accommodate the production of winemaking, a building with a floor area of circa 900-1,100m² will be required. The building will be used for the production of wine which of course generates some larger vehicle movements as well as private car movements by staff. It is noted that there will be no HGVs associated with the site, nor any visitors to the site.
- 3.38 Larger vehicles are expected to the site for bottling. The anticipated size of the vehicle will be a 7.5T box van, as demonstrated in the vehicle tracking in **Appendix B**. These will be used for general delivery vehicles and bottling. During the week in which the wine is bottled, this equates to approximately 1.6 daily two-way trips.
- 3.39 During December-March, the vines are pruned. Over winter, repairs are made, and the vineyard is prepared for growing season in April. By September, the grapes are monitored for ripeness, harvested and taken to the winery for processing. They are then left to be dormant until the process starts again.
- 3.40 Once at full production capacity (2027), the winemaking process will require 2 full-time staff (assistant winemaker and winemaker) and a seasonal cellar hand to support during harvest or peak times like bottling. The owners will also be on-site frequently, meaning there will be 2 full timeworkers and around 3 part-time workers. The latter are usually viticulture or winemaking students or aspiring vigneron or winemakers. During harvest (likely a 1-2-week period from September to October), seasonal workers will be on-site. Full-time vehicle movements amount to approximately 4 two-way daily trips. Part-time vehicle movements amount to approximately 2 two-way daily trips.
- 3.41 For most of the year, the winery would be operational during normal daytime working hours. During harvest (as noted a likely 1-2-week period during September – October) this may alter and / or increase to longer days, maybe 12-hours-long depending on the winemaker's decision regarding process optimisation.
- 3.42 During the course of the year a winery of this scale would expect staff on a daily basis plus the post person.
- 3.43 Within a typical week between December-October, the winery may have one or more deliveries from couriers or suppliers on average. For the purposes of trip generation estimates, this has been estimated to equate to 2 two-way trips per week, or 0.4 trips daily.

- 3.44 At harvest, there would be additional vehicles for the winery cellar hands, estimated at an additional 5 part-time helpers for seasonal work. These estimations do not include any commercial element related to the winery and are temporary work only occurring in one week of September-October for harvesting only. This would amount to 10 two-way trips in a day during that period only.
- 3.45 Staff will be arriving for 11am when the facility will open, which is outside of peak hours. The remaining deliveries and trips to the site will be throughout the day with ample time between deliveries to the site and therefore minimal chance of vehicle conflict.
- 3.46 The bottling plant needed at Gold Street might typically bottle 3,000 bottles per hour. That equates to 20 hours of bottling per annum or less. The range of wines in production makes it likely that bottling would be achieved over the course of 3- 4 days per annum within the period of October/November, dependant on harvest, which clearly would not have a material impact upon the local highway network. This would equate to 8 two-way weekly trips, or less than 2 two-way trips per day for a limited period of 3-4 days only.
- 3.47 The vineyard is estimated to generate approximately 18 two-way vehicle movements at the peak operational capacity, e.g. during harvest season. **Outside of the one-week harvest season, this reduces by approximately 10 two-way vehicle trips. Therefore, on average, the vineyard produces approximately 8 two-way vehicle trips.** Clearly these movements are negligible and do not pose any impact on the access, public right of way or local highway network.
- 3.48 It can be concluded that given the small scale of production, the proposed winery at Gold Street would be relatively boutique in scale and managed with limited disturbance to surrounding properties or neighbours in terms of vehicle movements to the site. The proposals would operate as a complementary enterprise to a fruit growing area and would not have any material impact on the local highway network.
- 3.49 Again, it has been demonstrated that the issues raised by Transport Dynamics in respect of trip generation from use of the site as a result of the proposed development do not arise.

6. Future tourism traffic generation and expansion

- 3.50 In section 6 of the Transport Dynamics statement, they proceed to make assumptions and predictions about future use of the site which clearly fall outside what the application is in fact seeking approval for. The matters raised are clearly hypothetical and not part of the application. Some of the suggested uses, as understood, in fact represent a change of use and require planning permission as a result in any event.

3.51 As such the issues raised are not relevant and do not arise for consideration.

7. Future site vehicular access arrangements & visibility splay

3.52 As with the previous section, section 7 of the statement produced by Transport Dynamics also raises matters which fall outside the boundaries of what the application is for.

3.53 It is intended for the existing access to be upgraded and made better as a result of the application, with the access repositioned to the north. This has been demonstrated to be safe and operate sufficiently, as shown within the supporting information in the above paragraphs.

3.54 The provision of adequate visibility splays has been demonstrated in respect of the access and actual recorded speeds as well as a road safety audit undertaken to demonstrate compliance with highway safety standards.

3.55 The aspects raised by Transport Dynamics in relation to future access arrangements are hypothetical and not part of the application. They are therefore not relevant to this scheme and its likely impact in highways terms.

4 Conclusion

- 4.1 This Rebuttal Statement has addressed the points raised within the Transport Dynamics statement, where directly related to the winery building and use of the site and not hypothetical points. Transport Dynamics outline some elements of the site and surrounding roads but inappropriately hypothesises about possible future matters which are not the subject of this application for prior approval.
- 4.2 Information and evidence have been provided in respect of the following points raised by Transport Dynamics:
1. The characteristics of the local highway network and access to public transport;
 2. Existing agricultural field access, suitability & highway safety;
 3. Area 1 internal access, servicing, vehicle parking provision and Area 2 relationship;
 4. Impact on Public Right of Way NS190;
 5. Operational traffic generation, vehicle composition and linkage to Area 2;
 6. Future tourism traffic generation and expansion; and
 7. Future site vehicular access arrangements & visibility splay.
- 4.3 This assessment has sufficiently demonstrated that there is no residual impact including safety issues on Gold Street and the surrounding road network as a result of the proposal.
- 4.4 The access would provide adequate visibility splays in line with the recorded ATC Speed Survey along Gold Street. The access has been considered by a Road Safety Auditor and no issues have been raised that cannot be resolved. The visibility splays lie within the site boundaries and therefore visibility will be maintained in either direction with vegetation no higher than 0.9m.
- 4.5 The site is well located to be accessed by NS190 and NS191 which provide access to Sole Street station and surrounding bus stops as a traffic-free route. The PRoW that runs through the site will be protected and maintained as part of the proposal. There will be sufficient mitigation measures installed to allow users to continue to utilise this route, as demonstrated in many rural locations where a PRoW passes through agricultural land.
- 4.6 The operational traffic generation has been considered, with minimal forecast trips to the site, occurring outside of peak hours and minimal deliveries throughout the day. The site will operate seasonally with busier periods from March-June and October when harvesting commences. It will not operate at weekends.

- 4.7 The matters raised in sections 6 & 7 of the Transport Dynamics statement have not been considered as they are irrelevant. They do not relate to the current application and do not warrant any further commentary.
- 4.8 GTA Civils & Transport make no comment about the legal aspects of this prior approval application in accordance with the GPDO and in particular whether the issues raised by Transport Dynamics encompass matters of siting, design and external appearance of the proposed building.
- 4.9 The assessment carried out and the response made to Transport Dynamics is for completeness and to ensure that the planning authority (and the public) can be fully informed about the highways and traffic implications of the proposed development.
- 4.10 In conclusion, there are no unacceptable highway or transport impacts as a result of the proposed development.

- End of Report -

Appendix A

Layout Plan



Project Information:

Project: Gold Street Winery
Client: Mr Pallab Sengupta.
Address: Gold Street, Cobham, Kent, DA12 3AA

Specific Drawing Notes:

Building Area: 645sqm
Hardstanding Area: 205sqm

Rev 1: (23.09.24). Prior Approval. GC

Prior Approval.

Proposed Block Plan w/ Additional
Planting & Visual Mitigation
proposed by Terra Firma

Courtauld & Co. Architects
Knights Farm, co8 2jq. 07837 255 801

Gold Street. No. 0431

Scale:	Date:	Drawing No:	Rev:
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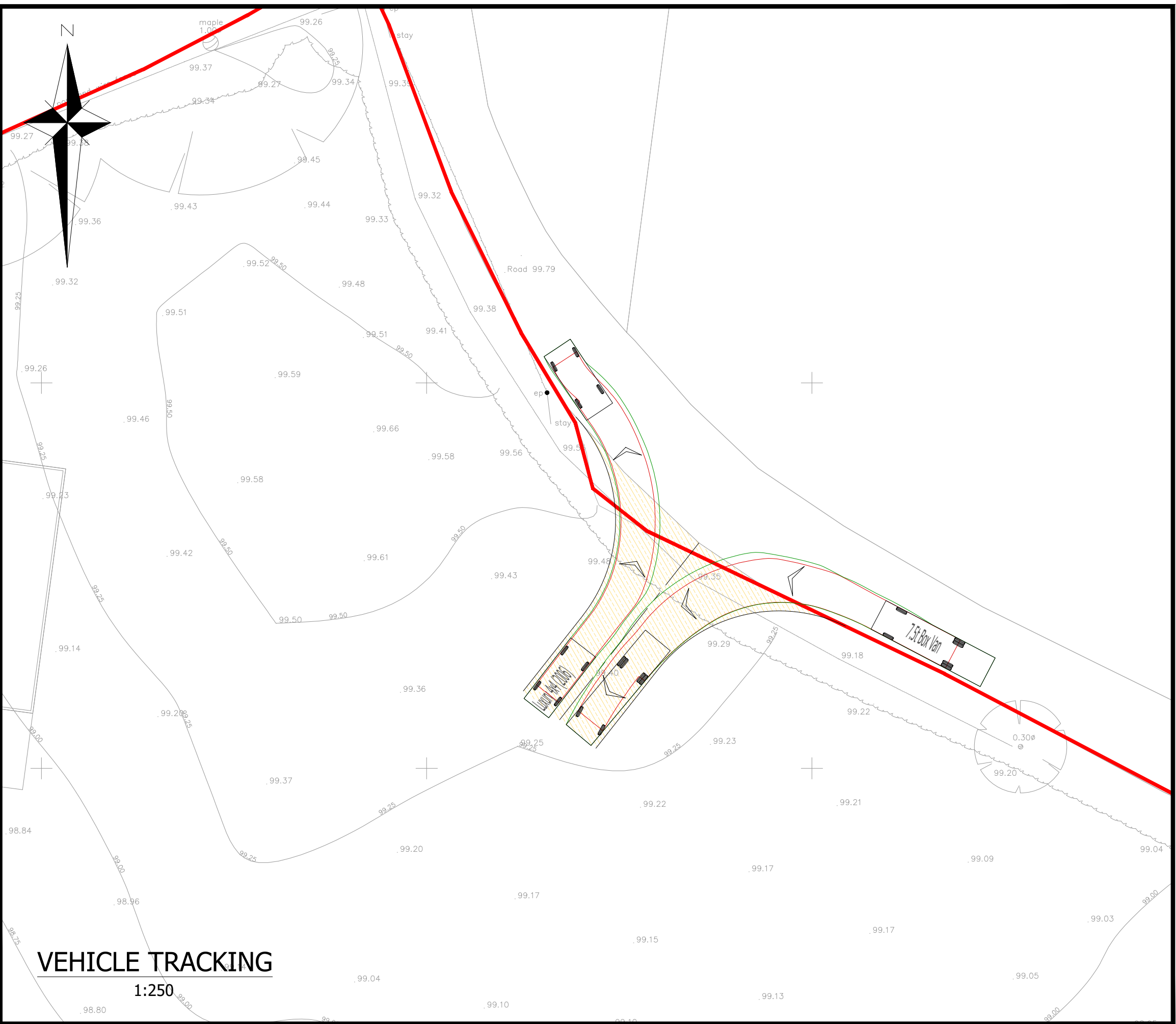
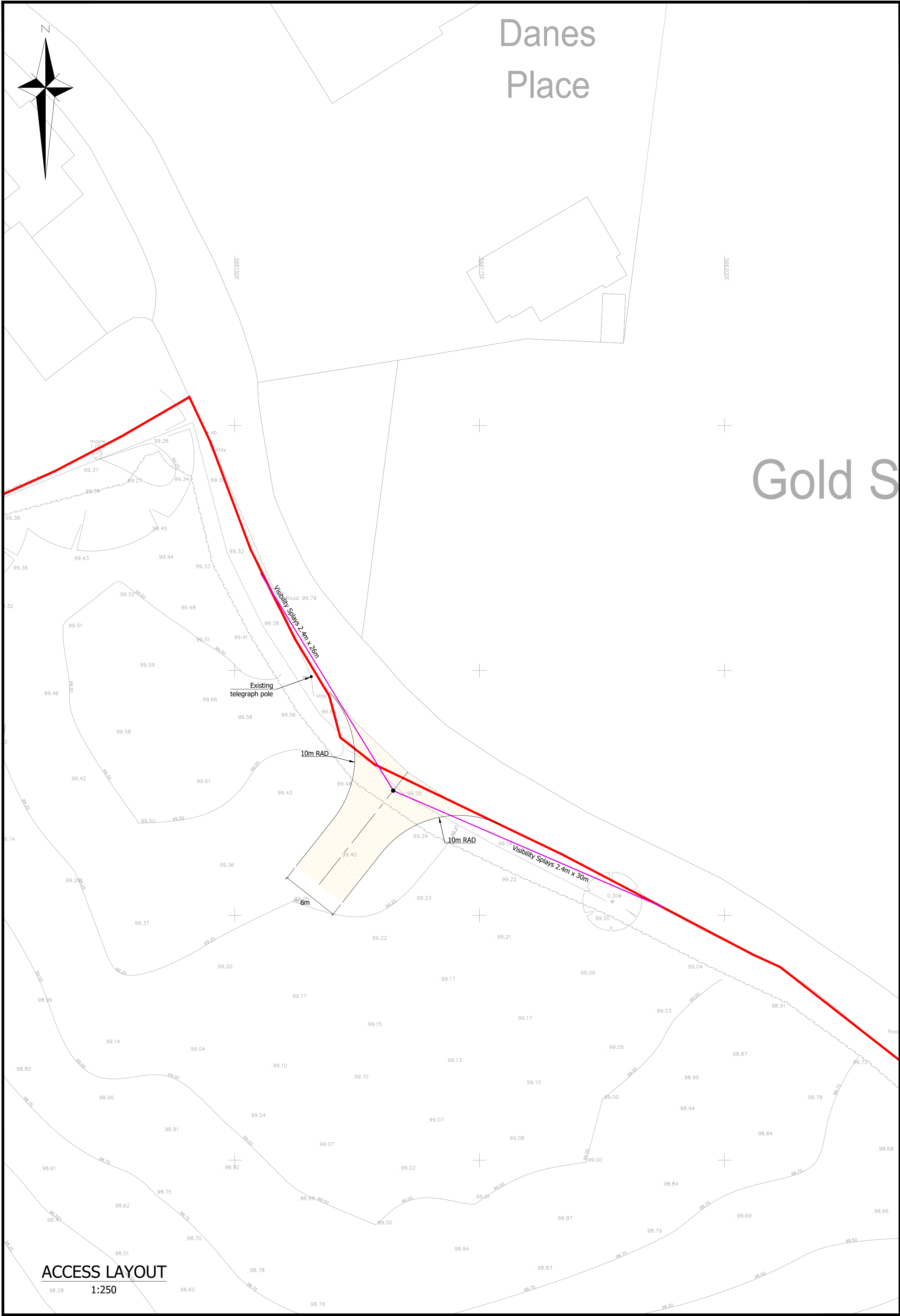
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0 25ft



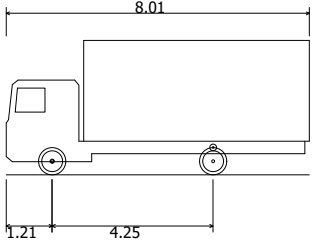
01 Proposed Block Plan - w/ Planting
10650 1:500 @ A3

Appendix B

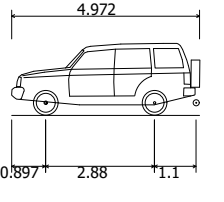
Vehicle Tracking and Access Plan



- GENERAL NOTES
1. The location, size, depth and identification of existing services that may be shown or referred to on this drawing have been assessed from non intrusive observations, record drawings or the like. The contractor shall safely carry out intrusive investigations, trial holes or soundings prior to commencing work to satisfy himself that it is safe to proceed and that the assessments are accurate. any discrepancies shall be notified to gta prior to works commencing.
 2. Tender or billing drawings shall not be used for construction or the ordering of materials.
 3. Do not scale. All dimensions and levels to be site confirmed.
 4. This drawing shall be read in conjunction with all relevant architects, consultants drawings and specifications, together with H&S plan requirements.
 5. Copyright : This drawing must not be copied, amended nor reproduced without the prior written agreement of gta.
 6. All drawings specifications and recommendations made by gta are subject to Local Authority and other relevant Statutory Authorities approval. Any works or services made abortive due to the client proceeding prior to these approvals is considered wholly at the Clients risk. gta hold no responsibility for resulting abortive works or costs.



7.5t Box Van
Overall Length 8.010m
Overall Width 2.100m
Overall Body Height 3.556m
Min Body Ground Clearance 0.351m
Track Width 2.064m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.400m



Luxury 4x4 (2006)
Overall Length 4.972m
Overall Width 2.034m
Overall Body Height 1.905m
Min Body Ground Clearance 0.279m
Max Track Width 1.884m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.800m

- Vehicle wheels outline
- Vehicle Body envelope

P3	Visibility amended to ATC survey results	13.09.2024	ART	LS
P2	Updated to comments	06.02.2024	JMW	LS
P1	INITIAL ISSUE	24.01.2024	JMW	LS
Rev	Amendments	Date	Dsn	Chk

Status	PRELIMINARY			
Client	THE CANTINA GROUP			
Architect				
Project	WINERY BUILDING, GOLD STREET GRAVESEND, KENT			
Title	ACCESS PLAN			
Date	JAN 2024	Scale @ A1	1:250	
Clients Ref.		Project Ref.	12953	

gta Civils & Transport
Maple House, 192-198 London Road,
Burgess Hill, West Sussex, RH15 9RD
Tel: 01444 871444 Web: www.gtacivils.co.uk

Drawing Number	12953/2100	Rev.	P3
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Appendix C

Road Safety Audit and Designer's Response

Stage 1 Road Safety Audit – Designers Response

Proposed Winery Building,
Cobham House Vineyard,
Gold Street,
Cobham,
Gravesend,
Kent,
DA12 3AA



Designer's Response: Proposed Winery Building, Cobham House Vineyard, Land to the East and West
of Gold Street, Cobham, Gravesend, Kent, DA12 3AA

Index

1	Introduction	3
2	Project Details	4
	Key Personnel	4
3	Road Safety Audit Decision Log	5
4	Design Organisation and Overseeing Organisation statements	6

Designer's Response: Proposed Winery Building, Cobham House Vineyard, Land to the East and West of Gold Street, Cobham, Gravesend, Kent, DA12 3AA

Schedule of Appendices

- A Revised Access Plan
- B Stage 1 Road Safety Audit

Issue	Issue date	Compiled	Checked	Authorised
1	September 2024	EP	LNS	LNS

1 Introduction

- 1.1 EC Road Safety Limited has been commissioned by GTA Civils & Transport Limited to undertake a Stage 1 Road Safety Audit on the proposed on the proposed Site Access at Gold Street, Cobham, Gravesend.
- 1.2 The Designer for the scheme is GTA Civils & Transport Ltd and the Client is Cobham House Vineyard. The Overseeing Organisation is Kent County Council.
- 1.3 This Stage 1 Road Safety Audit has been undertaken to demonstrate that the access into the vineyard from Gold Street does not have any highway safety concerns that cannot be resolved.
- 1.4 The scheme consists of the following elements:
 - A 'bell mouth' type access arrangement onto Gold Street
 - 10m radius kerbs at the 'bell mouth' access
 - 6-metre-wide access road into the development site
 - Visibility splays of 2.4m x 55m in each direction
- 1.5 The Audit took place at the offices of EC Road Safety between 3rd and 9th September 2024 and comprised an examination of the information provided by the Design Organisation, plus a visit to the site of the proposed scheme. The Audit was undertaken in accordance with email instruction and the report has been prepared with reference to the Design Manual for Roads and Bridges (DMRB) GG 119 (revision 2).
- 1.6 The Audit Team visited the site together on Friday 6th September 2024 between 08.15am and 08.30am. The weather during the site visit was dry and overcast. The carriageway surface was wet with localised flooding in places as a result of the prolonged heavy rainfall overnight. Traffic flows were low, and vehicle speeds were observed as being low. No pedestrian or cyclist movements were observed during the time of the site visit.
- 1.7 No details of collisions, levels, drainage, lighting or strategic signage have been provided. These issues are not, therefore, considered further in this report except where it is considered that the absence of them could contribute to a road safety concern.
- 1.8 The revised site access drawing following the comments received by the road safety auditor can be seen in **Appendix A**.
- 1.9 The Stage 1 Road Safety Audit can be reviewed in full in **Appendix B**.

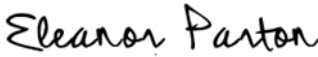
Designer's Response: Proposed Winery Building, Cobham House Vineyard, Land to the East and West of Gold Street, Cobham, Gravesend, Kent, DA12 3AA

2 Project Details

Table 2.1 Project Details

Report title:	Stage 1 Road Safety Audit Response Report
Date:	8 th September 2024
Document reference and revision:	12953
Prepared by:	GTA Civils & Transport Ltd
On behalf of:	Cobham House Vineyard

Table 2.2 Authorisation sheet

Project:	Proposed Winery Building, Cobham House Vineyard, Gold Street, DA12 3AA
Report title:	Stage 1 Road Safety Audit
Prepared by:	
Name:	Eleanor Parton
Position:	Transport Planner
Signed:	
Organisation:	GTA Civils & Transport Ltd
Date:	11 th September 2024
Approved by:	
Name:	Lawrence Stringer
Position:	Director
Signed:	
Organisation:	GTA Civils & Transport Ltd
Date:	13 th September 2024

Key Personnel

Table 2.3 Key Personnel

Overseeing Organisation:	KCC
RSA Team:	Paul Nevard/Vinny Rey, EC Road Safety Ltd
Design Organisation:	Eleanor Parton, GTA Civils & Transport Ltd

Designer's Response: Proposed Winery Building, Cobham House Vineyard, Land to the East and West of Gold Street, Cobham, Gravesend, Kent, DA12 3AA

3 Road Safety Audit Decision Log

Table 3.1 RSA1 Problems, Recommendations & Response

Problem	Location	Description	Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
4.1.1	Proposed Access	Restricted visibility increases the risk of vehicle-to-vehicle collisions – The visibility splay looking southeast when exiting the development site will fall outside of the highway boundary and within the boundary of the development site. No information has been provided detailing the site boundary arrangements and whether these will restrict the visibility splay for vehicles exiting the site. This could result in reduced intervisibility between motorists, increasing the risk of vehicle-to-vehicle collisions, with consequent risk of injury.	It is recommended that adequate visibility is provided consistent with likely vehicle approach speeds. Visibility envelopes should be adopted as part of the Public Highway or covenants should be established to ensure that private parcels of land are not obstructed in perpetuity and that there will be no planting or structures taller than 600mm.	The drawing has been updated to reflect visibility splays in line with actual recorded 85th% vehicle speeds along Gold Street following an ATC Speed Survey being undertaken from 05/09/24 to 12/09/24. All visibility splays fall within the client's land and therefore visibility splays will be maintained with some limited trimming back of hedges to ensure that there will be no planting or structures taller than 600mm.		

4 Design Organisation and Overseeing Organisation statements

Table 4.1 Design Organisation statement

On behalf of the design organisation, I certify that:	
1) the RSA actions identified in response to the road safety audit problems have been discussed and agreed with the Overseeing Organisation	
Name:	
Signed:	
Position:	
Organisation:	
Date:	

Table 4.2 Overseeing Organisation statement

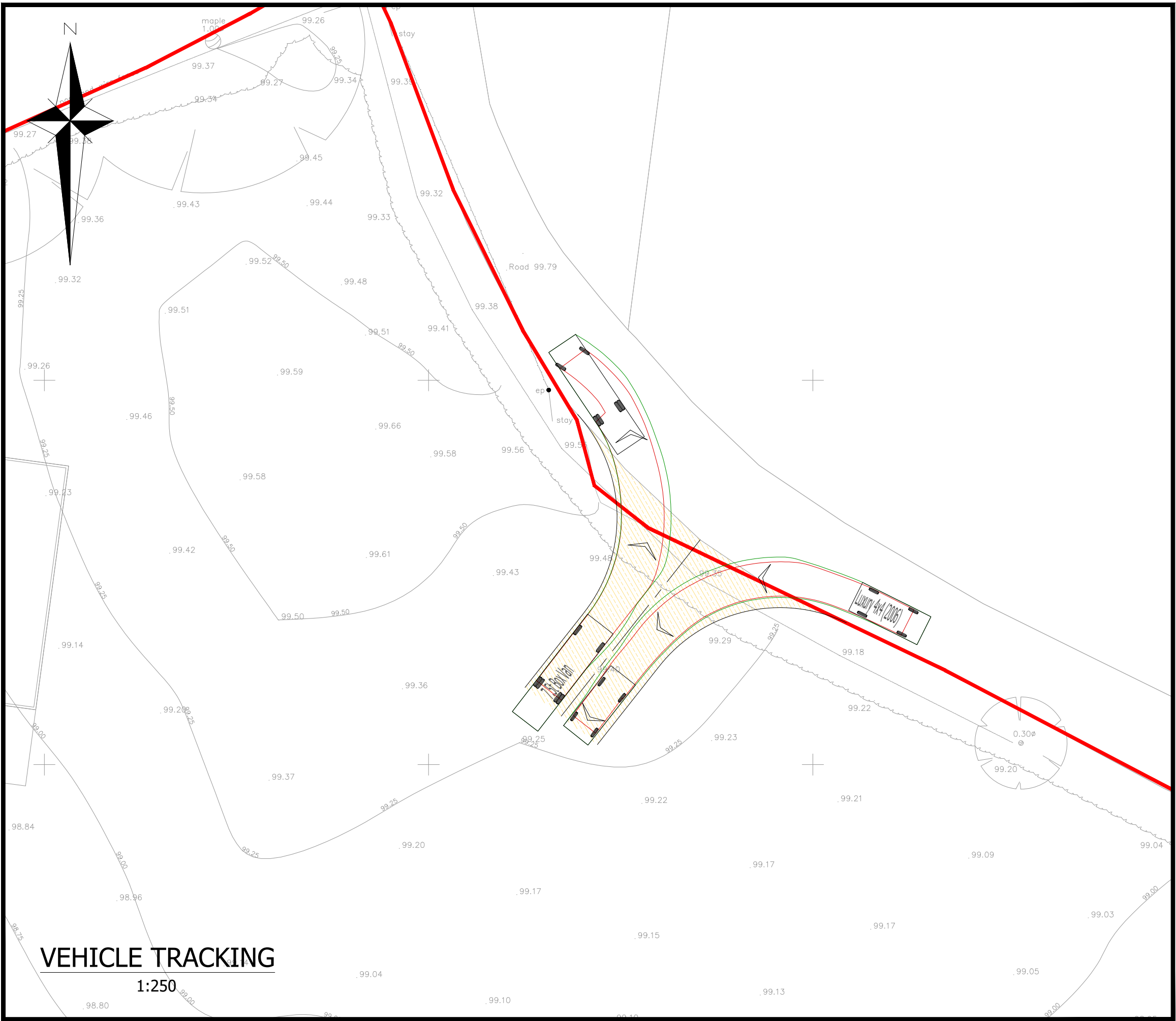
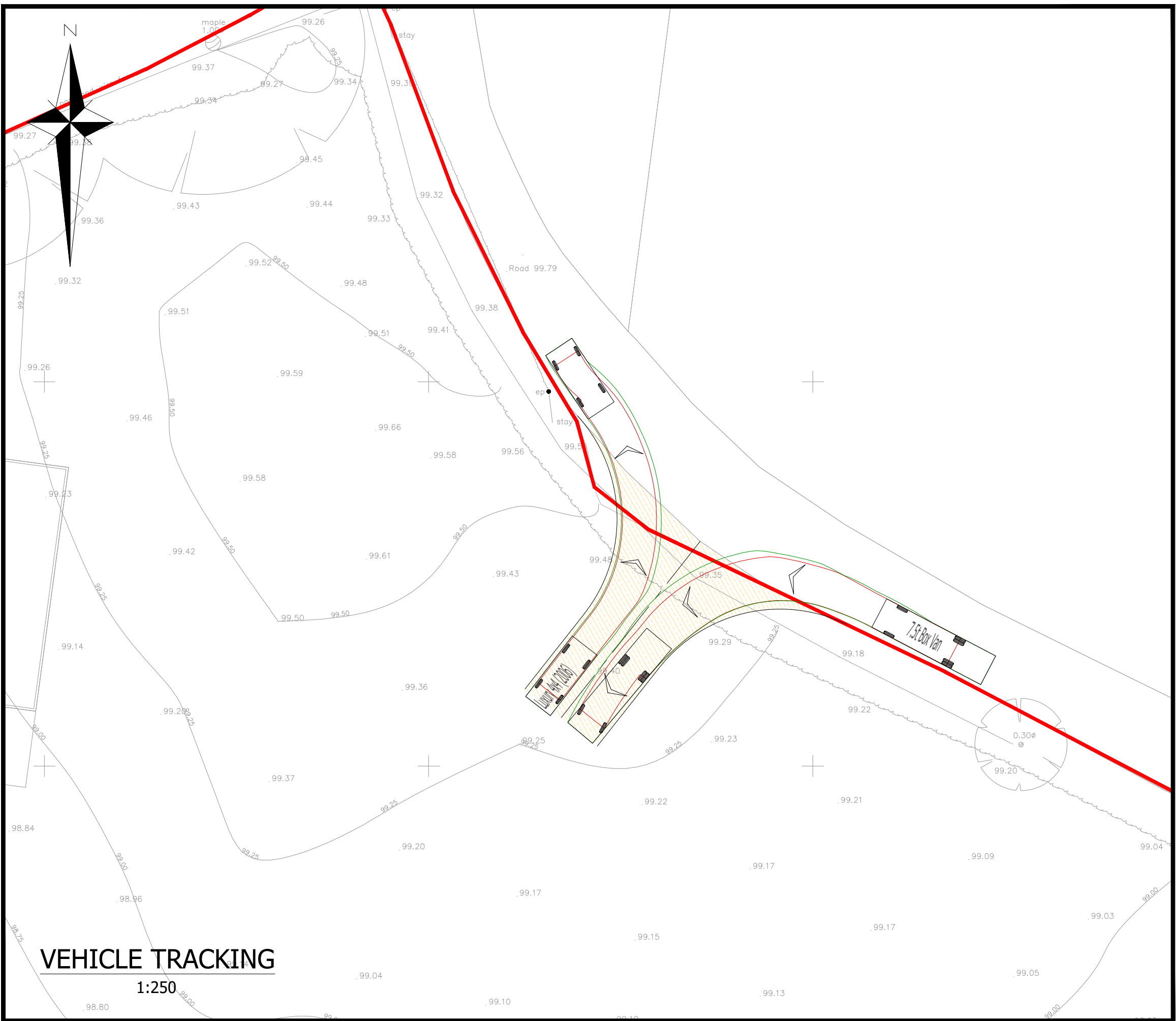
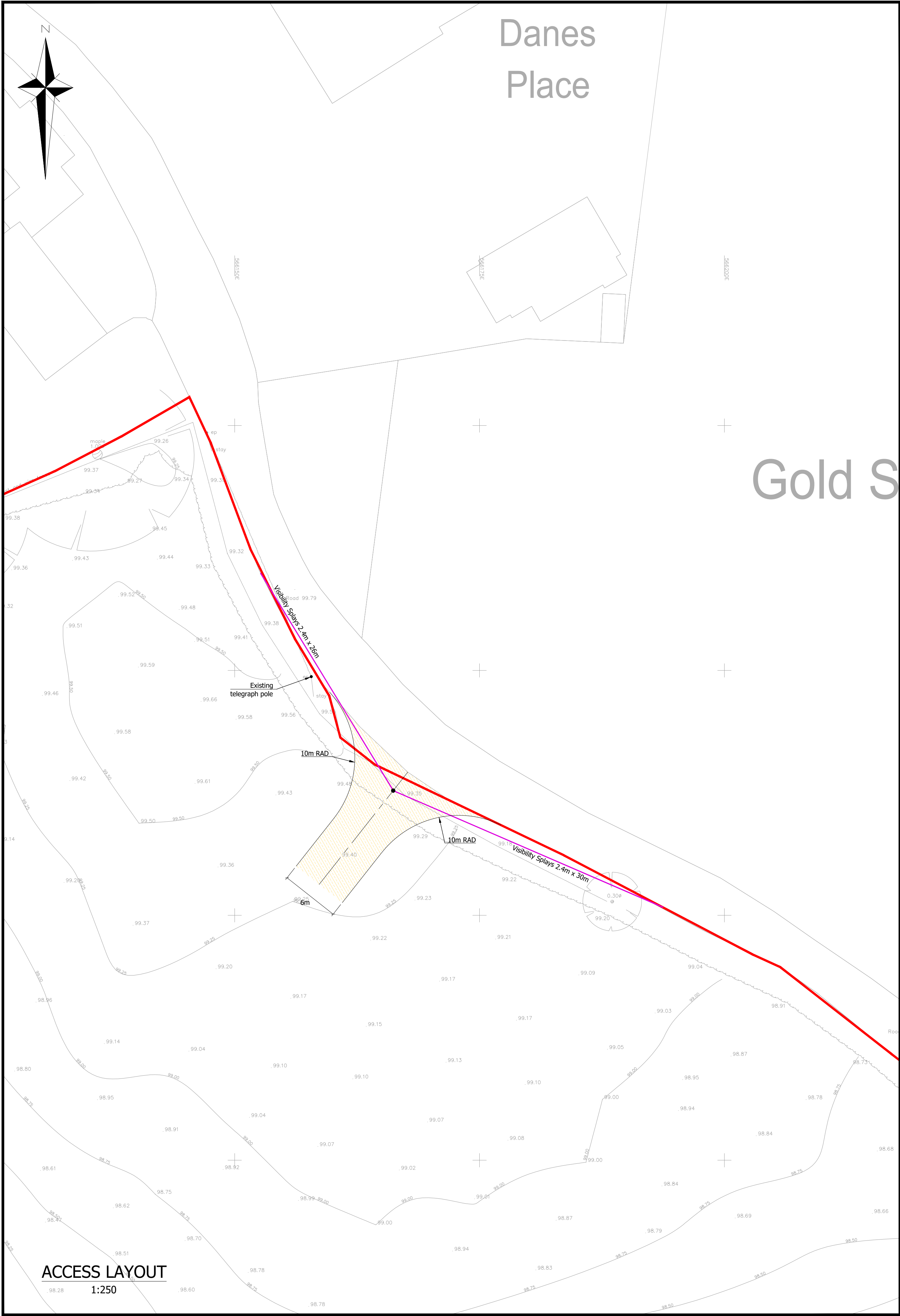
On behalf of the Overseeing organisation, I certify that:	
1) the RSA actions identified in response to the road safety audit problems have been discussed and agreed with the design organisation; and	
2) the agreed RSA actions will be progressed	
Name:	
Signed:	
Position:	
Organisation:	
Date:	

- End of Report -

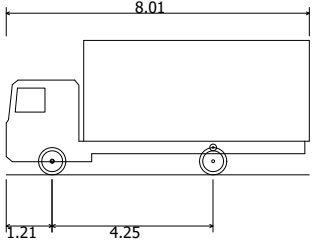
Designer's Response: Proposed Winery Building, Cobham House Vineyard, Land to the East and West
of Gold Street, Cobham, Gravesend, Kent, DA12 3AA

Appendix A

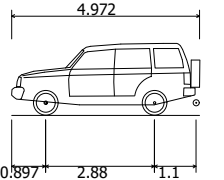
Revised Access Plan



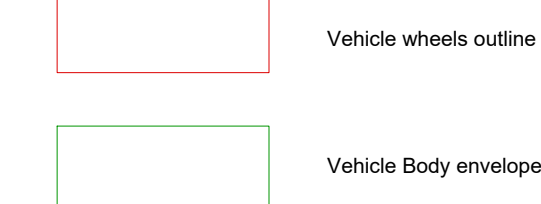
- GENERAL NOTES
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Status	PRELIMINARY
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Architect	
Project	WINERY BUILDING, GOLD STREET GRAVESEND, KENT
Title	ACCESS PLAN
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Project Ref.	

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Drawing Number	12953/2100	Rev.	P3
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Designer's Response: Proposed Winery Building, Cobham House Vineyard, Land to the East and West
of Gold Street, Cobham, Gravesend, Kent, DA12 3AA

Appendix B

Stage 1 Road Safety Audit



EC ROAD SAFETY LIMITED
audits@ecroadsafety.co.uk
www.ecroadsafety.co.uk

**Gold Street
Cobham
Gravesend
DA12 3AA**

Site Access

Stage 1 Road Safety Audit

Report No. EC/2024/09/GTA1

September 2024



Prepared by:

EC ROAD SAFETY LIMITED

Tall Trees
Downe Road, Keston, Kent
BR2 6AD
United Kingdom

AUTHORISATION SHEET

Overseeing Organisation Kent County Council
Design Organisation: GTA Civils & Transportation
Project: Site Access
Address: Gold Street
Cobham
Gravesend
DA12 3AA

PREPARED BY

Name: Vinny Rey
Position: Road Safety Engineer
Date: 08 September 2024

AGREED BY

Name: Paul Nevard
Position: Director – EC Road Safety Limited
Date: 09 September 2024

AUTHORISED FOR ISSUE

Name: Paul Nevard
Position: Director – EC Road Safety Limited
Date: 09 September 2024

DISTRIBUTION

Organsiation	Contact	Date	Copies
GTA Civils & Transportation	Ellie Parton	09/09/2024	ecopy

1 INTRODUCTION

1.1 General

- 1.1.1 EC Road Safety Limited has been commissioned by GTA Civils & Transportation to undertake a Stage 1 Road Safety Audit on the proposed Site Access at Gold Street, Cobham, Gravesend.
- 1.1.2 The Road Safety Audit was produced for Ellie Parton on behalf of (overseeing organisation): Kent County Council. The Designer for the scheme is GTA Civils & Transportation.
- 1.1.3 The Audit Team membership was as follows:

Audit Team Leader

Vinny Rey Road Safety Engineer – EC Road Safety
MCIHT, MSoRSA, HE RSA Cert. Competency

Audit Team Member

Paul Nevard Road Safety Engineer – EC Road Safety
MCIHT, MSoRSA, HE RSA Cert. Competency

- 1.1.4 The Audit Team was approved by Ellie Parton of GTA Civils & Transportation.
- 1.1.5 The Audit took place at the offices of EC Road Safety between 3rd and 9th September 2024 and comprised an examination of the information provided by the Design Organisation and listed in Appendix A, plus a visit to the site of the proposed scheme. The Audit was undertaken in accordance with email instruction and the report has been prepared with reference to the Design Manual for Roads and Bridges (DMRB) GG 119 (revision 2) with exceptions set out in paragraph 2.4.
- 1.1.6 The Audit Team visited the site together on Friday 6th September 2024 between 08.15am and 08.30am. The weather during the site visit was dry and overcast. The carriageway surface was wet with localised flooding in places as a result of the prolonged heavy rainfall overnight. Traffic flows were low and vehicle speeds were observed as being low. No pedestrian or cyclist movements were observed during the time of the site visit.
- 1.1.7 No details of collisions, levels, drainage, lighting or strategic signage have been provided. These issues are not, therefore, considered further in this report except where it is considered that the absence of them could contribute to a road safety concern.
- 1.1.8 The location of any problems raised can be found within the report, photographed for reference, or referenced in Appendix B of this report. If no problems are identified, only a location plan will be provided for reference in Appendix B.
- 1.1.9 A Road Safety Audit Response log has been provided in Appendix C; this may assist the designer in appropriately documenting all subsequent decisions with regard to Road Safety Audit comments raised within this report.
- 1.1.10 The Road Safety Audit Team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria. This Road Safety Audit has not considered structural safety or checked for compliance to standards. This safety audit does not perform any “Technical Check” function on these proposals. It is assumed that the Design Organisation is satisfied that such a “Technical Check” has been successfully completed prior to requesting this safety audit. Design

Organisations are responsible for ensuring that their designs have been subject to the appropriate design reviews (including where applicable, Non-Motorised User (NMU) Audits) prior to Road Safety Audit.

- 1.1.11 This Road Safety Audit has been undertaken based on the Road Safety Audit Team's previous experience and knowledge in undertaking Accident Investigation, Road Safety Engineering and Road Safety Audits. No member of the Road Safety Audit Team has had any previous input to the design of the scheme. The audit has been carried out with the sole purpose of identifying any features of the design that should be removed or modified to improve the safety of the scheme. The problems identified have been noted in this report together with recommendations for safety improvements, which should be studied for implementation.

2. ITEMS CONSIDERED

2.1 Scheme Proposals

2.1.1 The scheme proposes a new access forming part of the proposed redevelopment at Cobham House Vineyard, Gold Street, Cobham, Gravesend.

2.1.2 The scheme consists of the following elements:

- A 'bell mouth' type access arrangement onto Gold Street just south of Danes Place metres.
- 10m radius kerbs at the 'bell mouth' access.
- 6-metre-wide access road into the development site.
- Visibility splays of 2.4m x 55m in each direction

2.1.3 The scope of the audit relates to the proposed Site Access at Gold Street, Cobham, Gravesend.

2.1.4 Information that has been provided to the Audit Team, for the purpose of this audit, is as outlined within Appendix A of this report. The information includes a design drawing.

2.2 Purpose of Scheme

2.2.1 The purpose of the scheme is to provide Site Access at Gold Street, Cobham, Gravesend.

2.3 Departures from Standards (Design)

2.3.1 The Audit Team has not been advised of any design departures from standards.

2.4 Departures from Standards (Audit)

2.4.1 The Road Safety Audit has been produced with reference to DMRB – GG119 – Road Safety Audit with the following exceptions:

- A formal Road Safety Audit brief approved by Kent County Council has not been provided to the Audit Team, however the Audit Team received all relevant background data and information, and therefore did not consider that the lack of a formal brief would compromise the production of a Road Safety Audit for these proposals.

3. PROBLEMS IDENTIFIED IN PREVIOUS ROAD SAFETY AUDITS

No previous audits have been supplied to the Audit Team and the Audit Team believe that none have been produced.

4. ITEMS RAISED AT THIS STAGE 1 ROAD SAFETY AUDIT

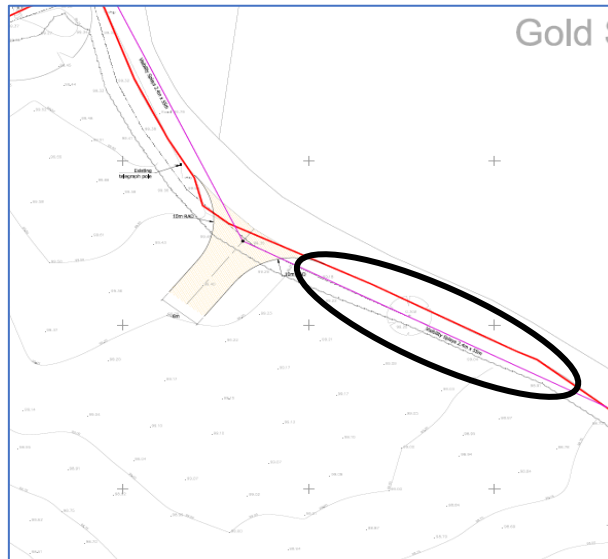
4.1 GENERAL

4.1.1 PROBLEM

Location: Proposed access

Summary: Restricted visibility increases the risk of vehicle-to-vehicle collisions.

Detail: The visibility splay looking southeast when exiting the development site will fall outside of the highway boundary and within the boundary of the development site. No information has been provided detailing the site boundary arrangements and whether these will restrict the visibility splay for vehicles exiting the site. This could result in reduced intervisibility between motorists, increasing the risk of vehicle-to-vehicle collisions, with consequent risk of injury.



RECOMMENDATION

It is recommended that adequate visibility is provided consistent with likely vehicle approach speeds. Visibility envelopes should be adopted as part of the Public Highway or covenants should be established to ensure that private parcels of land are not obstructed in perpetuity and that there will be no planting or structures taller than 600mm.

End of Safety Comments

5. AUDIT TEAM STATEMENT

We certify that this audit has been carried out in accordance with GG 119 (revision 2).

Audit Team Leader

Vinny Rey
BEng (Hons), MCIHT, MSoRSA
HE RSA Cert Comp.
Road Safety Engineer

Signed: 

Date: 8th September 2024

Audit Team Member

Paul Nevard
MSc, BA (Hons), CMILT, MCIHT, MSoRSA
HE RSA Cert Comp.
Road Safety Engineer
Director EC Road Safety

Signed: 

Date: 9th September 2024

EC Road Safety Limited

Tall Trees
Downe Road,
Keston,
Kent
BR2 6AD
United Kingdom

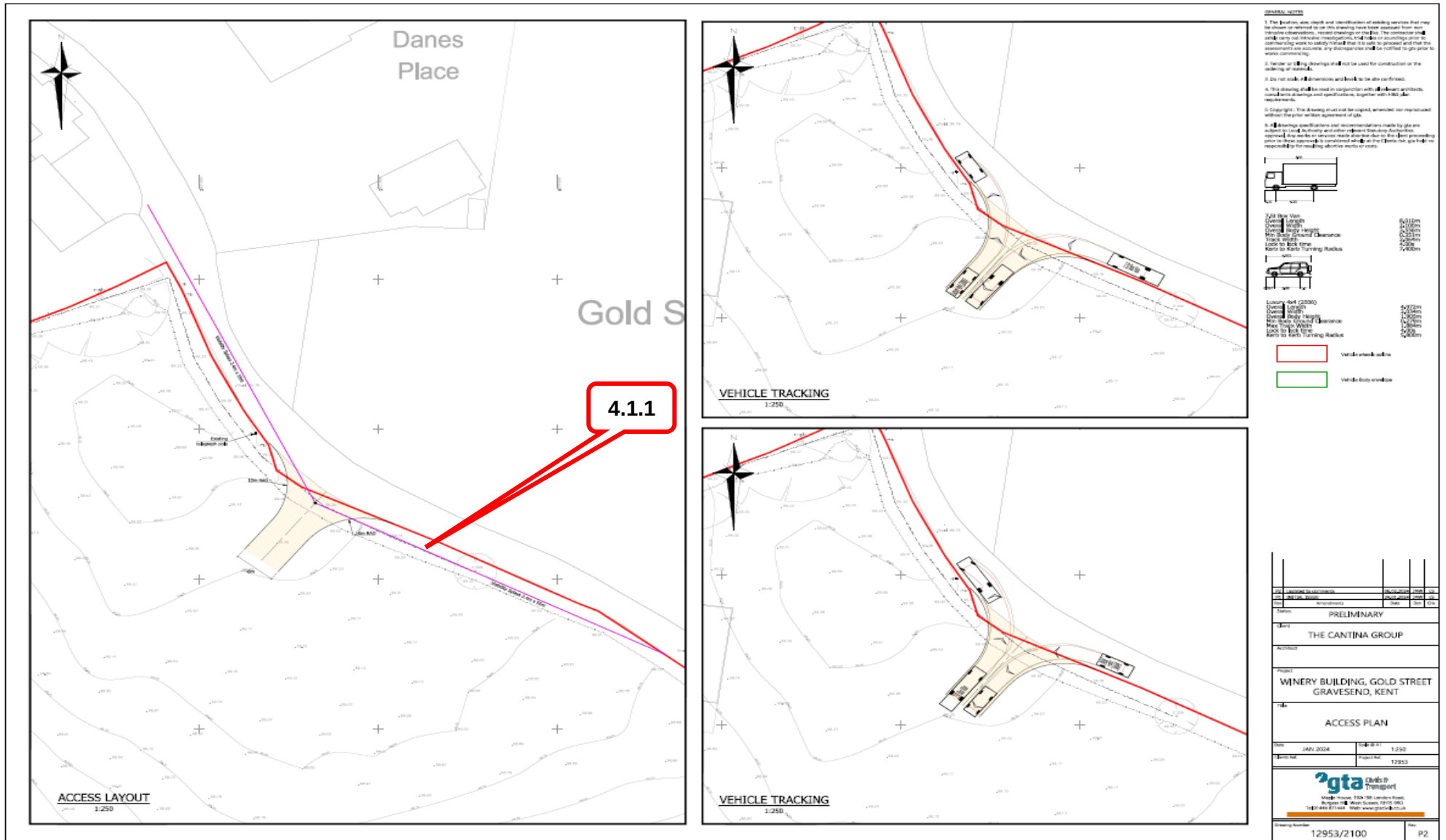
Tel: 07508 76 76 96

APPENDIX A
INFORMATION PROVIDED

List of information provided:

Drawing Reference Number	Revision	Title
12953/2100	P2	Access Plan

LOCATION OF PROBLEMS PLAN



APPENDIX C: ROAD SAFETY AUDIT RESPONSE LOG

Report Title:	RSA Stage:
Location:	Date:
Prepared by:	Document Reference:
On Behalf of:	

Original RSA Report Ref:	Date:
Compiled by: Paul Nevard and Vinny Rey	
On behalf of: EC Road Safety Limited	

Key Personnel

Overseeing Organisation:
RSA Team: EC Road Safety Limited – Paul Nevard and Vinny Rey
Design Organisation:

Road Safety Audit Decision Log

Prob No:	Location / Summary	Recommendation (summary)	Design Organisation Response	Overseeing Organisation Response	Agreed Action in Response to RSA
	Location: Summary:				
	Location: Summary:				
	Location: Summary:				
	Location: Summary:				

Appendix D

Automatic Traffic Count (Speed Survey)



AUTOMATIC TRAFFIC COUNT REPORT

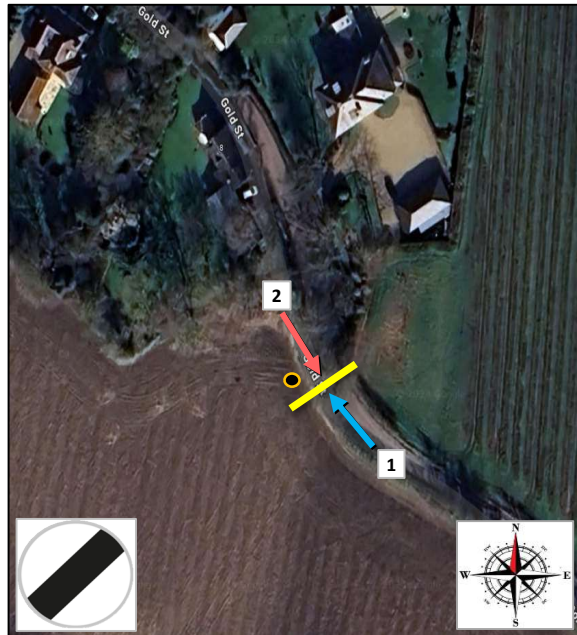
REF: Site No: 4092401

SITE LOCATION: Gold Street, Cobham, Gravesend, DA12 3AA

Client: GTA Civils

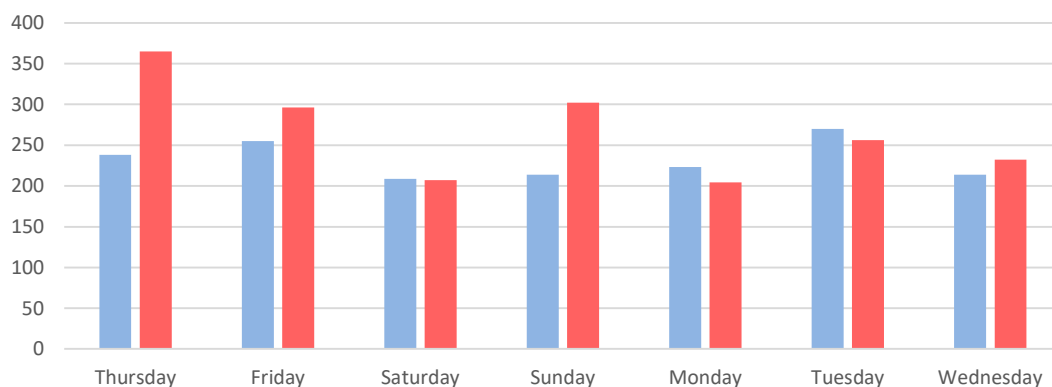
DATE: Thursday 5th September - Wednesday 11th September 2024

Requester: Lawrence Stringer



			Direction 1			Direction 2		
Summary			North Bound			South Bound		
			Total Vehicles	Mean Average	85%ile Speed	Total Vehicles	Mean Average	85%ile Speed
Day 1	Thursday	05/09/2024	238	19	23	365	18	21
Day 2	Friday	06/09/2024	255	21	23	296	19	21
Day 3	Saturday	07/09/2024	209	20	23	207	18	21
Day 4	Sunday	08/09/2024	214	20	22	302	17	19
Day 5	Monday	09/09/2024	223	21	24	204	18	21
Day 6	Tuesday	10/09/2024	270	21	24	256	19	22
Day 7	Wednesday	11/09/2024	214	21	24	232	19	22
Week Total			1623	20	23	1862	18	21

Total Vehicles





Site No: 4092401

Site: Gold Street, Cobham, Gravesend, DA12 3AA

DIRECTION: 1 North Bound

			Count	Speed bins [mph]										v15	vm	v85	Length bins [m]				
				1-10	11-20	21-30	31-40	41-50	51-60	61-70	71-80	81-90	>90	15%ile	mean	85%ile	1.5	6.5	8.5	10.5	14.0
Date	Time																P/C Bike	Car	MGV	HGV	Artic/Bus
Thursday	From	To																			
05/09/24	00:00	01:00	3	0	2	1	0	0	0	0	0	0	0	18	21	26	0	3	0	0	0
05/09/24	01:00	02:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
05/09/24	02:00	03:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
05/09/24	03:00	04:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
05/09/24	04:00	05:00	1	0	1	0	0	0	0	0	0	0	0	19	19	19	0	1	0	0	0
05/09/24	05:00	06:00	2	0	1	1	0	0	0	0	0	0	0	11	17	22	0	1	1	0	0
05/09/24	06:00	07:00	11	0	3	8	0	0	0	0	0	0	0	19	22	26	0	8	3	0	0
05/09/24	07:00	08:00	26	0	5	21	0	0	0	0	0	0	0	19	22	26	0	25	0	1	0
05/09/24	08:00	09:00	18	0	6	12	0	0	0	0	0	0	0	19	22	26	0	17	1	0	0
05/09/24	09:00	10:00	10	0	4	6	0	0	0	0	0	0	0	19	21	24	0	9	1	0	0
05/09/24	10:00	11:00	15	3	9	3	0	0	0	0	0	0	0	7	17	21	2	12	1	0	0
05/09/24	11:00	12:00	9	0	8	1	0	0	0	0	0	0	0	15	18	20	0	8	1	0	0
05/09/24	12:00	13:00	20	2	8	10	0	0	0	0	0	0	0	14	19	24	1	17	2	0	0
05/09/24	13:00	14:00	7	0	3	4	0	0	0	0	0	0	0	15	19	22	0	6	1	0	0
05/09/24	14:00	15:00	7	0	4	3	0	0	0	0	0	0	0	16	19	22	0	5	2	0	0
05/09/24	15:00	16:00	19	1	13	5	0	0	0	0	0	0	0	15	18	21	1	18	0	0	0
05/09/24	16:00	17:00	8	0	2	6	0	0	0	0	0	0	0	18	21	22	0	8	0	0	0
05/09/24	17:00	18:00	17	1	10	6	0	0	0	0	0	0	0	18	19	22	1	16	0	0	0
05/09/24	18:00	19:00	18	1	12	5	0	0	0	0	0	0	0	18	19	22	0	18	0	0	0
05/09/24	19:00	20:00	7	0	4	3	0	0	0	0	0	0	0	18	20	24	1	6	0	0	0
05/09/24	20:00	21:00	13	0	6	7	0	0	0	0	0	0	0	19	22	25	0	13	0	0	0
05/09/24	21:00	22:00	11	0	7	4	0	0	0	0	0	0	0	18	19	22	1	10	0	0	0
05/09/24	22:00	23:00	8	1	4	3	0	0	0	0	0	0	0	14	18	23	1	7	0	0	0
05/09/24	23:00	24:00	8	4	2	2	0	0	0	0	0	0	0	9	16	27	2	6	0	0	0
05/09/24		06:00-09:00	55	0	14	41	0	0	0	0	0	0	0	19	22	26	0	50	4	1	0
05/09/24		15:00-19:00	62	3	37	22	0	0	0	0	0	0	0	17	19	22	2	60	0	0	0
05/09/24		06:00-22:00	216	8	104	104	0	0	0	0	0	0	0	17	20	23	7	196	12	1	0
05/09/24		00:00-24:00	238	13	114	111	0	0	0	0	0	0	0	16	19	23	10	214	13	1	0



Site No: 4092401

Site: Gold Street, Cobham, Gravesend, DA12 3AA

DIRECTION: 1 North Bound

			Count	Speed bins [mph]										v15	vm	v85	Length bins [m]				
				1-10	11-20	21-30	31-40	41-50	51-60	61-70	71-80	81-90	>90	15%ile	mean	85%ile	1.5	6.5	8.5	10.5	14.0
Date	Time																P/C Bike	Car	MGV	HGV	Artic/Bus
Friday	From	To																			
06/09/24	00:00	01:00	2	0	1	1	0	0	0	0	0	0	0	19	21	22	0	2	0	0	0
06/09/24	01:00	02:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
06/09/24	02:00	03:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
06/09/24	03:00	04:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
06/09/24	04:00	05:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
06/09/24	05:00	06:00	3	0	1	2	0	0	0	0	0	0	0	20	21	22	0	2	1	0	0
06/09/24	06:00	07:00	7	0	2	5	0	0	0	0	0	0	0	19	23	26	0	6	1	0	0
06/09/24	07:00	08:00	21	0	7	14	0	0	0	0	0	0	0	19	21	23	0	21	0	0	0
06/09/24	08:00	09:00	18	1	9	8	0	0	0	0	0	0	0	19	20	24	1	17	0	0	0
06/09/24	09:00	10:00	13	0	8	5	0	0	0	0	0	0	0	17	20	22	2	11	0	0	0
06/09/24	10:00	11:00	19	2	11	6	0	0	0	0	0	0	0	11	17	22	3	14	2	0	0
06/09/24	11:00	12:00	10	1	5	4	0	0	0	0	0	0	0	13	18	24	1	8	1	0	0
06/09/24	12:00	13:00	17	1	5	11	0	0	0	0	0	0	0	19	21	24	1	15	1	0	0
06/09/24	13:00	14:00	16	2	10	4	0	0	0	0	0	0	0	13	18	21	1	14	1	0	0
06/09/24	14:00	15:00	13	0	8	5	0	0	0	0	0	0	0	19	21	23	0	13	0	0	0
06/09/24	15:00	16:00	16	1	6	9	0	0	0	0	0	0	0	18	20	24	0	14	2	0	0
06/09/24	16:00	17:00	11	0	2	9	0	0	0	0	0	0	0	21	23	26	0	10	1	0	0
06/09/24	17:00	18:00	20	0	11	9	0	0	0	0	0	0	0	19	21	22	0	18	2	0	0
06/09/24	18:00	19:00	23	0	10	13	0	0	0	0	0	0	0	18	21	24	0	22	1	0	0
06/09/24	19:00	20:00	11	0	4	7	0	0	0	0	0	0	0	18	20	22	0	10	1	0	0
06/09/24	20:00	21:00	15	0	8	7	0	0	0	0	0	0	0	18	20	22	0	15	0	0	0
06/09/24	21:00	22:00	5	0	2	3	0	0	0	0	0	0	0	19	21	22	0	5	0	0	0
06/09/24	22:00	23:00	13	0	3	10	0	0	0	0	0	0	0	19	22	24	1	12	0	0	0
06/09/24	23:00	24:00	2	0	0	2	0	0	0	0	0	0	0	23	25	27	0	2	0	0	0
06/09/24		06:00-09:00	46	1	18	27	0	0	0	0	0	0	0	19	21	24	1	44	1	0	0
06/09/24		15:00-19:00	70	1	29	40	0	0	0	0	0	0	0	19	21	24	0	64	6	0	0
06/09/24		06:00-22:00	235	8	108	119	0	0	0	0	0	0	0	18	20	23	9	213	13	0	0
06/09/24		00:00-24:00	255	8	113	134	0	0	0	0	0	0	0	18	21	23	10	231	14	0	0



Site No: 4092401

Site: Gold Street, Cobham, Gravesend, DA12 3AA

DIRECTION: 1 North Bound

			Count	Speed bins [mph]										v15	vm	v85	Length bins [m]				
				1-10	11-20	21-30	31-40	41-50	51-60	61-70	71-80	81-90	>90	15%ile	mean	85%ile	1.5	6.5	8.5	10.5	14.0
Date	Time																P/C Bike	Car	MGV	HGV	Artic/Bus
Saturday	From	To																			
07/09/24	00:00	01:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
07/09/24	01:00	02:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
07/09/24	02:00	03:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
07/09/24	03:00	04:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
07/09/24	04:00	05:00	1	0	0	1	0	0	0	0	0	0	0	25	25	25	0	1	0	0	0
07/09/24	05:00	06:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
07/09/24	06:00	07:00	4	0	1	3	0	0	0	0	0	0	0	21	20	21	0	3	1	0	0
07/09/24	07:00	08:00	4	0	0	4	0	0	0	0	0	0	0	21	22	23	0	4	0	0	0
07/09/24	08:00	09:00	7	2	1	3	1	0	0	0	0	0	0	9	19	22	1	5	1	0	0
07/09/24	09:00	10:00	19	4	8	7	0	0	0	0	0	0	0	9	16	21	3	12	3	1	0
07/09/24	10:00	11:00	22	1	14	7	0	0	0	0	0	0	0	16	19	22	2	20	0	0	0
07/09/24	11:00	12:00	14	1	7	6	0	0	0	0	0	0	0	19	20	23	1	13	0	0	0
07/09/24	12:00	13:00	9	0	6	3	0	0	0	0	0	0	0	19	20	21	0	9	0	0	0
07/09/24	13:00	14:00	10	2	7	1	0	0	0	0	0	0	0	9	16	19	3	7	0	0	0
07/09/24	14:00	15:00	19	0	11	8	0	0	0	0	0	0	0	19	20	22	0	19	0	0	0
07/09/24	15:00	16:00	16	1	7	8	0	0	0	0	0	0	0	17	20	24	0	16	0	0	0
07/09/24	16:00	17:00	10	1	4	5	0	0	0	0	0	0	0	17	20	24	1	9	0	0	0
07/09/24	17:00	18:00	13	0	9	4	0	0	0	0	0	0	0	17	20	24	0	13	0	0	0
07/09/24	18:00	19:00	14	0	5	9	0	0	0	0	0	0	0	19	21	23	0	14	0	0	0
07/09/24	19:00	20:00	11	0	8	3	0	0	0	0	0	0	0	19	19	21	0	11	0	0	0
07/09/24	20:00	21:00	9	0	3	6	0	0	0	0	0	0	0	16	20	24	0	9	0	0	0
07/09/24	21:00	22:00	6	0	3	3	0	0	0	0	0	0	0	18	21	24	0	6	0	0	0
07/09/24	22:00	23:00	18	2	10	6	0	0	0	0	0	0	0	16	18	21	1	16	1	0	0
07/09/24	23:00	24:00	3	0	1	2	0	0	0	0	0	0	0	15	21	25	0	3	0	0	0
07/09/24		06:00-09:00	15	2	2	10	1	0	0	0	0	0	0	17	20	22	1	12	2	0	0
07/09/24		15:00-19:00	53	2	25	26	0	0	0	0	0	0	0	18	20	24	1	52	0	0	0
07/09/24		06:00-22:00	187	12	94	80	1	0	0	0	0	0	0	17	20	22	11	170	5	1	0
07/09/24		00:00-24:00	209	14	105	89	1	0	0	0	0	0	0	17	20	23	12	190	6	1	0



Site No: 4092401

Site: Gold Street, Cobham, Gravesend, DA12 3AA

DIRECTION: 1 North Bound

			Count	Speed bins [mph]										v15	vm	v85	Length bins [m]				
				1-10	11-20	21-30	31-40	41-50	51-60	61-70	71-80	81-90	>90	15%ile	mean	85%ile	1.5	6.5	8.5	10.5	14.0
Date	Time																P/C Bike	Car	MGV	HGV	Artic/Bus
Sunday	From	To																			
08/09/24	00:00	01:00	6	0	0	6	0	0	0	0	0	0	0	25	26	27	0	6	0	0	0
08/09/24	01:00	02:00	3	0	2	1	0	0	0	0	0	0	0	18	20	22	0	3	0	0	0
08/09/24	02:00	03:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
08/09/24	03:00	04:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
08/09/24	04:00	05:00	2	0	1	1	0	0	0	0	0	0	0	19	21	22	0	2	0	0	0
08/09/24	05:00	06:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
08/09/24	06:00	07:00	2	0	2	0	0	0	0	0	0	0	0	19	19	19	0	2	0	0	0
08/09/24	07:00	08:00	3	0	0	3	0	0	0	0	0	0	0	21	23	24	0	3	0	0	0
08/09/24	08:00	09:00	2	1	1	0	0	0	0	0	0	0	0	6	13	20	1	1	0	0	0
08/09/24	09:00	10:00	11	2	4	5	0	0	0	0	0	0	0	13	17	21	2	9	0	0	0
08/09/24	10:00	11:00	21	1	12	8	0	0	0	0	0	0	0	12	19	23	1	20	0	0	0
08/09/24	11:00	12:00	11	4	4	3	0	0	0	0	0	0	0	9	15	21	1	10	0	0	0
08/09/24	12:00	13:00	26	0	18	8	0	0	0	0	0	0	0	17	19	21	0	25	0	1	0
08/09/24	13:00	14:00	15	1	6	8	0	0	0	0	0	0	0	13	19	24	0	15	0	0	0
08/09/24	14:00	15:00	13	0	7	6	0	0	0	0	0	0	0	19	20	21	0	13	0	0	0
08/09/24	15:00	16:00	17	0	7	10	0	0	0	0	0	0	0	19	21	22	0	17	0	0	0
08/09/24	16:00	17:00	25	0	15	10	0	0	0	0	0	0	0	18	20	22	0	24	1	0	0
08/09/24	17:00	18:00	14	2	9	3	0	0	0	0	0	0	0	15	18	21	1	13	0	0	0
08/09/24	18:00	19:00	14	3	6	5	0	0	0	0	0	0	0	10	17	22	4	10	0	0	0
08/09/24	19:00	20:00	6	0	2	4	0	0	0	0	0	0	0	20	21	21	0	5	1	0	0
08/09/24	20:00	21:00	9	0	4	5	0	0	0	0	0	0	0	19	22	25	0	8	1	0	0
08/09/24	21:00	22:00	4	0	3	1	0	0	0	0	0	0	0	19	20	20	0	4	0	0	0
08/09/24	22:00	23:00	8	0	1	7	0	0	0	0	0	0	0	21	23	26	0	8	0	0	0
08/09/24	23:00	24:00	2	0	2	0	0	0	0	0	0	0	0	19	20	20	0	1	1	0	0
08/09/24		06:00-09:00	7	1	3	3	0	0	0	0	0	0	0	15	18	21	1	6	0	0	0
08/09/24		15:00-19:00	70	5	37	28	0	0	0	0	0	0	0	16	19	22	5	64	1	0	0
08/09/24		06:00-22:00	193	14	100	79	0	0	0	0	0	0	0	16	19	22	10	179	3	1	0
08/09/24		00:00-24:00	214	14	106	94	0	0	0	0	0	0	0	17	20	22	10	199	4	1	0



Site No: 4092401

Site: Gold Street, Cobham, Gravesend, DA12 3AA

DIRECTION: 1 North Bound

			Count	Speed bins [mph]										v15	vm	v85	Length bins [m]				
				1-10	11-20	21-30	31-40	41-50	51-60	61-70	71-80	81-90	>90	15%ile	mean	85%ile	1.5	6.5	8.5	10.5	14.0
Date	Time																P/C Bike	Car	MGV	HGV	Artic/Bus
Monday	From	To																			
09/09/24	00:00	01:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
09/09/24	01:00	02:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
09/09/24	02:00	03:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
09/09/24	03:00	04:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
09/09/24	04:00	05:00	1	0	0	1	0	0	0	0	0	0	0	22	22	22	0	1	0	0	0
09/09/24	05:00	06:00	1	0	0	1	0	0	0	0	0	0	0	26	26	26	0	1	0	0	0
09/09/24	06:00	07:00	5	0	0	5	0	0	0	0	0	0	0	21	22	24	0	4	1	0	0
09/09/24	07:00	08:00	18	1	6	11	0	0	0	0	0	0	0	19	21	24	0	17	1	0	0
09/09/24	08:00	09:00	16	0	7	9	0	0	0	0	0	0	0	18	21	26	0	12	4	0	0
09/09/24	09:00	10:00	6	0	4	2	0	0	0	0	0	0	0	19	20	22	0	6	0	0	0
09/09/24	10:00	11:00	15	1	9	5	0	0	0	0	0	0	0	16	19	21	1	14	0	0	0
09/09/24	11:00	12:00	15	1	6	8	0	0	0	0	0	0	0	17	19	22	1	14	0	0	0
09/09/24	12:00	13:00	12	1	5	5	1	0	0	0	0	0	0	18	20	24	1	11	0	0	0
09/09/24	13:00	14:00	7	0	5	2	0	0	0	0	0	0	0	16	19	21	0	7	0	0	0
09/09/24	14:00	15:00	10	0	8	2	0	0	0	0	0	0	0	16	20	24	0	9	1	0	0
09/09/24	15:00	16:00	19	0	8	11	0	0	0	0	0	0	0	16	20	24	1	17	1	0	0
09/09/24	16:00	17:00	23	1	13	9	0	0	0	0	0	0	0	14	19	22	4	17	2	0	0
09/09/24	17:00	18:00	17	1	7	9	0	0	0	0	0	0	0	18	20	24	2	15	0	0	0
09/09/24	18:00	19:00	18	0	8	10	0	0	0	0	0	0	0	19	21	24	0	18	0	0	0
09/09/24	19:00	20:00	14	0	8	6	0	0	0	0	0	0	0	17	19	22	0	14	0	0	0
09/09/24	20:00	21:00	11	0	3	8	0	0	0	0	0	0	0	20	22	25	0	10	1	0	0
09/09/24	21:00	22:00	2	0	0	2	0	0	0	0	0	0	0	21	22	22	0	2	0	0	0
09/09/24	22:00	23:00	10	0	3	5	2	0	0	0	0	0	0	19	24	32	1	9	0	0	0
09/09/24	23:00	24:00	3	0	0	3	0	0	0	0	0	0	0	21	25	30	0	3	0	0	0
09/09/24		06:00-09:00	39	1	13	25	0	0	0	0	0	0	0	19	21	25	0	33	6	0	0
09/09/24		15:00-19:00	77	2	36	39	0	0	0	0	0	0	0	17	20	24	7	67	3	0	0
09/09/24		06:00-22:00	208	6	97	104	1	0	0	0	0	0	0	18	20	23	10	187	11	0	0
09/09/24		00:00-24:00	223	6	100	114	3	0	0	0	0	0	0	19	21	24	11	201	11	0	0



Site No: 4092401

Site: Gold Street, Cobham, Gravesend, DA12 3AA

DIRECTION: 1 North Bound

			Count	Speed bins [mph]										v15	vm	v85	Length bins [m]				
				1-10	11-20	21-30	31-40	41-50	51-60	61-70	71-80	81-90	>90	15%ile	mean	85%ile	1.5	6.5	8.5	10.5	14.0
Date	Time																P/C Bike	Car	MGV	HGV	Artic/Bus
Tuesday	From	To																			
10/09/24	00:00	01:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
10/09/24	01:00	02:00	1	0	0	1	0	0	0	0	0	0	0	21	21	21	0	0	1	0	0
10/09/24	02:00	03:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
10/09/24	03:00	04:00	1	0	0	0	1	0	0	0	0	0	0	36	36	36	0	1	0	0	0
10/09/24	04:00	05:00	2	0	1	1	0	0	0	0	0	0	0	20	21	22	0	1	1	0	0
10/09/24	05:00	06:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
10/09/24	06:00	07:00	12	0	3	9	0	0	0	0	0	0	0	19	22	24	0	11	0	1	0
10/09/24	07:00	08:00	17	0	7	10	0	0	0	0	0	0	0	19	21	24	0	17	0	0	0
10/09/24	08:00	09:00	13	0	4	9	0	0	0	0	0	0	0	19	21	24	0	13	0	0	0
10/09/24	09:00	10:00	17	0	4	13	0	0	0	0	0	0	0	20	21	22	1	14	2	0	0
10/09/24	10:00	11:00	17	1	9	7	0	0	0	0	0	0	0	17	19	22	0	15	2	0	0
10/09/24	11:00	12:00	15	1	11	3	0	0	0	0	0	0	0	16	18	21	0	14	1	0	0
10/09/24	12:00	13:00	19	2	4	13	0	0	0	0	0	0	0	14	20	25	3	15	1	0	0
10/09/24	13:00	14:00	14	0	6	8	0	0	0	0	0	0	0	19	21	24	0	13	1	0	0
10/09/24	14:00	15:00	16	3	7	6	0	0	0	0	0	0	0	9	17	24	1	12	3	0	0
10/09/24	15:00	16:00	18	0	7	11	0	0	0	0	0	0	0	19	21	24	0	18	0	0	0
10/09/24	16:00	17:00	16	1	9	6	0	0	0	0	0	0	0	18	19	22	0	15	1	0	0
10/09/24	17:00	18:00	24	1	14	9	0	0	0	0	0	0	0	17	20	23	1	23	0	0	0
10/09/24	18:00	19:00	19	1	13	5	0	0	0	0	0	0	0	17	19	22	1	17	1	0	0
10/09/24	19:00	20:00	11	1	6	4	0	0	0	0	0	0	0	18	19	21	1	10	0	0	0
10/09/24	20:00	21:00	8	0	3	5	0	0	0	0	0	0	0	19	23	27	1	7	0	0	0
10/09/24	21:00	22:00	17	0	9	8	0	0	0	0	0	0	0	18	20	22	1	16	0	0	0
10/09/24	22:00	23:00	11	0	3	8	0	0	0	0	0	0	0	20	22	26	0	11	0	0	0
10/09/24	23:00	24:00	2	0	1	1	0	0	0	0	0	0	0	19	20	21	1	1	0	0	0
10/09/24		06:00-09:00	42	0	14	28	0	0	0	0	0	0	0	19	22	24	0	41	0	1	0
10/09/24		15:00-19:00	77	3	43	31	0	0	0	0	0	0	0	18	20	23	2	73	2	0	0
10/09/24		06:00-22:00	253	11	116	126	0	0	0	0	0	0	0	17	20	23	10	230	12	1	0
10/09/24		00:00-24:00	270	11	121	137	1	0	0	0	0	0	0	19	21	24	11	244	14	1	0



Site No: 4092401

Site: Gold Street, Cobham, Gravesend, DA12 3AA

DIRECTION: 1 North Bound

			Count	Speed bins [mph]										v15	vm	v85	Length bins [m]				
				1-10	11-20	21-30	31-40	41-50	51-60	61-70	71-80	81-90	>90	15%ile	mean	85%ile	1.5	6.5	8.5	10.5	14.0
Date	Time																P/C Bike	Car	MGV	HGV	Artic/Bus
Wednesday	From	To																			
11/09/24	00:00	01:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
11/09/24	01:00	02:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
11/09/24	02:00	03:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
11/09/24	03:00	04:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
11/09/24	04:00	05:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
11/09/24	05:00	06:00	3	0	0	3	0	0	0	0	0	0	0	21	23	24	0	3	0	0	0
11/09/24	06:00	07:00	10	0	3	6	1	0	0	0	0	0	0	19	23	26	0	9	1	0	0
11/09/24	07:00	08:00	28	0	12	16	0	0	0	0	0	0	0	18	21	25	0	26	2	0	0
11/09/24	08:00	09:00	14	2	5	7	0	0	0	0	0	0	0	15	20	26	0	14	0	0	0
11/09/24	09:00	10:00	14	0	6	8	0	0	0	0	0	0	0	17	21	22	0	14	0	0	0
11/09/24	10:00	11:00	13	1	6	6	0	0	0	0	0	0	0	15	19	22	0	13	0	0	0
11/09/24	11:00	12:00	12	2	5	5	0	0	0	0	0	0	0	17	18	22	2	10	0	0	0
11/09/24	12:00	13:00	11	1	5	5	0	0	0	0	0	0	0	18	20	22	2	8	1	0	0
11/09/24	13:00	14:00	9	0	3	6	0	0	0	0	0	0	0	16	20	22	1	8	0	0	0
11/09/24	14:00	15:00	7	1	2	4	0	0	0	0	0	0	0	19	18	21	1	6	0	0	0
11/09/24	15:00	16:00	14	0	5	9	0	0	0	0	0	0	0	17	20	23	0	12	0	1	1
11/09/24	16:00	17:00	9	0	5	4	0	0	0	0	0	0	0	17	21	26	0	9	0	0	0
11/09/24	17:00	18:00	21	0	13	8	0	0	0	0	0	0	0	18	20	22	0	20	1	0	0
11/09/24	18:00	19:00	16	1	7	8	0	0	0	0	0	0	0	18	20	22	0	16	0	0	0
11/09/24	19:00	20:00	13	0	6	7	0	0	0	0	0	0	0	17	20	24	0	13	0	0	0
11/09/24	20:00	21:00	6	0	3	3	0	0	0	0	0	0	0	18	21	24	0	6	0	0	0
11/09/24	21:00	22:00	4	0	2	2	0	0	0	0	0	0	0	18	21	24	0	4	0	0	0
11/09/24	22:00	23:00	8	0	3	5	0	0	0	0	0	0	0	16	22	27	0	8	0	0	0
11/09/24	23:00	24:00	2	0	0	2	0	0	0	0	0	0	0	22	24	25	0	2	0	0	0
11/09/24		06:00-09:00	52	2	20	29	1	0	0	0	0	0	0	17	21	26	0	49	3	0	0
11/09/24		15:00-19:00	60	1	30	29	0	0	0	0	0	0	0	18	20	23	0	57	1	1	1
11/09/24		06:00-22:00	201	8	88	104	1	0	0	0	0	0	0	17	20	23	6	188	5	1	1
11/09/24		00:00-24:00	214	8	91	114	1	0	0	0	0	0	0	18	21	24	6	201	5	1	1
Total			1623	74	750	793	6	0	0	0	0	0	0	18	20	23	70	1480	67	5	1



Site No: 4092401

Site: Gold Street, Cobham, Gravesend, DA12 3AA

DIRECTION: 2 South Bound

			Count	Speed bins [mph]										v15	vm	v85	Length bins [m]				
				1-10	11-20	21-30	31-40	41-50	51-60	61-70	71-80	81-90	>90	15%ile	mean	85%ile	1.5	6.5	8.5	10.5	14.0
Date	Time																P/C Bike	Car	MGV	HGV	Artic/Bus
Thursday	From	To																			
05/09/24	00:00	01:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
05/09/24	01:00	02:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
05/09/24	02:00	03:00	1	0	1	0	0	0	0	0	0	0	0	19	19	19	0	1	0	0	0
05/09/24	03:00	04:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
05/09/24	04:00	05:00	1	0	1	0	0	0	0	0	0	0	0	11	11	11	0	0	0	1	0
05/09/24	05:00	06:00	2	0	1	1	0	0	0	0	0	0	0	11	16	21	0	2	0	0	0
05/09/24	06:00	07:00	3	0	1	2	0	0	0	0	0	0	0	18	20	21	0	3	0	0	0
05/09/24	07:00	08:00	14	1	8	5	0	0	0	0	0	0	0	16	18	21	0	14	0	0	0
05/09/24	08:00	09:00	10	0	5	5	0	0	0	0	0	0	0	14	20	24	0	10	0	0	0
05/09/24	09:00	10:00	6	0	2	4	0	0	0	0	0	0	0	18	20	21	0	5	1	0	0
05/09/24	10:00	11:00	18	9	8	1	0	0	0	0	0	0	0	8	13	19	3	15	0	0	0
05/09/24	11:00	12:00	14	0	10	4	0	0	0	0	0	0	0	16	19	21	0	13	0	1	0
05/09/24	12:00	13:00	10	1	6	3	0	0	0	0	0	0	0	11	17	21	1	9	0	0	0
05/09/24	13:00	14:00	23	3	12	8	0	0	0	0	0	0	0	13	17	22	2	18	3	0	0
05/09/24	14:00	15:00	132	120	10	2	0	0	0	0	0	0	0	6	8	8	34	65	11	7	15
05/09/24	15:00	16:00	23	1	17	5	0	0	0	0	0	0	0	16	19	21	0	21	2	0	0
05/09/24	16:00	17:00	27	2	16	9	0	0	0	0	0	0	0	15	18	22	2	25	0	0	0
05/09/24	17:00	18:00	18	0	10	8	0	0	0	0	0	0	0	19	20	21	0	18	0	0	0
05/09/24	18:00	19:00	16	0	11	5	0	0	0	0	0	0	0	18	19	22	0	15	1	0	0
05/09/24	19:00	20:00	18	0	13	5	0	0	0	0	0	0	0	18	20	23	1	17	0	0	0
05/09/24	20:00	21:00	13	2	9	2	0	0	0	0	0	0	0	15	17	20	1	12	0	0	0
05/09/24	21:00	22:00	9	1	6	2	0	0	0	0	0	0	0	14	17	21	0	9	0	0	0
05/09/24	22:00	23:00	3	0	2	1	0	0	0	0	0	0	0	14	20	27	0	3	0	0	0
05/09/24	23:00	24:00	4	0	1	3	0	0	0	0	0	0	0	21	23	27	0	4	0	0	0
05/09/24		06:00-09:00	27	1	14	12	0	0	0	0	0	0	0	16	20	22	0	27	0	0	0
05/09/24		15:00-19:00	84	3	54	27	0	0	0	0	0	0	0	17	19	22	2	79	3	0	0
05/09/24		06:00-22:00	354	140	144	70	0	0	0	0	0	0	0	15	18	21	44	269	18	8	15
05/09/24		00:00-24:00	365	140	150	75	0	0	0	0	0	0	0	15	18	21	44	279	18	9	15



Site No: 4092401

Site: Gold Street, Cobham, Gravesend, DA12 3AA

DIRECTION: 2 South Bound

			Count	Speed bins [mph]										v15	vm	v85	Length bins [m]				
				1-10	11-20	21-30	31-40	41-50	51-60	61-70	71-80	81-90	>90	15%ile	mean	85%ile	1.5	6.5	8.5	10.5	14.0
Date	Time																P/C Bike	Car	MGV	HGV	Artic/Bus
Friday	From	To																			
06/09/24	00:00	01:00	1	0	0	1	0	0	0	0	0	0	0	29	29	29	0	1	0	0	0
06/09/24	01:00	02:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
06/09/24	02:00	03:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
06/09/24	03:00	04:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
06/09/24	04:00	05:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
06/09/24	05:00	06:00	59	56	2	1	0	0	0	0	0	0	0	6	8	9	27	25	2	3	2
06/09/24	06:00	07:00	3	1	1	1	0	0	0	0	0	0	0	4	15	23	0	2	1	0	0
06/09/24	07:00	08:00	14	0	8	6	0	0	0	0	0	0	0	17	20	22	0	14	0	0	0
06/09/24	08:00	09:00	8	0	7	1	0	0	0	0	0	0	0	18	19	20	0	8	0	0	0
06/09/24	09:00	10:00	23	0	13	10	0	0	0	0	0	0	0	18	20	22	0	22	1	0	0
06/09/24	10:00	11:00	12	0	9	3	0	0	0	0	0	0	0	15	19	22	0	12	0	0	0
06/09/24	11:00	12:00	18	2	13	3	0	0	0	0	0	0	0	13	17	19	1	15	2	0	0
06/09/24	12:00	13:00	15	0	11	4	0	0	0	0	0	0	0	14	18	21	0	15	0	0	0
06/09/24	13:00	14:00	6	1	5	0	0	0	0	0	0	0	0	17	17	19	1	4	1	0	0
06/09/24	14:00	15:00	16	0	11	5	0	0	0	0	0	0	0	16	19	21	0	16	0	0	0
06/09/24	15:00	16:00	9	1	8	0	0	0	0	0	0	0	0	17	17	19	1	7	1	0	0
06/09/24	16:00	17:00	29	1	18	10	0	0	0	0	0	0	0	18	19	23	1	26	2	0	0
06/09/24	17:00	18:00	29	0	18	11	0	0	0	0	0	0	0	17	20	22	0	28	1	0	0
06/09/24	18:00	19:00	14	0	11	3	0	0	0	0	0	0	0	17	18	21	0	14	0	0	0
06/09/24	19:00	20:00	18	0	12	6	0	0	0	0	0	0	0	18	19	22	0	16	2	0	0
06/09/24	20:00	21:00	12	1	9	2	0	0	0	0	0	0	0	16	18	20	1	11	0	0	0
06/09/24	21:00	22:00	7	0	6	1	0	0	0	0	0	0	0	18	19	20	0	7	0	0	0
06/09/24	22:00	23:00	3	0	1	2	0	0	0	0	0	0	0	19	23	27	0	3	0	0	0
06/09/24	23:00	24:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
06/09/24		06:00-09:00	25	1	16	8	0	0	0	0	0	0	0	13	18	22	0	24	1	0	0
06/09/24		15:00-19:00	81	2	55	24	0	0	0	0	0	0	0	17	19	21	2	75	4	0	0
06/09/24		06:00-22:00	233	7	160	66	0	0	0	0	0	0	0	16	18	21	5	217	11	0	0
06/09/24		00:00-24:00	296	63	163	70	0	0	0	0	0	0	0	16	19	21	32	246	13	3	2



Site No: 4092401

Site: Gold Street, Cobham, Gravesend, DA12 3AA

DIRECTION: 2 South Bound

			Count	Speed bins [mph]										v15	vm	v85	Length bins [m]				
				1-10	11-20	21-30	31-40	41-50	51-60	61-70	71-80	81-90	>90	15%ile	mean	85%ile	1.5	6.5	8.5	10.5	14.0
Date	Time																P/C Bike	Car	MGV	HGV	Artic/Bus
Saturday	From	To																			
07/09/24	00:00	01:00	3	0	1	1	1	0	0	0	0	0	0	18	25	31	0	3	0	0	0
07/09/24	01:00	02:00	2	1	1	0	0	0	0	0	0	0	0	4	12	19	1	1	0	0	0
07/09/24	02:00	03:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
07/09/24	03:00	04:00	2	0	1	1	0	0	0	0	0	0	0	17	20	23	0	2	0	0	0
07/09/24	04:00	05:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
07/09/24	05:00	06:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
07/09/24	06:00	07:00	1	0	1	0	0	0	0	0	0	0	0	18	18	18	0	1	0	0	0
07/09/24	07:00	08:00	3	0	2	1	0	0	0	0	0	0	0	18	19	21	0	3	0	0	0
07/09/24	08:00	09:00	10	4	4	2	0	0	0	0	0	0	0	8	15	22	0	10	0	0	0
07/09/24	09:00	10:00	11	3	8	0	0	0	0	0	0	0	0	10	14	17	1	10	0	0	0
07/09/24	10:00	11:00	9	2	5	2	0	0	0	0	0	0	0	8	16	21	2	7	0	0	0
07/09/24	11:00	12:00	10	0	7	3	0	0	0	0	0	0	0	16	19	21	0	9	1	0	0
07/09/24	12:00	13:00	19	0	12	7	0	0	0	0	0	0	0	18	19	21	2	17	0	0	0
07/09/24	13:00	14:00	17	2	11	4	0	0	0	0	0	0	0	11	17	21	3	13	1	0	0
07/09/24	14:00	15:00	17	0	12	5	0	0	0	0	0	0	0	18	18	21	0	17	0	0	0
07/09/24	15:00	16:00	24	1	20	3	0	0	0	0	0	0	0	14	17	19	0	24	0	0	0
07/09/24	16:00	17:00	15	3	10	2	0	0	0	0	0	0	0	5	16	20	3	12	0	0	0
07/09/24	17:00	18:00	11	0	5	6	0	0	0	0	0	0	0	18	21	22	0	11	0	0	0
07/09/24	18:00	19:00	17	0	12	5	0	0	0	0	0	0	0	18	19	22	0	17	0	0	0
07/09/24	19:00	20:00	11	0	7	4	0	0	0	0	0	0	0	18	20	21	0	11	0	0	0
07/09/24	20:00	21:00	15	0	13	2	0	0	0	0	0	0	0	16	18	20	0	15	0	0	0
07/09/24	21:00	22:00	5	0	2	3	0	0	0	0	0	0	0	18	20	21	0	5	0	0	0
07/09/24	22:00	23:00	3	0	2	1	0	0	0	0	0	0	0	17	21	26	0	3	0	0	0
07/09/24	23:00	24:00	2	0	2	0	0	0	0	0	0	0	0	18	19	20	0	2	0	0	0
07/09/24		06:00-09:00	14	4	7	3	0	0	0	0	0	0	0	15	17	20	0	14	0	0	0
07/09/24		15:00-19:00	67	4	47	16	0	0	0	0	0	0	0	14	18	21	3	64	0	0	0
07/09/24		06:00-22:00	195	15	131	49	0	0	0	0	0	0	0	15	18	21	11	182	2	0	0
07/09/24		00:00-24:00	207	16	138	52	1	0	0	0	0	0	0	15	18	21	12	193	2	0	0



Site No: 4092401

Site: Gold Street, Cobham, Gravesend, DA12 3AA

DIRECTION: 2 South Bound

			Count	Speed bins [mph]										v15	vm	v85	Length bins [m]				
				1-10	11-20	21-30	31-40	41-50	51-60	61-70	71-80	81-90	>90	15%ile	mean	85%ile	1.5	6.5	8.5	10.5	14.0
Date	Time																P/C Bike	Car	MGV	HGV	Artic/Bus
Sunday	From	To																			
08/09/24	00:00	01:00	2	0	0	2	0	0	0	0	0	0	0	21	22	22	0	2	0	0	0
08/09/24	01:00	02:00	105	99	4	2	0	0	0	0	0	0	0	6	7	8	52	40	4	2	7
08/09/24	02:00	03:00	1	0	0	1	0	0	0	0	0	0	0	21	21	21	0	1	0	0	0
08/09/24	03:00	04:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
08/09/24	04:00	05:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
08/09/24	05:00	06:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
08/09/24	06:00	07:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
08/09/24	07:00	08:00	5	4	1	0	0	0	0	0	0	0	0	5	9	9	3	2	0	0	0
08/09/24	08:00	09:00	4	0	4	0	0	0	0	0	0	0	0	16	17	18	0	4	0	0	0
08/09/24	09:00	10:00	8	0	6	2	0	0	0	0	0	0	0	15	19	21	0	6	2	0	0
08/09/24	10:00	11:00	13	1	10	2	0	0	0	0	0	0	0	15	17	20	0	13	0	0	0
08/09/24	11:00	12:00	22	1	15	6	0	0	0	0	0	0	0	14	18	21	1	21	0	0	0
08/09/24	12:00	13:00	31	16	11	4	0	0	0	0	0	0	0	6	12	19	9	17	2	1	2
08/09/24	13:00	14:00	15	0	13	2	0	0	0	0	0	0	0	16	18	19	0	14	0	1	0
08/09/24	14:00	15:00	27	0	15	12	0	0	0	0	0	0	0	16	19	22	1	26	0	0	0
08/09/24	15:00	16:00	16	2	11	3	0	0	0	0	0	0	0	13	18	21	1	15	0	0	0
08/09/24	16:00	17:00	12	2	9	1	0	0	0	0	0	0	0	16	17	19	1	11	0	0	0
08/09/24	17:00	18:00	9	1	7	1	0	0	0	0	0	0	0	13	16	19	0	9	0	0	0
08/09/24	18:00	19:00	11	1	7	3	0	0	0	0	0	0	0	16	18	21	1	9	1	0	0
08/09/24	19:00	20:00	8	0	4	4	0	0	0	0	0	0	0	18	19	21	0	8	0	0	0
08/09/24	20:00	21:00	5	0	3	2	0	0	0	0	0	0	0	18	20	21	0	5	0	0	0
08/09/24	21:00	22:00	5	0	4	1	0	0	0	0	0	0	0	19	20	20	0	5	0	0	0
08/09/24	22:00	23:00	2	0	1	1	0	0	0	0	0	0	0	18	22	26	0	2	0	0	0
08/09/24	23:00	24:00	1	0	0	1	0	0	0	0	0	0	0	21	21	21	0	1	0	0	0
08/09/24		06:00-09:00	9	4	5	0	0	0	0	0	0	0	0	11	13	14	3	6	0	0	0
08/09/24		15:00-19:00	48	6	34	8	0	0	0	0	0	0	0	15	17	20	3	44	1	0	0
08/09/24		06:00-22:00	191	28	120	43	0	0	0	0	0	0	0	14	17	19	17	165	5	2	2
08/09/24		00:00-24:00	302	127	125	50	0	0	0	0	0	0	0	15	17	19	69	211	9	4	9



Site No: 4092401

Site: Gold Street, Cobham, Gravesend, DA12 3AA

DIRECTION: 2 South Bound

			Count	Speed bins [mph]										v15	vm	v85	Length bins [m]				
				1-10	11-20	21-30	31-40	41-50	51-60	61-70	71-80	81-90	>90	15%ile	mean	85%ile	1.5	6.5	8.5	10.5	14.0
Date	Time																P/C Bike	Car	MGV	HGV	Artic/Bus
Monday	From	To																			
09/09/24	00:00	01:00	1	0	1	0	0	0	0	0	0	0	0	19	19	19	0	1	0	0	0
09/09/24	01:00	02:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
09/09/24	02:00	03:00	1	0	0	1	0	0	0	0	0	0	0	22	22	22	0	1	0	0	0
09/09/24	03:00	04:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
09/09/24	04:00	05:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
09/09/24	05:00	06:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
09/09/24	06:00	07:00	6	3	1	2	0	0	0	0	0	0	0	8	14	24	1	4	1	0	0
09/09/24	07:00	08:00	17	3	8	6	0	0	0	0	0	0	0	11	17	21	1	13	2	1	0
09/09/24	08:00	09:00	9	2	4	3	0	0	0	0	0	0	0	9	17	22	1	7	1	0	0
09/09/24	09:00	10:00	7	1	2	4	0	0	0	0	0	0	0	13	18	23	1	5	1	0	0
09/09/24	10:00	11:00	9	0	7	2	0	0	0	0	0	0	0	14	18	21	0	8	1	0	0
09/09/24	11:00	12:00	6	1	3	2	0	0	0	0	0	0	0	18	17	21	1	5	0	0	0
09/09/24	12:00	13:00	18	3	11	4	0	0	0	0	0	0	0	12	17	22	1	17	0	0	0
09/09/24	13:00	14:00	14	0	12	2	0	0	0	0	0	0	0	16	18	19	0	14	0	0	0
09/09/24	14:00	15:00	11	1	8	2	0	0	0	0	0	0	0	18	18	20	1	9	1	0	0
09/09/24	15:00	16:00	11	2	4	5	0	0	0	0	0	0	0	19	19	22	1	8	2	0	0
09/09/24	16:00	17:00	21	1	16	4	0	0	0	0	0	0	0	16	18	21	0	21	0	0	0
09/09/24	17:00	18:00	26	1	17	8	0	0	0	0	0	0	0	18	20	22	1	25	0	0	0
09/09/24	18:00	19:00	17	0	11	6	0	0	0	0	0	0	0	14	18	22	1	16	0	0	0
09/09/24	19:00	20:00	13	1	10	2	0	0	0	0	0	0	0	16	18	20	1	12	0	0	0
09/09/24	20:00	21:00	8	0	4	4	0	0	0	0	0	0	0	17	20	22	0	8	0	0	0
09/09/24	21:00	22:00	2	0	1	1	0	0	0	0	0	0	0	18	21	24	0	2	0	0	0
09/09/24	22:00	23:00	6	0	5	1	0	0	0	0	0	0	0	17	18	19	0	6	0	0	0
09/09/24	23:00	24:00	1	0	1	0	0	0	0	0	0	0	0	18	18	18	0	0	1	0	0
09/09/24		06:00-09:00	32	8	13	11	0	0	0	0	0	0	0	9	16	22	3	24	4	1	0
09/09/24		15:00-19:00	75	4	48	23	0	0	0	0	0	0	0	17	19	22	3	70	2	0	0
09/09/24		06:00-22:00	195	19	119	57	0	0	0	0	0	0	0	15	18	22	11	174	9	1	0
09/09/24		00:00-24:00	204	19	126	59	0	0	0	0	0	0	0	16	18	21	11	182	10	1	0



Site No: 4092401

Site: Gold Street, Cobham, Gravesend, DA12 3AA

DIRECTION: 2 South Bound

			Count	Speed bins [mph]										v15	vm	v85	Length bins [m]				
				1-10	11-20	21-30	31-40	41-50	51-60	61-70	71-80	81-90	>90	15%ile	mean	85%ile	1.5	6.5	8.5	10.5	14.0
Date	Time																P/C Bike	Car	MGV	HGV	Artic/Bus
Tuesday	From	To																			
10/09/24	00:00	01:00	1	0	0	1	0	0	0	0	0	0	0	22	22	22	0	1	0	0	0
10/09/24	01:00	02:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
10/09/24	02:00	03:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
10/09/24	03:00	04:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
10/09/24	04:00	05:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
10/09/24	05:00	06:00	1	0	0	1	0	0	0	0	0	0	0	21	21	21	0	1	0	0	0
10/09/24	06:00	07:00	6	0	4	2	0	0	0	0	0	0	0	18	19	23	0	6	0	0	0
10/09/24	07:00	08:00	17	2	7	8	0	0	0	0	0	0	0	16	19	22	1	15	1	0	0
10/09/24	08:00	09:00	7	0	6	1	0	0	0	0	0	0	0	16	17	19	0	7	0	0	0
10/09/24	09:00	10:00	9	1	7	1	0	0	0	0	0	0	0	17	18	20	0	7	2	0	0
10/09/24	10:00	11:00	17	1	14	2	0	0	0	0	0	0	0	15	17	19	1	12	3	1	0
10/09/24	11:00	12:00	19	2	8	9	0	0	0	0	0	0	0	17	19	22	1	18	0	0	0
10/09/24	12:00	13:00	10	0	7	3	0	0	0	0	0	0	0	13	18	22	0	8	1	1	0
10/09/24	13:00	14:00	22	2	14	6	0	0	0	0	0	0	0	14	18	21	1	20	1	0	0
10/09/24	14:00	15:00	16	2	10	4	0	0	0	0	0	0	0	11	18	21	0	16	0	0	0
10/09/24	15:00	16:00	15	0	11	4	0	0	0	0	0	0	0	18	18	21	2	13	0	0	0
10/09/24	16:00	17:00	28	1	17	10	0	0	0	0	0	0	0	18	19	22	1	26	1	0	0
10/09/24	17:00	18:00	24	1	17	6	0	0	0	0	0	0	0	16	19	22	1	23	0	0	0
10/09/24	18:00	19:00	16	0	11	5	0	0	0	0	0	0	0	16	19	21	0	16	0	0	0
10/09/24	19:00	20:00	20	0	17	3	0	0	0	0	0	0	0	16	18	19	0	20	0	0	0
10/09/24	20:00	21:00	13	0	7	6	0	0	0	0	0	0	0	18	21	25	0	13	0	0	0
10/09/24	21:00	22:00	8	0	3	5	0	0	0	0	0	0	0	14	20	24	0	8	0	0	0
10/09/24	22:00	23:00	4	0	2	2	0	0	0	0	0	0	0	19	21	21	0	4	0	0	0
10/09/24	23:00	24:00	3	0	1	2	0	0	0	0	0	0	0	16	20	24	0	2	1	0	0
10/09/24		06:00-09:00	30	2	17	11	0	0	0	0	0	0	0	17	18	21	1	28	1	0	0
10/09/24		15:00-19:00	83	2	56	25	0	0	0	0	0	0	0	17	19	22	4	78	1	0	0
10/09/24		06:00-22:00	247	12	160	75	0	0	0	0	0	0	0	16	19	21	8	228	9	2	0
10/09/24		00:00-24:00	256	12	163	81	0	0	0	0	0	0	0	17	19	22	8	236	10	2	0



Site No: 4092401

Site: Gold Street, Cobham, Gravesend, DA12 3AA

DIRECTION: 2 South Bound

			Count	Speed bins [mph]										v15	vm	v85	Length bins [m]				
				1-10	11-20	21-30	31-40	41-50	51-60	61-70	71-80	81-90	>90	15%ile	vm mean	85%ile	1.5	6.5	8.5	10.5	14.0
Date	Time																P/C Bike	Car	MGV	HGV	Artic/Bus
Wednesday	From	To																			
11/09/24	00:00	01:00	1	0	0	1	0	0	0	0	0	0	0	27	27	27	0	1	0	0	0
11/09/24	01:00	02:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
11/09/24	02:00	03:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
11/09/24	03:00	04:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
11/09/24	04:00	05:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
11/09/24	05:00	06:00	2	0	0	2	0	0	0	0	0	0	0	21	21	21	0	2	0	0	0
11/09/24	06:00	07:00	7	0	5	2	0	0	0	0	0	0	0	18	20	21	0	7	0	0	0
11/09/24	07:00	08:00	18	3	13	2	0	0	0	0	0	0	0	11	16	18	0	15	2	1	0
11/09/24	08:00	09:00	11	4	5	2	0	0	0	0	0	0	0	7	14	19	1	9	0	1	0
11/09/24	09:00	10:00	15	1	10	4	0	0	0	0	0	0	0	17	18	21	0	14	1	0	0
11/09/24	10:00	11:00	6	0	4	2	0	0	0	0	0	0	0	18	20	22	0	6	0	0	0
11/09/24	11:00	12:00	20	3	15	2	0	0	0	0	0	0	0	12	17	19	2	17	1	0	0
11/09/24	12:00	13:00	14	0	11	3	0	0	0	0	0	0	0	15	18	21	0	13	1	0	0
11/09/24	13:00	14:00	11	2	7	2	0	0	0	0	0	0	0	16	17	20	1	10	0	0	0
11/09/24	14:00	15:00	12	0	9	3	0	0	0	0	0	0	0	18	19	21	0	11	1	0	0
11/09/24	15:00	16:00	16	1	13	2	0	0	0	0	0	0	0	13	17	20	1	13	1	1	0
11/09/24	16:00	17:00	27	11	10	6	0	0	0	0	0	0	0	7	13	21	4	20	1	0	2
11/09/24	17:00	18:00	28	1	20	7	0	0	0	0	0	0	0	17	19	22	0	27	1	0	0
11/09/24	18:00	19:00	18	0	13	5	0	0	0	0	0	0	0	16	18	21	1	17	0	0	0
11/09/24	19:00	20:00	9	0	8	1	0	0	0	0	0	0	0	16	18	20	0	9	0	0	0
11/09/24	20:00	21:00	6	0	2	4	0	0	0	0	0	0	0	16	20	22	0	5	1	0	0
11/09/24	21:00	22:00	3	0	2	1	0	0	0	0	0	0	0	20	22	25	0	3	0	0	0
11/09/24	22:00	23:00	6	0	4	2	0	0	0	0	0	0	0	18	20	22	0	6	0	0	0
11/09/24	23:00	24:00	2	0	0	2	0	0	0	0	0	0	0	22	25	27	0	2	0	0	0
11/09/24		06:00-09:00	36	7	23	6	0	0	0	0	0	0	0	12	17	19	1	31	2	2	0
11/09/24		15:00-19:00	89	13	56	20	0	0	0	0	0	0	0	13	17	21	6	77	3	1	2
11/09/24		06:00-22:00	221	26	147	48	0	0	0	0	0	0	0	15	18	21	10	196	10	3	2
11/09/24		00:00-24:00	232	26	151	55	0	0	0	0	0	0	0	16	19	22	10	207	10	3	2
Total			1862	403	1016	442	1	0	0	0	0	0	0	16	18	21	186	1554	72	22	28



Civil Engineering - Transport Planning - Flood Risk

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