



TPS Transport Consultants Ltd

Technical Note

Client	Church Commissioners
Project	St Mary's Hall Farm, Medway
TPS Reference	P1861
Date Prepared	11/02/2022
Prepared By	JT
Checked By	JM

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1. INTRODUCTION

- 1.1 TPS Transport Consultants (TPS) has been commissioned by the Church Commissioners of England to provide transport and highways advice in relation to a proposed agricultural access road for St Mary's Hall Farm, Medway. The purpose of this Technical Note is to summarise what the access will be used for and the design considerations which have been taken into account when designing the access.

2. BACKGROUND

2.1 The application site consists of St Mary's Hall Farm, St Mary Hoo, situated to the east and west of St Mary Hoo village, accessed from Moat Farm Road and Hall Road. The location of the two farm steadings can be seen in **Figure 1** below. At present there are a number of vehicular movements, typically undertaken by HGVs or agricultural vehicles, between the two farms through the centre of the village of St Mary Hoo, which has resulted in damage being caused in the village itself. The existing vehicular route is also shown in **Figure 1**.

Figure 1 – Site Location and existing vehicular route



- 2.2 Existing movements between the two farm steadings involve using Moat Farm Road from the site to the east and then Hall Road through the centre of the village. This route has an approximate distance of 520m, of which approximately 440m is undertaken on adopted highway routes, namely Hall Road and Moat Farm Road.
- 2.3 Through the village, Hall Road has an approximate carriageway width of 3m and is bound by grass verge, buildings, boundary walls and mature hedgerows to both sides of the carriageway, with no footway provision. **Figure 2** provides an indication of the existing

situation on Hall Road through St Mary Hoo, which shows the constrained nature of the existing route, with the carriageway abutting properties along the route.

Figure 2 – Existing Situation – Hall Road, St Mary Hoo



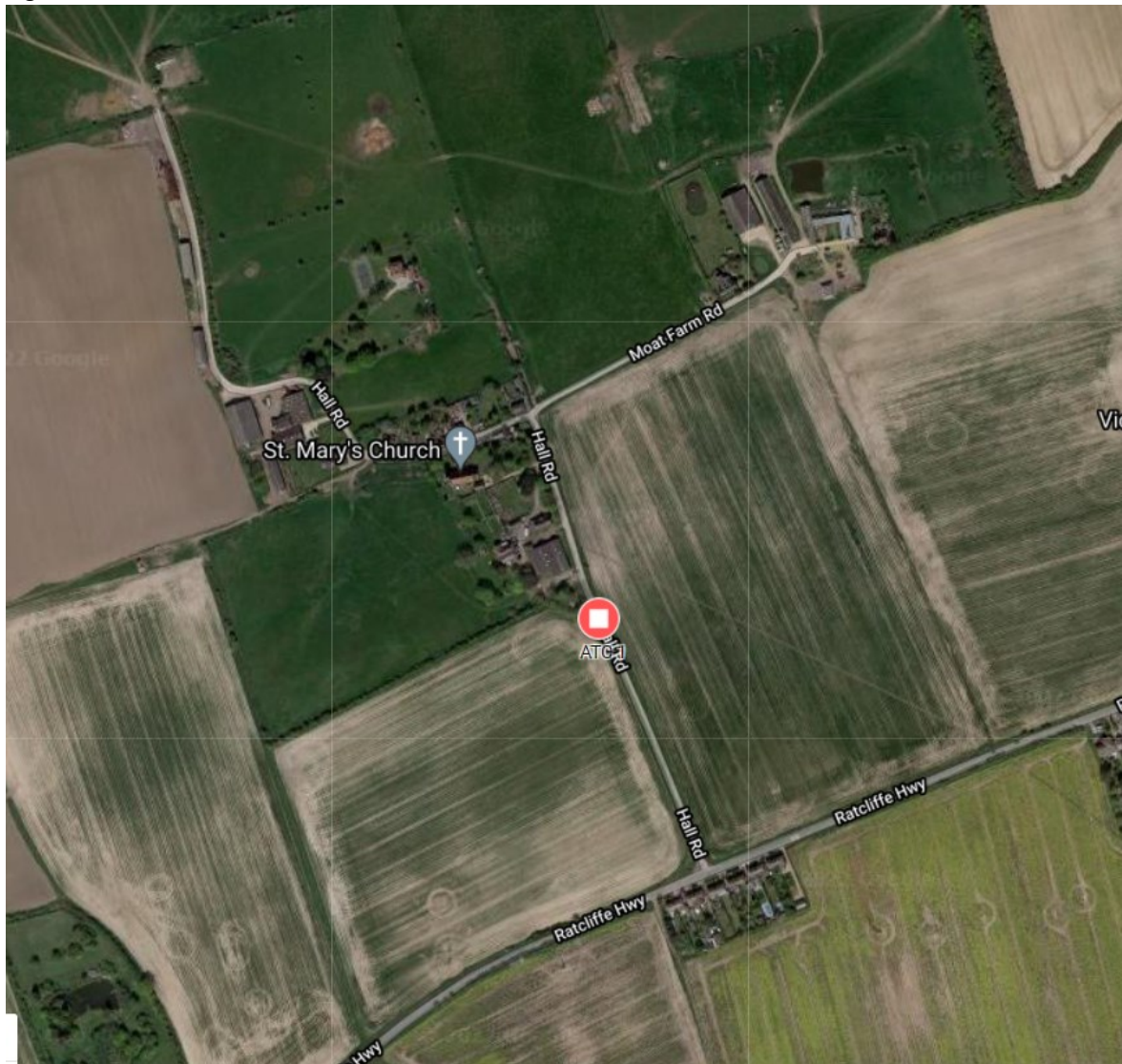
- 2.4 On Hall Road, through the village, there is limited opportunity for vehicles to pass each other. There is a short lay-by in the vicinity of St Mary's Church where vehicles can pass, however this is formed of unbound material to the south side of the carriageway with no formal passing arrangement.
- 2.5 With the above in mind, it is proposed to provide a new agricultural access road, around the southern edge of the village for vehicles to use between the two farms, as an alternative to using Hall Road through the village centre. This is detailed in Section 3.0.

3. PROPOSED ACCESS

- 3.1 It is proposed to provide a new section of access road around the southern perimeter of the village which will remove the need for agricultural vehicles and machinery travelling between the two sites to use the section of Hall Road through the village. The proposed agricultural access road will relieve the pressures on the village and provide a betterment to the existing situation. The routing of the proposed access road can be seen in the drawing attached at **Appendix A**, along with the existing route vehicles use between the two farm steadings.
- 3.2 A preliminary design of the proposed access road is provided at **Appendix B**. In the absence of local design guidance for a farm access road for Kent, reference has been made to North Yorkshire County Council's 'Specification for Housing and Industrial Estate Roads' with regard to the design of the proposed access. Specifically, drawing E2 of the guidance is related to Concrete Farm Crossings and Rural Industrial Accesses. Given the rural nature of both the site and North Yorkshire, it is considered that the guidance for North Yorkshire is applicable in the location in question. The layout of the E2 Concrete Farm Crossing is attached at **Appendix B**.
- 3.3 The proposed access arrangement has been designed broadly in line with the guidance attached at **Appendix B**, although the initial access into the site has been widened to accommodate the swept path of a max legal articulated vehicle, as can be seen on the attached drawing. It should be noted that the North Yorkshire guidance is broadly in line with other guidance for other highway authorities across the country and is therefore considered to be acceptable in a rural setting such as that proposed.
- 3.4 The proposed access is broadly in line with the NYCC guidance, however the proposed position of the gates has been set back 17.0m from the edge of highway to allow a max legal articulated vehicle (16.5m) to pull off the highway before entering through the gates. In addition, the gates have been widened to 7.5m to accommodate two HGVs passing each other. The remainder of the access after the initial section of the access is to be 6.5m wide to allow for two HGVs to pass along the access road.
- 3.5 The access road will route from the access onto Hall Road, to the west of the residential dwellings which front onto Hall Road, north towards St Mary's Church. In line with the western boundary of St Mary's Church, the road will turn through 90 degrees, west towards the farm steading located to the west of the village.

- 3.6 Hall Road, where the access is provided, is a two-way single carriageway route with an approximate carriageway width of 3.8m. It is bound by a grass verge to both sides of the carriageway. Hall Road is subject to national speed limit restrictions and, therefore, visibility splays of 2.4m x 215m should be provided from the proposed access in line with the requirements set out in the Design Manual for Roads and Bridges.
- 3.7 A 7-day 24-hour Automatic Traffic Count (ATC) has been undertaken on Hall Road between the 19th and 25th January 2022, in order to determine the 85th percentile speeds of vehicles using Hall Road. The location of the ATC can be seen in **Figure 3** below, with the full output from the ATC attached at **Appendix D**.

Figure 3 – Location of ATC





- 3.8 The results of the survey demonstrate that the 85th percentile speed of northbound vehicles is 28.2mph and the 85th percentile speed of southbound vehicles is 27.1mph.
- 3.9 Given the existing speed limit of the road, visibility splays should be provided in line with guidance provided within the Design Manual for Roads and Bridges. Based on the results of the survey, there is a visibility splay requirement from the new access of 2.4m x 70m in both directions. This is demonstrated on the drawing attached at **Appendix B**.
- 3.10 The initial 17m length of the access will be formed of a bound material, to ensure, as far as practically possible, that loose material will not be deposited on the adopted highway. The construction and surfacing of the access is to be agreed as part of a suitably worded condition, should the access be granted planning consent.



4. SUMMARY AND CONCLUSIONS

- 4.1 TPS Transport Consultants (TPS) has been commissioned by the Church Commissioners of England to provide transport and highways advice in relation to a proposed access road for St Mary's Hall Farm, Medway. The purpose of this Technical Note is to summarise what the access will be used for and the design considerations which have been taken into account when designing the access.
- 4.2 In the absence of any local design guidance for Kent, reference has been made to guidance from another Local Highway Authority, which is predominately rural, similar to the site surroundings. The proposed access has been based broadly on an E2 Concrete Farm Crossing contained within the North Yorkshire County Council design guide. Swept path analysis of the proposed access has been undertaken which demonstrates that a max legal articulated vehicle can suitably access the site.
- 4.3 A speed survey has been undertaken on Hall Road which demonstrates the 85th percentile speeds of vehicles is 28.2mph and 27.1mph for northbound and southbound vehicles, respectively. Visibility splays of 2.4m x 70m can be provided from the access crossing over land under the applicant's control or land assumed to be within the adopted highway.
- 4.4 It is concluded that the proposed access would not have a detrimental impact on the operation of the highway network in the vicinity of the site and that safe access can be provided into the existing farm as an alternative to vehicles routing through the village, which provides a significant betterment to the existing situation.





Appendix A

Drg. No. P1861 – D – 1002 - Existing and proposed routing of vehicles



KEY

 EXISTING VEHICULAR ROUTE
(Approximate distance - 520m)

 PROPOSED VEHICULAR ROUTE
(Approximate distance 880m)

Date	Rev	Description	Drawn	Chkd

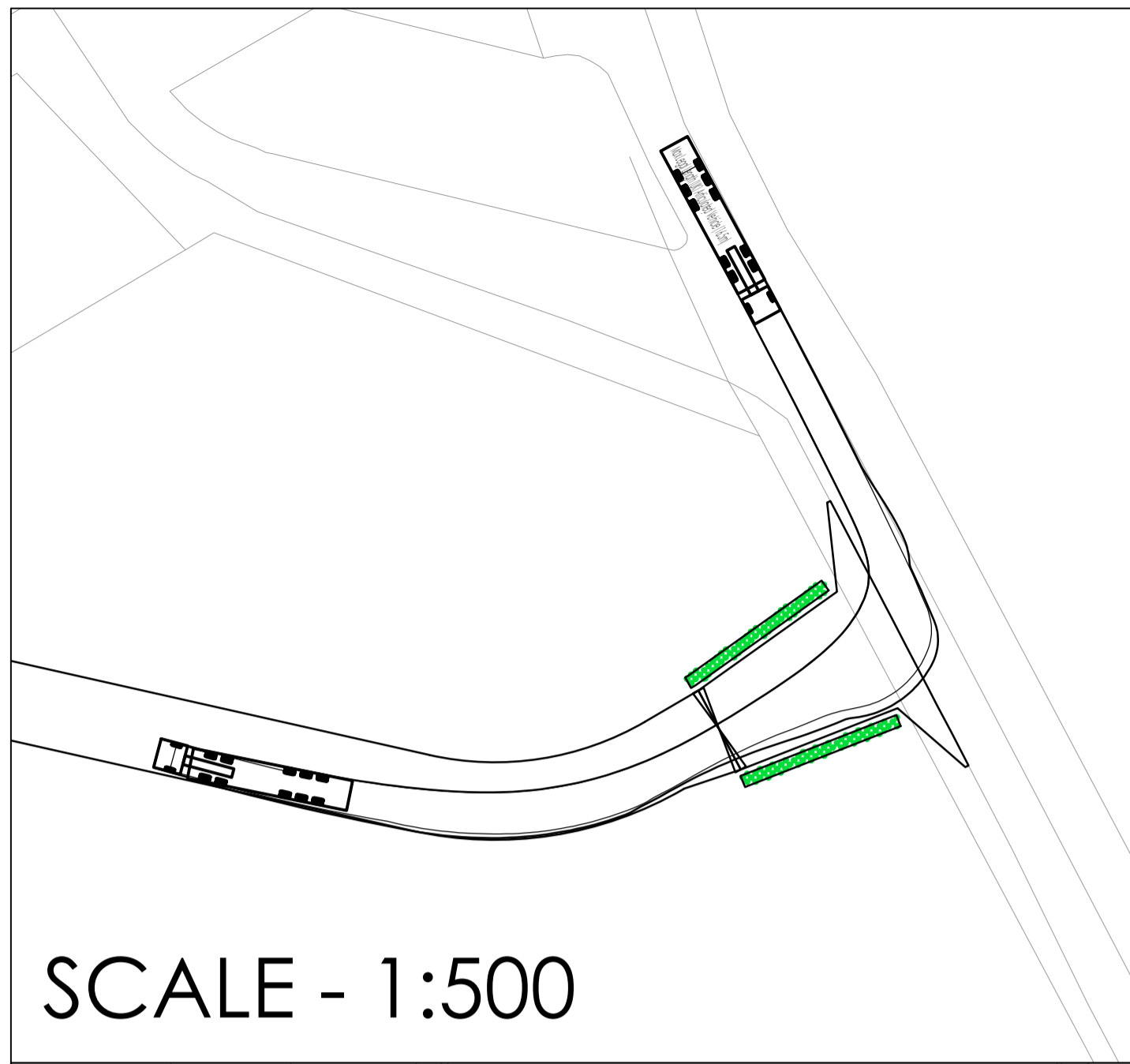


Project		Revision	
St Mary's Hall Farm, Medway		-	
Title		Scale @ A3	
Existing and Proposed Routing		Not to Scale	
TPS Project Number	Drawing Number		
P1861	D - 1002		

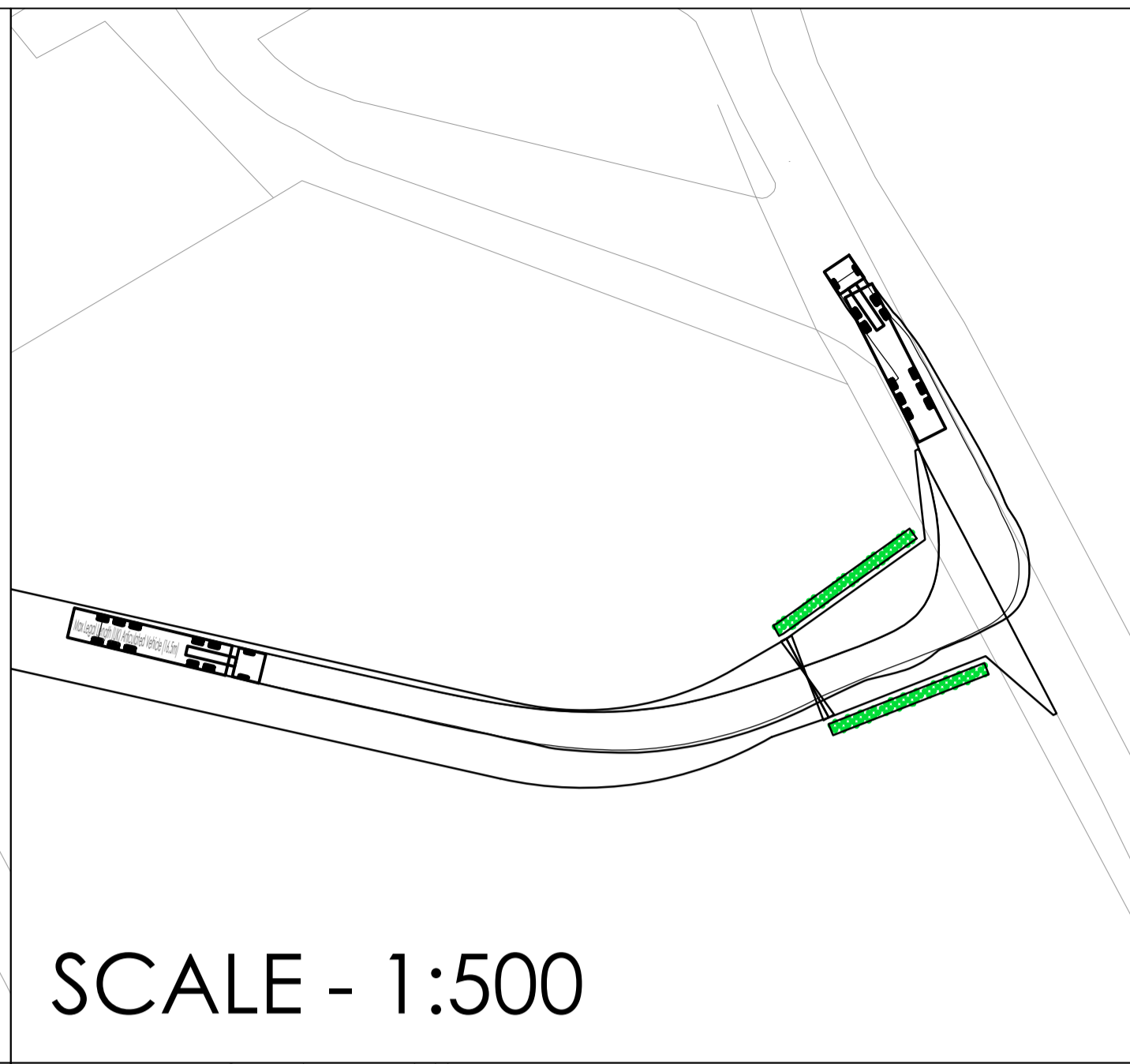


Appendix B

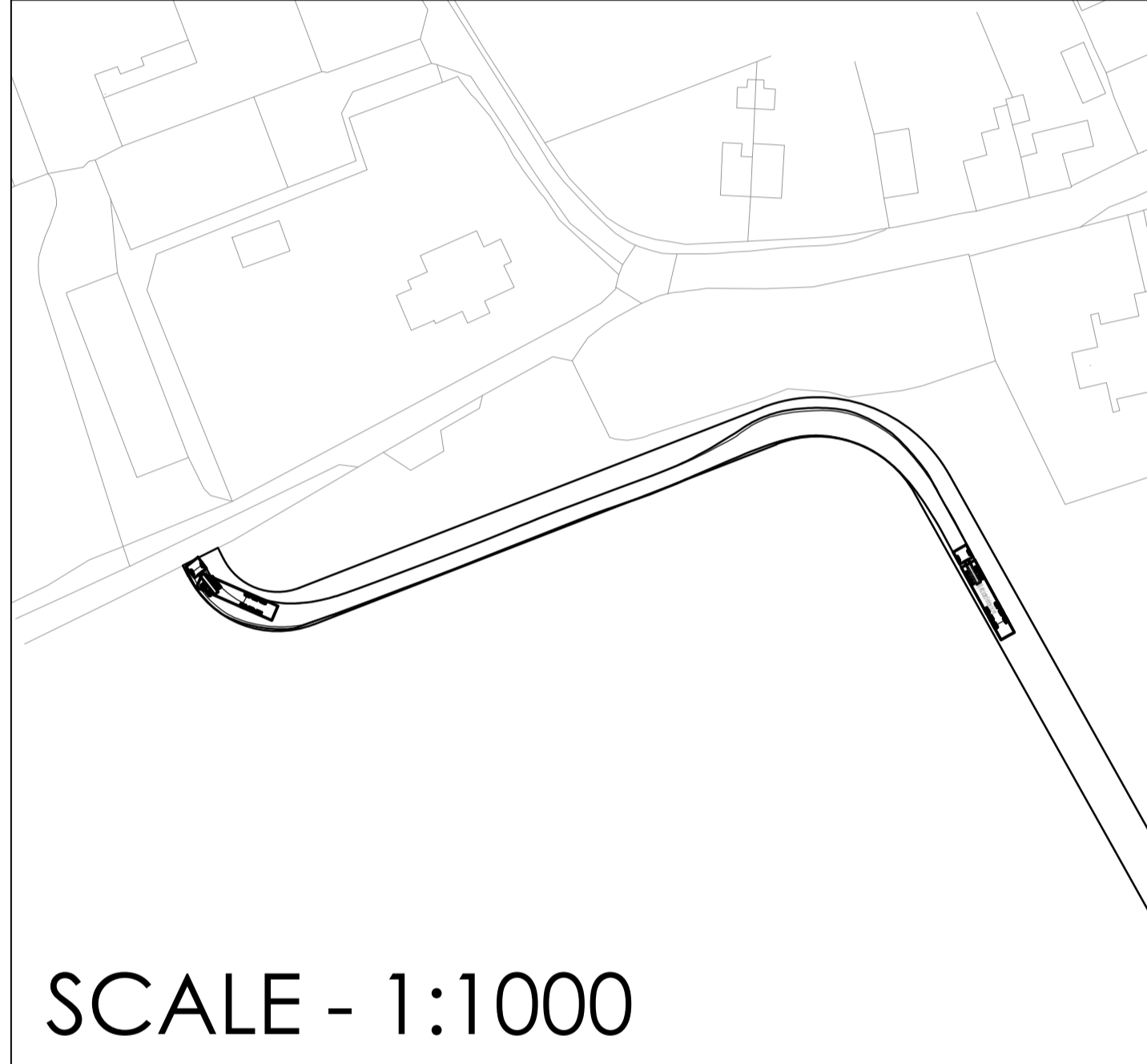
Drg. No. P1861 – D – 1001 – Proposed Access Arrangement



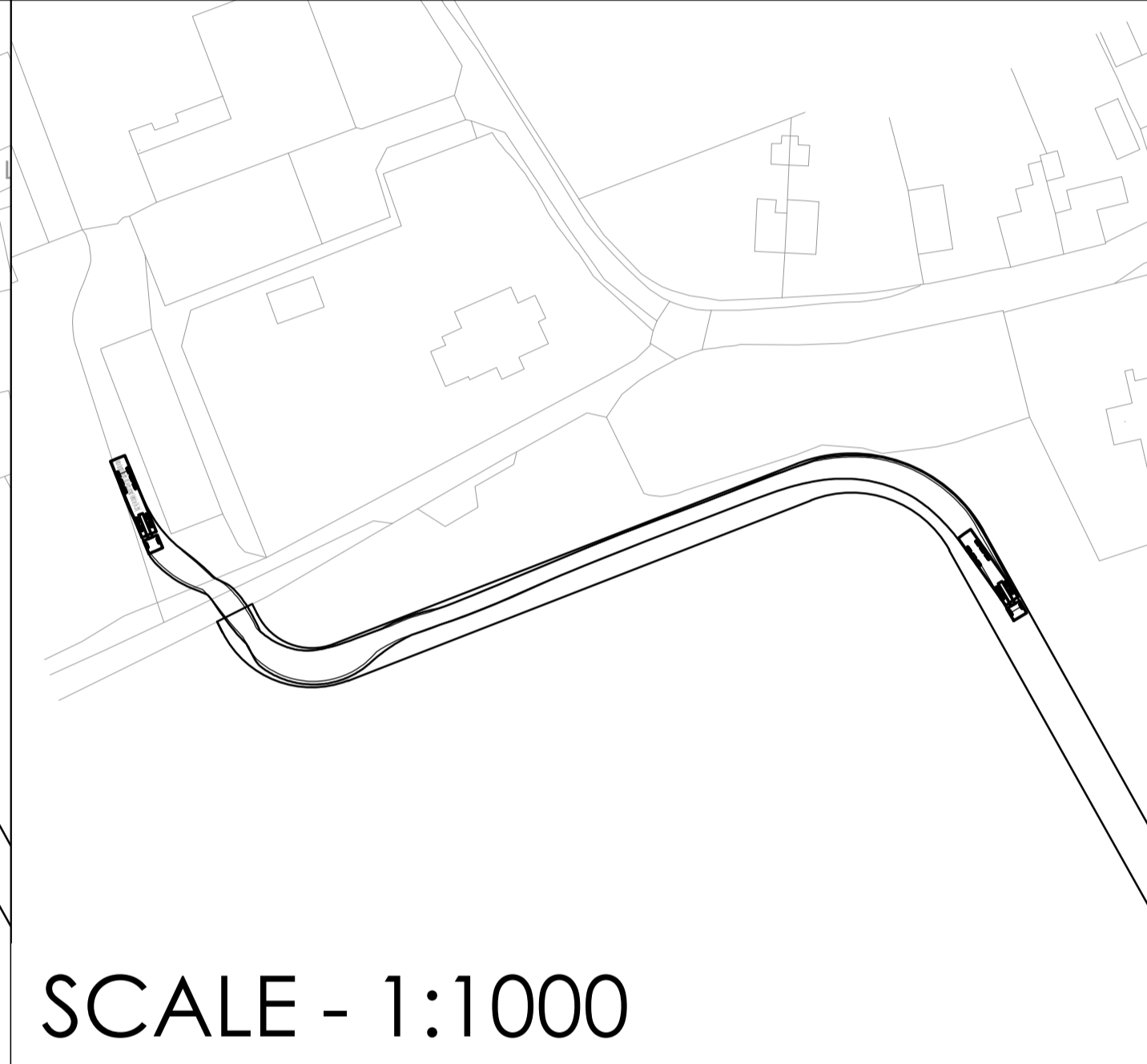
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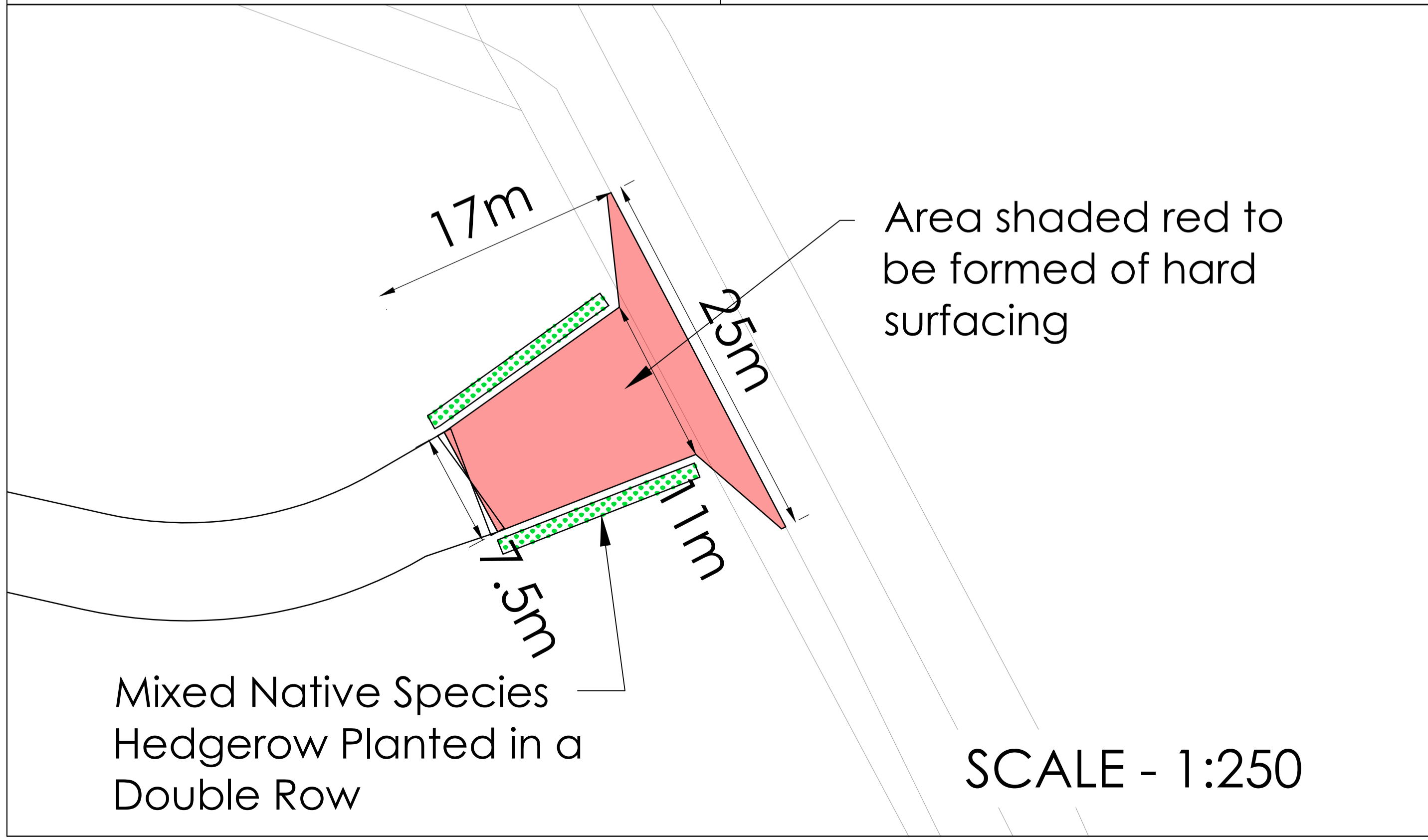
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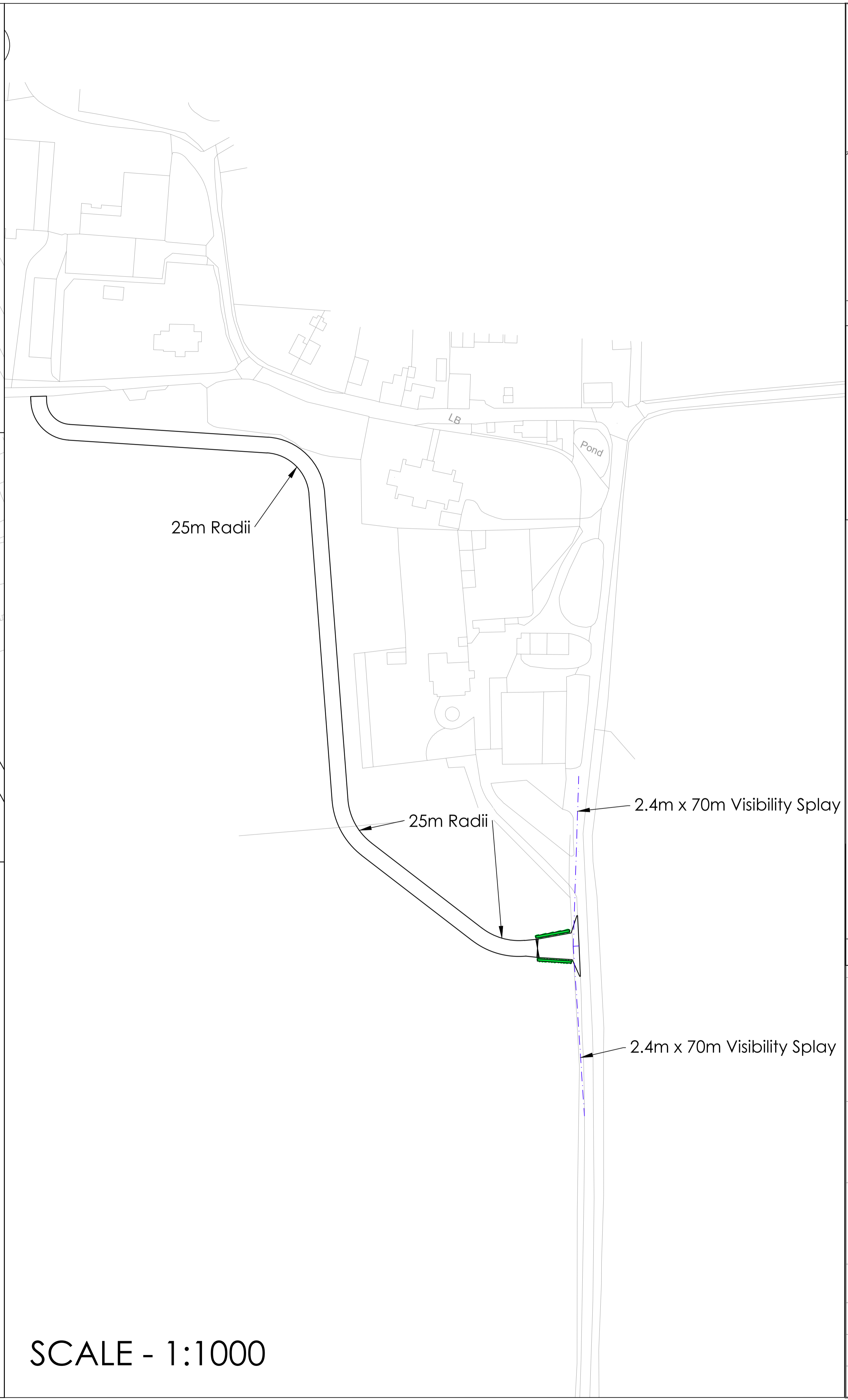
SCALE - 1:1000



SCALE - 1:1000

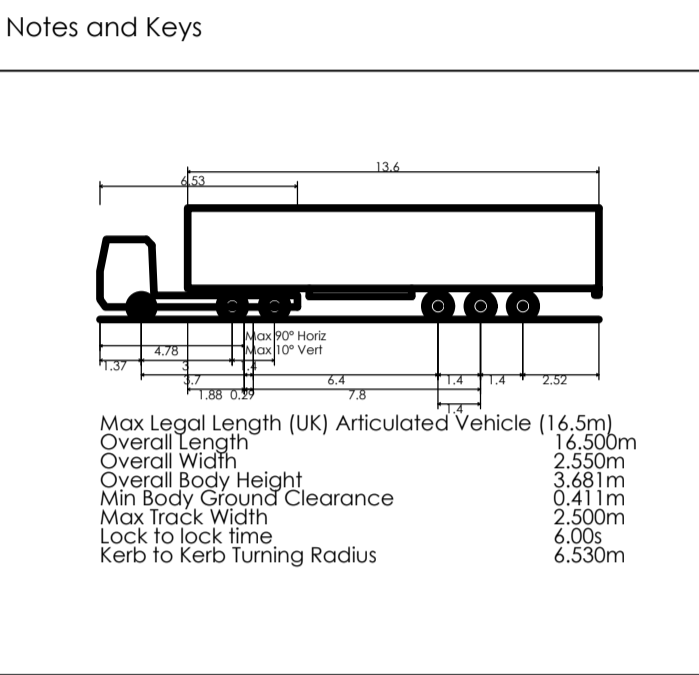
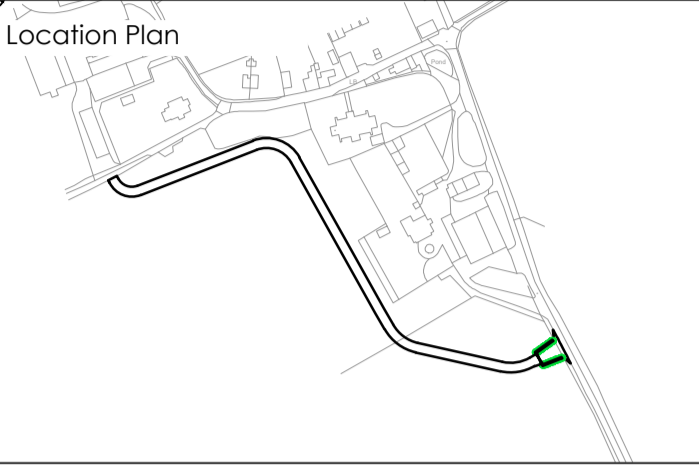


SCALE - 1:250



SCALE - 1:1000

Standard Notes
 1. This drawing is to be read in conjunction with all relevant Architect's and Engineer's drawings and specification.
 2. This drawing should not be scaled.



Date	Rev	Description	Drawn	Chkd



ADDRESS: TPS Business Centre, 131-133 Wakefield Road, Horbury, Wakefield, WF4 5HQ, Tel: 01924 664638
www.tpsconsultants.co.uk

Project: St Mary's Hall Farm, St Mary Hoo, Medway

Title: Proposed access road from Hall Road

Status: INFORMATION

Scale @ A1	Date Created	Drawn	Checked
As Shown	28.01.22	JT	JM
TPS Project Number	Revision		
P1861			

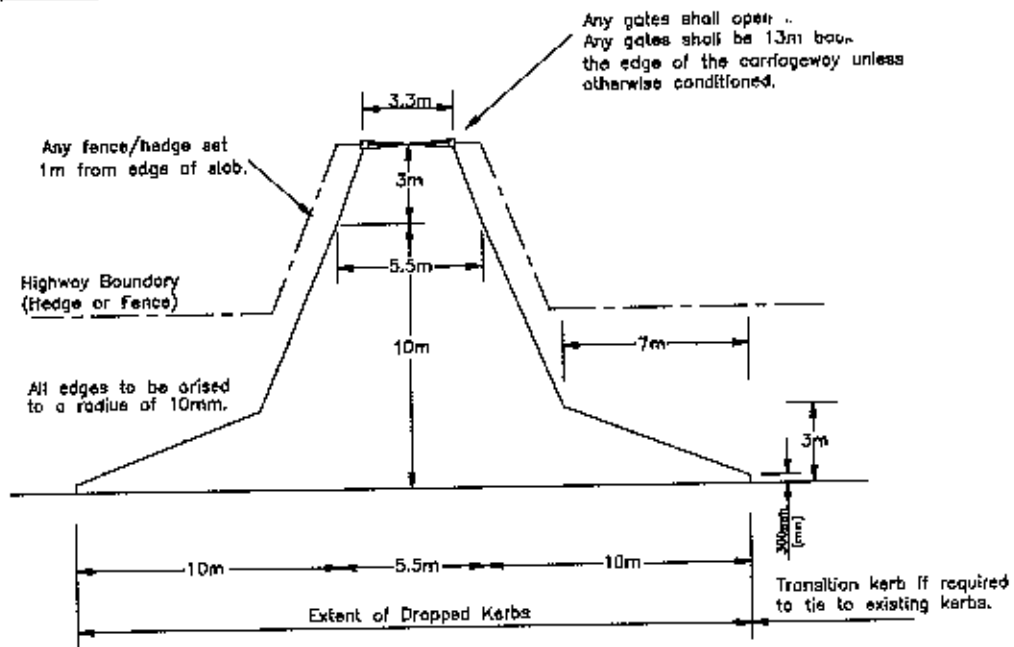
Drawing Number: D-1001



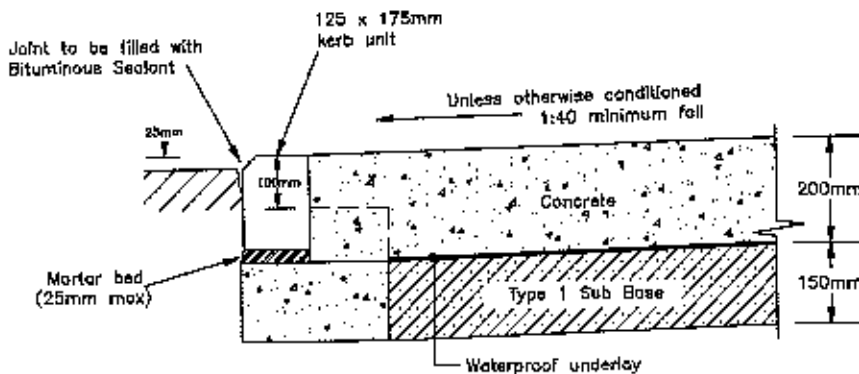
Appendix C

NYCC Design Guidance

Plan View



Section Through Kerb



NOTES

1. Air Entrained Concrete shall be a designated mix reference PAV1 to BS 5328 Part 2. It shall have a 20mm nominal size coarse Aggregate and a 75mm slump. It shall be delivered to site ready mixed.
2. All concrete shall be placed in approved formwork.
3. Concrete to have a tamped finish.
4. Construction joints shall be parallel to carriageway and no closer than 3m to edge of carriageway.
5. Construction joints shall be formed by introducing a lath 25mm square against the face of the formwork. The joints shall be arised and sealed. The remaining depth of concrete shall be roughened in order that the two faces adhere.
6. Concrete shall not be laid at ambient temperatures below 3°C.
7. Concrete shall be so transported and placed to avoid contamination, segregation or loss of constituent materials. All formwork shall be free from dirt, standing water, snow or ice. Concrete shall not be placed until the approval of formwork and the foundation has been given by the Engineer. Concreting must then be started within 24 hours or further approval must be sought. Fresh concrete shall not be placed against in-situ concrete which has been in position for more than 30 minutes. Concrete shall be laid and compacted as specified within 30 minutes of its discharge from the mixer and unless otherwise agreed by the Engineer shall not be dropped into place from a height exceeding 2m.
8. Waterproof underlay shall be approved 125 micrometres Impermeable plastic sheeting. Where an overlap of plastic sheeting is required this shall be at least 300mm.
9. Concrete shall be cured for 24 hours before vehicular use.

Do Not Scale

North Yorkshire County Council Highways & Transportation Department	CONCRETE FARM CROSSING RURAL INDUSTRIAL ACCESS	DATE	DRAWING NO.	Rev.
		1/6/95	E2	



Appendix D

ATC Data

St Mary Hoo ATC 01, Hall Road

Produced by Streetwise Services Ltd.

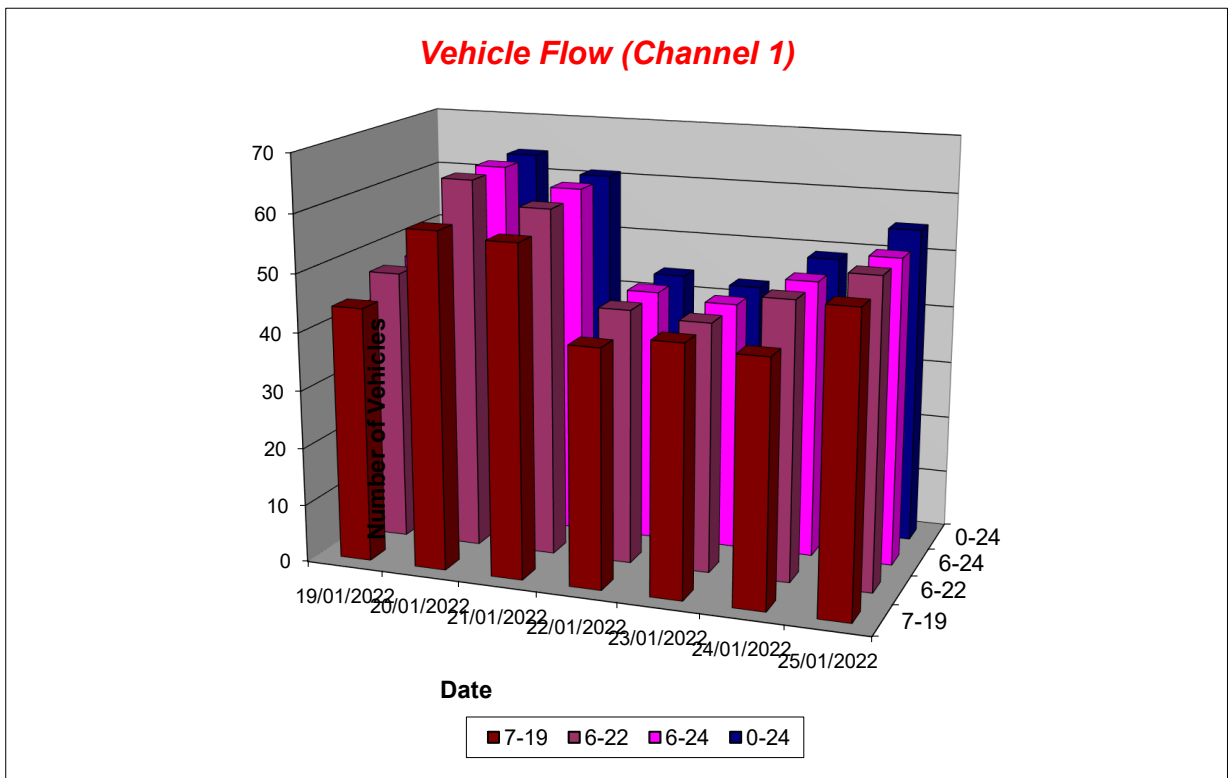


Channel 1 - Northbound

Vehicle Flow

Week 1

Hr Ending	19/01/2022 Wednesday	20/01/2022 Thursday	21/01/2022 Friday	22/01/2022 Saturday	23/01/2022 Sunday	24/01/2022 Monday	25/01/2022 Tuesday	5 Day Ave	7 Day Ave
1	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	1	0	0
4	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	1	1	0	0
7	1	2	1	0	0	2	1	1	1
8	4	3	1	2	1	4	7	4	3
9	5	5	7	3	1	8	9	7	5
10	4	7	7	3	6	2	4	5	5
11	2	8	4	5	4	7	5	5	5
12	6	1	5	3	3	2	6	4	4
13	5	4	5	2	5	2	5	4	4
14	3	4	6	1	6	2	2	3	3
15	6	5	7	5	4	5	2	5	5
16	5	6	8	2	2	4	2	5	4
17	0	7	3	5	5	2	2	3	3
18	4	5	2	9	5	1	4	3	4
19	0	3	2	1	1	3	3	2	2
20	1	3	2	2	0	3	0	2	2
21	1	1	0	1	0	0	0	0	0
22	0	0	0	0	0	1	1	0	0
23	0	0	0	0	0	0	0	0	0
24	0	0	1	0	0	0	0	0	0
7-19	44	58	57	41	43	42	51	50	48
6-22	47	64	60	44	43	48	53	54	51
6-24	47	64	61	44	43	48	53	55	51
0-24	47	64	61	44	43	49	55	55	52



St Mary Hoo ATC 01, Hall Road

Produced by Streetwise Services Ltd.



Channel 1 - Northbound

Average Speed

Week 1

Hr Ending	19/01/2022 Wednesday	20/01/2022 Thursday	21/01/2022 Friday	22/01/2022 Saturday	23/01/2022 Sunday	24/01/2022 Monday	25/01/2022 Tuesday
1	-	-	-	-	-	-	-
2	-	-	-	-	-	-	-
3	-	-	-	-	-	-	25.5
4	-	-	-	-	-	-	-
5	-	-	-	-	-	-	-
6	-	-	-	-	-	25.5	33.0
7	15.5	25.5	15.5	-	-	24.2	25.5
8	25.5	22.2	25.5	25.5	25.5	25.5	28.7
9	21.5	23.5	28.7	28.0	25.5	26.1	27.2
10	25.5	21.1	23.7	32.2	26.8	25.5	27.4
11	15.5	22.7	26.8	19.4	29.2	25.1	25.5
12	25.1	15.5	25.5	25.5	24.7	25.5	25.5
13	25.5	22.4	26.5	25.5	25.0	20.5	23.5
14	22.2	23.0	18.8	25.5	23.8	20.5	29.2
15	25.9	21.5	19.8	25.5	20.5	20.9	35.5
16	21.5	28.0	23.0	29.2	25.5	25.5	20.5
17	-	24.1	25.5	27.0	25.0	25.5	20.5
18	20.5	25.5	25.5	23.3	21.5	25.5	25.5
19	-	22.2	20.5	15.5	25.5	30.5	24.7
20	15.5	22.2	15.5	20.5	-	25.5	-
21	15.5	25.5	-	25.5	-	-	-
22	-	-	-	-	-	25.5	5.0
23	-	-	-	-	-	-	-
24	-	-	15.5	-	-	-	-

10-12	22.7	21.9	26.1	21.7	27.3	25.2	25.5
14-16	23.9	25.0	21.5	26.6	22.2	22.9	28.0
0-24	22.9	23.3	23.4	24.9	24.7	24.9	26.0

7 Day Ave 24.3

85th Percentile

Hr Ending	19/01/2022 Wednesday	20/01/2022 Thursday	21/01/2022 Friday	22/01/2022 Saturday	23/01/2022 Sunday	24/01/2022 Monday	25/01/2022 Tuesday
1	-	-	-	-	-	-	-
2	-	-	-	-	-	-	-
3	-	-	-	-	-	-	26.0
4	-	-	-	-	-	-	-
5	-	-	-	-	-	-	-
6	-	-	-	-	-	25.5	33.3
7	16.2	26.4	16.4	-	-	33.5	26.1
8	26.0	25.6	25.7	25.8	26.0	26.4	33.5
9	26.1	26.4	28.8	33.9	26.4	33.4	33.2
10	25.8	25.9	26.5	39.0	33.3	26.2	33.9
11	15.8	26.0	33.2	25.9	33.8	26.0	26.2
12	33.8	16.3	26.0	25.8	33.4	26.0	26.0
13	25.5	33.1	33.1	25.7	43.3	26.0	25.9
14	26.3	26.1	26.5	25.7	26.4	25.9	33.1
15	38.8	26.0	26.2	26.1	26.1	33.4	38.8
16	26.2	33.3	25.5	33.4	26.1	25.8	26.0
17	-	26.1	26.1	33.4	33.4	25.6	26.3
18	25.5	26.1	25.6	26.2	25.6	25.7	26.1
19	-	25.8	25.6	15.8	26.1	34.0	33.8
20	15.9	25.8	16.3	26.1	-	25.6	-
21	16.4	26.3	-	25.7	-	-	-
22	-	-	-	-	-	25.9	5.0
23	-	-	-	-	-	-	-
24	-	-	15.8	-	-	-	-

10-12	26.3	26.3	33.0	25.7	33.7	25.9	25.7
14-16	25.9	33.6	25.8	26.7	26.4	26.0	38.1
0-24	26.5	26.5	25.9	25.6	26.3	33.2	33.1

7 Day Ave 28.2

St Mary Hoo ATC 01, Hall Road

Produced by Streetwise Services Ltd.

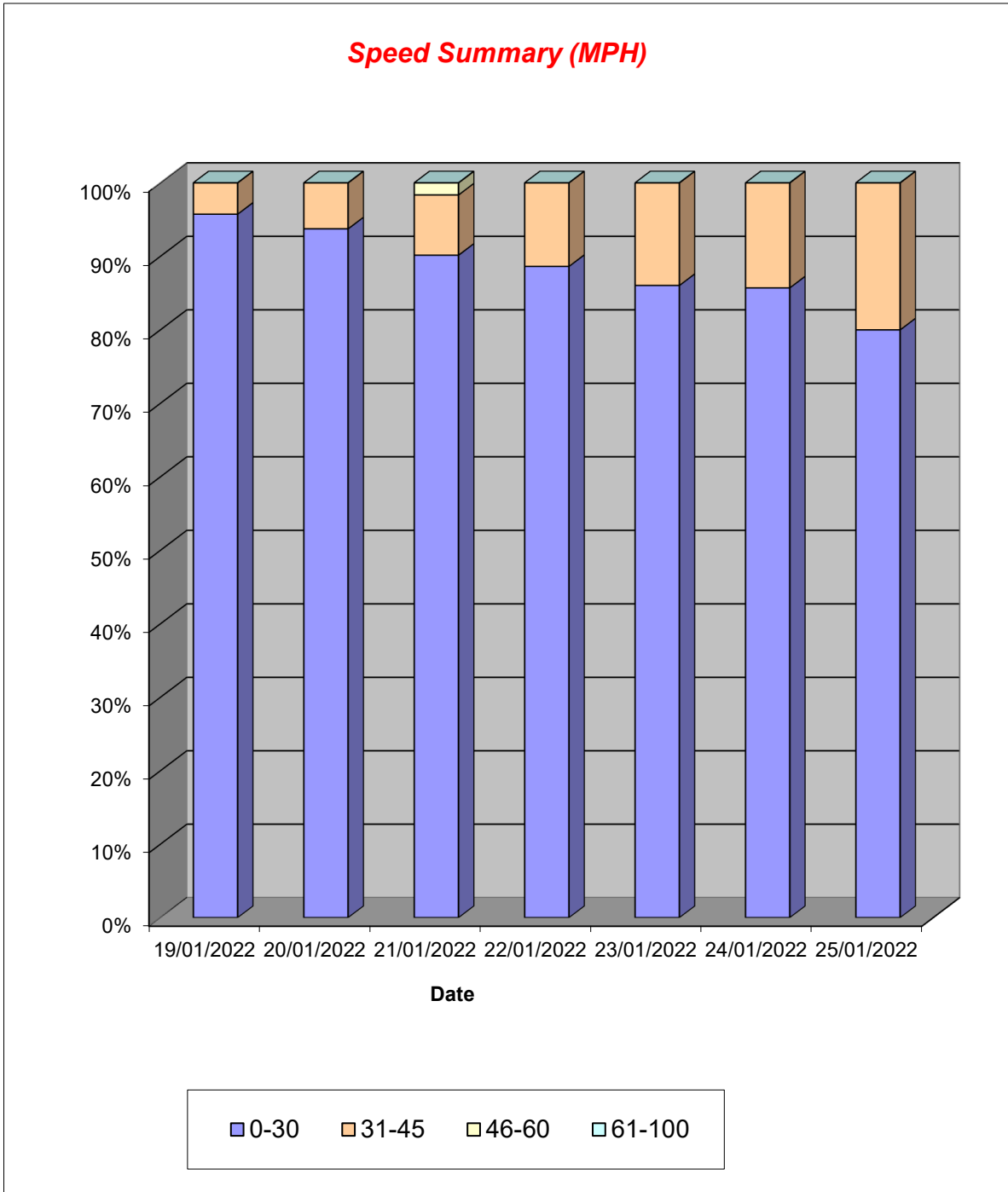


Channel 1 - Northbound

Speed Summary

Week 1

Speed (MPH)	19/01/2022 Wednesday	20/01/2022 Thursday	21/01/2022 Friday	22/01/2022 Saturday	23/01/2022 Sunday	24/01/2022 Monday	25/01/2022 Tuesday
0-30	45	60	55	39	37	42	44
31-45	2	4	5	5	6	7	11
46-60	0	0	1	0	0	0	0
61-100	0	0	0	0	0	0	0
TOTAL	47	64	61	44	43	49	55



St Mary Hoo ATC 01, Hall Road

Produced by Streetwise Services Ltd.



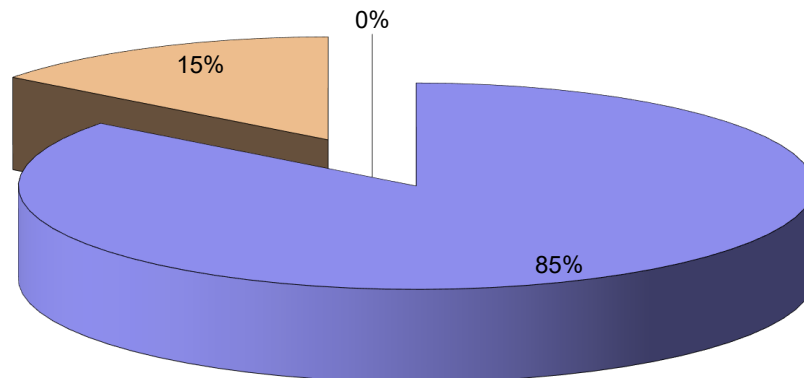
Channel 1 - Northbound

Vehicle Class

Week 1

Classes	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
19/01/2022				
7-19	38	6	0	44
6-22	39	8	0	47
6-24	39	8	0	47
0-24	39	8	0	47
20/01/2022				
7-19	49	9	0	58
6-22	54	10	0	64
6-24	54	10	0	64
0-24	54	10	0	64
21/01/2022				
7-19	45	12	0	57
6-22	48	12	0	60
6-24	49	12	0	61
0-24	49	12	0	61
22/01/2022				
7-19	38	3	0	41
6-22	41	3	0	44
6-24	41	3	0	44
0-24	41	3	0	44
23/01/2022				
7-19	36	7	0	43
6-22	36	7	0	43
6-24	36	7	0	43
0-24	36	7	0	43
24/01/2022				
7-19	37	5	0	42
6-22	42	6	0	48
6-24	42	6	0	48
0-24	43	6	0	49
25/01/2022				
7-19	44	7	0	51
6-22	46	7	0	53
6-24	46	7	0	53
0-24	48	7	0	55
Average				
7-19	41	7	0	48
6-22	44	8	0	51
6-24	44	8	0	51
0-24	44	8	0	52

Total Vehicle Class Distribution



St Mary Hoo ATC 01, Hall Road

Produced by Streetwise Services Ltd.

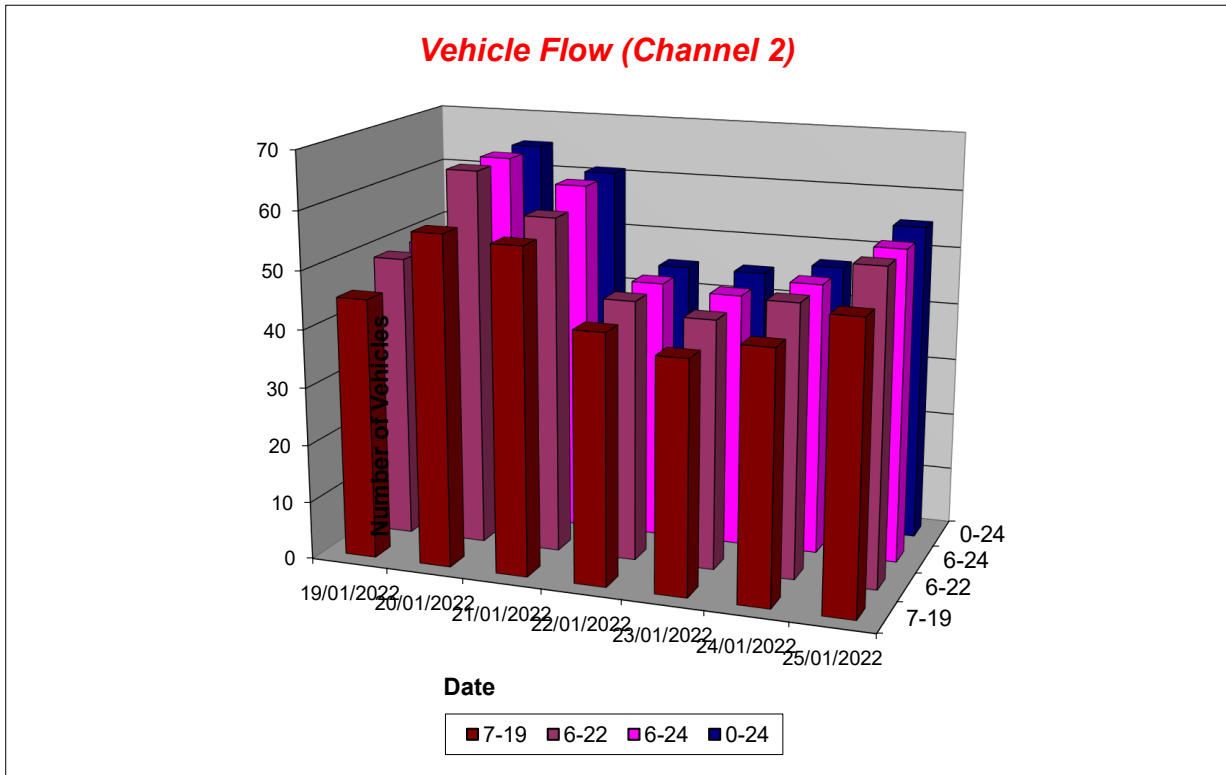


Channel 2 - Southbound

Vehicle Flow

Week 1

Hr Ending	19/01/2022 Wednesday	20/01/2022 Thursday	21/01/2022 Friday	22/01/2022 Saturday	23/01/2022 Sunday	24/01/2022 Monday	25/01/2022 Tuesday	5 Day Ave	7 Day Ave
1	0	0	0	0	0	0	0	0	0
2	0	0	0	0	1	0	0	0	0
3	0	0	0	0	0	0	1	0	0
4	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0
7	0	0	1	0	0	0	0	0	0
8	3	2	3	1	0	4	3	3	2
9	4	9	6	2	2	1	4	5	4
10	4	4	3	3	2	5	4	4	4
11	3	4	7	4	6	4	4	4	5
12	7	4	5	2	5	3	3	4	4
13	3	5	6	3	7	2	8	5	5
14	3	1	7	2	3	4	1	3	3
15	4	6	3	6	5	4	3	4	4
16	5	2	5	2	3	3	4	4	3
17	5	10	6	10	3	4	5	6	6
18	2	3	0	6	2	0	4	2	2
19	2	7	5	2	2	9	6	6	5
20	4	2	0	2	2	2	3	2	2
21	0	4	0	0	1	0	1	1	1
22	0	2	1	0	0	2	1	1	1
23	0	0	0	0	1	0	0	0	0
24	0	0	3	0	0	0	0	1	0
7-19	45	57	56	43	40	43	49	50	48
6-22	49	65	58	45	43	47	54	55	52
6-24	49	65	61	45	44	47	54	55	52
0-24	49	65	61	45	45	47	55	55	52



St Mary Hoo ATC 01, Hall Road

Produced by Streetwise Services Ltd.



Channel 2 - Southbound

Average Speed

Week 1

Hr Ending	19/01/2022 Wednesday	20/01/2022 Thursday	21/01/2022 Friday	22/01/2022 Saturday	23/01/2022 Sunday	24/01/2022 Monday	25/01/2022 Tuesday
1	-	-	-	-	-	-	-
2	-	-	-	-	25.5	-	-
3	-	-	-	-	-	-	25.5
4	-	-	-	-	-	-	-
5	-	-	-	-	-	-	-
6	-	-	-	-	-	-	-
7	-	-	25.5	-	-	-	-
8	25.5	25.5	28.0	25.5	-	23.0	25.5
9	15.2	21.0	23.8	25.5	25.5	25.5	25.5
10	27.4	23.6	28.0	28.0	20.5	23.0	17.9
11	18.8	24.9	25.9	20.4	22.2	25.5	23.0
12	20.9	23.0	27.0	29.2	21.5	25.5	22.2
13	28.0	25.0	25.1	22.2	25.5	20.5	24.2
14	22.2	15.5	18.4	25.5	28.0	23.0	25.5
15	23.0	22.2	28.0	23.4	19.5	20.5	25.5
16	28.0	25.5	23.5	29.2	25.5	25.5	25.5
17	25.5	27.0	26.8	26.2	22.2	25.5	27.0
18	20.5	25.5	-	20.1	25.5	-	29.2
19	25.5	26.9	23.5	25.5	25.5	23.8	30.5
20	29.2	25.5	-	25.5	20.5	15.5	28.0
21	-	20.5	-	-	25.5	-	25.5
22	-	29.2	15.5	-	-	25.5	25.5
23	-	-	-	-	25.5	-	-
24	-	-	21.2	-	-	-	-

10-12	20.2	23.9	26.3	23.3	21.9	25.5	22.6
14-16	25.8	23.0	25.2	24.9	21.8	22.6	25.5
0-24	23.8	24.3	24.4	24.5	23.4	23.4	25.5

7 Day Ave 24.2

85th Percentile

Hr Ending	19/01/2022 Wednesday	20/01/2022 Thursday	21/01/2022 Friday	22/01/2022 Saturday	23/01/2022 Sunday	24/01/2022 Monday	25/01/2022 Tuesday
1	-	-	-	-	-	-	-
2	-	-	-	-	25.8	-	-
3	-	-	-	-	-	-	26.4
4	-	-	-	-	-	-	-
5	-	-	-	-	-	-	-
6	-	-	-	-	-	-	-
7	-	-	25.8	-	-	-	-
8	25.8	25.6	33.1	25.8	-	26.0	26.0
9	25.6	26.3	25.5	26.0	26.0	25.9	25.7
10	33.0	38.4	33.3	33.1	26.4	33.5	26.2
11	26.0	33.5	26.3	26.1	26.0	25.7	26.2
12	26.2	26.0	33.3	33.4	25.9	26.1	26.1
13	33.5	33.2	33.2	26.5	38.8	26.0	26.3
14	26.3	15.8	26.0	25.6	33.8	26.2	25.7
15	25.6	25.6	33.3	33.9	26.2	26.4	26.3
16	38.2	26.1	25.8	33.6	26.2	25.9	25.7
17	38.7	33.2	33.0	26.2	26.5	25.8	34.0
18	26.0	26.4	-	33.1	25.8	-	33.1
19	25.9	33.1	26.0	26.0	26.0	33.3	48.1
20	33.1	25.9	-	25.7	25.9	15.7	33.8
21	-	25.8	-	-	26.2	-	25.9
22	-	33.9	15.7	-	-	26.0	26.0
23	-	-	-	-	25.7	-	-
24	-	-	33.9	-	-	-	-

10-12	26.2	26.3	33.6	34.0	25.9	25.7	25.6
14-16	26.4	25.8	26.3	33.1	26.0	26.1	25.6
0-24	33.5	26.2	26.4	25.5	26.3	25.9	25.7

7 Day Ave 27.1

St Mary Hoo ATC 01, Hall Road

Produced by Streetwise Services Ltd.

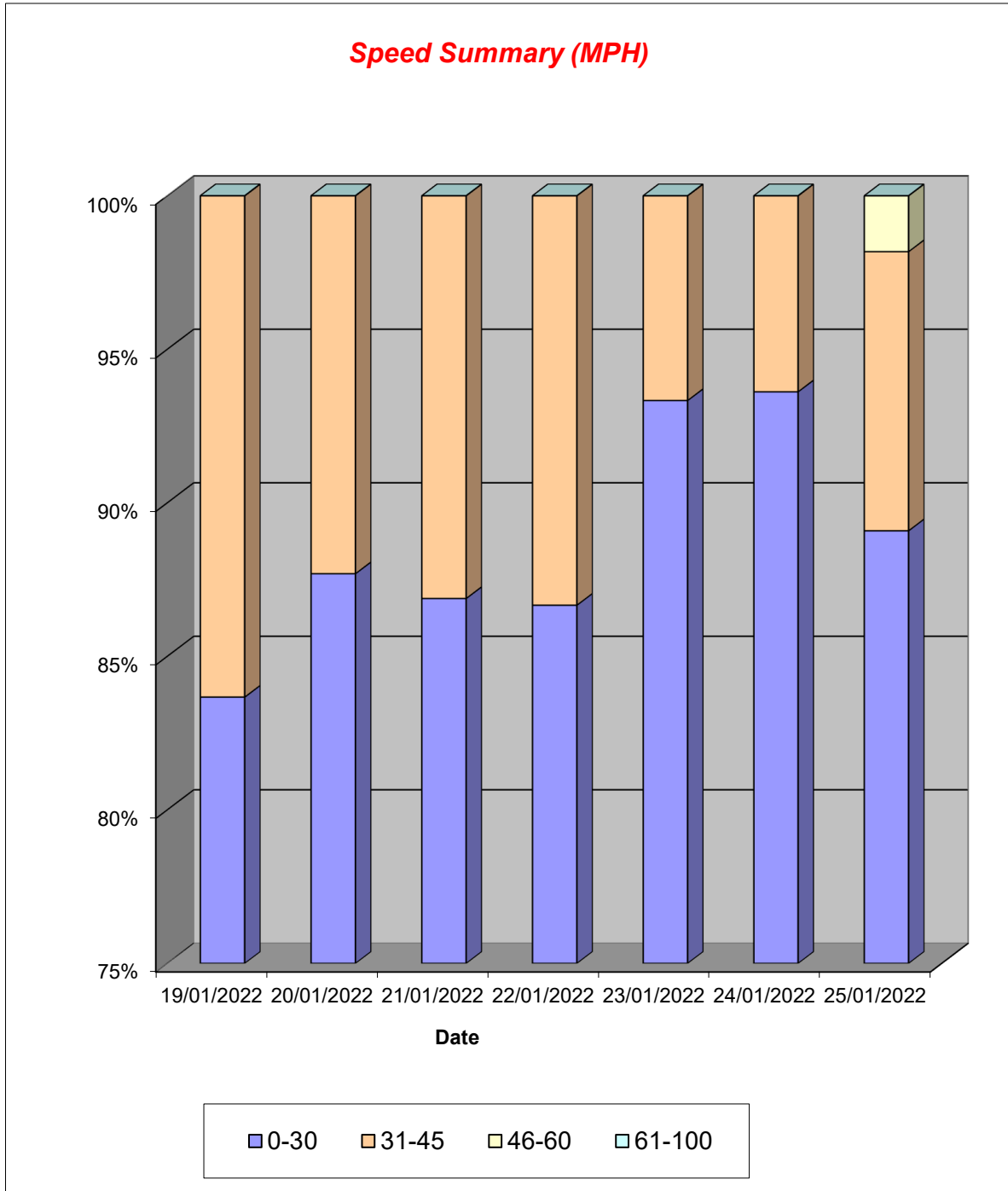


Channel 2 - Southbound

Speed Summary

Week 1

Speed (MPH)	19/01/2022 Wednesday	20/01/2022 Thursday	21/01/2022 Friday	22/01/2022 Saturday	23/01/2022 Sunday	24/01/2022 Monday	25/01/2022 Tuesday
0-30	41	57	53	39	42	44	49
31-45	8	8	8	6	3	3	5
46-60	0	0	0	0	0	0	1
61-100	0	0	0	0	0	0	0
TOTAL	49	65	61	45	45	47	55



St Mary Hoo ATC 01, Hall Road

Produced by Streetwise Services Ltd.

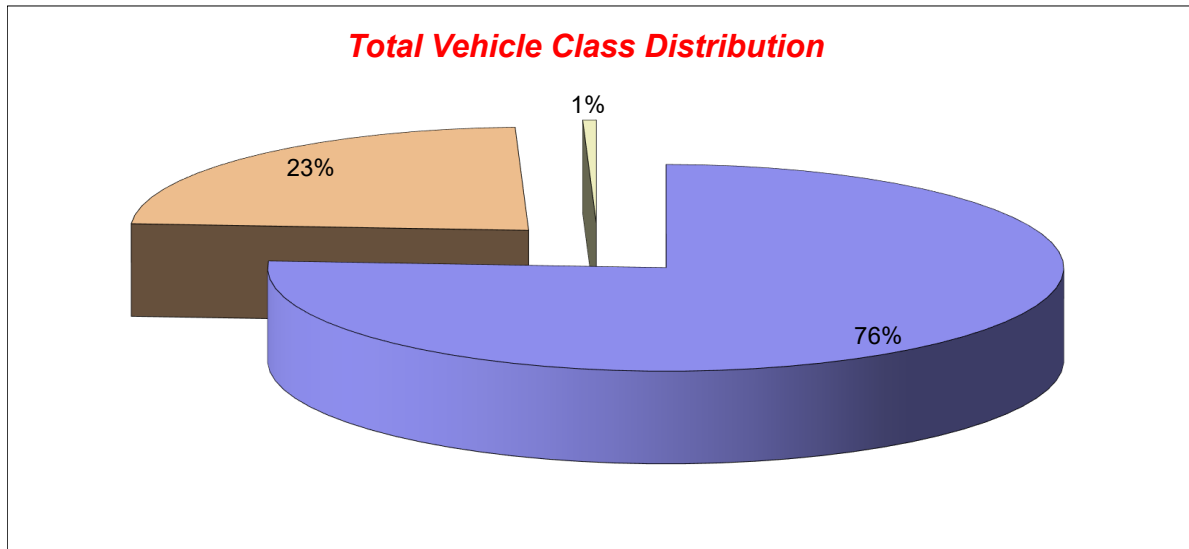


Channel 2 - Southbound

Vehicle Class

Week 1

Day / Time	Classes	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
19/01/2022					
7-19		32	13	0	45
6-22		35	14	0	49
6-24		35	14	0	49
0-24		35	14	0	49
20/01/2022					
7-19		41	16	0	57
6-22		48	17	0	65
6-24		48	17	0	65
0-24		48	17	0	65
21/01/2022					
7-19		42	13	1	56
6-22		43	14	1	58
6-24		45	15	1	61
0-24		45	15	1	61
22/01/2022					
7-19		33	10	0	43
6-22		35	10	0	45
6-24		35	10	0	45
0-24		35	10	0	45
23/01/2022					
7-19		33	7	0	40
6-22		35	8	0	43
6-24		36	8	0	44
0-24		37	8	0	45
24/01/2022					
7-19		32	11	0	43
6-22		34	12	1	47
6-24		34	12	1	47
0-24		34	12	1	47
25/01/2022					
7-19		39	10	0	49
6-22		44	10	0	54
6-24		44	10	0	54
0-24		45	10	0	55
Average					
7-19		36	11	0	48
6-22		39	12	0	52
6-24		40	12	0	52
0-24		40	12	0	52



St Mary Hoo ATC 01, Hall Road

Produced by Streetwise Services Ltd.



Channel 1 - Northbound

	19/01/2022 Wednesday	20/01/2022 Thursday	21/01/2022 Friday	22/01/2022 Saturday	23/01/2022 Sunday	24/01/2022 Monday	25/01/2022 Tuesday	5-DAY MEAN	7-DAY MEAN
0000-2400 Vehicle Flow	47	94	61	44	43	49	35	45	52
Mean Speed	22.9	23.3	23.4	24.9	24.7	24.9	26.0	24.1	24.3
85%ile Speed	26.5	26.5	25.9	25.6	26.3	33.2	33.1	29.0	28.2
No. Vehicles > 60 MPH Limit	0	0	0	0	0	0	0	0	0
% Vehicles > 60 MPH Limit	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
No. Vehicles > 75 MPH	0	0	0	0	0	0	0	0	0
% Vehicles > 75 MPH	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Channel 2 - Southbound

	19/01/2022 Wednesday	20/01/2022 Thursday	21/01/2022 Friday	22/01/2022 Saturday	23/01/2022 Sunday	24/01/2022 Monday	25/01/2022 Tuesday	5-DAY MEAN	7-DAY MEAN
0000-2400 Vehicle Flow	49	85	61	45	45	47	35	45	52
Mean Speed	23.8	24.3	24.4	24.5	23.4	23.4	25.5	24.3	24.2
85%ile Speed	33.5	26.2	26.4	25.5	26.3	26.9	25.7	27.5	27.1
No. Vehicles > 60 MPH Limit	0	0	0	0	0	0	0	0	0
% Vehicles > 60 MPH Limit	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
No. Vehicles > 75 MPH	0	0	0	0	0	0	0	0	0
% Vehicles > 75 MPH	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Channels 1+2 - Northbound & Southbound

	19/01/2022 Wednesday	20/01/2022 Thursday	21/01/2022 Friday	22/01/2022 Saturday	23/01/2022 Sunday	24/01/2022 Monday	25/01/2022 Tuesday	5-DAY MEAN	7-DAY MEAN
0000-2400 Vehicle Flow	96	129	122	89	88	96	70	90	104
Mean Speed	23.4	23.8	23.9	24.7	24.1	24.2	25.8	24.2	24.2
85%ile Speed	30.0	26.4	26.1	25.6	26.3	29.6	29.4	28.3	27.6
No. Vehicles > 60 MPH Limit	0	0	0	0	0	0	0	0	0
% Vehicles > 60 MPH Limit	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
No. Vehicles > 75 MPH	0	0	0	0	0	0	0	0	0
% Vehicles > 75 MPH	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Class No	Vehicle Description	Class No	Vehicle Description
1	Car, Light Van Taxi	5	Rigid 2 Axle HGV + 2 Axle (Close coupled) Trailer
1	Light Goods Vehicle	6	Rigid 3 Axle HGV + 2 Axle Drawbar Trailer
1	Car or Light Goods Vehicle + 1 Axle Caravan or Trailer	6	Rigid 3 Axle HGV + 3 Axle Drawbar Trailer
1	Car or Light Goods Vehicle + 2 Axle Caravan or Trailer	7	Artic, 2 Axle Tractor + 1 Axle Semi-Trailer
2	Rigid 2 Axle Heavy Goods Vehicle	8	Artic, 2 Axle Tractor + 2 Axle Semi-Trailer
3	Rigid 3 Axle Heavy Goods Vehicle	9	Artic, 2 Axle Tractor + 3 Axle Semi-Trailer
3	Rigid 3 Axle Heavy Goods Vehicle	10	Artic, 3 Axle Tractor + 1 Axle Semi-Trailer
4	Rigid 4 Axle Heavy Goods Vehicle	10	Artic, 3 Axle Tractor + 2 Axle Semi-Trailer
4	Rigid 4 Axle Heavy Goods Vehicle	11	Artic, 3 Axle Tractor + 3 Axle Semi-Trailer
5	Rigid 2 Axle HGV + 2 Axle Drawbar Trailer	12	Bus or Coach, 2 Axle
5	Rigid 2 Axle HGV + 3 Axle Drawbar Trailer	12	Bus or Coach, 3 Axle
5	Rigid 2 Axle HGV + 1 Axle Caravan or Trailer	13	Vehicle with 7 or more Axles

St Mary Hoo ATC 01, Hall Road

Produced by Streetwise Services Ltd.



Channel 1 - Northbound

	19/01/2022 Wednesday	20/01/2022 Thursday	21/01/2022 Friday	22/01/2022 Saturday	23/01/2022 Sunday	24/01/2022 Monday	25/01/2022 Tuesday	5-DAY MEAN	7-DAY MEAN
Vehicle Flow	34	44	48	25	31	34	33	39	36
Mean Speed	20.8	22.7	21.0	24.4	25.1	24.6	25.1	22.8	23.4
85%ile Speed	24.1	26.5	24.6	26.9	31.1	27.8	27.8	26.2	27.0
No. Vehicles > 60 MPH Limit	0	0	0	0	0	0	0	0	0
% Vehicles > 60 MPH Limit	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
No. Vehicles > 75 MPH	0	0	0	0	0	0	0	0	0
% Vehicles > 75 MPH	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Channel 2 - Southbound

	19/01/2022 Wednesday	20/01/2022 Thursday	21/01/2022 Friday	22/01/2022 Saturday	23/01/2022 Sunday	24/01/2022 Monday	25/01/2022 Tuesday	5-DAY MEAN	7-DAY MEAN
Vehicle Flow	35	41	46	26	38	38	39	40	38
Mean Speed	24.8	23.8	23.8	25.4	23.8	22.8	24.9	24.0	24.2
85%ile Speed	29.8	28.8	28.4	29.3	27.7	26.5	28.6	28.4	28.4
No. Vehicles > 60 MPH Limit	0	0	0	0	0	0	0	0	0
% Vehicles > 60 MPH Limit	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
No. Vehicles > 75 MPH	0	0	0	0	0	0	0	0	0
% Vehicles > 75 MPH	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Channels 1+2 - Northbound & Southbound

	19/01/2022 Wednesday	20/01/2022 Thursday	21/01/2022 Friday	22/01/2022 Saturday	23/01/2022 Sunday	24/01/2022 Monday	25/01/2022 Tuesday	5-DAY MEAN	7-DAY MEAN
Vehicle Flow	69	85	94	51	69	72	72	78	73
Mean Speed	22.8	23.2	22.4	24.9	24.4	23.7	25.0	23.4	23.8
85%ile Speed	26.9	27.6	26.5	28.1	29.4	27.1	28.2	27.3	27.7
No. Vehicles > 60 MPH Limit	0	0	0	0	0	0	0	0	0
% Vehicles > 60 MPH Limit	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
No. Vehicles > 75 MPH	0	0	0	0	0	0	0	0	0
% Vehicles > 75 MPH	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Note: All figures are based on data from the hours 0000-0700, 0900-1600 & 1800-2400.