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# Transport Statement

Land South of The Den, Richborough Road, Sandwich

CLIENT: Ms L. Terraforte

DECEMBER 2023  
PL/LC/17102



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# 1 INTRODUCTION

- 1.1.1 DHA have been commissioned by Ms L. Terraforte to provide transport planning advice in relation to the proposed development at Land South of The Den, off Richborough Road in Sandwich, Dover, Kent.
- 1.1.2 This Transport Statement (TS) has been produced in accordance with the Planning Practice Guidance (2014).
- 1.1.3 Following this introduction, the TS is structured as follows: -
- Section 2 summarises the existing transport conditions local to the site;
  - Section 3 sets out the development proposals;
  - Section 4 provides an assessment of compliance with transport planning policy;
  - Section 5 looks at the forecast vehicular trip attraction of the proposals; and
  - Section 6 provides a summary and conclusion.
- 1.1.4 It is noted that the site has previously been the subject of two planning applications (References: 19/00997 and 20/00248), with the former withdrawn and the latter refused by Dover District Council (DDC) on the grounds of their landscape and countryside impact, including as a result of the highway works required to facilitate vehicular and pedestrian access. However, Kent County Council Highways and Transportation (KCC H&T) raised no objection to the latter application.
- 1.1.5 Pre-application advice has been sought from KCC H&T in relation to this proposal, with the relevant correspondence included at **Appendix A**. This TS has been prepared in accordance with that advice.

## 2 EXISTING TRANSPORT CONDITIONS

### 2.1 THE EXISTING SITE

2.1.1 The site is located to the west of Richborough Road and the River Stour, approximately 1.4km north of the town of Sandwich. The site currently comprises greenfield land with two gated vehicular access points approximately 110m apart. The southern access point is located approximately 1.0 km north of the centre of Sandwich, and the site is shown in a local context in Figure 2.1 below.

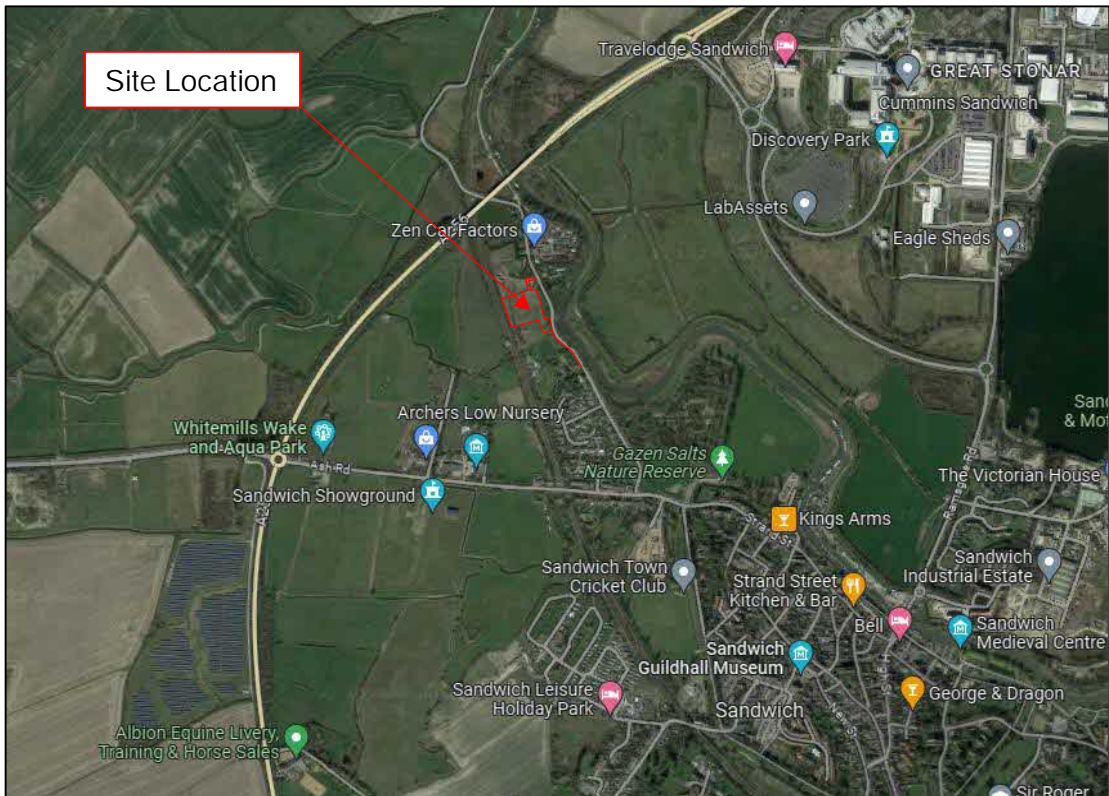


FIGURE 2.1: SITE LOCATION (COURTESY OF GOOGLE MAPS)

### 2.2 LOCAL HIGHWAY NETWORK

2.2.1 Richborough Road takes a general north / south alignment past the two site access points, routing between a priority junction with Ash Road to the south and the hamlet of Richborough to the north. It is subject to the National Speed Limit (i.e. 60mph) along the site frontage, which reduces to 30mph approximately 120m to the south of the southern site access point.

- 2.2.2 Ash Road takes a general east / west alignment past the junction with Richborough Road, routing into Sandwich and becoming Strand Street to the east and joining the A257 and the A256 Sandwich Bypass to the west at a roundabout junction.
- 2.2.3 The A257 routes westwards from the roundabout junction, providing access to Canterbury via the villages of Ash, Wingham and Littlebourne.
- 2.2.4 The A256 connects Dover to the south with the A299 and Ramsgate to the north.
- 2.2.5 It is therefore evident that the site is well related to the primary route network.

## 2.3 WALKING AND CYCLING INFRASTRUCTURE

- 2.3.1 Richborough Road is not currently afforded with formal pedestrian footways in the immediate site vicinity, with the nearest footway terminating at the aforementioned 30mph / National Speed Limit gateway approximately 120m to the south of the southern site access. There are nevertheless several Public Rights of Way (PRoW) in the vicinity, as shown below in Figure 2.2, with Promoted Routes highlighted in yellow and Public Footpaths highlighted in pink.

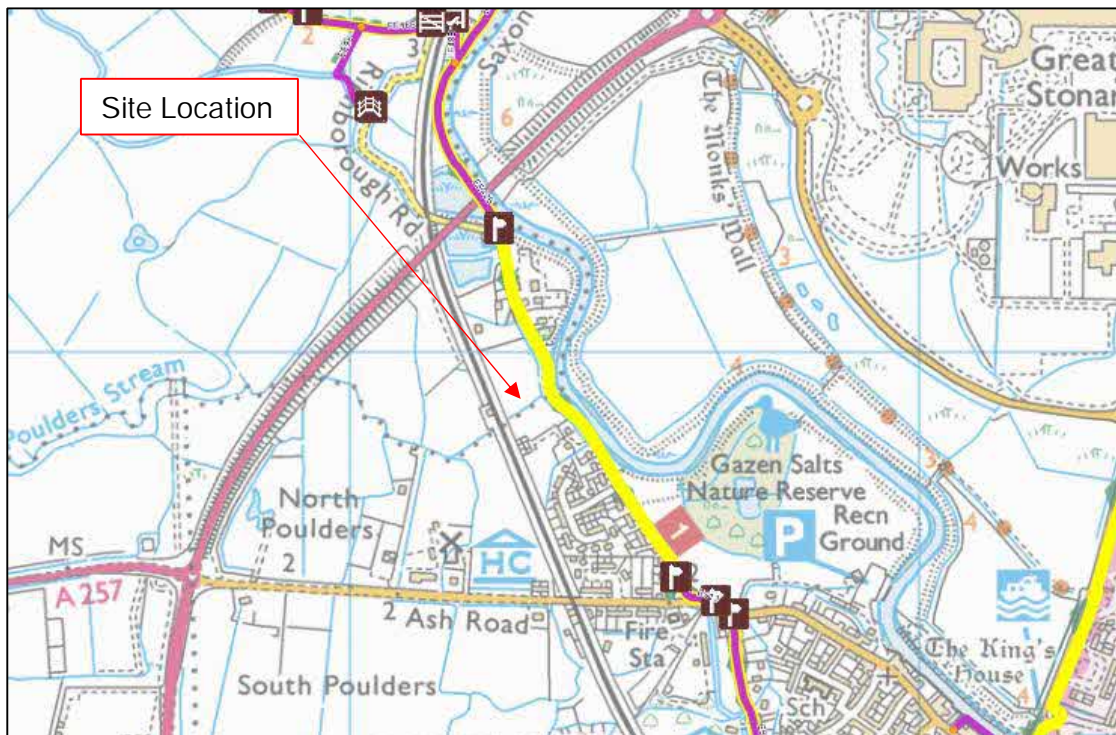


FIGURE 2.2: LOCAL PROW NETWORK (COURTESY OF KENT COUNTY COUNCIL)

- 2.3.2 It is noted that Richborough Road is designated as a Promoted Route, indicating that it is considered safe and suitable for on-carriageway walking. This designation commences at the access to Public Footpath ES13 and terminates at the access

point to Public Footpath EE48B. Public Footpath ES13 is accessible approximately 450m to the south of the southern site access and provides pedestrian access into Sandwich Town Centre.

2.3.3 Figure 2.3 below shows the existing cycle network within the site vicinity.

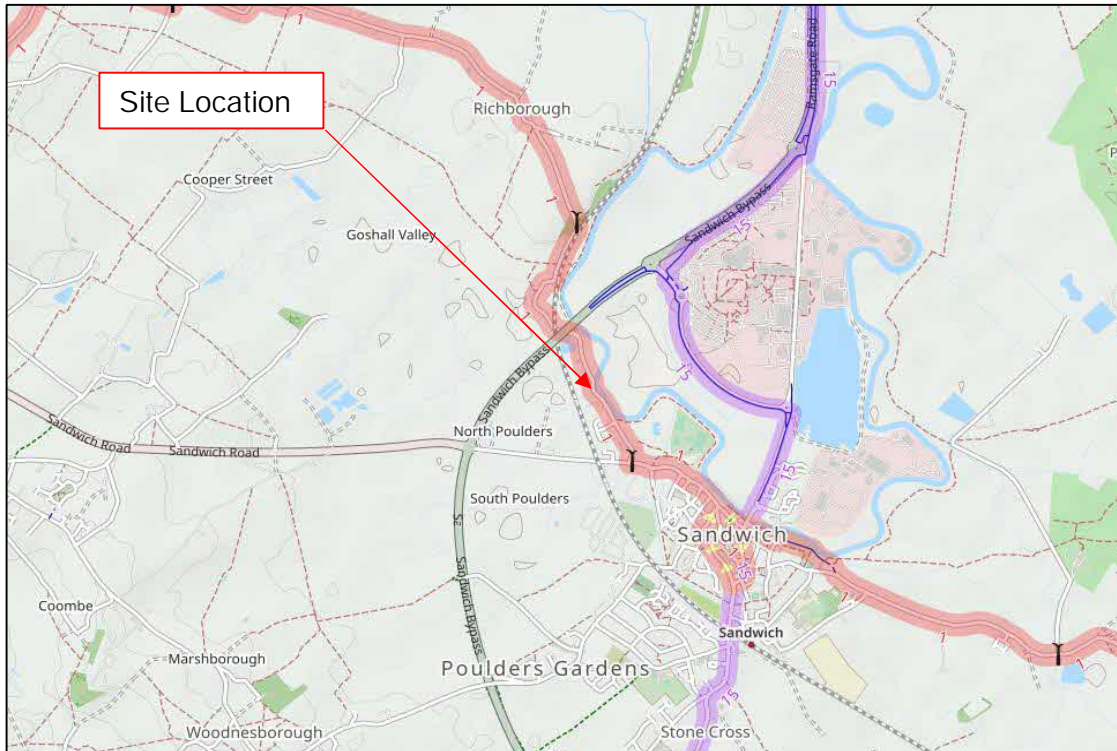


FIGURE 2.3: LOCAL CYCLE NETWORK (COURTESY OF OPENCYCLEMAP)

2.3.4 It is noted that National Cycle Route 1 (NCR1, highlighted in red in Figure 2.3) passes along Richborough Road, providing access south into Sandwich and towards Dover, and north-east towards Canterbury. It is further noted that within Sandwich, NCR1 provides access to Regional Cycle Route 15 (RCR15, highlighted in purple in Figure 2.3), which routes north to Thanet and south to Whitfield and Dover.

## 2.4 PUBLIC TRANSPORT INFRASTRUCTURE

2.4.1 The closest pair of bus stops to the site are located at Sandwich Guildhall on New Street, approximately 1.3km (or a 16-minute walk) to the south-east of the southern site access point. Table 2.1 overleaf summarises the scheduled public bus services that can be accessed from these stops.

SERVICE NO.	ROUTE	SERVICE FREQUENCY		
		Weekdays	Saturdays	Sundays
43	Canterbury St Anselm's School Grounds – Sandwich Discovery Park	1 per hour	1 per hour	1 per hour
45	Broadstairs Pierremont Hall – Sandwich Guildhall	Approx. 1 per hour	Approx. 1 per hour	No service
45A	Westwood Cross Shopping Centre – Sandwich Guildhall	3 per day	No service	No service
81	Dover Pencester Road – Sandwich Guildhall	1 per hour	1 per hour	1 per hour

TABLE 2.1: LOCAL BUS SERVICES AND FREQUENCIES

2.4.2 The nearest railway station is Sandwich, which is located approximately 1.8km from the southern site access point, equating to an approximate 25-minute walk or seven-minute cycle time. This station is on the Kent Coast Line, connecting Ramsgate and Dover Priory. The direct services available at this station are shown below in Table 2.2.

DESTINATION	SERVICE FREQUENCY		
	Weekday	Saturday	Sunday
London St Pancras International	1 per hour	1 per hour	No direct services
Ramsgate	1 per hour	1 per hour	1 per hour
London Charing Cross	3 before 08:20; 2 per hour after 15:30	No direct services	No direct services
London Victoria	1 direct service at 15:50	No direct services	No direct services

TABLE 2.2: LOCAL TRAIN SERVICES AND FREQUENCIES



## 2.5 ACCESSIBILITY

- 2.5.1 A range of local services and facilities can be accessed within Sandwich. These include – but are not limited to – public houses, restaurants, a museum, a GP surgery, and a supermarket. Table 2.3 below lists a number of these local facilities along with their walking distances from the proposal site.

SERVICE / FACILITY	WALKING DISTANCE	WALKING TIME
Kings Arms (Public House)	850 metres	11 minutes
Hay's Shack (Restaurant)	1,000 metres	13 minutes
Boots (Pharmacy)	1,100 metres	14 minutes
Richborough Roman Fort and Amphitheatre	1,200 metres	15 minutes
Sandwich Guildhall Museum	1,200 metres	15 minutes
Co-Op Food (Supermarket)	1,300 metres	16 minutes
The Market Place Surgery (GP)	1,400 metres	18 minutes

TABLE 2.3: ACCESS TO LOCAL FACILITIES ON FOOT

- 2.5.2 The walk times provided above are based on a walking speed of 80m per minute; a figure that is widely used to estimate walk times and that is used within the London-based Public Transport Accessibility Level (PTAL) analysis. It aims to provide a typical average value that estimates that it takes five minutes to walk 400m, ten minutes to walk 800m and so on.

## 2.6 HIGHWAY SAFETY

- 2.6.1 Personal Injury Collision (PIC) data has been sourced from KCC for the local highway network surrounding the proposal site for the latest three-year period from 1<sup>st</sup> April 2020 to 31<sup>st</sup> March 2023. A total of five incidents were reported within this period; four of which were classified as 'slight' and one as 'serious' in severity. The PIC report and data plot are included at **Appendix B**.
- 2.6.2 PIC no. 1 took place at the junction between Ash Road and the access point for Archers Low Nursery. This incident occurred when a driver turned right out of Archers Low Nursery on to Ash Road and collided with the offside rear of a car that was travelling west on Ash Road. This incident was classified as 'slight' in severity.

- 2.6.3 PIC no. 2 took place at the junction between High Street and The Quay. This incident occurred when a car driver travelling north-east on High Street swerved to avoid a second car in front but collided with the back of it and then veered into a wall on the offside of the carriageway. This incident was classified as 'slight' in severity.
- 2.6.4 PIC nos. 3 and 5 both took place at the junction between Strand Street and Harnet Street. PIC no. 3 occurred when a pedestrian attempted to cross Strand Street from the junction with Harnet Street and was struck by a car. It is noted that the car driver did not stop at the scene. PIC no. 5 occurred when a suspected drunk driver attempted to turn at the junction, collided with an adjacent house and then ran off before later being arrested. Both incidents were classified as 'slight' in severity.
- 2.6.5 PIC no. 4 occurred at the roundabout junction between the A256 Sandwich Bypass and the A257 Ash Bypass. This incident occurred when a car entered the roundabout into the path of a second car, resulting in a collision. This incident was classified as 'serious' in severity.
- 2.6.6 It is noted that no incidents took place on Richborough Road, nor its junction with Ash Road. It is apparent, moreover, that human error was the dominant causation factor in the incidents recorded on the wider highway network. As such, and in view of the modest scale of the proposed development, it is not considered that the proposals would materially exacerbate the local highway safety record.

## 3 PROPOSED DEVELOPMENT

### 3.1 OVERVIEW

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- 3.1.1 The proposed development comprises the construction of 8 no. holiday units along with associated access, parking and landscaping.
- 3.1.2 The proposed site layout plan is included at **Appendix C**.

### 3.2 ACCESS

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- 3.2.1 Vehicular access to the proposed development will be achieved via the existing southern site access, which is to be treated as 'entrance-only' and widened to 4.8m with an access gate set 12.0m back from the carriageway edge. Vehicles will be routed through a one-way system on the site, with the existing northern access point being treated as 'exit-only', widened to 4.8m and also provided with an access gate set 9.0m back from the carriageway edge. The Stage 1 access designs are included at **Appendix D**.
- 3.2.2 An Automatic Traffic Count (ATC) survey was completed on Richborough Road during the week-long period between Monday 27<sup>th</sup> March to Sunday 2<sup>nd</sup> April 2023 to inform the visibility splay requirements for the site. This recorded 85<sup>th</sup> percentile speeds of 29.9mph northbound and 30.5mph southbound. The full survey data is included at **Appendix E**. In accordance with Manual for Streets guidance, the recorded speeds equate to visibility splay requirements of 2.4 x 48m to the south and 2.4 x 49m to the north of the egress point, which have been demonstrated in the access design.
- 3.2.3 It is noted that as a result of the modified site access arrangement proposed in relation to this application, the level of vegetation clearance required along the site frontage is reduced relative to the previous proposals, as demonstrated within the Stage 1 access designs at **Appendix D**.
- 3.2.4 In accordance with the pre-application advice received from KCC H&T, it is proposed that a 1.5m wide tarmacadam footway will be provided into the site. This footway will extend approximately 95m south along Richborough Road to connect with the existing footway which continues towards Sandwich Town Centre. The proposed pedestrian access design can be found at **Appendix F**.

### 3.3 ROAD SAFETY AUDIT

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- 3.3.1 An independent Stage 1 Road Safety Audit (RSA1) has been completed for the proposed site access design and is included at **Appendix G** alongside the

Designer's Response. Table 3.1 below summarises the RSA1 and the Designer's Response.

PROBLEM	RECOMMENDATION	DESIGNER'S RESPONSE
<p><b>Location:</b> A – The Out-only egress onto Richborough Road.</p> <p><b>Summary:</b> Risk of an exiting vehicle rolling back onto a following vehicle.</p> <p>There is currently a gradient up onto Richborough Road of approximately 1 in 8 from the development site. If this is maintained there will be a risk of an exiting vehicle rolling back onto a following vehicle, causing damage.</p>	<p>The egress should have a relatively level dwell area approaching Richborough Road.</p>	<p><b>Agreed</b></p> <p>The access will have a gradient of 1:20 for a distance of 12m back from the give way line. Levels will be reviewed further at the detailed design phase.</p>
<p><b>Location:</b> B – The Out-only egress onto Richborough Road.</p> <p><b>Summary:</b> Risk of an exiting vehicle falling into the drainage ditch.</p> <p>A relatively deep drainage ditch runs parallel to Richborough Road along the whole frontage of the site. The drawing implies that the exit road will be kerbed, but does not show any protection to stop an errant vehicle running off the side of the road into the drainage ditch as it turns the right angle to use the exit. The lack of a protective barrier, wall or verge on each side of the exit road, as it crosses the ditch, increases the risk of a vehicle falling into the ditch, with possible injuries to the vehicle occupants.</p>	<p>The exit road should have protection on each side as it crosses the drainage ditch on the approach.</p>	<p><b>Noted</b></p> <p>Vehicles will be going at a slow speed when exiting the site so risk is considered as low, however a fence will be provided either side of the access as shown on revised drawing 17102-H-01 Rev P4.</p>
<p><b>Location:</b> C – The In-only access from Richborough Road.</p> <p><b>Summary:</b> Risk of an entering vehicle falling into the drainage ditch.</p>	<p>The access road should have protection on each side as it crosses the drainage ditch next to Richborough Road.</p>	<p><b>Agreed</b></p> <p>Fences will be provided either side of the access in order to provide protection where the access crosses the ditch as shown on revised drawing 17102-H-01 Rev P4.</p>

The drainage ditch that runs parallel to Richborough Road along the whole frontage of the site is particularly deep at the proposed access to the site. The drawing implies that the entry road will be kerbed, but does not show any protection to stop an errant vehicle running off the side of the road into the drainage ditch as it turns into the access. The lack of a protective barrier, wall or verge on each side of the exit road, as it crosses the ditch, increases the risk of a vehicle falling into the ditch, with possible injuries to the vehicle occupants.

**Location:** D – The 95m of footway along the verge of Richborough Road.

**Summary:** Risk of pedestrians falling into the deep ditch.

The verge on the west side of Richborough Road falls from what will be the back edge of the proposed 1.5m footway into the deep ditch that runs along this whole stretch of road. Without a flat margin behind the footway onto which an errant pedestrian can step, the risk of the pedestrian losing their balance on the slope and falling into the ditch will be unnecessarily high.

Measures should be installed to ensure that pedestrians do not fall into the ditch.

**Agreed**

A fence line will be provided along the back of the proposed footway as shown in revised drawing 17102-H-02 Rev P3.

The form of the fence will be discussed with KCC Highways who will ultimately need to take on maintenance responsibilities.

**Location:** E – Northern end of the footway where it enters the development site.

**Summary:** Risk of pedestrians falling into the deep ditch.

As the footway leaves the edge of the carriageway of Richborough Road it will have to bridge across the deep ditch. Without any protection on each side the risk of errant pedestrians falling into the

Measures should be installed to stop pedestrian falling into the ditch as they cross it on the bridge.

**Noted**

The bridge has now been removed so that the footway follows the carriageway.

ditch will be unnecessarily high.

**Location:** F – Southern end of the proposed footway

**Summary:** Risk of pedestrian / vehicle collisions on the carriageway.

Pedestrians will have to walk on the carriageway as the proposed footway will stop 19m short of the existing footway, increasing their risk of collisions with passing vehicles.

The proposed footway should continue southwards to join the existing footway.

**Agreed**

The plans have been updated in order to show a connection to the existing footway. There is a telegraph pole that will need to be relocated to the rear of the footway.

Additionally there are trees within close proximity to the carriageway edge, where there is enough room to provide the footway without the trees removal, the impact on roots will need to be reviewed at detailed design.

**Location:** G – Towards the southern end of the proposed footway.

**Summary:** Risk of pedestrian / vehicle collisions.

The existing pole with the national speed limit / 30mph signs is located in what will be the centre of the proposed footway. If left in situ, mobility impaired pedestrians using a mobility scooter will be unable to pass it on the footway and will have to travel on the carriageway for 120m to use the vehicle entrance to the development site, increasing their risk of being struck by a passing vehicle.

The speed limit pole and signs should be relocated to the verge behind the proposed footway.

**Agreed**

The speed limit pole will be relocated to the back of the footway as shown on drawing 17102-H-02 Rev P3.

TABLE 3.1: STAGE 1 ROAD SAFETY AUDIT AND DESIGNER'S RESPONSE

## 3.4 PARKING

- 3.4.1 A total of ten on-site vehicle parking spaces are proposed, with one space provided per holiday lodge, totalling eight spaces, and two spaces provided for visitor parking. This complies with the applicable standards in the Kent Design Guide Review: Interim Guidance Note 3 (IGN3) for residential dwellings (which have been applied in the interests of robustness) of one space per unit for one- and two-bed

apartments in 'suburban edge / village / rural' locations and 0.2 spaces per unit for visitor parking.

- 3.4.2 A total of eight cycle parking spaces will be provided in the form of a vertical cycle store. This is seen to be compliant with the Kent and Medway Structure Plan: Supplementary Planning Guidance 4 (SPG4) standards for Class C3 residential apartments.
- 3.4.3 Electric Vehicle (EV) charging infrastructure will be provided for the ten vehicle parking spaces, which is seen to be in line with the standards set out within the Building Regulations Approved Document S.

### 3.5 SITE SERVICING

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- 3.5.1 To ensure that the proposed site layout is accessible by larger service vehicles, swept path analysis has been undertaken on the proposed vehicular access. A refuse vehicle has been assessed, with the associated drawings included at **Appendix H**.
- 3.5.2 The drawings demonstrate that the site layout can comfortably accommodate these vehicle movements, ensuring that accessibility to the site is maintained and that they can access and egress the site in a forward gear.

### 3.6 CONSTRUCTION TRAFFIC MANAGEMENT

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

## 4 TRANSPORT PLANNING POLICY

### 4.1 NATIONAL PLANNING POLICY FRAMEWORK (NPPF, 2023)

- 4.1.1 The NPPF sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other developments can be produced. The NPPF is a material consideration in planning decisions.
- 4.1.2 At the heart of the NPPF is a presumption in favour of sustainable development. This is reflected in Section 9 of the document where it is noted that significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. The NPPF advises that in assessing sites, it should be ensured that:-
- (a) *“Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
  - (b) *Safe and suitable access to the site can be achieved for all users;*
  - (c) *The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and*
  - (d) *Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”*
- 4.1.3 Paragraph 105 acknowledges the need to consider the site's location with respect to sustainable transport, noting that: *“opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.”*
- 4.1.4 Paragraph 111 states that: *“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”*
- 4.1.5 Paragraph 112 then goes on to note that applications for development should:-
- (a) *“Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*



- (b) *Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- (c) *Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- (d) *Allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- (e) *Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”*

4.1.6 Paragraph 113 further states that: *“All developments that will generate significant amounts of movement should be required to provide a Travel Plan, and the application should be supported by a Transport Statement or Transport Assessment so that the likely impacts of the proposal can be assessed.”*

## 4.2 PLANNING PRACTICE GUIDANCE (PPG, 2014)

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4.2.1 The PPG was first established in March 2014 as a supporting resource in conjunction with the NPPF, which is also a material consideration in determining planning applications. With respect to transport, the PPG includes a section entitled ‘*Travel Plans, Transport Assessments and Statements in Decision- Taking*’. This provides general guidance on the process of producing these documents.

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

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

## 4.3 LOCAL TRANSPORT PLAN 4 (LTP4): DELIVERING GROWTH WITHOUT GRIDLOCK (2016 – 2031)

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4.3.1 The Local Transport Plan 4 (LTP4) was prepared by KCC and runs from 2016 to 2031. The Plan includes details on how the County Council will meet its transport ambition for Kent, which is:-

*“To deliver safe and effective transport, ensuring that all Kent’s communities and businesses benefit, the environment is enhanced and economic growth is supported.”*

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

*“ Outcome 1: Economic growth and minimised congestion*

*Policy: Deliver resilient transport infrastructure and schemes that reduce congestion and improve journey time reliability to enable economic growth and appropriate development, meeting demand from a growing population.*

*Outcome 2: Affordable and accessible door-to-door journeys*

*Policy: Promote affordable, accessible and connected transport to enable access for all to jobs, education, health and other services.*

*Outcome 3: Safer travel*

*Policy: Provide a safer road, footway and cycleway network to reduce the likelihood of casualties, and encourage other transport providers to improve safety on their networks.*

*Outcome 4: Enhanced environment*

*Policy: Deliver schemes to reduce the environmental footprint of transport, and enhance the historic and natural environment.*

*Outcome 5: Better health and wellbeing*

*Policy: Provide and promote active travel choices for all members of the community to encourage good health and wellbeing, and implement measures to improve local air quality.”*

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

## 4.4 DOVER DISTRICT ADOPTED CORE STRATEGY (2010)

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- 4.4.1 The Dover District Core Strategy Development Plan Document (DPD) was adopted in February 2010 and is the District Council’s principal document within its Local Development Framework (LDF). The Core Strategy sets out the main planning policy objectives for the District up to 2026. The aim of the Core Strategy is: -

*“ To transform Dover into a leading town in the region and regenerate the District so that economically and socially it equals or out-performs the region.”*

- 4.4.2 To achieve this aim, a number of objectives are outlined. Of these, Objective 8 relates to transport: -

*“Improve ease of travel to, from and within the District for both people and freight; concentrate development where it can best align with facilities and reduce the need for travel, especially at the Regional Hub of Dover; encourage walking, cycling and public transport through the provision of new facilities.”*

4.4.3 Core Policy DM13 considers parking provision: -

*“Provision for parking should be a design led process based upon the characteristics of the site, the locality, the nature of the propose development and its design objectives. Provision for non-residential development, and for residential cycle provision, should be informed by Kent County Council Guidance SPG4, or any successor. Provision for residential development should be informed by the guidance in the Table for Residential Parking.”*

## 4.5 EMERGING DOVER DISTRICT LOCAL PLAN – REGULATION 19

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4.5.1 The Dover District Local Plan Regulation 19 was submitted for examination on 31<sup>st</sup> March 2023 and sets out the vision, strategic objectives and overarching development strategy for the growth of the District of Dover over the period to 2040.

4.5.2 Policy TI1 relates to sustainable transport and travel, and states: -

*“Development should, in so far as its size, characteristics and location:*

- (a) Be designed so that opportunities for sustainable transport modes are maximised and provide for a variety of forms of transport as alternatives to travel by private motorised vehicle;*
- (b) Give priority to the needs of pedestrians, cyclists, users of public transport, car sharers and users of low and ultra-low emission vehicles;*
- (c) Be readily accessible by sustainable transport modes through the provision of high quality, engineered, safe and direct walking and cycling routes within a permeable site layout;*
- (d) Contribute to sustainable transport proposals including off-site improvements to cycling and walking routes and public transport facilities, and to proposals within the Dover Infrastructure Delivery Plan; and*
- (e) Make provision for secure cycle parking and storage in accordance with the Parking Standards.*

*The Council will safeguard the Public Rights of Way network, and other existing cycle and walking routes, from development that would compromise their use and will encourage their enhancement and extension.”*

- 4.5.3 Policy TI2 relates to Transport Statements, Assessments and Travel Plans, and states:-

*“Developments that would generate significant traffic movements must be well related to the primary and secondary road network. Proposals which would generate levels and types of traffic movements resulting in severe cumulative residual impacts in terms of capacity and road safety will not be permitted.*

*New accesses and intensified use of existing accesses onto the road network will not be permitted if it would result in a clear risk of crashes or traffic delays unless the proposals can incorporate measures that provide sufficient mitigation.*

*Applicants must demonstrate that traffic movements to and from the development can be accommodated, resolved, or mitigated to avoid severe cumulative residual impacts.*

*A Transport Statement, Assessment and / or Travel Plan may be required depending on the nature and scale of the proposal and the level of significant transport movements generated, the requirements of which will be secured by planning condition or Section 106 legal agreement.”*

## 4.6 PARKING POLICY

---

- 4.6.1 Residential vehicle parking standards are laid out in the Dover District Adopted Core Strategy (2010) and mirror those in the Kent Design Guide Review: IGN3. The applicable standards in this case are as follows:-

1 & 2 bed flats (suburban edge/village/rural) – a minimum of 1 space per unit (unallocated), 0.2 visitor parking spaces per unit.

- 4.6.2 Cycle parking standards are laid out in the Kent and Medway Structure Plan: SPG4. The applicable standards in this case are as follows:-

Flats & maisonettes – 1 space per unit.

- 4.6.3 Approved Document S of the Building Regulations outlines the infrastructure requirements for new development for the charging of Electric Vehicles (EVs). This document is part of the 2021 edition of the Regulations and took effect in June 2022. Requirement S1 states:-

- (1) *“A new residential building with associated parking must have access to electric vehicle charge points as provided for in paragraph (2).*
- (2) *The number of associated parking spaces which have access to electric vehicle charge points must be –*
  - (a) *The total number of associated parking spaces, where there are fewer associated parking spaces than there are dwellings contained in the residential building; or*
  - (b) *The number of associated parking spaces that is equal to the total number of dwellings contained within the residential building, where there are the same number of associated parking spaces as, or more associated parking spaces than, there are dwellings.*

## 4.7 POLICY COMPLIANCE

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- 4.7.1 The proposed development has been found to comply with all relevant national and local transport planning policies. The site enjoys ready access to the primary highway network and to a range of local services and facilities.
- 4.7.2 The site access design has been prepared with reference to the applicable highway standards and will be subject to an independent Stage 1 Road Safety Audit.
- 4.7.3 The development will provide a total of ten vehicle parking spaces at a rate of one per unit plus two for visitor parking, which is seen to comply with the Dover District Adopted Core Strategy and Kent Design Guide Review: IGN3 minimum standards for Class C3 developments. All ten vehicle parking spaces will be afforded EV charging capability, in line with Approved Document S of the Building Regulations. Additionally, eight cycle parking spaces will be provided within a secure shelter at a rate of one space per unit, which is seen to comply with the minimum standards set out in the Kent and Medway Structure Plan: SPG4.
- 4.7.4 The proposed development will have a negligible impact on the operation of the surrounding highway network, as shown in the following section of this TS.
- 4.7.5 Given the above, the proposal is not expected to result in a ‘severe’ residual transport impact, in accordance with Paragraph 111 of the NPPF.

## 5 TRIP ATTRACTION

### 5.1 OVERVIEW

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- 5.1.1 This section outlines the methodology employed to calculate the likely vehicle trip attraction of the proposed development. In the interests of a robust assessment, the site is assumed to have no extant vehicle trip attraction potential.

### 5.2 PROPOSED DEVELOPMENT VEHICLE TRIP ATTRACTION

---

- 5.2.1 In order to review the vehicle trip attraction of the proposed development, a 'first principles' approach has been taken, based on information supplied by the applicant regarding the intended use of the site.

- 5.2.2 In the interests of a robust assessment, a vehicle trip profile has been produced assuming a Saturday, which is likely to be the busiest day of the week for arrivals and departures.

- 5.2.3 The following conservative assumptions have been made: -

The site will be managed and maintained by the family living in the residential dwelling immediately to the north, and therefore these activities will attract no additional vehicle trips;

There will be a 100 percent occupancy rate;

Each lodge will attract a single vehicle, with all occupants travelling together;

All guests will check-in and check-out on a Saturday;

Check-out will take place at 10:00 and check-in will take place from 12:00; and

75 percent of occupants will leave the site via private vehicle for dining in the evening.

- 5.2.4 On this basis, the forecast vehicle trip profile is set out in Table 5.1 overleaf.

TIME	ARRIVALS	DEPARTURES	TOTAL	NOTES
07:00 - 08:00	0	1	1	1 departing guest
08:00 - 09:00	0	3	3	3 departing guests
09:00 - 10:00	0	4	4	4 departing guests
10:00 - 11:00	0	0	0	No movements
11:00 - 12:00	0	0	0	No movements
12:00 - 13:00	3	0	3	3 arriving guests
13:00 - 14:00	3	0	3	3 arriving guests
14:00 - 15:00	2	0	2	2 arriving guests
15:00 - 16:00	0	0	0	No movements
16:00 - 17:00	0	1	1	1 departure for dinner
17:00 - 18:00	0	3	3	3 departures for dinner
18:00 - 19:00	1	2	3	1 arriving from dinner; 2 departing for dinner
19:00 - 20:00	1	0	1	1 arriving from dinner
20:00 - 21:00	2	0	2	2 arriving from dinner
21:00 - 22:00	2	0	2	2 arriving from dinner
Totals	14	14	28	

TABLE 5.1: SATURDAY TRIP PROFILE

- 5.2.5 It is noted that the site is forecast to generate a maximum of 28no. vehicle trips on a peak Saturday, and no more than four movements in any one hour. This would evidently not have a significant or 'severe' residual impact on the operation of the local highway network, particularly in the context of the existing traffic volumes recorded on Richborough Road, which saw an average daily two-way vehicle count of 199 across the seven-day ATC assessment period. It is further noted that this figure is much reduced from that forecast in relation to the previous planning applications for the site, due to the reduction in the number of holiday lodges proposed from c.20 to eight.



## 6 SUMMARY AND CONCLUSION

- 6.1.1 This Transport Statement has been prepared on behalf of Ms L. Terraforte in support of a planning application for the erection of 8 no. holiday lodges along with associated access, parking and landscaping on Land South of The Den, off Richborough Road in Sandwich, Dover, Kent.
- 6.1.2 Following a review of national and local transport planning policy, no conflicts are envisaged. The site enjoys ready access to the primary highway network and is located within a reasonable walking distance of local services, facilities and public transport nodes, which will provide future users with realistic opportunities for non-car travel.
- 6.1.3 A total of ten on-site vehicle parking spaces will be provided; all of which will be equipped with electric vehicle charging capability. This is seen to be compliant with the standards laid out within the Dover District Adopted Core Strategy (2010) and Approved Document S of the Building Regulations, respectively. Additionally, eight cycle parking spaces will be provided in the form of vertical cycle stands, which is seen to be compliant with the standards prescribed by the Kent and Medway Structure Plan: Supplementary Planning Guidance 4 (SPG4).
- 6.1.4 From a review of Personal Injury Collision data for the local highway network, it has been demonstrated that the proposed development is unlikely to materially exacerbate the existing highway safety record.
- 6.1.5 Vehicular access to the site will be achieved via a one-way arrangement, with the existing southern access point being treated as entrance-only and the existing northern access point being treated as exit-only. Both access points are to be widened to 4.8m and provided with gates. Compliant visibility splays can be provided from the 'out-only' access and the associated Stage 1 design has been subject to an independent Road Safety Audit. Pedestrian access will be achieved via a footway measuring 1.5m in width that routes south from the proposed southern site access and joins the existing public footway on Richborough Road approximately 95m south of the site.
- 6.1.6 The proposed development will attract approximately 28no. vehicle movements on a peak Saturday. This level of trip generation is not expected to have a 'severe' residual impact on the local highway network, in line with Paragraph 111 of the National Planning Policy Framework.
- 6.1.7 Given the above, it is concluded that the proposed development should not have any adverse transport impacts and therefore there should be no sound transport-based objections to the planning application.

APPENDIX  
A





Ms Lauren Terraforte  
The Den  
Sandwich  
Kent  
CT13 9JG

**Highways and Transportation**

Kroner House

Eurogate Business Park

Ashford

TN24 8XU

**Tel:** 03000 418181

**Date:** 27 February 2023

**Our Ref:** LC

**Application - PAP/2022/102**

**Location - Land south of the Den, Richborough Road, Sandwich, Kent, CT13 9JG**

**Proposal - Change of use of land for the siting of c.20 holiday accommodation units**

Thank you for your request for Pre Application advice in relation to the above. I have the following comments to make with respect to highway matters :-

I note that the previous application for this site (LPA reference: DOV/19/00997 and DOV/20/00248) was for the siting of 22 holiday units however, the Pre Application information states that this has been reduced to 20. At the site meeting, it was suggested that there would be 8 units, but no plans have been provided that show how the site would be laid out with the reduced number of units. Advice is provided in accordance with the reduced number of units.

Planning application reference 20/00248 was refused for the following reason: The proposed development would cause harm to visual amenity and the open character of the countryside in this location due to the siting, scale and density of the development together with the provision of the visibility splays and extended footpath that would involve the loss of vegetation along a rural road. Accordingly the proposal would be contrary to policies DM1, DM15 and DM16 of the Dover District Council Local Plan and paragraphs 8 & 174 of the NPPF.

The number of units is proposed to be significantly reduced however, the proposal still leads to a significant increase in the use of an existing access. The proposal seeks to provide a one-way entry and exit system, which moves the exit only route to the north, which provides better visibility for vehicles manoeuvring into the highway. A speed survey was carried out as part of the previous application, whereby I suggest that a new survey is undertaken in the vicinity of the proposed exit to establish the actual driven speeds. It is considered that speeds may be greater in this location due to the proximity away from the bend in the road.

The visibility splays provided are showing a 1m offset, which Highways have not agreed to therefore, the illustrated 33m x 2.4m x 35m will require updating accordingly to correlate with an updated ATC speed Survey to record the driven speeds in the vicinity of the exit point of the site.

The submitted swept path drawing illustrate a caravan towed by a car entering and exiting the site. Any planning submission needs to clarify whether the applicant is proposing to have caravan and camping pitches on the site. If this is the case, details will need to be submitted outlining how these will be accommodated on the site and the associated facilities. The swept path drawings that have been provided show the two access points for the site will be used as a

separate entrance and exit; the width of both access roads needs to be at least 3.7m to accommodate for a fire tender.

Confirmation will be required as to whether any gates are proposed on the site. These will need to be set back a minimum of 7 metres to enable any larger vehicles to enter the site without blocking the highway. The access points will need to be constructed utilising a bound surface for the first 5 metres from the highway.

A Refuse collection plan will need to be provided and vehicle tracking to support this, if required. A refuse vehicle would need to pull onto the site, clear of the carriageway, in order to service the site as the road is narrow and would therefore cause an obstruction and potential hazard if stopping on the highway. I note that Site Plan on the previous application shows the vehicle tracking provided shows an area for refuse storage and a refuse vehicle standing area near to the entrance of the site. This should be clarified and clearly outlined as part of any planning submission.

The 'Kent and Medway structure Plan - SPG4 Guidance' states there should be 1 parking space per unit + 1 space per 3 units of 5 person capacity or greater; the number of parking and cycle spaces to be provided will need to be clarified when it is confirmed how many units and camping/caravan pitches are proposed.

All parking spaces should measure 2.5 metres x 5 metres, with a provision for electric charging. Secure cycle parking should be provided; a minimum of 1 cycle space per 10 beds, units or pitches by way of safe and secure spaces.

While the number of units has been reduced, the proposal is likely to generate additional pedestrian movements in Richborough Road, southwards between the site and Sandwich town centre. The existing footway stops approximately 150 metres to the south of the site, leaving a section of road between the end of the footway and the site with limited visibility, outside of the residential 30mph zone. The public highway appears to extend into the verge on the western side of Richborough Road.

As discussed on site, I suggest that the pedestrian footway link is provided as far to the southern aspect of the site as possible and linked with the current footway along Richborough Road, which currently stops 126m south of the site, this will ensure that the required length of the footway link is kept to a minimum. There would need to be a pedestrian gate installed and the pedestrian routing through the site confirmed. We have discussed the proposal of a new footpath with our Agreements team, who have confirmed a Section 278 Agreement would be required, which will incur costs and also that KCC Highways will not adopt any footway that is not constructed from tarmac. We have sought to agree other materials, but as the proposed footway immediately abuts the highway, alternative materials would not be considered appropriate.

### Important Notes

Any advice given by Council officers for pre-application enquiries does not indicate a formal decision by the Council as the Highway Authority. Any views or opinions are given in good faith, and to the best of ability, without prejudice to the formal consideration of any planning application.

The final decision on any application that you may then make can only be taken after the Planning Authority has consulted local people, statutory consultees and any other interested parties. The final decision on an application will then be made by senior officers or by the respective Local Planning Authority and will be based on all of the information available at that

time.

You should therefore be aware that officers cannot guarantee the final formal decision that will be made on your application(s).

Any pre-application advice that has been provided will be carefully considered in reaching a decision or recommendation on an application; subject to the proviso that circumstances and information may change or come to light that could alter that position.

Kent County Council has now introduced a formal technical approval process for new or altered highway assets, with the aim of improving future maintainability. This process applies to all development works affecting the public highway other than applications for vehicle crossings, which are covered by a separate approval process. To assist developers and designers, KCC offer a free outline technical review of proposals affecting highway assets. This is separate from the planning process but will help ensure that your proposals will be acceptable to the highway authority at the implementation stage. To find out more and request an application form, email: [assetmanagement@kent.gov.uk](mailto:assetmanagement@kent.gov.uk)

It should be noted that the weight given to pre-application advice will decline over time.

**Informative: It is important to note that planning permission does not convey any approval to carry out works on or affecting the public highway.**

Any changes to or affecting the public highway in Kent require the formal agreement of the Highway Authority, Kent County Council (KCC), and it should not be assumed that this will be a given because planning permission has been granted. For this reason, anyone considering works which may affect the public highway, including any highway-owned street furniture, is advised to engage with KCC Highways and Transportation at an early stage in the design process.

Across the county there are pieces of land next to private homes and gardens that do not look like roads or pavements but are actually part of the public highway. Some of this highway land is owned by Kent County Council whilst some is owned by third party owners. Irrespective of the ownership, this land may have highway rights over the topsoil.

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

Kent County Council has now introduced a formal technical approval process for new or altered highway assets, with the aim of improving future maintainability. This process applies to all development works affecting the public highway other than applications for vehicle crossings, which are covered by a separate approval process.

Should the development be approved by the Planning Authority, it is the responsibility of the applicant to ensure, before the development is commenced, that all necessary highway approvals and consents have been obtained and that the limits of the highway boundary have been clearly established, since failure to do so may result in enforcement action being taken by the Highway Authority. The applicant must also ensure that the details shown on the approved plans agree in every aspect with those approved under the relevant legislation and common law. It is therefore important for the applicant to contact KCC Highways and Transportation to progress this aspect of the works prior to commencement on site.

Guidance for applicants, including information about how to clarify the highway boundary and links to application forms for vehicular crossings and other highway matters, may be found on Kent County Council's website: <https://www.kent.gov.uk/roads-and-travel/highway-permits-and-licences/highways-permissions-and-technical-guidance>. Alternatively, KCC Highways and Transportation may be contacted by telephone: 03000 418181

Yours Faithfully

Lily Cooper

**Transport and Development Planner**

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

APPENDIX  
B



Date: 06-October-2023

Time: 10:32:17

Title: **Sandwich**

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

Date: 06-October-2023

Accident Date BETWEEN '01-Apr-2020' AND '31-Mar-2023'

There were 5 reported crashes resulting in injury



## D-PRINT CRASH REPORT

6-Oct-2023

10:32:17

Sandwich

Accident Date BETWEEN '01-Apr-2020' AND '31-Mar-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
1	<b>Road No C480</b> <b>Grid 632077E</b> <b>Section 001</b> <b>Ref 158565N</b>	SLIGHT	07/09/2021	3	16:32	L	Dry	Fine		R.TURN	
C480 ASH ROAD J/W ARCHERS LOW NURSERY, SANDWICH									Dover		
V2 was travelling west on Ash Rd when V1 turned right out of Archers Low Nursery and collided with the offside rear of V2. V2 span out of control and entered a ditch.							Veh1, car, NE -> W Veh2, car, E -> W			Casualties 1 Vehicles 2	
2	<b>Road No C465</b> <b>Grid 633176E</b> <b>Section</b> <b>Ref 158242N</b>	SLIGHT	12/02/2022	7	18:38	L	Dry	Fine			
C465 HIGH ST J/W THE QUAY, SANDWICH (MAPPED TO COORDS)									Dover		
V1 was travelling northeast on High St when they swerved upon seeing V2 in front of them. V1 collided with the rear of V2 before swerving into a wall on the offside of the carriageway.							Veh1, car, SW -> NE Veh2, car, SW -> NE			Casualties 2 Vehicles 2	
3	<b>Road No U</b> <b>Grid 633044E</b> <b>Section</b> <b>Ref 158336N</b>	SLIGHT	21/02/2022	2	08:37	L	Dry	Fine	NE	S.VEH	
STRAND ST J/W HARNET ST, SANDWICH									Dover		PED
OLR: C1 was on the right side of Harnet St to the right of cars waiting to turn right into Strand St. C1 had checked to left for cars coming along Strand St. C1 had looked towards the cars behind the white lines of the junction at Harnet St to make sure they had time to cross. C1 crossed over and got halfway across, as V1 hit from left side, sweeping C1 up onto the bonnet. V1 then sped off.							Veh1, car, NW -> SE			Casualties 1 Vehicles 1	

**Key**    Involved

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

Street Lighting

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

FACTORS

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

Special Conditions

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

## D-PRINT CRASH REPORT

6-Oct-2023

10:32:17

Sandwich

Accident Date BETWEEN '01-Apr-2020' AND '31-Mar-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
4	<b>Road No A256</b> <b>Grid 631718E</b> <b>Section</b> <b>Ref 158602N</b>	SERIOUS	28/02/2022	2	15:05	L	Dry	Fine			
A256, SANDWICH BYPASS RNDDBT J/W A257 ASH BYPASS, SANDWICH									Dover		
Collision occurred whereby V1 pulled onto the roundabout at the path of V2, V2 could not avoid and collided with V1.							Veh1, car, W -> E Veh2, car, S -> N			Casualties    1 Vehicles        2	
5	<b>Road No U</b> <b>Grid 633034E</b> <b>Section 235</b> <b>Ref 158342N</b>	SLIGHT	29/09/2022	5	22:25	DRK STL	Dry	Fine		S.VEH +VE	
STRAND ST J/W HARNET ST, SANDWICH.									Dover		
Suspected drink driving, D1 left the pub with one passenger and when they have turned the corner (or tried) has collided with the house before running off, details of driver researched and was later arrested after making admissions for failing EBA.							Veh1, car, SE -> NW			Casualties    1 Vehicles        1	

**Key**    Involved

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

Street Lighting

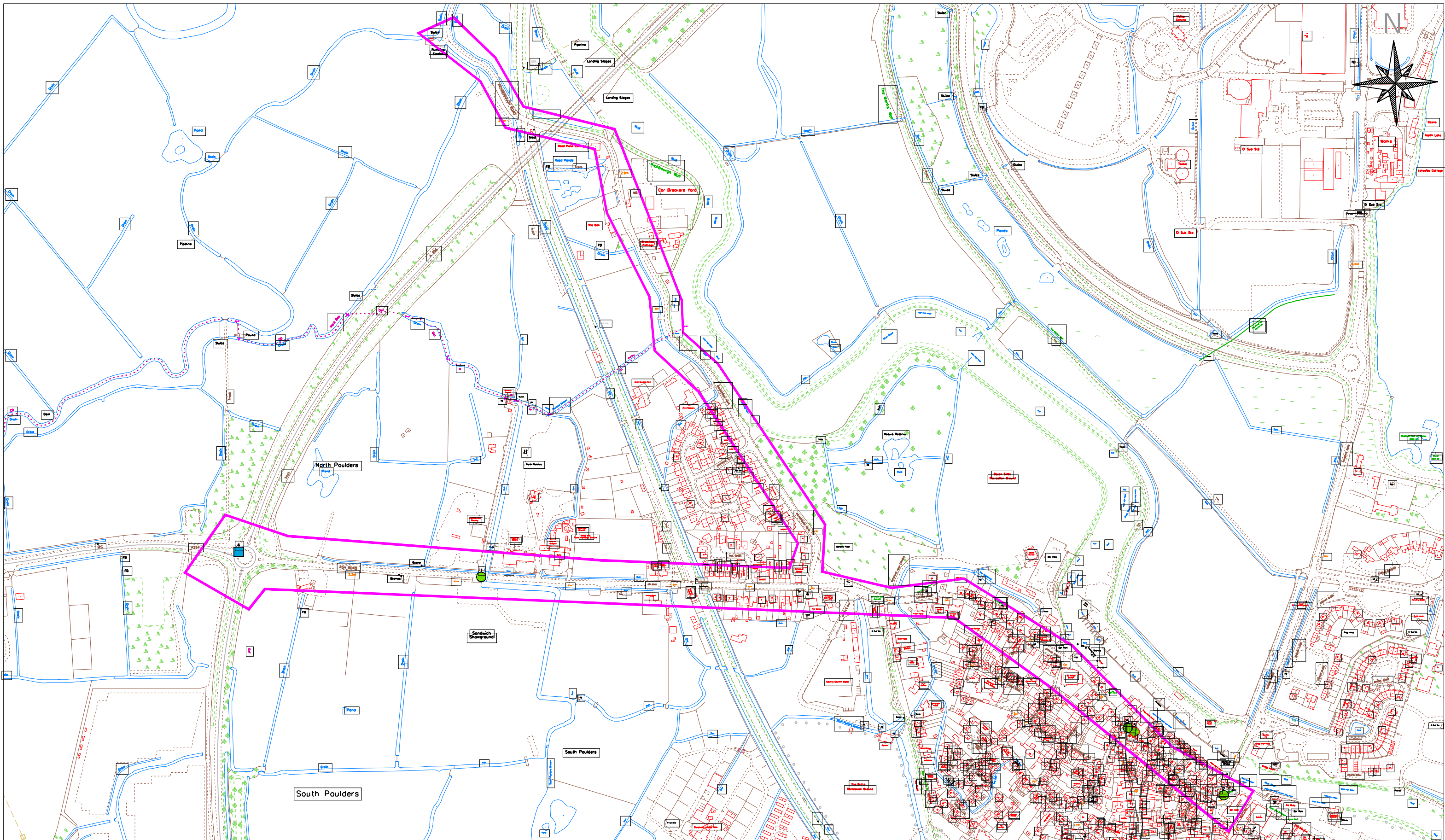
L       Daylight  
  
 STL    Street Lights  
 USL    Street Lights Unlit  
 NSL    No Street Lights  
 STU    Street Lights Unknown

FACTORS

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

Special Conditions

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



Location: Sandwich

3 years personal injury crash data up to 31/03/2023

KCC Ref number: EXT/253/23

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**Crash Severity**

- Slight
- Serious
- ▲ Fatal

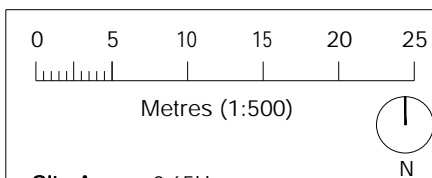
**Kent County Council**  
kent.gov.uk

APPENDIX  
C

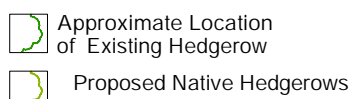
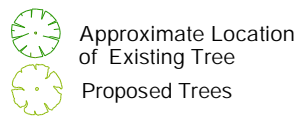
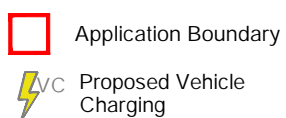




Proposed Site Layout Plan  
1:500 @ A3



Site Area: 0.65Ha



Rev: Reason: Date:

Client:  
TERRAFORTE, MS L

Project:  
LAND SOUTH OF THE DEN,  
RICHBOROUGH ROAD, SANDWHICH, CT13 9JG

Title:  
PROPOSED SITE LAYOUT PLAN

Drawing: DHA/31158/03 Rev: Scale: 1:500 Date: DEC 2023



Eclipse House, Eclipse Park, Sittingbourne Road  
Maidstone, Kent. ME14 3EN

t: 01622 776226 f: 01622 776227  
e: info@dhaplanning.co.uk w: www.dhaplanning.co.uk

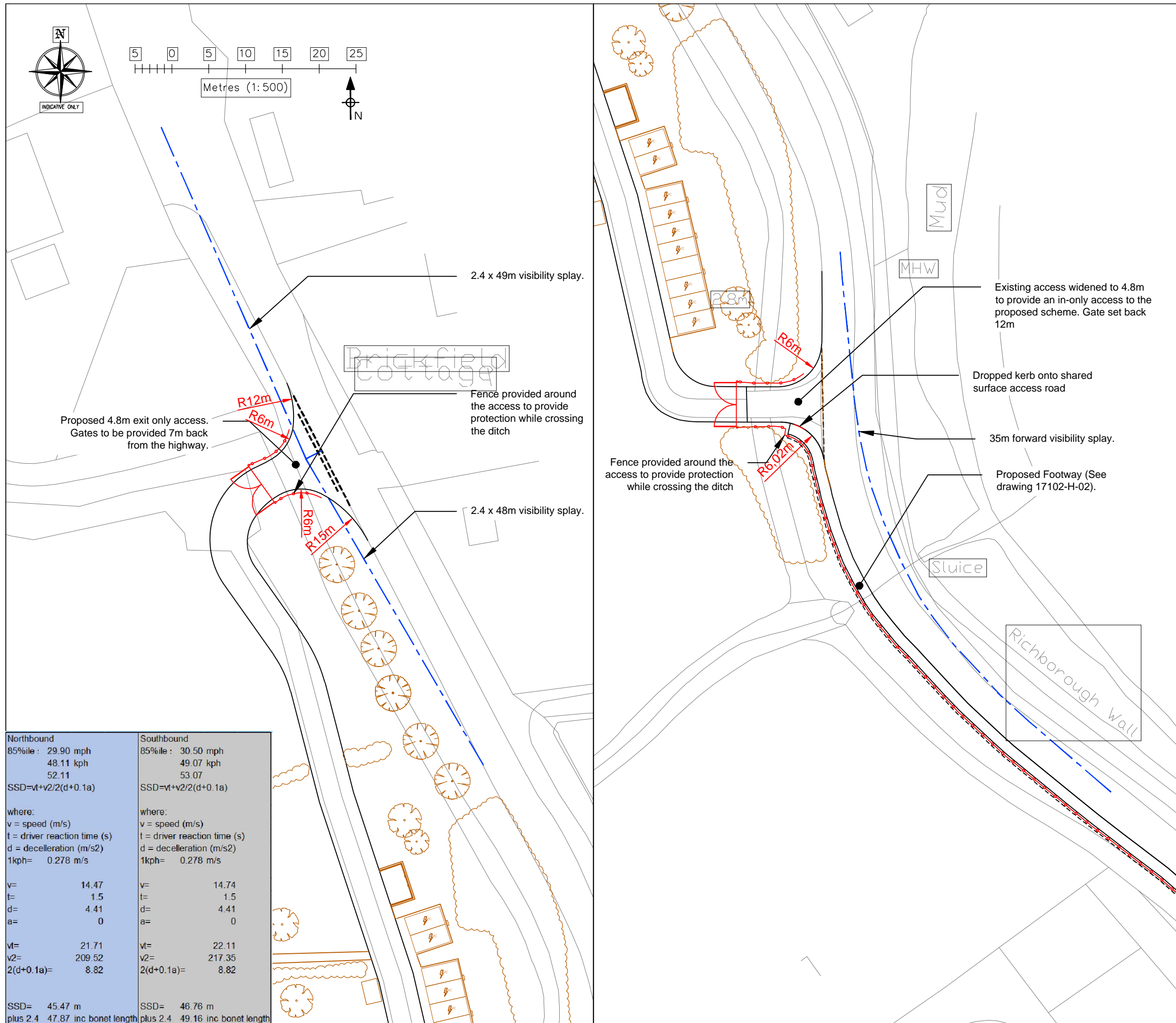
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CAD Reference: DHA\_31158\_LAND SOUTH OF THE DEN\_MC01 A3

APPENDIX  
D





**DO NOT SCALE**

Notes:

- This drawing has been prepared in accordance with the scope of DHA's appointment with its client and is subject to the terms and conditions of that appointment. DHA accepts no liability for any use of this document other than by its client and only for the purposes for which it was prepared and provided.
- If received electronically it is the recipients responsibility to print to correct scale. Only written dimensions should be used.
- Where applicable Ordnance Survey (c) Crown Copyright 2022 All rights reserved. Licence Number 100031961.
- Drawing based on OS data.
- A week long ATC Survey has been completed by K&M Traffic Surveys Ltd for the period starting 27th March 2023 at the location of the proposed exit only access. The survey recorded 85th percentile speeds of 29.9mph and 30.5mph. These speeds have been used in the calculation set out within Manual for Streets using a driver reaction time of 1.5s and a deceleration rate of 4.41m/s<sup>2</sup>.

Vegetation to be maintained for visibility splays

REV	DATE	BY	DESCRIPTION	CHK	APD
P4	04.12.23	JM	RSA Comments	CS	CS
P3	13.11.23	JM	Layout plan	CS	CS
P2	20.04.23	JM	ATC Survey	CS	CS
P1	17.08.22	MM	First Issue	JM	PL

client  
**MS TERRAFORTE**

project  
**LAND SOUTH OF THE DEN, RICHBOROUGH ROAD, ASH, SANDWICH, CT13 9JE**

title  
**PROPOSED ACCESS AND VISIBILITY SPLAYS**

project	drwg	rev
17102	H-01	P4

Drawn	Checked	Approved	scale @ A3	date
JM	CS	CS	1:500	04.12.23

status  
**FOR INFORMATION**      P

**dha**

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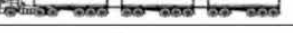


CAD Reference: **A3**

Northbound	Southbound
85%ile: 29.90 mph	85%ile: 30.50 mph
48.11 kph	49.07 kph
52.11	53.07
SSD=vt+v <sup>2</sup> /2(d+0.1a)	SSD=vt+v <sup>2</sup> /2(d+0.1a)
where:	where:
v = speed (m/s)	v = speed (m/s)
t = driver reaction time (s)	t = driver reaction time (s)
d = deceleration (m/s <sup>2</sup> )	d = deceleration (m/s <sup>2</sup> )
1kph= 0.278 m/s	1kph= 0.278 m/s
v= 14.47	v= 14.74
t= 1.5	t= 1.5
d= 4.41	d= 4.41
a= 0	a= 0
vt= 21.71	vt= 22.11
v <sup>2</sup> = 209.52	v <sup>2</sup> = 217.35
2(d+0.1a)= 8.82	2(d+0.1a)= 8.82
SSD= 45.47 m	SSD= 46.76 m
plus 2.4 47.87 inc bonet length	plus 2.4 49.16 inc bonet length

APPENDIX  
E





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

# K&M TRAFFIC SURVEYS

SITE: RICHBOROUGH RD, SANDWICH

LOCATION: Attached to telegraph pole

GRID REFERENCE: 51.283188, 1.329947

DIRECTION: NORTHBOUND SPEED LIMIT: NSL?

27 March 2023

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0500	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.4 -
0600	6	5	0	0	0	0	0	1	0	0	0	0	0	0	0	0	26.7 -
0700	15	12	0	1	0	0	0	0	0	0	0	0	0	1	1	27.9	34.4
0800	11	9	0	1	0	0	0	1	0	0	0	0	0	0	0	25.1	31.3
0900	21	16	0	4	0	0	0	0	0	0	0	0	0	0	1	23.4	31
1000	20	19	0	0	0	0	0	0	0	0	0	0	0	0	1	24.3	30.9
1100	12	7	0	2	0	0	0	0	0	0	0	0	0	1	2	17.2	24.1
1200	24	17	1	3	1	0	0	0	0	0	0	0	0	1	1	22.6	27.6
1300	21	15	0	3	0	0	0	0	0	0	0	0	0	0	3	22.2	27.4
1400	29	19	1	6	0	1	0	0	0	0	0	0	0	0	2	21.3	28.5
1500	24	18	0	5	0	0	0	0	0	0	0	0	0	0	1	23.8	27.8
1600	9	8	0	0	0	0	0	0	0	0	0	0	0	0	1	22.3 -	
1700	18	14	0	2	0	0	0	0	0	0	0	0	0	0	2	25.6	29.7
1800	12	9	0	0	0	0	0	0	0	0	0	1	0	0	2	23	28
1900	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	28.7 -	
2000	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	25.7 -	
2100	7	5	0	1	0	0	0	0	0	0	0	0	0	0	1	24.5 -	
2200	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	35.3 -	
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
<b>07-19</b>	<b>216</b>	<b>163</b>	<b>2</b>	<b>27</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>17</b>	<b>23.2</b>	<b>28.9</b>
<b>06-22</b>	<b>240</b>	<b>184</b>	<b>2</b>	<b>28</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>18</b>	<b>23.5</b>	<b>29.6</b>
<b>06-00</b>	<b>244</b>	<b>188</b>	<b>2</b>	<b>28</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>18</b>	<b>23.7</b>	<b>29.7</b>
<b>00-00</b>	<b>245</b>	<b>189</b>	<b>2</b>	<b>28</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>18</b>	<b>23.7</b>	<b>29.7</b>



28 March 2023

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0600	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	2	19.3 -
0700	11	7	0	3	0	0	0	0	0	0	0	0	0	1	0	28.3	34.6
0800	12	8	0	3	0	0	0	0	0	0	0	0	0	1	0	25	28.2
0900	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	28	31
1000	16	13	0	3	0	0	0	0	0	0	0	0	0	0	0	27.1	32.9
1100	14	9	0	3	0	1	0	0	0	0	0	0	0	0	1	24.5	30.9
1200	17	14	2	1	0	0	0	0	0	0	0	0	0	0	0	21	25.8
1300	18	17	0	1	0	0	0	0	0	0	0	0	0	0	0	24.8	28.7
1400	18	14	1	2	0	0	0	0	0	0	0	0	0	0	1	24.5	30.7
1500	13	10	3	0	0	0	0	0	0	0	0	0	0	0	0	22.6	28.9
1600	16	13	1	2	0	0	0	0	0	0	0	0	0	0	0	26.4	31.1
1700	8	5	0	2	0	0	0	0	0	0	0	0	0	0	1	23.9 -	
1800	10	8	0	0	0	0	0	0	0	0	0	0	0	0	2	23.8 -	
1900	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	22.1 -	
2000	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	30.6 -	
2100	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	26.6 -	
2200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	32.8 -	
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-	
<b>07-19</b>	<b>165</b>	<b>130</b>	<b>7</b>	<b>20</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>5</b>	<b>24.9</b>	<b>30.5</b>
<b>06-22</b>	<b>184</b>	<b>147</b>	<b>7</b>	<b>20</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>7</b>	<b>24.9</b>	<b>30.5</b>
<b>06-00</b>	<b>186</b>	<b>149</b>	<b>7</b>	<b>20</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>7</b>	<b>25</b>	<b>30.6</b>
<b>00-00</b>	<b>186</b>	<b>149</b>	<b>7</b>	<b>20</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>7</b>	<b>25</b>	<b>30.6</b>

29 March 2023

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0500	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.8 -
0600	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25 -
0700	17	8	0	7	0	0	0	1	0	0	0	0	0	1	0	24.9	31.2
0800	25	21	1	3	0	0	0	0	0	0	0	0	0	0	0	23.8	28.7
0900	18	14	1	2	1	0	0	0	0	0	0	0	0	0	0	25	31.5
1000	21	15	2	2	1	0	0	0	0	0	0	0	0	0	1	22.9	30.5
1100	22	11	2	9	0	0	0	0	0	0	0	0	0	0	0	19.9	25.1
1200	21	16	0	5	0	0	0	0	0	0	0	0	0	0	0	26	32.2
1300	22	15	0	5	0	1	0	0	0	0	0	0	0	0	1	23.3	29
1400	13	10	1	2	0	0	0	0	0	0	0	0	0	0	0	21.4	28
1500	21	18	0	1	0	0	0	0	1	0	0	0	0	0	1	21.8	30.9
1600	21	14	0	4	0	0	0	0	0	0	0	0	0	0	3	25.1	30.1
1700	10	6	0	2	1	0	0	0	0	0	0	0	0	0	1	25.3 -	
1800	10	8	0	2	0	0	0	0	0	0	0	0	0	0	0	25.3 -	
1900	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	29.8 -	
2000	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	27.3 -	
2100	3	2	0	0	0	0	0	0	0	0	0	0	0	0	1	26 -	
2200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	22.7 -	
2300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	38 -	
<b>07-19</b>	<b>221</b>	<b>156</b>	<b>7</b>	<b>44</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>7</b>	<b>23.6</b>	<b>29.7</b>
<b>06-22</b>	<b>244</b>	<b>178</b>	<b>7</b>	<b>44</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>8</b>	<b>23.9</b>	<b>29.9</b>
<b>06-00</b>	<b>249</b>	<b>183</b>	<b>7</b>	<b>44</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>8</b>	<b>24</b>	<b>29.9</b>
<b>00-00</b>	<b>250</b>	<b>184</b>	<b>7</b>	<b>44</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>8</b>	<b>24</b>	<b>29.9</b>

30 March 2023

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0400	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	31.8 -
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0600	3	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	21 -
0700	15	9	0	4	1	0	0	0	0	0	0	0	0	1	0	25.8	30.8
0800	19	13	0	3	0	2	0	0	0	0	0	0	0	0	1	22	30.5
0900	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	24.9	31.2
1000	20	14	0	2	0	0	0	1	0	2	0	0	0	0	1	23.1	27.6
1100	19	11	2	4	0	0	0	1	0	0	0	0	0	0	1	22.7	28.2
1200	20	15	0	5	0	0	0	0	0	0	0	0	0	0	0	20.3	24.4
1300	15	12	0	3	0	0	0	0	0	0	0	0	0	0	0	23.9	32.3
1400	13	11	0	2	0	0	0	0	0	0	0	0	0	0	0	24.8	29
1500	16	12	0	2	0	0	0	1	0	0	0	0	0	0	1	21.3	27.3
1600	14	10	1	2	0	0	0	0	0	0	0	0	0	0	1	25.8	32
1700	18	17	0	1	0	0	0	0	0	0	0	0	0	0	0	24.8	29.6
1800	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	29.2 -	
1900	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	26.4 -	
2000	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	27.1 -	
2100	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	26.4 -	
2200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	43.4 -	
2300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	30 -	
<b>07-19</b>	<b>193</b>	<b>148</b>	<b>3</b>	<b>28</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>23.7</b>	<b>29.9</b>
<b>06-22</b>	<b>209</b>	<b>162</b>	<b>3</b>	<b>29</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>23.8</b>	<b>30</b>
<b>06-00</b>	<b>212</b>	<b>165</b>	<b>3</b>	<b>29</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>24</b>	<b>30.2</b>
<b>00-00</b>	<b>213</b>	<b>165</b>	<b>3</b>	<b>30</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>24</b>	<b>30.3</b>

31 March 2023

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	20.7	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21.9	-
0600	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	27.8	-
0700	10	7	0	0	1	0	0	0	1	0	0	0	0	1	0	26.2	-
0800	18	13	0	4	1	0	0	0	0	0	0	0	0	0	0	24.2	28.6
0900	19	16	0	3	0	0	0	0	0	0	0	0	0	0	0	25.5	29.7
1000	17	12	0	5	0	0	0	0	0	0	0	0	0	0	0	22.4	26.2
1100	18	14	1	3	0	0	0	0	0	0	0	0	0	0	0	24.7	29.6
1200	13	10	0	2	1	0	0	0	0	0	0	0	0	0	0	21.8	26.5
1300	20	18	0	2	0	0	0	0	0	0	0	0	0	0	0	24.4	29.5
1400	16	14	0	2	0	0	0	0	0	0	0	0	0	0	0	25.7	32.8
1500	14	10	1	3	0	0	0	0	0	0	0	0	0	0	0	23.9	29.9
1600	13	9	0	3	0	0	0	0	0	0	0	0	0	0	1	23.9	31.4
1700	11	8	0	3	0	0	0	0	0	0	0	0	0	0	0	24.5	28.6
1800	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	25.2	-
1900	10	9	0	1	0	0	0	0	0	0	0	0	0	0	0	28	-
2000	5	4	0	0	0	0	0	0	0	0	0	0	0	0	1	18.4	-
2100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12.5	-
2200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	28.2	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
<b>07-19</b>	<b>175</b>	<b>137</b>	<b>2</b>	<b>30</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>24.3</b>	<b>29.1</b>
<b>06-22</b>	<b>193</b>	<b>153</b>	<b>2</b>	<b>31</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>24.3</b>	<b>29.6</b>
<b>06-00</b>	<b>196</b>	<b>156</b>	<b>2</b>	<b>31</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>24.4</b>	<b>29.7</b>
<b>00-00</b>	<b>199</b>	<b>158</b>	<b>2</b>	<b>31</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>24.3</b>	<b>29.7</b>

01 April 2023

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0600	2	1	0	0	0	0	0	0	0	0	0	0	0	1	0	18.2	-
0700	8	7	0	0	0	0	0	0	0	0	0	0	0	1	0	25.9	-
0800	6	5	1	0	0	0	0	0	0	0	0	0	0	0	0	24.4	-
0900	14	10	0	3	0	0	0	0	0	1	0	0	0	0	0	22.5	29.2
1000	7	5	1	1	0	0	0	0	0	0	0	0	0	0	0	21.7	-
1100	24	21	0	3	0	0	0	0	0	0	0	0	0	0	0	25.7	30.9
1200	7	5	1	1	0	0	0	0	0	0	0	0	0	0	0	22	-
1300	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	23.8	-
1400	12	10	0	2	0	0	0	0	0	0	0	0	0	0	0	22.9	27.4
1500	15	14	0	1	0	0	0	0	0	0	0	0	0	0	0	26.7	29.6
1600	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	24.8	-
1700	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	23.2	-
1800	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	27.7	35.2
1900	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	30.7	-
2000	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	26.7	-
2100	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	28.2	-
2200	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	25.3	-
2300	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	32.3	-
<b>07-19</b>	<b>124</b>	<b>107</b>	<b>3</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>24.6</b>	<b>29.7</b>
<b>06-22</b>	<b>136</b>	<b>118</b>	<b>3</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>24.9</b>	<b>30.4</b>
<b>06-00</b>	<b>143</b>	<b>125</b>	<b>3</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>30.8</b>
<b>00-00</b>	<b>143</b>	<b>125</b>	<b>3</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>30.8</b>



02 April 2023

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	35.7	-
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	28.5	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	24.6	-
0600	3	2	0	0	0	0	0	1	0	0	0	0	0	0	0	20.8	-
0700	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	26.9	-
0800	8	5	0	1	0	0	0	0	0	0	0	0	0	0	2	18.7	-
0900	10	8	0	0	0	0	0	0	0	0	0	0	0	0	2	22.2	-
1000	17	14	0	2	0	0	0	0	0	1	0	0	0	0	0	24.3	28.8
1100	15	10	0	0	0	1	0	0	0	0	0	0	0	0	4	21.7	29.1
1200	20	12	0	3	0	1	0	0	0	0	0	0	0	0	4	22.6	29.2
1300	11	9	0	0	0	0	0	0	0	0	0	0	0	0	2	21.9	28.7
1400	15	14	0	0	0	1	0	0	0	0	0	0	0	0	0	23.3	34
1500	11	9	0	0	0	0	0	0	0	0	0	0	0	0	2	24.1	32.1
1600	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	23.6	-
1700	11	10	0	1	0	0	0	0	0	0	0	0	0	0	0	25.2	30.2
1800	4	3	0	0	0	0	0	0	0	0	0	0	0	0	1	24.6	-
1900	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	29.7	-
2000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20.9	-
2100	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	29.7	-
2200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21.1	-
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	24.8	-
<b>07-19</b>	<b>135</b>	<b>106</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>23</b>	<b>29.4</b>
<b>06-22</b>	<b>148</b>	<b>117</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>23.4</b>	<b>29.6</b>
<b>06-00</b>	<b>150</b>	<b>119</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>23.4</b>	<b>29.6</b>
<b>00-00</b>	<b>155</b>	<b>123</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>23.6</b>	<b>29.6</b>

# K&M TRAFFIC SURVEYS

SITE: RICHBOROUGH RD, SANDWICH

LOCATION: Attached to telegraph pole

GRID REFERENCE: 51.283188, 1.329947

DIRECTION: NORTHBOUND SPEED LIMIT: NSL?

27 March 2023

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75
0000	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	0	0	1	0	0	0	0	0	0	0	0
0600	6	0	0	2	3	1	0	0	0	0	0	0
0700	15	1	0	2	8	3	1	0	0	0	0	0
0800	11	0	3	1	6	1	0	0	0	0	0	0
0900	21	2	3	9	4	3	0	0	0	0	0	0
1000	20	1	1	10	6	2	0	0	0	0	0	0
1100	12	3	4	5	0	0	0	0	0	0	0	0
1200	24	0	3	15	5	1	0	0	0	0	0	0
1300	21	2	2	10	7	0	0	0	0	0	0	0
1400	29	1	9	10	8	1	0	0	0	0	0	0
1500	24	1	1	12	9	0	1	0	0	0	0	0
1600	9	0	4	1	4	0	0	0	0	0	0	0
1700	18	0	2	3	12	1	0	0	0	0	0	0
1800	12	0	4	2	6	0	0	0	0	0	0	0
1900	6	0	0	2	3	0	1	0	0	0	0	0
2000	5	0	0	2	3	0	0	0	0	0	0	0
2100	7	1	0	2	3	1	0	0	0	0	0	0
2200	4	0	0	1	0	2	0	0	1	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>216</b>	<b>11</b>	<b>36</b>	<b>80</b>	<b>75</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>240</b>	<b>12</b>	<b>36</b>	<b>88</b>	<b>87</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>244</b>	<b>12</b>	<b>36</b>	<b>89</b>	<b>87</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>245</b>	<b>12</b>	<b>36</b>	<b>90</b>	<b>87</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>

28 March 2023

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75
0000	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0
0600	6	0	4	1	1	0	0	0	0	0	0	0
0700	11	0	0	2	6	3	0	0	0	0	0	0
0800	12	0	1	2	9	0	0	0	0	0	0	0
0900	12	0	0	2	9	1	0	0	0	0	0	0
1000	16	0	1	3	9	3	0	0	0	0	0	0
1100	14	0	2	5	6	1	0	0	0	0	0	0
1200	17	1	4	6	6	0	0	0	0	0	0	0
1300	18	1	1	6	9	1	0	0	0	0	0	0
1400	18	0	3	7	7	1	0	0	0	0	0	0
1500	13	0	4	5	3	1	0	0	0	0	0	0
1600	16	0	1	4	9	2	0	0	0	0	0	0
1700	8	0	1	3	4	0	0	0	0	0	0	0
1800	10	2	0	1	6	1	0	0	0	0	0	0
1900	3	0	1	1	1	0	0	0	0	0	0	0
2000	7	0	0	0	4	2	1	0	0	0	0	0
2100	3	0	0	1	2	0	0	0	0	0	0	0
2200	2	0	0	0	0	2	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>165</b>	<b>4</b>	<b>18</b>	<b>46</b>	<b>83</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>184</b>	<b>4</b>	<b>23</b>	<b>49</b>	<b>91</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>186</b>	<b>4</b>	<b>23</b>	<b>49</b>	<b>91</b>	<b>18</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>186</b>	<b>4</b>	<b>23</b>	<b>49</b>	<b>91</b>	<b>18</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

29 March 2023

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75
0000	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	0	0	1	0	0	0	0	0	0	0	0
0600	7	0	0	3	3	1	0	0	0	0	0	0
0700	17	1	0	8	5	3	0	0	0	0	0	0
0800	25	0	2	11	12	0	0	0	0	0	0	0
0900	18	1	1	6	7	2	1	0	0	0	0	0
1000	21	1	4	8	5	3	0	0	0	0	0	0
1100	22	1	8	9	4	0	0	0	0	0	0	0
1200	21	0	1	8	8	3	1	0	0	0	0	0
1300	22	0	5	9	7	1	0	0	0	0	0	0
1400	13	1	4	4	4	0	0	0	0	0	0	0
1500	21	4	3	6	6	2	0	0	0	0	0	0
1600	21	1	2	5	11	2	0	0	0	0	0	0
1700	10	0	2	1	7	0	0	0	0	0	0	0
1800	10	0	0	4	5	1	0	0	0	0	0	0
1900	6	0	0	2	2	1	1	0	0	0	0	0
2000	7	0	0	2	3	2	0	0	0	0	0	0
2100	3	1	0	0	1	1	0	0	0	0	0	0
2200	3	0	0	2	1	0	0	0	0	0	0	0
2300	2	0	0	0	0	1	1	0	0	0	0	0
<b>07-19</b>	<b>221</b>	<b>10</b>	<b>32</b>	<b>79</b>	<b>81</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>244</b>	<b>11</b>	<b>32</b>	<b>86</b>	<b>90</b>	<b>22</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>249</b>	<b>11</b>	<b>32</b>	<b>88</b>	<b>91</b>	<b>23</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>250</b>	<b>11</b>	<b>32</b>	<b>89</b>	<b>91</b>	<b>23</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

30 March 2023

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75
0000	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	0	0	0	1	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0
0600	3	0	1	2	0	0	0	0	0	0	0	0
0700	15	0	0	8	7	0	0	0	0	0	0	0
0800	19	1	5	6	5	2	0	0	0	0	0	0
0900	16	1	1	5	6	3	0	0	0	0	0	0
1000	20	1	2	9	7	1	0	0	0	0	0	0
1100	19	0	2	11	5	1	0	0	0	0	0	0
1200	20	0	9	9	1	1	0	0	0	0	0	0
1300	15	1	3	3	5	3	0	0	0	0	0	0
1400	13	0	1	5	7	0	0	0	0	0	0	0
1500	16	2	3	8	3	0	0	0	0	0	0	0
1600	14	1	1	2	6	4	0	0	0	0	0	0
1700	18	0	2	5	9	2	0	0	0	0	0	0
1800	8	0	0	1	5	2	0	0	0	0	0	0
1900	3	0	1	0	1	1	0	0	0	0	0	0
2000	6	0	0	1	4	1	0	0	0	0	0	0
2100	4	0	0	1	3	0	0	0	0	0	0	0
2200	1	0	0	0	0	0	1	0	0	0	0	0
2300	2	0	0	1	0	1	0	0	0	0	0	0
<b>07-19</b>	<b>193</b>	<b>7</b>	<b>29</b>	<b>72</b>	<b>66</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>209</b>	<b>7</b>	<b>31</b>	<b>76</b>	<b>74</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>212</b>	<b>7</b>	<b>31</b>	<b>77</b>	<b>74</b>	<b>22</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>213</b>	<b>7</b>	<b>31</b>	<b>77</b>	<b>74</b>	<b>23</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

31 March 2023

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75
0000	2	1	0	0	0	1	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	0	0	1	0	0	0	0	0	0	0	0
0600	2	0	0	1	0	1	0	0	0	0	0	0
0700	10	0	0	2	7	1	0	0	0	0	0	0
0800	18	0	1	11	5	1	0	0	0	0	0	0
0900	19	0	1	6	11	1	0	0	0	0	0	0
1000	17	0	3	9	5	0	0	0	0	0	0	0
1100	18	0	1	10	5	2	0	0	0	0	0	0
1200	13	1	1	9	2	0	0	0	0	0	0	0
1300	20	1	1	7	9	2	0	0	0	0	0	0
1400	16	0	3	4	6	3	0	0	0	0	0	0
1500	14	0	2	6	6	0	0	0	0	0	0	0
1600	13	1	2	4	4	1	1	0	0	0	0	0
1700	11	0	0	8	2	1	0	0	0	0	0	0
1800	6	0	1	2	3	0	0	0	0	0	0	0
1900	10	0	1	1	4	4	0	0	0	0	0	0
2000	5	1	1	3	0	0	0	0	0	0	0	0
2100	1	0	1	0	0	0	0	0	0	0	0	0
2200	3	0	0	1	1	0	1	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>175</b>	<b>3</b>	<b>16</b>	<b>78</b>	<b>65</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>193</b>	<b>4</b>	<b>19</b>	<b>83</b>	<b>69</b>	<b>17</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>196</b>	<b>4</b>	<b>19</b>	<b>84</b>	<b>70</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>199</b>	<b>5</b>	<b>19</b>	<b>85</b>	<b>70</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

01 April 2023

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75
0000	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0
0600	2	0	1	1	0	0	0	0	0	0	0	0
0700	8	0	0	2	6	0	0	0	0	0	0	0
0800	6	0	1	2	3	0	0	0	0	0	0	0
0900	14	0	2	8	4	0	0	0	0	0	0	0
1000	7	0	1	5	1	0	0	0	0	0	0	0
1100	24	0	2	8	11	2	1	0	0	0	0	0
1200	7	0	2	3	2	0	0	0	0	0	0	0
1300	6	0	1	2	2	1	0	0	0	0	0	0
1400	12	1	1	5	5	0	0	0	0	0	0	0
1500	15	0	0	4	10	0	1	0	0	0	0	0
1600	8	0	1	2	4	1	0	0	0	0	0	0
1700	5	0	0	3	2	0	0	0	0	0	0	0
1800	12	0	1	2	5	4	0	0	0	0	0	0
1900	4	0	0	0	1	3	0	0	0	0	0	0
2000	3	0	1	0	1	1	0	0	0	0	0	0
2100	3	0	1	0	1	0	1	0	0	0	0	0
2200	4	0	1	1	1	1	0	0	0	0	0	0
2300	3	0	0	1	0	1	1	0	0	0	0	0
<b>07-19</b>	<b>124</b>	<b>1</b>	<b>12</b>	<b>46</b>	<b>55</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>136</b>	<b>1</b>	<b>15</b>	<b>47</b>	<b>58</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>143</b>	<b>1</b>	<b>16</b>	<b>49</b>	<b>59</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>143</b>	<b>1</b>	<b>16</b>	<b>49</b>	<b>59</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

02 April 2023

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75
0000	2	0	0	0	1	0	0	1	0	0	0	0
0100	1	0	0	0	1	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0
0500	2	0	0	1	1	0	0	0	0	0	0	0
0600	3	0	1	2	0	0	0	0	0	0	0	0
0700	3	0	0	1	2	0	0	0	0	0	0	0
0800	8	1	3	3	1	0	0	0	0	0	0	0
0900	10	1	1	4	3	1	0	0	0	0	0	0
1000	17	1	0	8	7	1	0	0	0	0	0	0
1100	15	2	4	1	8	0	0	0	0	0	0	0
1200	20	0	6	6	6	2	0	0	0	0	0	0
1300	11	1	2	6	1	1	0	0	0	0	0	0
1400	15	1	3	6	3	2	0	0	0	0	0	0
1500	11	1	1	4	4	0	1	0	0	0	0	0
1600	10	0	1	4	5	0	0	0	0	0	0	0
1700	11	0	1	3	7	0	0	0	0	0	0	0
1800	4	0	1	1	1	1	0	0	0	0	0	0
1900	3	0	0	0	2	1	0	0	0	0	0	0
2000	1	0	0	1	0	0	0	0	0	0	0	0
2100	6	0	1	0	3	1	1	0	0	0	0	0
2200	1	0	0	1	0	0	0	0	0	0	0	0
2300	1	0	0	1	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>135</b>	<b>8</b>	<b>23</b>	<b>47</b>	<b>48</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>148</b>	<b>8</b>	<b>25</b>	<b>50</b>	<b>53</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>150</b>	<b>8</b>	<b>25</b>	<b>52</b>	<b>53</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>155</b>	<b>8</b>	<b>25</b>	<b>53</b>	<b>56</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



**Grand Total**

<b>Time</b>	<b>Total</b>	<b>Vbin 6 12</b>	<b>Vbin 12 19</b>	<b>Vbin 19 25</b>	<b>Vbin 25 31</b>	<b>Vbin 31 37</b>	<b>Vbin 37 43</b>	<b>Vbin 43 50</b>	<b>Vbin 50 56</b>	<b>Vbin 56 62</b>	<b>Vbin 62 68</b>	<b>Vbin 68 75</b>
--	1391	48	182	492	528	122	17	1	1	0	0	0

Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0	0	0	0	-	-
0	0	0	0	-	-
0	0	0	0	-	-
0	0	0	0	-	-
0	0	0	0	-	-
0	0	0	0	22.4	-
0	0	0	0	26.7	-
0	0	0	0	27.9	34.4
0	0	0	0	25.1	31.3
0	0	0	0	23.4	31
0	0	0	0	24.3	30.9
0	0	0	0	17.2	24.1
0	0	0	0	22.6	27.6
0	0	0	0	22.2	27.4
0	0	0	0	21.3	28.5
0	0	0	0	23.8	27.8
0	0	0	0	22.3	-
0	0	0	0	25.6	29.7
0	0	0	0	23	28
0	0	0	0	28.7	-
0	0	0	0	25.7	-
0	0	0	0	24.5	-
0	0	0	0	35.3	-
0	0	0	0	-	-
<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23.2</b>	<b>28.9</b>
<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23.5</b>	<b>29.6</b>
<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23.7</b>	<b>29.7</b>
<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23.7</b>	<b>29.7</b>

Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0	0	0	0	-	-
0	0	0	0	-	-
0	0	0	0	-	-
0	0	0	0	-	-
0	0	0	0	-	-
0	0	0	0	-	-
0	0	0	0	19.3	-
0	0	0	0	28.3	34.6
0	0	0	0	25	28.2
0	0	0	0	28	31
0	0	0	0	27.1	32.9
0	0	0	0	24.5	30.9
0	0	0	0	21	25.8
0	0	0	0	24.8	28.7
0	0	0	0	24.5	30.7
0	0	0	0	22.6	28.9
0	0	0	0	26.4	31.1
0	0	0	0	23.9	-
0	0	0	0	23.8	-
0	0	0	0	22.1	-
0	0	0	0	30.6	-
0	0	0	0	26.6	-
0	0	0	0	32.8	-
0	0	0	0	-	-
<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24.9</b>	<b>30.5</b>
<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24.9</b>	<b>30.5</b>
<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>30.6</b>
<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>30.6</b>

Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0	0	0	0	-	-
0	0	0	0	-	-
0	0	0	0	-	-
0	0	0	0	-	-
0	0	0	0	-	-
0	0	0	0	24.8	-
0	0	0	0	25	-
0	0	0	0	24.9	31.2
0	0	0	0	23.8	28.7
0	0	0	0	25	31.5
0	0	0	0	22.9	30.5
0	0	0	0	19.9	25.1
0	0	0	0	26	32.2
0	0	0	0	23.3	29
0	0	0	0	21.4	28
0	0	0	0	21.8	30.9
0	0	0	0	25.1	30.1
0	0	0	0	25.3	-
0	0	0	0	25.3	-
0	0	0	0	29.8	-
0	0	0	0	27.3	-
0	0	0	0	26	-
0	0	0	0	22.7	-
0	0	0	0	38	-
<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23.6</b>	<b>29.7</b>
<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23.9</b>	<b>29.9</b>
<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>29.9</b>
<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>29.9</b>

Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0	0	0	0	-	-
0	0	0	0	-	-
0	0	0	0	-	-
0	0	0	0	-	-
0	0	0	0	31.8	-
0	0	0	0	-	-
0	0	0	0	21	-
0	0	0	0	25.8	30.8
0	0	0	0	22	30.5
0	0	0	0	24.9	31.2
0	0	0	0	23.1	27.6
0	0	0	0	22.7	28.2
0	0	0	0	20.3	24.4
0	0	0	0	23.9	32.3
0	0	0	0	24.8	29
0	0	0	0	21.3	27.3
0	0	0	0	25.8	32
0	0	0	0	24.8	29.6
0	0	0	0	29.2	-
0	0	0	0	26.4	-
0	0	0	0	27.1	-
0	0	0	0	26.4	-
0	0	0	0	43.4	-
0	0	0	0	30	-
<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23.7</b>	<b>29.9</b>
<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23.8</b>	<b>30</b>
<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>30.2</b>
<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>30.3</b>

Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0	0	0	0	20.7	-
0	0	0	0	-	-
0	0	0	0	-	-
0	0	0	0	-	-
0	0	0	0	-	-
0	0	0	0	21.9	-
0	0	0	0	27.8	-
0	0	0	0	26.2	-
0	0	0	0	24.2	28.6
0	0	0	0	25.5	29.7
0	0	0	0	22.4	26.2
0	0	0	0	24.7	29.6
0	0	0	0	21.8	26.5
0	0	0	0	24.4	29.5
0	0	0	0	25.7	32.8
0	0	0	0	23.9	29.9
0	0	0	0	23.9	31.4
0	0	0	0	24.5	28.6
0	0	0	0	25.2	-
0	0	0	0	28	-
0	0	0	0	18.4	-
0	0	0	0	12.5	-
0	0	0	0	28.2	-
0	0	0	0	-	-
<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24.3</b>	<b>29.1</b>
<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24.3</b>	<b>29.6</b>
<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24.4</b>	<b>29.7</b>
<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24.3</b>	<b>29.7</b>

Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0	0	0	0	-	-
0	0	0	0	-	-
0	0	0	0	-	-
0	0	0	0	-	-
0	0	0	0	-	-
0	0	0	0	-	-
0	0	0	0	18.2	-
0	0	0	0	25.9	-
0	0	0	0	24.4	-
0	0	0	0	22.5	29.2
0	0	0	0	21.7	-
0	0	0	0	25.7	30.9
0	0	0	0	22	-
0	0	0	0	23.8	-
0	0	0	0	22.9	27.4
0	0	0	0	26.7	29.6
0	0	0	0	24.8	-
0	0	0	0	23.2	-
0	0	0	0	27.7	35.2
0	0	0	0	30.7	-
0	0	0	0	26.7	-
0	0	0	0	28.2	-
0	0	0	0	25.3	-
0	0	0	0	32.3	-
<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24.6</b>	<b>29.7</b>
<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24.9</b>	<b>30.4</b>
<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>30.8</b>
<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>30.8</b>

Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0	0	0	0	35.7	-
0	0	0	0	28.5	-
0	0	0	0	-	-
0	0	0	0	-	-
0	0	0	0	-	-
0	0	0	0	24.6	-
0	0	0	0	20.8	-
0	0	0	0	26.9	-
0	0	0	0	18.7	-
0	0	0	0	22.2	-
0	0	0	0	24.3	28.8
0	0	0	0	21.7	29.1
0	0	0	0	22.6	29.2
0	0	0	0	21.9	28.7
0	0	0	0	23.3	34
0	0	0	0	24.1	32.1
0	0	0	0	23.6	-
0	0	0	0	25.2	30.2
0	0	0	0	24.6	-
0	0	0	0	29.7	-
0	0	0	0	20.9	-
0	0	0	0	29.7	-
0	0	0	0	21.1	-
0	0	0	0	24.8	-
<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>29.4</b>
<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23.4</b>	<b>29.6</b>
<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23.4</b>	<b>29.6</b>
<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23.6</b>	<b>29.6</b>



Vbin	Vbin	Vbin	Vbin	Mean	Vpp
75	81	87	93		85
81	87	93	99		
0	0	0	0	24.2	29.9

# K&M TRAFFIC SURVEYS

SITE: RICHBOROUGH RD, SANDWICH

LOCATION: Attached to telegraph pole

GRID REFERENCE: 51.283188, 1.329947

DIRECTION: NORTHBOUND

Hour	Mon 27-Mar	Tue 28-Mar	Wed 29-Mar	Thu 30-Mar	Fri 31-Mar	Sat 01-Apr	Sun 02-Apr
0000-0100	0	0	0	0	2	0	2
0100-0200	0	0	0	0	0	0	1
0200-0300	0	0	0	0	0	0	0
0300-0400	0	0	0	0	0	0	0
0400-0500	0	0	0	1	0	0	0
0500-0600	1	0	1	0	1	0	2
0600-0700	6	6	7	3	2	2	3
0700-0800	15	11	17	15	10	8	3
0800-0900	11	12	25	19	18	6	8
0900-1000	21	12	18	16	19	14	10
1000-1100	20	16	21	20	17	7	17
1100-1200	12	14	22	19	18	24	15
1200-1300	24	17	21	20	13	7	20
1300-1400	21	18	22	15	20	6	11
1400-1500	29	18	13	13	16	12	15
1500-1600	24	13	21	16	14	15	11
1600-1700	9	16	21	14	13	8	10
1700-1800	18	8	10	18	11	5	11
1800-1900	12	10	10	8	6	12	4
1900-2000	6	3	6	3	10	4	3
2000-2100	5	7	7	6	5	3	1
2100-2200	7	3	3	4	1	3	6
2200-2300	4	2	3	1	3	4	1
2300-2400	0	0	2	2	0	3	1
Totals							
0700-1900	216	165	221	193	175	124	135
0600-2200	240	184	244	209	193	136	148
0600-0000	244	186	249	212	196	143	150
0000-0000	245	186	250	213	199	143	155
AM Peak	900	1000	800	1000	900	1100	1000
	21	16	25	20	19	24	17
PM Peak	1400	1400	1300	1200	1300	1500	1200
	29	18	22	20	20	15	20

SPEED LIMIT: NSL?

Averages

1-5.	1-7.
0.4	0.6
0	0.1
0	0
0	0
0.2	0.1
0.6	0.7
4.8	4.1
13.6	11.3
17	14.1
17.2	15.7
18.8	16.9
17	17.7
19	17.4
19.2	16.1
17.8	16.6
17.6	16.3
14.6	13
13	11.6
9.2	8.9
5.6	5
6	4.9
3.6	3.9
2.6	2.6
0.8	1.1
<hr/>	
194	175.6
214	193.4
217.4	197.1
218.6	198.7

# K&M TRAFFIC SURVEYS

SITE: RICHBOROUGH RD, SANDWICH

LOCATION: Attached to telegraph pole

GRID REFERENCE: 51.283188, 1.329947

DIRECTION: SOUTHBOUND SPEED LIMIT: NSL?

27 March 2023

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0600	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	34.8 -
0700	6	3	0	2	0	0	0	0	0	0	0	0	0	0	0	1	21.7 -
0800	20	14	0	3	1	0	0	1	0	0	0	0	0	0	0	1	23.7 30.6
0900	19	14	1	1	0	0	0	0	0	0	1	0	0	0	0	2	23.3 29.7
1000	16	11	0	1	0	1	0	0	0	0	0	0	0	0	0	3	20.3 29.5
1100	13	7	0	3	1	1	0	0	0	0	0	0	0	0	0	1	23.8 32.8
1200	26	21	0	3	1	0	0	0	0	0	0	0	0	0	1	0	23.3 30.1
1300	23	20	0	2	0	0	0	0	0	0	0	0	0	0	0	1	24.1 29.3
1400	20	12	0	5	0	0	0	0	0	0	0	0	0	0	0	3	21.3 29.9
1500	18	13	1	3	0	0	0	0	0	0	0	0	0	0	0	1	22.8 30.5
1600	21	17	0	1	1	0	0	0	0	0	0	0	0	0	0	2	23.1 29.2
1700	22	20	0	0	0	0	0	0	0	0	0	0	0	1	1	1	25.6 32.5
1800	12	11	0	0	0	0	0	0	0	0	0	0	0	0	0	1	25.3 28.4
1900	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.4 -
2000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.9 -
2100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25 -
2200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.2 -
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
<b>07-19</b>	<b>216</b>	<b>163</b>	<b>2</b>	<b>24</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>17</b>	<b>23.3</b>	<b>29.8</b>
<b>06-22</b>	<b>231</b>	<b>177</b>	<b>2</b>	<b>25</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>17</b>	<b>23.6</b>	<b>30.3</b>
<b>06-00</b>	<b>232</b>	<b>178</b>	<b>2</b>	<b>25</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>17</b>	<b>23.7</b>	<b>30.3</b>
<b>00-00</b>	<b>232</b>	<b>178</b>	<b>2</b>	<b>25</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>17</b>	<b>23.7</b>	<b>30.3</b>



28 March 2023

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	26.1	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	5	4	0	0	1	0	0	0	0	0	0	0	0	0	0	34.1	-
0700	7	3	0	3	0	0	0	0	0	0	0	0	0	0	1	24.4	-
0800	13	12	0	1	0	0	0	0	0	0	0	0	0	0	0	24.8	33.7
0900	17	16	0	1	0	0	0	0	0	0	0	0	0	0	0	26.1	31.5
1000	17	14	0	2	0	0	0	0	0	0	0	0	0	1	0	24.8	32.9
1100	16	14	0	2	0	0	0	0	0	0	0	0	0	0	0	24.3	30.2
1200	10	4	1	2	0	2	0	0	0	0	0	0	0	0	1	22.7	-
1300	28	21	1	5	0	0	0	0	0	0	0	0	0	0	1	25	35.2
1400	22	16	0	4	0	0	0	0	1	0	0	0	0	0	1	22.9	31
1500	11	7	2	1	0	0	0	0	1	0	0	0	0	0	0	23.2	29.4
1600	10	9	0	1	0	0	0	0	0	0	0	0	0	0	0	26.4	-
1700	14	9	0	1	0	0	0	0	0	0	0	0	0	1	3	22.2	30.8
1800	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	23.3	-
1900	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	29.5	-
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
<b>07-19</b>	<b>174</b>	<b>133</b>	<b>4</b>	<b>24</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>7</b>	<b>24.2</b>	<b>31.3</b>
<b>06-22</b>	<b>186</b>	<b>144</b>	<b>4</b>	<b>24</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>7</b>	<b>24.7</b>	<b>31.9</b>
<b>06-00</b>	<b>186</b>	<b>144</b>	<b>4</b>	<b>24</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>7</b>	<b>24.7</b>	<b>31.9</b>
<b>00-00</b>	<b>187</b>	<b>145</b>	<b>4</b>	<b>24</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>7</b>	<b>24.7</b>	<b>31.8</b>

29 March 2023

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0600	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.3 -
0700	8	3	0	4	0	0	0	0	0	0	0	0	0	0	0	1	23.8 -
0800	14	10	1	2	0	0	0	0	0	1	0	0	0	0	0	0	23.8 29.2
0900	24	20	0	2	1	0	0	0	0	1	0	0	0	0	0	0	21.5 27
1000	25	18	1	4	1	0	0	0	0	0	0	0	0	0	0	1	21.9 26.8
1100	23	17	0	5	0	0	0	0	0	0	0	0	0	0	0	1	22.1 29.5
1200	20	9	0	9	0	1	0	0	0	0	0	0	0	0	0	1	21.9 30.4
1300	30	23	1	4	0	0	0	0	1	0	0	0	0	0	0	1	24.9 32
1400	18	14	0	2	0	1	0	0	0	0	0	0	0	0	0	1	24.9 32.5
1500	15	14	0	0	0	0	0	0	0	0	0	0	0	0	0	1	21.7 30.8
1600	18	13	0	5	0	0	0	0	0	0	0	0	0	0	0	0	25.5 31.3
1700	18	15	1	1	0	0	0	0	0	0	0	0	0	0	0	1	24.6 30
1800	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	29.6 -
1900	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.3 -
2000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.1 -
2100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.6 -
2200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18 -
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.7 -
<b>07-19</b>	<b>220</b>	<b>162</b>	<b>4</b>	<b>39</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>23.5</b>	<b>30.4</b>
<b>06-22</b>	<b>239</b>	<b>181</b>	<b>4</b>	<b>39</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>23.9</b>	<b>30.7</b>
<b>06-00</b>	<b>241</b>	<b>183</b>	<b>4</b>	<b>39</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>23.9</b>	<b>30.8</b>
<b>00-00</b>	<b>241</b>	<b>183</b>	<b>4</b>	<b>39</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>23.9</b>	<b>30.8</b>

30 March 2023

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0600	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.7 -
0700	8	4	0	2	1	0	1	0	0	0	0	0	0	0	0	0	24.8 -
0800	20	15	0	2	0	2	0	0	1	0	0	0	0	0	0	0	20.5 27.7
0900	18	15	1	1	0	1	0	0	0	0	0	0	0	0	0	0	23.4 30.6
1000	19	13	0	3	0	0	0	0	0	0	0	0	0	0	3	22.7	30
1100	19	11	4	3	0	0	0	0	0	0	0	0	0	0	1	20.1	26.1
1200	21	17	0	3	0	0	0	0	0	0	0	0	0	0	1	21.9	30.7
1300	19	14	0	4	0	0	0	0	0	0	0	0	0	0	1	21.5	29.6
1400	14	13	0	0	0	0	0	0	0	0	0	0	0	0	1	23.3	27.9
1500	19	12	1	6	0	0	0	0	0	0	0	0	0	0	0	24.9	30.9
1600	12	11	0	0	0	1	0	0	0	0	0	0	0	0	0	24.4	31
1700	20	19	0	0	0	0	0	0	0	0	0	0	0	1	0	25.9	34.1
1800	8	7	0	0	0	0	0	0	0	0	0	0	0	0	1	28.5 -	
1900	3	2	0	0	0	0	0	0	0	0	0	0	0	0	1	21.9 -	
2000	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	19.9 -	
2100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	28.5 -	
2200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	43 -	
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-	
<b>07-19</b>	<b>197</b>	<b>151</b>	<b>6</b>	<b>24</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>8</b>	<b>23.1</b>	<b>29.8</b>
<b>06-22</b>	<b>208</b>	<b>160</b>	<b>6</b>	<b>25</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>9</b>	<b>23.3</b>	<b>30.2</b>
<b>06-00</b>	<b>210</b>	<b>162</b>	<b>6</b>	<b>25</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>9</b>	<b>23.5</b>	<b>30.2</b>
<b>00-00</b>	<b>210</b>	<b>162</b>	<b>6</b>	<b>25</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>9</b>	<b>23.5</b>	<b>30.2</b>



31 March 2023

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0600	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	29.6 -
0700	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	28.1 -
0800	21	17	0	1	2	0	0	0	0	1	0	0	0	0	0	0	24.7 29.3
0900	15	13	0	2	0	0	0	0	0	0	0	0	0	0	0	0	27.3 33.9
1000	19	12	0	7	0	0	0	0	0	0	0	0	0	0	0	0	21.8 28.5
1100	16	11	0	5	0	0	0	0	0	0	0	0	0	0	0	0	25 34.7
1200	31	25	1	4	0	0	0	0	0	0	0	0	0	0	1	0	24.2 29.3
1300	10	7	0	2	0	1	0	0	0	0	0	0	0	0	0	0	23.1 -
1400	16	13	0	3	0	0	0	0	0	0	0	0	0	0	0	0	24.9 30.5
1500	16	12	0	3	1	0	0	0	0	0	0	0	0	0	0	0	24.7 31.3
1600	18	16	0	1	0	0	0	0	0	0	0	0	0	0	1	0	25 31.9
1700	12	9	0	2	0	0	0	0	0	0	0	0	0	1	0	0	24.6 30.5
1800	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.9 -
1900	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.2 -
2000	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13.6 -
2100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.9 -
2200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.9 -
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
<b>07-19</b>	<b>187</b>	<b>147</b>	<b>1</b>	<b>31</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>24.8</b>	<b>30.4</b>
<b>06-22</b>	<b>197</b>	<b>156</b>	<b>1</b>	<b>32</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>24.6</b>	<b>30.3</b>
<b>06-00</b>	<b>199</b>	<b>158</b>	<b>1</b>	<b>32</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>24.6</b>	<b>30.5</b>
<b>00-00</b>	<b>199</b>	<b>158</b>	<b>1</b>	<b>32</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>24.6</b>	<b>30.5</b>

01 April 2023

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0600	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.5 -
0700	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	22.5 -
0800	9	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	23.3 -
0900	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.1 31.2
1000	22	18	0	4	0	0	0	0	0	0	0	0	0	0	0	0	24.3 30.5
1100	12	10	0	2	0	0	0	0	0	0	0	0	0	0	0	0	23.3 28.5
1200	10	8	0	1	0	0	0	0	0	0	0	0	0	1	0	0	27 -
1300	15	12	0	1	0	0	0	0	0	0	0	0	0	1	1	0	25.4 28.9
1400	11	9	0	2	0	0	0	0	0	0	0	0	0	0	0	0	23.4 30.7
1500	13	12	0	1	0	0	0	0	0	0	0	0	0	0	0	0	27.5 30.2
1600	16	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	28.2 34
1700	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.9 -
1800	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.4 -
1900	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.8 -
2000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.6 -
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
2200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.7 -
2300	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	26.5 -
<b>07-19</b>	<b>137</b>	<b>118</b>	<b>3</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>25.2</b>	<b>30.5</b>
<b>06-22</b>	<b>143</b>	<b>124</b>	<b>3</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>25.4</b>	<b>30.7</b>
<b>06-00</b>	<b>146</b>	<b>126</b>	<b>3</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>25.3</b>	<b>30.6</b>
<b>00-00</b>	<b>146</b>	<b>126</b>	<b>3</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>25.3</b>	<b>30.6</b>

02 April 2023

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	23	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	33.4	-
0700	3	2	0	0	0	0	0	0	0	0	0	0	0	0	1	23.1	-
0800	8	7	0	0	0	0	0	1	0	0	0	0	0	0	0	23.4	-
0900	7	5	0	1	0	0	0	0	0	0	0	0	0	0	1	24.1	-
1000	18	14	0	0	0	1	0	0	0	0	0	0	0	0	3	24.3	29.3
1100	16	9	1	2	0	2	0	0	0	0	0	0	0	0	2	23.3	30.5
1200	19	13	0	2	0	0	0	0	0	0	0	0	0	0	4	23.9	32.8
1300	13	11	0	0	0	0	0	0	0	0	0	0	0	0	2	22.9	36
1400	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	18.9	-
1500	12	10	0	0	0	0	0	0	0	0	0	0	0	0	2	26	35.3
1600	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	26.2	-
1700	9	8	0	0	0	0	0	0	0	0	0	0	0	0	1	23.3	-
1800	8	6	0	1	0	0	0	0	0	0	0	0	0	0	1	24.4	-
1900	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	24.8	-
2000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	22.4	-
2100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	24.2	-
2200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	16.4	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
<b>07-19</b>	<b>129</b>	<b>100</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>23.9</b>	<b>30.2</b>
<b>06-22</b>	<b>136</b>	<b>107</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>23.9</b>	<b>30.2</b>
<b>06-00</b>	<b>137</b>	<b>108</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>23.9</b>	<b>30.2</b>
<b>00-00</b>	<b>139</b>	<b>109</b>	<b>1</b>	<b>8</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>23.9</b>	<b>30.1</b>





28 March 2023

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	26.1	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	5	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	34.1	-
0700	7	1	0	1	5	0	0	0	0	0	0	0	0	0	0	0	24.4	-
0800	13	2	1	3	4	3	0	0	0	0	0	0	0	0	0	0	24.8	33.7
0900	17	0	0	9	5	2	1	0	0	0	0	0	0	0	0	0	26.1	31.5
1000	17	1	2	5	6	2	1	0	0	0	0	0	0	0	0	0	24.8	32.9
1100	16	1	3	3	8	1	0	0	0	0	0	0	0	0	0	0	24.3	30.2
1200	10	1	2	3	3	1	0	0	0	0	0	0	0	0	0	0	22.7	-
1300	28	1	6	6	8	7	0	0	0	0	0	0	0	0	0	0	25	35.2
1400	22	4	2	7	6	3	0	0	0	0	0	0	0	0	0	0	22.9	31
1500	11	0	3	4	3	1	0	0	0	0	0	0	0	0	0	0	23.2	29.4
1600	10	0	1	3	3	3	0	0	0	0	0	0	0	0	0	0	26.4	-
1700	14	2	2	4	4	2	0	0	0	0	0	0	0	0	0	0	22.2	30.8
1800	9	0	1	4	4	0	0	0	0	0	0	0	0	0	0	0	23.3	-
1900	7	0	0	0	4	3	0	0	0	0	0	0	0	0	0	0	29.5	-
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
<b>07-19</b>	<b>174</b>	<b>13</b>	<b>23</b>	<b>52</b>	<b>59</b>	<b>25</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24.2</b>	<b>31.3</b>
<b>06-22</b>	<b>186</b>	<b>13</b>	<b>23</b>	<b>52</b>	<b>64</b>	<b>31</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24.7</b>	<b>31.9</b>
<b>06-00</b>	<b>186</b>	<b>13</b>	<b>23</b>	<b>52</b>	<b>64</b>	<b>31</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24.7</b>	<b>31.9</b>
<b>00-00</b>	<b>187</b>	<b>13</b>	<b>23</b>	<b>52</b>	<b>65</b>	<b>31</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24.7</b>	<b>31.8</b>

29 March 2023

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85	
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0600	6	0	0	2	2	2	0	0	0	0	0	0	0	0	0	0	0	27.3	
0700	8	1	1	1	4	1	0	0	0	0	0	0	0	0	0	0	0	23.8	
0800	14	0	2	5	6	1	0	0	0	0	0	0	0	0	0	0	0	29.2	
0900	24	1	8	9	4	2	0	0	0	0	0	0	0	0	0	0	0	27	
1000	25	0	8	9	7	1	0	0	0	0	0	0	0	0	0	0	0	26.8	
1100	23	1	4	13	3	2	0	0	0	0	0	0	0	0	0	0	0	29.5	
1200	20	1	5	8	4	2	0	0	0	0	0	0	0	0	0	0	0	30.4	
1300	30	1	6	8	9	4	2	0	0	0	0	0	0	0	0	0	0	32	
1400	18	2	2	5	5	3	1	0	0	0	0	0	0	0	0	0	0	32.5	
1500	15	3	2	6	2	1	0	1	0	0	0	0	0	0	0	0	0	30.8	
1600	18	0	1	8	7	2	0	0	0	0	0	0	0	0	0	0	0	31.3	
1700	18	0	2	8	8	0	0	0	0	0	0	0	0	0	0	0	0	30	
1800	7	0	0	1	3	3	0	0	0	0	0	0	0	0	0	0	0	29.6	
1900	10	1	0	0	4	3	2	0	0	0	0	0	0	0	0	0	0	29.3	
2000	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	29.1	
2100	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	29.6	
2200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	
2300	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	32.7	
<b>07-19</b>	<b>220</b>	<b>10</b>	<b>41</b>	<b>81</b>	<b>62</b>	<b>22</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23.5</b>	<b>30.4</b>
<b>06-22</b>	<b>239</b>	<b>11</b>	<b>41</b>	<b>83</b>	<b>71</b>	<b>27</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23.9</b>	<b>30.7</b>
<b>06-00</b>	<b>241</b>	<b>11</b>	<b>42</b>	<b>83</b>	<b>71</b>	<b>28</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23.9</b>	<b>30.8</b>
<b>00-00</b>	<b>241</b>	<b>11</b>	<b>42</b>	<b>83</b>	<b>71</b>	<b>28</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23.9</b>	<b>30.8</b>

30 March 2023

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85	
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0600	5	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	34.7	
0700	8	0	1	2	5	0	0	0	0	0	0	0	0	0	0	0	0	24.8	
0800	20	2	4	9	5	0	0	0	0	0	0	0	0	0	0	0	0	27.7	
0900	18	1	3	6	6	1	1	0	0	0	0	0	0	0	0	0	0	30.6	
1000	19	1	5	6	5	2	0	0	0	0	0	0	0	0	0	0	0	30	
1100	19	1	8	6	4	0	0	0	0	0	0	0	0	0	0	0	0	26.1	
1200	21	0	5	11	2	3	0	0	0	0	0	0	0	0	0	0	0	30.7	
1300	19	3	3	7	6	0	0	0	0	0	0	0	0	0	0	0	0	29.6	
1400	14	1	1	7	4	1	0	0	0	0	0	0	0	0	0	0	0	27.9	
1500	19	0	3	6	9	1	0	0	0	0	0	0	0	0	0	0	0	30.9	
1600	12	1	1	4	5	1	0	0	0	0	0	0	0	0	0	0	0	31	
1700	20	0	2	7	7	4	0	0	0	0	0	0	0	0	0	0	0	34.1	
1800	8	0	1	0	4	3	0	0	0	0	0	0	0	0	0	0	0	28.5	
1900	3	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	21.9	
2000	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19.9	
2100	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	28.5	
2200	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	43	
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
<b>07-19</b>	<b>197</b>	<b>10</b>	<b>37</b>	<b>71</b>	<b>62</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23.1</b>	<b>29.8</b>
<b>06-22</b>	<b>208</b>	<b>11</b>	<b>38</b>	<b>72</b>	<b>66</b>	<b>19</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23.3</b>	<b>30.2</b>
<b>06-00</b>	<b>210</b>	<b>11</b>	<b>38</b>	<b>72</b>	<b>66</b>	<b>19</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23.5</b>	<b>30.2</b>
<b>00-00</b>	<b>210</b>	<b>11</b>	<b>38</b>	<b>72</b>	<b>66</b>	<b>19</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23.5</b>	<b>30.2</b>







02 April 2023

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	23	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0600	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	33.4	-
0700	3	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	23.1	-
0800	8	0	2	2	4	0	0	0	0	0	0	0	0	0	0	0	23.4	-
0900	7	1	0	2	3	1	0	0	0	0	0	0	0	0	0	0	24.1	-
1000	18	2	1	5	9	1	0	0	0	0	0	0	0	0	0	0	24.3	29.3
1100	16	2	3	1	9	1	0	0	0	0	0	0	0	0	0	0	23.3	30.5
1200	19	2	1	7	6	3	0	0	0	0	0	0	0	0	0	0	23.9	32.8
1300	13	2	1	5	3	1	1	0	0	0	0	0	0	0	0	0	22.9	36
1400	6	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	18.9	-
1500	12	0	2	5	2	3	0	0	0	0	0	0	0	0	0	0	26	35.3
1600	10	0	1	3	3	2	1	0	0	0	0	0	0	0	0	0	26.2	-
1700	9	1	0	5	2	1	0	0	0	0	0	0	0	0	0	0	23.3	-
1800	8	0	3	0	5	0	0	0	0	0	0	0	0	0	0	0	24.4	-
1900	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	24.8	-
2000	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	22.4	-
2100	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	24.2	-
2200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	16.4	-
<b>07-19</b>	<b>129</b>	<b>11</b>	<b>18</b>	<b>37</b>	<b>48</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23.9</b>	<b>30.2</b>
<b>06-22</b>	<b>136</b>	<b>11</b>	<b>18</b>	<b>40</b>	<b>51</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23.9</b>	<b>30.2</b>
<b>06-00</b>	<b>137</b>	<b>11</b>	<b>19</b>	<b>40</b>	<b>51</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23.9</b>	<b>30.2</b>
<b>00-00</b>	<b>139</b>	<b>11</b>	<b>19</b>	<b>42</b>	<b>51</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23.9</b>	<b>30.1</b>

**Grand Total**

Time	Total	Vbin 6	Vbin 12	Vbin 19	Vbin 25	Vbin 31	Vbin 37	Vbin 43	Vbin 50	Vbin 56	Vbin 62	Vbin 68	Vbin 75	Vbin 81	Vbin 87	Vbin 93	Vbin 99	Mean	Vpp 85
--	1354	61	211	440	460	158	22	2	0	0	0	0	0	0	0	0	0	24.2	30.5

# K&M TRAFFIC SURVEYS

SITE: RICHBOROUGH RD, SANDWICH

LOCATION: Attached to telegraph pole

GRID REFERENCE: 51.283188, 1.329947

DIRECTION: SOUTHBOUND

Hour	Mon 27-Mar	Tue 28-Mar	Wed 29-Mar	Thu 30-Mar	Fri 31-Mar	Sat 01-Apr	Sun 02-Apr
0000-0100	0	1	0	0	0	0	2
0100-0200	0	0	0	0	0	0	0
0200-0300	0	0	0	0	0	0	0
0300-0400	0	0	0	0	0	0	0
0400-0500	0	0	0	0	0	0	0
0500-0600	0	0	0	0	0	0	0
0600-0700	4	5	6	5	2	1	1
0700-0800	6	7	8	8	9	4	3
0800-0900	20	13	14	20	21	9	8
0900-1000	19	17	24	18	15	12	7
1000-1100	16	17	25	19	19	22	18
1100-1200	13	16	23	19	16	12	16
1200-1300	26	10	20	21	31	10	19
1300-1400	23	28	30	19	10	15	13
1400-1500	20	22	18	14	16	11	6
1500-1600	18	11	15	19	16	13	12
1600-1700	21	10	18	12	18	16	10
1700-1800	22	14	18	20	12	6	9
1800-1900	12	9	7	8	4	7	8
1900-2000	7	7	10	3	4	4	2
2000-2100	2	0	2	2	3	1	2
2100-2200	2	0	1	1	1	0	2
2200-2300	1	0	1	2	2	2	1
2300-2400	0	0	1	0	0	1	0
<hr/>							
Totals							
0700-1900	216	174	220	197	187	137	129
0600-2200	231	186	239	208	197	143	136
0600-0000	232	186	241	210	199	146	137
0000-0000	232	187	241	210	199	146	139
AM Peak	800	1000	1000	800	800	1000	1000
	20	17	25	20	21	22	18
PM Peak	1200	1300	1300	1200	1200	1600	1200
	26	28	30	21	31	16	19

SPEED LIMIT: NSL?

Averages

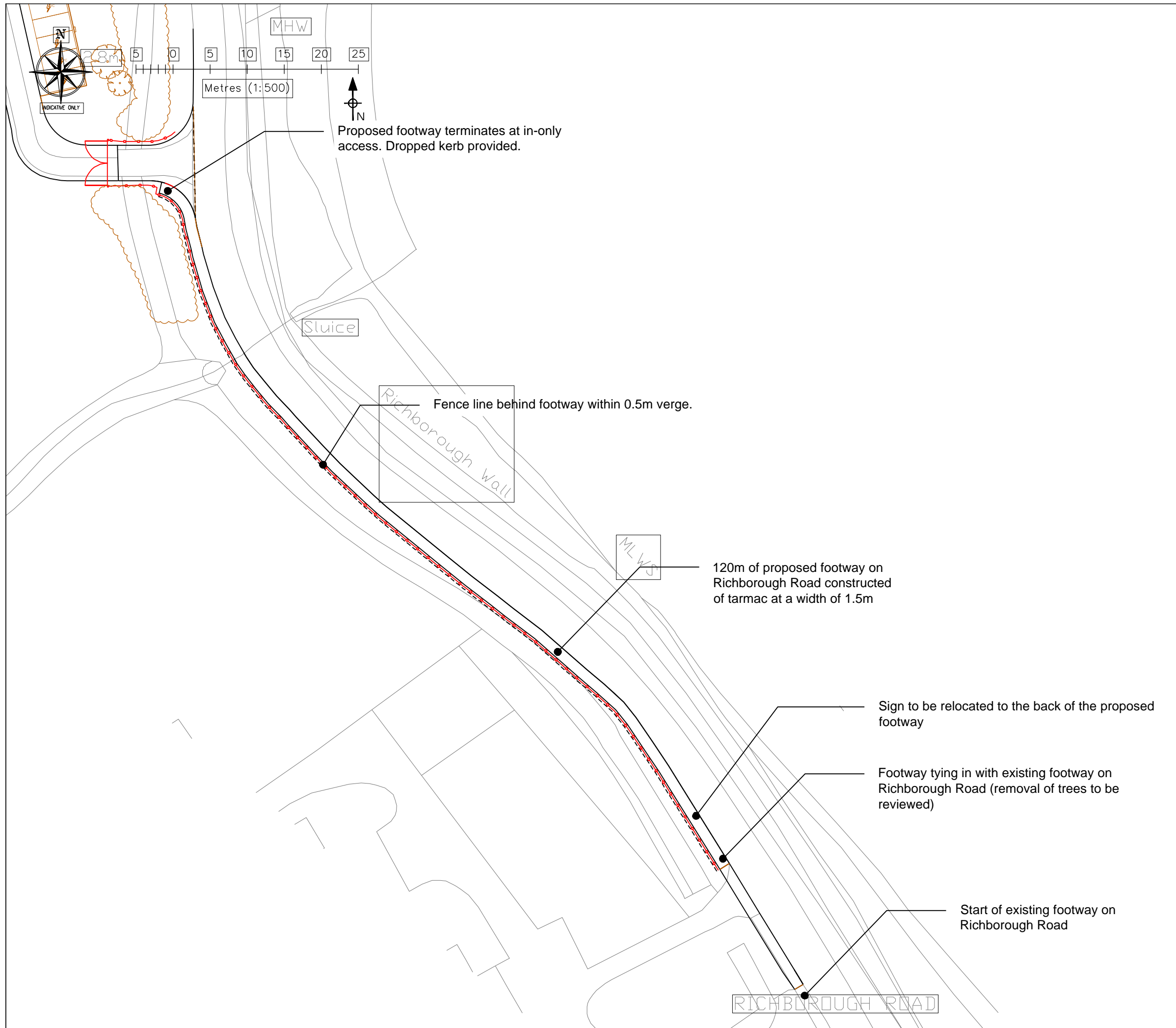
1-5.	1-7.
0.2	0.4
0	0
0	0
0	0
0	0
0	0
4.4	3.4
7.6	6.4
17.6	15
18.6	16
19.2	19.4
17.4	16.4
21.6	19.6
22	19.7
18	15.3
15.8	14.9
15.8	15
17.2	14.4
8	7.9
6.2	5.3
1.8	1.7
1	1
1.2	1.3
0.2	0.3

---

198.8	180
212.2	191.4
213.6	193
213.8	193.4

APPENDIX  
F





**DO NOT SCALE**

- Notes:
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  - If received electronically it is the recipients responsibility to print to correct scale. Only written dimensions should be used.
  - Where applicable Ordnance Survey (c) Crown Copyright 2022 All rights reserved. Licence Number 100031961.
  - Drawing based on OS data

P3	04.12.23	JM	RSA Comments	CS	CS
P2	13.11.23	JM	Site Layout Plan	CS	CS
P1	20.04.23	JM	First Issue	CS	CS

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

client  
**MS TERRAFORTE**

project  
**LAND SOUTH OF THE DEN, RICHBOROUGH ROAD, ASH, SANDWICH, CT13 9JE**

title  
**PROPOSED FOOTWAY**

project	17102	drwg	H-02	rev	P3
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Drawn	Checked	Approved	scale @ A3	date
JM	CS	CS	1:500	04.12.23

status	FOR INFORMATION	P
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Eclipse House, Eclipse Park, Sittingbourne Road  
Maidstone, Kent. ME14 3EN  
t: 01622 776226 f: 01622 776227  
e: info@dhaplanning.co.uk w: www.dhaplanning.co.uk

CAD Reference: **A3**



APPENDIX  
G



# Road Safety Answers

## Road Safety Audit Stage 1

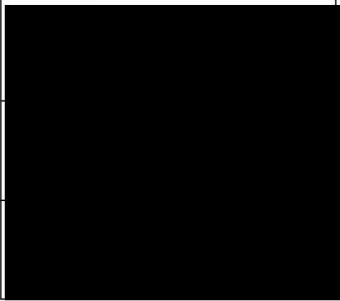
Access to Richborough Road, Ash, Sandwich



Client: [DHA Transport](#)

Road Safety Answers reference no: RSA791

### Control Sheet

	Name	Date	Signature
Author	Paul Martin	18/11//2023	
Checker	Vinny Rey	21/11//2023	
Authoriser	Paul Martin	21/11//2023	

### Report Version

RSA Report Ref.	Version	Date of Issue
RSA791	Final	21/11/2023

## 1. Introduction

1.1 This report describes a Stage 1 Road Safety Audit carried out on the preliminary design for access to and from land at The Den, Richborough Road, Ash, Sandwich, for DHA, at the request of the Overseeing Organisation, Kent County Council. The audit was carried out in the office of Road Safety Answers Ltd during November 2023.

1.2 The audit team members were as follows:

Team Leader

Paul Martin - BSc (Hons), CEng, FCIHT, FSoRSA, IEng, MICE  
HE Approved RSA Certificate of Competency (2013)  
Director, Road Safety Answers Ltd

Team Member

Vinny Rey – BEng (Hons), MCIHT, MSoRSA  
HE Approved RSA Certificate of Competency  
Independent Road Safety Consultant

1.3 The audit comprised an examination of the documents listed in Appendix A, and included the drawings supplied by James Marsh of DHA Transport. The site was visited by the Audit Team, together, on 16<sup>th</sup> November 2023 between 11.25 and 12.10 hours. The weather was cloudy and fine and the road surface was damp following earlier rain. Traffic, pedestrian and cycle flows were light on Richborough Road.

1.4 The terms of reference of the audit are as described in the UK's national standard for road safety audit, GG 119 (revision 2). The 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 design to any other criteria.

1.5 All the problems described in this report are considered by the audit team to require action to improve the safety of the scheme and minimise accident occurrence. Plans showing the locations of the problems is shown in Appendix B.

1.6 The purpose of the scheme is to provide a separate access and egress to a new development, as well as a new length of footway on the west side of Richborough Road.

- 1.7 The scheme consists of the following elements:
- Widening of an existing field access to provide a surfaced and kerbed, 4.8m wide egress (out only) onto Richborough Road opposite Brickfield Cottage, with 6m shoulder radii and a gate set back 7m from the edge of the carriageway;
  - Visibility splays onto Richborough Road of 48m south x 2.4m x 49m north, the existing hedgerow requiring cutting back and maintaining thereafter to guarantee these splays;
  - An entry-only access into the site approximately 120m south of the egress on Richborough Road, widening an existing field gate and providing a surfaced and kerbed, 4.8m wide access (in only) from Richborough Road, with compound shoulder radii to allow for large vehicles entering the site, and a gate set back 7m from the edge of the carriageway;
  - Visibility to a vehicle waiting to turn right into the access improved to 35m by cutting back and maintaining the hedgerow as such along the east side of Richborough Road just to the south of the access (in reality the driver of a vehicle travelling north towards the access will be able to view the turning vehicle from a distance in excess of 40m away);
  - A 1.5m wide footway along the west side of Richborough Road, approximately 120m in length, mostly bordering the carriageway but located behind the sluice and bridged over the deep ditch near to the access into the development, joining the development access road 16m from Richborough Road;
  - A dropped kerb provided at the southern end of the proposed footway allowing pedestrians onto the carriageway to reach the existing footway on Richborough Road, some 20m away.
- 1.8 No details of street lighting, surface water drainage or signing have been provided. These issues are not, therefore, considered further in this report unless the existing facilities, or lack of them, is likely to engender a safety problem with the proposed scheme.
- 1.9 The auditors are not aware that any previous road safety audits have been carried out on these, or similar, proposals.

## 2. Items resulting from this Stage 1 Audit

### 2.1 PROBLEM

Location: A – The Out-only egress onto Richborough Road (Dwg. 17102/H-01 Rev. P3).

Summary: Risk of an exiting vehicle rolling back onto a following vehicle.

There is currently a gradient up onto Richborough Road of approximately 1 in 8 from the development site. If this is maintained there will be a risk of an exiting vehicle rolling back onto a following vehicle, causing damage.

#### RECOMMENDATION

The egress should have a relatively level dwell area approaching Richborough Road.

**Design Team Response:**

**Client Officer Response:**

## 2.2 PROBLEM

Location: B – The Out-only egress onto Richborough Road (Dwg. 17102/H-01 Rev. P3).

Summary: Risk of an exiting vehicle falling into the drainage ditch.

A relatively deep drainage ditch runs parallel to Richborough Road along the whole frontage of the site. The drawing implies that the exit road will be kerbed, but does not show any protection to stop an errant vehicle running off the side of the road into the drainage ditch as it turns the right angle to use the exit. The lack of a protective barrier, wall or verge on each side of the exit road, as it crosses the ditch, increases the risk of a vehicle falling into the ditch, with possible injuries to the vehicle occupants.

### RECOMMENDATION

The exit road should have protection on each side as it crosses the drainage ditch on the approach to Richborough Road.

**Design Team Response:**

**Client Officer Response:**

## 2.3 PROBLEM

Locations: C – The In-only access from Richborough Road (Dwg. 17102/H-01 Rev. P3).

Summary: Risk of an entering vehicle falling into the drainage ditch.

The drainage ditch that runs parallel to Richborough Road along the whole frontage of the site is particularly deep at the proposed access to the site. The drawing implies that the entry road will be kerbed, but does not show any protection to stop an errant vehicle running off the side of the road into the drainage ditch as it turns into the access. The lack of a protective barrier, wall or verge on each side of the exit road, as it crosses the ditch, increases the risk a vehicle falling into the ditch, with possible injuries to the vehicle occupants.

### RECOMMENDATION

The access road should have protection on each side as it crosses the drainage ditch next to Richborough Road.

### RECOMMENDATION

Design Team Response:

Client Officer Response:



## 2.4 PROBLEM

Location: D – The 95m of footway along the verge of Richborough Road (Dwg. 17102/H-02 Rev. P2).

Summary: Risk of pedestrians falling into the deep ditch.

The verge on the west side of Richborough Road falls from what will be the back edge of the proposed 1.5m footway into the deep ditch that runs along this whole stretch of road (photo 1). Without a flat margin behind the footway onto which an errant pedestrian can step, the risk of the pedestrian losing their balance on the slope and falling into the ditch will be unnecessarily high.



Photo 1: Deep ditch along the west side of Richborough Road

## RECOMMENDATION

Measures should be installed to ensure that pedestrians do not fall into the ditch.

**Design Team Response:**

**Client Officer Response:**

## 2.5 PROBLEM

Location: E – Northern end of the footway where it enters the development site (Dwg. 17102/H-02 Rev. P2).

Summary: Risk of pedestrians falling into the deep ditch.

As the footway leaves the edge of the carriageway of Richborough Road it will have to bridge across the deep ditch. Without any protection on each side the risk of errant pedestrians falling into the ditch will be unnecessarily high.

### RECOMMENDATION

Measures should be installed to stop pedestrian falling into the ditch as they cross it on the bridge.

**Design Team Response:**

**Client Officer Response:**

## 2.6 PROBLEM

Location: F – Southern end of the proposed footway (Dwg. 17102/H-02 Rev. P2).

Summary: Risk of pedestrian/vehicle collisions on the carriageway.

Pedestrians will have to walk on the carriageway as the proposed footway will stop 19m short of the existing footway (photo 2), increasing their risk of collisions with passing vehicles.



Photo 2: Verge will remain between the proposed and existing footways

## RECOMMENDATION

The proposed footway should continue southwards to join the existing footway.

**Design Team Response:**

**Client Officer Response:**

## 2.7 PROBLEM

Location: G – Towards the southern end of the proposed footway (Dwg. 17102/H-02 Rev. P2).

Summary: Risk of pedestrian/vehicle collisions.

The existing pole with the national speed limit/30mph signs is located in what will be the centre of the proposed footway. If left in situ, mobility impaired pedestrians using a mobility scooter will be unable to pass it on the footway and will have to travel on the carriageway for 120m to use the vehicle entrance to the development site, increasing their risk of being struck by a passing vehicle.

### RECOMMENDATION

The speed limit pole and signs should be relocated to the verge behind the proposed footway.

**Design Team Response:**

**Client Officer Response:**

### 3. Audit Team Statement

We certify that this road safety audit has been carried out in accordance with GG 119 (revision 2), with the exception that Designer and Highway Authority response sections have been added to each problem, and a signing off chapter added for the convenience of both parties.

#### Audit Team Leader

Paul Martin - BSc (Hons), CEng, FCIHT, FSoRSA, IEng, MICE  
HE Approved RSA Certificate of Competency  
Director, Road Safety Answers Ltd

Signed



Date 21/11/2023

#### Audit Team Member

Vinny Rey – BEng (Hons), MCIHT, MSoRSA  
HE Approved RSA Certificate of Competency  
Independent Road Safety Consultant

Signed



Date 21/11/2023

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17, McDermott Road  
Borough Green  
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Kent, TN15 8SA

- + 44 (0) 7710 980 141
- [paulmartin@roadsafetyanswers.co.uk](mailto:paulmartin@roadsafetyanswers.co.uk)
- [www.roadsafetyanswers.co.uk](http://www.roadsafetyanswers.co.uk)

#### 4. Design Team and Overseeing Organisation Statements

##### Design Team Leader

I certify that I have reviewed the items raised in this Stage 1 Safety Audit report. I have given due consideration to each issue raised and have stated my proposed course of action for each in this report. I seek the Overseeing Organisation's endorsement of my proposals.

Name:

Organisation:

Signed:

Date:

##### Overseeing Organisation (Highway Authority) Project Manager

I certify that I have reviewed the comments and actions proposed by the Design Team Leader and, in this report, I have stated my agreement, or alternative proposal, or acceptance of the risk associated with the problem.

Name:

Organisation:

Signed:

Date:

## Appendix A

### Drawings and Documents Examined:

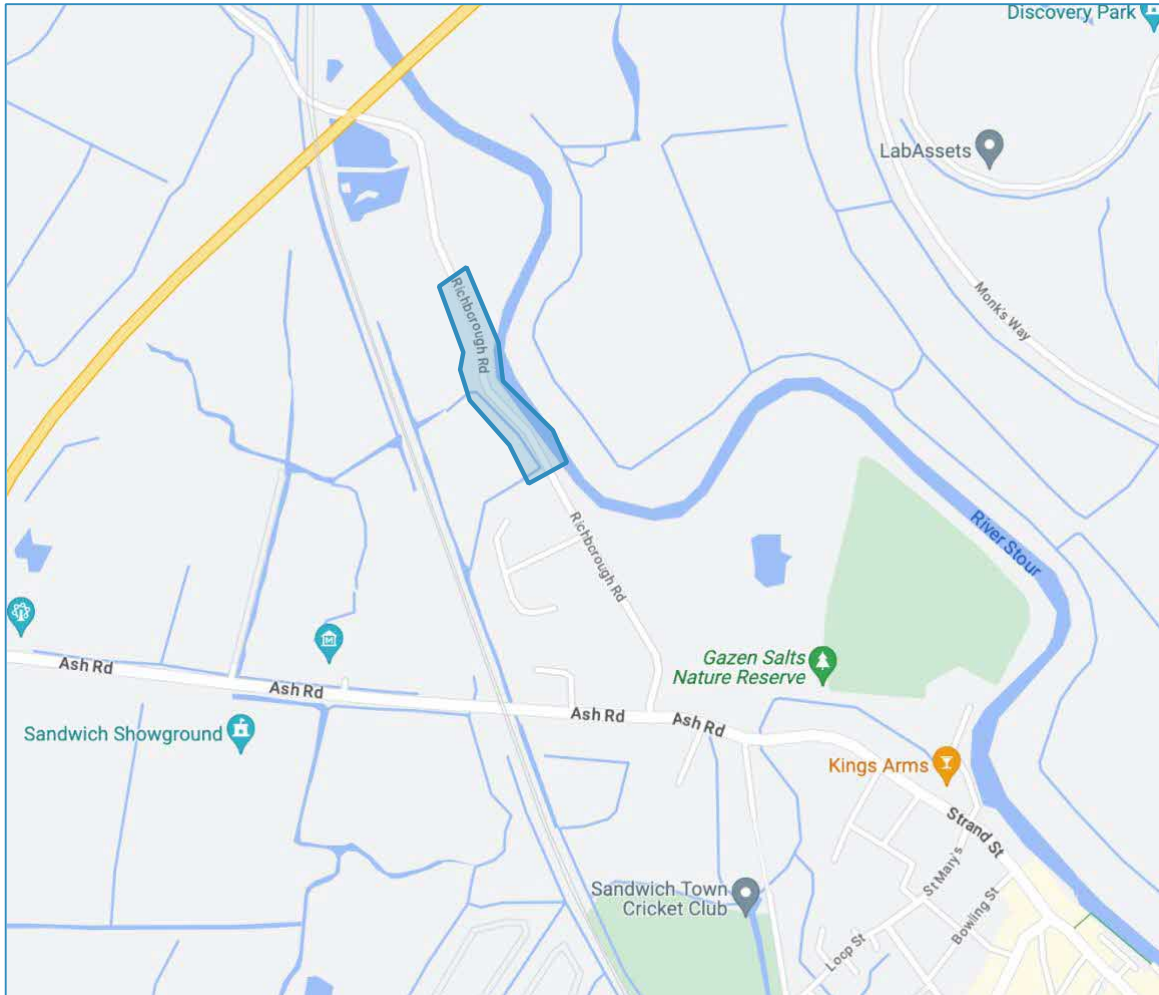
17102 - H-01 Rev P1 Access Design.pdf

17102 - H-02 Rev P1 Proposed Footway.pdf

17102 - T-02 Rev P1 Access Tracking.pdf

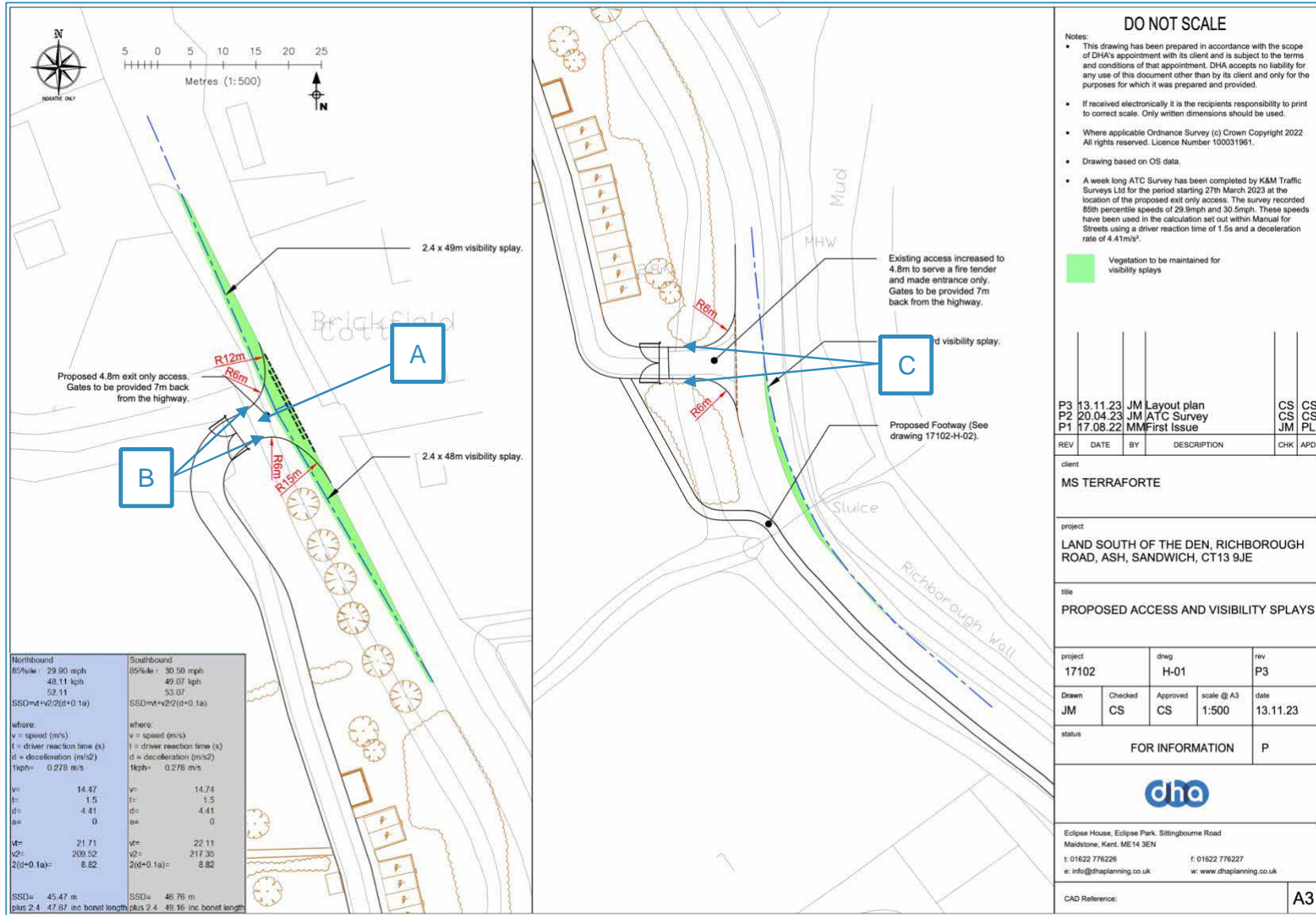
## Appendix B

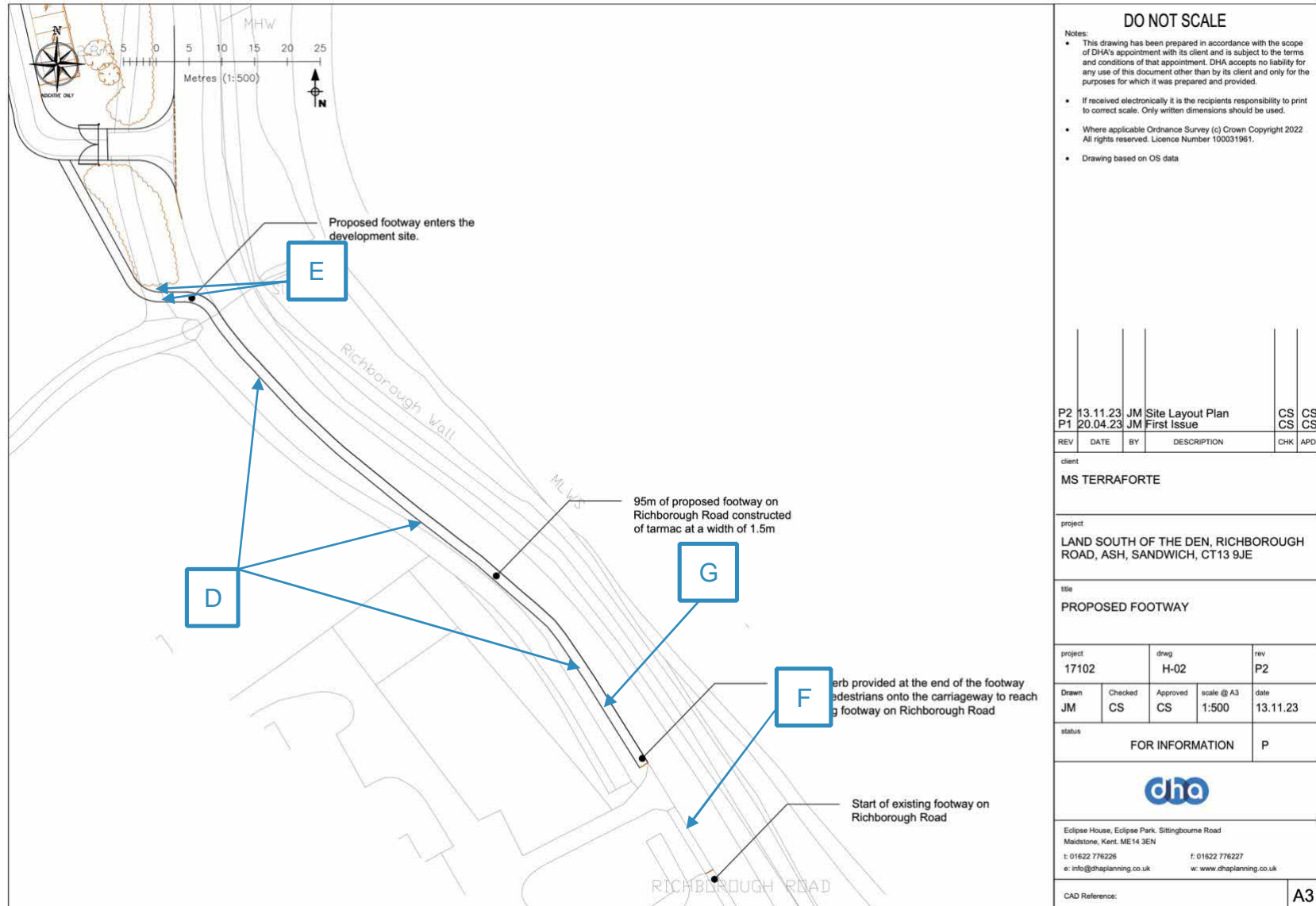
The following plan shows the location of the scheme





### Problems Location Plans





**Project Details** – Land at The Den, Richborough Road, Sandwich

**Date** – 29/11/23

**Consultant/Design Engineer** – DHA


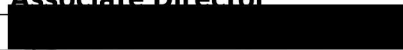
**Contact** – James Marsh 01622 776226



### **Road Safety Audit Stage 1**

This response is to the issues raised in the Stage 1 RSA report, prepared by Road Safety Answers dated November 2023. Ref RSA791

### **Authorisation sheet**

<b>Prepared by:</b>	
Name:	<b>James Marsh</b>
Position	<b>Senior Transport Engineer</b>
Signed:	
Organisation	<b>DHA</b>
Date:	<b>29/11/2023</b>
<b>Approved by:</b>	
Name:	<b>Chris Smoker</b>
Position	<b>Associate Director</b>
Signed:	
Organisation:	<b>DHA</b>
Date:	<b>29/11/2023</b>

### **Introduction**

The scheme at The Den, Richborough Road, Sandwich comprises the development of 8 holiday units. The Stage 1 Road Safety Audit was prepared by Road Safety Answers Ltd in November 2023 to review the proposed access arrangement off Richborough Road including the provision of an in only and out only access, and a new footway between the site and the existing footway to the south. This Designer's Response was produced by James Marsh of DHA, approved by Chris Smoker of DHA and reviewed by the overseeing organisation of Kent County Council.

Item Number	RSA Issue	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
2.1	<p><b>Location: A</b> - The out-only egress onto Richborough Road (Dwg. 17102/H-01 Rev. P3).</p> <p><b>Summary:</b> Risk of an exiting vehicle rolling back onto a following vehicle.</p> <p>There is currently a gradient up onto Richborough Road of approximately 1 in 8 from the development site. If this is maintained there will be a risk of an existing vehicle rolling back onto a following vehicle, causing damage.</p>	The egress should have a relatively level dwell area approaching Richborough Road.	<p><b>Agreed.</b></p> <p>The access will have a gradient of 1:20 for a distance 12m back from the give way line. Levels will be reviewed further at the detailed design phase.</p>		
2.2	<p><b>Location: B</b> – The out-only egress onto Richborough Road (Dwg. 17102/H-01 Rev. P3).</p> <p><b>Summary:</b> Risk of an exiting vehicle falling into the drainage ditch.</p> <p>A relatively deep drainage ditch runs parallel to Richborough Road along the whole frontage of the site. The drawing implies that the exit road will be</p>	The exit road should have protection on each side as it crosses the drainage ditch on the approach to Richborough Road.	<p><b>Noted.</b></p> <p>Vehicles will be going a slow speed when exiting the site so risk is considered a low, however a fence will be provided either side of the access as shown on revised drawing 17102- H-01 Rev P4.</p>		

Item Number	RSA Issue	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
	<p>kerbed, but does not show any protection to stop an errant vehicle turning off the side of the road into the drainage ditch as it turns the right angle to use the exit. The lack of a protective barrier, wall or verge on each side of the exit road, as it crosses the ditch, increases the risk of a vehicle falling into the ditch, with possible injuries to the vehicle occupants.</p>				
2.3	<p><b>Locations: C-</b> The in-only access from Richborough Road (Dwg. 17102/H-01 Rev.P3).</p> <p><b>Summary:</b> Risk of an entering vehicle falling into the drainage ditch.</p> <p>The drainage ditch that runs parallel to Richborough Road along the whole frontage of the site is particularly deep at the proposed access to the site. The drawing implies that the entry road will be kerbed, but does not show any</p>	<p>The access road should have protection on each side as it crosses the drainage ditch next to Richborough Road.</p>	<p><b>Agreed.</b></p> <p>Fences will be provided either side of the access order to provide protection where the access crosses the ditch as shown on revis drawing 17102-H-01 Rev P4.</p>		

Item Number	RSA Issue	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
	<p>protection to stop an errant vehicle running off the site of the road into the drainage ditch as it turns into the access. The lack of a protective barrier, wall or verge on each side of the exit road, as it crosses the ditch, increases the risk a vehicle falling into the ditch, with possible injuries to drainage ditch next to Richborough Road.</p>				
2.4	<p><b>Location: D</b> – The 95m of footway along the verge of Richborough Road (Dwg. 17102/H-02 Rev. P2).</p> <p><b>Summary:</b> Risk of pedestrians falling into the deep ditch.</p> <p>The verge on the west side of Richborough Road falls from what will be the back edge of the proposed 1.5m footway into the deep ditch that runs along this whole stretch of road (photo 1). Without a flat margin behind the footway onto</p>	<p>Measures should be installed to ensure that pedestrians do not fall into the ditch.</p>	<p><b>Agreed.</b></p> <p>A fence line will be provided along the back of the proposed footway as shown in revised drawing 17102-H-02 Rev P3.</p> <p>The form of the fence will be discussed with KCC Highways who will ultimately need to take on maintenance responsibilities.</p>		

Item Number	RSA Issue	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
	<p>which an errant pedestrian can step, the risk of the pedestrian losing their balance on the slope and falling into the ditch will be unnecessarily high.</p>				
2.5	<p><b>Location: E</b> – Northern end of the footway where it enters the development site (Dwg. 17102/H-02 Rev. P2).</p> <p><b>Summary:</b> Risk of pedestrians falling into the deep ditch.</p> <p>As the footway leaves the edge of the carriageway of Richborough Road it will have to bridge across the deep ditch. Without any protection on each side the risk of errant pedestrians falling into the ditch will be unnecessarily high.</p>	<p>Measures should be installed to stop pedestrian falling into the ditch as they cross it on the bridge.</p>	<p><b>Noted.</b></p> <p>The bridge has now been removed so that the footway follows the carriageway.</p>		
2.6	<p><b>Location: F</b> – Southern end of the proposed footway (Dwg. 17102/H-02 Rev. P2).</p> <p><b>Summary:</b> Risk of pedestrian/vehicle</p>	<p>The proposed footway should continue southwards to join the existing footway.</p>	<p><b>Agreed.</b></p> <p>The plans have been updated in order to show a connection to the existing footway. There is a telegraph pole that will need to</p>		

Item Number	RSA Issue	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
	<p>collisions on the carriageway.</p> <p>Pedestrians will have to walk on the carriageway as the proposed footway will stop 19m short of the existing footway (photo 2), increasing their risk of collisions with passing vehicles.</p>		<p>relocated to the rear of the footway.</p> <p>Additionally there are trees within close proximity to the carriageway edge, where there is enough room to provide the footway without the trees removal, the impact on roots will need to be reviewed at detailed design.</p>		
2.7	<p><b>Location: G-</b> Towards the southern end of the proposed footway (Dwg. 17102/H-02 Rev. P2).</p> <p><b>Summary:</b> Risk of pedestrian/vehicle collisions.</p> <p>The existing pole with the national speed limit/30mph signs is located in what will be the centre of the proposed footway. If left in situ, mobility impaired users will be unable to pass it on the footway and will have to travel on the carriageway for 120m to use the vehicle entrance to the development side, increasing their risk of</p>	<p>The speed limit pole and signs should be relocated to the verge behind the proposed footway.</p>	<p><b>Agreed.</b></p> <p>The speed limit pole will be relocated to the back of the footway as shown on drawing 17102-H-02 Rev P3.</p>		



Item Number	RSA Issue	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
	being struck by a passing vehicle.				

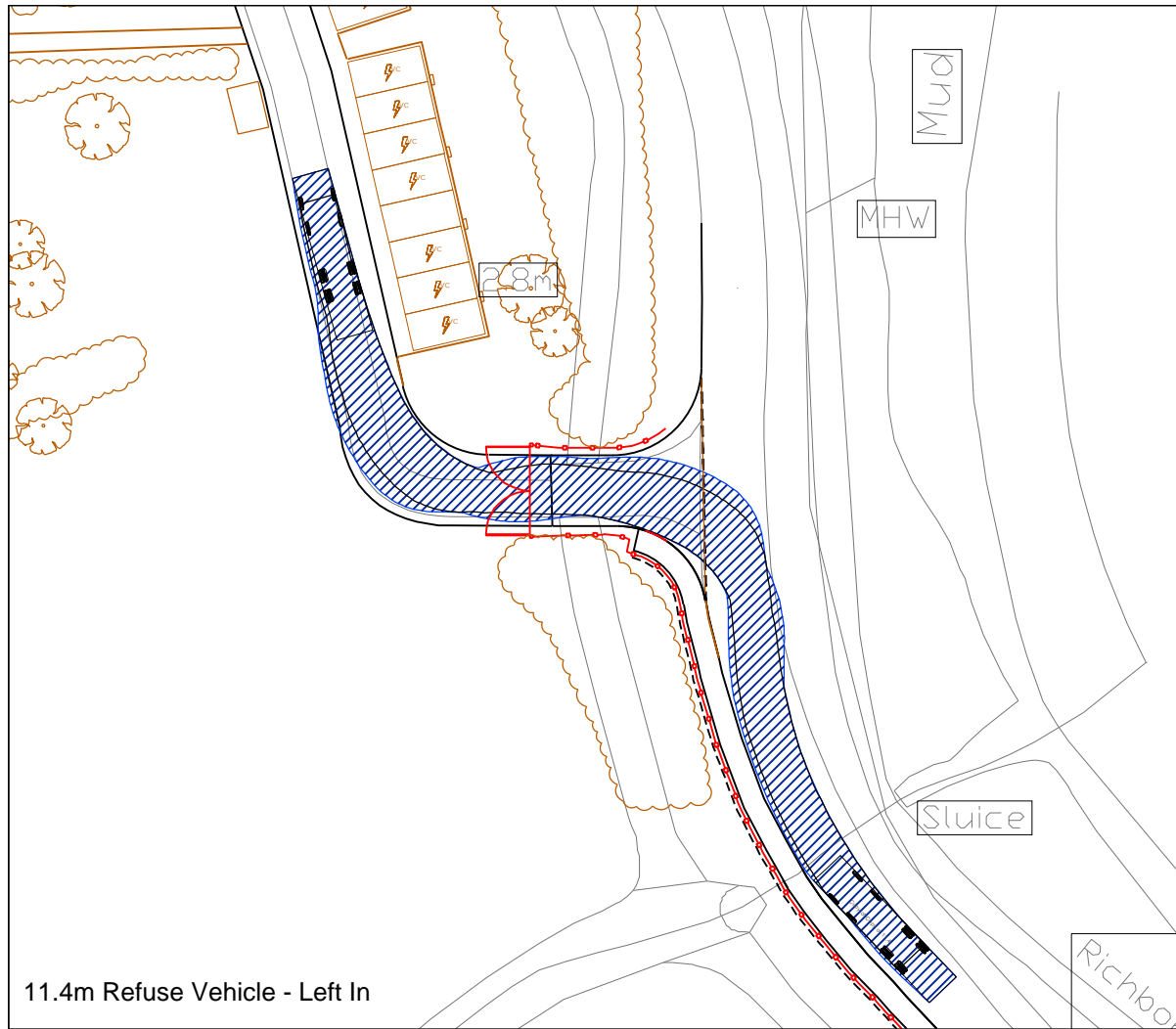
## Design Organisation and Overseeing Organisation Statements

On behalf of the design organisation I certify that:	
1) The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.	
Name:	James Marsh
Signed:	
Position:	Senior Transport Engineer
Organisation:	DHA
Date:	

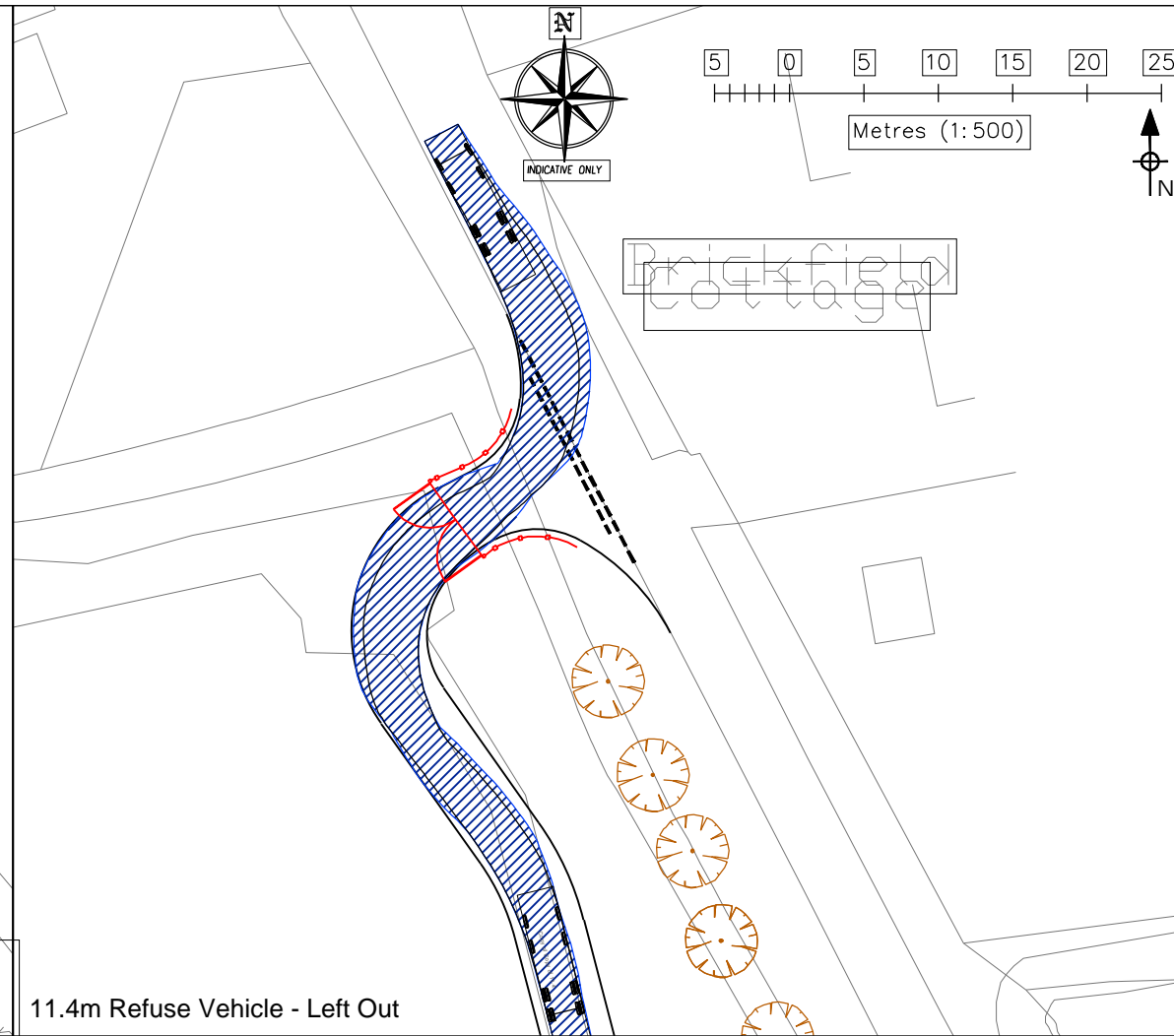
On behalf of the overseeing Organisation I certify that:	
1) The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and	
2) The agreed RSA actions will be progressed.	
Name:	
Signed:	
Position:	
Organisation: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

APPENDIX  
H

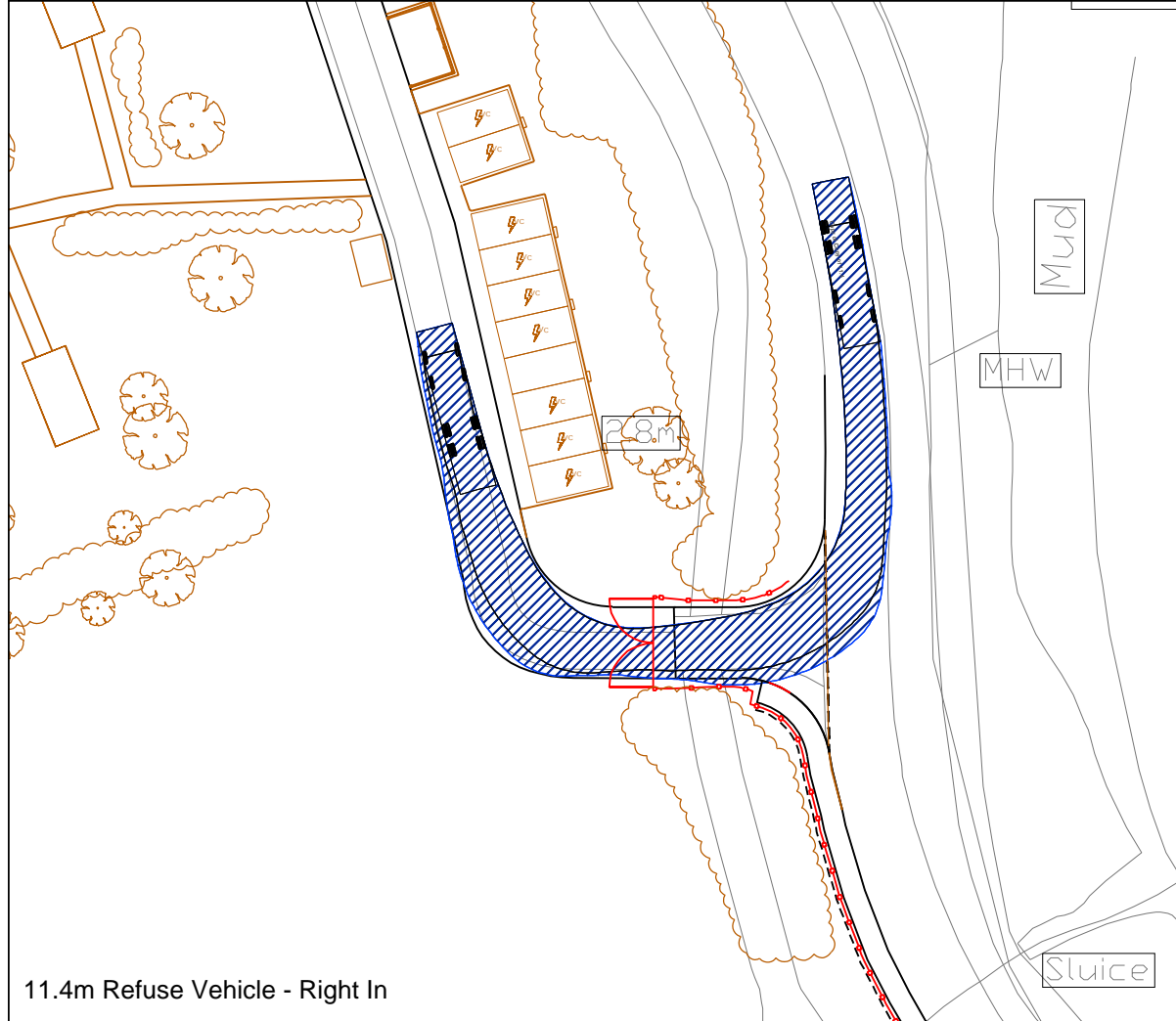




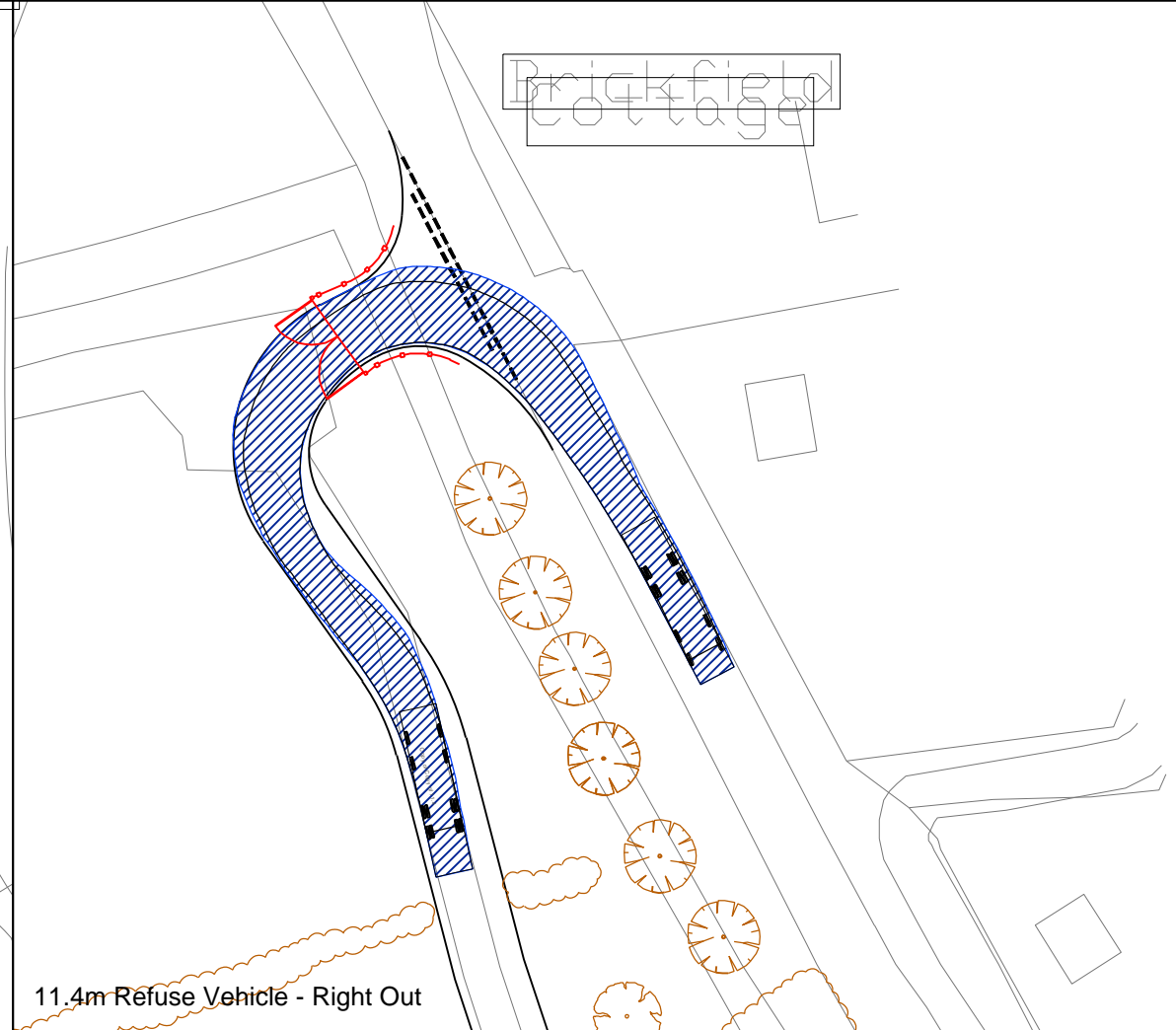
11.4m Refuse Vehicle - Left In



11.4m Refuse Vehicle - Left Out



11.4m Refuse Vehicle - Right In



11.4m Refuse Vehicle - Right Out

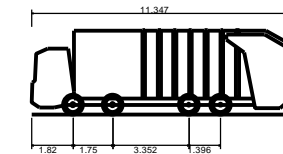
**DO NOT SCALE**

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- Drawing based on OS data



11.4m Refuse  
 Overall Length 11.347m  
 Overall Width 2.500m  
 Overall Body Height 3.751m  
 Min Body Ground Clearance 0.304m  
 Track Width 2.500m  
 Lock to lock time 6.00s  
 Kerb to Kerb Turning Radius 11.330m

REV	DATE	BY	DESCRIPTION	CHK	APD
P3	04.12.23	JM	RSA Comments	CS	CS
P2	13.11.23	JM	Site Layout Plan	CS	CS
P1	20.04.23	JM	First Issue	CS	CS

client <b>MS TERRAFORTE</b>				
project <b>LAND SOUTH OF THE DEN, RICHBOROUGH ROAD, ASH, SANDWICH, CT13 9JE</b>				
title <b>VEHICLE SWEEP PATH ANALYSIS ACCESS ARRANGEMENT</b>				
project 17102	drwg T-02	rev P3		
Drawn JM	Checked CS	Approved CS	scale @ A3 1:500	date 04.12.23
status <b>FOR INFORMATION</b>				P
Eclipse House, Eclipse Park, Sittingbourne Road Maidstone, Kent. ME14 3EN t: 01622 776226 f: 01622 776227 e: info@dhaplanning.co.uk w: www.dhaplanning.co.uk				
CAD Reference:				<b>A3</b>