Examination Statement

Land North of Moat Road, Headcorn

Maidstone Borough Council Local plan
Examination in Public

Matter 7: Policy Framework and Site Allocations for the Rural Service Centres, Larger Villages, Smaller Villages and the Countryside

APPENDICES

Appendix A
Glossary

GLOSSARY

BNG	**Biodiversity Net Gain**
HRA **LPR 1.19** **LPRSUB 005**	Habitat Regulations Assessment
KCC	Kent County Council
LLV	Local Landscape of Value
LPR	Local Plan Review
LPR 1.63	Maidstone Viability Assessment
LPR 4.1	Affordable and Local Needs Housing Supplementary Planning Document
MBC	Maidstone Borough Council
NPPF	National Planning Policy Framework
R18	Regulation 18
R18a	Regulation 18a
R18b	Regulation 18b
R19	Regulation 19
RP	Registered Provider
SA	Sustainability Assessment
SA310	The Land north of Moat Road, Headcorn
SLAA **LPR 1.14/2.14**	Strategic Land Availability Assessment
SSSI	Site of Special Scientific Importance
SuDS	Sustainable Drainage Systems

Appendix B
Landscape & Visual Assessment

Submitted with Outline Application (Ref:22/505616/OUT)

Land North of Moat Road, Headcorn, Kent

Landscape and Visual Appraisal

Prepared by:
The Environmental Dimension Partnership Ltd

On behalf of:
Catesby Strategic Land Ltd.

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PLANS

Executive Summary

S1 This Landscape and Visual Appraisal (LVA) has been prepared by The Environmental Dimension Partnership Ltd (EDP), on behalf of Catesby Strategic Land Ltd, to inform planning proposals for the development of up to 120 new homes at Land North of Moat Road, Headcorn, Kent. EDP is an independent environmental consultancy and Registered Practice of the Landscape Institute, specialising in the assessment of developments at all scales across the UK.

S2 This report summarises the findings of a comprehensive landscape data trawl and field appraisal undertaken by EDP's landscape team. The proposed development and mitigation are described, and an assessment has been undertaken of the likely landscape and visual effects having regard to the above, in line with a robust methodology, which aligns with the principles embedded within the Guidelines for Landscape and Visual Impact Assessment, Third (GLVIA3).

S3 The site is subject to a draft allocation within the Maidstone Local Plan Review, and therefore has been considered at a high level, and deemed to be a broadly appropriate location for future development.

S4 The geographical extent of change affecting the host Headcorn Pasturelands Landscape Character Area would be extremely small, being limited to the site itself and its immediate surroundings to the west and south. The proposed development addresses the 'Summary of Actions' within the character assessment by enhancing components of the landscape character through hedgerow enhancement and tree planting.

S5 There would be elevated effects on the character of the site itself as a result of the proposals (which is an unavoidable consequence of wholescale land use change), but the proposals offer an opportunity to enhance the existing site fabric in some areas and introduce habitats to deliver a net gain in biodiversity on site. In particular they offer the opportunity to enhance the way the settlement integrates with the landscape west of the town through the provision of a multi-purpose green space centred around the retained high value trees.

S6 The assessment of visual amenity finds that the site is visually contained within circa 0.5-1km of the site, with the greatest level of anticipated change likely for public rights of way (PRoW) users, residential receptors and road users to the south and west. To the east and north, the existing settlement screens views of the proposals, and the generally flat landscape to the south means views are foreshortened; existing vegetation (typical of the Low Weald) and built form has a notable effect on screening views. There may be some distant elevated views from the north, but these would see the proposals in the context of a wide panorama and would not materially impact the views given the existing context and would be very few and far between.

S7 Residents of properties that abut the site boundary to the west, east and north, both those more established and newly constructed, have variable views into the site and will, consequentially, experience some elevated effects. This is not a reflection on the quality of the proposals, which have been designed to mitigate change through boundary planting and the provision of sufficient offsets.

S8 The assessment demonstrates the extent to which sensitive layout and strategic planting proposed in the masterplan would mitigate views, retain and reinforce the characteristic landscape fabric and pattern of the site, and assimilate the proposed development into the settlement and rural landscape of the site context. In addition, this LVA shows how the proposed development would make a positive contribution to visual, recreational and wildlife amenity.

S9 Accordingly, this LVA concludes that the site has the capacity for the development as proposed on the masterplan, and that there is no 'in principle' or policy, landscape or visual reason why the site should not be developed as proposed.

Section 1
Introduction, Purpose and Methodology

INTRODUCTION

1.1 The Environmental Dimension Partnership Ltd (EDP) has been commissioned by Catesby Strategic Land Ltd ('the applicant') to undertake a Landscape and Visual Appraisal (LVA) of proposals to develop residential development at Land North of Moat Road, Headcorn, Kent ('the site'). The site falls within Maidstone Borough Local Planning Authority (LPA) area, extends to circa 7.26 hectares (ha), and is briefly described in **Section 2** of this LVA. Full site details are given in the Design and Access Statement (DAS) accompanying the planning application.

1.2 EDP is an independent environmental planning consultancy with offices in Cirencester, Cheltenham and Cardiff. The practice provides advice to private and public sector clients throughout the UK in the fields of landscape, ecology, archaeology, cultural heritage, arboriculture, rights of way and masterplanning. Details of the practice can be obtained at our website (www.edp-uk.co.uk). EDP is a Registered Practice of the Landscape Institute[1] specialising in the assessment of the effects of proposed development on the landscape.

1.3 This LVA is part of a suite of documents accompanying an outline planning application for the proposed development summarised in **Section 6** of this LVA. The proposal is the development of up to 120 dwellings (Use Class C3) including demolition of existing buildings, means of access into the site from Moat Road (not internal roads), associated highway works, emergency access to Millbank, realignment of the existing public right of way (PRoW) and associated infrastructure. The proposals are illustrated on the Illustrative Masterplan at **Appendix EDP 1**.

1.4 The site has no planning history and comprises agricultural land on the edge of the settlement. There is a newly built residential development to the immediate north of the site.

PURPOSE AND STRUCTURE OF THIS LVA

1.5 The purpose of this LVA is to identify the baseline conditions of the site and surrounding area and to determine those landscape and visual characteristics that might inform the design of the development proposals, including recommendations for mitigation. It then provides an appraisal of landscape and visual effects predicted to arise from development on the site with reference to the baseline analysis.

1.6 In undertaking the assessment described in this LVA, EDP has:

- Undertaken a thorough data trawl of relevant designations and background documents, described in **Section 3**;

[1] LI Practice Number 1010

- Assessed the existing (baseline) condition and character of the site and its setting, described in **Section 4**;

- Assessed the existing visual (baseline) context, especially any key views to and from the site (**Section 5**). The establishment of baseline landscape and visual conditions, when evaluated against the proposed development, allow the identification and evaluation of landscape effects later in the LVA at **Section 7**;

- Described the landscape aspects of the proposed development that may influence any landscape or visual effects (**Section 6**);

- In **Section 7**, assessed the landscape and visual effects in accordance with the approach described below;

- Reached overall conclusions in **Section 8**; and

- Provided an analysis of the likely landscape and visual effects of the proposed scheme, which is determined by combining the magnitude of the predicted change with the assessed sensitivity of the identified receptors. The nature of any predicted effects is also identified (i.e., positive/negative, permanent/reversible).

METHODOLOGY ADOPTED FOR THE ASSESSMENT

1.7 The proposed development assessed by this LVA is not subject to an Environmental Impact Assessment (EIA). This LVA has, therefore, been undertaken in accordance with the principles embodied in 'Guidelines for Landscape and Visual Impact Assessment – Third Edition (LI/IEMA, 2013)' (GLVIA3) and other best practice guidance insofar as it is relevant to non-EIA schemes.

1.8 **Familiarisation**: EDP's study has included reviews of aerial photographs, web searches, LPA publications and landscape character assessments. EDP has also obtained, where possible, information about relevant landscape and other designations such as Areas of Outstanding Natural Beauty (AONB), conservation areas and gardens and parks listed on Historic England's 'Register of Historic Parks and Gardens of Special Historic Interest in England' (RPG).

1.9 **Consultation**: A meeting was held in July 2022 to discuss the proposals and, in particular, the landscape and heritage issues surrounding the site. A written response to this meeting was provided on 22 September 2022, with a number of comments made in respect of the landscape issues and requirements. These comments have been picked up and responded to in the design, as set out in this report.

1.10 **Field assessment**: EDP has undertaken a comprehensive field assessment of local site circumstances, including a photographic survey of the character and fabric of the site and its surroundings, using photography from a number of representative viewpoints. The field assessment was undertaken by a suitably qualified landscape architect in fine weather in October 2022. Whilst this did not provide 'winter' conditions whereby leaf cover was absent,

the field assessment enabled an appraisal to be made of the potential worst case impacts, and it is those which are reported in this LVA.

1.11 **Acknowledgement of any shortcomings**: The field assessment was undertaken in summer conditions, with the trees in full leaf. Whilst this naturally provides additional screening of views and limits the degree to which long range views (in particular) are available, the assessment has been undertaken based upon a 'worst case' scenario, informed by professional judgement.

1.12 **Design inputs**: EDP's field assessment has informed a process whereby the development proposals have been refined to avoid, minimise or compensate for landscape effects. Such measures are summarised in **Section 6** and form an important part of the LVA process by enabling key constraints and opportunities to be incorporated into the design of the proposals.

1.13 **Assessment methodology**: Predicted effects on the landscape resource arising from the proposed development (as detailed in **Section 7** of this LVA) have been determined in accordance with the principles embedded within published best practice guidance insofar as the assessment adopts the following well-established, structured approach:

- Likely effects on landscape character and visual amenity are dealt with separately;
- The assessment of likely effects is reached using a structured methodology for defining sensitivity, magnitude and significance, which is contained as **Appendix EDP 2**. This framework is combined with professional judgement. Professional judgement is an important part of the assessment process; it is neither 'pro' nor 'anti' development but acknowledges that development may result in beneficial change as well as landscape harm;
- As advised in GLVIA3, the appraisal takes into account the effects of any proposed mitigation; and
- Typically, a 15-year time horizon is used as the basis for conclusions about the residual levels of effect. Fifteen years is a well-established and accepted compromise between assessing the shorter-term effects (which may often be rather 'raw' before any proposed mitigation has had time to take effect) and an excessively long time period.

STUDY AREA

1.14 To establish the baseline and potential limit of material effects, the study area has been considered at two geographical scales:

- First, a broad 'study area' was adopted, the extent of which is illustrated on **Plan EDP 1**. Based mainly on desk-based study, this broad study area allowed the geographical scope of the assessment to be defined based on the extent of views to/from the site, extent of landscape effects and the site's environmental planning context; and

- Second, following initial analysis and subsequent fieldwork, the broad study area was refined down to the land that is most likely to experience landscape effects. The extent of this detailed study area is 2km from the site boundary, although occasional reference may be made to features beyond this area where appropriate. This detailed study area is illustrated on **Plan EDP 1**.

Section 2
The Site

2.1 **Plan EDP 1** illustrates the location of the site's boundaries and the study area for the LVA. The site's character and local context is illustrated on the aerial photograph contained as **Plan EDP 2**.

2.2 A site-specific assessment of the landscape circumstances of the local context has been undertaken by appropriately experienced Chartered Landscape Architects. This study has included a review of aerial photography, mapping and field assessments to enable EDP to prepare a description of the local landscape character, from which the following key points can be drawn. The photoviewpoints provided should also be referenced as they illustrate the character of the site and surrounding area.

2.3 The site comprises an area of agricultural grazing land directly adjacent to the northern parts of the western boundary of Headcorn. The site is split into two parcels of land, the northern of which sits adjacent to a PRoW, and beyond this is the Bovis site currently under construction. The southern parcel sits adjacent to Moat Road and contains old farm buildings in its south-eastern corner and lies adjacent to an electricity substation in the south-western corner. A small hamlet at the northern end of Black Mill Lane contains the site to the west.

2.4 The site lies adjacent to open countryside (not purely open countryside given this hamlet) to the west, although there is a strong vegetated boundary comprising outgrown hedgerows and mature trees, which contains the site visually. **Images EDP 2.1** and **2.2** show the site in its current form. There is a PRoW which runs north from Moat Road, through the southern site parcel to the western site boundary.

Image EDP 2.1: The site's southern field, looking from the south-west corner, north-east towards the settlement edge. The existing trees and hedgerows are visible in the centre of the site.

Image EDP 2.2: The site's northern field, looking from the south-west corner, north-east towards the settlement edge.

2.5 As shown on the Illustrative Masterplan at **Appendix EDP 1**, it is proposed that the site will be accessed from Moat Road to the east of the existing access to the substation. **Image EDP 2.3** shows the existing substation and approximate location of the proposed access point.

Image EDP 2.3: Looking along Moat Road, from the west, towards the substation and proposed site access point.

2.6 To the north, the site is largely visually contained by vegetation aligning the PRoW and beyond this by the new Bovis development. The vegetation along this PRoW (as shown by **Image EDP 2.4**) is tall, double-lined, and provides an effective visual screen (particularly in summer, but also to a lesser degree in winter).

Image EDP 2.4: : View along the PRoW running along the northern boundary, and the site's north-western corner (beyond the gate).

2.7 Based upon the available views of the new Bovis development, it is likely that views of any development within the site would also be available, but that in the current context these views wouldn't be either out of character or prominent.

2.8 Further north there are potential southward views from Stonestile Road towards the edge of Headcorn. The new Bovis development is visible from here, although in the context of existing development along the eastern side of Maidstone Road. Due to the location of this new development, in juxtaposition with the site, it is likely that development on the site would be entirely screened. Indeed, this blocking of views would be applicable to the wider landscape to the north where open views are available – in this regard, due to the natural vegetation pattern of the Low Weald, and the relatively flat landscape, potential open views would either be foreshortened or unavailable due to intervening vegetation.

2.9 Other receptors to the north would include the new residences within the Bovis development; however, the context of these dwellings means that effects would only be limited. A few filtered views are likely available towards the site from Bankfields, beyond the immediate site boundary, as shown by **Image EDP 2.5**.

Image EDP 2.5: View from Bankfields.

2.10 To the west, the extensive site boundary vegetation (as shown on **Images EDP 2.6** and **2.7**) would screen the majority of views under summer conditions, although there would likely be some fragmented visibility in winter when trees are without leaf cover. A generous offset has been provided within the masterplan to ensure additional planting (and thus visual mitigation) could be established, meaning the level of change both near the site boundary (i.e., the dwellings at the northern end of Black Mill Lane) and also further afield would be extremely limited.

Image EDP 2.6: Western site boundary, northern field parcel.

Image EDP 2.7: Western site boundary, southern field parcel

2.11 This boundary vegetation – and the potential for proposed mitigation – would mean visual change on the PRoW which run west from the site boundary would experience fragmented views of the new settlement edge, but this would be heavily softened. In addition, and considering this change perceptually, the existing dwellings on the northern end of Black Mill Lane, and also (to a lesser degree) the new Bovis development, would serve to establish an element of urban character to this general locale.

EXISTING DEVELOPMENT, HUMAN INFLUENCES AND URBANISING FEATURES

2.12 The main urban influence is that provided by the adjacent village, which borders the entirety of the site to the east and north. Dwellings along Bankfields and within the new Bovis development sit adjacent to the site, and there are additional built influences along Moat Road to the south, including the derelict farm buildings and the substation.

2.13 Within the wider context, and as shown on **Plan EDP 2**, there is increasing levels of built development occurring around the village, both to the north (the Bovis development, which is recently competed) and also to the east between Mill Bank and Ulcombe Road.

2.14 There is a network of minor country roads spread across the local landscape, particularly to the north, west and south, linking the villages and individual houses and farmsteads to the more main roads of Maidstone Road and Biddenham Road. Aside from these main roads, there are no further A or B roads in close proximity to the site.

2.15 The only village within c.2km of the Site is Hawkenbury, which sits on lower ground to the west. The nearest main settlement is Staplehurst, circa 4km to the west.

PUBLIC RIGHTS OF WAY

2.16 As shown on **Plan EDP 6** and **Image EDP 2.8**, there is a single PRoW within the site; route number KH590 which runs through the southern part of the site and links to further PRoW to the west. Route KH591 skirts the north-western corner of the site. A good network of PRoW exists to the east of the site, but there are only few to the south, with these lying south of the east-west railway line.

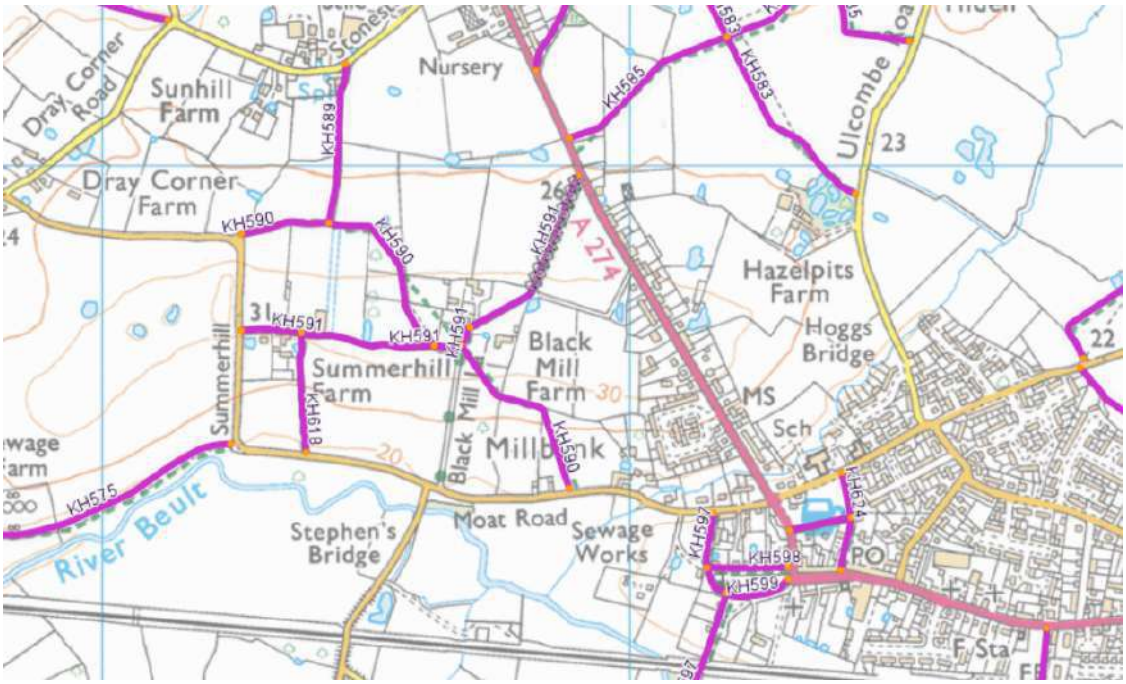

Image EDP 2.8: Excerpt of Kent Definitive Map.

2.17 PRoW within proximity are identified below:

- PRoW 250_1, which runs north from Steeple Road to the north of the site;
- PRoW 250_7, 8, 10, 12, 13 and 14 run through the agricultural land to the west of the village and provide access from Latchingdon southwards to Lower Burnham Road;
- PRoW 250_2 provides access from Steeple Road, past Lawling Hall, to the estuary at Mundon Creek;
- PRoW 250_5 provides access from Steeple Road, south to Green Lane; and
- Approximately 1.5-2km north there is a network of PRoW around Mundon Hall, which includes the St Peter's Way promoted route. These routes include PRoW 255_4, 255_8, 255_5, 255_14, 255_2, 255_3 and 255_10.

CULTURAL HERITAGE ASSETS

2.18 Cultural heritage assets are shown on **Plan EDP 3**. As can be seen there is a good distribution of listed buildings within the study area, with most of these being Grade II. There are a small number of higher grade buildings (Grade I and II*) within the Headcorn

Conservation Area (CA) to the south-east. The closest listed building is 'The Moat', which is located very close to the site's south-western boundary on Moat Road.

INTERVISIBILITY

2.19 The predominantly flat topography combines with occasionally very strong field boundary vegetation, tree belts and small woodlands/copses (particularly to the west) to restrict visibility in many views within the local area. The network of PRoW and roads surrounding the site means that views towards the site from publicly accessible locations are generally limited to the west, and to a lesser degree, the south and north. Longer distance views towards the site and Headcorn are rare, with those from the elevated ground to the north the most likely; however, in these areas, available views are few and far between due to intervening vegetation.

Section 3
Findings of EDP Data Trawl

3.1 The findings of EDP's data trawl of relevant environmental and planning designations are illustrated on **Plan EDP 3** and summarised in this section.

BACKGROUND PUBLISHED EVIDENCE BASE DOCUMENTS

3.2 The following documents are relevant and will be discussed as appropriate later in this report:

- The Maidstone Landscape Character Assessment (2012, amended 2013);
- Maidstone Landscape Character Assessment Supplement (2012);
- Maidstone Landscape Capacity Study: Sensitivity Assessment (2015);
- Maidstone Landscape Capacity Study: Site Assessments (2015); and
- National Character Area Profile 121: Low Weald (Natural England, 2013).

3.3 There are no further Supplementary Planning Documents, guidance documents, Neighbourhood Plans, Village Design Statements or Management Plans which relate to either landscape and visual matters, or Headcorn specifically.

FINDINGS OF EDP DATA TRAWL

3.4 EDP has conducted a review of relevant planning policy and landscape designations to identify what 'value' the Local Authority places on the landscape and what value it has in planning terms. This review focuses on local plan policy, since such policy is: (a) more specific to the site; and (b) reflects the advice of regional and national advice regarding landscape issues.

Landscape-related Designations and Other Considerations

3.5 Landscape-related designations and policy considerations within 4km of the site are shown on **Plan EDP 3**. In summary:

- National landscape designations: The site does not lie within a nationally designated landscape;
- Local landscape designations: The site is located within an area designated as a 'Landscape of Local Value' (LLV), as protected through Policy SP17 of the Local Plan; and
- Other landscape-related designations: The site does not lie within any other designated area, such as Green Belt, a green wedge or other policy area.

Heritage Matters

3.6 Heritage assets can influence the visual character of the landscape and enrich its historic value. This LVA addresses heritage assets only insofar as they are components of the wider contemporary landscape – not in terms of their significance and value as heritage assets, which is a matter addressed by the separate Heritage Assessment (prepared by Pegasus Group).

3.7 Within the near study area, the following heritage assets are the principal components of the contemporary landscape relevant to this LVA (i.e. those within circa 1km):

- Grade I Listed Buildings as follows;
    - The Church of St Peter and St Paul, within the Headcorn CA.
- Grade II* Listed Buildings as follows;
    - Cloth Hall, within the Headcorn CA; and
    - Headcorn Manor, within the Headcorn CA.
- Grade II Listed Buildings as follows;
    - Stephens Bridge, to the south-west;
    - The Moat, to the south-east;
    - Forstal Farmhouse, to the south;
    - Water Lane Cottages, to the south-west;
    - Trumpeter, to the south-west;
    - Listed Barn, north along the A274;
    - Hazelpits Farmhouse, to the north-east;
    - Ramhurst Farmhouse, to the north on Stonestile Road;
    - Maltmans, to the north at Tattlebury Lane;
    - Tilden and Oast House, to the north at Tilden; and
    - A large conglomeration of buildings within the core of the Headcorn CA.

3.8 There is a single Conservation Area within the 2km study area, to the south at Headcorn, but no Scheduled Monuments within this zone.

Ecology Matters

3.9 A separate Ecology Assessment (prepared by Aspect) considers the ecological assets on the site and within the study area. There are few ecological designations within the study area, with those circa 2km including:

- The (statutory) River Beult Site of Special Scientific Interest (SSSI);
- The (non-statutory) Kelsham Farm Orchards Local Wildlife Site (LWS);
- Brook Wood Ancient Woodland; and
- The (non-statutory) River Sherway, Ponds and Pasture LWS.

Arboricultural Matters

3.10 A separate Arboricultural Assessment (prepared by Aspect) considers the arboricultural assets on the site and within the study area. The following matters are relevant to the scope of this LVA:

- There is a Tree Preservation Order (TPO) covering part of the vegetation splitting the southern and northern site parcels, and also the south-western part of the boundary to the northern parcel;
- There are a number of Category A trees (mostly oak and ash) and groups along the site boundaries, and within close proximity to the site;
- There are a number of Category B trees and groups (again, mostly oak and ash) along the site boundaries, particularly the northern and southern boundaries and the south-western boundary of the northern parcel; and
- A number of hedgerows border the site and provide a vegetated boundary between the northern and southern parcels.

Public Access and Rights of Way

3.11 As detailed briefly in **Section 2**, a review of the definitive map reveals the following notable PRoW within circa 1km of the site:

- PRoW KH590, which runs north-westwards through the western parts of the site, and then continues north-westwards to Summerhill;
- PRoW KH591, which runs close to the site's north-western corner, and links to PRoW KH590 on Black Mill Lane, and accesses the countryside of the west of the site;
- PRoW KH618, which runs south from KH591 at Summerhill Farm, to the west of the site, to meet Moat Road;
- PRoW KH589, which runs north from KH590 to Stonestile Road, north of the site;

- PRoW KH575 runs east from Summerhill/Moat Road to the west of the site;
- Further to the north-east, beyond the A274, PRoW KH585, KH583 and KH584 run north-eastwards towards Tattlebury; and
- Further to the south, beyond the railway line and River Beult, PRoW KH594, 593, 597 and 596 provide access into the countryside.

3.12 There are no promoted or long distance walking routes within the 2km study area.

National Planning Policy Framework and Guidance

3.13 The National Planning Policy Framework (NPPF), updated in July 2021, includes planning policies and guidance requiring developers to respond to the natural environment and landscape character, integrating the development into its local surroundings. Under paragraph 174 it requires development to recognise the intrinsic character of the landscape.

Adopted Local Plan (Published)

3.14 The adopted Maidstone Borough Local Plan 2011–2031 (adopted 2017) includes overarching general development policies, against which the development proposals will be tested. Note that the site is a draft allocation within the Local Plan Review and covered by policy LPRSA310. The draft policy text contains the following requirements under 'Landscape/Ecology':

*"**Landscape/Ecology***

- *A phase 1 habitat survey will be required, which may as a result require on and/or-off site mitigation for the existing habitat of local fauna/flora.*
- *Existing tree/hedgerow margins should be retained/enhanced in order to provide the opportunity for biodiversity habitat creation/enhancement. Public access to such areas would normally be limited.*
- *Development will be subject to a site-wide strategy to incorporate an appropriate level of biodiversity net gain in accordance with national and local policy.*
- *The proposed landscaping scheme shall respect and protect TPO trees within the site or adjacent to boundaries.*
- *The existing hedgerow fronting Moat Road shall be retained and enhanced and the impacts of any access junction minimised and mitigated.*
- *Vehicular access routes within the development shall feature tree planting."*

3.15 Adopted Local Plan policies that are relevant to the site in landscape and visual terms are set out below (detail added only for those considered of primary importance, and relevance highlighted by underlining).

The Maidstone Borough Local Plan (2017)

3.16 The site is located within Maidstone Borough, in Kent. The current statutory development plan for the site contains a number of policies relevant to the consideration of the site as a possible development site in landscape terms (emphasis added).

3.17 The most important Strategic Policy is Policy SP17: The Countryside:

"The countryside is defined as all those parts of the plan area outside the settlement boundaries of the Maidstone urban area, rural service centres and larger villages defined on the policies map.

1. *Development proposals in the countryside will not be permitted unless they accord with other policies in this plan and they will not result in harm to the character and appearance of the area.*

2. *Agricultural proposals will be supported which facilitate the efficient use of the borough's significant agricultural land and soil resource provided any adverse impacts on the appearance and character of the landscape can be appropriately mitigated.*

3. *Great weight should be given to the conservation and enhancement of the Kent Downs Area of Outstanding Natural Beauty.*

4. *Proposals should not have a significant adverse impact on the settings of the Kent Downs Area of Outstanding Natural Beauty or the High Weald Area of Outstanding Natural Beauty.*

5. *The Metropolitan Green Belt is shown on the policies map and development there will be managed in accordance with national policy for the Green Belt.*

6. *The distinctive landscape character of the Greensand Ridge, the Medway Valley, the Len Valley, the Loose Valley, and the Low Weald, as defined on the policies map, will be conserved and enhanced as landscapes of local value.*

7. *Development in the countryside will retain the separation of individual settlements. Account should be taken of the Kent Downs Area of Outstanding Natural Beauty Management Plan and the Maidstone Borough Landscape Character Guidelines Supplementary Planning Document."*

3.18 The policy also sets out at paragraph 4.105 that:

"In order to assist in the successful integration of new development into the countryside the Council will ensure LVIAs are carried out as appropriate to assess suitability and to aid and facilitate the design process".

3.19 For the defined LLV the policy text provides further information as follows at 4.113 and 4.114:

"4.113 The council will seek to conserve or enhance its valued landscapes. The Kent Downs AONB and High Weald AONB and their settings and other sites of European and national

importance are considered to be covered by appropriate existing policy protection in the NPPF, NPPG and other legislation. As well as this national policy guidance and statutory duty, the settings of the Kent Downs and High Weald AONBs are also afforded protection through the criteria of policy SP17 and no additional designation is therefore necessary. In addition to these areas, the borough does include significant tracts of landscape which are highly sensitive to significant change. Landscapes of local value have been identified and judged according to criteria relating to their character and sensitivity:

i. Part of a contiguous area of high quality landscape;

ii. Significant in long distance public views and skylines;

iii. Locally distinctive in their field patterns, geological and other landscape features;

iv. Ecologically diverse and significant;

v. Preventing the coalescence of settlements which would undermine their character;

vi. Identified through community engagement;

vii. Providing a valued transition from town to countryside.

4.114 Development proposals within landscapes of local value should, through their siting, scale, mass, materials and design, seek to contribute positively to the conservation and enhancement of the protected landscape. Designated areas include parts of the Greensand Ridge and the Low Weald, and the Medway, the Loose and the Len river valleys. These landscapes were highlighted as areas of local value by the public through local plan consultations."

3.20 Regarding Development Management Policies, further policies of relevance are detailed below:

- **Policy DM1: Principles of Good Design** is in place to ensure developments reflect published landscape character assessments and other guidance relating to the protection and conservation of landscape;

- **Policy DM3: Natural Environment** aims to ensure that "*new development protects and enhances the natural environment*" by incorporating a wide range of measures set out within the policy; and

- **Policy DM30: Design principles in the countryside**. This relates to development outside of the settlement boundaries which should meet a number of criteria, as set out in the policy.

3.21 The settlement of Headcorn in relation to the Policies Map is shown in **Image EDP 3.1**. This is an extract from the online map and shows that aside from being outwith the settlement boundary, and within the LLV, the site and immediate local area are unconstrained (in policy terms).

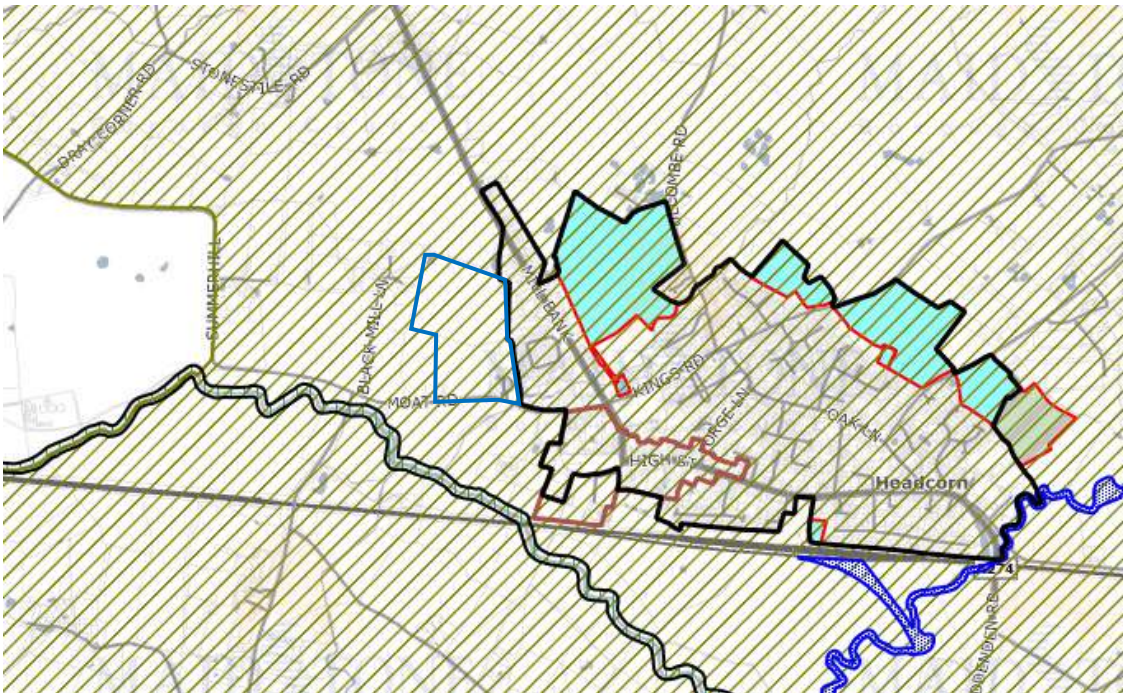

Image EDP 3.1: Extract from MBC Proposals Map. The green diagonal hatch represents the 'Landscapes of Local Value'. The site is shown with a blue boundary.

Section 4
Existing (Baseline) Conditions: Landscape Character

4.1 This section provides an assessment of the 'baseline' (existing) conditions in respect of the character of the site and its landscape context. It summarises any relevant published landscape assessments that contribute to a better understanding of the landscape context. Such assessments provide a helpful understanding of the landscape context, but rarely deliver sufficiently site-specific or up-to-date information to draw robust conclusions about the significance of any change proposed by the development. Accordingly, EDP has undertaken its own assessment of the site itself, which is included in this section.

NATIONAL CHARACTER ASSESSMENT

4.2 At the national level, the character of England has been described and classified in the National Character Area (NCA) profiles published by Natural England[2]. The site and its surroundings fall within NCA 121 Low Weald, which is a broad, low-lying clay vale which wraps around the northern, western and southern edges of the High Weald.

4.3 For the scale of the development proposed on the site, it is considered that the description of landscape character undertaken at the sub-regional level is more relevant in establishing the landscape resource baseline. As such, of much greater use are the more localised assessments described in the following paragraphs.

LOCAL LANDSCAPE CHARACTER ASSESSMENTS

The Maidstone Landscape Character Assessment

4.4 At a local level, the site is characterised within the 'Maidstone Landscape Character Assessment' (2012, amended 2013), which provides a more detailed assessment of the landscape character of the site and its surroundings than the national level assessment described above. Its purpose is defined as follows:

"The Maidstone Landscape Character Assessment identifies the features that give an area its 'sense of place' and pinpoints what makes it different from neighbouring areas. It provides technical information on landscape character which can be used for landscape design and management purposes. It also enables Maidstone's environment to be protected and enhanced by ensuring that any changes take place in a way that is sympathetic to the character of the landscape and make the most of opportunities to enhance it."

4.5 This assessment defines 7 Landscape Character Types (LCT) and 58 Landscape Character Areas (LCA) within Maidstone Borough. The site sits within the 'Headcorn Pasturelands' LCA

[2] https://www.gov.uk/government/publications/national-character-area-profiles-data-for-local-decision-making/national-character-area-profiles

(LCA43) and the key characteristics noted within the assessment include (with EDP emphasis):

- *"Low lying landscape which forms part of the Low Weald*
- *Reservoirs along the foot of the Greensand Ridge*
- *Drainage ditches running southwards towards the River Beult*
- *Enclosed pasture*
- *Sparse development with scattered farms and small hamlets*
- *Dominance of mature oaks within pasture and as mature hedgerow trees".*

4.6 The identified 'Actions' for the LCA are very generic and do not really take account of the need for development within green field sites, and do not, therefore, provide a great deal of guidance in this respect. They are defined as follows:

- *"Consider the generic guidelines for the Low Weald*
- *Conserve the abundance of oak as a dominant species, and plant new isolated oaks within pasture and hedgerows to replace ageing population*
- *Conserve the pastoral land use and resist conversion to arable land*
- *Conserve and enhance the small scale field pattern and sense of enclosure*
- *Conserve the largely undeveloped rural landscape and the remote quality of isolated farmsteads*
- *Resist infill linear development along Maidstone Road*
- *Soften the visual prominence of large agricultural barns through native planting*
- *Enhance habitat opportunities around water bodies and ditches by promoting a framework of vegetation in these areas".*

Landscape Sensitivity Assessment

4.7 In relation to landscape sensitivity, MBC have produced a landscape sensitivity assessment, defined on their website as follows:

"The Maidstone Landscape Capacity Study assesses the comparative sensitivity of the borough's landscapes to development. The study excludes the general urban area of Maidstone and the nationally designated Kent Downs Area of Outstanding Natural Beauty (AONB) as these have protection through other policies, but includes the fringe landscapes of both areas. There are two parts to this report: a general sensitivity assessment and more specific site assessments."

4.8 The study defines LCA43 as having a 'high' landscape character sensitivity, and a 'moderate' visual sensitivity. In summarising these aspects, the report cites:

*"**Landscape Character Sensitivity: High***

Oak is notably dominant and the low lying landscape, with its ditches and ponds, provides a consistent pattern. There are some visual detractors, such as large scale barns, the busy Maidstone Road and recent linear development along its route. Habitat strength and connectivity are good with small scale hedged pasture with frequent ditches and water bodies. The traditional field pattern, mature standard oak trees, pastoral land use, isolated historic farm buildings and traditional buildings within the central core of Headcorn provide a strong sense of place. However there is a significant amount of recent and indistinct development which dilutes this slightly.

Visual Sensitivity: Moderate

Visibility is moderate. Whilst there are some long views across the Low Weald to the Greensand Ridge to the north, and open views of this landscape from the Ridge, intervening vegetation encloses many immediate views across the flat to very gently undulating landform.

The population is concentrated within the key settlement of Headcorn and along Headcorn Road/Maidstone Road. There are also scattered properties and farmsteads throughout most of the area. This means there are relatively low numbers of people in residential properties with potential views of the landscape. There is a golf course and a well-developed footpath network. Overall there are moderate numbers of potential visual receptors."

4.9 In summarising the sensitivity, the report states:

"Headcorn Pasturelands is assessed as being of high overall landscape sensitivity and is sensitive to change.

Development potential is limited to within and immediately adjacent to existing settlements and farmsteads in keeping with existing. Other development could be considered to support existing rural enterprises, although extensive, large scale or visually intrusive development would be inappropriate."

4.10 With reference to the site, it is apparent that it fulfils the criteria of being *"immediately adjacent to existing settlements"* and as was borne out by the field appraisal, could be brought forward without being *"visually intrusive development"*. On this basis – and despite the LCA being described overall as sensitive to change, there is potentially scope to develop the site in accordance with the sensitivity assessment as published.

4.11 Looking to the specific site assessment carried out as part of this study (under reference HO 105), this provides a more detailed analysis, and concludes that the site has a moderate landscape sensitivity and a high visual sensitivity, leading to an overall landscape sensitivity of high. In summarising the opportunities and constraint, it states:

- *"Whilst located in reasonably close proximity to Headcorn centre, the site does not relate well to the existing settlement pattern to the east which forms a narrow and largely linear extension to the core of Headcorn;*

- *Development generally undesirable, particularly on the higher, northern, part of the site where it would be highly visible from the Beult Valley."*

4.12 The analysis acknowledges that proximity to the existing settlement has a moderating influence on landscape character sensitivity (reducing it compared to the wider LCA) but considers that the elevated ground means there are extensive views to and from the higher northern parcel from the Beult valley to the south, and therefore, a high rather than moderate visual sensitivity. Overall, the capacity is considered to be 'low'.

4.13 Having undertaken a review of the site circumstances and nearby visibility, this is not considered to be an accurate analysis for the following reasons:

1. Whilst the site is relatively elevated, this elevation is not dramatic, and the northern parcel is not widely visible from the landscape to the south. **Photoviewpoints EDP 1** to **15** illustrate views from this area and show how only glimpsed views of the site are available due to the heavily vegetated landscape and relatively flat topography. Also, were the northern site (and development on it) widely visible, then one would expect open and expansive visibility of the existing settlement on the eastern boundary, which is not the case; and

2. In terms of proximity to the existing settlement, and the assertion that the site does not relate well to the existing settlement, it is notable that this sensitivity assessment was undertaken before the development to the north was consented and under construction. It is clear in the current form that the site is very well related to the existing settlement, both to the east, and now the north. The new development to the north has effectively extended the physical presence of the village, meaning that this site is much more logical in 2-dimensional terms, than was the case at the time the sensitivity assessment was written.

4.14 It is also notable that the two specific constraints identified are demonstrated herein to not actually be notable constraints to development on this site at all, assuming a sensitive masterplan response. Any sensitive response would follow the mitigation measures identified in the capacity assessment, as detailed below:

- *"Retain field and enclosure pattern*

- *Retain mature vegetation and TPO trees*

- *Respect the setting of listed building to south east along Moat Road*

- *Retain and respect the attractive, well treed, urban/rural interface along the urban boundary*

- *Respect remote, rural setting to Headcorn*

- *Respect rural, open views from public footpath that crosses site."*

4.15 Based on the review above, it is reasonable to conclude that the site actually has a moderate (rather than high) visual sensitivity owing to the lack of actual views where it might be openly visible, and that the moderate landscape sensitivity is substantiated through the presence of the new development to the north. A moderate landscape character and visual sensitivity would lead to a 'moderate' overall landscape sensitivity.

4.16 When combined with a moderate value, there results a moderate capacity for development, rather than the 'low' capacity stated. With a draft allocation under the Local Plan Review this reduced sensitivity, and increased capacity, is seemingly accepted by the LPA.

Landscapes of Local Value

4.17 As set out above, the site is located within an LLV, defined as 'The Low Weald' LLV on the plan reproduced as **Image EDP 4.1**, which can be found on the Local Authority website.

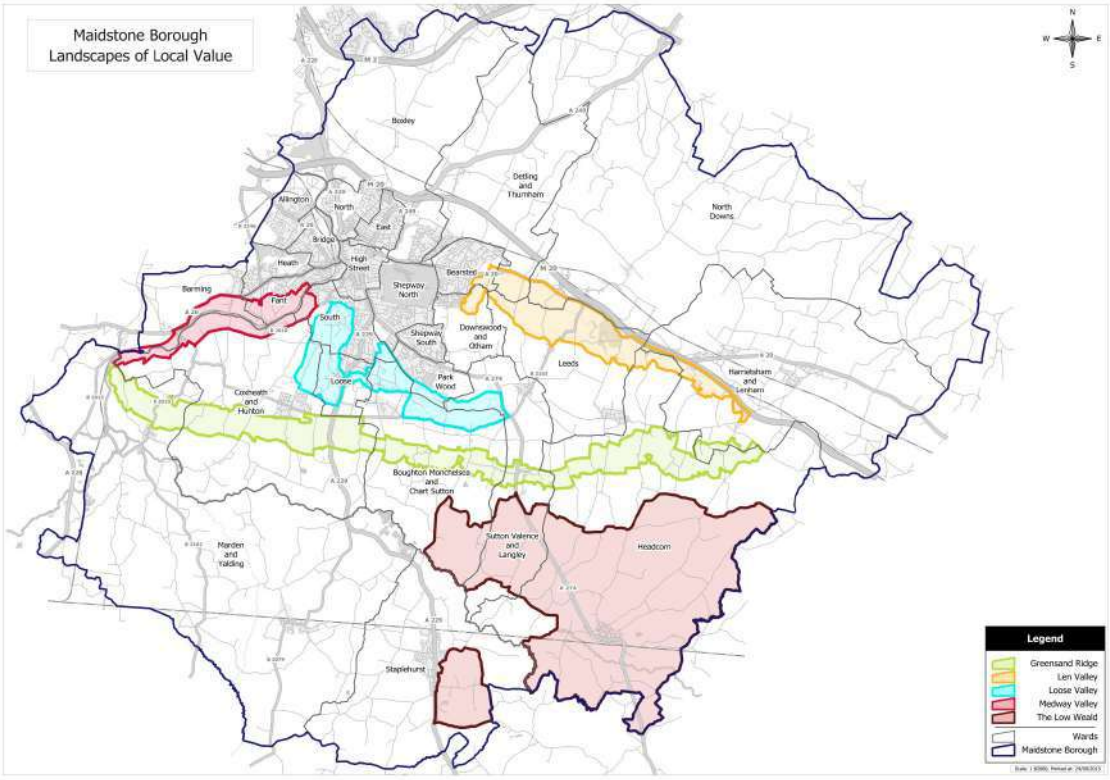

Image EDP 4.1: Maidstone Borough Landscapes of Local Value.

4.18 LLV are protected through Policy SP17 of the Local Plan, with the key policy text provided within **Section 3** above and repeated below (underlining added for emphasis).

"4.113 …In addition to these areas, the borough does include significant tracts of landscape which are highly sensitive to significant change. Landscapes of local value have been identified and judged according to criteria relating to their character and sensitivity".

4.19 The policy goes on to state:

"4.114 Development proposals within landscapes of local value should, through their siting, scale, mass, materials and design, seek to contribute positively to the conservation and enhancement of the protected landscape. Designated areas include parts of the Greensand Ridge and the Low Weald, and the Medway, the Loose and the Len river valleys. These landscapes were highlighted as areas of local value by the public through local plan consultations."

4.20 In relation to the Low Weald LLV specifically, the policy wording states as follows:

"4.117 The Low Weald covers a significant proportion of the countryside in the rural southern half of the borough. The Low Weald is recognised as having distinctive features: the field patterns, many of medieval character, hedgerows, stands of trees, ponds and streams and buildings of character should be conserved and enhanced where appropriate."

4.21 As a landscape receptor, the LLV is clearly not as sensitive as, for example, the AONB within the district (as alluded to in the policy wording), but it does exhibit an elevated sensitivity given it is based on landscape character and sensitivity. On this basis, the LLV is considered to have a high sensitivity to the proposed development.

EDP SITE ASSESSMENT

4.22 While the above published assessments provide a helpful contextual appreciation of the wider landscape, as set out below, EDP considers that the published descriptions of the local landscape character do not convey the detailed character of the site and its immediate environs, in the same way as a more detailed study can. This requires an appropriately detailed assessment of the site itself and its immediate surroundings. EDP has undertaken such an assessment, and the results are described below and should be read in conjunction with **Plan EDP 2**.

4.23 A site visit was undertaken in October 2022 in clear weather conditions. This field visit was complemented by a review of aerial photography, mapping and field assessments from publicly accessible locations (e.g., from local roads and PRoW).

4.24 Recognising that 'landscape' is a multi-dimensional concept embracing 'what we see', its time-depth and physical attributes, this LVA reviews and assesses change to landscape character in terms of the physical landscape, the site's visual and sensory character, landscape fabric and habitats, historic landscape character and cultural connections.

4.25 **Physical landscape** – see **Plan EDP 2**: The site occupies a gently undulating parcel of grazing land on the immediate western side of the northern parts of Headcorn. Key physical features of the site are set out below:

- The site comprises two rectilinear parcels of land; a larger parcel to the north and a smaller parcel to the south. These parcels are separated by a line of mature trees and hedgerows (which looks to be a historic field boundary), some of which are subject to a TPO. These trees not only fulfil a separating function, but also add visual and biodiversity interest, as shown on **Images EDP 4.2** and **4.3**;

- Both field parcels are bound to the west by a mature hedgerow, which is much more dense for the northern parcel, comprising hedgerow trees. As detailed in the Arboricultural survey, these trees comprise a mix of Category A–C grade trees. This dense boundary extends north from Moat Road to the north-western site boundary adjacent to PRoW KH591 and beyond this, the Bovis development. This boundary provides both a physical and visual barrier to the open countryside to the west;

- The northern parcel also contains a mature hedgerow boundary to the PRoW, with this forming part of a double hedgerow between the site and the Bovis development;

- The southern parcel has a mature hedgerow boundary to Moat Road, and there is existing built infrastructure to the immediate south-west (comprising the substation) and within the south-eastern confines of the site, which comprises the derelict farm buildings. A short length of existing hedgerow extends northwards from the disused farm buildings; and

- Both parcels lie adjacent to the settlement edge to the east. The properties within Bankfields and along Mill Bank/A247 back onto the site, and there are various forms of boundary treatment, from wood panel fencing to mature hedgerows and trees.

Image EDP 4.2: Mature hedgerow trees separating the two site parcels and the TPO immediately west of the site.

Image EDP 4.3: TPO and hedgerows between the two parcels.

4.26 **Surrounding topography**: The site sits at approximately 20–30m above Ordnance Datum (aOD), sloping gently from north to south. The wider surrounding landscape is generally very flat to the south, where the River Beult runs east to west to the north of the railway line. The elevation of circa 20–30m extends some way to the south, and the verdant landscape ensures there is a pastoral feel to the landscape hereabouts.

4.27 To the west, the small spur on which the site sits, extends a short distance to Kelsham Farm, where the land falls slightly and gently. To the north the site falls gently beyond the Bovis development, before rising slightly near Hearnden Green.

4.28 **Visual and sensory character**: The site is unremarkable in the wider context and contains little in the way of sensitive visual and sensory features, although being an open parcel of land on the edge of the settlement, surrounded by mature vegetation, it does exhibit some value in this respect. It is agricultural grazing land which does not form a notable setting or fringe to the urban form of Headcorn, although those approaching from the west along PRoW KH590 and KH591 would appreciate the site as they approach the town.

4.29 Both parcels of the site sit adjacent to the urban context, which inevitably provides an influence across the site. The urban context is increasing with the recent completion of the Bovis development, and in this context the site as a development site is not entirely without precedent on this side of the settlement.

4.30 Other minor urban influences exist in the form of the disused farm buildings and the substation in the southern parts of the site.

4.31 **Landscape fabric and habitats**: Groundcover on the site is mainly grazing land with mature boundaries and occasional mature features within the site – as detailed above. The ecology

appraisal confirms that the site is of local ecological value, with the main features of interest/quality being the hedgerow boundaries and trees.

4.32 **Cultural connections**: There are no defined cultural associations between the site and the local context. The site has historically been managed for agriculture but is not unique in that regard. As set out in the heritage appraisal, there is a listed building to the south-east ('The Moat'), and remnants of a Royal Observer's Corp post within the south-eastern part of the site.

4.33 **Landscape quality**: The Site comprises grazed farmland with generally good quality field boundary hedgerows and numerous hedgerow trees of varied quality. The landscape is considered to be of good quality, although is somewhat influenced by the adjacent settlement areas.

4.34 **Recreation value/access**: There is a single PRoW running through the site, although no further areas of public access. There is a good network of PRoW to the north and west, which link to the PRoW running through the site.

4.35 Based upon the above description, provided in **Table EDP 4.1** is an analysis of the site value as informed by the Landscape Institute guidance TGN 02/21. For each of the nine criteria, the site and local area is judged on the basis of a range from 'good', through 'ordinary' to 'poor' in terms of the performance against these criteria.

Table EDP 4.1: Value Judgements Relating to the Site.

GLVIA/TGN Criteria	Observations
Natural Heritage: Landscape with clear evidence of ecological, geological, geomorphological or physiographic interest, which contribute positively to the landscape.	**Ordinary**. Aside from the TPO within the site, the site or immediate context contains no sensitive features of natural heritage importance.
Cultural Heritage: Landscape with clear evidence of archaeological, historical or cultural interest, which contribute positively to the landscape.	**Ordinary/Good**. As confirmed within the heritage appraisal, the Grade II Listed building 'The Moat' is located to the east of the site, and there is a Royal Observer's Corp post within the site, which adds low level interest.
Landscape Condition: Landscape which is in a good physical state both with regard to individual elements and overall landscape structure.	**Ordinary/Good**. The site is unremarkable agricultural grazing land and contains a number of TPO trees. The boundary vegetation is of good quality, particularly to the west and north.
Associations: Some landscapes are associated with particular people such as artists or writers, or events in history that contribute to perceptions of natural beauty in the area.	**Poor**. There are no associations relating to the site.

GLVIA/TGN Criteria	Observations
Distinctiveness: Landscape that has a strong sense of identity.	**Poor**. Beyond being an open area of grazing land on the edge of the settlement, the site has no particularly strong sense of identity or distinctiveness and comprises unremarkable agricultural land.
Recreational: Landscape offering recreational opportunities where experience of landscape is important.	**Ordinary**. The site has some recreational value, with a PRoW crossing its southern parts. This level of access is, however, unremarkable.
Perceptual (scenic): Landscape that appeals to the senses, primarily the visual sense.	**Poor/Ordinary**. The site is a standard edge of settlement parcel of land, which provides little in the way of scenic quality. Urban form is notable and evident in views of the site.
Perceptual (wildness and tranquillity): Landscape with a strong perceptual value notably wildness, tranquillity and/or dark skies.	**Poor**. The site is adjacent to the village of Headcorn and is not wild or tranquil as a result.
Functional: Landscape which performs a clearly identifiable and valuable function, particularly in the healthy functioning of the landscape.	**Ordinary**. As a parcel of agricultural land, it performs a valuable function in that context.

4.36 Having assessed the site in accordance with TGN 02-21, overall, it is considered of no more than 'ordinary' landscape value when considered in the round, which equates to a medium value. Moreover, there exists no evidence (based on 'demonstrable physical attributes') to suggest that further weight should be attached to the value of the site derived from the use or enjoyment of this area by local residents (beyond that considered above) or as expressed by any other stakeholder.

INTERIM CONCLUSIONS: LANDSCAPE CHARACTER

Overall Sensitivity of the Headcorn Pastures LCA (LCA 43)

4.37 Sensitivity is made up of judgements about the 'value' attached to the receptor, which relates to a range of factors as discussed above (and not just whether or not a landscape is designated at national or local level), and the 'susceptibility' of the receptor. The susceptibility of the landscape resource is defined as the ability of the receptor (whether the overall character, individual fabric elements or perceptual aspects) to accommodate the proposed development without undue consequences for the maintenance of the baseline situation.

4.38 The character of the site itself is broadly aligned to that of the wider LCA 43 Headcorn Pastures as a whole. Both the site and the wider surrounding landscape are affected by existing landscape detractors in the form of powerlines crossing the landscape, disused buildings and the substation, and also urban influences pervading from the village of Headcorn to the east and north. From a sensory perspective, the site is unremarkable within the landscape, and the site does not form a prominent, or particularly notable, part of the experience of the wider landscape.

4.39 The site is covered by an area of LLV, which unusually for a local designation has been retained as a protected area within the Local Plan. There are no further designated landscapes within the site or within the 2km detailed study area. The above appraisal of value using Landscape Institute guidance defines the value of the site in the local context of medium. The susceptibility is earlier defined as medium.

4.40 This site is also covered by the Maidstone Landscape Capacity Study, which defines the site (under site reference HO 105) as having a moderate landscape sensitivity and a high visual sensitivity, and an overall low capacity. The review undertaken above provides a detailed analysis of the capacity assessment in relation to the specific site circumstances and finds that (using the criteria within the capacity assessment itself) a more appropriate conclusion is the site having a moderate visual sensitivity, a moderate visual sensitivity and an overall moderate sensitivity and capacity.

4.41 Based upon the range of factors identified above, the detailed site study and the published guidance available, the Headcorn Pastures LCA within the context of the site is considered to be of medium sensitivity. This would be more elevated as distance from the settlement edge increases, and a medium/high sensitivity would apply.

Overall Sensitivity of the Site Character

4.42 The main character and valuable fabric of the site is to be found along the hedgerow boundaries, which include a limited number of mature trees of high quality (some of which are subject to a TPO), and the mature hedgerow trees within the site which are also protected under a TPO. From a sensory perspective, the site is consistent with its near, and more distant, context, being relatively unremarkable within the landscape and experiencing a strong edge of settlement character along its eastern edge. It does not form a prominent or important part of the appreciation of the wider landscape, and is perceived as open agricultural grazing land in close proximity to existing residential properties and the urban context of Headcorn.

4.43 All of the existing field boundary hedgerows would be retained as part of the Proposed Development (except a small loss on the southern and northern boundaries to allow for the accesses) and have the potential for improved management and enhancement. There is also scope for extensive new hedgerow and tree planting within the development, in line with the published landscape 'Summary of Actions' for the LCA, and the aspirations of the draft allocation.

4.44 The fields within the site are used for grazing and are found to be of limited biodiversity value. Indeed, the proposed development offers the potential to increase the biodiversity value of the site significantly, as set out in the ecological appraisal. There are no obvious cultural associations with the site.

4.45 On this basis, the overall sensitivity of the landscape character of the site and its environs is judged to be medium in accordance with EDP's methodology contained at **Appendix EDP 2**.

INTERIM SUMMARY

4.46 The landscape character receptors to be assessed within this LVA are summarised below for convenience.

Table EDP 4.2: Summary of Landscape Receptor Sensitivity.

Receptor	Overall Sensitivity
Low Weald area of Local Landscape Value	High
The Site and its Context	Medium
LCA 43 Headcorn Pastures	Medium to Medium/High

Section 5
Existing (Baseline) Conditions: Visual Amenity

INTRODUCTION

5.1 Visual amenity (as opposed to 'visual character' described in the previous section) is not about the visual appearance of the site, but has to do with the number, distribution and character of views towards, from or within the site. An analysis of visual amenity allows conclusions to be reached about who may experience visual change, from where and to what degree those views will be affected by the proposed development.

5.2 This section describes the existing views; changes to views wrought by the proposed development are analysed in **Section 6**. An analysis of existing views and the 'receptors' likely to experience visual change is conducted in three steps described in turn below.

STEP ONE: DEFINING ZONES OF THEORETICAL AND PRIMARY VISIBILITY

5.3 The starting point for an assessment of visual amenity is a computer-generated 'zone of theoretical visibility' (ZTV). The ZTV is derived using digital landform height data only and therefore it does not account for the screening effects of intervening buildings, structures or vegetation, but it does give a prediction of the areas that, theoretically, may be able to experience visual change; it thus provides the basis for more detailed field assessment.

5.4 The ZTV is then refined by walking and driving local roads, rights of way and other publicly accessible viewpoints to arrive at a more accurate, 'field-tested' zone of primary visibility (ZPV). The ZPV is where views of the proposed development would normally be close-ranging and open, whether in the public or private domain, on foot, cycling or in a vehicle. In this instance, the field assessment was undertaken by an experienced landscape architect in October 2022 in fine weather, and therefore confidently predicts the extent of summertime views of the proposed development. When making judgements informed by the site visit, allowance has been given to winter time views, when trees are without leaf.

5.5 Beyond the ZPV lies a zone of visibility that is less open, being either partly-screened or filtered. Views from within this zone would include the proposal – it may not be immediately noticeable, but once recognised would be a perceptible addition to the view.

5.6 **Plan EDP 6** illustrates the findings of the visual appraisal from which it can be seen that the ZPV extends as follows:

- To the north the ZPV extends only as far as the neighbouring, and recently finished, Bovis development, which sits on the far side of the adjacent PRoW. This development all but restricts views south from the A274 and other receptors, but change would be likely from the housing development and the PRoW;

- To the east, change within the site would not be experienced beyond the immediate settlement edge to the west of the A274. The existing settlement would screen all views

of the proposals, even with the slightly ascending topography, and only adjacent residential receptors are within the ZPV;

- To the south there will be available views from Moat Road, with views further south largely restricted by the combination of the flat topography and intervening vegetation. Some distant views might be available from the environs of New House Lane, circa 0.5km to the south, and PRoW in the vicinity of this lane; and

- To the west the agricultural landscape continues unbroken for more than 2km towards Hawkenbury. Within this area views are foreshortened by the flat topography and further limited by intervening vegetation, particularly that directly on the site boundary. Even from the nearest PRoW in this direction (PRoW KH590 and 591) views of the existing settlement, and the site, are restricted, but occasionally available in winter months (e.g., from Black Mill Lane).

STEP TWO: DEFINING RECEPTOR GROUPS

5.7 Within the ZPV and wider area, the people ('receptors') likely to experience visual change can be considered as falling into a number of discernible groups; these are reviewed below.

Rights of Way Users

5.8 While there are a number of PRoW within the broad study area, only a limited number of locations on these routes allow for clear views towards the site as indicated by the ZPV on **Plan EDP 6**, or indeed within then slightly wider Zone of Secondary Visibility (ZSV). Generally, users of PRoW are considered of high sensitivity unless they are within areas particularly desensitised by urban form (such as within settlements) or conversely, within a landscape designation such as a National Park or Area of Outstanding Natural Beauty. As confirmed above there are no promoted long-distance routes within the study area from where the site might be discernible in the view. These routes are reviewed below:

- PRoW KH590, which runs north-westwards through the western parts of the site, and then continues north-westwards to Summerhill, will experience open views of the development as it passes through the site and from immediately west of the site beyond the site boundary. **Photoviewpoint EDP 1** shows the view from this route as it enters the site from Moat Road;

- PRoW KH591, which runs close to the site's north-western corner, and links to PRoW KH590 on Black Mill Lane, and accesses the countryside of the west of the site, will have some fragmented views of the site through the western site boundary vegetation, and possibly some views further to the west near Black Mill Farm. **Photoviewpoint EDP 3** provides a view from within the Bovis development on the old alignment of this route;

- PRoW KH618, which runs south from KH591 at Summerhill Farm, to the west of the site, to meet Moat Road, is unlikely to have many open and clear views of the site due to the layers of vegetation between the PRoW and the site. **Photoviewpoint EDP 7** shows the view from this route;

- PRoW KH589, which runs north from KH590 to Stonestile Road, north of the site, may have some fragmented views of rooftops beyond the vegetation around Black Mill Farm and The Croft. **Photoviewpoint EDP 9** provides a view from the northern end of this route near to Stonestile Road;

- Further to the north-east, beyond the A274, PRoW KH585 and KH584 run north-eastwards towards Tattlebury and may have occasional views of rooftops beyond the Bovis development. **Photoviewpoint EDP 10** shows the view from where these routes cross; and

- Further to the south, beyond the railway line and River Beult, PRoW KH597 and 596 may have occasional distant views of the development. **Photoviewpoint EDP 11** shows a typical view from this area.

Road Users – Main Roads

5.9 The only major road in the Study Area is the A274 Maidstone Road, where potential views might be available looking south and west from certain open parts of the route. Receptors using this road would exhibit a low sensitivity.

Road Users – Minor Roads

Moat Road

5.10 Moat Road runs past the southern site boundary and would afford open views of the site access and also offer some views into the main body of the site. Views would be restricted to the part of the road which runs along the site boundary, with views further east limited by the built development in Headcorn and to the west by the layering of vegetation both along the road, but also intervening field boundaries. Views from this route are shown on **Photoviewpoint EDP 2**.

5.11 There are no factors to raise the susceptibility of this receptor to the change proposed, and no particularly elevated value. The road is considered to have a medium sensitivity to the proposed development. There is no pedestrian access along the majority of this route, although it is likely to be used by some local people using, and linking to, PRoW.

Black Mill Lane

5.12 Black Mill Lane runs to the west of the site and is a dead end lane providing access to residents of Black Mill Farm and a few other dwellings. Views of the site would be available in winter when looking east, and the existing settlement edge would form part of the baseline in these views. The road is illustrated on the OS Explorer map as an 'other route with public access', and provides a connection to the Bovis development, and the A274 to the north-east.

5.13 As for Moat Road, the overall sensitivity is considered to be medium for road users, with this applicable to road users. Pedestrians would have a high sensitivity. Receptors using this route are represented by **Photoviewpoints EDP 5** and **6**.

Water Lane

5.14 Water Lane is heavily vegetated over most of its course as it routes south from Moat Road, and views are further restricted by the vegetation along the River Beult. As such any views would be more likely to be available in winter, where some limited fragmented visibility might be available.

5.15 As a road running through a rural area, this receptor is considered to have an overall medium sensitivity with no particular susceptibility or value factors which would raise (or lower) this.

Stonestile Road

5.16 This lane runs broadly west from the A274 and provides access to rural farmsteads and dwellings. It is relatively well-vegetated along its route, with only occasional glimpsed views. A similar view (from PRoW KH589) is illustrated by **Photoviewpoint EDP 9**. Views south include the northern extents of Headcorn, and particularly the newly completed Bovis development immediately north of the site. A rural route, there is considered to be an overall medium sensitivity to the proposed development for car users, whilst pedestrians using the route (which is likely) would have a high sensitivity.

New House Road

5.17 New House Road runs broadly south-east from Water Lane to the south of the railway and is bordered by well-cut agricultural hedgerows. Over these hedges, and where gaps in the vegetation allows, there are some views northwards towards the higher ground containing the site. Such views are relatively long range, and largely incidental to the experience of the route, whilst the existing settlement edge is already visible in the available open views, as demonstrated by **Photoviewpoints EDP 8** and **11**. A rural route, there is considered to be an overall medium sensitivity to the proposed development for car users, whilst pedestrians using the route would have a high sensitivity.

Residential Dwellings/Groups

5.18 This LVA focusses predominantly on views from publicly accessible locations. Views from private residential properties, although likely to be of high to very high sensitivity to changes in the view, are not protected by national planning guidance or local planning policy. Accordingly, changes to the character, 'quality' and nature of private views are not a material planning consideration in the determination of a planning application. However, they remain relevant to this review of the predicted extent and nature of visual change, so are reviewed briefly below:

- The dwellings bordering the entire eastern site boundary, within the residential area known as 'Bankfields' (which generally border the southern field parcel) and the dwellings along the western side of Maidstone Road (which border the northern site parcel). These dwellings generally back on to the site, and have a variety of different boundary treatments, from no discernible physical boundary to heavily vegetated boundaries, which are visually impermeable. In the worst case the views are open and direct across the site, although such views are limited in number (with some screening

normally in place). These views would be from rooms occupied in daylight hours, and also from garden areas. **Photoviewpoint EDP 4** is taken from within Bankfields;

- To the north of the site, residents of the new Bovis development will likely have some views across the site, although the double line of vegetation along Black Mill Lane east of PRoW KH591 restricts many views, particularly in summer months. **Photoviewpoint EDP 3** shows the view from the public open space within the Bovis development;

- Individual dwellings to the west of the site – including The Croft, Old Mill House, Black Mill Farm and Black Mill Cottage – will all have some visibility of the proposals, through the western site boundary vegetation. These views would be from main living rooms, and garden areas, but will be visually restricted to varying degrees. **Photoviewpoint EDP 5** shows the view from Black Mill Lane, which will be similar to the views at these dwellings;

- Further west again, there may be some more limited visibility from Summerhill Farm, The Billiards House, Summerhill House, but again this would be visually restricted – by both built form and existing vegetation. **Photoviewpoint EDP 7** shows the view from a PRoW in this vicinity; and

- Some properties along Moat Road will have views of either the built development, or changes along Moat Road, including The Moat, Springfields and Willow Bank. Change would likely to be minimal from these receptors.

Other Receptors

5.19 The only other receptor is Black Mill Lane to the east of Black Mill Farm, which isn't a formal PRoW but is frequently used, and equivalent to a formal PRoW in terms of sensitivity. Change is likely at close range beyond the northern site boundary, and through the emergency access point. Receptors are considered to have a high sensitivity.

STEP THREE: DEFINING REPRESENTATIVE VIEWPOINTS

5.20 Within the ZPV, there are clearly many individual points at which views towards the site are gained. EDP has selected a number of viewpoints that are considered representative of the nature of the views from each of the receptor groups. The selection of the representative viewpoints is based on the principle that the assessment needs to test the 'worst case' scenario, and in selecting these viewpoints, EDP has sought to include:

- A range of viewpoints from all points of the compass, north, south, east and west;

- A range of viewpoints from distances at close quarters at the site boundary and up to distant viewpoints at 2km and more from the site; and

- Viewpoints from all the above receptor groups.

5.21 The representation of views is supported by 15 photoviewpoints (PVP), the number and location of which have not been agreed with the LPA. Their locations are illustrated on

Plan EDP 5. Photographs from the selected viewpoints are contained in **Appendix EDP 3**. The purpose of these viewpoints is to aid assessment of a visual receptor(s). These viewpoints are not assessed separately.

Table EDP 5.1: Summary of Representative Photoviewpoints.

PVP No.	Location	Grid Reference	Distance and Direction of View (m)	Reason(s) for Selection and Sensitivity of Receptor
1	PRoW KH590 on Site's Southern Boundary	582897, 144394	0m N	PRoW Users. High sensitivity.
2	Moat Road at Site's South-Eastern Corner	583002, 144373	7m NW	Close proximity road receptors. Medium sensitivity.
3	New Bovis Development North of the Site	582831, 144815	70m S	Residential receptors and PRoW Users. High to very high sensitivity.
4	Bankfields East of the Site	583107, 144539	90m W	Close proximity residential receptors. Very high sensitivity.
5	Black Mill Lane West of the Site (1)	582675, 144628	95m E	Close proximity road receptors and walkers. Medium to high sensitivity.
6	Black Mill Lane West of the Site (2)	582646, 144447	185m E	Close proximity road receptors and walkers. Medium to high sensitivity.
7	PRoW KH618 West of the Site	582373, 144561	385m E	PRoW Users. High sensitivity.
8	New House Lane	582557, 143950	535m NE	Rural road receptors. Medium sensitivity.
9	PRoW KH589 North of the Site	582459, 145158	565m S	PRoW Users. High sensitivity.
10	PRoW KH585/583 Junction North-East of the Site	583188, 145237	580m SW	PRoW Users. High sensitivity.
11	PRoW KH596 South of New House Lane	582890, 143583	805m N	PRoW Users. High sensitivity.
12	PRoW KH622 South of the Site	582408, 143187	1,295m N	PRoW Users. High sensitivity.
13	PRoW KH580 near Hearnden Green	582213, 145890	1,320m S	PRoW Users. High sensitivity.
14	PRoW KH575 near Little Hawkenbury	580658, 144775	2,110m E	PRoW Users. High sensitivity.
15	Stickfast Lane near Little Ulcombe	583043, 147399	2,665m S	PRoW Users. High sensitivity.

Section 6
The Proposed Development and Mitigation

6.1 Having defined the baseline conditions in the previous two sections, this section reviews the proposed development and (in the next section) undertakes an assessment of the likely effects in landscape terms.

THE PROPOSED DEVELOPMENT

6.2 An Illustrative Masterplan of the proposed development is included in **Appendix EDP 1** while the Illustrative Landscape Strategy is included at **Plan EDP 7**. The DAS supporting this application provides full details of the development proposals. This assessment is based on the contents of the DAS and Illustrative Masterplan, along with the mitigation shown on the Landscape Strategy.

6.3 The Proposed Development is seeking outline planning permission for the development of up to 120 dwellings (Use Class C3) including demolition of existing buildings, means of access into the site from Moat Road (not internal roads), associated highway works, emergency access to Millbank, realignment of the existing PRoW and associated infrastructure, with all other matters (relating to appearance, landscaping, scale and layout) reserved.

REVIEW OF PUBLISHED LANDSCAPE GUIDELINES/RECOMMENDATIONS AND OTHER DOCUMENTS

6.4 The LCA provides a 'Summary of Actions' for the Headcorn Pasturelands LCA, as follows (underlined emphasis added by EDP):

*"**Summary of Actions***

- *Consider the generic guidelines for the Low Weald*
- *Conserve the abundance of oak as a dominant species, and plant new isolated oaks within pasture and hedgerows to replace ageing population*
- *Conserve the pastoral land use and resist conversion to arable land*
- *Conserve and enhance the small scale field pattern and sense of enclosure*
- *Conserve the largely undeveloped rural landscape and the remote quality of isolated farmsteads*
- *Resist infill linear development along Maidstone Road*
- *Soften the visual prominence of large agricultural barns through native planting*

- *Enhance habitat opportunities around water bodies and ditches by promoting a framework of vegetation in these areas."*

6.5 In addition to these actions, the draft Allocation requirements set out the following aspirations of relevance to the Landscape Strategy for the proposed development:

- *"Existing tree/hedgerow margins should be retained/enhanced in order to provide the opportunity for biodiversity habitat creation/enhancement. Public access to such areas would normally be limited.*
- *Development will be subject to a site-wide strategy to incorporate an appropriate level of biodiversity net gain in accordance with national and local policy.*
- *The proposed landscaping scheme shall respect and protect TPO trees within the site or adjacent to boundaries.*
- *The existing hedgerow fronting Moat Road shall be retained and enhanced and the impacts of any access junction minimised and mitigated.*
- *Vehicular access routes within the development shall feature tree planting."*

6.6 Further additional guidance was provided as part of the Council's response to a pre-application meeting, as follows:

"The site itself rises from the Moat Road frontage significantly increasing its visual prominence. There would be gaps to Moat Road via the new access point which needs generous visibility splays and there is a relative lack of landscape screening in the SE corner."

"The topography of the site coupled with the low lying open landscape in the vicinity means that much more significant landscape screening needs to be indicated and secured in perpetuity. The Open Space needs to be of a substantial width along all of the western and southern boundaries to ensure it can effectively serve as a visual buffer, planted with trees and landscaping to screen development. It will be important to have structural E-W landscaping within housing areas to break up both the visual massing and the roofscape."

OVERALL LANDSCAPE STRATEGY

6.7 The Illustrative Landscape Strategy is contained as **Plan EDP 7**. The process of LVA has informed the masterplan for the proposed development to ensure the integration of mitigation within the proposals has been undertaken from the outset, and a landscape-led approach is followed. Moreover, the above guidance and recommendations have been taken into account in the development of the Landscape Strategy.

6.8 Existing vegetation at the site boundaries and within the site would be retained, with the exception of a very short length of hedgerow to facilitate the site access onto Moat Road to the south, and another very short length at the access to Black Mill Lane. The small loss of vegetation will be more than compensated for by proposed planting across the site, as shown on the Landscape Strategy. As confirmed in the Ecological Appraisal, the site will

deliver a net biodiversity gain of 64%, which is far in excess of the planning policy requirement.

6.9 Where it exists, retained vegetation along the eastern site boundary (to the settlement edge) will be enhanced through additional hedge and tree planting to increase the buffering to existing properties. The treatment along this boundary will vary depending on the extent of vegetation that already exists, but the aspiration is to provide a strong green boundary, which will form the rear of gardens along this edge.

6.10 In addition, a new green corridor will be created north to south in the central area of the site, which will link the east to west green corridor focussed on the existing TPO trees with the access to Black Mill Lane to the north. These green links will also link into the large public open space buffers proposed along the southern and western site boundaries.

6.11 These green buffers and connecting spaces would provide multifunctional green spaces with the following features:

- A formal area of children's play located in the western parts of the northern parcel, which complements the western area of public open space and is located near to the link into PRoW KH590;
- A new area of woodland and scrub is proposed in the western parts of both the northern and southern site parcels. This will provide critical visual screening, and also provide valuable biodiversity and recreational opportunities;
- Two large Sustainable Drainage System (SuDS) 'zones' are proposed to provide additional amphibian habitat and other ecological and social interest. Specific shapes and locations of these are not yet defined, but there will be one in the northern site parcel and one in the southern site parcel, adjacent to the southern boundary;
- The proposals include a smaller pocket of public open space between the two site parcels, which is focussed on the mature trees and hedgerow forming part of the old hedgerow boundary between the parcels. This green link will break up the visual mass of development when viewed in open views from the south;
- The areas of public open space, which help frame and shape the development, also assist in providing a logical development pattern when viewed in association with the new Bovis development to the north, and provide significant opportunities for recreation and landscape mitigation on the most sensitive aspects of the site; and
- The proposed and retained green corridors together create a network of connecting green spaces, enhancing biodiversity and habitats on-site as well as connecting public open spaces and enhancing visual amenity of these spaces.

6.12 The public open space is intended to be naturalistic, providing enhanced biodiversity, visual amenity, play spaces, and informal recreation for all ages. There will be footpaths through the public open space, accessible both to new residents and the existing residents of Headcorn.

PROPOSED LANDSCAPE ENHANCEMENT

6.13 The proposals will deliver enhancements in terms of:

- Increased public access to open space that provides opportunities for play and informal recreation and relaxation – for both existing and new residents (it is notable that other new development in the area provides little in the way of public open space);
- Increased Green Infrastructure network connectivity between and through the site;
- Improved visual filtering of the town, thus improving the way in which the development 'sits' within its landscape context; and
- Significant additional tree and hedge planting, areas of native shrubs and species-enriched grassland will contribute to visual amenity and habitat diversification.

Section 7
Assessment of Effects

INTRODUCTION

7.1 In this section, the predicted effects on landscape character and visual amenity are assessed. The assessment uses the thresholds for magnitude, sensitivity and significance defined at **Appendix EDP 2** as a guide, but moderated where appropriate with professional judgement. Professional judgement is an important part of the assessment process; it is neither 'pro' nor 'anti' development but acknowledges that development may result in beneficial change as well as landscape harm. The assessment also takes account of the likely effectiveness of any proposed mitigation.

7.2 Predicted effects on receptors are assessed at construction and upon the first year following completion (Year 1), these effects tending to be the 'worst case'. Also provided is an assessment of effects at Year 15 once mitigation has had time to mature and the proposals are settled in their context. Year 15 (and beyond) is the timeframe over which the proposed development should be judged for its acceptability, with landscape change properly measured over this longer-term horizon.

CONSTRUCTION EFFECTS

7.3 Construction activities, movement of site traffic, lighting, noise and sounds will be ever-present during the construction process. This is not unusual and will be carefully controlled by a conditioned construction method statement. Recommendations for protection of retained trees and hedgerows, in accordance with relevant British Standards such as BS 5837, will ensure that the rooting areas of trees and hedgerows are not adversely affected by the construction process.

7.4 The magnitude of change will, however, be very high (on both the site itself and immediate context to the north, south and east) and when combined with the medium sensitivity of the site, would result in a **major/moderate** adverse level of effect.

7.5 The effects of the construction process will also be felt – although to a much lesser extent – on the landscape surrounding the site, which has a slightly higher sensitivity. Given the extent of mature vegetation and built form surrounding the site, the ability to experience the construction phase will be more limited (than for the site) and will likely be limited to noise impacts. An exception to this is from the immediate west and south, where topography and less dense vegetation combine to make changes more appreciable. With an anticipated low magnitude of change in these areas, and the medium/high sensitivity the level of effect would be **moderate/minor** to **minor** and adverse.

7.6 These effects would be temporary and extend only for the duration of the construction process. The effects are reversible, but to a new state rather than the original baseline state.

PREDICTED EFFECTS ON THE CHARACTER OF THE SITE (YEAR 1 AND COMPLETION)

7.7 Following construction/establishment of the landscape strategy (whichever is sooner), the predicted effects take into account suitable and appropriate management of existing and proposed landscape features, undertaken in accordance with a landscape management plan or similar.

7.8 It is a consequence of the nature of the development proposed that visual and sensory character of the site would change substantially as a result of implementation. The magnitude of this level of change is not an indication of bad design but is to be expected as the result of the change of use of any green field site to residential development. Such a change also has to be considered in the context of the draft allocation of this site, and the assumed high level acceptance that some change is inevitable.

7.9 The changes predicted to occur on the dimensions that contribute to the character of the site are described below and evaluated overall:

- **The Physical Landscape**: The primary changes to the topography of the site would be in relation to the provision of SuDS features and excavations for residential development and associated infrastructure, particularly within the southern parcel which is: (a) sightly steeper sloping; and (b) where the SuDS is largely proposed. The proposals include properties up to a maximum of 2-storeys across the site;

- **Landscape Fabric and Habitats**: Changes to the fabric of the site would be limited to the removal of an area of agricultural grazing land of limited quality and the removal of short lengths of hedgerow to facilitate the accesses north onto Black Mill Lane and south onto Moat Road. Additional tree planting, including the enhancement of the western boundary hedgerow, and recreation/enhancement of the eastern boundary to the existing dwellings which back onto the site, as well as structural planting to provide the framework for discrete residential character areas, and landscaped surface water attenuation features within the southern green buffer, would introduce positive features to the site. The measures included within the scheme also address the requirements of the allocation, as follows:

  "Existing tree/hedgerow margins should be retained/enhanced in order to provide the opportunity for biodiversity habitat creation/enhancement.";

- Trees and hedgerows within the site, and the large proportion of the boundary vegetation would be retained:

  "The proposed landscaping scheme shall respect and protect TPO trees within the site or adjacent to boundaries.";

- The proposed development respects the TPOs within the site and on the boundaries:

  "The existing hedgerow fronting Moat Road shall be retained and enhanced and the impacts of any access junction minimised and mitigated.";

- This hedgerow will be retained and enhance, expect for a small loss to facilitate the access. The access has been designed specifically to avoid mature trees:

  "Vehicular access routes within the development shall feature tree planting"; and

- The Illustrative Masterplan shows that trees are proposed throughout the development, and not only on vehicular access routes.

7.10 The activities involved in the change of use of the site from agricultural land to a residential development would result in a very large change to its visual and perceptual character. Following completion, the site will have undergone a wholescale change in use. As would be expected for any such development on a greenfield site, albeit one with some existing detractors (in the form of the adjacent settlement and other built features to the south), this would result in a fundamental change to the visual and perceptual aspects of the site's character.

7.11 These effects would be tempered, to some degree, by the fact that the site sits adjacent to mature and contemporary residential development in the village, and the landscape-led approach, which would ensure the retention, enhancement, and long-term management of existing characteristic landscape elements. The provision of new features which respect the aspirations of the LCA and draft allocation - particularly the retention of existing TPO trees and site boundary vegetation, and the provision of extensive green buffers along the south and west of the site, help limit effects.

7.12 In addition, the layout of the development (as illustrated on the Illustrative Masterplan at **Appendix EDP 1**) reflects the pattern of development set by the recent Bovis development to the north of the site, and represents, as a result, a logical extension in this part of the village's hinterland.

7.13 The proposals go further than merely retaining and enhancing existing features too, in line with the aspirations of the draft allocation. They have been sympathetically designed, as set out at **Section 6**, to reinstate and create new elements that would integrate with, and make a positive contribution to, the landscape fabric and biodiversity of the site that will increase as it matures.

7.14 The proposed scheme includes the retention, enhancement, and ongoing management of existing boundary landscape features alongside establishment of new hedgerows, hedgerow trees and species-enriched grassland. Ongoing sympathetic management would lead to a gradual, positive characteristic alteration to the landscape features as the planting matures, with this (importantly) including the retained mature trees running east to west between the two site parcels. This would replace the monoculture grazing land with characteristic, linked, landscape elements that integrate into the landscape and contribute to biodiversity.

7.15 The sensitivity of the site and its immediate environs is considered to be medium. Impacts would be of medium scale, restricted to within the site (though also visible within the immediate environs of the site), be long-term and permanent. The magnitude of change on the site is therefore assessed as high, resulting in a **moderate** adverse effect at Year 1, and at Year 15.

PREDICTED EFFECTS ON THE HEADCORN PASTURELANDS

7.16 The area immediately surrounding the site would be subject to the greatest change to the defined LCA and this is predicted to diminish due to distance and intervening landform and features. Effects on the immediate surroundings and the wider area are described below. The overall sensitivity of the LCA examined in the baseline was judged to be medium to medium/high (varying with distance from the settlement).

The Site's Immediate Surroundings

7.17 The area immediately surrounding the site will be subject to the greatest indirect change to the Headcorn Pasturelands LCA. The area affected would be focussed on the landscape immediately to the west and south (due to the existing settlement context to the north and east). It would further diminish due to distance and intervening landform and features. The assessments below therefore represent the worst-case effects (i.e., those at close range).

7.18 The magnitude of change on the immediate environs to the site (within circa 200–300m) would be high during construction and at Year 1, reducing to low by Year 15 once the proposed boundary planting has developed, and the development has become integrated. With a medium to medium/high sensitivity, the effect would be **major**/**moderate** to **moderate** adverse during construction and at Year 1, reducing to **moderate**/**minor** to **minor** adverse by Year 15

The Wider Area

7.19 The Site falls within the Headcorn Pasturelands LCA. As a result of the mitigation measures and landscape strategy described above, the proposals would result in a limited effect on the characteristic physical fabric of the site itself – changes would be limited to the loss of a parcel of agricultural grazing land, and the proposals, in landscape terms, would be perceived as an extension to the existing village from most vantage points. There would be no physical effect of the proposed development beyond the site boundary, except for minimal changes to Moat Road, including a new footway and road markings.

7.20 The layout of the proposed development has taken into account the patterns of existing vegetation, including in particular field boundary hedgerows and other landscape features and elements within and surrounding the site, and also the pattern of development on the western side of the town. Critically, this includes the mature and contemporary settlement edge immediately adjacent to the east and north. In so doing, this has ensured that the scheme can be implemented without notable harm to the underlying, and overarching, character, the topography or setting to the local landscape, notwithstanding the elevated changes that will be observed locally.

7.21 The mitigation measures that are integral to the proposed scheme, and where these are enhanced with additional mitigation, are intended to conserve character where it exists, and to restore or enhance landscape features where they have deteriorated, in line with the published Summary of Actions for the LCA. This includes hedgerows with hedgerow trees and ensures that the proposals are well-integrated spatially.

7.22 In addition, the site represents only a very limited proportion of the host LCAs, and for these reasons it is concluded that there would be a very limited change to the landscape character of the overall LCA arising from the construction and operation of the proposals.

7.23 The impacts arising from the introduction of the proposed scheme would be long term and permanent. The proposed mitigation planting would have a lasting positive contribution to conserving the character of the local landscape, and in integrating the settlement into its landscape context. Adverse effects would be experienced only within the immediate setting of the site (and largely limited to the south and west), and these effects are likely to diminish further as the planting matures and is brought into long-term management.

7.24 The sensitivity of the host LCA is considered to be medium/high away from the settlement edge. The magnitude of change to the LCA in these areas is considered to be low, reducing to very low over time. Therefore, there is likely to be a direct, permanent, long-term effect which is considered to be **moderate**/**minor** to **minor** adverse for the LCA as a whole, reducing to **minor** to **minor**/**negligible** over time as the proposed planting develops and matures, and the development becomes a well-designed part of the wider landscape and townscape.

Low Weald Landscape of Local Value

7.25 This local designation covers a large area to the north, south, east and west of Headcorn, and is protected under Policy SP17 within the Local Plan. The designation aims to ensure that development within LLVs *"should, through their siting, scale, mass, materials and design, seek to contribute positively to the conservation and enhancement of the protected landscape."*

7.26 Specifically, the Low Weald LLV is described as covering *"a significant proportion of the countryside in the rural southern half of the borough. The Low Weald is recognised as having distinctive features: the field patterns, many of medieval character, hedgerows, stands of trees, ponds and streams and buildings of character should be conserved and enhanced where appropriate."*

7.27 In this context, the proposed development is likely to have some impact upon the designation, as it is simply not possible for development proposals – which inevitably result in change at various levels – to 'conserve' the landscape unchanged. This kind of 'nil impact' policy is contrary to good development planning and doesn't recognise either the need for housing in greenfield locations, or indeed that development can be designed sensitively within rural areas.

7.28 As shown on **Plan EDP 2**, there is significant new development around Headcorn (and wider afield), all of which is located within the Low Weald LLV. This confirms that the designation should not be considered a complete restriction on development, but rather reiterates that if well planned and designed, development of the type proposed can be accommodated successfully within rural settlement hinterland. More important than its pure location within the LLV, is the way in which the development considers the site constraints and addresses those facets of the local, and wider, landscape which are most sensitive. It is considered that the site does this in the following ways:

- The proposed development retains the vast majority of the existing vegetation, and provides enhancements to this retained vegetation;

- The 'shape' of the built development reflects the new western settlement line defined by the new Bovis development to the north. A sinuous development edge provides a soft transition to the countryside to the west;

- The development provides extensive areas of public open space to the western and southern boundaries, which further softens the transition to the countryside, and provides extensive areas of formal and informal recreation, and significant biodiversity interest; and

- The development has been designed to ensure it takes advantage of the natural screening provided by existing vegetation, thereby ensuring that the integration of the northern parts of Headcorn with the Low Weald landscape is effective from the outset, and will be enhanced in the long term.

7.29 On the basis of the above, it is considered that whilst some change to the LLV is inevitable, within the wider context and aspiration of the designation, it is only impactful at a low level. This low level change, combined with the high sensitivity, leads to a **moderate/minor** adverse effect. Importantly, this level of effect is only applicable at a local level, and overall the impact on the wider designated area is significantly reduced compared to this.

PREDICTED EFFECTS ON VISUAL AMENITY

7.30 The baseline visual amenity of the site is described in **Section 5** of this report. As a consequence of intervening vegetation and built form, in combination with the flat topography, it was found that only limited intervisibility between the site and publicly accessible areas (visual receptors) was available. Representative views are contained within **Appendix EDP 3** (**Photoviewpoints EDP 1–15**). These views do not represent the only areas from which there would be an effect, rather they provide a representative assessment that is used as a benchmark to understand the wider potential effects.

7.31 All effects are adverse, unless otherwise stated, with construction effects being short term and reversible, Year 1 effects being medium to long-term and permanent, and Year 15 effects being long-term and permanent.

Rights of Way Users

7.32 The following PRoW are identified within the baseline stage as being likely to experience an effect as a result of the proposals.

7.33 PRoW KH590 runs north-westwards through the western parts of the site, and then continues north-westwards to Summerhill, and users will experience open views of the development as it passes through the site and from immediately west of the site beyond the site boundary. The route will also change alignment slightly, although will be routed through a generous area of open space.

7.34 The change across a length of circa 360m will be stark, at close range, and will alter the experience of the route entirely. A typical view from the route within the site is provided by **Photoviewpoint EDP 1**, which is taken from within the site, whilst **Photoviewpoints EDP 5** and **6** shows the view from Black Mill Lane to the west of the site. In both views the existing settlement edge is visible, which is an important factor in judging the acceptability of the change.

7.35 Beyond the location illustrated by **Photoviewpoint EDP 5**, the route runs beyond the farm at the end of Black Mill Lane, and views will be correspondingly limited over this stretch.

7.36 Construction activities themselves would result in only temporary change, but the installed development would have long-term effects. The magnitude of change would be at worst very high during the construction phase (indeed, the PRoW would likely be mitigated with hoarding, etc. during this stage) and at Year 1, and with high sensitivity the level of effect would be at worst **major** adverse. For the route as a whole, the magnitude of change would be lower as the proposed development would not be visible from the whole of the path, and the scale of effect would be reduced accordingly.

7.37 By Year 15, the growth and development of the proposed landscaping within the site, and particularly the enhanced management of the existing western boundary hedgerow, would reduce the visibility of the proposed development from immediately west of the site, and the change would reduce to high, yielding a **major**/**moderate** adverse effect.

7.38 For the parts of the route which run through the site, the change would remain at a very high level. The magnitude of change would remain as very high, resulting in an ongoing **major** adverse effect for this stretch.

7.39 PRoW KH591 runs close to the site's north-western corner, and links to PRoW KH590 on Black Mill Lane, and accesses the countryside to the west of the site. There will be some fragmented views of the site through the western site boundary vegetation, and some more open views further to the west near Black Mill Farm. The PRoW is showing as closed north of Black Mill Lane on the Kent Definitive Map. **Photoviewpoints EDP 3** and **5** show representative views from this PRoW, or in close proximity to it.

7.40 Changes to the views for users will dissipate to the west of Black Mill Cottage, with the greatest levels of change likely over a short length of the route north-east of this. For this stretch the magnitude of change would be at worst high during the construction phase and high at Year 1, and with high sensitivity the level of effect would be at worst **major**/**moderate** adverse during construction, reducing to **moderate** adverse at Year 1.

7.41 By Year 15, the maturation of the landscape proposals along the site's western public open space, and the general integration of the development as an accepted part of the predominantly rural landscape (interspersed with built form and near the settlement edge), and the enhanced management of the existing hedgerow and trees on the western boundary, would together reduce the magnitude of change to medium, resulting in a long-term **moderate** adverse effect. This would be the worst case effect, with lower effects to the west of Black Mill Cottage.

7.42 PRoW KH618 runs south from KH591 at Summerhill Farm, to the west of the site, to meet Moat Road, and is unlikely to have open and clear views of the site due to the layers of vegetation between the PRoW and the site. As shown by **Photoviewpoint EDP 7** the route will have fragmented visibility towards the western site boundary at a distance of around 400m, and the existing settlement edge is just visible from this area. The route is only short (circa 250m) and the change will be uniform across the route.

7.43 The proposed development would be visible, variously, through the western site boundary, with noise and construction traffic the most obvious sources of impact. At Year 1 the new dwellings would be partially screened by the boundary vegetation, but the landscape proposals would not have matured sufficiently to soften the impact further. The magnitude of change would be at worst medium during the construction phase, reducing to low at Year 1, and with high sensitivity the level of effect would reduce from **moderate** adverse to **moderate**/**minor** adverse. The level of effect would be at this level only for small sections of the route.

7.44 By Year 15, the maturation of the landscape proposals in the western POS, and the general integration of the development as an accepted part of the predominantly rural landscape (albeit with existing settlement visible), and the enhanced management of the existing hedgerow on the western boundary, would result in the magnitude of change remaining at low, resulting in an ongoing **moderate**/**minor** adverse effect.

7.45 PRoW KH589 runs north from KH590 to Stonestile Road, north-west of the site, and may have some fragmented views of rooftops beyond the vegetation around Black Mill Farm and The Croft, and through the western boundary vegetation. Views of the southern parcel would be restricted due to the orientation of the footpath and the location of the site, and there are significant lines of vegetation to the south of the route (and KH590), which adds to this fragmentation of views.

7.46 Although the PRoW is vegetated along part of its length, as **Photoviewpoint EDP 9** shows there are some more open views from this area, and a low level of change is anticipated. During the construction stage, there will likely be some noise and construction activities visible and perceptible, but any change will be low at worst, leading to a **moderate**/**minor** adverse effect for this high sensitivity receptor.

7.47 At Year 1 there will only be very limited, if any, views of the finished development given the intervening vegetation between the receptor and the site; views would also include the recently completed development north of the site. There would be a worst case low magnitude of change, leading to a **moderate**/**minor** effect. At Year 15, the enhanced boundary vegetation and landscape proposals within the public open space would further reduce the perceptibility of the proposals, leading to a very low magnitude of change and a **minor** adverse effect.

7.48 Further to the north-east, beyond the A274, PRoW KH585 and KH584 run north-eastwards towards Tattlebury, and may have very occasional views of rooftops beyond the Bovis development at distances of circa 250m to 1km. As shown on **Photoviewpoint EDP 10**, the Bovis development is visible as the new settlement edge on the north of the town, and any change resulting from the proposed development would be visible in combination with this, or to its right in the view.

7.49 In this context the change would be limited arising from the proposed development, and at the construction stage there may be cranes or other tall structures visible, but noise impacts would be reduced due to distance and the presence of the A274. Any change at the construction stage would be low at worst, leading to a **moderate**/**minor** adverse effect. At Year 1 any visible dwellings would be hard to discern from the Bovis scheme or other buildings in the town and would lead to a very low change and a **minor** adverse effect. The same would be the case at Year 15, with a very low change and a long term **minor** adverse effect.

7.50 Further to the south, beyond the railway line and River Beult, PRoW KH597 and 596 may have occasional distant views of the development.

Road Users–Main Roads

7.51 The only major road in the Study Area is the A274 Maidstone Road, where potential views might be available looking south and west from certain open parts of the route. Receptors using this road exhibit a low sensitivity.

7.52 There may be very occasional glimpsed views through roadside dwellings towards the site, but these would be within an urban context and not widely available. At the construction stage the change would likely be the greatest, and result in a low magnitude of change and a **minor**/**negligible** adverse effect. This would reduce to very low at Year 1 and Year 15, and result in a **negligible** adverse effect.

Road Users–Minor Roads

Moat Road

7.53 Moat Road runs past the southern site boundary and would afford open views of the site access and also offer some views into the main body of the site. Views would be restricted to the part of the road which runs along the site boundary, with views further east limited by the built development in Headcorn and to the west by the layering of vegetation both along the road, but also intervening field boundaries. Views from this route are shown on **Photoviewpoint EDP 2**.

7.54 The change would be most apparent as road users passed the site's southern boundary, where views of both the new access (and the small required loss of hedgerow) and the residential built development would change the context of the route over a short length of circa 280m. Changes to the highway would also be visible. From further afield (to the west) more limited change might be visible, but this would be through site boundary and other vegetation.

7.55 Over this short length of the route the change at the construction stage would be very high leading to a major/moderate adverse effect. Good construction practices and mitigation would help reduce impacts but owing to proximity the change would be stark. At Year 1 the development would be visible through and over the site boundary vegetation, and wouldn't benefit from mitigation planting along the boundary and within the southern area of public open space. The magnitude of change would be very high and the effect **major**/**moderate** adverse. At Year 15, the southern boundary vegetation, and the further mitigation planting,

would have matured reducing the extent of change to high, leading to a **moderate** adverse effect.

Black Mill Lane

7.56 Black Mill Lane runs to the west of the site and is a dead end lane providing access to residents of Black Mill Farm and a number of other dwellings. Views of the site would be available in winter when looking east, and the existing settlement edge would form part of the baseline in these views, as shown by **Photoviewpoints EDP 5** and **6**.

7.57 The development would likely be visible, to varying degrees, from the entirety of this road route north of Moat Road. The change during construction would see construction activities visible through the site's western boundary vegetation, but in the context of the existing backdrop of the settlement edge. Being closer to the receptor, the change would be clear, and result in a high magnitude of change and a **moderate** adverse effect.

7.58 At Year 1 and Year 15 the change would result from the settlement edge becoming closer to the viewer and more prominent as a result. At Year 1 the proposed landscaping within the western public open space would not have matured, and there would still be a relatively elevated change of high, leading to a **moderate** adverse effect. At Year 15 the growth of the proposed landscaping would result in much reduced visibility and a likely low magnitude of change and a **minor** adverse effect.

7.59 For pedestrian users of this route, the effects would raise on account of the higher sensitivity of these receptors. The effects would therefore be **major**/**moderate** (at construction and Year 1) and **moderate**/**minor** (Year 15).

Water Lane

7.60 Water Lane is heavily vegetated over most of its course as it routes south from Moat Road, and views are further restricted by the vegetation along the River Beult. As such, any views would be more likely to be available in winter, where some limited fragmented visibility might be available. The change at construction, Year 1 and Year 15 would never raise above low, leading to worst case **minor** adverse effects.

Stonestile Road

7.61 This lane runs broadly west from the A274 and provides access to rural farmsteads and dwellings. It is relatively well-vegetated along its route, with only occasional glimpsed views. Views south include the northern extents of Headcorn, and particularly the newly completed Bovis development immediately north of the site, which would screen most views due its juxtaposition with the site. Any open views would be similar to those presented by **Photoviewpoint EDP 9** from an adjacent PRoW, and the change would be low in the worst case, at all temporal stages.

7.62 Combined with a medium sensitivity, this would lead to worst case effects at construction, Year 1 and Year 15 of **minor** adverse.

New House Road

7.63 New House Road runs broadly south-east from Water Lane to the south of the railway, and is bordered by well-cut agricultural hedgerows, most of which restrict views for car users due to their height. Over these hedges, and where gaps in the vegetation allows, and during winter when there is an absence of leaf cover, there may be some views north as represented by **Photoviewpoint EDP 8**. This location provides a rare open view from a stream crossing.

7.64 Any available views are over a relatively long distance, and largely incidental to the experience of the route, whilst the existing settlement edge is already visible in these views. With tall cranes and construction machinery, there would be a noticeable change during construction, which would lead to a worst case medium magnitude of change, and a corresponding **moderate**/**minor** adverse effect.

7.65 At Year 1 the new residential development would be a relatively stark new addition to available views, and although set against, and within a view containing, the existing settlement edge, would lead to a medium magnitude of change, and a **moderate**/**minor** adverse effect. This level of change would only be available in relatively few locations along a section of the route of approximately 620m, and in the main effects would be lower.

7.66 At Year 15 the southern boundary vegetation would have been managed to restrict visibility to a greater degree, and the proposed landscaping within the southern public open space would have matured sufficiently to limit change and soften the view. This would result in a long-term change of low, yielding a **minor** adverse effect.

Residential Dwellings/Groups

7.67 This LVA focusses predominantly on views from publicly accessible locations. Views from private residential properties, although likely to be of high to very high sensitivity to changes in the view, are not protected by national planning guidance or local planning policy. Accordingly, changes to the character, 'quality' and nature of private views are not a material planning consideration in the determination of a planning application.

7.68 However, they remain relevant to this review of the predicted extent and nature of visual change, so are assessed below.

7.69 The dwellings bordering the entire eastern site boundary, within the residential area known as 'Bankfields' (which generally border the southern site parcel) and the dwellings along the western side of Maidstone Road (which border the northern site parcel). These dwellings generally back on to the site, and have a variety of different boundary treatments, from no discernible physical boundary to heavily vegetated boundaries, which are visually impermeable. This variation in back garden boundaries has a significant influence on the extent of change anticipated, but this appraisal considers the worst case.

7.70 Given the proximity of the dwellings to the site and proposed development, the extent of change at the construction stage and Year 1 is likely to be very high, leading to potential **substantial** adverse effects. As noted above, this is likely to be the worst case, with the majority of effects much lower than this. Even with this potential effect, the proposed development layout has sought to offset any impacts through three primary mitigation

measures; firstly, the provision of gardens within new properties along the eastern side of the development, secondly, the provision of enhanced boundary planting to be planted prior to the building of the new houses, and thirdly, the provision of a 10m buffer along the site's eastern boundary.

7.71 At Year 15 the visual change is likely as a result to have lessened, with a magnitude of change of high predicted over this timeframe. This leads to a **major** adverse effect, although this change and effect needs to be considered in the context that at this point the development would have become an established part of the neighbourhood.

7.72 To the north of the site, residents of the new Bovis development will likely have some views across the site, although the double line of vegetation along Black Mill Lane east of PRoW KH591 restricts many views, particularly in summer months.

7.73 **Photoviewpoint EDP 3** shows the view from the public open space within the Bovis development and demonstrates how this mature vegetation visually separates the two areas completely in the current form. Some change may be evident during the construction stage, with cranes and other infrastructure potentially visible above the hedgerows. Noise would also be a perceptible impact. Considering the hedgerows without leaf cover, the change at the construction stage could be high, leading to potentially **major** adverse effects. These effects would reduce at Year 1, with built development (where visible) appearing consistent with the general context of the area. The change predicted at Year 1 would be medium, and the effect **major**/**moderate** adverse. There would be limited additional reduction at Year 15 and the effect would remain **major**/**moderate**.

7.74 Individual dwellings to the west of the site – including The Croft, Old Mill House, Black Mill Farm and Black Mill Cottage – will all have some visibility of the proposals, through the western site boundary vegetation. These views would be from main living rooms, and garden areas, but will be visually restricted to varying degrees. **Photoviewpoint EDP 5** shows the view from Black Mill Lane, which will be similar to the views at these dwellings and shows how even in the worst case the views would be fragmented.

7.75 The highest anticipated change would be from the dwellings closest to the site boundary, so Black Mill Farm, where the development would be visible through the western boundary vegetation and in the context of the existing settlement edge. The change at construction and Year 1 would be high, with the settlement extending much closer to the receptor. This would lead to potential **major** adverse effects. At Year 15 the extensive vegetation proposed within the western public open space would be more mature and would add to the visual screening afforded by the existing boundary vegetation. The magnitude of change would reduce to medium leading to **major**/**moderate** adverse effects.

7.76 Further west again, there may be some more limited visibility from Summerhill Farm, The Billiards House and Summerhill House, but again this would be visually restricted – by both built form and existing vegetation. **Photoviewpoint EDP 7** shows the view from a PRoW in this vicinity and illustrates the limitation in potential views. At the construction stage when change might be anticipated to be the worst, the change would only be low, leading to **moderate** adverse effects. At Year 1 a low impact is also possible without leaf cover, again leading to a **moderate** adverse effect. At Year 15 the change would reduce to very low with

the establishment of the western public open space landscaping, which yields a **moderate**/**minor** adverse effect.

7.77 Some properties along Moat Road to the east of the site will have views of either the built development, or changes along Moat Road, including The Moat, Springfields and Willow Bank. Due to the orientation of views there would be limited change at these receptors, but there would be an increase in traffic that would be perceptible, particularly during the construction stage. Considering the proximity of these receptors, there would be a medium magnitude of change during the construction stage, leading to a worst case **major/moderate** adverse effect. Once constructed the change would reduce to low, and in the long term to very low with the establishment of the landscaping in the eastern parts of the southern public open space. This would lead to **moderate** and **moderate**/**minor** effects respectively.

Other Receptors

7.78 The only other receptor is Black Mill Lane to the east of Black Mill Farm, which isn't a formal PRoW but is frequently used, and equivalent to a formal PRoW in terms of sensitivity. Changes would be as assessed for Black Mill Lane (pedestrian receptors) provided above.

Section 8
Summary and Conclusions

8.1 EDP is an independent environmental consultancy and Registered Practice of the Landscape Institute specialising the assessment of developments at all scales across the UK.

8.2 This report has summarised the findings of a comprehensive landscape data trawl and field appraisal undertaken by EDP's landscape team (**Sections 2**,**3**,**4** and **5**). In **Section 6**, the proposed development is described with any proposed mitigation. **Section 7** undertakes an assessment of the likely landscape and visual effects having regard to the above and based on a combination of the thresholds set out in **Appendix EDP 2** coupled with professional judgement.

8.3 In terms of landscape, the character of the site would alter through the introduction of the proposed residential development and associated infrastructure. The development, and therefore the effects upon landscape character, would be permanent and long-term but would only result in the permanent loss of areas of arable agricultural grazing land, and two short lengths of hedgerow to facilitate the northern and southern site accesses. No mature trees would be lost to facilitate these accesses.

8.4 The character would also be altered through the proposed planting proposals, resulting in some long-term, permanent, beneficial effects in landscape character terms (which are consistent with the Summary of Aims of the LCA and the aspirations of the Allocation), including the long-term management of a number of TPO trees and hedgerows. The development also provides the opportunity to provide a more effective and attractive transition from urban to rural than exists currently.

8.5 Significant new areas of formal and informal public open space is proposed, with this including circular walks through meadow land (with visual and biodiversity interest added by the SuDS features), formal play provision, and areas of scrub and woodland within the western parts of the site. This multifunctional green space would not only be a positive resource for new residents but provide features that are largely unavailable within the wider village. The southern boundary includes a significant area of public open space and a wide buffer to Moat Road, helping landscape integration on this boundary.

8.6 It is considered that the site forms a relatively 'normal' part of the Headcorn Pasturelands LCA, being closely associated as it is with the existing settlement edge to the north and east, and the road to the south. The proposals commit to providing enhancement in line with the Summary of Actions set out in the LCA, and also the defined Draft Allocation requirements, and although there would be localised harm, the more effective transition between the settlement and surrounding rural landscape means on balance the landscape-scale impacts are considered to be acceptable.

8.7 Notable effects on landscape character would be limited to the site and its immediate environs during the construction phase and at Year 1. By Year 15, the growth and development of the existing and proposed planting (particularly that along the southern and

western boundaries) would reduce landscape character effects within the environs of the site.

8.8 The visual effects of the proposal would be localised and limited and except for minor roads and a small number of PRoW which run close to the site, and residential properties which lie directly adjacent to its western, eastern and northern boundaries, views of the site are generally filtered and not especially extensive from public or private locations. The flat undulating topography to the south has the effect of foreshortening views and making vertical features more effective at screening/filtering the proposals than would otherwise be the case, whilst the new housing to the north screens many views from this direction. There is sufficient layering of vegetation within the surrounding landscape to ensure the extensiveness of visual change would be limited to a limited number of local receptors.

8.9 Notable effects on visual amenity would be limited to:

- Private residences adjacent to the northern and eastern site boundaries;
- Private residences along Moat Road and Black Mill Lane; and
- PRoW KH590, 591 and 589, which generally run in close proximity to the site to the north and west, or in the case of KH590, through the site.

CONCLUSIONS

8.10 The assessment demonstrates the extent to which sensitive layout and strategic planting proposed in the Illustrative Masterplan would mitigate views, retain and reinforce the characteristic landscape fabric and pattern of the site, and assimilate the proposed development into the settlement and rural landscape of the site context. In addition, this LVA shows how the proposed development would make a positive contribution to visual, recreational and wildlife amenity.

8.11 Accordingly, this LVA concludes that the site has the capacity for the development as proposed on the Illustrative Masterplan, and that there is no 'in principle' or policy, landscape or visual reason why the site should not be developed as proposed.

Appendix C
Ecological Assessment

Submitted with Outline Application (Ref:22/505616/OUT)

Land North of Moat Road, Headcorn

Ecological Appraisal

November 2022

Quality Management	
Client:	Catesby Strategic Land Limited
Project:	Land North of Moat Road, Headcorn
Report Title:	Ecological Appraisal
Project Number:	ECO-6196
File Reference:	6196 EcoAp vf /ND/ADB
Date:	11/11/2022

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This report may contain sensitive information relating to protected species. All records of Badger setts must remain confidential. Where this report is circulated publicly or uploaded to online planning portals, reference to Badger setts must be redacted and any maps pertaining to the locations of Badger setts removed from the document.

Legal Guidance

The information set out within this report in no way constitutes a legal opinion on the relevant legislation (refer to the relevant Appendix for the main provisions of the legislation). The opinion of a legal professional should be sought if further advice is required.

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Executive Summary

i) **Introduction.** Aspect Ecology was commissioned by Catesby Strategic Land Limited to undertake an Ecological Appraisal in respect of proposed development of land North of Moat Road, Headcorn.

ii) **Proposals.** The proposals are for residential development with associated access and landscaping, for which a planning application is required.

iii) **Survey.** The site was originally surveyed in April 2021 based on standard extended Phase 1 methodology. An updated survey was carried out in August 2022 to verify the habitats present and their condition. Following an assessment of the suitability of the site to support protected, rare or notable species, further specific surveys were carried out at the site in respect of bats, Badger, Dormouse, Great Crested Newt and reptiles.

iv) **Ecological Designations.** The site itself is not subject to any statutory or non-statutory ecological designations. The nearest statutory ecological designation to the site is River Beult Site of Special Scientific Interest (SSSI) located approximately 160m south-west of the site at its closest point. The nearest non-statutory ecological designation to the site is River Sherway, Ponds and Pasture Local Wildlife Site LWS, located approximately 840m south-east of the site. All of the ecological designations in the surrounding area are sufficiently separated and/or removed from the site, such that given the nature and scale of the proposals, no such sites are likely to be adversely affected.

v) **Habitats.** The site principally comprises a grazed, species-poor semi-improved grassland field. Other habitats present include smaller patches of longer-sward semi-improved grassland, hedgerows which are present within and bounding the site, a small area of woodland, a pond, scattered trees, buildings, scrub, tall ruderal vegetation and bare ground. Features of elevated ecological interest include the hedgerows, woodland, pond and mature trees, all of which qualify as important ecological features at the local level. The proposals have sought to retain these features wherever possible and to protect and enhance them by additional new planting. The remaining habitats within the site do not form important ecological features and their loss to the proposals is of negligible significance. Habitat losses will be offset by the proposed new planting and other associated ecological enhancements, which will increase the value of the area for wildlife.

vi) **Protected Species.** The buildings and a number of trees within the site are suitable for use by roosting bats. Slow Worm, Common Lizard and Grass Snake are present within the site, and buildings, trees and hedgerows provide suitable nesting habitat for birds. Ponds within and close to the site are likely to support Great Crested Newt. All trees with roosting bat potential will be retained under the proposals, while the landscape proposals retain the majority of habitats suitable for protected species including hedgerows and woodland. Appropriate mitigation measures will be applied to protect fauna, along with ecological enhancement to benefit these groups within the completed scheme.

vii) **Enhancements.** The proposals present the opportunity to secure a number of biodiversity enhancements, including additional native tree planting, new roosting opportunities for bats, more diverse nesting habitats for birds, and enhancements for hedgehogs and invertebrates.

viii) **Summary.** The proposals have sought to minimise impacts on biodiversity and subject to appropriate avoidance, mitigation and compensation measures, it is considered that the proposals will not result in significant harm to any ecological resources and deliver biodiversity benefits within the completed scheme.

1 Introduction

1.1 Background and Proposals

1.1.1 Aspect Ecology was commissioned by Catesby Strategic Land Limited to undertake an Ecological Appraisal in respect of proposed development of land North of Moat Road, Headcorn, centred at grid reference TQ 828 445 (see Plan 6196/ECO1), hereafter referred to as 'the site'.

1.1.2 The proposals (Appendix 6196/1) are for residential development with associated access and landscaping, for which a planning application is required.

1.2 Site Overview

1.2.1 The site is located at the north-western edge of Headcorn and is bounded to the north by new development off Mill Bank road, to the east by residential housing and associated gardens along Mill Bank road and Bankfields, to the south by Moat Road (beyond which lies farmland) and to the west by a mixture of farmland, a single residential property and its associated garden.

1.2.2 The site principally comprises a grazed, species-poor semi-improved grassland field. Other habitats present include small patches of longer-sward semi-improved grassland, hedgerows within and bounding the site, and small areas of woodland, scattered trees, buildings, scrub, tall ruderal vegetation and bare ground, and a pond.

1.3 Purpose of the Report

1.3.1 This report documents the methods and findings of the baseline ecology surveys and desktop study carried out in order to establish the existing ecological interest of the site, and subsequently provides an appraisal of the likely ecological effects of the proposals. The importance of the habitats and species present is evaluated. Where necessary, avoidance, mitigation and compensation measures are proposed so as to safeguard any significant existing ecological interest within the site and where appropriate, opportunities for ecological enhancement are identified with reference to national conservation priorities and local Biodiversity Action Plans (BAPs).

2 Methodology

2.1 Desktop Study

2.1.1 In order to compile background information on the site and its immediate surroundings, Kent and Medway Biological Records Centre (KMBRC) was contacted in September 2021, and relevant data requested within 2km of the centre of the site.

2.1.2 Where information has been received from the above organisation this is reproduced on Plan 6196/ECO2, where appropriate.

2.1.3 Information on statutory designations was obtained from the online Multi-Agency Geographic Information for the Countryside (MAGIC) database, which utilises data provided by Natural England, from within an extended search distance of 25km from the site. The MAGIC database was also searched for the presence of Priority Habitats within or adjacent to the site. Relevant information is reproduced on Plan 6196/ECO2.

2.1.4 In addition, the Woodland Trust database was searched for records of ancient, veteran or notable trees within or in proximity to the site.

2.1.5 A number of relevant previous ecological surveys and assessments which were prepared in relation to earlier development proposals were also consulted and reviewed in the context of the current proposals, including:

- Land at King's Road, Headcorn: Ecological Method Statement and Ecological Design Strategy (Corylus Ecology, 2017[1]); and
- Mill Bank, Headcorn: Ecological Appraisal (FPCR Environment and Design Ltd, 2015[2]).

2.2 Habitat Survey

2.2.1 The site was surveyed in April 2021 to assess the general ecological value of the land contained within the boundaries of the site and to identify the main habitats and ecological features present. Habitats present are shown on Plan 6196/ECO3.

2.2.2 The site was surveyed based on standard Phase 1 Habitat Survey methodology[3], whereby the habitat types present are identified and mapped, together with an assessment of the species composition of each habitat. This technique provides an inventory of the basic habitat types present and allows identification of areas of greater potential which require further survey. Any such areas identified can then be examined in more detail through Phase 2 surveys. This method was extended, in line with the Guidelines for Preliminary Ecological Appraisal[4] to record details on the actual or potential presence of any notable or protected species or habitats.

2.2.3 An updated Phase 1 Survey of the site was undertaken in August 2022. This survey confirmed the habitat types present and their extent, and assessed their condition in the

1 Corylus Ecology (2017). *Land at King's Road, Headcorn: Ecological Method Statement and Ecological Design Strategy*
2 FPCR Environment and Design Ltd (2015). *Mill Bank, Headcorn: Ecological Appraisal*
3 Joint Nature Conservation Committee (2010, as amended) *'Handbook for Phase 1 habitat survey: A technique for environmental audit.'*
4 Chartered Institute for Ecology and Environmental Management (CIEEM) (2013) '*Guidelines for Preliminary Ecological Appraisal.*'

context of the requirements for assessing baseline condition to inform calculation of Biodiversity Net Gain (BNG), reported separately.

2.2.4 The nomenclature used for plant species within this report is based on that of the Botanical Society for the British Isles (BSBI) Checklist and Stace (2019)[5].

2.3 Faunal Surveys

2.3.1 General faunal activity, such as mammals or birds observed visually or by call during the course of the surveys was recorded during all surveys. Attention was paid to the potential presence of protected, rare or notable species, and specific consideration was given to bats, Badger, Dormouse, Great Crested Newt and reptiles in specific surveys, as described below.

Bats[6]

Visual Inspection Surveys

2.3.2 **Buildings.** Buildings within the site were subject to internal and external inspection surveys using ladders, torches and binoculars where appropriate in April 2021.

2.3.3 During the external inspections, particular attention was given to potential roost features or access points, such as broken or lifted roof tiles, lifted lead flashing, soffit boxes, weatherboarding, hanging tiles and similar, and for external signs of use by bats such as accumulations of bat droppings or staining. Binoculars were used to inspect inaccessible areas closely.

2.3.4 During the internal inspections, searches for evidence of the presence of bats were made, with particular attention paid to void spaces and other potential roost features and locations, such as ridge boards, rafters, purlins, gable walls, and mortise joints. Searches were made for bat droppings that indicate current or historic use of features as well as the extent of use, as well as other signs indicating the possible presence of bats such as stained areas and feeding remains.

2.3.5 **Trees**. Trees were assessed for their suitability to support roosting bats based on the presence of potential roost features such as holes, cracks, splits or loose bark. Suitability for roosting bats was rated based on relevant guidance[7] as:

- Negligible;
- Low;
- Moderate; or
- High.

2.3.6 Potential roost features were inspected for signs indicating possible use by bats, such as staining, scratch marks, bat droppings and similar.

5 Stace, C (2019) *'New Flora of the British Isles (4th Edition)'* C & M Floristics

6 Surveys based on: English Nature (2004) '*Bat Mitigation Guidelines'* and Collins, J. (ed.) (2016) '*Bat Surveys for Professional Ecologists: Good Practice Guidelines* (3rd edn).' Bat Conservation Trust

7 Collins, J. (ed.) (2016) '*Bat Surveys for Professional Ecologists: Good Practice Guidelines* (3rd edn).' Bat Conservation Trust

Dusk Emergence/ Dawn Re-entry Survey

2.3.7 Dusk emergence and dawn re-entry surveys were carried out on 11th/12th August 2021 to assess whether bats were using buildings that had been assessed as having potential to support roosting bats.

2.3.8 Surveyors used Anabat Scout bat detectors to identify bats observed. During the surveys, surveyors were positioned as shown on Plan 6196/ECO5. A single Infrared (IR) camera set-up, comprising a 1080p IR sensitive camera and two Evolva T38 IR lights, was deployed during the dusk and dawn bat surveys as shown on Plan 6196/ECO5, to confirm the numbers of any bats emerging or entering the building via specific potential roost features.

2.3.9 At dusk, surveyors were in position 15-30 minutes prior to sunset, remaining in place for approximately 2 hours. At dawn, surveyors were in place approximately 1 hour 30 minutes to 2 hours before sunrise and remained in place until 15 minutes after sunrise. This survey method, in accordance with standard guidance, is used to identify roosting bats that emerge from or return to potential roost features.

2.3.10 All bat surveys were carried out during suitable weather conditions, as set out in Table 1 below.

Table 1 – Weather conditions during bat emergence/re-entry surveys

Date	Start & end times & time of sunset	Structure reference / location	Equipment used	Weather
11/08/2021 (dusk)	Start time: 20.10 End time: 20.25 Sunset: 22.25	B4 and B5	Anabat Scout, 1080p IR sensitive camera (and two Evolva T38 IR lights)	Dry, 30% cloud, BF1, 19°C
Comments: The survey was undertaken by 3 surveyors and 1 IR camera set-up				
12/08/2021 (dawn)	Start time: 03.38 End time: 05.53 Sunset: 05.38	B1, B2 and B3	Anabat Scout, 1080p IR sensitive camera (and two Evolva T38 IR lights)	Dry, 90% cloud, BF1, 15°C
Comments: The survey was undertaken by 3 surveyors and 1 IR camera set-up				

BF0 = calm, BF12 = hurricane force.

Activity Surveys

2.3.11 Walked transect surveys were undertaken in July, August and September 2021 to investigate foraging and commuting bat activity within the site. This survey method, following standard guidance, requires surveyors to walk planned transect routes through the site, stopping at regular listening points, so as to be able to investigate habitats and features which have been identified as having potential to be used by commuting or foraging bats. Anabat Scout handheld bat detectors were employed to aid identification of any bats observed. Each transect began at sunset or up to 15 minutes prior to sunset and lasted for 2-3 hours, with a minimum 5 minute stop at each listening point.

2.3.12 Bat activity surveys were carried out during suitable weather conditions, as set out in Table 2 below.

Table 2 – Weather conditions during bat activity surveys

Date	Start & end times & time of sunset	Equipment used	Weather
19/07/2021	Start time: 20.47 End time: 23.02 Sunset: 21.01	Anabat Scout.	Dry, 20% cloud, BF1, 22°C
11/08/2021	Start time: 20.28 End time: 22.29 Sunset: 20.28	Anabat Scout.	Dry, 10% cloud, BF1, 19°C
14/09/2021	Start time: 19.12 End time: 21.14 Sunset: 19.12	Anabat Scout.	Dry, 20% cloud, BF1, 19°C

BF0 = calm, BF12 = hurricane force

2.3.13 To provide further data on the presence of bats within the site, in addition to the above surveys, automated Song Meter 2 (SM2) static bat detectors were deployed at two locations as shown on Plan 6196/ECO4. Detectors were deployed over three periods: 19th to 25th July 2021, 11th to 17th August 2021 and 14th to 20th September 2021. Detector SD1 was located at the northern boundary of the site beside hedgerow **H4** and detector SD2 was positioned in the centre of the site at hedgerow **H7**. The detectors were set to switch on approximately 30 minutes before sunset and switch off approximately 30 minutes after sunrise. Due to a fault with the detector deployed at location 1 during the second survey, only two full nights worth of data were recorded. Nonetheless, the data was recorded successfully over all other recording nights by both detectors, and combined with the walked transect surveys, the survey effort is considered to be sufficient to determine levels of bat activity across the site.

2.3.14 Weather conditions during the periods of deployment of static bat detectors are set out in Table 3 below.

Table 3 - Weather conditions during static bat detector deployment

Survey Date	Min Wind (BF)	Max Wind (BF)	Max Temp(c)	Min Temp(c)	Precipitation (mm)
19/07/2021	1	3	22	16	0
20/07/2021	2	3	18	15	0
21/07/2021	2	3	18	14	0
22/07/2021	2	4	16	13	0
23/07/2021	4	6	18	17	0
24/07/2021	0	3	15	18	0
25/07/2021	0	2	17	16	0
11/08/2021	0	3	19	14	0
12/08/2021	3	4	16	17	0
13/08/2021	2	4	14	17	0
14/08/2021	1	3	14	18	0
15/08/2021	3	5	14	17	0
16/08/2021	2	3	10	14	0
17/08/2021	2	3	17	14	0
14/09/2021	1	4	19	14	0
15/09/2021	1	2	16	9	0
16/09/2021	0	4	17	8	0
17/09/2021	2	3	18	15	0
18/09/2021	1	3	12	19	0
19/09/2021	2	4	18	15	0

Survey Date	Min Wind (BF)	Max Wind (BF)	Max Temp(°)	Min Temp(°)	Precipitation (mm)
20/09/2021	2	3	18	16	0

Information approximated from daily historic data records at www.wunderground.com, *using Lashenden/Headcorn weather station. BF0 = calm, BF12 = hurricane force.*

Analysis of Bat Survey Recordings

2.3.15 Bat calls were analysed using Anabat Insight to verify the species recorded. Where recordings could not be reliably attributed to species (typically for *Myotis* species) or where overlaps between otherwise distinguishable species occurred (such as for Pipistrelle calls around 40kHz or 50kHz) calls were identified to genus; calls that could not be distinguished between *Nyctalus* sp. and Serotine *Eptesicus serotinus* have been noted as 'big bat' species.

Badger (*Meles meles*)[8]

2.3.1 A Badger survey of the site was carried out in June 2021, and verified during the updated survey in August 2022. The survey comprised two main elements. The first involved searching for evidence of Badger setts. For any setts that were encountered, each sett entrance was noted and mapped. The following information was recorded:

- Number and location of well used / active entrances; these are clear from any debris or vegetation and are obviously in regular use and may, or may not, have been excavated recently;
- Number and location of inactive entrances; these are not in regular use and have debris such as leaves and twigs in the entrance or have plants growing in or around the edge of the entrance; and
- Number of disused entrances; these have not been in use for some time, are partly or completely blocked and cannot be used without considerable clearance. If the entrance has been disused for some time all that may be visible is a depression in the ground where the hole used to be and the remains of the spoil heap.

2.3.2 The second element involved searching for signs of Badger activity such as well-worn paths and push-throughs, snagged hair, footprints, latrines and foraging signs, so as to build up a picture of any use of the site by Badger.

Dormouse *(Muscardinus avellanarius)*[9]

2.3.3 Surveys were undertaken between July and November 2021 to establish the presence/absence of Dormouse within the site. Survey work followed the methodology set out within best practice guidance[9], whereby nesting tubes are attached to branches of trees and shrubs and checked on a regular basis for signs of use by Dormouse.

2.3.4 The guidance requires sufficient survey effort to be applied to reliably conclude whether dormice are present or absent. Survey effort is calculated based on the number of tubes deployed and scores given to the months during which the survey takes place. Months are given higher scores where there is a greater likelihood of dormouse activity. Where

8 Based on: Mammal Society (1989) '*Occasional Publication No. 9 – Surveying Badgers*'

9 Based on: English Nature (2003) '*Surveying dormice using nest tubes: Results and experiences from the South West Dormouse Project',* English Nature (2006) '*The Dormouse Conservation Handbook*', 2nd Edition;, English Nature Research Report No. 524; and Natural England (2011) '*Interim Natural England Advice Note – Dormouse surveys for mitigation licensing – best practice and common misconceptions'*, WML-537 (12/11)

evidence of Dormouse is not found, a survey effort score of at least 20 points is required to confirm absence.

2.3.5 A total of 60 Dormouse nest tubes were deployed within hedgerows at the site (see Plan 6196/ECO6). Nest tubes were checked monthly between July and November 2021. This means that a total survey effort score of 21.6 points was obtained.

Reptiles[10]

2.3.6 A survey was undertaken to confirm the presence/absence of common reptile species from the site.

2.3.7 A total of 75 50x50cm sheets of thick roofing felt were placed within areas of suitable reptile habitat within the site at a density of approximately 11 sheets per hectare across the site. These sheets serve as refugia for reptiles, providing shelter as well as basking sites that heat up more quickly than their surroundings in the morning and can remain warmer than their surroundings in the late afternoon, and are this attractive to reptiles, which use them to raise their body temperature, enabling them to forage. Checking refugia at appropriate times of the day (morning and evening) when reptiles are most likely to use them for basking is an effective survey technique. The numbers of reptiles observed provides an indication of the parts of the site used by reptiles and the size of the population present, both of which is useful in guiding appropriate mitigation.

2.3.8 The refugia were set in place and allowed to settle in for approximately 1-2 weeks prior to the survey. Following this initial bedding-in period, refugia were checked at appropriate times of the day on seven occasions during suitable weather conditions, in accordance with standard survey guidance. Survey dates and weather conditions are set out in Table 4.

Table 4 - Reptile survey dates and weather conditions

Survey Date	Weather Conditions			
	Wind (BF)	Temp(c)	Cloud Cover (%)	Precipitation
06/09/2021	0	10	0	Dry
09/09/2021	1	17	50	Dry
13/09/2021	3	18	30	Dry
18/09/2021	0	14	40	Dry
20/09/2021	1	13	100	Light rain shower from 15 minutes into survey until end
23/09/2021	0	15	5	Dry
27/09/2021	2	18	40	Dry

BF0 = calm, BF12 = hurricane force

2.3.9 During the survey, reptiles basking in the open or partial cover were also searched for in suitable locations across the site and recorded when observed. Objects such as logs and rocks, and artificial refugia such as debris or tyres were searched, where present, for reptiles or evidence of reptiles such as sloughed skin.

[10] Surveys based on: Froglife Advice Sheet 10 (1999) '*Reptile Survey - an introduction to planning, conducting and interpreting surveys for snake and lizard conservation.*'

Great Crested Newt (*Triturus cristatus)*

Habitat Suitability Index (HSI)

2.3.10 Ponds within the site and in close proximity were first assessed in accordance with the Habitat Suitability Index (HSI). The HSI is a scoring system that assessed the likelihood of a water body supporting breeding Great Crested Newt. The HSI scores ten criteria and combines these scores to obtain an overall index score. The ten scoring criteria are:

- *SI1 Location.* The location of the water body within Great Britain;
- *SI2 Pond area.* The size of the water body;
- *SI3 Permanence.* How often the water body dries out;
- *SI4 Water Quality.* The water quality, based primarily on invertebrate diversity;
- *SI5 Shade.* The percentage of the perimeter of the water body that is shaded;
- *SI6 Fowl.* The presence or absence of water fowl;
- *SI7 Fish.* The presence or absence of fish;
- *SI8 Pond Count.* The number of water bodies within 1km of the surveyed water body (not counting those on the far side of major barriers such as roads);
- *SI9 Terrestrial.* The quality of terrestrial habitat surrounding the water body; and
- *SI10 Macrophytes.* The percentage cover of the surface area of the water body covered by macrophytes (aquatic plants).

2.3.11 The overall suitability of the water body is then determined by combining the scores derived for the above criteria according to the standard method described by Oldham *et al*. (2000)[11] as subsequently adapted by ARG UK (2010)[12]. The overall HSI score obtained corresponds to an assessment of suitability as either 'poor', 'below average', 'average', 'good' or 'excellent'.

2.4 Survey Constraints and Limitations

2.4.1 All of the species that occur in each habitat would not necessarily be detectable during survey work carried out at any given time of the year, since different species are apparent during different seasons. The Phase 1 habitat survey was undertaken within the optimal season therefore allowing a robust assessment of habitats and botanical interest across the site.

2.4.2 Attention was paid to the presence of any invasive species listed under Schedule 9 of the Wildlife and Countryside Act 1981 (as amended). However, the detectability of such species varies due to a number of factors, e.g. time of year, site management, etc., and hence the absence of invasive species should not be assumed even if no such species were detected during the Phase 1 survey.

2.4.3 A recognised limitation of the bat activity surveys is that bat detectors can only provide an index of activity rather than absolute numbers of bats. Therefore, the results of the bat activity surveys should only be considered indicative of the amount of use bats make of an

[11] Oldham RS, Keeble J, Swan MJS & Jeffcote M (2000) '*Evaluating the suitability of habitat for the Great Crested Newt (Triturus cristatus)*'. Herpetological Journal 10 (4), 143-155

[12] Amphibian & Reptile Groups of the UK (2010) '*ARG UK Advice Note 5: Great Crested Newt Habitat Suitability Index*'

area rather than the abundance of bats. In addition, some bat species, e.g. Brown Long-eared Bat, are difficult to detect due to their quiet echolocation calls.

2.4.4 As stated above, due to a fault with the static bat detector deployed at location 1 during the second survey, only two full nights worth of data were recorded. Nonetheless, the data was recorded successfully during all other recording nights by both detectors, and combined with the walked transect surveys, the survey effort is considered to be sufficient to determine levels of bat activity across the site.

2.4.5 Densely vegetated habitats within the site have the potential to reduce the detectability of field signs for faunal species such as Badger. A detailed survey was able to be completed and, whilst dense scrub vegetation is present within the site, it is considered that the survey results do provide an accurate baseline to assess potential impacts of the proposals on Badger.

2.5 Ecological Evaluation Methodology

2.5.1 The evaluation of ecological features and resources is based on professional judgement whilst also drawing on the latest available industry guidance and research. The approach taken in this report is based on that described by the Chartered Institute of Ecology and Environmental Management (CIEEM, 2018)[13], which involves identifying 'important ecological features' within a defined geographical context (i.e. international, national, regional, county, district, local or site importance). For full details refer to Appendix 6196/2.

2.6 National Policy Approach to Biodiversity in the Planning System

2.6.1 The National Planning Policy Framework (NPPF)[14] describes the Government's national policies on 'conserving and enhancing the natural environment' (Chapter 15). NPPF is accompanied by Planning Practice Guidance on 'Biodiversity, ecosystems and green infrastructure' and ODPM Circular 06/2005[15].

2.6.2 NPPF takes forward the Government's strategic objective to halt overall biodiversity loss[16], as set out at Paragraph 174, which states that planning policies and decisions should contribute to and enhance the natural and local environment by:

'*minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures*'

2.6.3 The approach to dealing with biodiversity in the context of planning applications is set out at Paragraph 180:

'When determining planning applications, local planning authorities should apply the following principles:

a) if significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused;

[13] CIEEM (2018) '*Guidelines for Ecological Impact Assessment in the UK and Ireland: Terrestrial, Freshwater, Coastal and Marine*', ver. 1.1, Chartered Institute of Ecology and Environmental Management, Winchester
[14] Ministry of Housing, Communities & Local Government (2021) '*National Planning Policy Framework*'
[15] ODPM (2006) '*Circular 06/2005: Planning for Biodiversity and Geological Conservation – A Guide to Good Practice*'
[16] DEFRA (2011) '*Biodiversity 2020: A strategy for England's wildlife and ecosystem services*'

b) development on land within or outside a Site of Special Scientific Interest, and which is likely to have an adverse effect on it (either individually or in combination with other developments), should not normally be permitted. The only exception is where the benefits of the development in the location proposed clearly outweigh both its likely impact on the features of the site that make it of special scientific interest, and any broader impacts on the national network of Sites of Special Scientific Interest;

c) development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons and a suitable compensation strategy exists; and

d) development whose primary objective is to conserve or enhance biodiversity should be supported; while opportunities to improve biodiversity in and around developments should be integrated as part of their design, especially where this can secure measurable net gains for biodiversity or enhance public access to nature where this is appropriate.'

2.6.4 The above approach encapsulates the 'mitigation hierarchy' described in British Standard BS 42020:2019[17], which involves the following step-wise process:

- **Avoidance –** avoiding adverse effects through good design;
- **Mitigation –** where it is unavoidable, mitigation measures should be employed to minimise adverse effects;
- **Compensation –** where residual effects remain after mitigation it may be necessary to provide compensation to offset any harm; and
- **Enhancement –** planning decisions often present the opportunity to deliver benefits for biodiversity, which can also be explored alongside the above measures to resolve potential adverse effects.

2.6.5 The measures for avoidance, mitigation, compensation and enhancement should be proportionate to the predicted degree of risk to biodiversity and to the nature and scale of the proposed development (BS 42020:2019, section 5.5).

[17] British Standards Institution (2013) '*Biodiversity – Code of practice for planning and development*', BS 42020:2019

3 Ecological Designations

3.1 Statutory Designations

Description

3.1.1 The statutory designations of ecological importance that occur within the local area are shown on Plan 6196/ECO2 and Appendix 6196/3.

3.1.2 The nearest statutory designation is River Beult Site of Special Scientific Interest (SSSI) located approximately 160m to the south-west of the site at its closest point. This SSSI is one of the few clay rivers in England which retains a characteristic flora. The River Beult has a characteristically diverse clay-river flora, with many emergent (water edge) plant species and a smaller number of submerged or floating plants. The total for the river and banks approaches 100 species, including eleven mosses and liverworts. The river supports a diversity of insects, including two nationally scarce species, a water beetle *Haliplus laminatus* and Hairy Dragonfly *Brachytron pratense*. In addition, bare clay banks provide nesting sites for Kingfisher *Alcedo atthis* which occurs regularly along the river. Thick emergent fringes also provide cover and breeding sites for birds such as Reed Warbler *Acrocephalus scirpaceus* and Reed Bunting *Emberiza schoeniclus*.

3.1.3 The next nearest statutory designation is Sissinghurst Park Wood SSSI located approximately 5.7km to the southwest of the site. This SSSI is important for the number of rare plant species which occur in the rides and Alder *Alnus glutinosa* woodland (which is particularly restricted in Kent) along the lines of small streams and in seepage areas.

Evaluation

3.1.4 The site itself is not subject to any statutory ecological designations.

3.1.5 Natural England has developed Impact Risk Zones (IRZs) as an initial tool to help assess the risk of developments adversely affecting SSSIs, taking into account the type and scale of developments. A number of IRZs associated with River Beult SSSI are identified, including IRZs extending 50m, 200m and 500m from the SSSI. The 200m zone covers the south-western corner of the site and relates to any residential development of 10 or more houses outside existing settlements or urban areas while the 500m zone relates to residential developments of 50 or more houses outside existing settlements and urban areas. A number of specific operations are listed to have potentially adverse effects on the SSSI, including dumping, spreading or discharge of any materials along with recreational or other activities likely to damage features of interest. Based on a review of OS map and satellite imagery, where the SSSI falls within the vicinity of the site, it is within private land with no adjacent public footpaths. As such, impacts such as increased dumping or recreational disturbance are unlikely to result from the proposed development. The development proposals also include substantial open space along with attenuation ponds, including at the far south of the site, which will further reduce any potential risk of surface water run-off or recreational disturbance. Furthermore, the removal of potential agricultural run-off from the land is likely to benefit the SSSI in terms of water quality.

3.1.6 It is recommended that Natural England are contacted in order to ensure they are satisfied that the development proposals adequately safeguard the SSSI.

3.1.7 All other statutory ecological designations in the surrounding area are sufficiently distant from the site such that, given the type and scale of the proposals, would not be affected by the proposals.

3.2 Non-statutory Designations

Description

3.2.1 The non-statutory designations of nature conservation interest that occur within the local area are shown on Plan 6196/ECO2. The nearest non-statutory designation is River Sherway, Ponds and Pasture Local Wildlife Site (LWS), located approximately 840m to the southeast of the site. The next nearest non-statutory designation is Kelsham Farm Orchards LWS, located approximately 1.2km to the southwest of the site at its closest point.

Evaluation

3.2.2 The site itself is not subject to any non-statutory nature conservation designations. All non-statutory designations in the surrounding area are sufficiently distant from and/or separated from the site by existing development, such that given the nature and scale of the proposals, they would not be affected by the proposals.

3.3 Priority Habitats, Ancient Woodland and Notable Trees

Description

3.3.1 There are no records of any notable or veteran trees within or adjacent to the site. The site contains a number of hedgerows likely to qualify as Priority Habitat, as discussed below in Chapter 4. In addition, the field immediately south of the site (beyond Moat Road) is mapped within MAGIC as 'No main habitat but additional habitat exists', due to potential presence of the Priority Habitat lowland meadow, albeit this habitat is either too small, or the underpinning evidence is insufficient in order for this area to be mapped as Priority Habitat. In any case, this field lies within offsite private land and there is no reason to suggest that the proposals will have any impact on the habitats within this area.

3.3.2 The Woodland Trust's Ancient Tree Inventory shows no veteran or ancient trees within the site. The closest such tree is a notable Lime *Tilia* sp. near St Peter & Paul's Church, Headcorn, over 200m south-east of the site. This tree would not be affected by the proposals.

Evaluation

3.3.3 Subject to the implementation of appropriate mitigation measures (as discussed below in Chapter 4 and Chapter 6) it is unlikely that any Priority Habitats or any notable or veteran trees will be significantly affected by the proposals.

3.4 Summary

3.4.1 In summary, the site itself is not subject to any statutory or non-statutory ecological designations and, subject to the implementation of appropriate mitigation measures (as described above), it is unlikely that any such designations in the surrounding area will be affected by the proposals.

4 Habitats and Ecological Features

4.1 Background Records

4.1.1 No specific records of any protected, rare or notable plant species from within or immediately adjacent to the site were included within the information returned from the Records Centre. A number of records of Priority Species were returned from KMBRC including Bluebell *Hyacinthoides non-scripta* (a Wildlife and Countryside Act 1981, Schedule 8 species), Green-Winged Orchid *Anacamptis morio* and Common Cudweed *Filago vulgaris* (both listed as Near Threatened on the IUCN Red List GB, post 2001), dating between 2001 and 2021. All of the above species were recorded within 1km x 1km OS grid squares which partially overlap the site, albeit more specific information was not available that would allow the precise location of these records to be determined in relation to the site. Bluebell was recorded within the site during the survey work undertaken, as described below.

4.2 Overview

4.2.1 The habitats and ecological features present within the site are described below and evaluated in terms of whether they constitute an important ecological feature and their level of importance, taking into account the status of habitat types and the presence of rare plant communities or individual plant species of elevated interest. The likely effects of the proposals on the habitats and ecological features are then assessed. The value of habitats for the fauna they may support is considered separately in Chapter 5 below.

4.2.2 The following habitats and ecological features were identified within or adjacent to the site:

- Semi-improved Grassland;
- Hedgerows;
- Woodland;
- Ponds;
- Trees;
- Buildings and Bare Ground;
- Tall Ruderal Vegetation; and
- Bramble Scrub.

4.2.3 The locations and extent of these habitat types and features are indicated on Plan 6196/ECO3.

4.3 Priority Habitats

4.3.1 Section 40 of the Natural Environment and Rural Communities (NERC) Act 2006 places duties on public bodies to have regard to the conservation of biodiversity in the exercise of their normal functions. In particular, Section 41 of the NERC Act requires the Secretary of State to publish a list of habitats which are of principal importance for conservation in England. This list is largely derived from the 'Priority Habitats' listed under the former UK Biodiversity Action Plan (BAP), which continue to be regarded as priority habitats under the subsequent country-level biodiversity strategies.

4.3.2 Of the habitats within the site, hedgerows are considered to qualify as Priority Habitats and therefore constitute important ecological features. This is discussed further below.

4.4 Semi-improved Grassland

Description

4.4.1 The site is dominated by a semi-improved grassland field, shown on Plan 6196/ECO3 as semi-improved grassland **G1**. This is managed to maintain a short sward height by grazing or mowing right to the field boundaries, albeit the grassland becomes more tussocky next to the northern boundary hedgerow **H4**. Grass species present include Meadow Foxtail *Alopecurus pratensis*, Fescue *Festuca* sp. and Perennial Rye-grass *Lolium perenne*. Herb species are limited and sparsely distributed, including Dandelion *Taraxacum officinale* agg., Meadow Buttercup *Ranunculus acris*, Creeping Buttercup *R. repens*, Hoary Ragwort *Senecio erucifolius* and Common Sorrel *Rumex acetosa*. The south-western corner of the site includes more fine-leaved grasses and mosses, along with a slightly greater herb content including Field-woodrush *Luzula campestris*, albeit this south-western corner is still relatively similar to the rest of the field.

4.4.2 An area of semi-improved grassland and tall ruderals **G2** on Plan 6196/ECO3 is present adjacent to the eastern site boundary, north of the buildings. This area is rank and tussocky, not subject to grazing or mowing and is dominated by ruderal species including Cow Parsley *Anthriscus sylvestris*, Hogweed *Heracleum sphondylium*, Common Nettle *Urtica dioica*, Wild Parsnip *Pastinaca sativa* and small saplings, with occasional ornamental species present beside boundaries with adjacent gardens. This area comprises a formal orchard, with several Pear trees *Pyrus* sp. along with dead tree stumps present. This area contains numerous ant hills and log piles at its margins. A south-facing bank is present at the northern end of this area, where rabbit grazing maintains a slightly shorter sward.

4.4.3 Further rank and tussocky semi-improved grassland (**G3** on Plan 6196/ECO3) is present in the south-eastern corner of the site, around the buildings. This area contains a mixture of grasses such as False Oat-grass *Arrhenatherum elatius* along with Cow Parsley, Yarrow *Achillea millefolium*, Creeping Thistle *Cirsium arvense*, Hoary Ragwort, Hogweed, Tufted Vetch *Vicia cracca* and Common Dog-Violet *Viola riviniana*.

Evaluation

4.4.4 All the grassland on site supports a low diversity of common and widespread species and based on the type and abundance of species present it can be classified as species-poor semi-improved grassland. Semi-improved grassland is not uncommon in the local area, where a number of areas of good quality semi-improved grassland are known to be present, as mapped within MAGIC. As such, the species-poor semi-improved grassland on site does not constitute an important ecological feature and the loss of grassland to the proposals is assessed as of minor ecological significance.

4.4.5 The potential value of the grassland for faunal species such as reptiles and invertebrates is discussed at Chapter 5, below.

4.5 Hedgerows

Description

4.5.1 **H1 –** Relatively substantial, outgrown hedgerow with dense and bushy growth, growing up to 5-6m in height and appearing relatively unmanaged. Species comprise Blackthorn *Prunus spinosa*, Hawthorn *Crataegus monogyna*, Dog Rose *Rosa canina* and Field Maple *Acer campestre* along with some young Oak *Quercus* sp. trees of 8-10m in height. A healthy ground flora is present, including Dog's Mercury *Mercurialis perennis*, Lesser Celandine

Ficaria verna, Ivy *Hedera helix*, Cleavers *Galium aparine* and Hemlock Water-dropwort *Oenanthe crocata*. A ditch runs along the base of the hedgerow on the side of the road. The hedgerow is relatively continuous, though becoming gappy at the eastern end.

H2 – A small section of hedgerow growing to approximately 5m in height, including semi-mature to mature Hawthorn and Pear *Pyrus communis* trees, along with smaller Hawthorn and Blackthorn. Ground flora is consistent with the adjacent grassland, with Lords-and-Ladies *Arum maculatum* also present.

H3 – A gappy hedgerow mostly dominated by Blackthorn, although with some sections dominated by Bramble, with Elder *Sambucus nigra* and occasional fruit trees also present. The width of the hedgerow varies to a maximum of approximately 5m. The southern part of the hedgerow (**H3a**) is relatively unmanaged, growing to a height of approximately 8m, while the northern section (**H3b**) is more heavily managed to a height of 2-3m, and is dense and bushy. Some Blackthorn and Bramble scrub is present encroaching from the hedgerow into the adjacent field.

H4 – Bushy, scrubby hedgerow growing to 4m in height and 4-5m wide, dominated by Blackthorn, but also containing Dog Rose *Rosa canina*, Goat Willow *Salix caprea*, Hawthorn and a semi-mature Oak tree. A dry ditch is present at the base of the hedgerow, while a small amount of recolonizing Blackthorn is present encroaching from the hedgerow into the field, though this is not well developed.

H5 – Dense hedgerow fairly similar in character to hedgerow H5, growing to approximately 6m high and 5m wide and dominated by Blackthorn, but also containing Hawthorn, Elder, Dog Rose, areas of dense Bramble, and small Field Maple and Willow *Salix* sp. trees, which are most frequent at the southern end. The hedgerow vegetation is Ivy covered in places, while the ground layer comprises a mixture of bare ground and ruderal species including Common Nettle and Lords-and-Ladies.

H6 – Comprises a double boundary feature with two lines of vegetation approximately 3m apart, containing a number of semi-mature to mature trees, including Oak, Field Maple and Ash *Fraxinus excelsior*, with some coppice stalls present. Beneath the trees is scrubby growth including Elder, while ground the flora includes Bluebell, Celandine *Saxifraga* sp., Dog's Mercury, Lords-and-Ladies, Common Nettle and Ground Ivy *Glechoma hederacea*. This hedgerow is situated on a south-facing bank.

H7 – A gappy, defunct hedgerow growing to 5-6m in height and taking the form of individual trees rather than dense, continuous growth. The hedgerow is mostly Hawthorn dominated, but also includes Elder and a semi-mature Ash (tree **T4**) at the far eastern end, within an associated thicket of scrub comprising Hawthorn and Bramble with Elder and Ash saplings. The hedgerow is situated on a south-facing bank, while the hedgerow ground flora includes grasses and ruderal vegetation including Common Nettle and Dock *Rumex* sp.

H8 – A defunct hedge, with scrubby growth of 6-10m in height containing a few small gaps less than 5m long. Species include Field Maple, Hawthorn and Blackthorn, with standard trees including Hawthorn and a large Oak (tree **T5**), present at the southern end. A small amount of Blackthorn was recorded encroaching into the onsite field. The base of the hedgerow is ruderal dominated, including Common Nettle and Lords-and-Ladies. A dry ditch is present running alongside this hedgerow.

Evaluation

4.5.2 The majority of hedgerows recorded within the site are relatively substantial and outgrown, are dominated by native species and contain standard trees. From a preliminary appraisal, **H1** and **H5** are considered to be species-rich[18] while **H1** is also likely to qualify as ecologically important under the Hedgerows Regulations 1997, based on the number of woody species and associated features. The remaining hedgerows are unlikely to qualify as important under the Regulations.

4.5.3 All of the hedgerows within the site are likely to qualify as Priority Habitat based on the standard definition[19], which includes all hedgerows (>20m long and <5m wide) consisting predominantly (≥80%) of at least one native woody species. It has been estimated that approximately 84% of countryside hedgerows in Great Britain qualify as Priority Habitat under this definition.[19]

4.5.4 On this basis, the hedgerows present are considered to constitute important ecological features, although given the network present, locality and connectivity overall along with the abundance of similar habitats within the surrounding areas, of importance at the local level only.

4.5.5 The proposals are for the retention of all hedgerows within the site, although some short sections will be lost to facilitate access. Retained hedgerows will be protected during the construction phase of the proposals in accordance with the recommendations set out in Chapter 6. The proposals incorporate new planting which will link with existing and retained hedgerows which will enhance the value of these features for biodiversity.

4.6 Woodland

4.6.1 A small area of formative woodland/scrub (labelled woodland **W1** on Plan 6196/ECO3) is present beside the eastern site boundary, comprising a mixture of Hawthorn, Elder, Blackthorn and some young Elm *Ulmus* sp. trees. The ground flora comprises a mixture of Cow Parsley, Hemlock *Conium maculatum* and Lesser Celandine.

4.6.2 A wooded area (shown as woodland **W2**) is present immediately outside the site boundary at its north-western point, surrounding pond **P2**. This largely comprises Crack Willow *Salix fragilis*, while Goat Willow *Salix caprea*, Field Maple, Hawthorn and fairly dense Bramble are also present.

Evaluation

4.6.3 Both small areas of woodland comprise species which are common and widespread, and which were not recorded to support any species of particular botanical interest at the time of surveying. Woodland **W1** is young and relatively scrub-like, lacking mature trees. Nonetheless, both woodland areas are of elevated ecological value compared to the major area of the site, particularly with regards to potential to support fauna. Woodland **W2** is of benefit as a habitat component of the wider hedgerow network. **W2** is therefore considered to be an important ecological feature at the local level, while **W1** is important at the site level only.

[18] i.e. five or more native woody species within a 30m length (or four or more in Northern England) – FEP Manual

[19] Based on: Biodiversity Reporting and Information Group (2011) '*UK Biodiversity Action Plan (BAP) Priority Habitat Descriptions',* ed. Ant Maddock

4.6.4 Both woodland areas will be retained under the proposals and enhanced by new additional planting.

4.7 Ponds

Description

4.7.1 One pond **P1** is located within the site, while another **P2** is present immediate adjacent to the north-west corner of the site (see Plan 6196/ECO3). These ponds are described in Table 5 below:

Table 5 - Pond descriptions

Pond no.	Brief description	Approx. size	Shading	Aquatic/ emergent & marginal vegetation	Comments
P1	Field edge/ farmyard pond	20x10m	Mostly open.	Little emergent vegetation, but patches of rushes present, along with Bulrush *Typha latifolia* and leaf debris. Algae, clumps of sedges *Carex sp.* and Water Plantain *Alisma plantago-aquatica* at margins.	Thin, continuous coverage of reed mace. 30-50cm deep. fairly shallow at banks. Water quality generally poor, but better at margins.
P2	Field edge/ woodland copse pond	30x20m	Heavily shaded by willows within the surrounding copse.	Large amounts of Willow from adjacent woodland copse area growing into water. Otherwise, little marginal vegetation associated with this pond.	Good water quality.

Evaluation

4.7.2 Pond **P1** supports some common aquatic vegetation, while pond **P2** supports virtually no aquatic vegetation. Nonetheless, both ponds are likely to be of some ecological value for aquatic fauna such as amphibians and invertebrates, while these ponds are also likely to play a role in maintaining connectivity between the substantial network of ponds throughout the local area. As such, these features are considered to represent important ecological features at the local level.

4.7.3 Both ponds will be retained within the proposals, which also incorporate new attenuation ponds and wetland features associated with SUDS. Potential for ponds to support faunal species such as amphibians is discussed below in Chapter 5.

4.8 Trees

Description

4.8.1 The site contains a number of trees both within the hedgerows and elsewhere on site, largely towards the margins, with species including Oak, Ash, Elm, along with fruit trees such as Plum *Prunus sp*., Pear, Hawthorn and Field Maple. The trees range from young to mature in age, including two mature fruit trees (likely Pear trees, labelled as Trees **T1** and **T2**, a mature Ash (Tree **T4**) and a number of relatively mature Oak trees, with trees **T3** and **T5** noted in particular a showing signs of age (as describe in more detail below Chapter 5 in relation to the potential of these trees to support roosting bats).

Evaluation

4.8.2 The trees on site vary in value based on their size and age. Those which are young to semi-mature are of some raised ecological value at the site level. However, the mature trees, in association with the generally well-treed landscape, are considered to likely represent important ecological features at the local level.

4.8.3 The majority of trees on site, including all the mature trees, are to be retained under the proposals, while extensive new native tree planting is proposed throughout the site. This would more than compensate for any removal of existing trees, should their removal be necessary.

4.8.4 Recommended safeguards to protect trees during construction are set out in Chapter 6.

4.8.5 The potential for trees to support fauna such as roosting bats is considered in Chapter 5 below.

4.9 Buildings

Description

4.9.1 A number of buildings are present within the farmyard area towards the south-eastern corner of the site, identified as buildings **B1-B5** on Plan 6196/ECO3.

4.9.2 Buildings **B1, B2** and **B5** are breezeblock structures, while Buildings **B3** and **B4** are of timber framed construction with corrugated metal sheeting on the sides. All are agricultural buildings likely to have been used in the past as cattle stalls. The buildings are in a relatively poor state of repair, while building **B3** has partially collapsed.

Evaluation

4.9.3 The buildings are devoid of vegetation, save for a small number of colonising weeds growing on the floor within some of these buildings. As such, they do not form important ecological features and their removal under the proposals is of negligible ecological significance. Potential for the buildings to support faunal species such as roosting bats is discussed below in Chapter 5.

4.10 Bare Ground, Tall Ruderal Vegetation and Mixed Scrub

Description

4.10.1 The farmyard contains substantial areas of bare ground, mixed with patches of vegetation including a grasses such as Meadow-grass *Poa* sp. and ruderal species including Yarrow, Bristly Oxtongue *Picris echioides*, Creeping Thistle, Common Nettle and Hemlock, along with Bittercress *Cardamine* sp., Red Dead-nettle *Lamium purpureum* and Cleavers. This area also contains piles of earth, rubble and debris.

4.10.2 The site also contains more substantial patches of ruderal vegetation, north of building **B5** and adjacent to many hedgerows, with species including Common Nettle, Cleavers, Dock and Lords-and-Ladies.

4.10.3 Areas of mixed scrub are also present, with species including Elder, Hawthorn, Blackthorn and Bramble, while a small amount of hedgerow (<20m) is present north of the buildings, dominated by Wilson's Honeysuckle *Lonicera nitida*.

Evaluation

The patches of additional habitat described above comprise only common and widespread species and all such habitats are inherently common in nature. Accordingly, these habitats offer negligible ecological value and do not represent important ecological features and their loss to the proposals will be of negligible ecological significance.

4.11 Habitat Evaluation Summary

4.11.1 On the basis of the above, the following habitats within and adjacent to the site are considered to form important ecological features:

Table 6 – Habitats that qualify as important ecological features

Habitat	Level of Importance
Hedgerows	Local
Woodland **W2**	Local
Ponds	Local
Mature Trees	Local

4.11.2 Other habitats present within the site do not form important ecological features.

5 Faunal Use of the Site

5.1 Overview

5.1.1 During the survey work, general observations were made of any faunal use of the site with specific attention paid to the potential presence of protected or notable species. Specific survey work was undertaken in respect of Badgers, bats, Dormouse and reptiles, the results of which are described below.

5.2 Priority Species

5.2.1 Section 40 of the Natural Environment and Rural Communities (NERC) Act 2006 places duties on public bodies to have regard to the conservation of biodiversity in the exercise of their normal functions. In particular, Section 41 of the NERC Act requires the Secretary of State to publish a list of species which are of principal importance for conservation in England. This list is largely derived from the 'Priority Species' listed under the former UK Biodiversity Action Plan (BAP), which continue to be regarded as priority species under the subsequent country-level biodiversity strategies.

5.2.2 During the survey work undertaken, the Priority Species Soprano Pipistrelle *Pipistrellus pygmaeus*, Common Lizard *Zootoca vivipara*, Slow Worm *Anguis fragilis*, Grass Snake *Natrix natrix* and House Sparrow *Passer domesticus* were identified on site, while a Long-eared Bat *Plecotus* sp. was also recorded, likely to be the Priority Species Brown Long-eared Bat *Plecotus auratus*.

5.3 Bats

5.3.1 **Legislation.** All British bats are classed as European Protected Species under the Conservation of Habitats and Species Regulations 2017 (as amended) and are also listed under Schedule 5 of the Wildlife and Countryside Act 1981 (as amended). As such, both bats and their roosts (breeding sites and resting places) receive full protection under the legislation (see Appendix 6196/4 for detailed provisions). If proposed development work is likely to result in an offence a licence may need to be obtained from Natural England which would be subject to appropriate measures to safeguard bats. Given all bats are protected species, they are considered to represent important ecological features. A number of bat species are also S41 Priority Species.

5.3.2 **Background Records.** No specific records of bats from within or adjacent to the site were returned from the desktop study. Information received from the LRC returned records of Common Pipistrelle *Pipistrellus pipistrellus*, Soprano Pipistrelle, Nathusius' Pipistrelle *Pipistrellus nathusii*, Serotine, Brown Long-eared Bat, Daubenton's Bat *Myotis daubentonii*, Leisler's Bat *Nyctalus leisleri*, and Noctule *Nyctalus noctula* within 2km of the site. The closest specific records to the site are Common Pipistrelle, Soprano Pipistrelle and Noctule, all recorded in 2014 from a grid reference located approximately 250m east of the site. In addition, most of the above species have been recorded at the nearby Mill Bank and King's Road development sites as part of the bat emergence/re-entry and activity survey work undertaken by third party consultancies.

5.3.3 Survey Results and Evaluation

Visual Inspection Surveys

Buildings

5.3.4 Findings of the assessment of potential for the buildings within the site to support roosting bats are summarised in Table 7 below.

Table 7 - Summary findings of building inspections for bats

Building	Photo	Description / bat roosting potential
B1, **B2** and **B5**	 	Breezeblock cattle stalls with corrugated metal roof supported on wooden beams. Cracks are present in the brickwork, while splits are present within some of the wooden beams. **Low potential to support roosting bats**
B3	 	Timber framed construction with pitched roof clad with slate tiles, with wooden sarking boarding underneath. The building also has a section to the north with corrugated metal sheeting. The building is open to the north, is half collapsed and contains gaps within the wooden framework. **Low potential to support roosting bats**

Building	Photo	Description / bat roosting potential
B4		Timber framed construction with corrugated metal walls. Flat roof comprising lattice of W beams and corrugated metal sheeting above. Open sided to the west but generally enclosed. Splits within the larger wooden beams and gaps between beams. The building also has some evidence of fire damage. **Low potential to support roosting bats.**

Trees

5.3.5 A number of semi-mature and mature trees are present on site. The results of the tree assessment work undertaken at the site are illustrated on Plan 6196/ECO3 and summarised in Table 8 below:

Table 8 - Potential bat roosts in trees

Tree No.	Species	Age	Potential Roost Features	Suitability
T2	Pear	Mature	Some deadwood, cracks and crevices present	Low
T3	Oak	Mature	Splits in upper part of trunk and a limb has died off with splits and cracks	Moderate
T5	Oak	Mature	Dead limb on lower part of tree. Numerous small holes (likely made by woodpecker), with a few rot holes, knot holes and crevices present.	Moderate/High

5.3.6 A line of mature fruit trees is present to the north of the buildings. These trees are assessed as having low roosting bat potential on account of their age and the presence of occasional cracks and crevices. Mitigation measures will be required should any of these trees are to be removed, as described at Chapter 6.

Dusk and Dawn Surveys

Emergence / re-entry surveys (buildings)

5.3.7 Buildings **B1**-**B5** were assessed as having low suitability to support roosting bats and were therefore subject to further survey work in the form of dusk emergence and dawn re-entry surveys. The results of the dusk emergence and dawn re-entry surveys are summarised in Table 9 below.

Table 9 – Findings of bat emergence/re-entry surveys of buildings

Building	Date	Sunset/ sunrise	Emergence/ re-entry	Summary of other activity
B1-B3	12th August 2021 (dawn)	5:38	No bats observed emerging or entering the structure	Frequent Common and Soprano Pipistrelle (mostly Common Pipistrelle) foraging activity between the buildings, particularly near to buildings B3 and B4. A single pass by a Brown Long-eared Bat was recorded at 4:31 to the north of buildings B1 and B2.
B4	11th August 2021 (dusk)	20:25	Single Common Pipistrelle emergences were recorded from the open barn entrance on the eastern elevation (location A on plan 6196/ECO5) at 20:49, 20:57 and 21:22. When leaving the barn, these bats each spent up to a minute leaving/re-entering the barn. These bats may have been light sampling after leaving their roosting locating within the building, or may have been foraging. It is noted that during the dawn survey, a single Common Pipistrelle was incidentally sighted entering an open doorway on the southern elevation of building B4 (location B on plan 6196/ECO5) before immediately leaving (likely foraging behaviour).	Generally Low levels of Common and Soprano Pipistrelle activity surrounding these buildings, albeit much higher levels of Common Pipistrelle activity closer to building B5. Two simultaneous passes by Long-eared Bat species were recorded southeast of building **B4**/southwest of building **B5**.
B5	11th August 2021 (dusk)	20:25	No bats observed emerging or entering the structure	

5.3.8 Three separate sightings were made of Common Pipistrelle emerging from the open barn entrance on the eastern elevation of building **B4** during the dusk survey, while during the dawn survey, a single Common Pipistrelle was seen briefly entering a doorway on the southern elevation of this building before leaving again. It is possible that those bats seen leaving the barn entrance had been roosting within this building, particularly given that two of these sightings were relatively soon after sunset (24 minutes and 32 minutes respectively) and therefore during the typical emergence period for this species. However, given that bats use more than one entrance of this building, it is also possible that these bats had simply passed through this building. Based on this, and taking a precautionary approach, Building **B4** is considered to be likely to provide a day roost or feeding roost for a small number of Common Pipistrelle.

5.3.9 No evidence of bate emerging or returning from any other structure was obtained and it is concluded that bats do not roost within buildings **B1**, **B2**, **B3** or **B5**.

5.3.10 All buildings on site are to be demolished under the proposals and as such, mitigation measures are recommended at Chapter 6 below to ensure roosting bats are fully protected during the proposals. Subject to such measures, along with further mitigation and

enhancement measures, also described at Chapter 6, the conservation status of bats at the site will be maximised in the long term.

Activity surveys (foraging /commuting)

5.3.11 The hedgerows and woodland offer potential opportunities for foraging bats as they are likely to support a reasonable biomass of invertebrate prey. In addition, the hedgerows form linear corridors that could act as navigational aids for commuting bats and provide connectivity to suitable off-site habitats in the surrounding area, including woodland, hedgerows and watercourses. As such, monthly bat activity surveys were undertaken at the site between July and September 2021.

5.3.12 **Manual walked transect surveys.** The detailed activity survey results are included at Appendix 6196/5 and illustrated on Plan 6196/ECO4, summarised in the tables below.

Table 10 - Summary of findings of the dusk walked transect on 19th July 2021

Species	Number of Passes Recorded	Approximate % of Total Passes Recorded
Common Pipistrelle	20	77
Soprano Pipistrelle	4	15
Noctule	2	8
Total	**26**	**100**

Table 11 - Summary of findings of the dusk walked transect on 11th August 2021

Species	Number of Passes Recorded	Approximate % of Total Passes Recorded
Common Pipistrelle	55	78.5
Soprano Pipistrelle	13	18.5
Myotis	2	3
Total	**70**	**100**

Table 12 - Summary of findings of the dusk walked transect on 14th September 2021

Species	Number of Passes Recorded	Approximate % of Total Passes Recorded
Common Pipistrelle	6	75
Soprano Pipistrelle	1	12.5
Myotis	1	12.5
Total	**8**	**100**

5.3.13 The tables above indicate that during the dusk and dawn surveys in 2021, Common Pipistrelle was the most commonly recorded species, accounting for 78% of all registrations, while Soprano Pipistrelle accounted for 17% of all registrations. Fewer Noctule and *Myotis* species were recorded, accounting for 2% and 3% of registrations respectively.

5.3.14 During the walked transects, levels of bat activity recorded were generally low throughout the site (i.e. <0.5 passes per minute). The walk between Listening Points (LPs) 3 and 4 (mostly along hedgerows **H6** and **H7**) was subject to higher levels of activity (>1 pass per minute) during the July and August surveys, while LP4 (at the junction between **H5** and **H6**) was also subject to a high level of activity during the July survey. Elsewhere, bat activity was recorded at a low level across most of the site.

5.3.15 **Remote Detector Surveys.** The results of the automated static bat surveys are summarised in the tables below.

Static Detector Location 1 (hedgerow H4)

Table 13 - Summary of registrations, Static Detector Location 1, July 2021

Date	Detector Location 1: Hedgerow H4						
	Number of registrations by species#						
	Myotis	Serotine	'Big Bat'	Pip 45	Pip 55	Pip	BLE
19th July	0	0	0	30	9	0	0
20th July	0	0	0	28	16	0	0
21st July	0	0	17	89	34	0	0
22nd July	0	0	3	25	20	0	0
23rd July	0	0	5	96	14	0	0
24th July	0	0	5	20	15	0	0
25th July	0	0	0	24	4	0	0
Total registrations	**0**	**0**	**30**	**312**	**112**	**0**	**0**
Approximate % of total registrations	**0**	**0**	**7**	**69**	**25**	**0**	**0**

Key:

Myotis- Myotis sp.

Pip 45- Common Pipistrelle

Pip 55- Soprano Pipistrelle

Pip- Common Pipistrelle or Soprano Pipistrelle

'Big Bat' - Noctule, Leisler's Bat or Serotine

BLE - Brown Long-eared bat

 # - Figures shown are the total no. of registrations recorded during the dusk to the proceeding dawn period for each date shown, i.e. a recording 'night' for the 19th July will be registrations recorded from ~20.25 on the 19/07 till ~05.45 on the morning of the 20/07.

Table 14 - Summary of registrations, Static Detector Location 1, August 2021

Date	Detector Location 1: Hedgerow H4						
	Number of registrations by species#						
	Myotis	Serotine	'Big Bat'	Pip 45	Pip 55	Pip	BLE
11th August	7	0	0	26	11	0	0
12th August	5	0	0	143	14	0	1
Total registrations	**12**	**0**	**0**	**169**	**25**	**0**	**1**
Approximate % of total registrations	**6**	**0**	**0**	**82**	**12**	**0**	**0.5**

Key as Table 13

Table 15 - Summary of registrations, Static Detector Location 1, September 2021

Date	Detector Location 1: Hedgerow H4						
	Number of registrations by species#						
	Myotis	Serotine	'Big Bat'	Pip 45	Pip 55	Pip	BLE
14th September	14	0	17	31	30	0	0
15th September	6	0	69	14	1	0	0
16th September	3	0	60	22	23	0	0
17th September	4	0	35	53	24	0	1
18th September	6	0	31	58	17	0	0
19th September	7	0	22	47	74	0	0
20th September	7	0	7	10	3	6	0
Total registrations	**47**	**0**	**241**	**235**	**172**	**6**	**1**

Date	Detector Location 1: Hedgerow H4						
	Number of registrations by species#						
	Myotis	Serotine	'Big Bat'	Pip 45	Pip 55	Pip	BLE
Approximate % of total registrations	**7**	**0**	**34**	**33**	**25**	**1**	**0.1**

Key as Table 13

Static Detector Location 2 (hedgerow H7)

Table 16 - Summary of registrations, Static Detector Location 2, July 2021

Date	Detector Location 2: Hedgerow H7						
	Number of registrations by species#						
	Myotis	Serotine	'Big Bat'	Pip 45	Pip 55	Pip 38	BLE
19th July	0	0	5	47	13	0	0
20th July	0	0	12	27	10	0	0
21st July	0	0	6	38	11	0	0
22nd July	0	0	0	123	69	0	0
23rd July	0	0	0	79	35	0	0
24th July	0	0	7	43	14	0	0
25th July	0	0	7	56	26	0	0
Total registrations	**0**	**0**	**37**	**413**	**178**	**0**	**0**
Approximate % of total registrations	**0**	**0**	**6**	**66**	**28**	**0**	**0**

Key as Table 13

Table 17 - Summary of registrations, Static Detector Location 2, August 2021

Date	Detector Location 2: Hedgerow H7						
	Number of registrations by species#						
	Myotis	Serotine	'Big Bat'	Pip 45	Pip 55	Pip 38	BLE
11th August	0	0	0	0	0	0	0
12th August	0	0	2	17	7	0	0
13th August	0	0	1	36	6	0	0
14th August	0	0	3	30	27	0	0
15th August	0	0	2	29	12	0	0
16th August	0	0	3	18	6	0	0
17th August	0	0	9	36	13	0	0
Total registrations	**0**	**0**	**20**	**166**	**71**	**0**	**0**
Approximate % of total registrations	**0**	**0**	**8**	**65**	**28**	**0**	**0**

Key as Table 13

Table 18 - Summary of registrations, Static Detector Location 2, September 2021

Date (2021)	Detector Location 2: Hedgerow H7						
	Number of registrations by species#						
	Myotis	Serotine	'Big Bat'	Pip 45	Pip 55	Pip 38	BLE
14th September	17	0	12	33	30	0	0
15th September	15	0	1	17	2	0	0
16th September	10	0	11	17	1	0	0
17th September	10	0	9	35	6	0	0

Date (2021)	Detector Location 2: Hedgerow H7						
	Number of registrations by species#						
	Myotis	Serotine	'Big Bat'	Pip 45	Pip 55	Pip 38	BLE
18th September	4	0	4	96	10	0	0
19th September	32	0	17	181	34	0	0
20th September	15	0	9	20	7	1	0
Total registrations	**103**	**0**	**63**	**399**	**90**	**1**	**0**
Approximate % of total registrations	**16**	**0**	**10**	**61**	**14**	**0.2**	**0**

Key as Table 13

Summary

Table 19 - Number of bat passes per night for static detector location 1

Date (2021)	Average number of passes per night					
	Myotis	'Big Bat'	Pip 45	Pip 55	Pip	LE
19th – 25th July	0	4	45	16	0	0
11th – 17th August	6	0	85	13	0	0.5
14th – 20th September	7	34	34	25	0.9	0.1
Total average across all 16 nights.	4	17	45	19	0.4	0.1

Table 20 - Number of bat passes per night for static detector location 2

Date (2021)	Average number of passes per night					
	Myotis	'Big Bat'	Pip 45	Pip 55	Pip 38	LE
19th – 25th July	0	5	59	25	0	0
11th – 17th August	0	3	24	10	0	0
14th – 20th September	15	9	57	13	0.1	0
Total average across all 21 nights.	5	6	47	16	0	0

5.3.16 **Summary.** During the surveys undertaken between July and September 2021 at static detector location 1 (hedgerow H4), 53% of all passes were attributed to Common Pipistrelle, 23% to Soprano Pipistrelle, 0.4% to unidentified pipistrelle species (Common Pipistrelle or Soprano Pipistrelle), 20% to 'Big Bats', 4% to *Myotis* species and 0.1% to Long-eared Bat Species. During the surveys undertaken at static detector location 2 (hedgerow H7), 63% of all passes were attributed to Common Pipistrelle, 22% to Soprano Pipistrelle, 8% to 'Big Bats', 7% to *Myotis* species and 0.1% to Nathusius' Pipistrelle.

5.3.17 The average number of bat passes per night (see Tables 5.13 and 5.14) generally fell within the range of 0-9 passes for most species at both locations, with the exception of Common and Soprano Pipistrelle, for which 45 and 19 passes respectively were recorded per night (across all survey nights) at survey location 1, with very similar figures for survey location 2. The number of passes by per night by 'big bats' (likely dominated by Noctule) varied, with this figure usually falling between 0-9 passes per night, but with 34 passes per night recorded between 14th and 20th September at survey location 1 (hedgerow H4).

5.3.18 **Evaluation.** As noted above, the hedgerows and woodland offer potential opportunities for foraging/commuting bats and indeed, foraging and commuting bats were recorded during the activity surveys, including relatively frequent passes from common species (particularly Common and Soprano Pipistrelle and to a lesser extent, 'Big Bats', most of which were likely to be Noctule) and occasional passes from rarer species including *Myotis* species, Nathusius'

Pipistrelle and Long-eared Bat species (likely Brown Long-eared Bats). The combination of habitats on site occurs relatively frequently in the surrounding area and taking this into account, together with the levels of activity and species recorded during the survey work, the site is considered to be of local level value to foraging and commuting bats.

5.3.19 The majority of the woodland and hedgerows within the site will be retained under the proposals, whilst new shrub and tree planting will improve connectivity through the site and increase the foraging potential of the site.

5.3.20 Accordingly, subject to the implementation of the recommendations outlined at Chapter 6 below, along with other ecological enhancements, it is considered that the conservation status of local bat populations will be fully safeguarded under the scheme.

5.4 Badger

5.4.1 **Legislation.** Badger receive legislative protection under the Protection of Badgers Act 1992 (see Appendix 6196/4 for detailed provisions), and as such should be assessed as an important ecological feature. The legislation aims to protect the species from persecution, rather than being a response to an unfavourable conservation status, as the species is in fact common over most of Britain. It is the duty of planning authorities to consider the conservation and welfare impacts of development upon Badger and issue permissions accordingly.

5.4.2 Licences can be obtained from Natural England for development activities that would otherwise be unlawful under the legislation. Guidance on the types of activity that should be licensed is laid out in the relevant best practice guidance. [20, 21]

5.4.3 **Background Records.** No specific records of Badger within or adjacent to the site were returned by the records centre. However, a number of records of Badger within the wider search area were returned, confirming the presence of this species in the local area around the site.

5.4.4 **Survey Results.** No Badger setts were recorded within or immediately adjacent to the site during the survey work undertaken. A single potential Badger sett (mapped as **S1** on Plan 6196/ECO3) was recorded within the site, located adjacent to hedgerow **H6**. This includes a single D-shaped entrance hole, large enough for use by Badger, with a relatively fresh spoil heap outside. However, no additional evidence of Badger (such as hairs, footprints or dung) were recorded, while substantial evidence of Rabbit *Oryctolagus cuniculus* activity, including Rabbit burrows, was also recorded along this hedgerow, which indicates that **S1** may simply comprise a relatively large Rabbit burrow. Evidence of Rabbit, and absence of evidence of Badger was found during the updated survey in August 2022 which confirms that it is likely that this is a Rabbit warren.

5.4.5 **Evaluation.** No confirmed Badger setts have been recorded at the site. A single potential Badger Sett (**S1**) was recorded in amongst Rabbit burrows, albeit with no other associated field signs of Badger. Hedgerow **H6** (along with any associated Rabbit/Badger activity, including **S1**) is located within the substantial area of proposed greenspace withing the development, where suitable Badger habitat including boundary hedgerows and woodland will also be retained. Consequently, Badger setts would not be affected by the proposals.

[20] English Nature (2002) '*Badgers and Development*'
[21] Natural England (2011) '*Badgers and Development: A Guide to Best Practice and Licensing*', Interim Guidance Document

The provision of extensive new planting will enhance foraging opportunities for this species in the long term.

5.4.6 Given the potential presence of Badger at the site, a number of precautionary measures and safeguards are proposed, as set out at Chapter 6.

5.5 Amphibians

5.5.1 **Legislation.** All British amphibian species receive a degree of protection under the Wildlife and Countryside Act 1981 (as amended). Great Crested Newt is protected under the Act and is also classed as a European Protected Species under the Conservation of Habitats and Species Regulations 2017 (as amended). As such, both Great Crested Newt and habitats utilised by this species are afforded protection (see Appendix 6196/4 for detailed provisions). Great Crested Newt is also a S41 Priority Species, as are Common Toad *Bufo bufo*, Natterjack Toad *Epidalea calamita*, and Pool Frog *Pelophylax lessonae*. As such, these species should be assessed as important ecological features where present.

5.5.2 **Background Records.** The third-party consultancy survey work undertaken to inform the Mill Bank and Kings Road developments identified a number of ponds within 250m of the current site, and beyond, which support Great Crested Newt. The closest of these is a pond located immediately to the north of the current site (adjacent to the north-eastern corner of the site), where a 'low population count' of Great Crested Newt was recorded in 2015, while a number of ponds within 500m of the site have been recorded to support breeding populations. Similarly KMBRC returned a number of records of Great Crested Newt and other amphibian species within the search area (the closest record of Great Crested Newt being the individuals recorded within pond beyond the north-eastern corner of the site, recorded in 2015, as described above).

5.5.3 **Survey Results.** Two ponds have been identified within and immediately adjacent to the site (**P1** and **P2**, described above). An initial appraisal of these ponds was made using the HSI score to investigate the likelihood of the ponds supporting breeding Great Crested Newt (see Table 21 below).

Table 21 - Habitat Suitability Index assessment of ponds

Pond	Suitability Indices										HSI Score	Suitability
	SI 1 Location	**SI 2** Pond Area	**SI 3** Pond Drying	**SI 4** Water Quality	**SI 5** Shade	**SI 6** Water Fowl	**SI 7** Fish	**SI 8** Ponds	**SI 9** Terrestrial Habitat	**SI 10** Macrophytes		
Assessment												
P1	1	0.3	1	0.67	1	1	1	1	0.67	0.65	**0.78**	*Good*
P2	1	1	1	1	0.3	1	1	1	1	0.3	**0.79**	*Good*

5.5.4 Both ponds **P1** and **P2** were found to be of 'good' suitability to support Great Crested Newt.

5.5.5 **Evaluation and Assessment of Likely Effects.**

5.5.6 The HSI scores obtained for both ponds indicate that they offer 'good' suitability to support breeding Great Crested Newt. It is likely that this species is present because of this and its known presence in ponds within 500m of the site. The site is dominated by species-poor

semi-improved grassland growing at a short sward height. This provides sub-optimal terrestrial habitat for Great Crested Newt, although it is possible that Great Crested Newt may occur within this habitat when moving between other, more favourable, areas.

5.5.7 Kent operate a District Licensing Scheme for Great Crested Newts and it is proposed that this will be followed for the proposals. Because of this, no further survey work will be required in respect of this species.

5.6 Dormouse

5.6.1 **Legislation:** Dormouse is fully protected under the Wildlife and Countryside Act 1981 (as amended) and is a European Protected Species under the Conservation of Habitats and Species Regulations 2017 (as amended). Such legislation affords protection to individuals of the species and their breeding sites and places of rest (see Appendix 6196/4 for detailed provisions). Dormouse is also a S41 Priority Species. On this basis, Dormouse is considered to form an important ecological feature.

5.6.2 **Background Records:** No records of Dormouse were returned from KMBRC from within the site or within the wider search area.

5.6.3 **Survey Results:** The study area provides opportunities for Dormouse, particularly in the form of the Hedgerows, and, to a lesser extent, the small woodland copses and areas of scrub. Given the presence of potential Dormouse habitat within the study area, specific Dormouse survey work was undertaken at the site. The locations of Dormouse tubes (along the hedgerows) are shown at Plan 6197/ECO7.

5.6.4 Dormouse surveys undertaken at the site returned no evidence of Dormouse, although evidence of Wood Mouse *Apodemus sylvaticus* was recorded within a number of the hedgerows including live Wood Mice, nests, nut caches and berry caches.

5.6.5 **Evaluation:** The majority of the study area is dominated by open grassland which is unsuitable for Dormouse, while the absence of any evidence of Dormouse during the survey work undertaken suggests that this species is not present within the site. As such, Dormouse is not considered to represent a constraint to the proposals. Although the presence of Wood Mouse has been confirmed within the on-site hedgerows, this species does not receive direct legislative protection relevant to development activities.

5.7 Reptiles

5.7.1 **Legislation**. All six species of British reptile are listed under Schedule 5 of the Wildlife and Countryside Act 1981 (as amended), which protects individuals against intentional killing or injury. Sand Lizard *Lacerta agilis* and Smooth Snake *Coronella austriaca* receive additional protection under the Conservation of Habitats and Species Regulations 2017 (as amended); refer to Appendix 6196/4 for detailed provisions. All six reptile species are also S41 Priority Species. As such, all reptile species should be assessed as important ecological features.

5.7.2 **Background Records.** The reptile survey work undertaken within the adjacent Mill Bank development site during 2015 recorded both Common Lizard and Slow Worm, the density of which was described to constitute a 'low' population of both species based on Froglife Advice Sheet 10, Table 2[22]. Reptile survey work was also undertaken as part of the King's Road development in 2014, which recorded an exceptional population of Slow Worm and a low population of Grass Snake and Common Lizard (also based on Froglife Advice Sheet 10,

[22] Froglife (1999) 'Froglife Advice Sheet 10: reptile survey. Froglife, London'.

Table 2). In addition, information received from KMBRC included a number of records of Common Lizard, Grass Snake and Slow Worm, although none of these were recorded within or adjacent to the site.

5.7.3 **Survey Results.** Specific survey work for reptiles was undertaken at the site, the results of which are summarised in Table 22 below and illustrated on Plan 6196/ECO7.

Table 22 - Summary of reptile survey findings

Visit	Date	Common Lizard		Slow Worm		Grass Snake		Other Species
		Adult	Juv.	Adult	Juv.	Adult	Juv.	
1	06/09/2021	0	0	9	3	0	0	0
2	09/09/2021	0	0	3	4	1	0	0
3	13/09/2021	1	0	3	3	0	0	0
4	18/09/2021	1	0	1	2	0	0	0
5	20/09/2021	0	0	1	0	0	0	0
6	23/09/2021	0	0	2	2	0	0	0
7	27/09/2021	0	0	0	2	0	0	0
Peak Count		**1**		**9**		**1**		

5.7.4 **Evaluation and Assessment of Likely Effects.** A peak count of nine Slow Worm, one Common Lizard and one Grass Snake were recorded during the survey work undertaken, with the majority of animals recorded along hedgerow **H3** on the eastern site boundary (transect H). Reptiles were recorded widely across the site periphery (see Plan 6196/ECO7). The area of suitable reptile habitat at the site measures c0.9ha and therefore the peak count equates to a population of ten Slow Worm, one Common Lizard and one Grass Snake per hectare, which corresponds to a low population of each species under the standard guidance[23]. As such, it is considered that the population of reptiles supported by the study area is of importance at the local level only. The majority of suitable reptile habitat within the site is associated with habitat around the site boundary and is to be retained under the proposals within the proposed open space, which provides a buffer between the development and the site boundary. Nonetheless, certain areas of suitable reptile habitat (particularly towards the eastern site boundary) fall within the proposed development area and as such necessary mitigation measures are included at Chapter 6 below in order to ensure that the conservation status of local reptile populations is maintained post-development.

5.8 Water Vole and Otter

5.8.1 **Legislation.** Water Vole *Arvicola amphibius* is fully protected under the Wildlife and Countryside Act 1981 (as amended). Water Vole is also a S41 Priority Species. As such, this species is considered to represent an important ecological feature. The legislation affords protection to individuals of the species and their breeding sites and places of shelter (see Appendix 6196/4 for detailed provisions). There is no provision under the Act for licensing what would otherwise be offences for the purpose of development. Such activities must be covered by the defence in the Act that permits otherwise illegal actions if they are the incidental result of a lawful operation and could not reasonably be avoided.

5.8.2 If, despite all reasonable efforts, properly authorised development will adversely affect Water Vole and there are no alternative habitats nearby, Natural England may issue a licence to trap and translocate Water Vole for the purpose of conservation. To issue such a

[23] Herpetofauna Groups of Britain and Ireland (1998) 'Evaluating local mitigation/translocation programmes: Maintaining Best Practice and lawful standards'

licence, Natural England would need to be assured there is no reasonable alternative to the development and that there are no other practical solutions that would allow Water Vole to be retained at the same location. NE would also require assurance that the actions would make a positive contribution to Water Vole conservation.

5.8.3 Otter *Lutra lutra* is fully protected under the Wildlife and Countryside Act 1981 (as amended) and is a European Protected Species under the Conservation of Habitats and Species Regulations 2017 (as amended). Such legislation affords protection to individuals of the species and their breeding sites and places of rest (see Appendix 6196/4 for detailed provisions). Otter is also a S41 Priority Species. On this basis, Otter is considered to represent an important ecological feature.

5.8.4 **Background Records.** No records of Water Vole or Otter from the last 20 years were returned by KMBRC for within the site or within the wider 2km search area.

5.8.5 **Survey Results and Evaluation.** A stream runs past south-eastern corner of the site, over 10m from the site boundary at its closest point. However, this feature is small and likely subject to fluctuating water levels, while the section within the vicinity of the site is also heavily shaded in places. As such, this feature is not considered suitable for either Water Vole or Otter, neither of which would be affected by the proposals.

5.9 Other Mammals

5.9.1 **Legislation.** A number of other UK mammal species do not receive direct legislative protection relevant to development activities but may receive protection against acts of cruelty (e.g. under the Wild Mammals (Protection) Act 1996). In addition, a number of these mammal species are S41 Priority Species and should be assessed as important ecological features.

5.9.2 **Background Records.** No specific records of other mammals from within or adjacent to the site were returned from the desktop study. A number of records of Hedgehog *Erinaceus europaeus* (Priority Species) were returned from within the search area around the site, including several records within the 1km x 1km OS grid squares overlapping the eastern edge of the site, while a single record of Brown Hare *Lepus europaeus* (also a Priority Species) was returned, recorded at a grid reference located approximately 1.4km to the south of the site, recorded in 2010.

5.9.3 **Survey Results and Evaluation.** No evidence of any other protected, rare or notable mammal species was recorded within the site. Rabbit*,* Field Vole *Microtus agrestis,* Wood Mouse and Common Shrew *Sorex Araneus* were also recorded on site, while other species such as Fox *Vulpes vulpes* may also occur. All of these species remain common in both a local and national context, and as mentioned above do not receive specific legislative protection in a development context. As such, these species are not a material planning consideration and the loss of potential opportunities for these species to the proposals is of negligible significance.

5.9.4 The desktop study returned background records of Hedgehog within the surrounding area. Hedgehog is a Priority Species, albeit this species remains common and widespread in England. The site offers potential opportunities for this species, particularly in the form of areas of the rank grassland, hedgerows, woodland and denser scrub, although habitats are unlikely to be of importance in a local context, and Hedgehog is considered to be of importance at a site level only. The vast majority of these areas are retained under the proposals. Abundant similar opportunities are present within the local area and there is no evidence to suggest the proposals will significantly affect local populations of this species.

However, it is recommended that precautionary safeguards are put in place to minimise the risk of harm to Hedgehog in the event this species is present, as described in Chapter 6 below.

5.10 Birds

5.10.1 **Legislation.** All wild birds and their nests receive protection under Section 1 of the Wildlife and Countryside Act 1981 (as amended) in respect of killing and injury, and their nests, whilst being built or in use, cannot be taken, damaged or destroyed. Species included on Schedule 1 of the Act receive greater protection and are subject to special penalties (see Appendix 6196/4 for detailed provisions).

5.10.2 **Conservation Status.** The conservation importance of British bird species is categorised based on a number of criteria including the level of threat to a species' population status[24]. Species are listed as Green, Amber or Red. Red Listed species are considered to be of the highest conservation concern being either globally threatened and or experiencing a high/rapid level of population decline (>50% over the past 25 years). A number of birds are also S41 Priority Species. Red and Amber listed species and priority species should be assessed as important ecological features.

5.10.3 **Background Records.** Information from the data search included records for several bird species in the vicinity of the site, including the Red Listed species Lesser Spotted Woodpecker *Dendrocopus minor*, Woodcock *Scolopax rusticola*, Black Redstart *Phoenicurus ochruros* Redwing *Turdus iliacus*, Skylark *Alauda arvensis,* House Sparrow*,* Tree Sparrow *Passer montanus*, Fieldfare *Turdus pilaris* and Song Thrush *Turdus philomelos,* many of which are also all Priority Species*.* None of the records originate specifically from within the site itself, albeit a number of these records originate from the 1km x 1km OS grid square overlapping the eastern edge of the site. Incidental records of Barn Owl *Tyto alba* have also been noted from the wider area.

5.10.4 **Survey Results.** Several species of bird were observed within the site during the Phase 1 survey including: Wood Pigeon *Columba palumbus*, Feral Pigeon *Columba livia domestica* Blackbird *Turdus merula*, House Sparrow, Great Tit *Parus major*, Goldfinch *Carduelis carduelis***,** Common Whitethroat *Sylvia communis* and Blue Tit *Cyanistes caeruleus*. In addition, Feral Pigeon was noted nesting within building **B4**. No evidence of other bird species, including Barn Owl, having nested within any building on site was found during internal building inspections undertaken during the bat surveys.

5.10.5 **Evaluation.** Most of the birds recorded at the site are not listed as having any special conservation status, although House Sparrow is included on the Red list as a result of declines in UK breeding populations and is also a Priority Species, while Common Whitethroat is included on the Amber List. However, the habitats present are common in the surrounding area and there is no evidence to suggest the site is of elevated value at a local level for these species, which in any case, are common in Great Britain[25]. The proposals will result in the loss of the on-site buildings along with several sections of hedgerow (to facilitate site access) and may also result in the loss of other nesting habitat such as scrub. This could potentially affect any nesting birds that may be present at the time of works and accordingly, a number of safeguards in respect of nesting birds are proposed, as detailed in

[24] Eaton MA, Aebischer NJ, Brown AF, Hearn RD, Lock L, Musgrove AJ, Noble DG, Stroud DA and Gregory RD (2015) *'Birds of Conservation Concern 4: the population status of birds in the United Kingdom, Channel Islands and the Isle of Man'* British Birds *108*, pp.708-746

[25] Population estimates of birds in Great Britain and the United Kingdom. Musgrove *et al*., British Birds, 2013

Chapter 6 below. In the long-term, new nesting opportunities will be provided for birds as described in Chapter 6 below.

5.11 Invertebrates

5.11.1 **Legislation.** A number of invertebrate species are listed under Schedule 5 of the Wildlife and Countryside Act 1981 (as amended). In addition, Large Blue Butterfly *Maculinea arion*, Fisher's Estuarine Moth *Gortyna borelii lunata* and Lesser Whirlpool Ram's-horn Snail *Anisus vorticulus* receive protection under the Conservation of Habitats and Species Regulations 2017 (as amended); refer to Appendix 6196/4 for detailed provisions. A number of invertebrates are also S41 Priority Species. Where such species are present, they should be assessed as important ecological features.

5.11.2 **Background Records.** No specific records of invertebrates were returned from within or adjacent to the site. A number of records of Priority Species of invertebrate were received from KMBRC including Red-shanked Carder-Bee *Bombus ruderarius*, Cinnabar *Tyria jacobaeae* and Small Blue *Cupido minimus*, with the closest record being for Cinnabar, recorded approximately 840m to the southeast of the site in 2005.

5.11.3 **Survey Results and Evaluation.** No evidence for the presence of any protected, rare or notable invertebrate species was recorded within the site. The site is dominated by short-grazed semi-improved grassland which is likely to support only a limited diversity of invertebrates. The site does contains small areas likely to be of some raised ecological value for invertebrates including ponds, areas of bare ground, hedgerows, occasional patches of scrub, areas of rank, tussocky grassland, log piles and varying topography in places. Indeed, solitary bees and ant hills were recorded on site within the area of semi-improved grassland/tall ruderals, while further ant hills were recorded along hedgerow H7. Overall, given the habitat composition of the site and lack of adjacent sites designated for significant invertebrate interest, it is considered unlikely that the proposals will result in significant harm to any protected, rare or notable invertebrate populations, and the site is not considered to support an important invertebrate assemblage. In any case, the development proposals retain substantial greenspace around the periphery of the site and as such the majority of more suitable invertebrate habitat is to be retained under the proposals, while the inclusion of new planting and pond creation is likely to provide new opportunities for invertebrates.

5.12 Summary

5.12.1 On the basis of the above, a summary of the evaluation of fauna is provided below:

Table 23 - Summary of fauna forming important ecological features

Species / Group	Supported by or associated with the site	Level of Importance
Bats – Roosting	Confirmed presence within building B4	Local
Bats – Foraging / Commuting	Confirmed presence on site	Local
Badger	Potential habitat present, along with potential Badger sett.	Likely negligible, but precautionary safeguards required
Dormouse	Likely Absent	Negligible
Great Crested Newt	Potential breeding and terrestrial habitat present	Local/district
Reptiles	Confirmed presence on site	Local
Birds	Confirmed presence on site	Site

5.12.2 Other fauna likely to be supported by the site include non-priority species of mammals, amphibians and invertebrates. However, these species do not form important ecological features.

6 Mitigation Measures and Biodiversity Net Gains

6.1 Mitigation

6.1.1 Based on the habitats, ecological features and associated fauna identified within / adjacent to the site, it is proposed that the following mitigation measures (**MM1-MM13**) are implemented under the proposals. Further detailed mitigation strategies or method statements can be secured via suitably-worded planning conditions, as recommended by relevant best practice guidance (BS 42020:2019).

Hedgerows and Trees

6.1.2 **MM1 – Hedgerow and Tree Protection.** All hedgerows and trees to be retained within the proposed development should be protected during construction in line with standard arboriculturalist best practice (BS5837:2012) or as otherwise directed by a suitably competent arboriculturalist. This will involve the use of protective fencing or other methods appropriate to safeguard the root protection areas of retained trees / hedgerows.

Watercourses

6.1.3 **MM2 – Pollution Prevention.** A stream runs approximately 11m from the south-eastern corner of the site at its closest point, discharging into the River Beult SSSI to the south of the site, which is itself within 200m at its closest point. Post-development, the drainage system on site will ensure the watercourse is not subject to adverse changes in surface water run-off or quality. The removal of agricultural run-off from the land will likely be beneficial to receiving waters in terms of water quality.

Bats

6.1.4 **MM3 – Update Survey.** Should any considerable time (e.g. >2 years) elapse between the survey work detailed above and any development works, a further survey of the buildings with potential to support roosting bats should be undertaken prior to the commencement of works to confirm the continued absence of bats.

6.1.5 **MM4 – Removal of Roofs.** Removal of any roofs or other structures with potential to support or conceal roosting bats, in particular building **B4** (from which bats were seen emerging from the barn entrance) should be undertaken with care during favourable weather conditions (not during heavy rain, high winds or unseasonable low temperatures) and under an appropriate watching brief. Given the possible presence of roosting bats within this building, it is recommended that this work is carried out under a protected species licence which should be obtained from Natural England prior to building removal.

6.1.6 **MM5 – Felling of Trees Supporting Bat Roosting Potential.**

6.1.7 No trees supporting bat roosting potential have been identified for removal under the current layout, although should a need for works to these trees be identified at a later stage (e.g. for health and safety purposes) it is recommended a suitably qualified ecologist is consulted to advise on any further survey requirements and/or mitigation measures. Such measures may include climbing inspections to investigate potential roosting features and soft felling of trees under an ecological watching brief.

6.1.8 **MM6 – Sensitive Lighting.** Light-spill onto retained and newly created habitat, in particular the retained woodland, hedgerows and groups of trees will be minimised in accordance

with good practice guidance[26] to reduce potential impacts on light-sensitive bats (and other nocturnal fauna). This may be achieved through the implementation of a sensitively designed lighting strategy, with consideration given to the following key factors:

- **Light exclusion zones –** ideally no lighting should be used in areas likely to be used by bats. Light exclusion zones or 'dark buffers' may be used to provide interconnected areas free of artificial illumination to allow bats to move around the site;
- **Appropriate luminaire specifications** – consideration should be given to the type of luminaires used, in particular luminaries should lack UV elements and metal halide and fluorescent sources should be avoided in preference for LED luminaries. A warm white spectrum (ideally <2,700K) should be adopted to reduce the blue light component;
- **Light barriers / screening –** new planting (e.g. hedgerows and trees) or fences, walls and buildings can be strategically positioned to reduce light spill;
- **Spacing and height of lighting units –** increasing spacing between lighting units can minimise the area illuminated and allow bats to fly in the dark refuges between lights. Reducing the height of lighting can also help decrease the volume of illuminated space and give bats a chance to fly over lighting units (providing the light does not spill above the vertical plane). Low level lighting options may be considered for parking areas and pedestrian / cycle routes, e.g. bollard lighting, handrail lighting or LED footpath lighting;
- **Light intensity –** light intensity (i.e. lux levels) should be kept as low as possible to reduce the overall amount and spread of illumination;
- **Directionality –** to avoid light spill lighting should be directed only to where it is needed. Particular attention should be paid to avoid the upward spread of light so as to minimise trespass and sky glow;
- **Dimming and part-night lighting –** lighting control management systems can be used, which involves switching off/dimming lights for periods during the night, for example when human activity is generally low (e.g. 12.30 – 5.30am). The use of such control systems may be particularly beneficial during the active bat season (April to October). Motion sensors can also be used to limit the time lighting is operational.

Badger

6.1.9 **MM7 – Badger Update Survey.** Badgers are dynamic animals and levels of Badger activity can rapidly change at a site, with new setts being created at any time. Given the known presence of Badger in the landscape surrounding the site, and the presence of a mammal burrow within the site forming a potential Badger sett, it is recommended that an update survey is carried out prior to commencement of site works in order to confirm the current status of Badgers at the site.

6.1.10 **MM8 – Badger Construction Safeguards.** In order to safeguard Badger should they enter the site during construction works, the following measures should be implemented:

[26] Bat Conservation Trust and Institute of Lighting Professionals (2018) '*Guidance Note 08/18: Bats and artificial lighting in the UK*'; Stone, E.L. (2013) '*Bats and lighting: Overview of current evidence and mitigation guidance*.'; ILP (2011) '*Guidance notes for the reduction of obtrusive light*' Institution of Lighting Professionals, GN01:2011.

- Any trenches or excavations within the site that are to be left open overnight should be provided with a means of escape should a Badger enter. This could simply be in the form of a gently graded ramp or roughened plank of wood placed in the trench as a ramp to the surface. This is particularly important if the trench fills with water;
- Any temporarily exposed open pipes (>150mm outside diameter) should be blanked off at the end of each working day so as to prevent Badgers gaining access as may happen when contractors are off-site;
- Any trenches/pits should be inspected each morning to ensure no Badgers have become trapped overnight. Should a Badger become trapped in a trench it will likely attempt to dig itself into the side of the trench, forming a temporary sett. Should a trapped Badger be encountered a suitably qualified ecologist should be contacted immediately for further advice;
- The storage of topsoil or other 'soft' building materials in the site should be given careful consideration. Badgers will readily adopt such mounds as setts. So as to avoid the adoption of any mounds, these should be kept to a minimum and any essential mounds subject to daily inspections with consideration given to temporarily fencing any such mounds to exclude Badgers;
- The storage of any chemicals at the site should be contained in such a way that they cannot be accessed or knocked over by any roaming Badgers;
- Fires should only be lit in secure compounds away from areas of Badger activity and not allowed to remain lit during the night; and
- Unsecured food and litter should not be left within the working area overnight.

Reptiles

6.1.11 **MM9 – Reptile Translocation.** Low populations of Slow-worm, Common Lizard and Grass Snake have been recorded within the site. Due to the relatively high number of reptiles present towards the eastern site boundary, it is recommended that prior to any construction work being carried out a translocation exercise is undertaken to capture and relocate any reptiles that may be present within suitable habitats in this area, including the field-edge adjacent to hedgerow **H3**, tall ruderal vegetation and the area identified as semi-improved grassland/tall ruderals. In some areas, dense scrub may make it difficult to prepare the site for a translocation exercise. If this is the case a destructive search is proposed in order to clear areas of vegetation to install reptile/drift fencing (see MM10 below).

6.1.12 The translocation exercise would involve laying reptile/drift fencing and reptile refugia around the perimeters and across the development footprint. An ecologist should attend site daily, capturing any reptiles basking on/underneath the refugia and relocating them to a receptor site, which should be located within the retained open space. This should be conducted daily for a minimum of 30 days (30 survey visits) or until no reptiles have been captured for 5 consecutive days.

6.1.13 **MM10 – Destructive Search.** A destructive search may be required when preparing the site for the translocation exercise and as a measure to minimise the risk of harm to reptiles within suitable habitat elsewhere on site, should any activities be required which may disturb this habitat and harm reptiles if present (such as vehicle tracking or modification/removal of this habitat).

6.1.14 The destructive search would involve cutting the relevant vegetation (scrub, grassland or tall ruderal vegetation) to a short height (~15cm) so as to encourage reptiles to disperse to

suitable areas of retained/nearby habitat, whilst also allowing for a fingertip search of the area. This exercise should be carried out under the supervision of a competent ecologist during the active reptile season where practicable (generally March/April to September/October, depending on prevailing weather). Any potential refuge features, e.g. piles of rubble, heavy logs, brash piles, should be fingertip-searched by an ecologist prior to being carefully disassembled. Any reptiles encountered during the destructive search would be carefully rescued by the supervising ecologist and relocated to suitable nearby habitat.

Hedgehogs

6.1.15 **MM11 – Hedgehog Safeguards.** In order to safeguard Hedgehogs and other small mammals should they enter the site during construction works, the following measures should be implemented:

- A watching brief should be maintained for Hedgehog and other small mammals throughout any clearance works;
- Any piles of material already present on site, particularly vegetation/leaves, etc. and any areas of dense scrub or hedgerows, should be dismantled/removed by hand and checked for Hedgehog prior to the use of any machinery/disposal;
- Any material to be disposed of by burning, particularly waste from vegetation clearance and tree works, should not be left piled on site for more than 24 hours in order to minimise the risk of Hedgehogs occupying the pile. If this cannot be avoided, material should be stored within a container such as a skip to prevent animals from gaining access. Any material which has been stored on the ground overnight should be moved prior to burning to allow a thorough check for any animals which may have been occupying the pile;
- In the event that an injured Hedgehog is found, the animal should be wrapped carefully in a towel, the British Hedgehog Preservation Society (BHPS) phoned (01584 890 801) and the Hedgehog taken to a local vet immediately;

6.1.16 **MM12 – Hedgehog Cut-outs.** To maintain connectivity throughout the site for Hedgehog and to allow access to suitable foraging habitat contained within residential gardens, small holes (13cmx13cm) should be created within garden fences or under gates.

Nesting Birds

6.1.17 **MM13** – **Timing of Works.** To avoid a potential offence under the relevant legislation, no clearance of suitable vegetation should be undertaken during the bird-nesting season (1st March to 31st August inclusive). If this is not practicable, any potential nesting habitat to be removed should first be checked by a competent ecologist in order to determine the location of any active nests. Any active nests identified would then need to be cordoned off (minimum 5m buffer) and protected until the end of the nesting season or until the birds have fledged. These checking surveys would need to be carried out no more than three days in advance of vegetation clearance.

6.2 Ecological Enhancements

6.2.1 The National Planning Policy Framework (NPPF) encourages new developments to maximise the opportunities for biodiversity through incorporation of enhancement measures. The proposals present the opportunity to deliver ecological enhancements at the site for the benefit of local biodiversity, thereby making a positive contribution towards the broad objectives of national conservation priorities and the local Biodiversity Action Plan

(BAP). The recommendations and enhancements summarised below are considered appropriate given the context of the site and the scale and nature of the proposals. Through implementation of the following ecological enhancements (**EE1** – **EE7**), the opportunity exists for the proposals to deliver a number of benefits for wildlife at the site.

Habitat Creation

6.2.2 **EE1 – New Planting.** It is recommended that where practicable, new planting within the site be comprised of native species of local provenance, including trees and shrubs appropriate to the local area. Suitable species for inclusion within the planting could include native trees such as Oak, Ash, Birch *Betula pendula* and Field Maple, whilst native shrub species of particular benefit would likely include fruit and nut bearing species which would provide additional food for wildlife, such as Blackthorn, Hawthorn, Crab Apple *Malus sylvestris*, Hazel *Corylus avellana* and Elder. Where non-native species are proposed, these should include species of value to wildlife, such as varieties listed on the RHS' 'Plants for Pollinators' database, providing a nectar source for bees and other pollinating insects.

6.2.3 **EE2 – Wildflower Grassland.** It is recommended that areas of wildflower grassland are created on site, such as within the proposed open space or surrounding the proposed attenuation ponds. This would maximise opportunities for biodiversity under the proposals, whilst making a positive contribution towards the Kent Nature Partnership Biodiversity Strategy – 2020 to 2045, which lists lowland meadows as a priority. Consideration should be given to the laying of wildflower turfs, comprising locally appropriate native species, to establish wildflower grassland. This would ensure rapid establishment of these habitats, and reduce the timeframe for delivering the range of ecological benefits that are proposed.

6.2.1 **EE3 – Wetland Features.** The Illustrative Masterplan incorporates two new Sustainable Drainage Systems (SuDS) features as part of the greenspace in the south of the site. It is understood that the SuDS basins can be designed to incorporate permanent standing water (e.g. through over-excavation), which could therefore be designed to be of value to wildlife and include elements such as sinuous margins (to create a variety of conditions and micro-climates which would encourage a broad range of invertebrates to colonise), gently sloping margins (which are favoured by amphibians) and conditions to allow abundant marginal and aquatic vegetation to develop. Creation of such habitats would provide opportunities for a range of wildlife such as amphibians and invertebrates, while also helping to attenuate surface water run-off.

Bats

6.2.2 **EE4 - Bat Boxes.** A number of bat boxes will be incorporated within the proposed development. The provision of bat boxes will provide new roosting opportunities for bats in the area, such as Soprano Pipistrelle, a national Priority Species. So as to maximise their potential use, the bat boxes should ideally be situated on suitable retained trees, erected as high up as possible and sited in sheltered wind-free areas that are exposed to the sun for part of the day, facing a south-east, south or south-westerly direction. In addition, where architectural design allows, a number of integrated bat boxes / roost features should be incorporated into a proportion of the new build. The precise number and locations of boxes / roost features should be determined by a competent ecologist, post-planning once the relevant final development design details have been approved.

Birds

6.2.3 **EE5 – Bird Boxes**. It is recommended that a number of bird nesting boxes be provided. A proportion of these should be sited on suitable, retained trees, situated as high up as

possible. In addition, where possible nesting bricks/boxes should be incorporated within the design of the new buildings, in order to offer nesting opportunities for declining species such as House Sparrow (Priority Species) and Swift *Apus apus* (Red Listed species). The precise number and locations of nesting bricks/boxes should be determined by a competent ecologist, post-planning once the relevant final development design details have been approved.

Invertebrates

6.2.4 **EE6 – Habitat Piles.** A proportion of any deadwood arising from vegetation clearance works should be retained within the site in a number of wood piles located within areas of new planting, new wetland habitats or areas of wildflower grassland in order to provide potential habitat opportunities for invertebrate species, which in turn could provide a prey source for a range of other wildlife. In addition, the provision and management of new native landscape planting will likely provide additional opportunities for invertebrates at the site in the long term.

6.2.5 **EE7 – Bee Bricks.** It is recommended that a number of bee bricks be incorporated within the proposed development thereby increasing nesting opportunities for declining populations of non-swarming solitary bee populations. Ideally, bee bricks should be located within suitable south-facing walls (where architectural design allows), located at least 1m off the ground. The bricks should be unobstructed by vegetation, though within close vicinity of nectar and pollen sources.

7 Conclusions

7.1 Aspect Ecology has carried out an Ecological Appraisal of the proposed development, based on the results of a desktop study, Phase 1 habitat survey and a number of detailed protected species surveys.

7.2 The available information confirms that no statutory or non-statutory nature conservation designations are present within or adjacent to the site, and none of the designations within the surrounding area are likely to be adversely affected by the proposals.

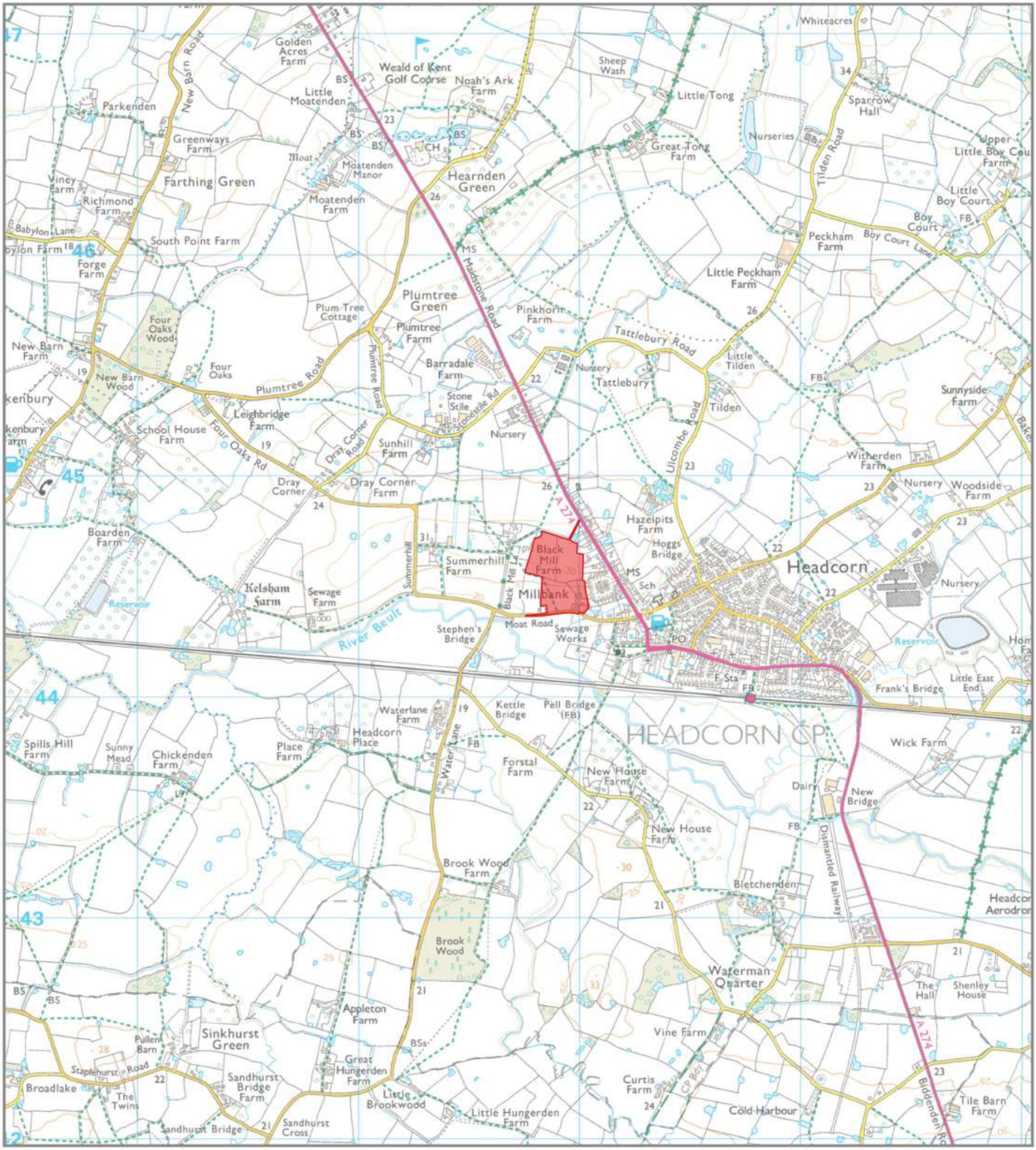
7.3 Surveys have established that the site is dominated by habitats not considered to be of ecological importance, whilst the proposals have sought to retain those features identified to be of value. Where it has not been practicable to avoid loss of habitats, new habitat creation has been proposed to offset losses, in conjunction with the landscape proposals.

7.4 The habitats within the site support protected species, some of which are protected under national and European legislation. Accordingly, a range of mitigation measures have been proposed to minimise the risk of harm to protected species, with compensatory measures proposed, where appropriate, in order to maintain the conservation status of local populations. Ecological enhancement measures have been proposed to deliver benefits to biodiversity alongside the development.

7.5 In conclusion, the proposals have sought to minimise impacts and maximise benefits. Subject to the implementation of the recommended avoidance, mitigation and compensation measures, it is considered unlikely that the proposals will result in harm to biodiversity. Alongside the proposals, the opportunity exists to provide a number of ecological enhancements which will deliver benefits for biodiversity.

Plan 6196/ECO1:

Site Location



Key:

Site Location

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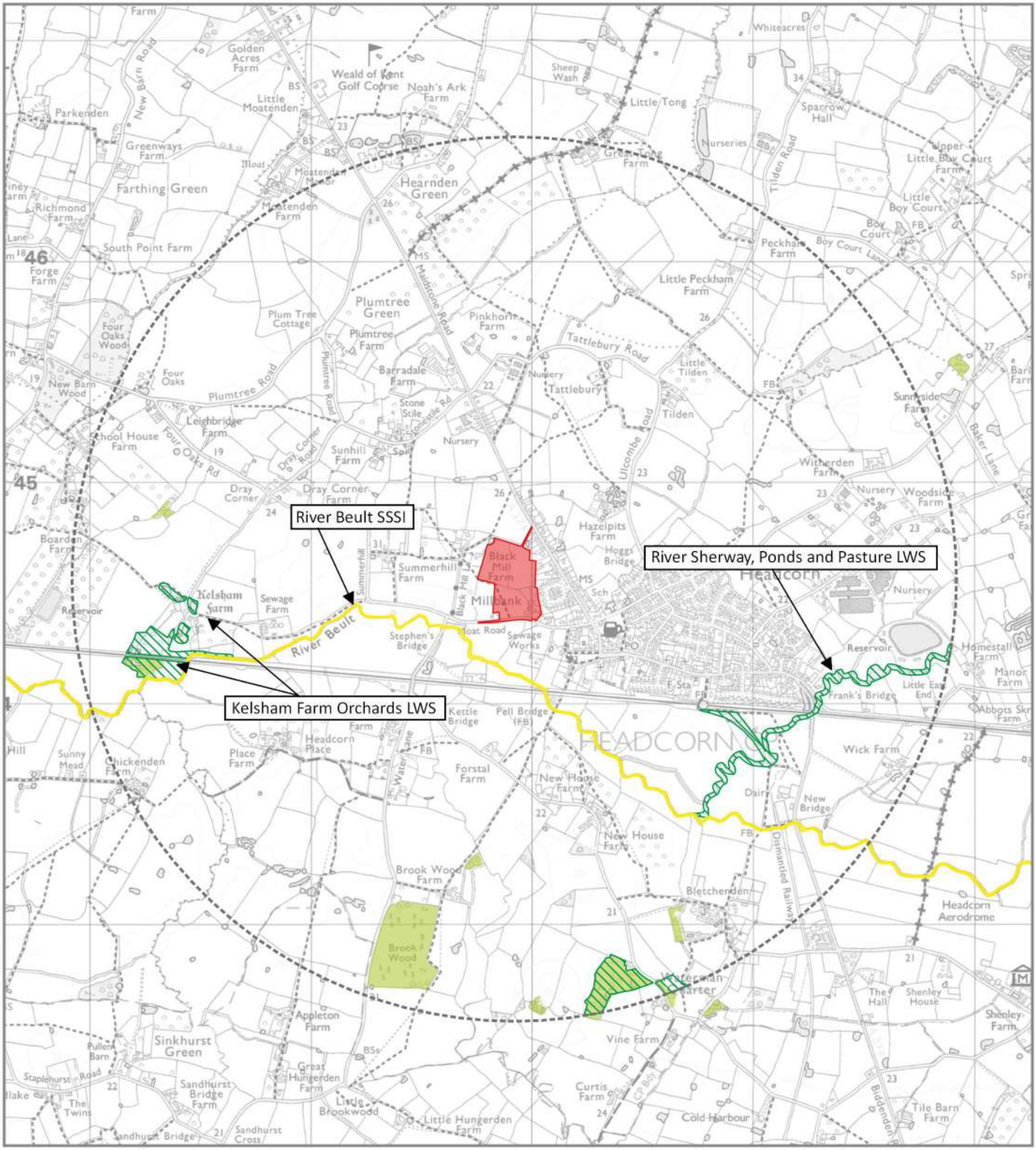
Noral Way · Banbury · Oxfordshire · OX16 2AF
01295 279721 · info@aspect-ecology.com · www.aspect-ecology.com

Land North of Moat Road, Headcorn	PROJECT
Site Location	TITLE
6196/ECO1	DRAWING NO.
B/AM	REV
November 2022	DATE

Plan 6196/ECO2:

Ecological Designations



Key:

- Site Location
- Site of Special Scientific Interest (SSSI)
- Ancient Semi-natural Woodland (ASW)
- Local Wildlife Site (LWS)
- Local Records Centre 2km Search Area

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Land North of Moat Road, Headcorn	PROJECT
Ecological Designations	TITLE
6196/ECO2	DRAWING NO.
B/AM	REV
November 2022	DATE

Plan 6196/ECO3:

Habitats and Ecological Features

Key:

- Site Boundary
- Bare Ground
- Bramble Scrub
- Building
- Hardstanding
- Mixed Scrub
- Ponds
- Roadside Verge
- Semi-Improved Grassland
- Semi-Improved Grassland Tall Ruderals
- Short-grazed Semi-improved grassland
- Tall Ruderal
- Woodland
- Hedgerow
- Tree
- Tree with low bat roosting potential
- Tree with moderate bat roosting potential
- Tree with moderate-high bat roosting potential
- Scattered scrub
- Potential badger sett

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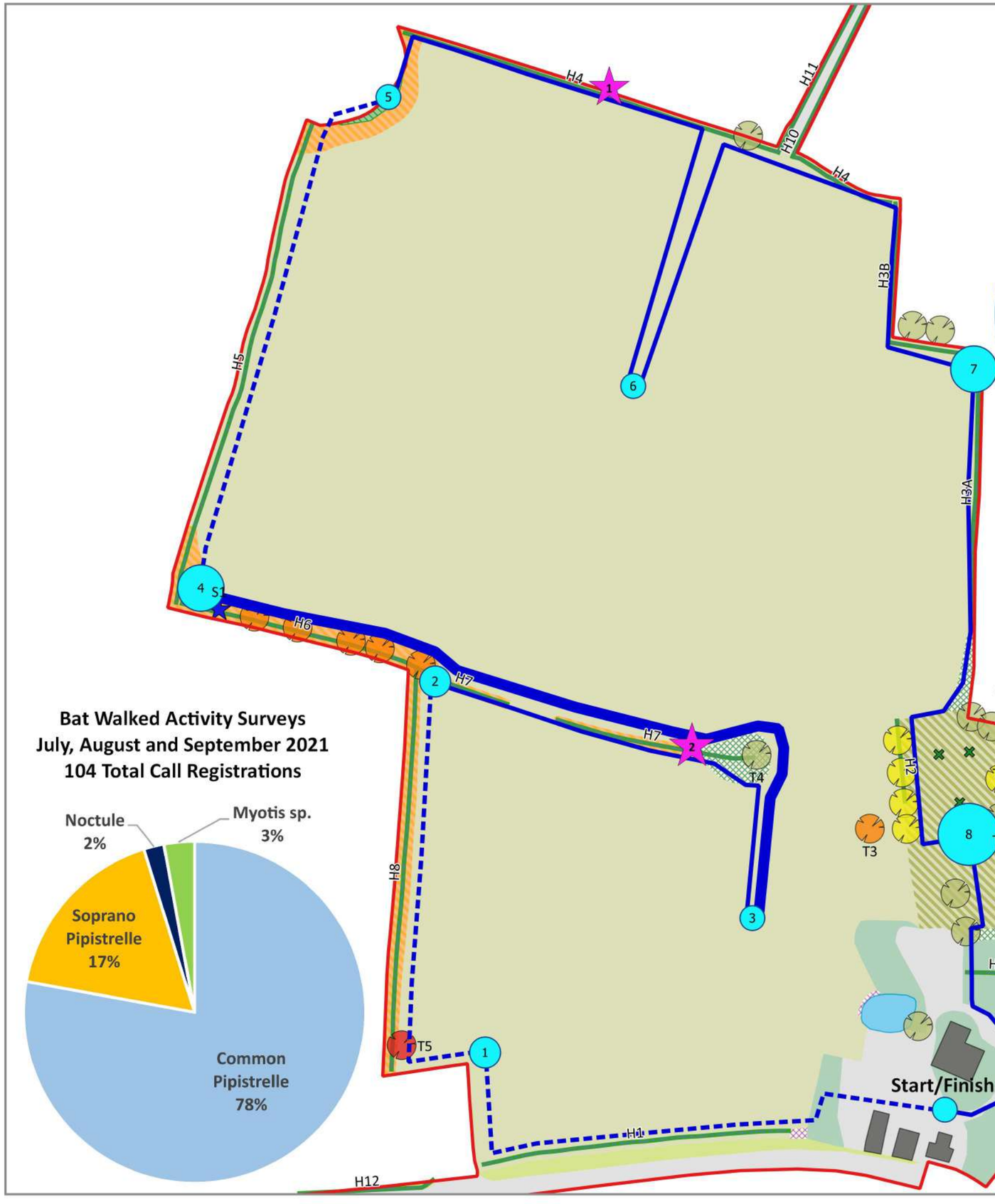
Land North of Moat Road, Headcorn	PROJECT
Habitats and Ecological Features	TITLE
6196/ECO3	DRAWING NO.
B/BG	REV
November 2022	DATE

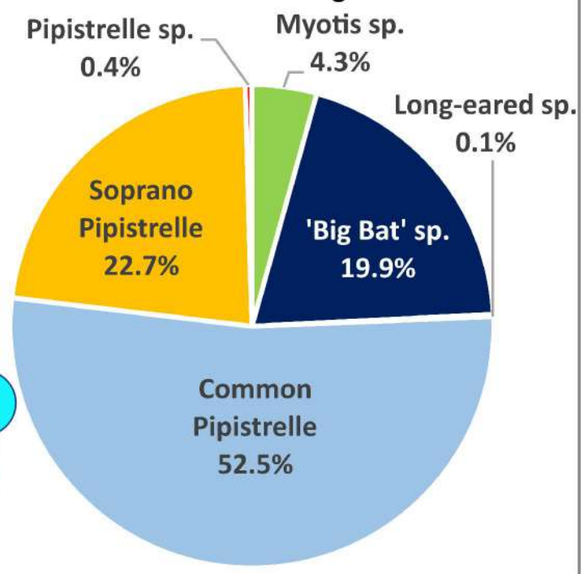
P:\Project\Aspect Ecology Projects\ECO 6150\10061961Graphics\GIS\6196 ECO3 RevB.qgz

Plan 6196/ECO4:

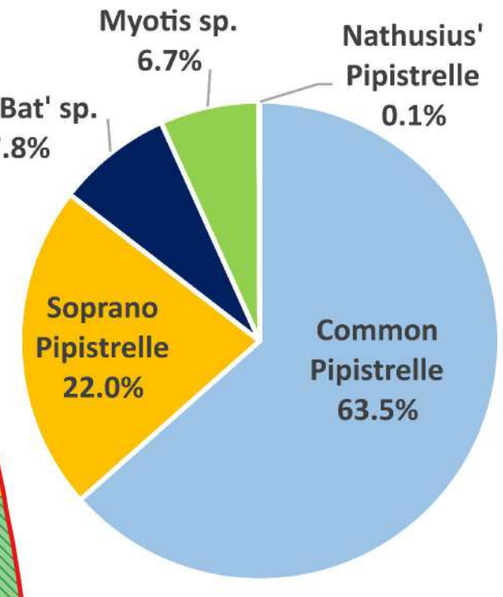
Bat Survey Results



Bat Static Detector Surveys
Location 1
1363 Total Call Registrations



Bat Static Detector Surveys
Location 2
1541 Total Call Registrations



Bat Walked Activity Surveys
July, August and September 2021
104 Total Call Registrations

Key:

- Site Boundary
- Automated Bat Static Detector Locations (Size Approximately Proportional to Total Call Registrations)

Bat Walked Activity Transect Survey

At Listening Points

- High
- Moderate
- Low
- Negligible

Between Listening Points

- High
- Moderate
- Low
- Negligible

Bat Activity Level Key:
High: >1 Passes per minute

Moderate: 0.51-1.0 Passes per minute

Low: 0.01-0.5 Passes per minute

Negligible: 0 Passes per minute

Note: number of passes per minute based on the number of sound files produced by bat detector

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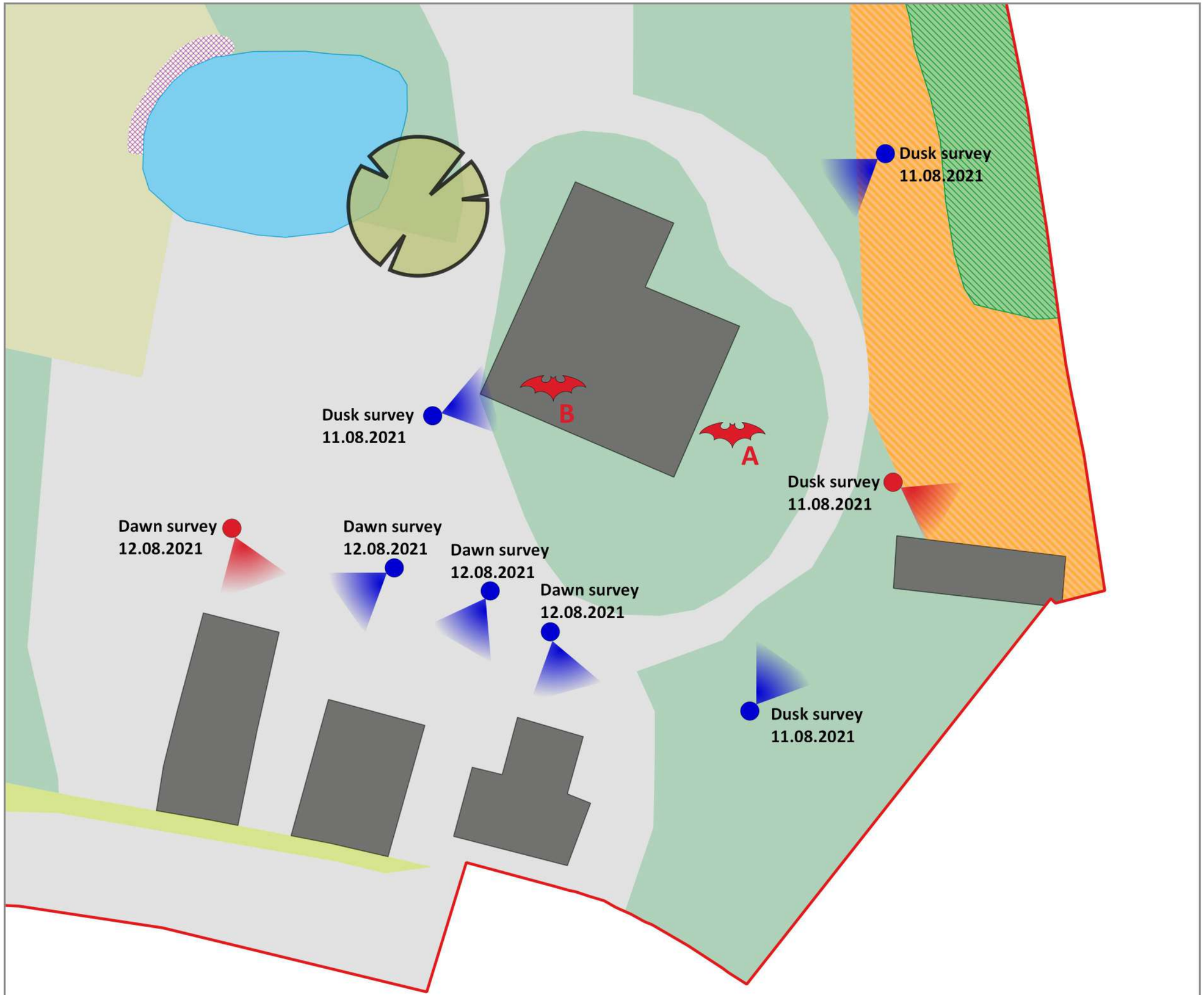
Land North of Moat Road, Headcorn	PROJECT
Bat Survey Results	TITLE
6196/ECO4	DRAWING NO.
B/BG	REV
November 2022	DATE

Plan 6196/ECO5:

Bat Emergence/Re-entry Survey Results



Key:

- Site Boundary

Emergence/Re-entry Surveys

- IR Camera
- Surveyor
- Bat Access Points

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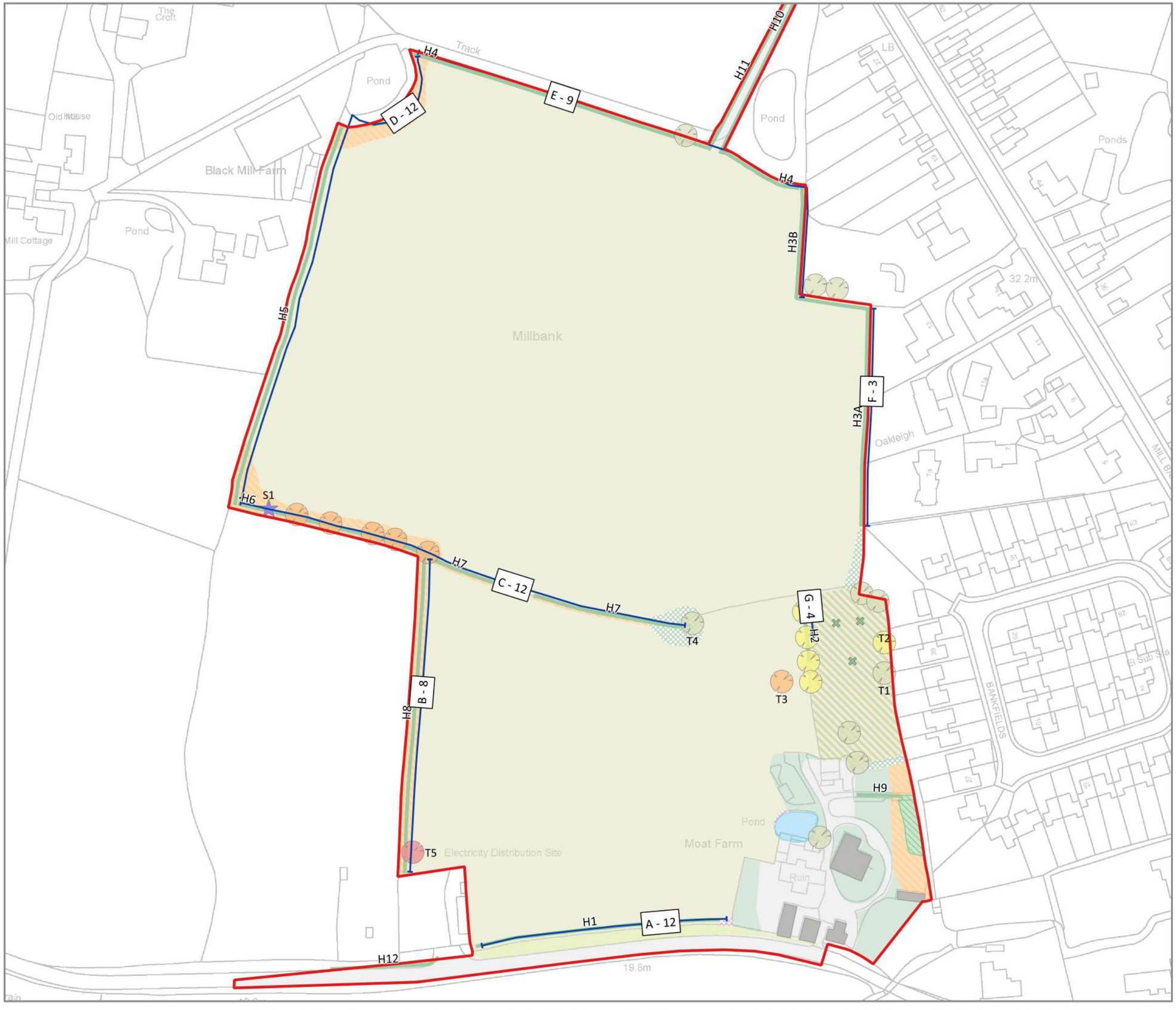
Land North of Moat Road, Headcorn	PROJECT
Bat Emergence/Re-entry Survey Results	TITLE
6196/ECO5	DRAWING NO.
B/BG	REV
November 2022	DATE

Plan 6196/ECO6:

Dormouse Transects



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Land North of Moat Road, Headcorn	PROJECT
Dormouse Transects	TITLE
6196/ECO6	DRAWING NO.
B/BG	REV
November 2022	DATE

P:\Project\Aspect Ecology Projects\ECO 6150\10061961Graphics\10GIS\6196 ECO6 7.qgz

Plan 6196/ECO7:

Reptile Survey Results

Reptile Survey Results

Visit No.	Date	Transect Ref.							
		A	B	C	D	E	F	G	H
1	06/09/2021		1 SW (J)		2 SW	1 SW (J)	2 SW	1 SW (J)	5 SW
2	09/09/2021				1 GS			1 SW (J)	3 SW, 3 SW (J)
3	13/09/2021	1 SW, 1 SW (J)	1 CL						2 SW, 2 SW (J)
4	18/09/2021						2 SW (J)		1 SL, 1 CL (J)
5	20/09/2021				1 SW				
6	23/09/2021						1 SW		1 SW, 2 SW (J)
7	27/09/2021							1 SW (J)	1 SW (J)

GS = Grass Snake, SW = Slow Worm, CL = Common Lizard, J = Juvenile

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Land North of Moat Road, Headcorn — PROJECT

Reptile Survey Results — TITLE

6196/ECO7 — DRAWING NO.

B/BG — REV

November 2022 — DATE

P:\Project\Aspect Ecology Projects\ECO 6150\10061961Graphics\GIS\6196 ECO6 7.qgz

Appendix 6196/1:

Illustrative Masterplan

A1

Romsey	Portishead	Camberley
T: 01794 367703	T: 01275 407000	T: 01276 749050
F: 01794 367276	F: 01794 367276	F: 01794 367276

www.thrivearchitects.co.uk

Rev	Description	Date	Au	Ch
P1	Preliminary Issue	16.10.22	VL/ci	-/-
P2	Revised Layout	21.10.22	VL/ci	
P3	Revised Layout	27.10.22	VL/ci	

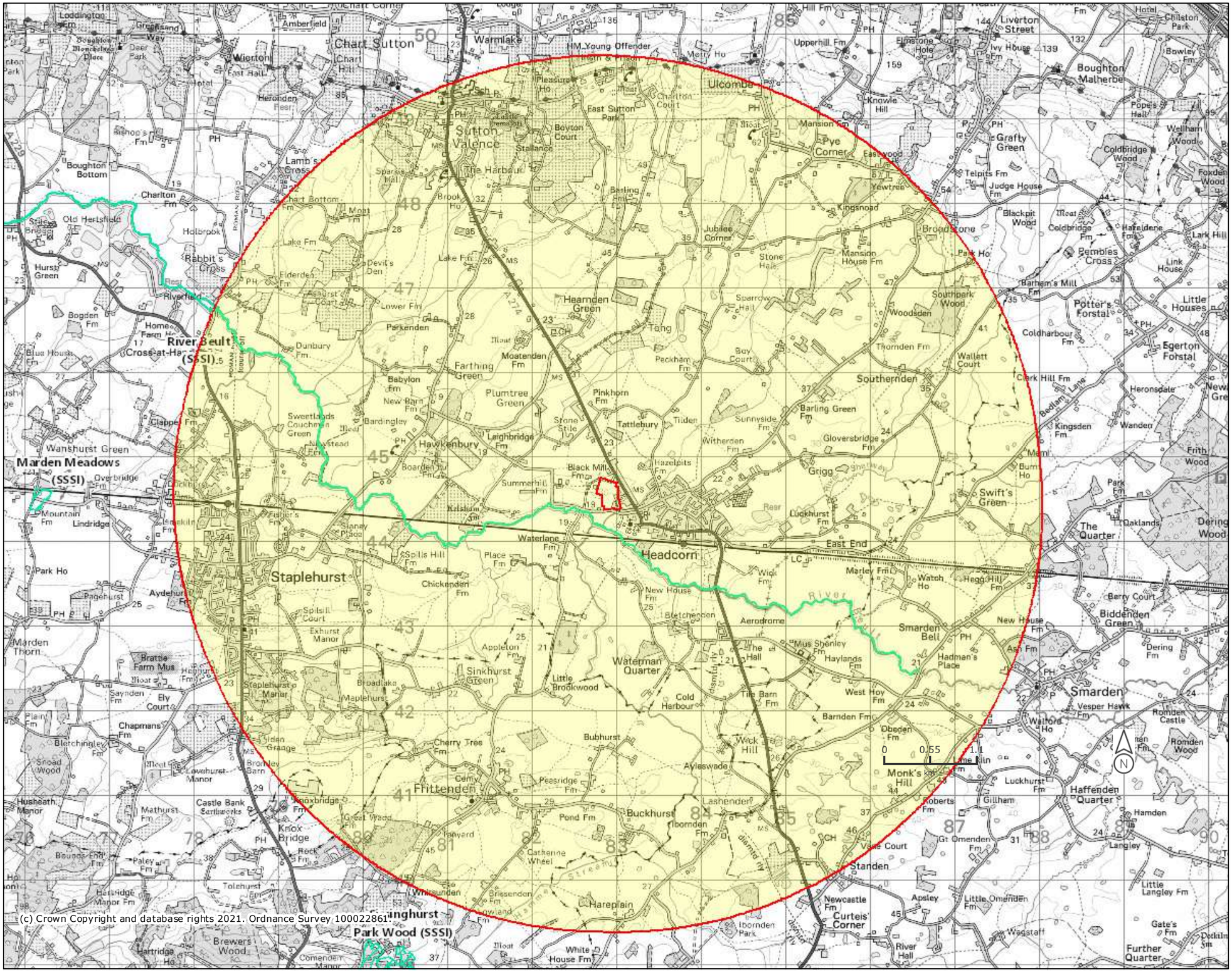
Project	Moat Road, Headcorn				
Drawing	Sketch Layout Master Plan - 01				
	-				
Client	CATESBY ESTATES PLC				
Job no.	CATE211030			Date	18.10.22
Dwg no.	SKMP-01			Rev.	P3
Author	VL/ci	Checked	-/-	Scale	1:1000@A0
Status	PRELIMINARY			Office	Romsey
Client ref.	-				

thrive. architects

Appendix 6196/2:

Desk Study Data

Statutory Designations Within 5km



Legend

- Sites of Special Scientific Interest (England)

Projection = OSGB36
xmin = 571500
ymin = 138800
xmax = 594500
ymax = 150500

0 0.9 1.8 km

Map produced by MAGIC on 22 November, 2021.

Site Check Report Report generated on Mon Nov 22 2021
You selected the location: Centroid Grid Ref: TQ82894456
The following features have been found in your search area:

Sites of Special Scientific Interest (England)

Name	River Beult SSSI
Reference	1000110
Natural England Contact	NULL
Natural England Phone Number	0845 600 3078
Hectares	29.07
Citation	1005993
Hyperlink	http://designatedsites.naturalengland.org.uk/SiteDetail.aspx?SiteCode=s1005993

Site Check Report Report generated on Mon Nov 22 2021
You selected the location: Centroid Grid Ref: TQ82894456
The following features have been found in your search area:

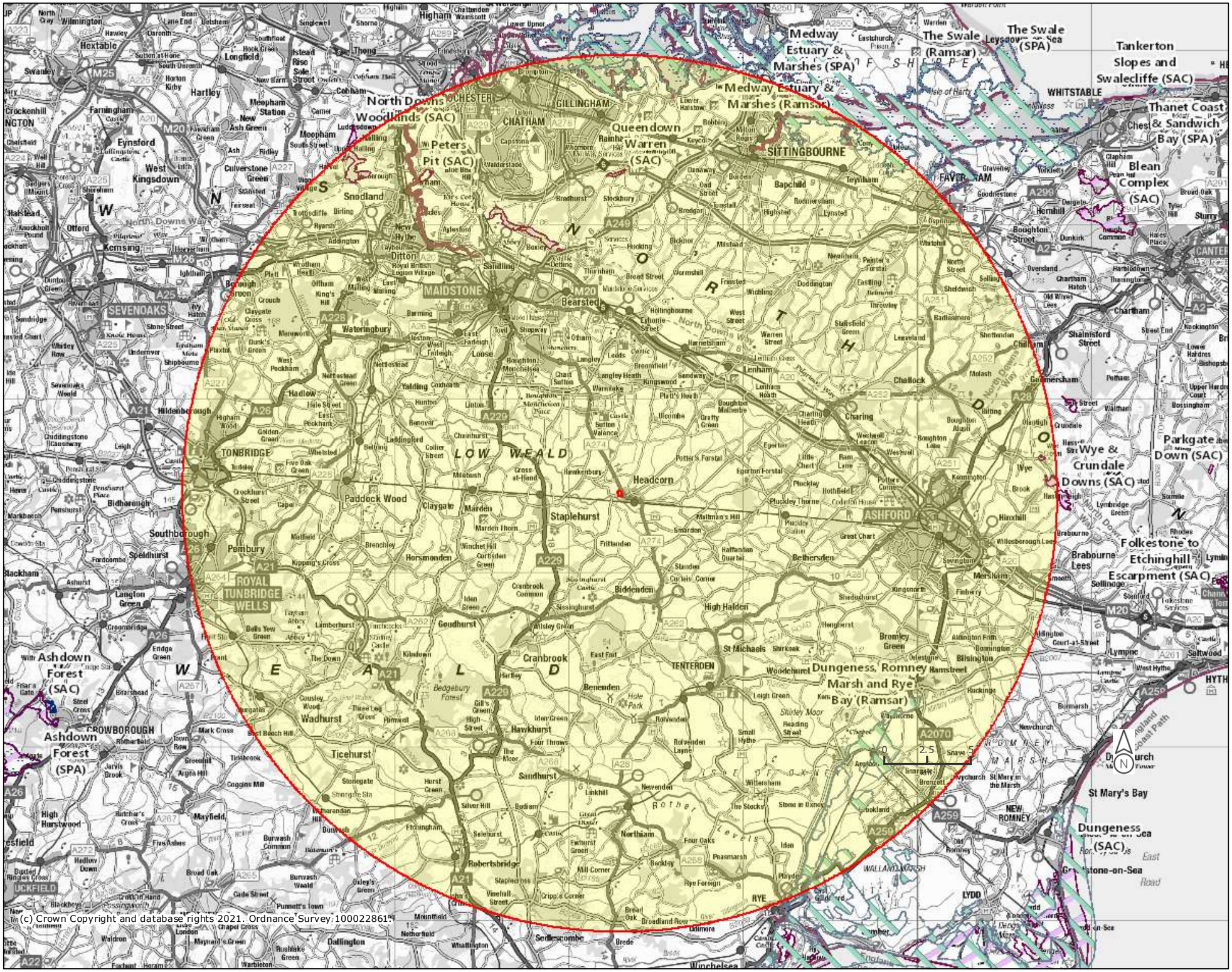
SSSI Impact Risk Zones - to assess planning applications for likely impacts on SSSIs/SACs/SPAs & Ramsar sites (England)

1. DOES PLANNING PROPOSAL FALL INTO ONE OR MORE OF THE CATEGORIES BELOW?	2. IF YES, CHECK THE CORRESPONDING DESCRIPTION(S) BELOW. LPA SHOULD CONSULT NATURAL ENGLAND ON LIKELY RISKS FROM THE FOLLOWING:
All Planning Applications	
Infrastructure	Pipelines, pylons and overhead cables. Any transport proposal including road, rail and by water (excluding routine maintenance). Airports, helipads and other aviation proposals.
Wind & Solar Energy	
Minerals, Oil & Gas	Planning applications for quarries, including: new proposals, Review of Minerals Permissions (ROMP), extensions, variations to conditions etc. Oil & gas exploration/extraction.
Rural Non Residential	Large non residential developments outside existing settlements/urban areas where net additional gross internal floorspace is > 1,000m² or footprint exceeds 0.2ha.
Residential	Residential development of 100 units or more.
Rural Residential	Any residential development of 50 or more houses outside existing settlements/urban areas.
Air Pollution	Any development that could cause AIR POLLUTION (incl: industrial/commercial processes, livestock & poultry units, slurry lagoons & digestate stores, manure stores).
Combustion	All general combustion processes. Incl: energy from waste incineration, other incineration, landfill gas generation plant, pyrolysis/gasification, anaerobic digestion, sewage treatment works, other incineration/ combustion.
Waste	Mechanical and biological waste treatment, inert landfill, non-hazardous landfill, hazardous landfill, household civic amenity recycling facilities construction, demolition and excavation waste, other waste management.
Composting	Any composting proposal. Incl: open windrow composting, in-vessel composting, anaerobic digestion, other waste management.
Discharges	Any discharge of water or liquid waste that is discharged to ground (ie to seep away) or to surface water, such as a beck or stream.
Water Supply	Large infrastructure such as warehousing / industry where net additional gross internal floorspace is > 1,000m² or any development needing its own water supply .
Notes 1	
Notes 2	
GUIDANCE - How to use the Impact Risk Zones	/Metadata_for_magic/SSSI IRZ User Guidance MAGIC.pdf

1. DOES PLANNING PROPOSAL FALL INTO ONE OR MORE OF THE CATEGORIES BELOW?	2. IF YES, CHECK THE CORRESPONDING DESCRIPTION(S) BELOW. LPA SHOULD CONSULT NATURAL ENGLAND ON LIKELY RISKS FROM THE FOLLOWING:
All Planning Applications	
Infrastructure	Pipelines, pylons and overhead cables. Any transport proposal including road, rail and by water (excluding routine maintenance). Airports, helipads and other aviation proposals.
Wind & Solar Energy	
Minerals, Oil & Gas	Planning applications for quarries, including: new proposals, Review of Minerals Permissions (ROMP), extensions, variations to conditions etc. Oil & gas exploration/extraction.
Rural Non Residential	Large non residential developments outside existing settlements/urban areas where net additional gross internal floorspace is > 1,000m² or footprint exceeds 0.2ha.
Residential	Residential development of 50 units or more.
Rural Residential	Any residential development of 10 or more houses outside existing settlements/urban areas.
Air Pollution	Any development that could cause AIR POLLUTION or DUST either in its construction or operation (incl: industrial/commercial processes, livestock & poultry units, slurry lagoons & digestate stores, manure stores).
Combustion	All general combustion processes. Incl: energy from waste incineration, other incineration, landfill gas generation plant, pyrolysis/gasification, anaerobic digestion, sewage treatment works, other incineration/ combustion.
Waste	Mechanical and biological waste treatment, inert landfill, non-hazardous landfill, hazardous landfill, household civic amenity recycling facilities construction, demolition and excavation waste, other waste management.
Composting	Any composting proposal. Incl: open windrow composting, in-vessel composting, anaerobic digestion, other waste management.
Discharges	Any discharge of water or liquid waste that is discharged to ground (ie to seep away) or to surface water, such as a beck or stream.
Water Supply	Large infrastructure such as warehousing / industry where net additional gross internal floorspace is > 1,000m² or any development needing its own water supply .
Notes 1	
Notes 2	
GUIDANCE - How to use the Impact Risk Zones	/Metadata_for_magic/SSSI IRZ User Guidance MAGIC.pdf

MAGiC

International Designations Within 25km



Legend

- Ramsar Sites (England)
- Special Areas of Conservation (England)
- Special Protection Areas (England)

Projection = OSGB36
xmin = 527000
ymin = 116600
xmax = 638300
ymax = 173300

Map produced by MAGIC on 22 November, 2021.

Site Check Report Report generated on Mon Nov 22 2021
You selected the location: Centroid Grid Ref: TQ82894456
The following features have been found in your search area:

Ramsar Sites (England)

Name	THE SWALE
Reference	UK11071
Hectares	6509.88

Name	MEDWAY ESTUARY & MARSHES
Reference	UK11040
Hectares	4697.93

Name	DUNGENESS, ROMNEY MARSH AND RYE BAY
Reference	UK11023
Hectares	7529.24

Special Areas of Conservation (England)

Name	WYE & CRUNDALE DOWNS
Reference	UK0012831
Hectares	113.12
Hyperlink	http://jncc.defra.gov.uk/protectedsites/sacselection/sac.asp?eucode=UK0012831

Name	NORTH DOWNS WOODLANDS
Reference	UK0030225
Hectares	287.35
Hyperlink	http://jncc.defra.gov.uk/protectedsites/sacselection/sac.asp?eucode=UK0030225

Name	PETERS PIT
Reference	UK0030237
Hectares	28.69
Hyperlink	http://jncc.defra.gov.uk/protectedsites/sacselection/sac.asp?eucode=UK0030237

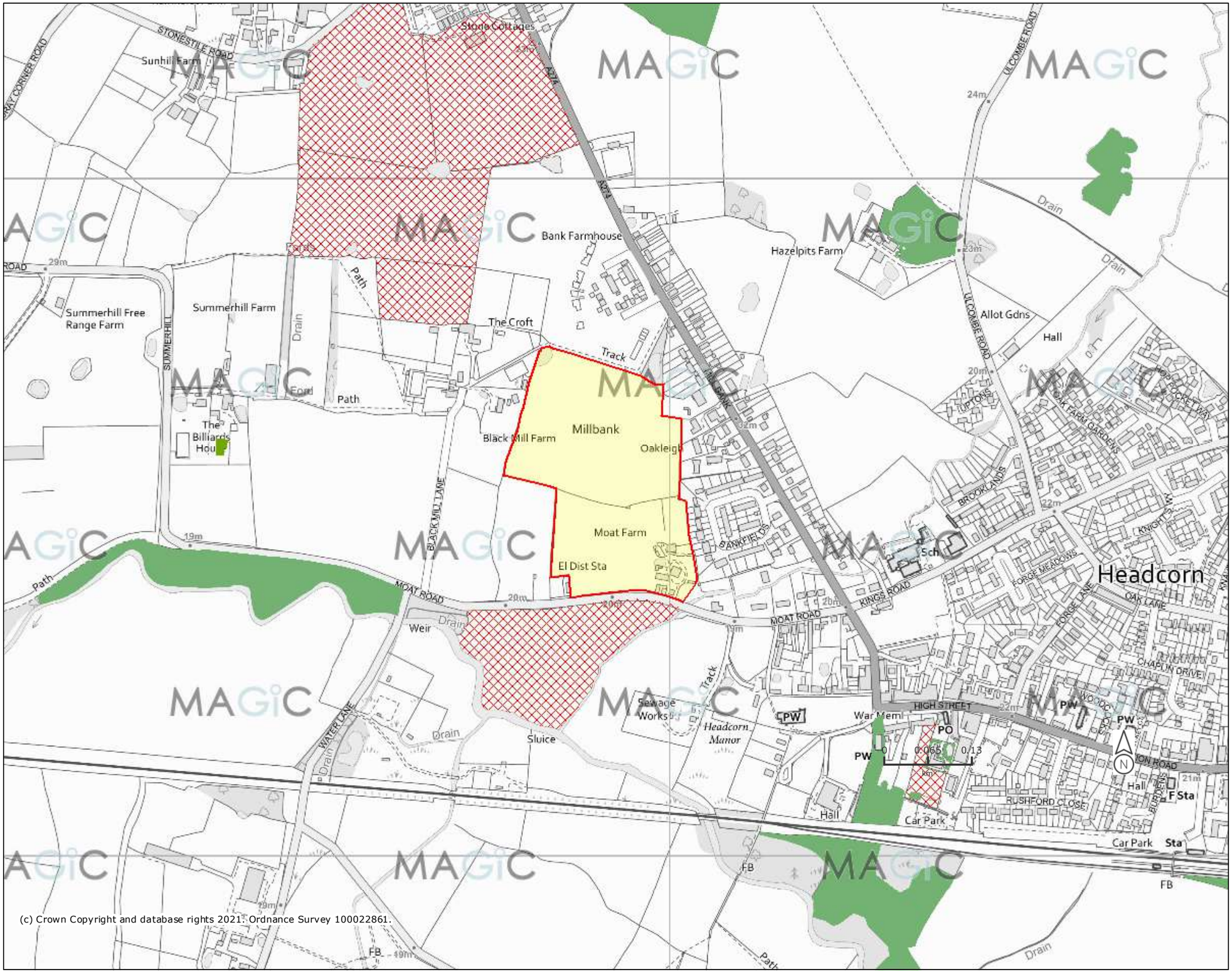
Name	QUEENDOWN WARREN
Reference	UK0012833
Hectares	14.48
Hyperlink	http://jncc.defra.gov.uk/protectedsites/sacselection/sac.asp?eucode=UK0012833

Special Protection Areas (England)

Name	MEDWAY ESTUARY & MARSHES
Reference	UK9012031
Hectares	4686.32

Name	THE SWALE
Reference	UK9012011
Hectares	6509.88

Nearby Priority Habitats



(c) Crown Copyright and database rights 2021. Ordnance Survey 100022861.

Legend

- Priority Habitat Inventory - Deciduous Woodland (England)
- Priority Habitat Inventory - Traditional Orchards (England)
- Priority Habitat Inventory - No main habitat but additional habitat exists (England)

Projection = OSGB36
xmin = 581500
ymin = 143800
xmax = 584400
ymax = 145300

0 0.1 0.2
km

Map produced by MAGIC on 22 November, 2021.

Appendix 6196/3:

Evaluation Methodology

Evaluation Methodology

1. The evaluation of ecological features and resources is based on professional judgement whilst also drawing on the latest available industry guidance and research. The approach taken in this report is based on that described by the Chartered Institute of Ecology and Environmental Management (CIEEM) 'Guidelines for Ecological Impact Assessment in the UK and Ireland' (2018)[1].

Importance of Ecological Features

2. Ecological features within the site/study area have been evaluated in terms of whether they qualify as 'important ecological features'. In this regard, CIEEM guidance states that *"it is not necessary to carry out detailed assessment of features that are sufficiently widespread, unthreatened and resilient to project impacts and will remain viable and sustainable".*

3. Various characteristics contribute to the importance of ecological features, including:

- Naturalness;
- Animal or plant species, sub-species or varieties that are rare or uncommon, either internationally, nationally or more locally, including those that may be seasonally transient;
- Ecosystems and their component parts, which provide the habitats required by important species, populations and/or assemblages;
- Endemic species or locally distinct sub-populations of a species;
- Habitat diversity;
- Habitat connectivity and/or synergistic associations;
- Habitats and species in decline;
- Rich assemblages of plants and animals;
- Large populations of species or concentrations of species considered uncommon or threatened in a wider context;
- Plant communities (and their associated animals) that are considered to be typical of valued natural/semi-natural vegetation types, including examples of naturally species-poor communities; and
- Species on the edge of their range, particularly where their distribution is changing as a result of global trends and climate change.

4. As an objective starting point for identifying important ecological features, European, national and local governments have identified sites, habitats and species which form a key focus for biodiversity conservation in the UK, supported by policy and legislation. These are summarised by CIEEM guidance as follows:

Designated Sites

- Statutory sites designated or classified under international conventions or European legislation, for example World Heritage Sites, Biosphere Reserves, Wetlands of International Importance (Ramsar sites), Special Areas of Conservation (SAC), Special Protection Areas (SPA);

[1] CIEEM (2018) '*Guidelines for Ecological Impact Assessment in the UK and Ireland: Terrestrial, Freshwater, Coastal and Marine*', Chartered Institute of Ecology and Environmental Management, Winchester

- Statutory sites designated under national legislation, for example Sites of Special Scientific Interest (SSSI), National Nature Reserves (NNR) and Local Nature Reserves (LNR);
- Locally designated wildlife sites, e.g. Local Wildlife Sites (LWS).

Biodiversity Lists

- Habitats and species of principal importance for the conservation of biodiversity in England and Wales (largely drawn from UK BAP priority habitats and priority species), often referred to simply as Priority Habitats / Species;
- Local BAP priority species and habitats.

Red Listed, Rare, Legally Protected Species

- Species of conservation concern, Red Data Book (RDB) species;
- Birds of Conservation Concern;
- Nationally rare and nationally scarce species;
- Legally protected species.

5. In addition to this list, other features may be considered to be of importance on the basis of local rarity, where they enable effective conservation of other important features, or play a key functional role in the landscape.

<u>Assigning Level of Importance</u>

6. The importance of an ecological feature should then be considered within a defined geographical context. Based on CIEEM guidance, the following frame of reference is used:

- International (European);
- National;
- Regional;
- County;
- District;
- Local (e.g. Parish or Neighbourhood);
- Site (not of importance beyond the immediate context of the site).

7. Features of 'local' importance are those considered to be below a district level of importance, but are considered to appreciably enrich the nature conservation resource or are of elevated importance beyond the context of the site.

8. Where features are identified as 'important' based on the list of key sites, habitats and species set out above, but are very limited in extent or quality (in terms of habitat resource or species population) and do not appreciably contribute to the biodiversity interest beyond the context of the site, they are considered to be of 'site' importance.

9. In terms of assigning the level of importance, the following considerations are relevant:

Designated Sites

10. For designated sites, importance should reflect the geographical context of the designation (e.g. SAC/SPA/Ramsar sites are designated at the international level whereas SSSIs are designated at the national level). Consideration should be given to multiple designations as appropriate (where an area is subject to differing levels of nature conservation designations).

Habitats

11. In certain cases, the value of a habitat can be measured against known selection criteria, e.g. SAC selection criteria, 'Guidelines for the selection of biological SSSIs' and the Hedgerows Regulations 1997. However, for the majority of commonly encountered sites, the most relevant habitat evaluation will be at a more localised level and based on relevant factors such as antiquity, size, species-diversity, potential, naturalness, rarity, fragility and typicalness (Ratcliffe, 1977). The ability to restore or re-create the habitat is also an important consideration, for example in the case of ancient woodland.

12. Whether habitats are listed as priorities for conservation at a national level in accordance with Sections 41 and 42 of the Natural Environment and Rural Communities Act (NERC) 2006, so called 'Habitats of Principal Importance' or 'Priority Habitats', or within regional or local Biodiversity Action Plans (BAPs) is also relevant, albeit the listing of a particular habitat under a BAP does not in itself imply any specific level of importance.

13. Habitat inventories (such as habitat mapping on the MAGIC database) or information relating to the status of particular habitats within a district, county or region can also assist in determining the appropriate scale at which a habitat is of importance.

Species

14. Deciding the importance of species populations should make use of existing criteria where available. For example, there are established criteria for defining nationally and internationally important populations of waterfowl. The scale within which importance is determined could also relate to a particular population, e.g. the breeding population of common toads within a suite of ponds or an otter population within a catchment.

15. When determining the importance of a species population, contextual information about distribution and abundance is fundamental, including trends based on historical records. For example, a species could be considered particularly important if it is rare and its population is in decline. With respect to rarity, this can apply across the geographic frame of reference and particular regard is given to populations where the UK holds a large or significant proportion of the international population of a species.

16. Whether species are listed as priorities for conservation at a national level in accordance with Sections 41 and 42 of the Natural Environment and Rural Communities Act (NERC) 2006, so called 'Species of Principal Importance' or 'Priority Species', or within regional or local Biodiversity Action Plans (BAPs) is also relevant, albeit the listing of a particular species under a BAP does not in itself imply any specific level of importance.

17. Species populations should also be considered in terms of the potential zone of influence of the proposals, i.e. if the entire species population within the site and surrounding area were to be affected by the proposed development, would this be of significance at a local, district, county or wider scale? This should also consider the foraging and territory ranges of individual species (e.g. bats roosting some distance from site may forage within site whereas other species such as invertebrates may be more sedentary).

Appendix 6196/4:

Legislation Summary

LEGISLATION SUMMARY

1. In England and Wales primary legislation is made by the UK Parliament, and in Scotland by the Scottish Parliament, in the form of Acts. The main piece of legislation relating to nature conservation in the UK is the Wildlife and Countryside Act 1981 (as amended).

2. Acts of Parliament confer powers on Ministers to make more detailed orders, rules or regulations by means of secondary legislation in the form of statutory instruments. Statutory instruments are used to provide the necessary detail that would be too complex to include in an Act itself[1]. The provisions of an Act of Parliament can also be enforced, amended or updated by secondary legislation.

3. In summary, the key pieces of legislation relating to nature conservation in the UK are:

    - Wildlife and Countryside Act 1981 (as amended)
    - Protection of Badgers Act 1992
    - Hedgerows Regulations 1997
    - Countryside and Rights of Way (CRoW) Act for England and Wales 2000
    - Natural Environment and Rural Communities Act 2006
    - Conservation of Habitats and Species Regulations 2017

4. A brief summary of the relevant legislation is provided below. The original Acts and instruments should be referred to for the full and most up to date text of the legislation.

5. **Wildlife and Countryside Act 1981 (as amended)**. The WCA Act provides for the notification and confirmation of Sites of Special Scientific Interest (SSSIs) identified for their flora, fauna, geological or physiographical features. The Act contains strict measures for the protection and management of SSSIs.

6. The Act also refers to the treatment of UK wildlife including protected species listed under Schedules 1 (birds), 5 (mammals, herpetofauna, fish, invertebrates) and 8 (plants).

7. Under Section 1(1) of the Act, all wild birds are protected such that is an offence to intentionally:

    - Kill, injure or take any wild bird;
    - Take, damage or destroy the nest of any wild bird whilst in use* or being built;
    - Take or destroy an egg of any wild bird.

    * The nests of birds that re-use their nests as listed under Schedule ZA1, e.g. Golden Eagle, are protected against taking, damage or destruction irrespective of whether they are in use or not.

8. Offences in respect of Schedule 1 birds are subject to special, i.e. higher, penalties. Schedule 1 birds also receive greater protection such that it is an offence to intentionally or recklessly:

    - Disturb any wild bird included in Schedule 1 while it is building a nest or while it is in, on or near a nest containing eggs or young;
    - Disturb dependent young of such a bird.

[1] http://www.parliament.uk/business/bills-and-legislation/secondary-legislation/statutory-instruments/

9. Under Section 9(1) of the Act, it is an offence to:

- Intentionally kill, injure or take any wild animal included in Schedule 5.

10. In addition, under Section 9(4) it is an offence to intentionally or recklessly:

- Obstruct access to, any structure or place which any wild animal included in Schedule 5 uses for shelter or protection; or
- Disturb any wild animal included in Schedule 5 while occupying a structure or place which it uses for that purpose.

11. Under Section 13(1) it is an offence:

- To intentionally pick, uproot or destroy any wild plant listed in Schedule 8; or
- Unless the authorised person, to intentionally uproot any wild plant not included in Schedule 8.

12. The Act also contains measures (S.14) for preventing the establishment of non-native species that may be detrimental to native wildlife, prohibiting the introduction into the wild of animals (releases or allows to escape) and plants (plants or causes to grow) listed under Schedule 9.

13. **Protection of Badgers Act 1992.** The Act aims to protect the species from persecution, rather than being a response to an unfavourable conservation status, as the species is in fact common over most of Britain. It should be noted that the legislation is not intended to prevent properly authorised development. Under the Act it is an offence to:

- Wilfully kill, injure, take, possess or cruelly ill-treat* a Badger, or attempt to do so;
- To intentionally or recklessly interfere with a sett# (this includes disturbing Badgers whilst they are occupying a sett, as well as damaging or destroying a sett or obstructing access to it).

* the intentional elimination of sufficient foraging area to support a known social group of Badgers may, in certain circumstances, be construed as an offence

\# A sett is defined as "*any structure or place which displays signs indicating current use by a Badger*". Natural England advice (June 2009) is that a sett is protected so long as such signs remain present, which in practice could potentially be for some time after the last actual occupation by Badger. Interference with a sett includes blocking tunnels or damaging the sett in any way

14. Licences can be obtained from the Statutory Nature Conservation Organisation (SNCO) for development activities that would otherwise be unlawful under the legislation, provided there is suitable justification. The SNCO for England is Natural England.

15. **Hedgerows Regulations 1997**. 'Important' hedgerows (as defined by the Regulations) are protected from removal (up-rooting or otherwise destroying). Various criteria specified in the Regulations are employed to identify 'important' hedgerows for wildlife, landscape or historical reasons.

16. **Countryside and Rights of Way (CRoW) Act for England and Wales 2000.** The CRoW Act provides increased measures for the management and protection of SSSIs and strengthens wildlife enforcement legislation. Schedule 12 of the Act amends the species provisions of the WCA 1981, strengthening the legal protection for threatened species. The Act also introduced a duty on Government to have regard to the conservation of biodiversity and maintain lists of species and habitats for which conservation steps should be taken or promoted, in accordance with the Convention on Biological Diversity.

17. **Natural Environment and Rural Communities Act 2006.** Section 41 of the NERC Act requires the Secretary of State to publish a list of habitats and species that are of principal importance for the conservation of biodiversity in England. The S41 list is used to guide decision-makers such as local planning authorities, in implementing their duty under Section 40 of the Act, to have regard to the conservation of biodiversity in England, when exercising their normal functions. 56 habitats and 943 species of principal importance are included on the S41 list. These are all the habitats and species in England that were identified as requiring action in the UK Biodiversity Action Plan (BAP).

18. **Conservation of Habitats and Species Regulations 2017 (as amended).** The Regulations enact the European Union's Habitats Directive (92/43/EEC) in the UK. The Habitats Directive was designed to contribute to the maintenance of biodiversity within member states through the conservation of sites, known in the UK as Special Areas of Conservation (SACs), containing habitats and species selected as being of EC importance (as listed in Annexes I and II of the Habitats Directive respectively). Member states are required to take measures to maintain or restore these natural and semi-natural habitats and wild species at a favourable conservation status.

19. The Regulations also require the compilation and maintenance of a register of European sites, to include SACs and Special Protection Areas (SPAs)[2] classified under Council Directive 79/409/EEC on the Conservation of Wild Birds (the Birds Directive). These sites constitute the Natura 2000 network. The Regulations impose restrictions on planning decisions likely to significantly affect SPAs or SACs.

20. The Regulations also provide protection to European Protected Species of animals that largely overlaps with the WCA 1981, albeit the provisions are generally stricter. Under Regulation 43 it is an offence, *inter alia*, to:

- Deliberately capture, injure or kill any wild animal of a European Protected Species;
- Deliberately disturb any wild animals of any such species, including in particular any disturbance likely to impair their ability to survive, to breed or reproduce, to rear or nurture their young, to hibernate or migrate, or which is likely to affect significantly their local distribution or abundance;
- Deliberately take or destroy the eggs of such an animal;
- Damage or destroy a breeding site or resting place of such an animal.

21. Similar protection is afforded to European Protected Species of plants, as detailed under Regulation 47.

22. The Regulations do provide a licensing system that permits otherwise illegal activities in relation to European Protected Species, subject to certain tests being fulfilled.

[2] Special Protection Areas (SPAs) are protected sites classified in accordance with Article 4 of the EC Directive on the Conservation of Wild Birds (79/409/EEC) (aka the Birds Directive), which came into force in April 1979. SPAs are classified for rare and vulnerable birds (as listed on Annex I of the Directive), and for regularly occurring migratory species.

Appendix 6196/5:

Manual Bat Activity Survey Results

Date: 19.07.21
Survey Type: Dusk
Transect Direction Forwards

Listening point	From	To	Length (mins)
Start	20:47	20:53	6
Between Start and LP1	20:53	20:56	3
LP1	20:56	21:01	5
Between LP1 and LP2	21:01	21:04	3
LP2	21:04	21:09	5
Between LP2 and LP3	21:09	21:37	28
LP3	21:37	21:42	5
Between LP3 and LP4	21:42	21:48	6
LP4	21:48	21:53	5
Between LP4 and LP5	21:53	21:57	4
LP5	21:57	22:02	5
Between LP5 and LP6	22:02	22:25	23
LP6	22:25	22:31	6
Between LP6 and LP7	22:31	22:36	5
LP7	22:36	22:41	5
Between LP7 and LP8	22:41	22:49	8
LP8	22:49	22:54	5
Between LP8 and Start	22:54	22:57	3
Start	22:57	23:02	5

Date	Time	Species	*No. of registrations	Location (LP)
19/07/2021	21:34	Ppip	1	Between LP2 and LP3
19/07/2021	21:42	Noctule	2	Between LP3 and LP4
19/07/2021	21:46	Ppip	1	Between LP3 and LP4
19/07/2021	21:47	Ppip	7	Between LP3 and LP4
19/07/2021	21:48	Ppip	4	LP4
19/07/2021	21:52	Ppip	2	LP4
19/07/2021	22:17	Ppyg	1	Between LP5 and LP6
19/07/2021	22:33	Ppip	1	Between LP6 and LP7
19/07/2021	22:38	Ppyg	1	LP7
19/07/2021	22:39	Ppip	1	LP7
19/07/2021	22:44	Ppip	1	Between LP7 and LP8
19/07/2021	22:47	Ppip	1	Between LP7 and LP8
19/07/2021	22:47	Ppyg	1	Between LP7 and LP8
19/07/2021	22:49	Ppip	1	LP8
19/07/2021	22:55	Ppyg	1	Between LP8 and Start

Date: 11.08.21
Survey Type: Dusk
Transect Direction Reverse

Listening point	From	To	Length (mins)
Start	20:28	20:33	5
Between LP8 and Start	20:33	20:35	2
LP8	20:35	20:40	5
Between LP7 and LP8	20:40	20:44	4
LP7	20:44	20:49	5
Between LP6 and LP7	20:49	20:53	4
LP6	20:53	20:58	5
Between LP5 and LP6	20:58	21:01	3
LP5	21:01	21:06	5
Between LP4 and LP5	21:06	21:08	2
LP4	21:08	21:13	5
Between LP3 and LP4	21:13	21:17	4
LP3	21:17	21:22	5
Between LP2 and LP3	21:22	21:24	2
LP2	21:24	21:29	5
Between LP1 and LP2	21:29	21:30	1
LP1	21:30	21:35	5
Between LP1 and LP8	21:35	21:39	4
LP8	21:39	21:44	5
Between LP7 and LP8	21:44	21:46	2
LP7	21:46	21:51	5
Between LP6 and LP7	21:51	21:52	1
LP6	21:52	21:57	5
Between LP5 and LP6	21:57	21:59	2
LP5	21:59	22:04	5
Between LP4 and LP5	22:04	22:05	1
LP4	22:05	22:10	5
Between LP3 and LP4	22:10	22:12	2
LP3	22:12	22:17	5
Between LP2 and LP3	22:17	22:18	1
LP2	22:18	22:23	5
Between LP1 and LP2	22:23	22:24	1
LP1	22:24	22:29	5

Date	Time	Species	*No. of registrations	Location (LP)
11/08/2021	20:49	Ppyg	1	Between LP6 and LP7
11/08/2021	21:09	Ppyg	1	LP4
11/08/2021	21:11	Ppip	1	LP4
11/08/2021	21:13	Ppip	3	Between LP3 and LP4
11/08/2021	21:14	Ppip	1	Between LP3 and LP4
11/08/2021	21:14	Ppyg	3	Between LP3 and LP4
11/08/2021	21:15	Myotis	1	Between LP3 and LP4
11/08/2021	21:15	Ppip	1	Between LP3 and LP4
11/08/2021	21:16	Ppip	1	Between LP3 and LP4
11/08/2021	21:16	Ppyg	3	Between LP3 and LP4
11/08/2021	21:25	Ppip	1	LP2
11/08/2021	21:25	Ppyg	1	LP2
11/08/2021	21:26	Ppip	1	LP2
11/08/2021	21:27	Ppip	3	LP2
11/08/2021	21:38	Ppip	4	Between LP1 and LP8
11/08/2021	21:39	Ppip	6	LP8
11/08/2021	21:40	Ppip	5	LP8
11/08/2021	21:41	Ppip	6	LP8
11/08/2021	21:42	Ppip	6	LP8
11/08/2021	21:43	Ppip	6	LP8
11/08/2021	21:44	Ppip	5	Between LP7 and LP8
11/08/2021	21:47	Ppip	1	LP7
11/08/2021	21:49	Ppip	3	LP7
11/08/2021	21:50	Ppip	1	LP7
11/08/2021	22:10	Ppyg	3	Between LP3 and LP4
11/08/2021	22:20	Myotis	1	LP2
11/08/2021	22:30	Ppyg	1	LP1

Date: 14.09.21
Survey Type: Dusk
Transect Direction Forwards

Listening point	From	To	Length (mins)
Start	19:12	19:17	5
Between Start and LP1	19:17	19:20	3
LP1	19:20	19:25	5
Between LP1 and LP2	19:25	19:27	2
LP2	19:27	19:32	5
Between LP2 and LP3	19:32	19:36	4
LP3	19:36	19:41	5
Between LP3 and LP4	19:41	19:45	4
LP4	19:45	19:50	5
Between LP4 and LP5	19:50	19:53	3
LP5	19:53	19:58	5
Between LP5 and LP6	19:58	20:01	3
LP6	20:01	20:06	5
Between LP6 and LP7	20:06	20:08	2
LP7	20:08	20:13	5
Between LP7 and LP8	20:13	20:19	6
LP8	20:19	20:24	5
Between LP1 and LP8	20:24	20:30	6
LP1	20:30	20:35	5
Between LP1 and LP2	20:35	20:37	2
LP2	20:37	20:42	5
Between LP2 and LP3	20:42	20:44	2
LP3	20:44	20:48	4
Between LP3 and LP4	20:48	20:53	5
LP4	20:53	20:58	5
Between LP4 and LP5	20:58	21:01	3
LP5	21:01	21:06	5
Between LP5 and LP6	21:06	21:09	3
LP6	21:09	21:14	5

Date	Time	Species	*No. of registrations	Location (LP)
14/09/2021	19:46	Ppip	1	LP4
14/09/2021	20:08	Ppip	2	LP7
14/09/2021	20:10	Ppip	1	LP7
14/09/2021	20:12	Ppip	1	LP7
14/09/2021	20:23	Myotis	1	LP8
14/09/2021	20:23	Ppip	1	LP8
14/09/2021	20:57	Ppyg	1	LP4

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Appendix D
Biodiversity Net Gain Assessment

Submitted with Outline Application (Ref:22/505616/OUT)

Land at Moat Road, Headcorn

Biodiversity Net Gain Assessment

November 2022

Quality Management	
Client:	Catesby Strategic Land Limited
Project:	Land at Moat Road, Headcorn
Report Title:	Biodiversity Net Gain Assessment
Project Number:	1006196
File Reference:	6196 BNGA vf /JW/ADB
Date:	11/11/2022

Confidentiality

This report may contain sensitive information relating to protected species. All records of Badger setts must remain confidential. Where this report is circulated publicly or uploaded to online planning portals, reference to Badger setts must be redacted and any maps pertaining to the locations of Badger setts removed from the document.

Legal Guidance

The information set out within this report in no way constitutes a legal opinion on the relevant legislation. The opinion of a legal professional should be sought if further advice is required.

Liability

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1 Introduction

1.1 Background and Proposals

1.1.1 Aspect Ecology is advising Catesby Strategic Land Limited with regard ecological matters for the proposed development of land at Moat Road, Headcorn, approximately centred at grid reference TQ 828 445 ('the site').

1.1.2 The proposals are for residential development with associated access and landscaping, for which a planning application is required.

1.2 As part of the outline planning application a Biodiversity Net Gain (BNG) Assessment has been prepared to inform the proposals and demonstrate that proposals can deliver a measurable biodiversity net gain within the site.

1.3 This report should be read in conjunction with the scheme's Ecological Appraisal[1].

1.4 Biodiversity Net Gain

Environment Act

1.4.1 The Environment Act establishes a comprehensive legal framework for environmental improvement within the UK, forming one of the key measures to deliver the vision set out under the 25 Year Environment Plan.

1.4.2 The Environment Act is intended to establish the structure for long-term environmental governance and accountability and includes key measures to drive improvements for nature. In particular, it lays the foundation for a Nature Recovery Network, and introduces a mandatory requirement for biodiversity net gain in the planning system, to ensure that new developments enhance biodiversity and create new green spaces for local communities to enjoy. This will require developments to deliver a 10% improvement in biodiversity value, albeit this will not be a legal requirement until the legislation is finalised, currently anticipated to be autumn 2023.

1.4.3 A new version of the Biodiversity Metric (v3.1) was released in April 2022, which replaces the previous version (v3.0) and is the current version mandated by the Environment Bill.

Local Policy

1.4.4 Maidstone Borough Council's Core Strategy Local Plan contains policies relating to the protection and enhancement of recognised biodiversity and conservation. Policy DM3 (Natural Environment) does not set a specific target for biodiversity net gain; however, it highlights the need for nature based solutions and the conservation of valuable habitats within the locality:

"When significant harm cannot be avoided through consideration of alternative sites or adequate mitigation provided on-site within the immediate locality, compensatory measures will be achieved within the relevant Biodiversity Opportunity Area, or other location as agreed by the local planning authority."

[1] Aspect Ecology (2022) *'Land North of Moat Road, Headcorn, Ecological Appraisal, November 2022'* Report Ref. 6196 EcoAp vf

1.4.5 Furthermore, Policy DM19, public accessible open space and recreation, part ii), highlights the quality standards that should be met for new developments, stating:

"Promote Biodiversity on-site through design, choice of species and management practices."

1.4.6 Emerging policy in Maidstone and Kent is anticipated to follow the recommendations of a study from September 2020 setting out a justification for targeting 20% BNG within the county . Although this is not yet formal policy, the design of the proposals has taken this into account and sought to achieve this as a minimum BNG provision.

Good Practice Principles for Development

1.4.7 CIRIA, CIEEM and IEMA have developed a set of principles on good practice to achieve Biodiversity Net Gain[2], accompanied by a practical guide[3]. These principles provide a framework that helps improve the UK's biodiversity by contributing towards strategic priorities to conserve and enhance nature while progressing with sustainable development. They also provide a way for industry to show that projects follow good practice. Ten key principles are identified:

1) Apply the Mitigation Hierarchy. Do everything possible to first avoid and then minimise impacts on biodiversity. Only as a last resort, and in agreement with external decision-makers where possible, compensate for losses that cannot be avoided. If compensating for losses within the development footprint is not possible or does not generate the most benefits for nature conservation, then offset biodiversity losses by gains elsewhere.

2) Avoid losing biodiversity that cannot be offset by gains elsewhere. Avoid impacts on irreplaceable biodiversity - these impacts cannot be offset to achieve No Net Loss or Net Gain.

3) Be inclusive and equitable. Engage stakeholders early, and involve them in designing, implementing, monitoring and evaluating the approach to Net Gain. Achieve Net Gain in partnership with stakeholders where possible, and share the benefits fairly among stakeholders.

4) Address risks. Mitigate difficulty, uncertainty and other risks to achieving Net Gain. Apply well-accepted ways to add contingency when calculating biodiversity losses and gains in order to account for any remaining risks, as well as to compensate for the time between the losses occurring and the gains being fully realised.

5) Make a measurable Net Gain contribution. Achieve a measurable, overall gain for biodiversity and the services ecosystems provide while directly contributing towards nature conservation priorities.

6) Achieve the best outcomes for biodiversity. Achieve the best outcomes for biodiversity by using robust, credible evidence and local knowledge to make clearly justified choices when:

   - Delivering compensation that is ecologically equivalent in type, amount and condition, and that accounts for the location and timing of biodiversity losses;
   - Compensating for losses of one type of biodiversity by providing a different type that delivers greater benefits for nature conservation;

[2] CIEEM, CIRIA, IEMA (2016) *Biodiversity Net Gain: Good practice principles for development.*
[3] CIEEM, CIRIA, IEMA (2019) *Biodiversity Net Gain: Good practice principles for development. A practical guide.*

- Achieving Net Gain locally to the development while also contributing towards nature conservation priorities at local, regional and national levels;
- Enhancing existing or creating new habitat;
- Enhancing ecological connectivity by creating more, bigger, better and joined areas for biodiversity.

7) Be additional. Achieve nature conservation outcomes that demonstrably exceed existing obligations (i.e. do not deliver something that would occur anyway).

8) Create a Net Gain legacy. Ensure Net Gain generates long-term benefits by:

- Engaging stakeholders and jointly agreeing practical solutions that secure Net Gain in perpetuity;
- Planning for adaptive management and securing dedicated funding for long-term management;
- Designing Net Gain for biodiversity to be resilient to external factors, especially climate change;
- Mitigating risks from other land uses;
- Avoiding displacing harmful activities from one location to another;
- Supporting local-level management of Net Gain activities.

9) Optimise sustainability. Prioritise Biodiversity Net Gain and, where possible, optimise the wider environmental benefits for a sustainable society and economy.

10) Be transparent. Communicate all Net Gain activities in a transparent and timely manner, sharing the learning with all stakeholders.

2 Methodology

2.1 Ecological Survey

2.1.1 The site has been subject to numerous ecological surveys that have been undertaken to inform the original planning application, planning appeal, and revised planning application at the site.

2.1.2 A specific survey of the habitats present at the site, which included condition assessments of each habitat to inform the assessment of BNG was most recently carried out in August 2022. The surveyed reviewed the accuracy of the previous baseline surveys undertaken and recorded any significant changes. The suitability for habitats to support protected species was also re-assessed.

2.1.3 No specific Modular River Physical (MoRPh) Survey has been undertaken on watercourses as none are present within 10m of the site.

2.2 Survey Constraints and Limitations

2.2.1 Not all of the species that occur in any given habitat are necessarily visible at any given time of the year, since different species are apparent during different seasons. However, the most recent habitat survey was undertaken during the optimal period, and has been further informed by the findings of previous surveys.

2.2.2 All parts of the site and its immediate environs were visited during the most recent surveys.

2.3 Biodiversity Net Gain Assessment

2.3.1 To quantify the level of biodiversity net gain that can be delivered under the proposed development, the change in biodiversity value resulting from the scheme has been calculated using the Biodiversity Metric version 3.1 calculation tool[4] and associated user guide[5]. This takes account of the size, distinctiveness and ecological condition of existing and proposed habitat areas to provide a proxy measure of the present and forecast biodiversity value of a site, and therefore determine the overall change in biodiversity value. These calculations are shown at Appendix 6196/1.

2.3.2 To establish the habitat baseline, broad habitat areas have been identified based on the survey work undertaken at the site, with habitat condition assigned based on the guidance[6] and professional judgement.

2.3.3 The post-development habitat creation and enhancement is based on the current Landscape Masterplan. Where assumptions have been made in terms of the detailed landscaping and management proposals, these are based on comparative developments and what is understood to be realistic and feasible under the proposed land uses and landscape space types.

[4] Natural England and DEFRA, April 2022. *'Biodiversity Metric 3.1: auditing and accounting for biodiversity'*, http://publications.naturalengland.org.uk/file/6376815433351168, sourced June 2022.
[5] Natural England, April 2022. *'Natural England Joint Publication JP039. Biodiversity Metric 3.1: auditing and accounting for biodiversity – User Guide'*. http://publications.naturalengland.org.uk/file/6593707725029376, sourced June 2022.
[6] Natural England, April 2022. *'Biodiversity Metric 3.1: Habitat Condition Assessment Sheets with Instructions'*. http://publications.naturalengland.org.uk/file/5631620555210752.

3 Habitats and Ecological Features

3.1 Overview

3.1.1 The site principally comprises a grazed, species-poor semi-improved grassland field. Other habitats present include smaller patches of longer-sward semi-improved grassland, hedgerows which are present within and bounding the site, a small area of woodland, a pond, scattered trees, buildings, scrub, tall ruderal vegetation and bare ground.

3.1.2 Habitats present are labelled on Plan 6196/ECO3.

3.1.3 The proposals have sought to retain important features wherever possible and to protect and enhance them by additional new planting. Habitat losses will be offset by the proposed new planting and other associated ecological enhancements, which will increase the value of the area for wildlife.

3.1.4 A total land area of 7.46ha exists within the project red line area, which has been taken as the basis for both existing (baseline) habitat calculations, and proposed land take. The red-line area is shown on plans 6196/BNGA1 and 6196/BNGA2.

3.1.5 For the purposes of this assessment, the following habitats are present within the site:

- Semi-improved Grassland;
- Hedgerows;
- Woodland;
- Ponds;
- Buildings and Bare Ground;
- Tall Ruderal Vegetation and Bramble Scrub.

3.1.6 These habitat types are shown on Plans 6196/ECO3 and 6196/BNGA1 and are described below.

3.2 Semi-improved Grassland

3.2.1 **Grassland: Modified Grassland, Poor Condition** (6.23ha). The site is dominated by a single large semi-improved grassland field (**G1**). Using the condition assessment criteria provided in the Biodiversity Metric 3.1 Technical Supplement[7], this corresponds most closely with the category of 'Grassland – Modified grassland'. It has a short sward length, is subject to grazing and/or mowing, and is generally maintained in this condition up to the field boundaries. The low species diversity of this area of grassland means it does not meet the criteria required for 'Moderate' condition.

3.2.2 **Grassland: Other Neutral Grassland, Moderate Condition** (0.18ha). Grassland **G2** comprises an area of rank and tussocky semi-improved grassland which is not subject to grazing or mowing and is dominated by tall ruderals, adjacent to the eastern site boundary, north of the buildings. This most closely matches the category 'Grassland – Other neutral grassland' and corresponds to the criteria for 'Moderate' condition.

[7] Natural England (2022), *'Natural England Joint Publication JP039: Biodiversity Metric 3.1. Auditing and accounting for biodiversity – Technical Supplement'* at http://publications.naturalengland.org.uk/file/4679356076261376

3.2.3 **Grassland: Other Neutral Grassland, Poor Condition** (0.23ha). Grassland **G3** is an area of rank and tussocky semi-improved grassland in the south-eastern corner of the site, around the buildings. This most closely matches the category 'Grassland – Other neutral grassland' and corresponds to the criteria for 'Poor' condition.

3.3 Woodland

3.3.1 **Woodland and Forest: Other Woodland – Broadleaved, Moderate Condition** (0.02ha). A small area of young woodland/scrub (labelled as woodland **W1** on Plan 6196/ECO3) is present alongside the eastern site boundary, comprising a mixture of Hawthorn, Elder, Blackthorn and some young Elm *Ulmus* sp. trees. Using the Technical Supplement, this area is defined as 'Woodland and forest – Other woodland; broadleaved', with 'Medium' distinctiveness and 'Moderate' condition. This area will be retained under the proposals.

3.3.2 A second area of woodland shown as **W2** on Plan 6196/ECO3 lies outside the site boundary.

3.4 Ponds

3.4.1 **Lakes: Ponds (Non-Priority Habitat), Moderate Condition** (0.02ha). The site contains a single pond **P1**. This is a pond at the edge of a field within a former farmyard area. The pond has little emergent vegetation, but patches of rushes are present, along with Bulrush *Typha latifolia* and abundant leaf debris. Algae, clumps of sedges *Carex* sp. and Water Plantain *Alisma plantago-aquatica* are present at the pond margins. This area corresponds to 'Moderate' condition.

3.4.2 A second pond shown as **P2** on Plan 6196/ECO3 lies outside the site boundary.

3.5 Buildings and Bare Ground

3.5.1 **Urban: Developed Land, Sealed Surface – Condition N/A** (0.24ha). The former farmyard area contains several buildings. The buildings are devoid of vegetation, save for a small number of colonising weeds growing on the floor within some of these buildings. Buildings are classified within the metric as 'urban: developed land, sealed surface' and have a condition assessment of 'N/A'. In addition, roads within the scheme boundary, including parts of Moat Road, fall into this category and condition.

3.5.2 **Urban: Artificial Unvegetated, Unsealed Surface – Condition N/A** (0.18ha). Areas of bare ground are present around the buildings. These are classified within the metric as 'urban: artificial unvegetated, unsealed surface' and have a condition assessment of 'N/A'.

3.6 Tall Ruderal and Scrub

3.6.1 **Sparsely Vegetated Land: Ruderal/Ephemeral – Moderate Condition** (0.25ha). The site contains numerous patches of tall ruderal vegetation, amongst the buildings and adjacent to many hedgerows. Ruderal habitats meet two of the four criteria and are therefore assessed as of 'poor' condition.

3.6.2 **Heathland and Shrub: Mixed Scrub – Moderate Condition** (0.05ha) Areas of mixed scrub are present throughout the site. Species present include Elder, Hawthorn, Blackthorn and Bramble. These areas correspond to 'Moderate' condition. Patches of Bramble scrub are also present throughout the site but their total area falls below the minimum threshold for consideration within the biodiversity metric and these areas are therefore included within other habitats.

3.7 Hedgerows

3.7.1 The site contains numerous hedgerows, both around its perimeter and within the main body of the site. These are assessed separately to area habitats within the metric.

3.7.2 **Native Species Rich Hedgerow Associated With Bank or Ditch, Good Condition** (**H1** - 0.099km). Relatively substantial, outgrown hedgerow with dense and bushy growth, growing up to 5-6m in height and appearing relatively unmanaged. Species comprise Blackthorn *Prunus spinosa*, Hawthorn *Crataegus monogyna*, Dog Rose *Rosa canina* and Field Maple *Acer campestre* along with some young Oak *Quercus* sp. trees of 8-10m in height. A healthy ground flora is present, including Dog's Mercury *Mercurialis perennis*, Lesser Celandine *Ficaria verna*, Ivy *Hedera helix*, Cleavers *Galium aparine* and Hemlock Water-dropwort *Oenanthe crocata*. A ditch runs along the base of the hedgerow on the side of the road. The hedgerow is relatively continuous, though becoming gappy at the eastern end.

3.7.3 **Native Hedgerow With Trees, Good Condition** (**H2** - 0.026km). A small section of hedgerow growing to approximately 5m in height, including semi-mature to mature Hawthorn and Pear *Pyrus communis* trees, along with smaller Hawthorn and Blackthorn. Ground flora is consistent with the adjacent grassland, with Lords-and-Ladies also present.

3.7.4 **Native Hedgerow, Good Condition** (**H3** - 0.164km). A gappy hedgerow mostly dominated by Blackthorn, although with some sections dominated by Bramble, with Elder *Sambucus nigra* and occasional fruit trees also present. The width of the hedgerow varies to a maximum of approximately 5m. The southern part of the hedgerow (**H3a**) is relatively unmanaged, growing to a height of approximately 8m, while the northern section (**H3b**) is more heavily managed to a height of 2-3m, and is dense and bushy. Some Blackthorn and Bramble scrub is present encroaching from the hedgerow into the adjacent field.

3.7.5 **Native Hedgerow Associated With Bank or Ditch, Good Condition** (**H4** - 0.162km). A bushy, scrubby hedgerow growing to 4m in height and 4-5m wide, dominated by Blackthorn, but also containing Dog Rose *Rosa canina*, Goat Willow *Salix caprea*, Hawthorn and a semi-mature Oak tree. A dry ditch is present at the base of the hedgerow, while a small amount of recolonizing Blackthorn is present encroaching from the hedgerow into the field, though this is not well developed.

3.7.6 **Native Species Rich Hedgerow, Good Condition** (**H5** - 0.161km). Dense hedgerow fairly similar in character to hedgerow H5, growing to approximately 6m high and 5m wide and dominated by Blackthorn, but also containing Hawthorn, Elder, Dog Rose, areas of dense Bramble, and small Field Maple and Willow *Salix* sp. trees, which are most frequent at the southern end. The hedgerow vegetation is Ivy covered in places, while the ground layer comprises a mixture of bare ground and ruderal species including Common Nettle and Lords-and-Ladies.

3.7.7 **Native Hedgerow With Trees, Good Condition** (**H6** - 0.081km). Comprises a double boundary feature with two lines of vegetation approximately 3m apart, containing a number of semi-mature to mature trees, including Oak, Field Maple and Ash *Fraxinus excelsior*, with some coppice stalls present. Beneath the trees is scrubby growth including Elder, while ground the flora includes Bluebell, Celandine *Saxifraga* sp., Dog's Mercury, Lords-and-Ladies, Common Nettle and Ground Ivy *Glechoma hederacea*. This hedgerow is situated on a south-facing bank.

3.7.8 **Native Hedgerow With Trees, Moderate Condition** (**H7** - 0.096km). A gappy, defunct hedgerow growing to 5-6m in height and taking the form of individual trees rather than dense, continuous growth. The hedgerow is mostly Hawthorn dominated, but also includes

Elder and a semi-mature Ash (tree **T4**) at the far eastern end, within an associated thicket of scrub comprising Hawthorn and Bramble with Elder and Ash saplings. The hedgerow is situated on a south-facing bank, while the hedgerow ground flora includes grasses and ruderal vegetation including Common Nettle and Dock *Rumex* sp.

3.7.9 **Native Hedgerow Associated With Bank or Ditch, Moderate Condition** (**H8** - 0.130km). A defunct hedge, with scrubby growth of 6-10m in height containing a few small gaps less than 5m long. Species include Field Maple, Hawthorn and Blackthorn, with standard trees including Hawthorn and a large Oak (tree **T5**), present at the southern end. A small amount of Blackthorn was recorded encroaching into the onsite field. The base of the hedgerow is ruderal dominated, including Common Nettle and Lords-and-Ladies. A dry ditch is present running alongside this hedgerow.

3.7.10 **Native Species Rich Hedgerow, Good Condition** (0.263km). This corresponds to hedgerows outside the main body of the site alongside Moat Road and the site's proposed emergency access to the north of the site. These hedgerows will be retained.

3.8 Ditches

3.8.1 Ditches are present associated with hedgerows only and are therefore have not been assessed as separate features.

3.9 Strategic Significance

3.9.1 An element of strategic significance is built into the metric. This gives an enhanced value to habitats that are located in preferred locations for biodiversity and other environmental objectives. The User Guide explains that:

'Such priorities are drawn from relevant published local plans and objectives to identify local priorities for targeting biodiversity and nature improvement, such as Nature Recovery Areas, local biodiversity plans, National Character Area objectives and green infrastructure strategies'.

3.9.2 In this instance, the scheme is not located in any particular area of strategic significance as defined under the Technical Supplement, such as Biodiversity Opportunity Areas, or other strategic biodiversity areas such as those that might be defined under Local Plan Policy or regional Biodiversity Actions Plans. The 'strategic significance' of all habitats included within the calculation is therefore given as 'Area/Compensation not in Local Strategy/no local strategy'.

4 Post-Development Habitats

4.1 Assumptions

4.1.1 Post-development habitats are shown on Plan 6196/BNGA2.

4.1.2 When inputting the post-development habitat areas and condition to the Biodiversity metric, the following assumptions have been made:

Area Habitats

4.1.3 Overall the development will result in 2.33ha of 'Developed land – sealed surface' (buildings, roads and hard standing) and 1.23ha of 'Vegetated Gardens'. A further 0.23ha of 'Artificial Unvegetated – unsealed surface' corresponding to paths through the site will be created. Condition criteria of these habitat types are largely pre-assigned.

4.1.4 An area of 0.17ha of new SUDs features will be created, separated into three independent features in the south of the site which are assumed to achieve 'Moderate' Condition, on the basis that they will be seeded with a species-rich grass-seed mix and will be populated by a range of native species.

4.1.5 It is assumed that a proportion of the existing 'Grassland – Modified grassland' (0.77ha) will be retained and enhanced. Newly created grassland on site has been assumed to be able to achieve a 70:30 split between areas of more species-rich grassland which would meet the criteria for 'Grassland - Other Neutral Grassland, Moderate condition' (1.36ha) and 'Grassland – Other Neutral Grassland, Poor condition' (0.62ha). Open space will also include new areas of 'Heathland and shrub - mixed scrub' (0.1ha) targeting 'moderate' condition. It has been assumed that all Public Open Space areas will be placed in favourable management, and where necessary over-seeded with a species-rich native grass-seed mix to achieve the required characteristics.

4.1.6 Amenity grassland areas (0.55ha) will be managed with a cutting regime of reduced frequency than typically used in these areas, for the benefit of wildlife.

4.1.7 A total of 150 trees are proposed within the current layout, which contribute a proportion of Biodiversity Units under the 'Urban Tree' habitat category. To determine tree size, these have been evenly split between 'Small' and 'Medium' size class. For an Urban tree to be classed as 'Medium', a diameter at breast height should be greater than 30cm at the target age (ie. after 27 years which is the time to target condition). Therefore, a conservative approach has been assumed, where those planted as standard trees under the landscape plans are designated in the metric as 'small' and those labelled as having a noticeably larger canopy have been designated as 'Medium'. However, it is possible that all (or many more) trees may reach the 'Medium' size class within the designated 27 year period, depending on the conditions. Together, 'Small' and 'Moderate' tree planting is calculated to provide a contribution of 8.55 biodiversity units, which is counted in addition to habitat areas within the metric.

4.1.8 Pond P1 will be retained and enhanced under the proposals to a target of 'Good' condition.

Hedgerows

4.1.9 The site proposals allow for the retention of the site's boundary hedgerows, with the exception of a 0.008km section of hedgerow H1, to allow space for a site entrance and a loss of 0.004km to hedgerow H4 for the site emergency access. Proposals allow for a total

of 0.368km of new native hedge planting comprising 0.231km throughout the site and 0.137km along the frontage of the development at Moat Road. The hedgerow along Moat Road will be created to follow the current form of Hedgerow H1. It is assumed that all new hedgerows will include a range of locally native species and will target 'Good' condition.

4.1.10 Retained hedgerows currently in 'Moderate' condition (total length 0.226km) will be enhanced to 'Good' condition, largely by infilling gaps and provision of adjacent new native planting.

5 Biodiversity Net Gain Assessment Results

5.1 Metric calculation

5.1.1 The data from the baseline habitat survey work and the proposed habitat enhancement and creation works have been coded into the metric.

5.1.2 The calculation indicates that the development will result in 65.47% net gain in area habitats (+10.91 habitat units) and 28.66% net gain in hedgerows (+3.69 hedgerow units). The results are tabulated in Table 1 below.

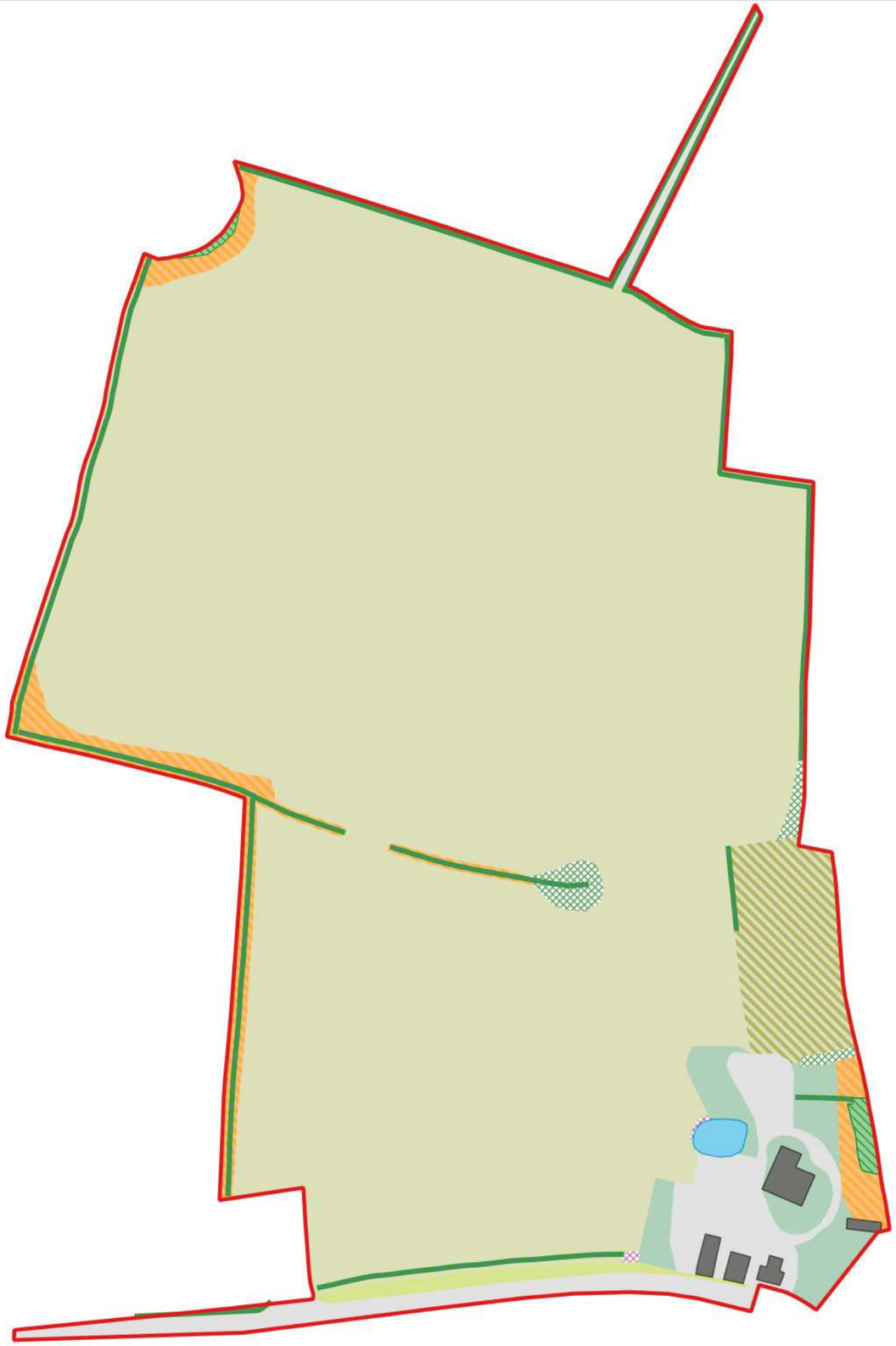
Table 1 - Biodiversity Net Gain Assessment Summary

	Change in Units	% BNG
Habitats	+10.91	65.47%
Hedgerows	+3.69	28.66%
Watercourses	N/A	N/A

5.1.3 The metric calculation sheets are reproduced at Appendix 6196/1.

Plan 6196/BNGA1:

Existing Habitats and Ecological Features



Key:

- Site Boundary
- Bare Ground (0.18ha)
- Bramble Scrub (0.003ha)
- Building (0.04ha)
- Mixed Scrub (0.05ha)
- Roadside Verge (0.06ha)
- Semi-Improved Grassland (0.18ha)
- Tall Ruderal (0.25ha)
- Hardstanding (0.2ha)
- Ponds (0.02ha)
- Semi-Improved Grassland Tall Ruderals (0.23ha)
- Short-grazed Semi-improved grassland (6.23ha)
- Woodland (0.02ha)
- Hedgerow (1.18km)

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Land North of Moat Road, Headcorn	PROJECT
Existing Habitats and Ecological Features	TITLE
6196/BNGA1	DRAWING NO.
B/BG	REV
November 2022	DATE

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Plan 6196/BNGA2:

Proposed Habitats and Ecological Features

Key:

- Site Boundary
- Amenity Grassland (0.55ha)
- Building (0.85ha)
- Grassland (2.08ha)
- Hardstanding (1.48ha)
- Path (0.23ha)
- Play Park (0.04ha)
- Retained Grassland (0.77ha)
- Retained Pond (0.02ha)
- Retained Woodland (0.02ha)
- SUDs (0.17ha)
- Vegetated Garden (1.23ha)
- Road Verge (0.02ha)
- Retained Hedge (0.88km)
- Proposed Hedge (0.37km)

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Land North of Moat Road, Headcorn

Proposed Habitats and Ecological Features

6196/BNGA2

B/BG

November 2022

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Plan 6196/ECO3:

Habitats and Ecological Features

Key:

- Site Boundary
- Bare Ground
- Bramble Scrub
- Building
- Hardstanding
- Mixed Scrub
- Ponds
- Roadside Verge
- Semi-Improved Grassland
- Semi-Improved Grassland Tall Ruderals
- Short-grazed Semi-improved grassland
- Tall Ruderal
- Woodland
- Hedgerow
- Tree
- Tree with low bat roosting potential
- Tree with moderate bat roosting potential
- Tree with moderate-high bat roosting potential
- Scattered scrub
- Potential badger sett

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Land North of Moat Road, Headcorn	PROJECT
Habitats and Ecological Features	TITLE
6196/ECO3	DRAWING NO.
B/BG	REV
November 2022	DATE

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Appendix 6196/1:

Biodiversity Metric 3.1 Calculation

Headline Results

On-site baseline	*Habitat units*	**16.66**
	Hedgerow units	**12.89**
	River units	**0.00**
On-site post-intervention (Including habitat retention, creation & enhancement)	*Habitat units*	**27.57**
	Hedgerow units	**16.58**
	River units	**0.00**
On-site net % change (Including habitat retention, creation & enhancement)	*Habitat units*	**65.47%**
	Hedgerow units	**28.66%**
	River units	**0.00%**
Off-site baseline	*Habitat units*	**0.00**
	Hedgerow units	**0.00**
	River units	**0.00**
Off-site post-intervention (Including habitat retention, creation & enhancement)	*Habitat units*	**0.00**
	Hedgerow units	**0.00**
	River units	**0.00**
Total net unit change (including all on-site & off-site habitat retention, creation & enhancement)	*Habitat units*	**10.91**
	Hedgerow units	**3.69**
	River units	**0.00**
Total on-site net % change plus off-site surplus (including all on-site & off-site habitat retention, creation & enhancement)	*Habitat units*	**65.47%**
	Hedgerow units	**28.66%**
	River units	**0.00%**
Trading rules Satisfied?		**Yes ✓**

A-1 Site Habitat Baseline

Habitats and areas			Distinctiveness		Condition		Strategic significance				Ecological baseline
Ref	Broad Habitat	Habitat Type	Area (hectares)	Distinctiveness	Score	Condition	Score	Strategic significance	Strategic significance	Strategic Significance multiplier	Suggested action to address habitat losses	Total habitat units
1	Grassland	Modified grassland	6.23	Low	2	Poor	1	Area/compensation not in local strategy/ no local strategy	Low Strategic Significance	1	Same distinctiveness or better habitat required ≥	12.46
2	Grassland	Other neutral grassland	0.18	Medium	4	Moderate	2	Area/compensation not in local strategy/ no local strategy	Low Strategic Significance	1	Same broad habitat or a higher distinctiveness habitat required (≥)	1.44
3	Grassland	Other neutral grassland	0.23	Medium	4	Poor	1	Area/compensation not in local strategy/ no local strategy	Low Strategic Significance	1	Same broad habitat or a higher distinctiveness habitat required (≥)	0.92
4	Urban	Artificial unvegetated, unsealed surface	0.18	V.Low	0	N/A - Other	0	Area/compensation not in local strategy/ no local strategy	Low Strategic Significance	1	Compensation Not Required	0.00
5	Urban	Developed land; sealed surface	0.04	V.Low	0	N/A - Other	0	Area/compensation not in local strategy/ no local strategy	Low Strategic Significance	1	Compensation Not Required	0.00
7	Heathland and shrub	Mixed scrub	0.05	Medium	4	Moderate	2	Area/compensation not in local strategy/ no local strategy	Low Strategic Significance	1	Same broad habitat or a higher distinctiveness habitat required (≥)	0.40
8	Sparsely vegetated land	Ruderal/Ephemeral	0.25	Low	2	Moderate	2	Area/compensation not in local strategy/ no local strategy	Low Strategic Significance	1	Same distinctiveness or better habitat required ≥	1.00
9	Woodland and forest	Other woodland; broadleaved	0.02	Medium	4	Moderate	2	Area/compensation not in local strategy/ no local strategy	Low Strategic Significance	1	Same broad habitat or a higher distinctiveness habitat required (≥)	0.16
10	Lakes	Ponds (Non- Priority Habitat)	0.02	Medium	4	Moderate	2	Area/compensation not in local strategy/ no local strategy	Low Strategic Significance	1	Same broad habitat or a higher distinctiveness habitat required (≥)	0.16
17	Grassland	Modified grassland	0.06	Low	2	Poor	1	Area/compensation not in local strategy/ no local strategy	Low Strategic Significance	1	Same distinctiveness or better habitat required ≥	0.12
19	Urban	Developed land; sealed surface	0.2	V.Low	0	N/A - Other	0	Area/compensation not in local strategy/ no local strategy	Low Strategic Significance	1	Compensation Not Required	0.00
		Total habitat area	7.46									16.66

Retention category biodiversity value						Bespoke compensation agreed for unacceptable losses	Comments	
Area retained	Area enhanced	Baseline units retained	Baseline units enhanced	Area habitat lost	Units lost		Assessor comments	Reviewer comments
	0.77	0.00	1.54	5.46	10.92		G1	
		0.00	0.00	0.18	1.44		G2	
		0.00	0.00	0.23	0.92		G3	
		0.00	0.00	0.18	0.00		Bare ground/hardstanding	
		0.00	0.00	0.04	0.00		Building	
		0.00	0.00	0.05	0.40			
		0.00	0.00	0.25	1.00			
0.02		0.16	0.00	0.00	0.00		Woodland W2	
	0.02	0.00	0.16	0.00	0.00		Pond P1	
0.02		0.04	0.00	0.04	0.08		Road verge	
		0.00	0.00	0.20	0.00		Road surface (Moat Road)	
0.04	0.79	0.20	1.70	6.63	14.76			

Total area lost (excluding area of Urban trees and	6.63

A-2 Site Habitat Creation

Post development/ post intervention habitats																								
			Distinctiveness		Condition		Strategic significance			Temporal multiplier					Difficulty multipliers						Comments	
Broad Habitat	Proposed habitat	Area (hectares)	Distinctiveness	Score	Condition	Score	Strategic significance	Strategic significance	Strategic position multiplier	Standard time to target condition/years	Habitat created in advance/years	Delay in starting habitat creation/years	Standard or adjusted time to target condition	Final time to target condition/years	Final time to target multiplier	Standard difficulty of creation	Applied difficulty multiplier	Final difficulty of creation	Difficulty multiplier applied	Habitat units delivered	Assessor comments	Reviewer comments
Grassland	Modified grassland	0.55	Low	2	Poor	1	Area/compensation not in local strategy/ no local strategy	Low Strategic Significance	1	1			Standard time to target condition applied	1	0.965	Low	Standard difficulty applied	Low	1	1.06	Amenity grassland	
Urban	Developed land; sealed surface	0.85	V.Low	0	N/A - Other	0	Area/compensation not in local strategy/ no local strategy	Low Strategic Significance	1	0			Standard time to target condition applied	0	1.000	Low	Standard difficulty applied	Medium	0.67	0.00	Buildings	
Urban	Vegetated garden	1.23	Low	2	Condition Assessment N/A	1	Area/compensation not in local strategy/ no local strategy	Low Strategic Significance	1	1			Standard time to target condition applied	1	0.965	Low	Standard difficulty applied	Low	1	2.37	Gardens	
Grassland	Other neutral grassland	1.356	Medium	4	Moderate	2	Area/compensation not in local strategy/ no local strategy	Low Strategic Significance	1	5			Standard time to target condition applied	5	0.837	Low	Standard difficulty applied	Low	1	9.08	Assumed that 70% of non-amenity grassland will be of better quality	
Grassland	Other neutral grassland	0.624	Medium	4	Poor	1	Area/compensation not in local strategy/ no local strategy	Low Strategic Significance	1	2			Standard time to target condition applied	2	0.931	Low	Standard difficulty applied	Low	1	2.32	And 30% is of poorer quality	
Urban	Developed land; sealed surface	1.48	V.Low	0	N/A - Other	0	Area/compensation not in local strategy/ no local strategy	Low Strategic Significance	1	0			Standard time to target condition applied	0	1.000	Low	Standard difficulty applied	Medium	0.67	0.00	Roads	
Urban	Artificial unvegetated, unsealed surface	0.23	V.Low	0	N/A - Other	0	Area/compensation not in local strategy/ no local strategy	Low Strategic Significance	1	0			Standard time to target condition applied	0	1.000	Low	Standard difficulty applied	Low	1	0.00	Paths	
Grassland	Modified grassland	0.04	Low	2	Poor	1	Area/compensation not in local strategy/ no local strategy	Low Strategic Significance	1	1			Standard time to target condition applied	1	0.965	Low	Standard difficulty applied	Low	1	0.08	Play Park	
Urban	Sustainable urban drainage feature	0.17	Low	2	Moderate	2	Area/compensation not in local strategy/ no local strategy	Low Strategic Significance	1	3			Standard time to target condition applied	3	0.899	Medium	Standard difficulty applied	Medium	0.67	0.41	"SUDS Features"	
Heathland and shrub	Mixed scrub	0.1	Medium	4	Moderate	2	Area/compensation not in local strategy/ no local strategy	Low Strategic Significance	1	5			Standard time to target condition applied	5	0.837	Low	Standard difficulty applied	Low	1	0.67	New scrub planting, taken as a proportion of grassland area	
Urban	Urban Tree	3.05208	Medium	4	Poor	1	Area/compensation not in local strategy/ no local strategy	Low Strategic Significance	1	10			Standard time to target condition applied	10	0.700	Low	Standard difficulty applied	Low	1	8.55	New tree planting	
	Total habitat area	9.48																	Total Units	24.54		
	Site Area (Excluding area of Urban trees and Green walls)	6.63																				

A-3 Site Habitat Enhancement

Baseline habitats											Proposed Habitat (Pre-populated but can be overridden)		Change in distinctiveness and condition		Post-development/ post intervention habitats																				Comments	
Baseline ref	Baseline habitat	Total habitat area (hectares)	Baseline distinctiveness band	Baseline distinctiveness score	Baseline condition category	Baseline condition score	Baseline strategic significance category	Baseline strategic significance score	Baseline habitat units	Suggested action to address habitat losses	Proposed Broad Habitat	Proposed habitat	Distinctiveness change	Condition change	Area (hectares)	Distinctiveness	Score	Condition	Score	Strategic significance	Strategic significance	Strategic position multiplier	Standard time to target condition/years	Habitat enhanced in advance/years	Delay in starting habitat enhancement/years	Standard or adjusted time to target condition	Final time to target condition/years	Final time to target multiplier	Standard difficulty of enhancement	Applied difficulty multiplier	Final difficulty of enhancement	Difficulty multiplier applied	Habitat units delivered	Assessor comments	Reviewer comments
1	Grassland - Modified grassland	0.23	Low	2	Poor	1	Low Strategic Significance	1	0.46	Same distinctiveness or better habitat required (>	Grassland	Modified grassland	Low - Low	Poor - Moderate	0.77	Low	2	Moderate	2	Area/compensation not in local strategy/ no local strategy	Low Strategic Significance	1	10			Standard time to target condition applied	10	0.700	Low	Standard difficulty applied	Low	1	2.62	Enhancement of retained grassland areas	
10	Lakes - Ponds (Non- Priority Habitat)	0.02	Medium	4	Moderate	2	Low Strategic Significance	1	0.16	Lower broad habitat or a higher distinctiveness habitat required (>	Lakes	Ponds (Non- Priority Habitat)	Medium - Medium	Moderate - Good	0.02	Medium	4	Good	6	Area/compensation not in local strategy/ no local strategy	Low Strategic Significance	1	6			Standard time to target condition applied	6	0.867	Medium	Standard difficulty applied	Medium	0.67	0.21	Enhancement works to Pond P1	
		0.76																															2.82		

B-1 Site Hedge Baseline

	UK Habitats - existing habitats			Habitat distinctiveness		Habitat condition		Strategic significance			Suggested action to address habitat losses	Ecological baseline	Retention category biodiversity value						Comments	
Baseline ref	Hedge number	Hedgerow type	Length (km)	Distinctiveness	Score	Condition	Score	Strategic significance	Strategic significance	Strategic position multiplier		Total hedgerow units	Length retained	Length enhanced	Units retained	Units enhanced	Length lost	Units lost	Assessor comments	Reviewer comments
1	H1	Native Species Rich Hedgerow - Associated with bank or ditch	0.099	High	6	Good	3	Area/compensation not in local strategy/ no local strategy	Low Strategic Significance	1	Like for like or better	1.78	0.091		1.64	0.00	0.01	0.14		
2	H2	Native Hedgerow with trees	0.026	Medium	4	Good	3	Area/compensation not in local strategy/ no local strategy	Low Strategic Significance	1	Like for like or better	0.31	0.026		0.31	0.00	0.00	0.00		
3	H3A	Native Hedgerow	0.089	Low	2	Good	3	Area/compensation not in local strategy/ no local strategy	Low Strategic Significance	1	Same distinctiveness band or better	0.53	0.089		0.53	0.00	0.00	0.00		
4	H3B	Native Hedgerow	0.075	Low	2	Good	3	Area/compensation not in local strategy/ no local strategy	Low Strategic Significance	1	Same distinctiveness band or better	0.45	0.075		0.45	0.00	0.00	0.00		
5	H4	Native Hedgerow - Associated with bank or ditch	0.162	Medium	4	Good	3	Area/compensation not in local strategy/ no local strategy	Low Strategic Significance	1	Like for like or better	1.94	0.157		1.88	0.00	0.01	0.06		
6	H5	Native Species Rich Hedgerow	0.161	Medium	4	Good	3	Area/compensation not in local strategy/ no local strategy	Low Strategic Significance	1	Like for like or better	1.93	0.161		1.93	0.00	0.00	0.00		
7	H6	Native Hedgerow with trees	0.081	Medium	4	Good	3	Area/compensation not in local strategy/ no local strategy	Low Strategic Significance	1	Like for like or better	0.97	0.081		0.97	0.00	0.00	0.00		
8	H7	Native Hedgerow with trees	0.096	Medium	4	Moderate	2	Area/compensation not in local strategy/ no local strategy	Low Strategic Significance	1	Like for like or better	0.77		0.078	0.00	0.62	0.02	0.14		
9	H8	Native Hedgerow - Associated with bank or ditch	0.13	Medium	4	Moderate	2	Area/compensation not in local strategy/ no local strategy	Low Strategic Significance	1	Like for like or better	1.04		0.119	0.00	0.95	0.01	0.09		
10	Other retained hedges along highways	Native Species Rich Hedgerow	0.263	Medium	4	Good	3	Area/compensation not in local strategy/ no local strategy	Low Strategic Significance	1	Like for like or better	3.16	0.263		3.16	0.00	0.00	0.00		
			1.18									12.89	0.94	0.20	10.88	1.58	0.04	0.44		

B-2 Site Hedge Creation

		Proposed habitats		Habitat	Habitat	Strategic significance	Temporal multiplier		Difficulty risk		Comments	
Baseline ref	New hedge number	Habitat type	Length (km)	Distinctiveness	Condition	Strategic significance	Standard or adjusted time to target condition	Final time to target condition/years	Final difficulty of creation	Hedge units delivered	Assessor comments	Reviewer comments
1	New	Native Species Rich Hedgerow	0.231	Medium	Good	Area/compensation not in local strategy/ no local strategy	Standard time to target condition applied	12	Low	1.81		
2	New	Native Species Rich Hedgerow - Associated with bank or ditch	0.137	High	Good	Area/compensation not in local strategy/ no local strategy	Standard time to target condition applied	12	Low	1.61		
			0.37							3.42		

B-3 Site Hedge Enhancement

Baseline habitats										Post development/ post intervention habitats																				
											Change in distinctiveness and condition			Distinctiveness		Condition		Strategic significance			Temporal multiplier							Difficulty risk multipliers			
Baseline ref	Baseline habitat	Length (km)	Baseline distinctiveness band	Baseline distinctiveness score	Baseline condition category	Baseline condition score	Baseline strategic significance category	Baseline strategic significance score	Baseline habitat units	Suggested action	Proposed (Pre-populated but can be overridden)	Distinctiveness movement	Condition movement	Length (km)	Distinctiveness	Score	Condition	Score	Strategic significance	Strategic significance	Strategic position multiplier	Standard Time to target condition/years	Habitat enhanced in advance/years	Delay in starting habitat enhancement/years	Standard or adjusted time to target condition	Final time to target condition/years	Final Time to target multiplier	Standard difficulty of enhancement	Applied difficulty multiplier	Final difficulty of enhancement	Difficulty multiplier applied
4	Native Hedgerow with trees	0.096	Medium	4	Moderate	2	Low Strategic Significance	1	0.768	Like for like or better	Native Hedgerow with trees	Medium - Medium	Moderate - Good	0.078	Medium	4	Good	3	Area/compensation not in local strategy/ no local strategy	Low Strategic Significance	1	4			Standard time to target condition applied	4	0.867	low	Standard difficulty applied	Low	1
9	Native Hedgerow - Associated with bank or ditch	0.13	Medium	4	Moderate	2	Low Strategic Significance	1	1.04	Like for like or better	Native Hedgerow - Associated with bank or ditch	Medium - Medium	Moderate - Good	0.116	Medium	4	Good	3	Area/compensation not in local strategy/ no local strategy	Low Strategic Significance	1	2			Standard time to target condition applied	2	0.931	low	Standard difficulty applied	Low	1
														0.20																	

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Appendix E
Transport Assessment

Submitted with Outline Application (Ref:22/505616/OUT)

Land North of Moat Road, Headcorn, Kent

Transport Assessment

DTA

Transport Planning Consultants

Land North of Moat Road, Headcorn, Kent

Transport Assessment

14th November 2022
DN/RT/20472-04a Transport Assessment

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Drawings

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1.0 INTRODUCTION

1.1 DTA Transportation has been commissioned by Catesby Strategic Land Limited to review a proposed residential development in transport and highways terms on land to the north of Moat Road, to the west of Headcorn, Kent. The proposed site layout is attached at **Appendix A**.

1.2 The development proposes: 'Outline planning permission (with all matters reserved other than access) for the development of up to 120 dwellings (Use Class C3) including means of access into the site from Moat Road (not internal roads), associated highway works, emergency access to Millbank, realignment of the existing public right of way and associated infrastructure.'

1.3 This Transport Assessment (TA) and has been prepared in accordance with the National Planning Policy Framework (NPPF) and the National Planning Practice Guidance issued in March 2014.

1.4 In 2019 DTA and Catesby attended a pre-application meeting with officers from Kent County Council (KCC). At the meeting the proposed highway works were discussed with officers, and subject to a satisfactory outcome of an independent road safety audit process the principal was accepted. The safety audit was undertaken and found no in-principle issues.

1.5 Whilst a formal scope of this Transport Assessment has not been discussed or agreed with KCC, matters such as obtaining local trip rates and potential offsite junction assessments were noted. This has informed the production of this TA.

1.6 Further, to those pre-application discussions, as set out below, the site now benefits from a draft allocation in the emerging local plan. This has set a policy requirement that has necessitated an alteration to the scheme presented to KCC, namely, the omission of the footway along Moat Road from the site access. The policy seeks to ensure that any new footways are designed to have no adverse or ecological impacts and maintain the rural character of Moat Road. Therefore, the new footway now enters the site at the south eastern corner rather than along the site frontage.

1.7 This report considers the transport and highways implications associated with the proposals and is structured as follows:

- Chapter 2: Policy Context;
- Chapter 3: Existing Conditions;
- Chapter 4: Development Proposals;
- Chapter 5: Proposed Traffic Generation and Distribution;
- Chapter 6: Traffic Impact Assessment; and
- Chapter 7: Conclusions.

2.0 NATIONAL AND LOCAL POLICY

2.1 National Planning Policy Framework

2.1.1 In July 2021, the Government published a revised National Planning Policy Framework (NPPF). This report should therefore be read in the context of the revised NPPF.

2.1.2 Paragraph 111 of the NPPF is clear 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"*.

2.1.3 Within this context, the NPPF identifies in Paragraph 112 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.

2.1.4 Paragraph 113 of the NPPF goes on to state 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*".

2.1.5 In reinforcing the principle of supporting sustainable development, paragraph 10 stipulates that at the heart of the Framework is "*...a presumption in favour of sustainable development*".

2.2 Maidstone Borough Council ("MBC") Local Plan 2017-2031

2.2.1 Policy SP7 of the local plan is in reference to Headcorn being a Rural Service Centre. It states that:

> *Headcorn has a diverse range of services and community facilities which are easily accessible on foot or by cycle due to the compact form of the village. There are local employment opportunities and there is a local wish to ensure that existing employment sites are kept in active employment use. A regular bus service runs between Headcorn and Maidstone and the village has good rail linkages to other retail and employment centres, including London.*

2.2.2 It goes on to say that outside the Maidstone urban area, rural service centres and the second most sustainable settlements in the hierarchy to accommodate growth.

2.3 Maidstone Borough Council Local Plan Review (Reg 19) – October 21

2.3.1 The stated purpose of the Local Plan review is:

> *This Local Plan Review document updates and supersedes the 2017 Local Plan, whilst 'saving' relevant policies contained within it, and ensuring that it is in line with the latest national planning requirements, including extending the plan period to 2037/38*

2.3.2 Importantly, within the Local Plan Review, MBC propose to allocate the development site for housing to deliver approximately 110 dwellings under draft policy LPASA310. Whilst there are a number of policy requirements, those relating to Access, Highways and Transportation are set out below:

- Vehicular access shall be via Moat Road, with junctions and sight lines designed to appropriate capacity and safety standards
- Development will be subject to the provision of acceptable off-site pedestrian and cycle connectivity to the A274. Any new footways shall be designed to ensure that there are no adverse or ecological impacts and maintain the rural character of Moat Road
- Development shall respect and enhance the setting of any PRoW within or adjacent to the site.
- Appropriate safe pedestrian access onto Maidstone Road will be required via the northern boundary of the site.

3.0 EXISTING CONDITIONS

3.1 Site Location

3.1.1 The proposed site is located north of Moat Road and to the west of Mill Bank and Bankfields. The centre of the village is to the east of the site beyond the Mill Bank/ Moat Road/ Kings Road junction. The site location can be seen in **Image 1** below.

Image 1 - Site Location

3.1.2 The South-Eastern Main Line railway runs east to west between Knockholt and Dover 300m to the south with the village served by Headcorn Station.

3.2 Local Highway Network

3.2.1 Moat Road is a single carriageway road with an approximate width of between 5-6m. A change in speed limit from 60mph to 30mph occurs approximately 80m east of the site access. There is currently no footway along the site access with the existing footway commencing 240m east of the site.

3.2.2 To the west of the site Moat Road becomes Four Oaks Road.

3.2.3 To the east of the site Moat Road connects with the A274 Millbank and Kings Road at a priority crossroads, however, there is a consented scheme to upgrade this junction to signal controlled which is also a requirement of policy H1(36) and H1(40) of the Local Plan. The A274 links Maidstone to the north (7.2 miles) and Hastings to the south via the A262.

3.3 Baseline Traffic Flows

3.3.1 In order to establish existing flows in the vicinity of the site two automatic traffic counts were carried out between Wednesday 13th March 2019 and Tuesday 19th March 2019 at the following locations:

- Moat Road to the west of the substation access (site 1)
- Moat Road just to the east of the Bridge (site 2)

3.3.2 A further count was undertaken on Bankfields (site 3) between Friday 1st July 2022 and Thursday 7th July 2022 in order to calculate local trip rates.

3.3.3 A copy of the full survey data is attached at **Appendix B** and a summary of the results is shown below in **Table 1**.

Table 1 - ATC Summary

Site Location	Direction	5 Day Ave.	7 Day Ave.	Average 85%ile (mph)	Average Mean (mph)	AM Peak	PM Peak
Site 1	Eastbound	1241	1109	45.2	39.2	106	142
	Westbound	1299	1146	45.2	39.0	135	113
Site 2	Eastbound	1265	1129	35.4	30.5	112	144
	Westbound	1322	1165	34.8	29.8	139	97
Site 3	Eastbound	117	109	14.9	11.9	11	6
	Westbound	126	117	14.8	11.7	6	10

3.3.4 As expected the traffic speeds reduce on approach to the village with the results from site 1 being significantly lower in terms of average and 85th percentile speeds.

3.3.5 As part of the initial pre-application advice relating to the site access, Kent County Council highlighted the need for future offsite capacity assessments. At the time, the following junctions were suggested, therefore, turning counts have been undertaken at the following three junctions:

- Mill Bank/ Kings Road/ North Street/ Moat Road Crossroads
- Station Road/ Headcorn Road/ High Street/ Marden Road Staggered Crossroads
- Linton Hill/ Heath Road Crossroads

3.3.6 These counts were undertaken on Thursday 7th July 2022 and the full outputs can be seen attached at **Appendix C**.

3.4 Personal Injury Collisions

3.4.1 Publicly available data has been investigated to highlight any existing safety issues on the local highway network.

3.4.2 This shows that only one Personal Injury Collision (PIC) has occurred along Moat Road within 300m of the proposed site access. It was classed as a 'slight' incident and involved a single car. Two 'slight' PICs have occurred at the Moat Road/ Kings Road crossroads both of which involved two cars.

3.5 Public Transport Provision

Bus Services

3.5.1 A recent publication by Moseley Marketing Limited confirmed that at the 2015 Transport Practitioners Meeting in London, results of the National Travel Survey data analysis were presented. The results showed that half of existing bus users walk over 480m i.e. around 6 minutes, to where they board their bus; one in six walks around 800m, i.e. around 10 minutes, or further.

3.5.2 The publication concluded that 'Guidance published by or on behalf of central Government refers to 800m as being an acceptable walking distance.

3.5.3 Furthermore, this is well within the thresholds adopted by the DfT accessibility planning tool 'Accession' (provided to local authorities to assess their Local Transport Plan objectives) which assumes a typical walk distance of up to 800m to bus stops.

3.5.4 The closest bus stops from the proposed site access are approximately 550m north-east and provide access to the numbers 12, 66 and L2. A summary of the bus services can be seen in **Table 2** below.

Table 2 - Summary of Bus Services

Service	Route	Frequency		
		Monday-Friday	Saturday	Sunday
12	Tenterden – Headcorn – Maidstone	30mins (06:34-22:34)	Hourly (07:43-22:34)	Hourly (10:54-17:54)
66	Kingswood – Chart Sutton – Cornwallis Academy	School Service	-	-
L2	Headcorn – The Lenham School	School Service	-	-

Rail Services

3.5.5 The proposed site is approximately 1km from Headcorn Railway Station which equates to a 14-minute walk or a circa 5-minute cycle. There are continual footways from where the existing footways start and the railway station. The station currently provides 456 car parking spaces and 28 cycle spaces. All services at Headcorn are operated by Southeastern.

3.5.6 The typical off-peak service in trains per hour is:

- 2 tph to London Charing Cross via Tonbridge
- 2 tph to Ashford International of which 1 continues to Dover Priory

3.5.7 During the weekday peak hours, there are also services to and from London Cannon Street, Canterbury West and Ramsgate.

3.6 Walking and Cycling Provision

3.6.1 There are numerous Public Rights of Way in the vicinity of the site, as shown on **Image 2** below.

Image 2 - Public Rights of Way Locations

3.6.2 The Public Right of Way footpath KH590/3 cuts across the south-western corner of the site, whist KH590/4 connects the north-western corner of the site with the A274.

3.6.3 Footpath KH597/5 connects to KH599/1 which links Moat Road with High Street 240m east of the proposed site access.

3.7 Local Facilities

3.7.1 This section of the TS considers access to the following services:

- Education;
- Food Retail;
- Healthcare; and
- Employment.

3.7.2 Many trips that will be made by foot or cycle from the proposed development will be for the purpose of shopping trips, access to leisure facilities, school journeys, and trips to bus stops as part of linked trips to other destinations.

3.7.3 It is generally considered that for distances under 2km, walking offers the greatest potential to replace short car trips. For distances under 5km, cycling also has the potential to substitute for short car trips.

3.7.4 Paragraph 4.4.1 of Manual for Streets (Dft, 2007) confirms that:

> *"Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPS13 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km. MfS encourages a reduction in the need to travel by car through the creation of mixed-use neighbourhoods with interconnected street patterns, where daily needs are within walking distance of most residents."*

3.7.5 Accessibility to local amenities was determined by measuring the distances from the proposed access location.

Education

3.7.6 The nearest primary school to the site is Headcorn Primary School which is located approximately 450m east off Lenham Road. This equates to a circa 6-minute walk or a circa 2-minute cycle.

3.7.7 The nearest secondary school to the site is Cranbrook School which is located approximately 11.2km west off Waterloo Road in Cranbrook. This equates to a circa 15-minute drive. There are also two secondary schools (Cornwallis Academy and The Lenham School) that can be accessed via the bus services summarised in **Table 2** above.

3.7.8 The 2015 National Travel Survey for primary school trips demonstrates that pupils are over three times more likely to travel to school by private car if their journey to school is 1.6 to 3.2 km compared to those whose journey is under 1.6 km. A similar relationship is also apparent for secondary school pupils although they are more likely to take the bus rather

than be driven for long journey lengths. It is clear therefore, that the site is well located to promote non car travel for the majority of primary education-based trips.

Food Retail

3.7.9 The nearest grocery store to the site is a Sainsbury's Local which is located approximately 700m south-east off the A274 North Street. This equates to a circa 8-minute walk or a circa 3-minute cycle.

3.7.10 The nearest supermarket to the site is Sainsbury's which is located approximately 6.5km west off Station Road. This equates to a circa 20-minute cycle or a circa 9-minute drive.

Healthcare

3.7.11 The nearest medical centre to the site is Headcorn Surgery which is located approximately 1.5km east off Grigg Lane. This equates to a circa 18-minute walk or a circa 5-minute cycle.

3.7.12 The nearest hospital to the site is William Harvey Hospital which is located approximately 25.1km south-east in Ashford. This equates to a circa 31-minute drive. William Harvey Hospital has an emergency department on site.

Employment

3.7.13 There are a number of business parks located adjacent to the M20 motorway as well as a business park within Headcorn itself, which would provide employment opportunities to future residents of the proposed development.

3.7.14 The centres of Maidstone, Royal Tunbridge Wells and Ashford will also provide a range of employment opportunities from shops to eateries and pubs.

4.0 DEVELOPMENT PROPOSALS

4.1 Overview

4.1.1 The planning proposals are for the provision of up to 120 dwellings on land north of Moat Road in Headcorn, Kent.

4.2 Access

4.2.1 A site access strategy was previously agreed with Kent County Council. Vehicular and pedestrian/ cycleway access to the site will be via a primary access onto Moat Road via a new simple priority T junction as shown on **Drawing 20472-03c**.

4.2.2 Visibility splays are based on recorded 85th percentile speeds from the ATC results, which represents the speed for which only 15% of traffic exceeds. Therefore, this presents a higher starting position than using the average speed of traffic and is the required speed for assessing visibility splays.

4.2.3 The visibility splays in both directions are shown from an 'x' distance of 2.4m to 'y' distances of 120m using the formula as set out in the national guidance document Manual for Streets 2 (MfS 2). The 'x' distance represents the distance a driver is approximately positioned back from the giveway line. The visibility splays are shown on **Drawing 20472-03c-2**.

4.2.4 Using the vehicle tracking element of AutoCAD, a large refuse vehicle has been tracked in and out of the site access in all directions to ensure there is adequate manoeuvring space for a vehicle of this size. The tracking movement is shown on **Drawing 20472-03c-1**.

4.2.5 As set out above in the existing conditions there is currently no footway connecting the site into the village away from the current public rights of way. Therefore, as shown on **Drawing 20472-01c** a new footway between the site and the existing provision in the village will be constructed. This would be supported by the introduction of a give way arrangement at the bridge in a very similar layout to the existing scenario on Ulcombe Road which is northwest of the village centre.

4.2.6 The drawing shows that forward visibility splays in accordance with the recorded speed of traffic are achievable.

4.2.7 The scheme will widen the carriageway east of the bridge to enable the provision of the footway. Importantly the scheme is deliverable within the public highway and land under the control of the applicant. The scheme would be fully funded by the promoter/ developer and is viable.

4.2.8 The scheme was subject to an independent safety audit which was carried out by Mott MacDonald (reference 414214-TPN-ITD-001-B, 13th November 2019). The RSA response note drafted by DTA can be seen attached in **Appendix D** which also contains the RSA within it.

4.2.9 The site also benefits from a right of access along an existing track to the north onto the A274 which would provide pedestrian/ cycle connectivity and emergency access.

4.3 Parking Provision

4.3.1 The Kent Design Guide Review: Interim Guidance Note 3 summarises the required parking at new residential sites. The standards are summarised in **Table 3** below.

Table 3 - Parking Standards

		Description
1&2 bed houses	Standard	1.5 spaces per unit
	Form	Allocation of one space per unit possible
3 bed houses	Standard	2 independently accessible spaces per unit
	Form	Allocation of one or both spaces possible
4+ bed houses	Standard	2 independently accessible spaces per unit
	Form	Allocation of both spaces possible
Visitor Parking	Standard	0.2 per unit
	Form	On-street areas
Garages are additional to amount given above only.		

4.3.2 The details for parking provision will be confirmed in a Reserved Matters application but the illustrative layout shows sufficient capacity can be provided to meet the standards above.

5.0 PROPOSED TRAFFIC GENERATION AND DISTRIBUTION

5.1 Proposed Traffic Generation

TRICS Data

5.1.1 To assess the potential traffic movements from the development, the TRICS database was interrogated (TRICS v7.6.1 online). This database contains surveys of the vehicle and multimodal trip generation of a wide variety of sites which are classified by land use and various other attributes. The database was interrogated for multimodal vehicular surveys for 'Land Use 03 – Residential/A – Houses Privately Owned', with sites in London, Scotland, Ireland and Wales manually excluded. The resulting TRICS printouts are attached at **Appendix E**.

5.1.2 Traffic generation has been forecast using the worst-case scenario derived from journey to work data for the middle super output area of Maidstone 017 containing Headcorn. The multimodal vehicle trips and associated traffic generation are presented in **Table 4**. The total person trip rates and total person generation is shown in **Table 5**.

Table 4 - TRICS Vehicle Trip Rates and Traffic Generation

Time Range	Vehicle Trip Rates			Vehicle Traffic Generation		
	Arrivals	Departures	Totals	Arrivals	Departures	Totals
08:00-09:00	0.135	0.352	0.487	16	42	58
17:00-18:00	0.406	0.195	0.601	39	17	56
07:00-19:00	2.721	2.882	5.604	259	261	520

Table 5 - Multimodal Person Trip Rates and Generation

Time Range	Person Trip Rates			Total Person Trip Generation		
	Arrivals	Departures	Totals	Arrivals	Departures	Totals
08:00-09:00	0.233	0.786	1.019	28	94	122
17:00-18:00	0.620	0.257	0.877	74	31	105
07:00-19:00	4.082	4.182	8.264	490	502	992

5.1.3 The mode share data for Headcorn is shown below in **Table 6.**

Table 6 - Headcorn (Maidstone 017) Mode Share

Method of Travel	%
Working from Home*	11%
Train	14%
Bus	2%
Taxi	0%
Motorcycle	1%
Car Driver	67%
Car Passenger	4%
Cycling	1%
Walking	11%
Other	1%

5.1.4 Excluding the working from home as these are trips that would be unlikely to leave the site during the peak periods, the resulting mode share for external trips is shown in **Table 6** above. The car driver mode share is shown to be 67% with 14% travelling by train.

5.1.5 **Table 7** below shows the resulting car driver trip rates and generation of the site by applying the car driver mode share to the total people trip generation.

Table 7 - Multimodal Vehicle Trip Rates and Traffic Generation

Time Range	Multimodal Vehicle Trip Rates			Multimodal traffic generation		
	Arrivals	Departures	Totals	Arrivals	Departures	Totals
08:00-09:00	0.156	0.527	0.683	19	63	82
17:00-18:00	0.415	0.172	0.588	50	21	71
07:00-19:00	2.735	2.802	5.537	328	336	664

5.1.6 The forecast TRICS traffic generation results in, on average, 1-2 additional vehicle movements every minute.

ATC Data

5.1.7 Traffic count data undertaken at the entrance to Bankfields has been used to calculate trip rates specific to the area. These trip rates and the associated proposed traffic generation can be seen in **Table 8** below.

Table 8 - TRICS Vehicle Trip Rates and Traffic Generation

Time Range	Vehicle Trip Rates			Vehicle Traffic Generation		
	Arrivals	Departures	Totals	Arrivals	Departures	Totals
08:00-09:00	0.128	0.234	0.362	15	28	43
17:00-18:00	0.213	0.128	0.340	26	15	41
07:00-19:00	2.213	2.064	4.277	226	248	513

5.1.8 As can be seen above, the forecast ATC based traffic generation results in, on average, 1-2 additional vehicle movement every minute.

Comparison

5.1.9 As can be seen using the TRICS mode share derived data for Headcorn, forecasts greater traffic generation compared to the locally derived trip rates. Therefore, to present a robust position, the traffic generation figures shown in **Table 8** above will be used in the detailed assessment work.

5.2 Proposed Traffic Distribution

5.2.1 The forecast traffic generation has been distributed using Census Journey to Work data (2011) for the Maidstone 017 Middle Super Output Area (MSOA). A breakdown of the distribution trips from this ward to employment destinations is summarised in **Table 9**.

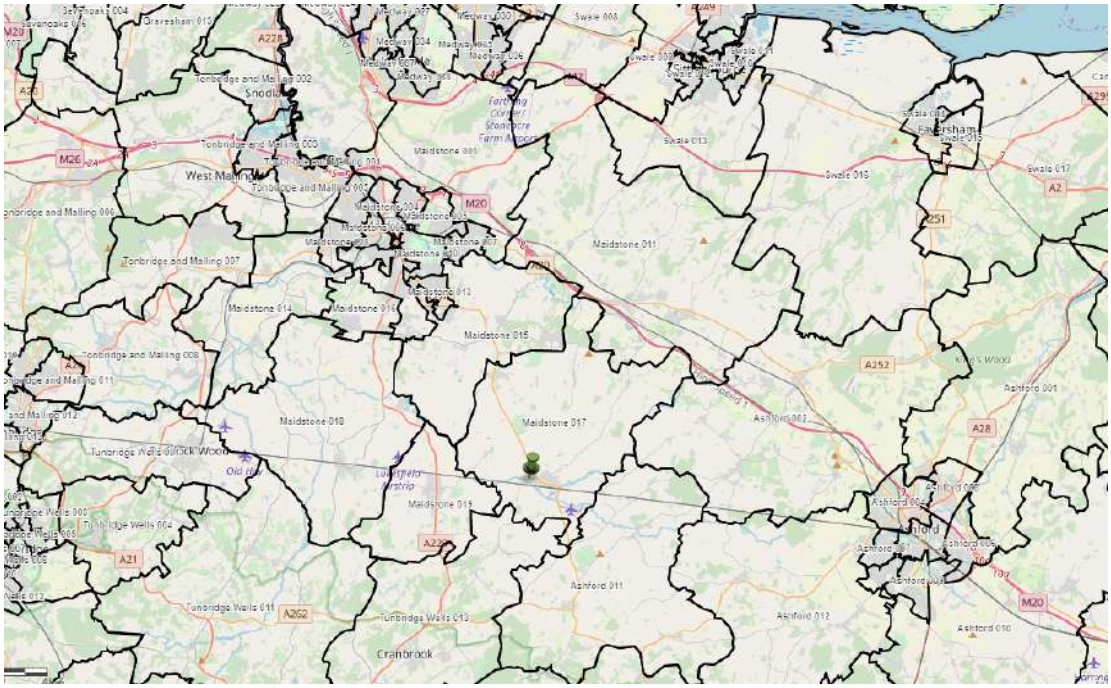
Table 9 - Summary of the Workplace Destinations from Maidstone 017 MSOA

Destination	Distribution
Maidstone (Maidstone 017)	45.7% (11.9%)
Ashford	11.0%
Tonbridge and Malling	8.5%
Tunbridge Wells	7.9%
Medway	6.0%
Sevenoaks	2.2%
Swale	2.1%
Dartford	1.3%
Canterbury	1.2%
Gravesham	1.2%
Other	12.9%

5.2.2 Based on the census data and using the most direct route to employment destinations, it shows that around 12% of people work within Maidstone 017 containing Headcorn, 34% in other areas in Maidstone, 11% will travel to Ashford, 9% between Tonbridge and Malling with the remaining trips being distributed to the other main settlements beyond those above.

5.2.3 The Middle Super Output Areas stated are shown in **Image 3** below.

Image 3 - MSOA Areas



5.3 Traffic Growth

5.3.1 The baseline traffic flows have been factored up to a future year of 2031, which is the end of the adopted Local Plan period. Local TEMPRO growth factors have been used for Maidstone 017. The resulting factors are shown in **Table 9** below.

Table 10 - TEMPro Growth Factors 2019-2031

Area	AM Peak	PM Peak
Maidstone 017	1.1326	1.1373

6.0 TRAFFIC IMPACT ASSESSMENT

6.1 Overview

6.1.1 The impacts of the proposed development have been assessed at the following locations:

- Moat Road/ Site Access Junction
- Mill Bank/ Kings Road/ North Street/ Moat Road Crossroads
- Station Road/ Headcorn Road/ High Street/ Marden Road Staggered Crossroads
- Linton Hill/ Heath Road Crossroads

6.1.2 For the operational assessment of the junctions, industry standard software packages have been used as follows. Junctions 9 has the functionality to model the site access using the PICADY module. The operation of the crossroads has been modelled using LINSIG.

6.2 Moat Road/ Site Access Junction

6.2.1 The Moat Road/ Site Access Junction has been assessed using the PICADY module of Junctions 10. A summary of the results can be seen in **Table 11** below with the full output attached in **Appendix F**.

Table 11 - Moat Road/ Site Access Junction Assessment Summary

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
2022 Base						
Stream B-AC	0.0	0.00	0.00	0.0	0.00	0.00
Stream C-AB	0.0	0.00	0.00	0.0	0.00	0.00
2025 Base						
Stream B-AC	0.0	0.00	0.00	0.0	0.00	0.00
Stream C-AB	0.0	0.00	0.00	0.0	0.00	0.00
2025 Base + Development						
Stream B-AC	0.1	6.61	0.11	0.0	6.19	0.04
Stream C-AB	0.0	5.23	0.03	0.1	5.71	0.08
NB: Stream A – Moat Road W; Stream B – Site Access; Stream C – Moat Road E						

6.2.2 As can be seen above, the maximum RFC of 0.11 is reached during the 2025 Base + Development in the AM peak period for traffic movements from the site access onto Moat Road. This indicates that the development traffic will not be a capacity issue at the site access junction.

6.3 Mill Bank/ Kings Road/ North Street/ Moat Road Crossroads

6.3.1 The Mill Bank/ Kings Road/ North Street/ Moat Road crossroads have been assessed using LINSIG. A summary of the results can be seen in **Table 12** below with the full output attached in **Appendix G**.

Table 12 - LINSIG Summary for Mill Bank/ Kings Road/ North Street/ Moat Road Crossroads

Scenario	Cycle Time	Practical Reserve Capacity	Total Delay
2022 Base AM	90	149.9	4.86
2022 Base PM	90	140.4	4.76
2025 Base AM	90	144.2	4.97
2025 Base PM	90	133.4	4.93
2025 + Development AM	90	143.0	5.60
2025 + Development PM	90	115.5	5.33

6.3.2 As can be seen above, the development traffic will have only a modest impact on the Mill Bank/ Kings Road/ North Street/ Moat Road crossroads with delays only increasing by 0.63 and 0.40 in the AM and PM periods, respectively.

6.4 Wider Junction Assessments

6.4.1 The two junctions located on the highway boundary (the Station Road/ Headcorn Road/ High Street/ Marden Road Staggered Crossroads and the Linton Hill/ Heath Road Crossroads) have been assessed by looking at the percentage increase of the traffic moving through the junction.

Table 13 - Percentage Increase in Traffic Flows for the Junctions Located on the Wider Highway Network

Junction	AM			PM		
	2022 Base Flows	Proposed Development Flows	Percentage Increase	2022 Base Flows	Proposed Development Flows	Percentage Increase
Station Road/ Headcorn Road/ High Street/ Marden Road	1380	4	0.3%	1492	3	0.2%
Linton Hill/ Heath Road	1979	1	0.1%	2066	1	0.1%

6.4.2 As can be seen above, a minimal number of development traffic vehicles are expected to use the two junctions with a maximum percentage increase of 0.3% at the Station Road/ Headcorn Road/ High Street/ Marden Road Staggered Crossroads. For this reason, it is considered that a formal junction assessment is not required.

7.0 CONCLUSIONS

7.1 DTA Transportation has been commissioned by Catesby Strategic Land Limited to review a proposed residential development in transport and highways terms on land to the north of Moat Road, to the west of Headcorn, Kent.

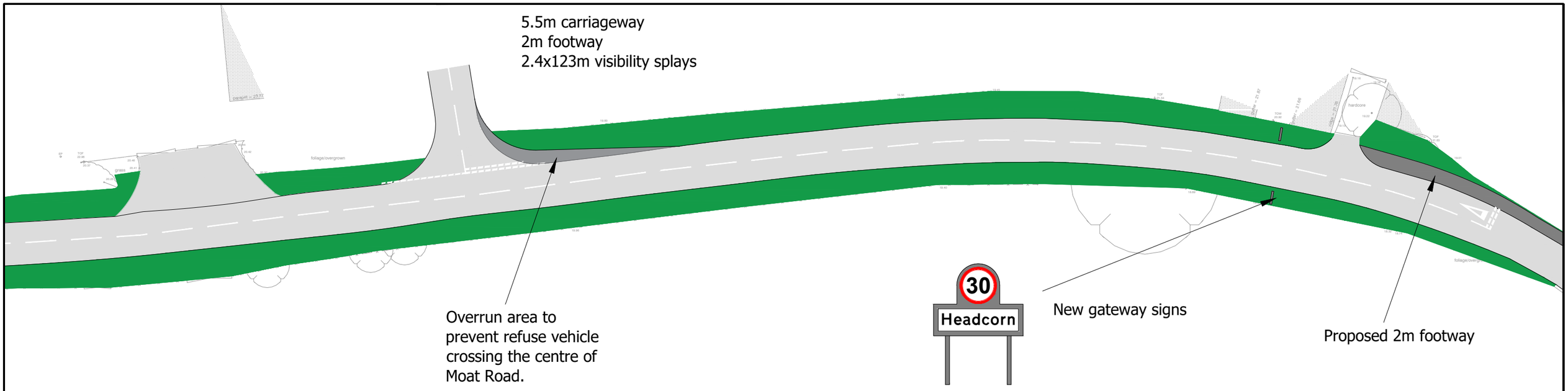
7.2 A review of the latest five-year personal injury collision data for the surrounding area has been undertaken and does not indicate any existing highway safety issues within the study area.

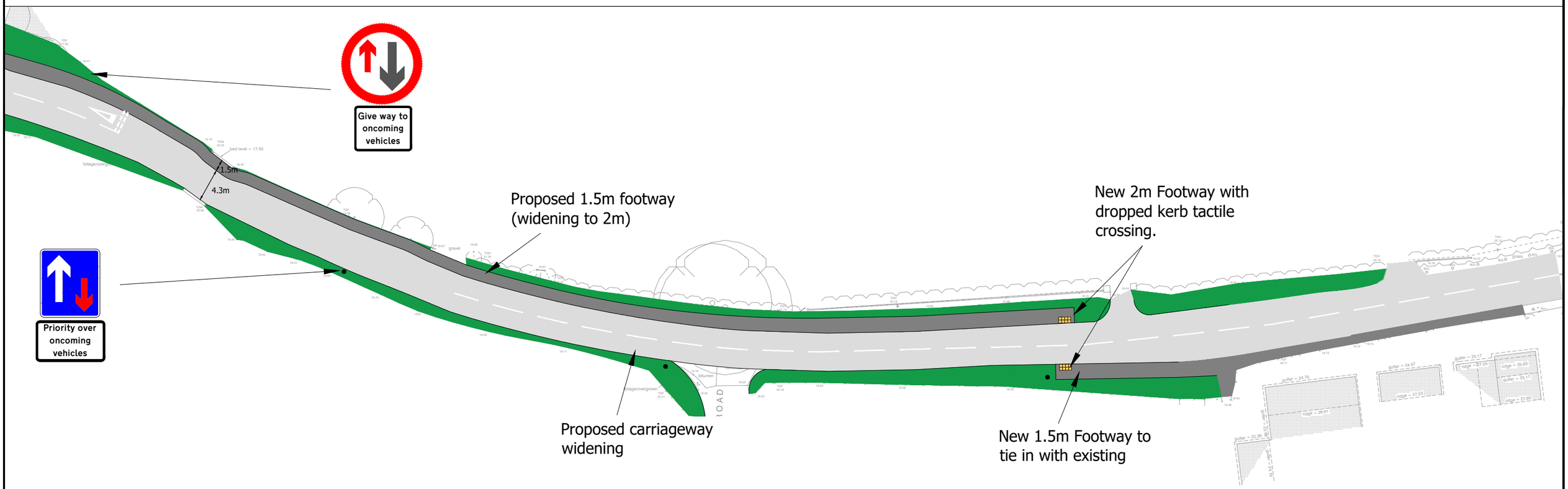
7.3 A site access strategy was previously agreed with Kent County Council. Vehicular and pedestrian/ cycleway access to the site will be via a primary access onto Moat Road via a new simple priority T junction.

7.4 A review of the capacity of the local junctions shows that the proposed development will not affect the operation or the capacity of the junctions.

7.5 It is clear that following the implementation of the proposed footway scheme, the development would not result in a severe impact on highway safety or capacity and would meet the relevant national tests as set out in the NPPF.

Drawings





REV	DESCRIPTION	DRAWN	INITIALS	DATE

DRAWING STATUS	CHECKED BY	DATE

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Forester House, Doctors Lane,
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Tel: +44(0)1564 793598
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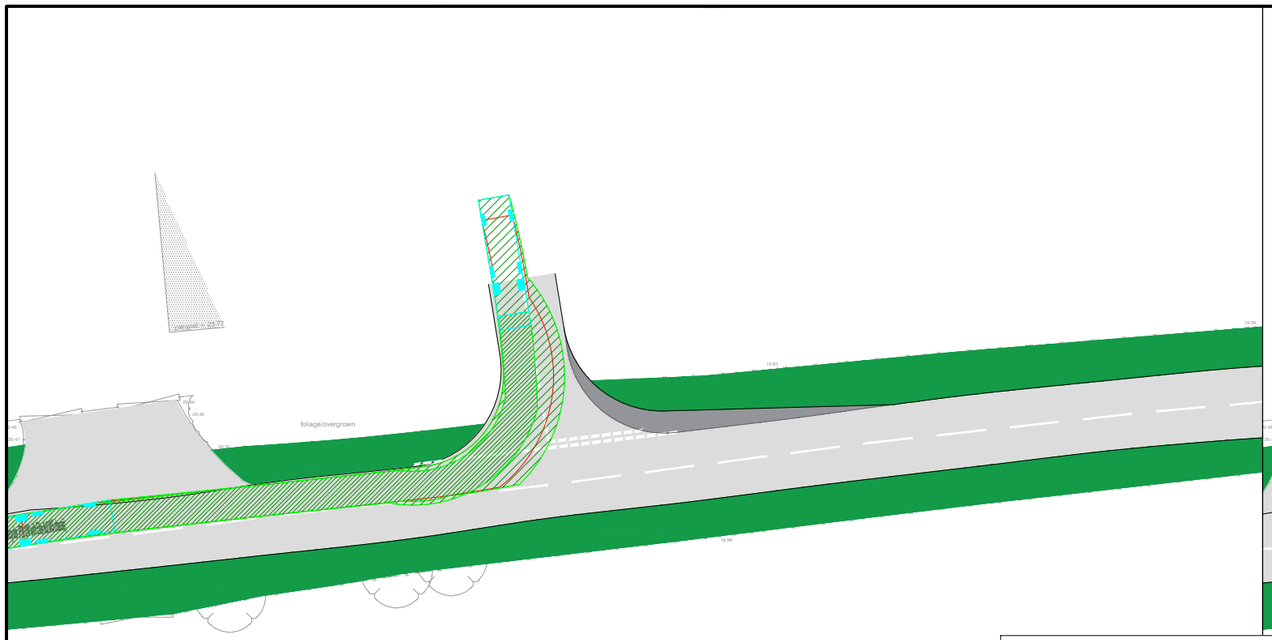
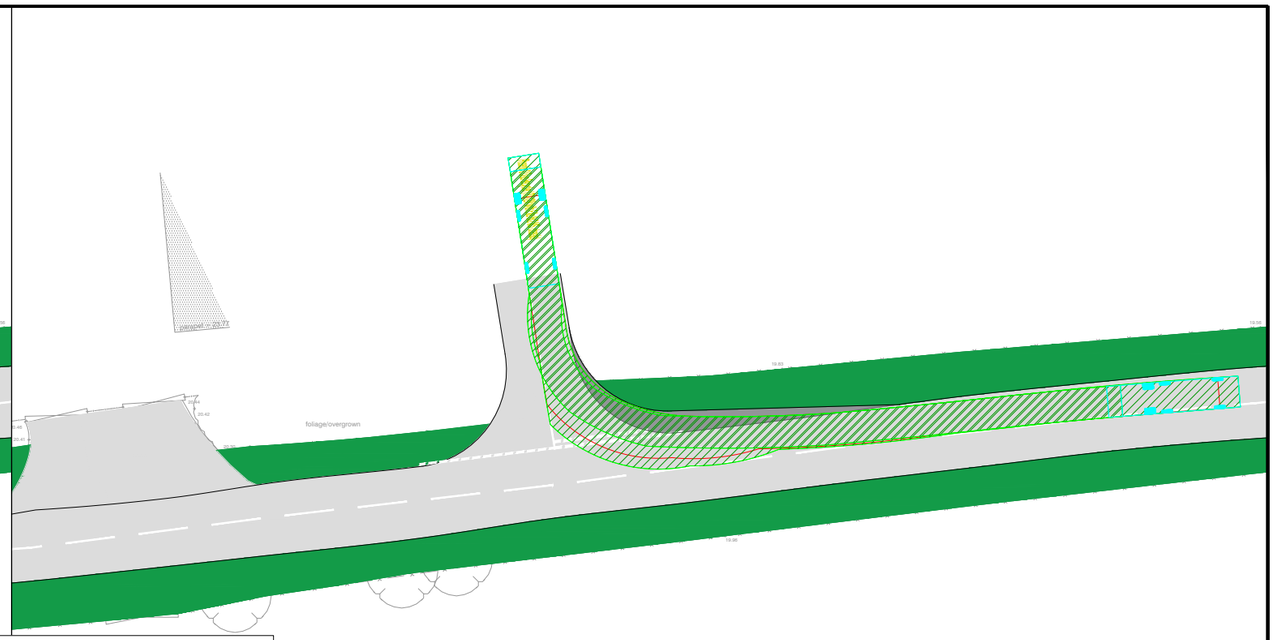
JOB TITLE	CLIENT
Moat Road, Headcorn	Catesby Estates PLC

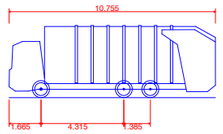
DRAWING TITLE

Proposed Highway and Footway Scheme

SCALE	DRAWN BY	DATE	DRAWING No	REVISION
1:500@A3	DN	Oct 2022	20472-03	C

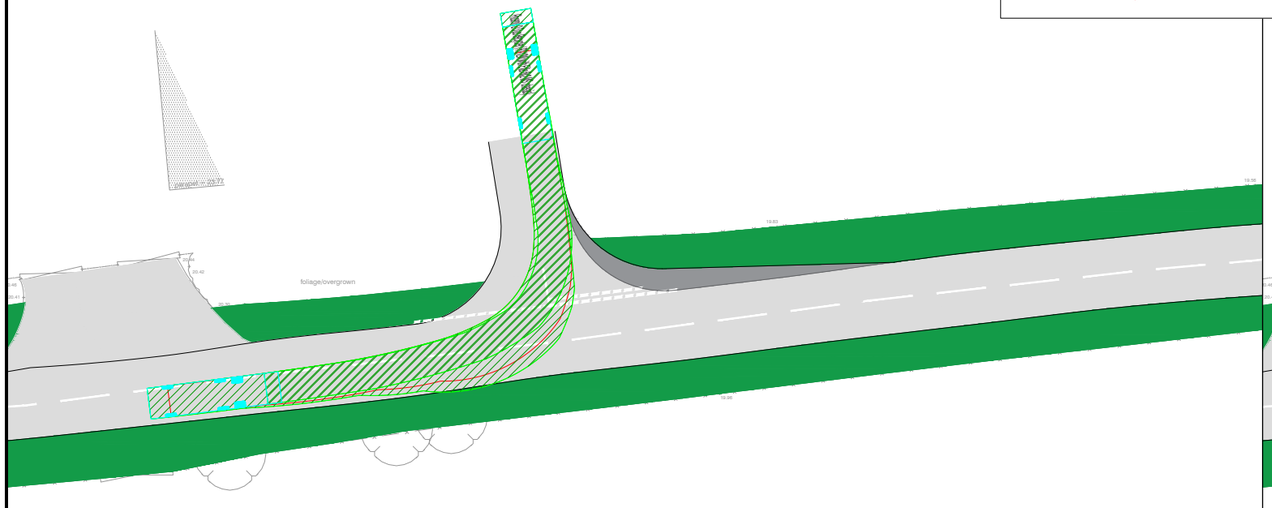


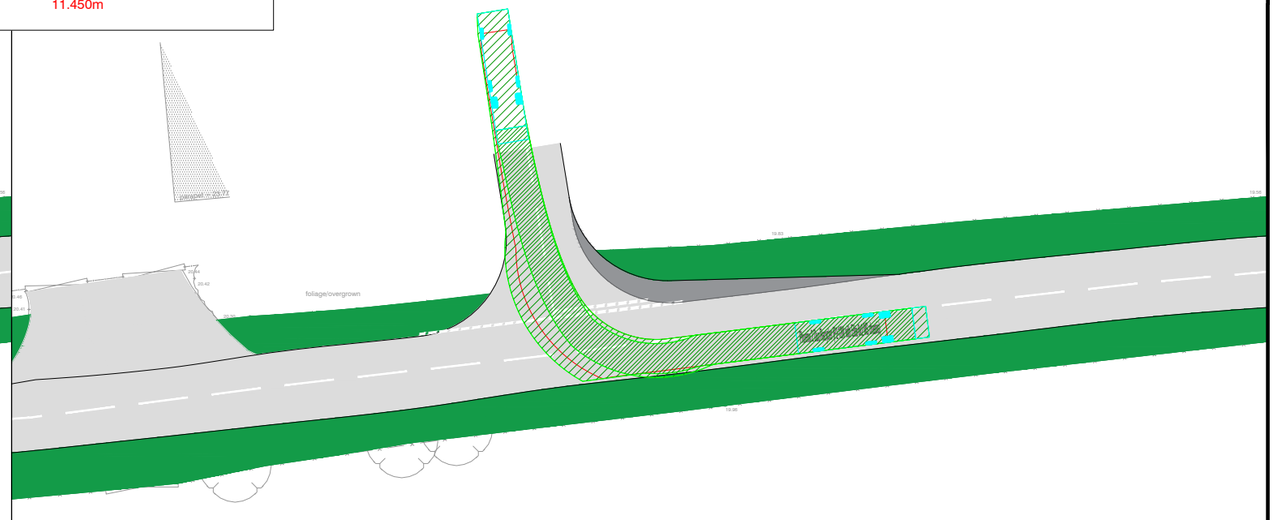




Phoenix 2 Duo Recycler (P2-12W with Elite 6x2 MS chassis)

Overall Length	10.755m
Overall Width	2.530m
Overall Body Height	3.756m
Min Body Ground Clearance	0.309m
Track Width	2.530m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	11.450m





REV	DESCRIPTION	DRAWN	INITIALS	DATE

DRAWING STATUS	CHECKED BY	DATE

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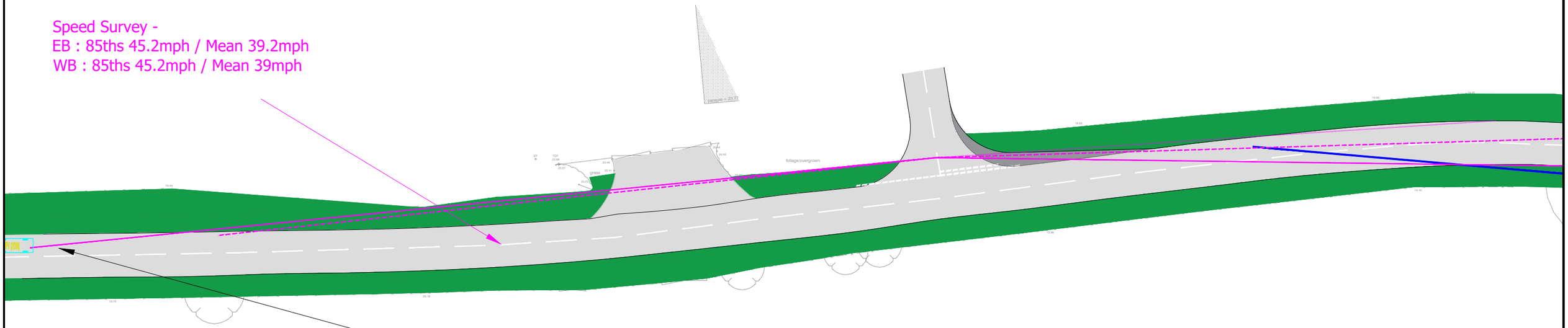
JOB TITLE	Moat Road, Headcorn
CLIENT	Catesby Estates PLC
DRAWING TITLE	Site Access Vehicle Tracking
SCALE	1:500@A3
DRAWN BY	DN
DATE	Oct 2022
DRAWING No	20472-03-1
REVISION	C

Speed Survey -
EB : 85ths 45.2mph / Mean 39.2mph
WB : 85ths 45.2mph / Mean 39mph

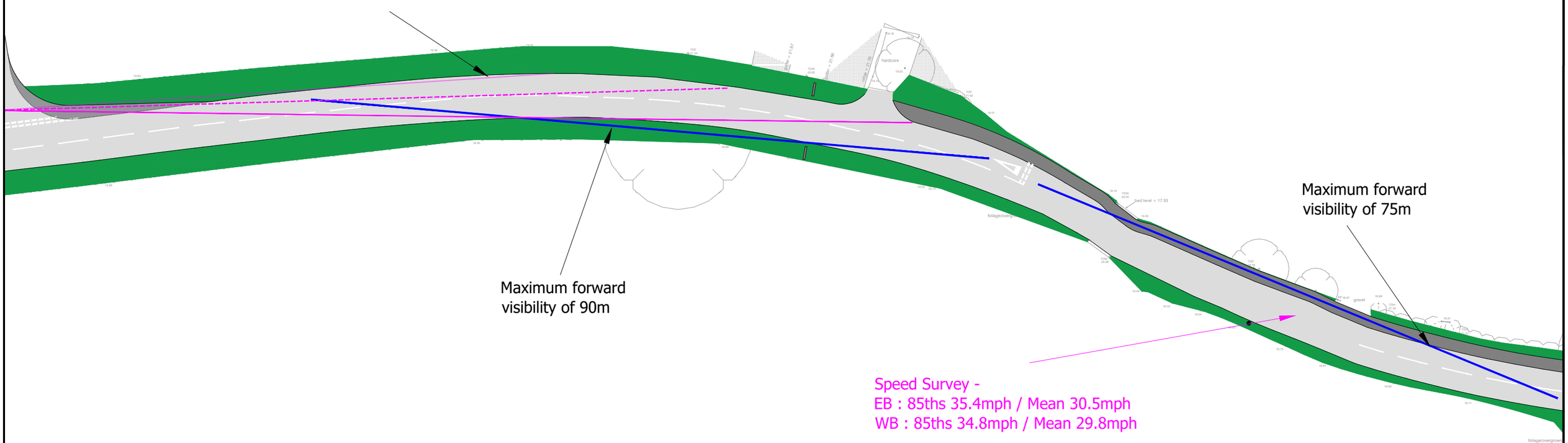


Desirable Splay measured to centre of running lane due to highway boundary constraints

MfS2 - For simplicity it has previously been measured along the nearside kerb line of the main arm, although vehicles will normally be travelling at a distance from the kerb line.

Visibility Splays
123m Desirable
96 Absolute Minimum

Tangential Splay



Speed Survey -
EB : 85ths 35.4mph / Mean 30.5mph
WB : 85ths 34.8mph / Mean 29.8mph

REV	DESCRIPTION	DRAWN	INITIALS	DATE

DRAWING STATUS	CHECKED BY	DATE

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JOB TITLE	CLIENT
Moat Road, Headcorn	Catesby Estates PLC

DRAWING TITLE: Visibility Splays

SCALE	DRAWN BY	DATE	DRAWING No	REVISION
1:500@A3	DN	Oct 2022	20472-03-2	C

Appendix A

A1

Romsey
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Portishead
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Camberley
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www.thrivearchitects.co.uk

Rev	Description	Date	Au	Ch
A	Planning Issue	08.11.22	VL/ci	--/--

Project	Moat Road, Headcorn				
Drawing	Framework Plan - 01 -				
Client	CATESBY ESTATES PLC				
Job no.	CATE211030			Date	08.11.22
Dwg no.	FWP-01			Rev.	A
Author	VL/ci	Checked	-/-	Scale	1:1000@A0
Status	PLANNING			Office	Romsey
Client ref.	-				

thrive. architects

Appendix B

24033		HEADCORN MARCH 2019								
Site	**Location**	**Direction**	**Start Date**	**End Date**	**Posted Speed Limit (PSL)**	**Total Vehicles**	**5 Day Ave.**	**7 Day Ave.**	**Average 85%ile Speed**	**Average Mean Speed**
Site No: 24033001	Site 1, Moat Road, Headcorn (Tree) TQ 82852 44381	Channel: Eastbound	Wed 13-Mar-19	Tue 19-Mar-19	60	7763	1241	1109	45.2	39.2
		Channel: Westbound	Wed 13-Mar-19	Tue 19-Mar-19		8025	1299	1146	45.2	39.0

24033	HEADCORN	Site No: 24033001	Location	Site 1, Moat Road, Headcorn (Tree)
Wed 13-Mar-19 to Tue 19-Mar-19		Channel: Eastbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Wed 13-Mar-19											
00:00	**2**	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
01:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
02:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	**8**	0	0.0	6	75.0	2	25.0	0	0.0	0	0.0
04:00	**2**	0	0.0	0	0.0	2	100.0	0	0.0	0	0.0
05:00	**8**	0	0.0	6	75.0	2	25.0	0	0.0	0	0.0
06:00	**28**	0	0.0	24	85.7	3	10.7	1	3.6	0	0.0
07:00	**80**	1	1.3	66	82.5	12	15.0	1	1.3	0	0.0
08:00	**102**	0	0.0	95	93.1	7	6.9	0	0.0	0	0.0
09:00	**67**	2	3.0	55	82.1	8	11.9	2	3.0	0	0.0
10:00	**50**	1	2.0	38	76.0	10	20.0	1	2.0	0	0.0
11:00	**47**	0	0.0	37	78.7	9	19.2	1	2.1	0	0.0
12:00	**41**	0	0.0	35	85.4	6	14.6	0	0.0	0	0.0
13:00	**56**	1	1.8	48	85.7	7	12.5	0	0.0	0	0.0
14:00	**72**	1	1.4	62	86.1	8	11.1	0	0.0	1	1.4
15:00	**93**	0	0.0	81	87.1	11	11.8	1	1.1	0	0.0
16:00	**172**	0	0.0	155	90.1	15	8.7	2	1.2	0	0.0
17:00	**155**	2	1.3	145	93.6	8	5.2	0	0.0	0	0.0
18:00	**102**	1	1.0	94	92.2	7	6.9	0	0.0	0	0.0
19:00	**35**	0	0.0	33	94.3	2	5.7	0	0.0	0	0.0
20:00	**19**	0	0.0	18	94.7	1	5.3	0	0.0	0	0.0
21:00	**10**	0	0.0	10	100.0	0	0.0	0	0.0	0	0.0
22:00	**15**	0	0.0	13	86.7	2	13.3	0	0.0	0	0.0
23:00	**5**	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	**1037**	**9**	**0.9**	**911**	**87.9**	**108**	**10.4**	**8**	**0.8**	**1**	**0.1**
16H,6-22	**1129**	**9**	**0.8**	**996**	**88.2**	**114**	**10.1**	**9**	**0.8**	**1**	**0.1**
18H,6-24	**1149**	**9**	**0.8**	**1014**	**88.3**	**116**	**10.1**	**9**	**0.8**	**1**	**0.1**
24H,0-24	**1171**	**9**	**0.8**	**1029**	**87.9**	**123**	**10.5**	**9**	**0.8**	**1**	**0.1**
Thu 14-Mar-19											
00:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
01:00	**0**	0	-	0	-	0	-	0	-	0	-

24033	HEADCORN	Site No: 24033001	Location	Site 1, Moat Road, Headcorn (Tree)
Wed 13-Mar-19 to Tue 19-Mar-19		Channel: Eastbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
02:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	**3**	0	0.0	1	33.3	2	66.7	0	0.0	0	0.0
04:00	**2**	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
05:00	**8**	0	0.0	8	100.0	0	0.0	0	0.0	0	0.0
06:00	**25**	0	0.0	24	96.0	0	0.0	1	4.0	0	0.0
07:00	**96**	1	1.0	76	79.2	17	17.7	2	2.1	0	0.0
08:00	**109**	1	0.9	101	92.7	5	4.6	2	1.8	0	0.0
09:00	**94**	0	0.0	85	90.4	9	9.6	0	0.0	0	0.0
10:00	**68**	0	0.0	57	83.8	10	14.7	1	1.5	0	0.0
11:00	**74**	0	0.0	55	74.3	16	21.6	3	4.1	0	0.0
12:00	**79**	0	0.0	68	86.1	10	12.7	1	1.3	0	0.0
13:00	**82**	1	1.2	65	79.3	13	15.9	3	3.7	0	0.0
14:00	**74**	0	0.0	68	91.9	5	6.8	1	1.4	0	0.0
15:00	**106**	2	1.9	89	84.0	13	12.3	2	1.9	0	0.0
16:00	**144**	0	0.0	126	87.5	14	9.7	4	2.8	0	0.0
17:00	**144**	2	1.4	133	92.4	8	5.6	1	0.7	0	0.0
18:00	**84**	2	2.4	73	86.9	9	10.7	0	0.0	0	0.0
19:00	**41**	0	0.0	39	95.1	2	4.9	0	0.0	0	0.0
20:00	**34**	0	0.0	31	91.2	3	8.8	0	0.0	0	0.0
21:00	**18**	0	0.0	17	94.4	1	5.6	0	0.0	0	0.0
22:00	**15**	0	0.0	15	100.0	0	0.0	0	0.0	0	0.0
23:00	**7**	0	0.0	6	85.7	1	14.3	0	0.0	0	0.0
12H,7-19	**1154**	**9**	**0.8**	**996**	**86.3**	**129**	**11.2**	**20**	**1.7**	**0**	**0.0**
16H,6-22	**1272**	**9**	**0.7**	**1107**	**87.0**	**135**	**10.6**	**21**	**1.7**	**0**	**0.0**
18H,6-24	**1294**	**9**	**0.7**	**1128**	**87.2**	**136**	**10.5**	**21**	**1.6**	**0**	**0.0**
24H,0-24	**1310**	**9**	**0.7**	**1141**	**87.1**	**139**	**10.6**	**21**	**1.6**	**0**	**0.0**
Fri 15-Mar-19											
00:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
01:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
02:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	**7**	0	0.0	3	42.9	4	57.1	0	0.0	0	0.0
04:00	**2**	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0

24033	HEADCORN	Site No: 24033001	Location	Site 1, Moat Road, Headcorn (Tree)
Wed 13-Mar-19 to Tue 19-Mar-19		Channel: Eastbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
05:00	**7**	0	0.0	6	85.7	1	14.3	0	0.0	0	0.0
06:00	**26**	0	0.0	22	84.6	2	7.7	2	7.7	0	0.0
07:00	**83**	2	2.4	69	83.1	10	12.1	2	2.4	0	0.0
08:00	**116**	1	0.9	101	87.1	13	11.2	1	0.9	0	0.0
09:00	**91**	1	1.1	75	82.4	14	15.4	1	1.1	0	0.0
10:00	**70**	0	0.0	64	91.4	6	8.6	0	0.0	0	0.0
11:00	**69**	5	7.3	55	79.7	9	13.0	0	0.0	0	0.0
12:00	**79**	1	1.3	70	88.6	6	7.6	2	2.5	0	0.0
13:00	**86**	2	2.3	72	83.7	10	11.6	2	2.3	0	0.0
14:00	**91**	0	0.0	84	92.3	7	7.7	0	0.0	0	0.0
15:00	**109**	2	1.8	89	81.7	15	13.8	3	2.8	0	0.0
16:00	**126**	0	0.0	112	88.9	11	8.7	3	2.4	0	0.0
17:00	**118**	1	0.9	109	92.4	8	6.8	0	0.0	0	0.0
18:00	**65**	1	1.5	61	93.9	3	4.6	0	0.0	0	0.0
19:00	**43**	0	0.0	38	88.4	5	11.6	0	0.0	0	0.0
20:00	**20**	0	0.0	18	90.0	2	10.0	0	0.0	0	0.0
21:00	**13**	1	7.7	11	84.6	1	7.7	0	0.0	0	0.0
22:00	**17**	0	0.0	16	94.1	1	5.9	0	0.0	0	0.0
23:00	**8**	0	0.0	7	87.5	1	12.5	0	0.0	0	0.0
12H,7-19	**1103**	**16**	**1.5**	**961**	**87.1**	**112**	**10.2**	**14**	**1.3**	**0**	**0.0**
16H,6-22	**1205**	**17**	**1.4**	**1050**	**87.1**	**122**	**10.1**	**16**	**1.3**	**0**	**0.0**
18H,6-24	**1230**	**17**	**1.4**	**1073**	**87.2**	**124**	**10.1**	**16**	**1.3**	**0**	**0.0**
24H,0-24	**1249**	**17**	**1.4**	**1086**	**87.0**	**130**	**10.4**	**16**	**1.3**	**0**	**0.0**
Sat 16-Mar-19											
00:00	**4**	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
01:00	**7**	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
02:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	**3**	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
04:00	**1**	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
05:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
06:00	**11**	0	0.0	11	100.0	0	0.0	0	0.0	0	0.0
07:00	**31**	1	3.2	26	83.9	3	9.7	1	3.2	0	0.0

24033	HEADCORN	Site No: 24033001	Location	Site 1, Moat Road, Headcorn (Tree)
Wed 13-Mar-19 to Tue 19-Mar-19		Channel: Eastbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
08:00	**52**	2	3.9	45	86.5	3	5.8	2	3.9	0	0.0
09:00	**74**	0	0.0	62	83.8	9	12.2	3	4.1	0	0.0
10:00	**74**	1	1.4	61	82.4	10	13.5	2	2.7	0	0.0
11:00	**80**	1	1.3	73	91.3	4	5.0	2	2.5	0	0.0
12:00	**77**	0	0.0	70	90.9	7	9.1	0	0.0	0	0.0
13:00	**76**	1	1.3	68	89.5	7	9.2	0	0.0	0	0.0
14:00	**76**	3	4.0	69	90.8	4	5.3	0	0.0	0	0.0
15:00	**58**	0	0.0	56	96.6	1	1.7	1	1.7	0	0.0
16:00	**46**	0	0.0	42	91.3	3	6.5	1	2.2	0	0.0
17:00	**41**	0	0.0	38	92.7	3	7.3	0	0.0	0	0.0
18:00	**36**	0	0.0	34	94.4	2	5.6	0	0.0	0	0.0
19:00	**22**	0	0.0	21	95.5	1	4.6	0	0.0	0	0.0
20:00	**15**	0	0.0	14	93.3	1	6.7	0	0.0	0	0.0
21:00	**10**	0	0.0	10	100.0	0	0.0	0	0.0	0	0.0
22:00	**11**	0	0.0	10	90.9	1	9.1	0	0.0	0	0.0
23:00	**11**	0	0.0	11	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	**721**	**9**	**1.3**	**644**	**89.3**	**56**	**7.8**	**12**	**1.7**	**0**	**0.0**
16H,6-22	**779**	**9**	**1.2**	**700**	**89.9**	**58**	**7.5**	**12**	**1.5**	**0**	**0.0**
18H,6-24	**801**	**9**	**1.1**	**721**	**90.0**	**59**	**7.4**	**12**	**1.5**	**0**	**0.0**
24H,0-24	**819**	**9**	**1.1**	**738**	**90.1**	**60**	**7.3**	**12**	**1.5**	**0**	**0.0**
Sun 17-Mar-19											
00:00	**7**	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
01:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
02:00	**0**	0	-	0	-	0	-	0	-	0	-
03:00	**0**	0	-	0	-	0	-	0	-	0	-
04:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
05:00	**2**	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
06:00	**4**	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
07:00	**18**	0	0.0	17	94.4	0	0.0	1	5.6	0	0.0
08:00	**27**	2	7.4	24	88.9	1	3.7	0	0.0	0	0.0
09:00	**44**	4	9.1	35	79.6	5	11.4	0	0.0	0	0.0
10:00	**64**	10	15.6	52	81.3	1	1.6	1	1.6	0	0.0

24033	HEADCORN	Site No: 24033001	Location	Site 1, Moat Road, Headcorn (Tree)
Wed 13-Mar-19 to Tue 19-Mar-19		Channel: Eastbound		

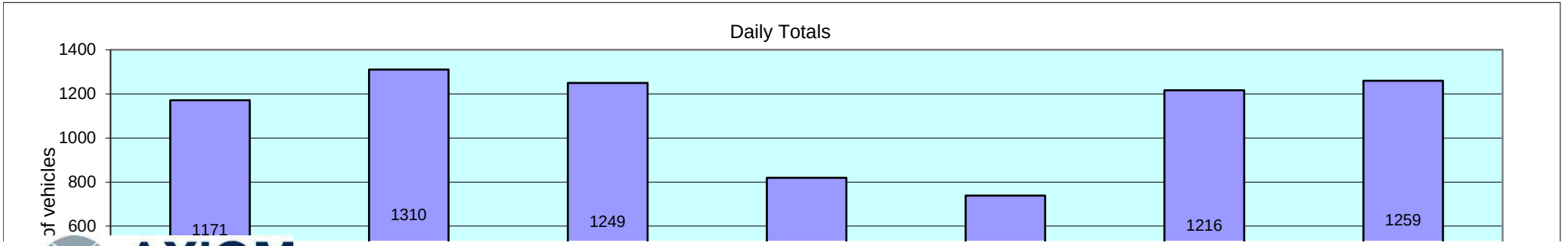
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
11:00	68	1	1.5	61	89.7	6	8.8	0	0.0	0	0.0
12:00	102	5	4.9	91	89.2	5	4.9	1	1.0	0	0.0
13:00	65	2	3.1	59	90.8	3	4.6	1	1.5	0	0.0
14:00	60	2	3.3	56	93.3	2	3.3	0	0.0	0	0.0
15:00	57	1	1.8	56	98.3	0	0.0	0	0.0	0	0.0
16:00	61	1	1.6	56	91.8	4	6.6	0	0.0	0	0.0
17:00	45	1	2.2	43	95.6	1	2.2	0	0.0	0	0.0
18:00	37	1	2.7	36	97.3	0	0.0	0	0.0	0	0.0
19:00	35	0	0.0	34	97.1	1	2.9	0	0.0	0	0.0
20:00	14	0	0.0	14	100.0	0	0.0	0	0.0	0	0.0
21:00	11	0	0.0	11	100.0	0	0.0	0	0.0	0	0.0
22:00	14	0	0.0	12	85.7	2	14.3	0	0.0	0	0.0
23:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	648	30	4.6	586	90.4	28	4.3	4	0.6	0	0.0
16H,6-22	712	30	4.2	649	91.2	29	4.1	4	0.6	0	0.0
18H,6-24	727	30	4.1	662	91.1	31	4.3	4	0.6	0	0.0
24H,0-24	739	30	4.1	673	91.1	32	4.3	4	0.5	0	0.0
Mon 18-Mar-19											
00:00	2	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
01:00	0	0	-	0	-	0	-	0	-	0	-
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	1	1	100.0	0	0.0	0	0.0	0	0.0	0	0.0
04:00	7	1	14.3	4	57.1	2	28.6	0	0.0	0	0.0
05:00	7	0	0.0	6	85.7	1	14.3	0	0.0	0	0.0
06:00	28	0	0.0	24	85.7	2	7.1	2	7.1	0	0.0
07:00	73	0	0.0	66	90.4	7	9.6	0	0.0	0	0.0
08:00	106	1	0.9	96	90.6	9	8.5	0	0.0	0	0.0
09:00	87	0	0.0	72	82.8	12	13.8	3	3.5	0	0.0
10:00	72	1	1.4	61	84.7	8	11.1	2	2.8	0	0.0
11:00	71	3	4.2	56	78.9	9	12.7	3	4.2	0	0.0
12:00	69	2	2.9	62	89.9	4	5.8	1	1.5	0	0.0
13:00	64	1	1.6	54	84.4	7	10.9	2	3.1	0	0.0

24033	HEADCORN	Site No: 24033001	Location	Site 1, Moat Road, Headcorn (Tree)
Wed 13-Mar-19 to Tue 19-Mar-19		Channel: Eastbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
14:00	**69**	0	0.0	59	85.5	9	13.0	1	1.5	0	0.0
15:00	**96**	2	2.1	85	88.5	9	9.4	0	0.0	0	0.0
16:00	**137**	0	0.0	131	95.6	5	3.7	1	0.7	0	0.0
17:00	**148**	2	1.4	138	93.2	8	5.4	0	0.0	0	0.0
18:00	**91**	4	4.4	81	89.0	6	6.6	0	0.0	0	0.0
19:00	**46**	0	0.0	43	93.5	3	6.5	0	0.0	0	0.0
20:00	**19**	0	0.0	18	94.7	1	5.3	0	0.0	0	0.0
21:00	**11**	0	0.0	11	100.0	0	0.0	0	0.0	0	0.0
22:00	**4**	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
23:00	**8**	1	12.5	5	62.5	1	12.5	1	12.5	0	0.0
12H,7-19	**1083**	**16**	**1.5**	**961**	**88.7**	**93**	**8.6**	**13**	**1.2**	**0**	**0.0**
16H,6-22	**1187**	**16**	**1.4**	**1057**	**89.1**	**99**	**8.3**	**15**	**1.3**	**0**	**0.0**
18H,6-24	**1199**	**17**	**1.4**	**1066**	**88.9**	**100**	**8.3**	**16**	**1.3**	**0**	**0.0**
24H,0-24	**1216**	**19**	**1.6**	**1077**	**88.6**	**104**	**8.6**	**16**	**1.3**	**0**	**0.0**
Tue 19-Mar-19											
00:00	**1**	0	0.0	0	0.0	0	0.0	1	100.0	0	0.0
01:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
02:00	**0**	0	-	0	-	0	-	0	-	0	-
03:00	**4**	1	25.0	1	25.0	2	50.0	0	0.0	0	0.0
04:00	**4**	1	25.0	2	50.0	1	25.0	0	0.0	0	0.0
05:00	**9**	0	0.0	8	88.9	1	11.1	0	0.0	0	0.0
06:00	**30**	0	0.0	29	96.7	0	0.0	1	3.3	0	0.0
07:00	**79**	0	0.0	70	88.6	7	8.9	2	2.5	0	0.0
08:00	**99**	2	2.0	89	89.9	7	7.1	1	1.0	0	0.0
09:00	**89**	1	1.1	76	85.4	10	11.2	1	1.1	1	1.1
10:00	**76**	4	5.3	60	79.0	10	13.2	2	2.6	0	0.0
11:00	**66**	1	1.5	56	84.9	6	9.1	3	4.6	0	0.0
12:00	**69**	1	1.5	61	88.4	7	10.1	0	0.0	0	0.0
13:00	**75**	0	0.0	62	82.7	12	16.0	1	1.3	0	0.0
14:00	**78**	1	1.3	59	75.6	17	21.8	1	1.3	0	0.0
15:00	**104**	0	0.0	89	85.6	14	13.5	1	1.0	0	0.0
16:00	**137**	1	0.7	124	90.5	10	7.3	2	1.5	0	0.0

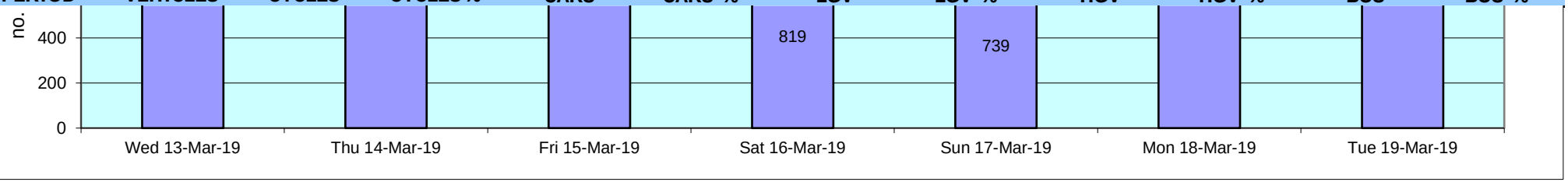
24033	HEADCORN	Site No: 24033001	Location	Site 1, Moat Road, Headcorn (Tree)
Wed 13-Mar-19 to Tue 19-Mar-19		Channel: Eastbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
17:00	**146**	2	1.4	139	95.2	5	3.4	0	0.0	0	0.0
18:00	**89**	2	2.3	82	92.1	3	3.4	2	2.3	0	0.0
19:00	**40**	0	0.0	39	97.5	1	2.5	0	0.0	0	0.0
20:00	**24**	0	0.0	24	100.0	0	0.0	0	0.0	0	0.0
21:00	**22**	0	0.0	20	90.9	2	9.1	0	0.0	0	0.0
22:00	**12**	1	8.3	11	91.7	0	0.0	0	0.0	0	0.0
23:00	**5**	1	20.0	4	80.0	0	0.0	0	0.0	0	0.0
12H,7-19	**1107**	**15**	**1.4**	**967**	**87.4**	**108**	**9.8**	**16**	**1.5**	**1**	**0.1**
16H,6-22	**1223**	**15**	**1.2**	**1079**	**88.2**	**111**	**9.1**	**17**	**1.4**	**1**	**0.1**
18H,6-24	**1240**	**17**	**1.4**	**1094**	**88.2**	**111**	**9.0**	**17**	**1.4**	**1**	**0.1**
24H,0-24	**1259**	**19**	**1.5**	**1106**	**87.9**	**115**	**9.1**	**18**	**1.4**	**1**	**0.1**
Daily Totals											
Wed 13-Mar-19	**1171**	9	0.8	1029	87.9	123	10.5	9	0.8	1	0.1
Thu 14-Mar-19	**1310**	9	0.7	1141	87.1	139	10.6	21	1.6	0	0.0
Fri 15-Mar-19	**1249**	17	1.4	1086	87.0	130	10.4	16	1.3	0	0.0
Sat 16-Mar-19	**819**	9	1.1	738	90.1	60	7.3	12	1.5	0	0.0
Sun 17-Mar-19	**739**	30	4.1	673	91.1	32	4.3	4	0.5	0	0.0
Mon 18-Mar-19	**1216**	19	1.6	1077	88.6	104	8.6	16	1.3	0	0.0
Tue 19-Mar-19	**1259**	19	1.5	1106	87.9	115	9.1	18	1.4	1	0.1
Total Vehicles											
[--]	**7763**	112	1.6	6850	88.5	703	8.7	96	1.2	2	0.0



24033	HEADCORN	Site No: 24033001	Location	Site 1, Moat Road, Headcorn (Tree)
Wed 13-Mar-19 to Tue 19-Mar-19		Channel: Eastbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %



24033			HEADCORN				Site No: 24033001				Location	Site 1, Moat Road, Headcorn (Tree)					
Wed 13-Mar-19 to Tue 19-Mar-19							Channel: Eastbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	=>71
Wed 13-Mar-19																
00:00	**2**	-	43.5	1.8	0	0	0	0	0	2	0	0	0	0	0	0
01:00	**1**	-	58.5	-	0	0	0	0	0	0	0	0	1	0	0	0
02:00	**1**	-	38.5	-	0	0	0	0	1	0	0	0	0	0	0	0
03:00	**8**	-	39.1	5.8	0	0	0	3	2	2	1	0	0	0	0	0
04:00	**2**	-	51	3.5	0	0	0	0	0	0	1	1	0	0	0	0
05:00	**8**	-	39.1	8.7	0	0	2	0	1	4	1	0	0	0	0	0
06:00	**28**	45.3	39.1	5.8	0	0	1	7	11	5	4	0	0	0	0	0
07:00	**80**	45.5	42	4.5	0	0	0	4	29	38	5	4	0	0	0	0
08:00	**102**	45.5	40.5	5	0	0	2	11	46	30	12	1	0	0	0	0
09:00	**67**	44.7	38	7	0	1	8	12	22	18	6	0	0	0	0	0
10:00	**50**	43.5	37.1	7.4	0	2	4	12	20	8	3	1	0	0	0	0
11:00	**47**	45	39.2	7	0	0	4	7	22	8	3	2	1	0	0	0
12:00	**41**	46.4	40.8	5.8	0	0	0	9	13	12	5	2	0	0	0	0
13:00	**56**	44.9	38.6	7	0	1	5	8	23	13	5	1	0	0	0	0
14:00	**72**	43.6	38.4	5.2	0	1	1	18	31	19	2	0	0	0	0	0
15:00	**93**	45	40.2	5.2	0	0	1	14	42	27	5	4	0	0	0	0
16:00	**172**	45.2	37.8	7.9	2	6	7	43	61	32	18	3	0	0	0	0
17:00	**155**	46.1	41	5.8	0	1	1	19	64	46	19	3	1	1	0	0
18:00	**102**	46.1	40.5	5.8	0	0	3	13	45	25	13	2	1	0	0	0
19:00	**35**	46.3	40.2	6.4	0	0	2	6	11	10	5	1	0	0	0	0
20:00	**19**	47.1	41.7	5.8	0	0	0	3	6	6	3	1	0	0	0	0
21:00	**10**	53.5	42	11.6	0	0	2	1	2	1	1	2	1	0	0	0
22:00	**15**	43.1	37.3	5.9	0	0	1	6	4	3	1	0	0	0	0	0
23:00	**5**	-	43.5	5.2	0	0	0	0	2	1	2	0	0	0	0	0
12H,7-19	**1037**	**45.4**	**39.6**	**6.4**	**2**	**12**	**36**	**170**	**418**	**276**	**96**	**23**	**3**	**1**	**0**	**0**
16H,6-22	**1129**	**45.5**	**39.7**	**6.4**	**2**	**12**	**41**	**187**	**448**	**298**	**109**	**27**	**4**	**1**	**0**	**0**
18H,6-24	**1149**	**45.5**	**39.6**	**6.4**	**2**	**12**	**42**	**193**	**454**	**302**	**112**	**27**	**4**	**1**	**0**	**0**
24H,0-24	**1171**	**45.6**	**39.7**	**6.5**	**2**	**12**	**44**	**196**	**458**	**310**	**115**	**28**	**5**	**1**	**0**	**0**
Thu 14-Mar-19																
00:00	**2**	-	48.5	7.1	0	0	0	0	0	1	0	1	0	0	0	0

24033			HEADCORN		Site No: 24033001					Location	Site 1, Moat Road, Headcorn (Tree)					
Wed 13-Mar-19 to Tue 19-Mar-19					Channel: Eastbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	=>71
01:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**1**	-	43.5	-	0	0	0	0	0	1	0	0	0	0	0	0
03:00	**3**	-	40.2	3.1	0	0	0	0	2	1	0	0	0	0	0	0
04:00	**2**	-	34.8	12.4	0	0	1	0	0	1	0	0	0	0	0	0
05:00	**8**	-	35.4	7.1	0	0	2	2	2	2	0	0	0	0	0	0
06:00	**25**	44.4	40.1	4.3	0	0	0	4	10	10	1	0	0	0	0	0
07:00	**96**	45.4	40.5	5.4	0	0	1	17	35	32	7	4	0	0	0	0
08:00	**109**	44.8	38.7	6.4	0	2	5	24	39	29	10	0	0	0	0	0
09:00	**94**	44.5	39	5.7	0	1	2	19	44	19	8	1	0	0	0	0
10:00	**68**	44.3	39.1	4.9	0	0	1	16	29	17	5	0	0	0	0	0
11:00	**74**	44.2	37.6	6.7	0	0	8	22	26	10	6	2	0	0	0	0
12:00	**79**	42.4	36.9	6	0	0	8	26	29	13	2	0	1	0	0	0
13:00	**82**	41.1	38	4	0	0	3	14	52	13	0	0	0	0	0	0
14:00	**74**	46.9	40.6	5.5	0	0	1	12	30	17	13	1	0	0	0	0
15:00	**106**	44.1	38.3	6.7	0	1	7	25	43	22	6	1	0	0	1	0
16:00	**144**	45.3	39.4	6.4	0	0	11	25	52	39	13	3	1	0	0	0
17:00	**144**	45.8	40.2	7.1	0	2	6	22	49	45	15	2	1	2	0	0
18:00	**84**	45.6	40.8	7	0	1	2	10	34	26	5	4	0	2	0	0
19:00	**41**	45.4	38.6	6.5	0	0	2	13	15	5	4	2	0	0	0	0
20:00	**34**	47.7	40.3	6.6	0	0	2	5	14	5	7	1	0	0	0	0
21:00	**18**	47.8	41.8	5.1	0	0	0	1	9	3	5	0	0	0	0	0
22:00	**15**	49.3	44.2	5.5	0	0	0	1	3	5	5	1	0	0	0	0
23:00	**7**	-	38.9	6.9	0	0	1	0	4	1	1	0	0	0	0	0
12H,7-19	**1154**	**45**	**39.2**	**6.2**	**0**	**7**	**55**	**232**	**462**	**282**	**90**	**18**	**3**	**4**	**1**	**0**
16H,6-22	**1272**	**45.1**	**39.2**	**6.2**	**0**	**7**	**59**	**255**	**510**	**305**	**107**	**21**	**3**	**4**	**1**	**0**
18H,6-24	**1294**	**45.2**	**39.3**	**6.2**	**0**	**7**	**60**	**256**	**517**	**311**	**113**	**22**	**3**	**4**	**1**	**0**
24H,0-24	**1310**	**45.2**	**39.3**	**6.3**	**0**	**7**	**63**	**258**	**521**	**317**	**113**	**23**	**3**	**4**	**1**	**0**
Fri 15-Mar-19																
00:00	**1**	-	43.5	-	0	0	0	0	0	1	0	0	0	0	0	0
01:00	**1**	-	38.5	-	0	0	0	0	1	0	0	0	0	0	0	0
02:00	**1**	-	38.5	-	0	0	0	0	1	0	0	0	0	0	0	0

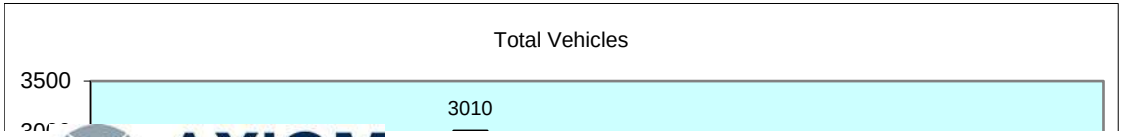
24033			HEADCORN				Site No: 24033001				Location	Site 1, Moat Road, Headcorn (Tree)					
Wed 13-Mar-19 to Tue 19-Mar-19							Channel: Eastbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	=>71
03:00	**7**	-	39.2	3.7	0	0	0	1	4	2	0	0	0	0	0	0
04:00	**2**	-	29.8	19.4	0	1	0	0	0	1	0	0	0	0	0	0
05:00	**7**	-	39.6	6.6	0	0	1	0	2	4	0	0	0	0	0	0
06:00	**26**	45	39.8	8.1	0	0	2	6	8	6	2	0	2	0	0	0
07:00	**83**	47.2	41.2	6.7	0	1	2	9	28	27	13	2	0	1	0	0
08:00	**116**	44.3	39.1	5.4	0	0	4	25	50	29	5	3	0	0	0	0
09:00	**91**	44.8	38.9	6.6	1	0	4	19	36	22	7	2	0	0	0	0
10:00	**70**	44.6	38.9	5.6	0	0	4	15	25	21	5	0	0	0	0	0
11:00	**69**	45.2	38	9.2	0	4	7	11	22	17	4	3	0	1	0	0
12:00	**79**	44.7	38.5	6	0	1	2	23	28	17	8	0	0	0	0	0
13:00	**86**	41.8	36.7	7.6	3	0	7	17	44	10	4	1	0	0	0	0
14:00	**91**	43.7	38.2	5.7	0	0	4	27	40	11	7	2	0	0	0	0
15:00	**109**	44.3	39.4	4.5	0	0	1	22	46	35	5	0	0	0	0	0
16:00	**126**	45.7	41	4.9	0	0	0	19	44	46	15	2	0	0	0	0
17:00	**118**	44.8	39.5	5.6	0	1	4	20	44	41	8	0	0	0	0	0
18:00	**65**	45.4	39.5	6.2	0	0	3	16	20	18	6	2	0	0	0	0
19:00	**43**	46.1	40.7	7.2	0	0	0	8	21	7	5	1	0	0	0	1
20:00	**20**	44.8	40.8	5.4	0	0	0	3	9	5	2	1	0	0	0	0
21:00	**13**	46.9	39.3	6.6	0	0	0	6	2	2	3	0	0	0	0	0
22:00	**17**	44.5	40.4	5	0	0	1	1	5	10	0	0	0	0	0	0
23:00	**8**	-	40.1	7.8	0	0	1	0	4	2	0	1	0	0	0	0
12H,7-19	**1103**	**45**	**39.2**	**6.2**	**4**	**7**	**42**	**223**	**427**	**294**	**87**	**17**	**0**	**2**	**0**	**0**
16H,6-22	**1205**	**45.1**	**39.3**	**6.3**	**4**	**7**	**44**	**246**	**467**	**314**	**99**	**19**	**2**	**2**	**0**	**1**
18H,6-24	**1230**	**45.1**	**39.3**	**6.3**	**4**	**7**	**46**	**247**	**476**	**326**	**99**	**20**	**2**	**2**	**0**	**1**
24H,0-24	**1249**	**45**	**39.3**	**6.3**	**4**	**8**	**47**	**248**	**484**	**334**	**99**	**20**	**2**	**2**	**0**	**1**
Sat 16-Mar-19																
00:00	**4**	-	44.1	16.9	0	0	1	1	0	0	0	0	2	0	0	0
01:00	**7**	-	45.6	7.7	0	0	0	1	0	3	2	0	1	0	0	0
02:00	**1**	-	33.5	-	0	0	0	1	0	0	0	0	0	0	0	0
03:00	**3**	-	50.2	10.4	0	0	0	0	1	0	0	1	1	0	0	0
04:00	**1**	-	48.5	-	0	0	0	0	0	0	1	0	0	0	0	0

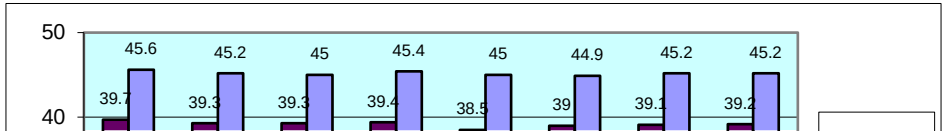
24033			HEADCORN				Site No: 24033001				Location	Site 1, Moat Road, Headcorn (Tree)					
Wed 13-Mar-19 to Tue 19-Mar-19							Channel: Eastbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	=>71
05:00	**2**	-	34.8	12.4	0	0	1	0	0	1	0	0	0	0	0	0
06:00	**11**	43.3	38.7	5.5	0	0	1	1	5	4	0	0	0	0	0	0
07:00	**31**	45	40	6.6	0	0	2	5	10	11	2	0	1	0	0	0
08:00	**52**	47.2	39.8	8.1	0	2	3	5	20	12	7	3	0	0	0	0
09:00	**74**	44.3	38.1	6.5	0	2	3	18	29	16	6	0	0	0	0	0
10:00	**74**	44.1	36	8.6	0	4	13	16	19	17	4	0	1	0	0	0
11:00	**80**	44.9	39.3	6.1	1	0	1	17	29	25	7	0	0	0	0	0
12:00	**77**	45.7	39.8	6.5	0	0	2	18	31	15	7	3	0	1	0	0
13:00	**76**	43.5	38.7	5.3	0	1	2	12	41	16	4	0	0	0	0	0
14:00	**76**	46.9	40.6	6.4	0	0	2	10	38	13	6	6	1	0	0	0
15:00	**58**	45.2	39.5	5.6	0	0	2	11	25	13	6	1	0	0	0	0
16:00	**46**	45.6	40.4	5.6	0	0	1	9	14	16	5	1	0	0	0	0
17:00	**41**	46.3	40.5	6	0	0	2	4	18	10	6	1	0	0	0	0
18:00	**36**	46.1	40.2	6.7	0	0	0	11	11	8	5	0	0	1	0	0
19:00	**22**	44.4	39.9	4.6	0	0	0	5	7	9	1	0	0	0	0	0
20:00	**15**	45.5	42.2	4.2	0	0	0	1	4	8	2	0	0	0	0	0
21:00	**10**	38.5	33.3	6.2	0	0	3	4	2	1	0	0	0	0	0	0
22:00	**11**	45.3	41	9.8	0	0	1	2	3	3	1	0	0	1	0	0
23:00	**11**	44.1	39.4	5.1	0	0	0	3	4	3	1	0	0	0	0	0
12H,7-19	**721**	**45.3**	**39.2**	**6.7**	**1**	**9**	**33**	**136**	**285**	**172**	**65**	**15**	**3**	**2**	**0**	**0**
16H,6-22	**779**	**45.2**	**39.2**	**6.6**	**1**	**9**	**37**	**147**	**303**	**194**	**68**	**15**	**3**	**2**	**0**	**0**
18H,6-24	**801**	**45.3**	**39.2**	**6.6**	**1**	**9**	**38**	**152**	**310**	**200**	**70**	**15**	**3**	**3**	**0**	**0**
24H,0-24	**819**	**45.4**	**39.4**	**6.8**	**1**	**9**	**40**	**155**	**311**	**204**	**73**	**16**	**7**	**3**	**0**	**0**
Sun 17-Mar-19																
00:00	**7**	-	39.2	4.7	0	0	0	2	2	3	0	0	0	0	0	0
01:00	**2**	-	46	3.5	0	0	0	0	0	1	1	0	0	0	0	0
02:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**1**	-	33.5	-	0	0	0	1	0	0	0	0	0	0	0	0
05:00	**2**	-	21	7.1	0	1	1	0	0	0	0	0	0	0	0	0
06:00	**4**	-	41	6.5	0	0	0	1	1	1	1	0	0	0	0	0

24033			HEADCORN			Site No: 24033001					Location	Site 1, Moat Road, Headcorn (Tree)					
Wed 13-Mar-19 to Tue 19-Mar-19						Channel: Eastbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	=>71
07:00	**18**	50.5	42.4	8.4	0	0	0	6	3	2	4	2	1	0	0	0
08:00	**27**	43	37	7.8	0	2	0	8	10	6	0	1	0	0	0	0
09:00	**44**	45.9	39.3	8.5	0	3	1	7	11	15	6	1	0	0	0	0
10:00	**64**	43.8	35.1	10	0	11	2	11	21	16	3	0	0	0	0	0
11:00	**68**	46.7	40.1	8.5	0	2	5	7	23	19	9	1	0	2	0	0
12:00	**102**	44.9	38.8	8	0	5	1	24	36	26	4	4	1	1	0	0
13:00	**65**	44.9	39	7.9	0	2	0	19	26	10	5	0	1	2	0	0
14:00	**60**	43.9	38.2	6.5	1	0	3	11	28	13	4	0	0	0	0	0
15:00	**57**	43.8	38	5.7	0	0	5	13	21	16	2	0	0	0	0	0
16:00	**61**	44.2	38.4	6.2	0	1	3	14	22	18	2	1	0	0	0	0
17:00	**45**	44.1	39.2	5.9	0	1	1	6	21	14	1	1	0	0	0	0
18:00	**37**	43.5	37	7.7	0	2	4	4	16	10	1	0	0	0	0	0
19:00	**35**	44.9	38.1	6.8	0	0	3	12	8	8	3	1	0	0	0	0
20:00	**14**	45.4	40.5	6	0	0	1	1	5	5	2	0	0	0	0	0
21:00	**11**	45.6	39.4	6	0	0	0	4	3	2	2	0	0	0	0	0
22:00	**14**	47	42.4	5.4	0	0	0	1	5	5	2	1	0	0	0	0
23:00	**1**	-	38.5	-	0	0	0	0	1	0	0	0	0	0	0	0
12H,7-19	**648**	**44.9**	**38.4**	**7.8**	**1**	**29**	**25**	**130**	**238**	**165**	**41**	**11**	**3**	**5**	**0**	**0**
16H,6-22	**712**	**44.9**	**38.5**	**7.7**	**1**	**29**	**29**	**148**	**255**	**181**	**49**	**12**	**3**	**5**	**0**	**0**
18H,6-24	**727**	**45**	**38.5**	**7.7**	**1**	**29**	**29**	**149**	**261**	**186**	**51**	**13**	**3**	**5**	**0**	**0**
24H,0-24	**739**	**45**	**38.5**	**7.7**	**1**	**30**	**30**	**152**	**263**	**190**	**52**	**13**	**3**	**5**	**0**	**0**
Mon 18-Mar-19																
00:00	**2**	-	38.5	1.8	0	0	0	0	2	0	0	0	0	0	0	0
01:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**1**	-	48.5	-	0	0	0	0	0	0	1	0	0	0	0	0
04:00	**7**	-	43.5	5.2	0	0	0	0	3	1	3	0	0	0	0	0
05:00	**7**	-	36.4	8.1	0	0	2	1	1	3	0	0	0	0	0	0
06:00	**28**	44.6	38.4	6.8	0	0	3	6	10	6	2	1	0	0	0	0
07:00	**73**	46.3	41.5	6.5	0	0	5	4	21	31	8	3	1	0	0	0
08:00	**106**	43.7	38.2	6.2	1	0	8	15	55	20	6	1	0	0	0	0

24033			HEADCORN				Site No: 24033001				Location	Site 1, Moat Road, Headcorn (Tree)				
Wed 13-Mar-19 to Tue 19-Mar-19							Channel: Eastbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	=>71
09:00	**87**	47.1	40.7	6.3	0	0	1	18	32	20	11	3	2	0	0	0
10:00	**72**	44.3	38	7	1	1	4	15	28	18	5	0	0	0	0	0
11:00	**71**	44.4	37.2	7.8	0	4	3	20	26	10	7	1	0	0	0	0
12:00	**69**	44	37.6	7.7	1	1	4	20	25	12	3	2	1	0	0	0
13:00	**64**	44.5	38.3	7.2	0	1	5	14	24	14	5	0	0	1	0	0
14:00	**69**	42	37.2	5.2	0	1	1	26	28	11	2	0	0	0	0	0
15:00	**96**	45.6	40.1	5.6	0	1	0	15	44	23	11	2	0	0	0	0
16:00	**137**	44.5	39.1	5	0	0	2	33	59	31	12	0	0	0	0	0
17:00	**148**	44.8	39.6	5.9	1	2	0	22	68	43	10	2	0	0	0	0
18:00	**91**	44.6	39	6.9	0	3	3	14	34	32	3	1	1	0	0	0
19:00	**46**	43.3	38	6	0	0	2	16	17	8	2	0	1	0	0	0
20:00	**19**	42.1	38.4	4.9	0	0	1	3	11	3	1	0	0	0	0	0
21:00	**11**	45.3	40.1	7.4	0	0	1	1	5	2	1	1	0	0	0	0
22:00	**4**	-	36.6	7.5	0	0	1	0	2	1	0	0	0	0	0	0
23:00	**8**	-	38.2	7.2	0	0	1	2	2	2	1	0	0	0	0	0
12H,7-19	**1083**	**44.9**	**39**	**6.4**	**4**	**14**	**36**	**216**	**444**	**265**	**83**	**15**	**5**	**1**	**0**	**0**
16H,6-22	**1187**	**44.8**	**38.9**	**6.4**	**4**	**14**	**43**	**242**	**487**	**284**	**89**	**17**	**6**	**1**	**0**	**0**
18H,6-24	**1199**	**44.8**	**38.9**	**6.4**	**4**	**14**	**45**	**244**	**491**	**287**	**90**	**17**	**6**	**1**	**0**	**0**
24H,0-24	**1216**	**44.9**	**39**	**6.4**	**4**	**14**	**47**	**245**	**497**	**291**	**94**	**17**	**6**	**1**	**0**	**0**
Tue 19-Mar-19																
00:00	**1**	-	33.5	-	0	0	0	1	0	0	0	0	0	0	0	0
01:00	**1**	-	48.5	-	0	0	0	0	0	0	1	0	0	0	0	0
02:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**4**	-	44.8	4.9	0	0	0	0	1	1	2	0	0	0	0	0
04:00	**4**	-	34.1	6	0	0	1	1	2	0	0	0	0	0	0	0
05:00	**9**	-	39.1	5.4	0	0	0	3	3	2	1	0	0	0	0	0
06:00	**30**	42.3	38	4.7	0	0	0	11	13	4	2	0	0	0	0	0
07:00	**79**	47.7	41.7	6.3	0	0	4	6	23	30	11	5	0	0	0	0
08:00	**99**	46.6	40.5	6	0	0	3	13	44	22	13	3	1	0	0	0
09:00	**89**	45	37	8.8	0	4	12	21	27	14	7	2	2	0	0	0
10:00	**76**	44.6	37.6	7.4	0	3	4	23	21	18	6	1	0	0	0	0

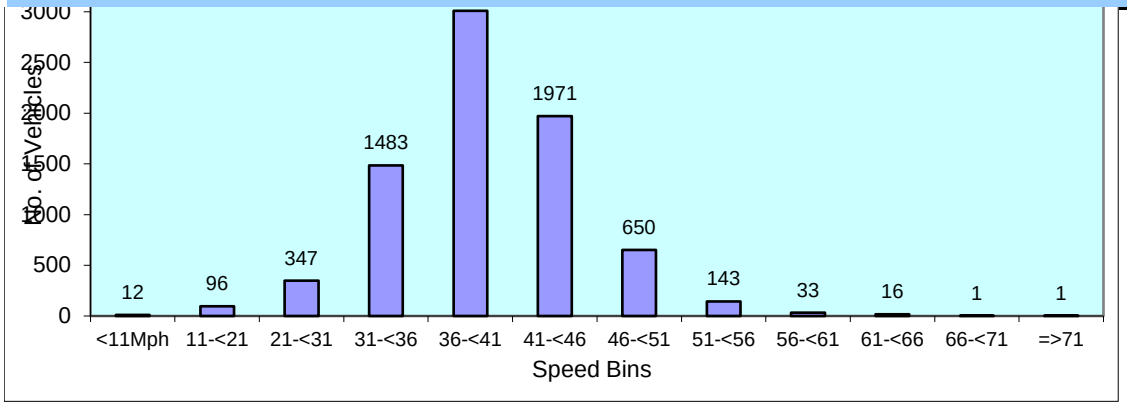
24033			HEADCORN			Site No: 24033001					Location	Site 1, Moat Road, Headcorn (Tree)					
Wed 13-Mar-19 to Tue 19-Mar-19						Channel: Eastbound											
Time Period	**Total Vehicles**	**85%ile Speed**	**Mean Speed**	**Stand Dev.**	**<11Mph**	**11-<21**	**21-<31**	**31-<36**	**36-<41**	**41-<46**	**46-<51**	**51-<56**	**56-<61**	**61-<66**	**66-<71**	**=>71**
11:00	**66**	43.9	37.4	7.4	0	1	7	19	24	8	3	4	0	0	0	0
12:00	**69**	44.2	38.5	5.7	0	1	2	18	22	24	2	0	0	0	0	0
13:00	**75**	43.4	37.8	6.9	0	2	4	18	34	11	4	1	1	0	0	0
14:00	**78**	43.3	37	6.4	0	1	8	22	28	15	4	0	0	0	0	0
15:00	**104**	45	40.1	5.3	0	0	2	16	44	32	8	1	1	0	0	0
16:00	**137**	45.2	39.5	6.4	0	0	11	19	54	38	10	5	0	0	0	0
17:00	**146**	45.3	40.5	5.5	0	2	3	11	57	59	14	0	0	0	0	0
18:00	**89**	44.8	38.9	6.7	0	1	8	11	36	25	6	2	0	0	0	0
19:00	**40**	43.9	38.1	7	0	0	5	7	18	6	3	0	1	0	0	0
20:00	**24**	45.1	40.3	5.7	0	0	1	2	12	6	2	1	0	0	0	0
21:00	**22**	46.3	40	7.3	0	0	1	6	6	5	3	0	1	0	0	0
22:00	**12**	44.4	39.1	8.9	0	1	0	1	5	4	0	1	0	0	0	0
23:00	**5**	-	43.5	5.2	0	0	0	0	2	1	2	0	0	0	0	0
12H,7-19	**1107**	**45.2**	**39.1**	**6.7**	**0**	**15**	**68**	**197**	**414**	**296**	**88**	**24**	**5**	**0**	**0**	**0**
16H,6-22	**1223**	**45.1**	**39.1**	**6.6**	**0**	**15**	**75**	**223**	**463**	**317**	**98**	**25**	**7**	**0**	**0**	**0**
18H,6-24	**1240**	**45.2**	**39.1**	**6.7**	**0**	**16**	**75**	**224**	**470**	**322**	**100**	**26**	**7**	**0**	**0**	**0**
24H,0-24	**1259**	**45.2**	**39.1**	**6.7**	**0**	**16**	**76**	**229**	**476**	**325**	**104**	**26**	**7**	**0**	**0**	**0**
Daily Totals																
Wed 13-Mar-19	**1171**	45.6	39.7	6.5	2	12	44	196	458	310	115	28	5	1	0	0
Thu 14-Mar-19	**1310**	45.2	39.3	6.3	0	7	63	258	521	317	113	23	3	4	1	0
Fri 15-Mar-19	**1249**	45	39.3	6.3	4	8	47	248	484	334	99	20	2	2	0	1
Sat 16-Mar-19	**819**	45.4	39.4	6.8	1	9	40	155	311	204	73	16	7	3	0	0
Sun 17-Mar-19	**739**	45	38.5	7.7	1	30	30	152	263	190	52	13	3	5	0	0
Mon 18-Mar-19	**1216**	44.9	39	6.4	4	14	47	245	497	291	94	17	6	1	0	0
Tue 19-Mar-19	**1259**	45.2	39.1	6.7	0	16	76	229	476	325	104	26	7	0	0	0
Total Vehicles																
[--]	**7763**	45.2	39.2	6.7	12	96	347	1483	3010	1971	650	143	33	16	1	1

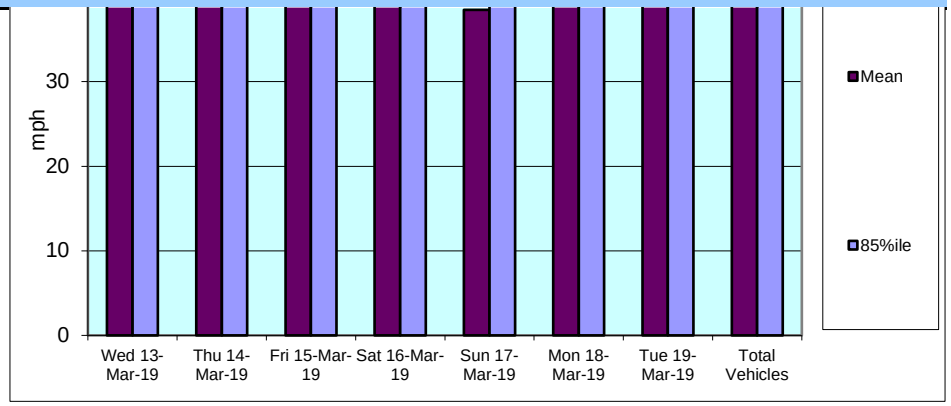




24033	HEADCORN	Site No: 24033001	Location	Site 1, Moat Road, Headcorn (Tree)
Wed 13-Mar-19 to Tue 19-Mar-19		Channel: Eastbound		

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	=>71

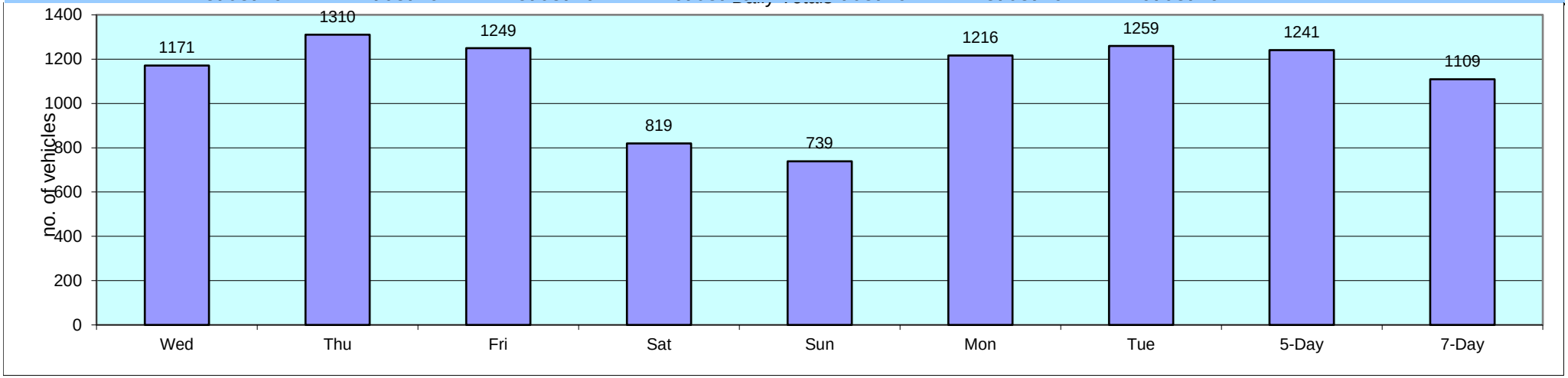




24033		HEADCORN		Site No: 24033001 Channel: Eastbound		Location	Site 1, Moat Road, Headcorn (Tree)		
TIME PERIOD	Wed 13/03/19	Thu 14/03/19	Fri 15/03/19	Sat 16/03/19	Sun 17/03/19	Mon 18/03/19	Tue 19/03/19	5-Day Av	7-Day Av
Week Begin: 13-Mar-19									
00:00	**2**	2	1	4	7	2	1	2	3
01:00	**1**	0	1	7	2	0	1	1	2
02:00	**1**	1	1	1	0	0	0	1	1
03:00	**8**	3	7	3	0	1	4	5	4
04:00	**2**	2	2	1	1	7	4	3	3
05:00	**8**	8	7	2	2	7	9	8	6
06:00	**28**	25	26	11	4	28	30	27	22
07:00	**80**	96	83	31	18	73	79	82	66
08:00	**102**	109	116	52	27	106	99	106	87
09:00	**67**	94	91	74	44	87	89	86	78
10:00	**50**	68	70	74	64	72	76	67	68
11:00	**47**	74	69	80	68	71	66	65	68
12:00	**41**	79	79	77	102	69	69	67	74
13:00	**56**	82	86	76	65	64	75	73	72
14:00	**72**	74	91	76	60	69	78	77	74
15:00	**93**	106	109	58	57	96	104	102	89
16:00	**172**	144	126	46	61	137	137	143	118
17:00	**155**	144	118	41	45	148	146	142	114
18:00	**102**	84	65	36	37	91	89	86	72
19:00	**35**	41	43	22	35	46	40	41	37
20:00	**19**	34	20	15	14	19	24	23	21
21:00	**10**	18	13	10	11	11	22	15	14
22:00	**15**	15	17	11	14	4	12	13	13
23:00	**5**	7	8	11	1	8	5	7	6
12H,7-19	**1037**	**1154**	**1103**	**721**	**648**	**1083**	**1107**	**1097**	**979**
16H,6-22	**1129**	**1272**	**1205**	**779**	**712**	**1187**	**1223**	**1203**	**1072**
18H,6-24	**1149**	**1294**	**1230**	**801**	**727**	**1199**	**1240**	**1222**	**1091**
24H,0-24	**1171**	**1310**	**1249**	**819**	**739**	**1216**	**1259**	**1241**	**1109**
Am	**08:00**	**08:00**	**08:00**	**11:00**	**11:00**	**08:00**	**08:00**	**-**	**-**
Peak	**102**	**109**	**116**	**80**	**68**	**106**	**99**	**106**	**97**
Pm	**16:00**	**17:00**	**16:00**	**12:00**	**12:00**	**17:00**	**17:00**	**-**	**-**
Peak	**172**	**144**	**126**	**77**	**102**	**148**	**146**	**147**	**131**

24033	HEADCORN	Site No: 24033001	Location	Site 1, Moat Road, Headcorn (Tree)
		Channel: Eastbound		

TIME PERIOD	Wed 13/03/19	Thu 14/03/19	Fri 15/03/19	Sat 16/03/19	Sun 17/03/19	Mon 18/03/19	Tue 19/03/19	5-Day Av	7-Day Av



24033		HEADCORN		Site No: 24033001		Location		Site 1, Moat Road, Headcorn (Tree)			
Wed 13-Mar-19 to Tue 19-Mar-19				Channel: Westbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Wed 13-Mar-19											
00:00	**8**	0	0.0	6	75.0	1	12.5	1	12.5	0	0.0
01:00	**5**	0	0.0	4	80.0	1	20.0	0	0.0	0	0.0
02:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	**1**	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
04:00	**4**	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
05:00	**12**	0	0.0	9	75.0	1	8.3	2	16.7	0	0.0
06:00	**63**	1	1.6	54	85.7	6	9.5	2	3.2	0	0.0
07:00	**156**	1	0.6	145	93.0	6	3.9	4	2.6	0	0.0
08:00	**109**	0	0.0	89	81.7	17	15.6	3	2.8	0	0.0
09:00	**69**	2	2.9	60	87.0	6	8.7	1	1.5	0	0.0
10:00	**79**	1	1.3	60	76.0	14	17.7	4	5.1	0	0.0
11:00	**69**	0	0.0	64	92.8	4	5.8	1	1.5	0	0.0
12:00	**73**	1	1.4	60	82.2	10	13.7	2	2.7	0	0.0
13:00	**72**	2	2.8	62	86.1	6	8.3	2	2.8	0	0.0
14:00	**72**	2	2.8	59	81.9	8	11.1	2	2.8	1	1.4
15:00	**85**	0	0.0	71	83.5	12	14.1	2	2.4	0	0.0
16:00	**98**	1	1.0	89	90.8	7	7.1	1	1.0	0	0.0
17:00	**97**	0	0.0	90	92.8	5	5.2	2	2.1	0	0.0
18:00	**60**	0	0.0	53	88.3	6	10.0	1	1.7	0	0.0
19:00	**38**	0	0.0	36	94.7	2	5.3	0	0.0	0	0.0
20:00	**14**	0	0.0	14	100.0	0	0.0	0	0.0	0	0.0
21:00	**20**	0	0.0	19	95.0	1	5.0	0	0.0	0	0.0
22:00	**10**	2	20.0	8	80.0	0	0.0	0	0.0	0	0.0
23:00	**6**	0	0.0	3	50.0	3	50.0	0	0.0	0	0.0
12H,7-19	**1039**	**10**	**1.0**	**902**	**86.8**	**101**	**9.7**	**25**	**2.4**	**1**	**0.1**
16H,6-22	**1174**	**11**	**0.9**	**1025**	**87.3**	**110**	**9.4**	**27**	**2.3**	**1**	**0.1**
18H,6-24	**1190**	**13**	**1.1**	**1036**	**87.1**	**113**	**9.5**	**27**	**2.3**	**1**	**0.1**
24H,0-24	**1221**	**13**	**1.1**	**1060**	**86.8**	**117**	**9.6**	**30**	**2.5**	**1**	**0.1**
Thu 14-Mar-19											
00:00	**6**	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
01:00	**5**	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0

24033	HEADCORN	Site No: 24033001	Location	Site 1, Moat Road, Headcorn (Tree)
Wed 13-Mar-19 to Tue 19-Mar-19		Channel: Westbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
02:00	**0**	0	-	0	-	0	-	0	-	0	-
03:00	**3**	0	0.0	1	33.3	2	66.7	0	0.0	0	0.0
04:00	**4**	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
05:00	**14**	0	0.0	13	92.9	1	7.1	0	0.0	0	0.0
06:00	**60**	1	1.7	52	86.7	4	6.7	3	5.0	0	0.0
07:00	**124**	0	0.0	109	87.9	11	8.9	4	3.2	0	0.0
08:00	**126**	1	0.8	105	83.3	16	12.7	4	3.2	0	0.0
09:00	**89**	0	0.0	76	85.4	13	14.6	0	0.0	0	0.0
10:00	**65**	0	0.0	56	86.2	7	10.8	2	3.1	0	0.0
11:00	**80**	0	0.0	63	78.8	16	20.0	0	0.0	1	1.3
12:00	**71**	0	0.0	61	85.9	9	12.7	1	1.4	0	0.0
13:00	**71**	0	0.0	56	78.9	10	14.1	5	7.0	0	0.0
14:00	**83**	0	0.0	71	85.5	8	9.6	4	4.8	0	0.0
15:00	**98**	1	1.0	86	87.8	10	10.2	1	1.0	0	0.0
16:00	**98**	2	2.0	84	85.7	10	10.2	2	2.0	0	0.0
17:00	**104**	0	0.0	97	93.3	7	6.7	0	0.0	0	0.0
18:00	**44**	0	0.0	41	93.2	3	6.8	0	0.0	0	0.0
19:00	**52**	0	0.0	49	94.2	3	5.8	0	0.0	0	0.0
20:00	**20**	0	0.0	18	90.0	2	10.0	0	0.0	0	0.0
21:00	**24**	0	0.0	23	95.8	1	4.2	0	0.0	0	0.0
22:00	**17**	2	11.8	14	82.4	1	5.9	0	0.0	0	0.0
23:00	**5**	0	0.0	3	60.0	2	40.0	0	0.0	0	0.0
12H,7-19	**1053**	**4**	**0.4**	**905**	**85.9**	**120**	**11.4**	**23**	**2.2**	**1**	**0.1**
16H,6-22	**1209**	**5**	**0.4**	**1047**	**86.6**	**130**	**10.8**	**26**	**2.2**	**1**	**0.1**
18H,6-24	**1231**	**7**	**0.6**	**1064**	**86.4**	**133**	**10.8**	**26**	**2.1**	**1**	**0.1**
24H,0-24	**1263**	**7**	**0.6**	**1093**	**86.5**	**136**	**10.8**	**26**	**2.1**	**1**	**0.1**
Fri 15-Mar-19											
00:00	**6**	0	0.0	5	83.3	1	16.7	0	0.0	0	0.0
01:00	**7**	0	0.0	4	57.1	3	42.9	0	0.0	0	0.0
02:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	**2**	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
04:00	**4**	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0

24033	HEADCORN	Site No: 24033001	Location	Site 1, Moat Road, Headcorn (Tree)
Wed 13-Mar-19 to Tue 19-Mar-19		Channel: Westbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
05:00	**13**	0	0.0	12	92.3	1	7.7	0	0.0	0	0.0
06:00	**55**	2	3.6	49	89.1	3	5.5	1	1.8	0	0.0
07:00	**144**	1	0.7	129	89.6	13	9.0	1	0.7	0	0.0
08:00	**131**	1	0.8	113	86.3	15	11.5	2	1.5	0	0.0
09:00	**74**	1	1.4	60	81.1	12	16.2	1	1.4	0	0.0
10:00	**85**	3	3.5	69	81.2	12	14.1	1	1.2	0	0.0
11:00	**73**	0	0.0	65	89.0	6	8.2	2	2.7	0	0.0
12:00	**73**	3	4.1	60	82.2	7	9.6	2	2.7	1	1.4
13:00	**73**	1	1.4	64	87.7	6	8.2	2	2.7	0	0.0
14:00	**102**	0	0.0	89	87.3	11	10.8	1	1.0	1	1.0
15:00	**111**	0	0.0	100	90.1	8	7.2	3	2.7	0	0.0
16:00	**133**	0	0.0	119	89.5	11	8.3	3	2.3	0	0.0
17:00	**82**	0	0.0	77	93.9	4	4.9	1	1.2	0	0.0
18:00	**67**	0	0.0	65	97.0	2	3.0	0	0.0	0	0.0
19:00	**44**	0	0.0	42	95.5	2	4.6	0	0.0	0	0.0
20:00	**28**	1	3.6	25	89.3	1	3.6	1	3.6	0	0.0
21:00	**21**	0	0.0	20	95.2	1	4.8	0	0.0	0	0.0
22:00	**15**	2	13.3	12	80.0	1	6.7	0	0.0	0	0.0
23:00	**10**	0	0.0	8	80.0	2	20.0	0	0.0	0	0.0
12H,7-19	**1148**	**10**	**0.9**	**1010**	**88.0**	**107**	**9.3**	**19**	**1.7**	**2**	**0.2**
16H,6-22	**1296**	**13**	**1.0**	**1146**	**88.4**	**114**	**8.8**	**21**	**1.6**	**2**	**0.2**
18H,6-24	**1321**	**15**	**1.1**	**1166**	**88.3**	**117**	**8.9**	**21**	**1.6**	**2**	**0.2**
24H,0-24	**1354**	**15**	**1.1**	**1192**	**88.0**	**124**	**9.2**	**21**	**1.6**	**2**	**0.2**
Sat 16-Mar-19											
00:00	**3**	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
01:00	**5**	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
02:00	**0**	0	-	0	-	0	-	0	-	0	-
03:00	**1**	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
04:00	**1**	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
05:00	**7**	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
06:00	**17**	0	0.0	15	88.2	2	11.8	0	0.0	0	0.0
07:00	**34**	0	0.0	29	85.3	4	11.8	1	2.9	0	0.0

24033	HEADCORN	Site No: 24033001	Location	Site 1, Moat Road, Headcorn (Tree)
Wed 13-Mar-19 to Tue 19-Mar-19		Channel: Westbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
08:00	**40**	2	5.0	36	90.0	2	5.0	0	0.0	0	0.0
09:00	**62**	0	0.0	56	90.3	5	8.1	1	1.6	0	0.0
10:00	**73**	1	1.4	61	83.6	8	11.0	3	4.1	0	0.0
11:00	**76**	0	0.0	75	98.7	1	1.3	0	0.0	0	0.0
12:00	**77**	1	1.3	68	88.3	7	9.1	1	1.3	0	0.0
13:00	**73**	0	0.0	64	87.7	7	9.6	2	2.7	0	0.0
14:00	**85**	2	2.4	78	91.8	4	4.7	1	1.2	0	0.0
15:00	**59**	0	0.0	59	100.0	0	0.0	0	0.0	0	0.0
16:00	**44**	0	0.0	43	97.7	1	2.3	0	0.0	0	0.0
17:00	**53**	0	0.0	48	90.6	3	5.7	2	3.8	0	0.0
18:00	**41**	0	0.0	37	90.2	3	7.3	1	2.4	0	0.0
19:00	**26**	0	0.0	24	92.3	2	7.7	0	0.0	0	0.0
20:00	**14**	0	0.0	14	100.0	0	0.0	0	0.0	0	0.0
21:00	**10**	0	0.0	10	100.0	0	0.0	0	0.0	0	0.0
22:00	**8**	0	0.0	7	87.5	1	12.5	0	0.0	0	0.0
23:00	**8**	0	0.0	8	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	**717**	**6**	**0.8**	**654**	**91.2**	**45**	**6.3**	**12**	**1.7**	**0**	**0.0**
16H,6-22	**784**	**6**	**0.8**	**717**	**91.5**	**49**	**6.3**	**12**	**1.5**	**0**	**0.0**
18H,6-24	**800**	**6**	**0.8**	**732**	**91.5**	**50**	**6.3**	**12**	**1.5**	**0**	**0.0**
24H,0-24	**817**	**6**	**0.7**	**747**	**91.4**	**52**	**6.4**	**12**	**1.5**	**0**	**0.0**
Sun 17-Mar-19											
00:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
01:00	**6**	0	0.0	5	83.3	1	16.7	0	0.0	0	0.0
02:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	**3**	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
05:00	**1**	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
06:00	**7**	1	14.3	6	85.7	0	0.0	0	0.0	0	0.0
07:00	**13**	0	0.0	13	100.0	0	0.0	0	0.0	0	0.0
08:00	**33**	2	6.1	28	84.9	3	9.1	0	0.0	0	0.0
09:00	**52**	1	1.9	48	92.3	2	3.9	1	1.9	0	0.0
10:00	**61**	5	8.2	53	86.9	3	4.9	0	0.0	0	0.0

24033	HEADCORN	Site No: 24033001	Location	Site 1, Moat Road, Headcorn (Tree)
Wed 13-Mar-19 to Tue 19-Mar-19		Channel: Westbound		

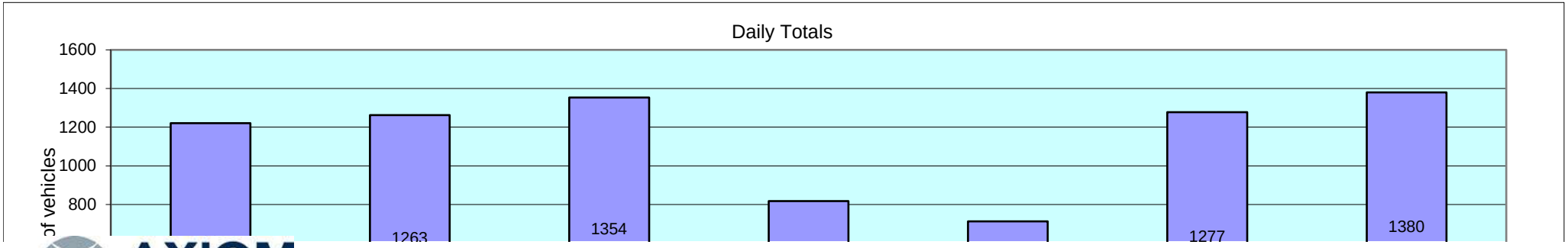
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
11:00	68	1	1.5	60	88.2	4	5.9	3	4.4	0	0.0
12:00	71	3	4.2	64	90.1	1	1.4	3	4.2	0	0.0
13:00	61	2	3.3	55	90.2	4	6.6	0	0.0	0	0.0
14:00	73	2	2.7	68	93.2	3	4.1	0	0.0	0	0.0
15:00	52	2	3.9	49	94.2	1	1.9	0	0.0	0	0.0
16:00	59	0	0.0	58	98.3	0	0.0	1	1.7	0	0.0
17:00	50	2	4.0	43	86.0	5	10.0	0	0.0	0	0.0
18:00	41	0	0.0	41	100.0	0	0.0	0	0.0	0	0.0
19:00	25	0	0.0	25	100.0	0	0.0	0	0.0	0	0.0
20:00	13	0	0.0	12	92.3	1	7.7	0	0.0	0	0.0
21:00	11	0	0.0	10	90.9	1	9.1	0	0.0	0	0.0
22:00	9	0	0.0	7	77.8	2	22.2	0	0.0	0	0.0
23:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	634	20	3.2	580	91.5	26	4.1	8	1.3	0	0.0
16H,6-22	690	21	3.0	633	91.7	28	4.1	8	1.2	0	0.0
18H,6-24	700	21	3.0	641	91.6	30	4.3	8	1.1	0	0.0
24H,0-24	713	21	3.0	651	91.3	33	4.6	8	1.1	0	0.0
Mon 18-Mar-19											
00:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
01:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
02:00	2	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	5	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
05:00	12	0	0.0	11	91.7	1	8.3	0	0.0	0	0.0
06:00	60	2	3.3	56	93.3	2	3.3	0	0.0	0	0.0
07:00	164	2	1.2	144	87.8	18	11.0	0	0.0	0	0.0
08:00	155	2	1.3	130	83.9	19	12.3	4	2.6	0	0.0
09:00	64	0	0.0	56	87.5	7	10.9	1	1.6	0	0.0
10:00	64	3	4.7	53	82.8	8	12.5	0	0.0	0	0.0
11:00	68	0	0.0	56	82.4	10	14.7	2	2.9	0	0.0
12:00	75	1	1.3	53	70.7	18	24.0	3	4.0	0	0.0
13:00	84	2	2.4	70	83.3	8	9.5	4	4.8	0	0.0

24033	HEADCORN	Site No: 24033001	Location	Site 1, Moat Road, Headcorn (Tree)
Wed 13-Mar-19 to Tue 19-Mar-19		Channel: Westbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
14:00	**69**	3	4.4	60	87.0	3	4.4	2	2.9	1	1.5
15:00	**87**	5	5.8	73	83.9	7	8.1	2	2.3	0	0.0
16:00	**109**	0	0.0	93	85.3	15	13.8	1	0.9	0	0.0
17:00	**96**	1	1.0	92	95.8	2	2.1	1	1.0	0	0.0
18:00	**50**	0	0.0	50	100.0	0	0.0	0	0.0	0	0.0
19:00	**37**	0	0.0	35	94.6	2	5.4	0	0.0	0	0.0
20:00	**24**	0	0.0	22	91.7	2	8.3	0	0.0	0	0.0
21:00	**23**	0	0.0	23	100.0	0	0.0	0	0.0	0	0.0
22:00	**23**	0	0.0	22	95.7	0	0.0	1	4.4	0	0.0
23:00	**4**	0	0.0	3	75.0	0	0.0	1	25.0	0	0.0
12H,7-19	**1085**	**19**	**1.8**	**930**	**85.7**	**115**	**10.6**	**20**	**1.8**	**1**	**0.1**
16H,6-22	**1229**	**21**	**1.7**	**1066**	**86.7**	**121**	**9.9**	**20**	**1.6**	**1**	**0.1**
18H,6-24	**1256**	**21**	**1.7**	**1091**	**86.9**	**121**	**9.6**	**22**	**1.8**	**1**	**0.1**
24H,0-24	**1277**	**21**	**1.6**	**1110**	**86.9**	**123**	**9.6**	**22**	**1.7**	**1**	**0.1**
Tue 19-Mar-19											
00:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
01:00	**2**	0	0.0	0	0.0	2	100.0	0	0.0	0	0.0
02:00	**2**	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
03:00	**0**	0	-	0	-	0	-	0	-	0	-
04:00	**6**	0	0.0	5	83.3	1	16.7	0	0.0	0	0.0
05:00	**15**	1	6.7	13	86.7	1	6.7	0	0.0	0	0.0
06:00	**63**	1	1.6	57	90.5	5	7.9	0	0.0	0	0.0
07:00	**161**	3	1.9	139	86.3	15	9.3	4	2.5	0	0.0
08:00	**154**	2	1.3	139	90.3	11	7.1	2	1.3	0	0.0
09:00	**90**	3	3.3	73	81.1	11	12.2	2	2.2	1	1.1
10:00	**78**	5	6.4	58	74.4	9	11.5	5	6.4	1	1.3
11:00	**75**	1	1.3	58	77.3	12	16.0	4	5.3	0	0.0
12:00	**77**	0	0.0	69	89.6	8	10.4	0	0.0	0	0.0
13:00	**83**	3	3.6	66	79.5	14	16.9	0	0.0	0	0.0
14:00	**80**	4	5.0	69	86.3	6	7.5	1	1.3	0	0.0
15:00	**87**	0	0.0	73	83.9	11	12.6	1	1.2	2	2.3
16:00	**125**	0	0.0	108	86.4	15	12.0	2	1.6	0	0.0

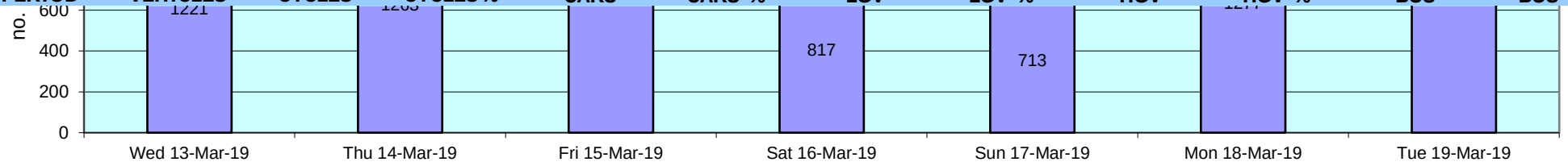
24033	HEADCORN	Site No: 24033001	Location	Site 1, Moat Road, Headcorn (Tree)
Wed 13-Mar-19 to Tue 19-Mar-19		Channel: Westbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
17:00	**100**	0	0.0	96	96.0	3	3.0	1	1.0	0	0.0
18:00	**63**	1	1.6	60	95.2	2	3.2	0	0.0	0	0.0
19:00	**55**	0	0.0	51	92.7	3	5.5	1	1.8	0	0.0
20:00	**27**	0	0.0	26	96.3	1	3.7	0	0.0	0	0.0
21:00	**18**	0	0.0	17	94.4	1	5.6	0	0.0	0	0.0
22:00	**11**	0	0.0	10	90.9	1	9.1	0	0.0	0	0.0
23:00	**7**	0	0.0	6	85.7	0	0.0	1	14.3	0	0.0
12H,7-19	**1173**	**22**	**1.9**	**1008**	**85.9**	**117**	**10.0**	**22**	**1.9**	**4**	**0.3**
16H,6-22	**1336**	**23**	**1.7**	**1159**	**86.8**	**127**	**9.5**	**23**	**1.7**	**4**	**0.3**
18H,6-24	**1354**	**23**	**1.7**	**1175**	**86.8**	**128**	**9.5**	**24**	**1.8**	**4**	**0.3**
24H,0-24	**1380**	**24**	**1.7**	**1195**	**86.6**	**133**	**9.6**	**24**	**1.7**	**4**	**0.3**
Daily Totals											
Wed 13-Mar-19	**1221**	13	1.1	1060	86.8	117	9.6	30	2.5	1	0.1
Thu 14-Mar-19	**1263**	7	0.6	1093	86.5	136	10.8	26	2.1	1	0.1
Fri 15-Mar-19	**1354**	15	1.1	1192	88.0	124	9.2	21	1.6	2	0.2
Sat 16-Mar-19	**817**	6	0.7	747	91.4	52	6.4	12	1.5	0	0.0
Sun 17-Mar-19	**713**	21	3.0	651	91.3	33	4.6	8	1.1	0	0.0
Mon 18-Mar-19	**1277**	21	1.6	1110	86.9	123	9.6	22	1.7	1	0.1
Tue 19-Mar-19	**1380**	24	1.7	1195	86.6	133	9.6	24	1.7	4	0.3
Total Vehicles											
[--]	**8025**	107	1.4	7048	88.2	718	8.5	143	1.7	9	0.1



24033	HEADCORN	Site No: 24033001	Location	Site 1, Moat Road, Headcorn (Tree)
Wed 13-Mar-19 to Tue 19-Mar-19		Channel: Westbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %



24033			HEADCORN				Site No: 24033001				Location	Site 1, Moat Road, Headcorn (Tree)					
Wed 13-Mar-19 to Tue 19-Mar-19							Channel: Westbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	=>71
Wed 13-Mar-19																
00:00	**8**	-	37.9	9.1	0	0	2	1	2	1	2	0	0	0	0	0
01:00	**5**	-	30.5	9.6	0	1	1	1	2	0	0	0	0	0	0	0
02:00	**1**	-	43.5	-	0	0	0	0	0	1	0	0	0	0	0	0
03:00	**1**	-	43.5	-	0	0	0	0	0	1	0	0	0	0	0	0
04:00	**4**	-	35.4	6.4	0	0	1	0	3	0	0	0	0	0	0	0
05:00	**12**	45.3	40.4	6.5	0	0	1	1	4	4	2	0	0	0	0	0
06:00	**63**	45.5	39.5	6.5	0	1	2	13	21	18	7	1	0	0	0	0
07:00	**156**	47.1	41.8	5.4	0	0	3	14	49	61	24	5	0	0	0	0
08:00	**109**	45.6	40.4	6.3	0	1	2	19	38	35	10	2	2	0	0	0
09:00	**69**	43.8	37.2	7.2	1	2	3	20	20	22	1	0	0	0	0	0
10:00	**79**	44.3	37.6	7.3	1	1	6	21	25	19	5	1	0	0	0	0
11:00	**69**	44.1	37.3	6.9	0	1	7	20	22	13	5	1	0	0	0	0
12:00	**73**	42.4	36.1	6.1	0	1	7	30	20	13	2	0	0	0	0	0
13:00	**72**	44	38.2	6.8	1	1	1	19	29	16	3	2	0	0	0	0
14:00	**72**	45.8	39.4	7.7	0	2	4	15	18	22	9	1	1	0	0	0
15:00	**85**	43.7	38.1	5.8	0	0	7	19	35	20	3	1	0	0	0	0
16:00	**98**	44.2	38.1	7.2	0	3	5	21	43	17	7	0	2	0	0	0
17:00	**97**	47.3	41	5.8	0	0	1	18	32	27	15	4	0	0	0	0
18:00	**60**	45.6	40.4	5.9	0	0	2	10	20	20	6	2	0	0	0	0
19:00	**38**	43.9	38.6	5.1	0	0	1	11	14	10	2	0	0	0	0	0
20:00	**14**	45	38.9	7	0	0	2	1	6	3	2	0	0	0	0	0
21:00	**20**	41.8	37.3	5.7	0	0	2	5	9	3	1	0	0	0	0	0
22:00	**10**	46	38	8.4	0	0	2	2	2	2	2	0	0	0	0	0
23:00	**6**	-	36	3.1	0	0	0	3	3	0	0	0	0	0	0	0
12H,7-19	**1039**	**45.3**	**39.1**	**6.7**	**3**	**12**	**48**	**226**	**351**	**285**	**90**	**19**	**5**	**0**	**0**	**0**
16H,6-22	**1174**	**45.2**	**39.1**	**6.6**	**3**	**13**	**55**	**256**	**401**	**319**	**102**	**20**	**5**	**0**	**0**	**0**
18H,6-24	**1190**	**45.2**	**39**	**6.6**	**3**	**13**	**57**	**261**	**406**	**321**	**104**	**20**	**5**	**0**	**0**	**0**
24H,0-24	**1221**	**45.2**	**39**	**6.7**	**3**	**14**	**62**	**264**	**417**	**328**	**108**	**20**	**5**	**0**	**0**	**0**
Thu 14-Mar-19																
00:00	**6**	-	42.7	6	0	0	0	1	1	2	2	0	0	0	0	0

24033			HEADCORN				Site No: 24033001				Location	Site 1, Moat Road, Headcorn (Tree)					
Wed 13-Mar-19 to Tue 19-Mar-19							Channel: Westbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	=>71
01:00	**5**	-	38.5	3.7	0	0	0	1	3	1	0	0	0	0	0	0
02:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**3**	-	36	9	0	0	1	0	1	1	0	0	0	0	0	0
04:00	**4**	-	38.5	7.1	0	0	0	2	1	0	1	0	0	0	0	0
05:00	**14**	45.3	39.8	6.3	0	0	1	2	5	4	2	0	0	0	0	0
06:00	**60**	46.8	39.4	7.2	0	1	4	11	20	13	10	1	0	0	0	0
07:00	**124**	44.9	39.5	6.5	0	3	1	27	38	46	4	5	0	0	0	0
08:00	**126**	45	39.6	6.1	0	0	3	31	48	31	8	3	1	1	0	0
09:00	**89**	44.1	38.8	5.4	0	1	2	19	37	26	4	0	0	0	0	0
10:00	**65**	44	38.1	6.7	0	0	8	12	25	16	1	3	0	0	0	0
11:00	**80**	44.1	39.5	5.7	0	0	3	11	38	25	2	0	0	0	1	0
12:00	**71**	43.4	37.7	5.9	0	0	6	20	27	14	3	1	0	0	0	0
13:00	**71**	44.2	37.4	6.5	0	0	8	24	15	20	3	1	0	0	0	0
14:00	**83**	44.4	38.3	6.8	0	1	6	22	26	22	2	4	0	0	0	0
15:00	**98**	45.2	39.4	6.6	0	0	7	17	38	25	8	2	0	1	0	0
16:00	**98**	44.3	38.5	6.7	0	4	2	17	42	27	5	1	0	0	0	0
17:00	**104**	46	40.9	5.1	0	0	0	14	45	29	14	1	1	0	0	0
18:00	**44**	44.8	39.6	7.2	0	0	2	10	18	9	1	3	0	1	0	0
19:00	**52**	44.6	37.1	7.3	0	1	6	17	11	12	5	0	0	0	0	0
20:00	**20**	43.5	39.5	7.3	0	0	0	8	6	3	1	1	1	0	0	0
21:00	**24**	43.8	37.3	6.8	0	0	4	5	7	7	1	0	0	0	0	0
22:00	**17**	44.3	37.8	7.2	0	0	3	2	7	3	2	0	0	0	0	0
23:00	**5**	-	37	9	0	0	1	2	0	1	1	0	0	0	0	0
12H,7-19	**1053**	**44.7**	**39.1**	**6.3**	**0**	**9**	**48**	**224**	**397**	**290**	**55**	**24**	**2**	**3**	**1**	**0**
16H,6-22	**1209**	**44.8**	**39**	**6.4**	**0**	**11**	**62**	**265**	**441**	**325**	**72**	**26**	**3**	**3**	**1**	**0**
18H,6-24	**1231**	**44.8**	**38.9**	**6.4**	**0**	**11**	**66**	**269**	**448**	**329**	**75**	**26**	**3**	**3**	**1**	**0**
24H,0-24	**1263**	**44.9**	**38.9**	**6.4**	**0**	**11**	**68**	**275**	**459**	**337**	**80**	**26**	**3**	**3**	**1**	**0**
Fri 15-Mar-19																
00:00	**6**	-	42.7	7.4	0	0	0	1	2	1	1	1	0	0	0	0
01:00	**7**	-	35.6	4.1	0	0	0	5	1	1	0	0	0	0	0	0
02:00	**1**	-	48.5	-	0	0	0	0	0	0	1	0	0	0	0	0

24033			HEADCORN				Site No: 24033001				Location	Site 1, Moat Road, Headcorn (Tree)					
Wed 13-Mar-19 to Tue 19-Mar-19							Channel: Westbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	=>71
03:00	**2**	-	38.5	7.1	0	0	0	1	0	1	0	0	0	0	0	0
04:00	**4**	-	32.9	5.3	0	0	1	2	1	0	0	0	0	0	0	0
05:00	**13**	47.4	41.2	6.1	0	0	0	2	6	2	2	1	0	0	0	0
06:00	**55**	46.2	40.2	7.7	1	0	3	6	19	17	6	3	0	0	0	0
07:00	**144**	45.4	40.9	5.2	0	0	3	17	47	63	11	2	1	0	0	0
08:00	**131**	45.3	39.6	6.3	0	2	3	26	46	39	12	3	0	0	0	0
09:00	**74**	45.9	39.8	7.3	0	1	5	11	26	20	6	5	0	0	0	0
10:00	**85**	44.3	37.4	8.3	3	0	6	20	33	15	5	3	0	0	0	0
11:00	**73**	45.2	39.2	6.3	0	0	5	13	31	15	8	0	1	0	0	0
12:00	**73**	44	37.9	7	1	1	4	17	26	21	2	1	0	0	0	0
13:00	**73**	44.7	38.5	7.4	0	3	3	14	26	21	4	2	0	0	0	0
14:00	**102**	44.1	38	6.7	0	0	8	32	37	15	6	2	2	0	0	0
15:00	**111**	43.6	38	5.4	0	0	5	35	40	27	2	2	0	0	0	0
16:00	**133**	44.8	39.5	5.3	0	0	3	29	53	36	10	2	0	0	0	0
17:00	**82**	46.6	40.4	6.3	0	0	3	13	34	18	10	3	1	0	0	0
18:00	**67**	44.3	38.9	5.9	0	1	0	17	30	13	5	0	1	0	0	0
19:00	**44**	45.1	38.6	6.7	0	0	5	9	13	12	5	0	0	0	0	0
20:00	**28**	44.1	36.9	8.3	0	2	2	6	9	7	2	0	0	0	0	0
21:00	**21**	44.8	39.6	5.7	0	0	1	4	7	7	2	0	0	0	0	0
22:00	**15**	47.3	41.3	7.5	0	0	1	2	4	5	1	2	0	0	0	0
23:00	**10**	46	39.8	7.3	0	0	1	2	2	3	2	0	0	0	0	0
12H,7-19	**1148**	**45**	**39.1**	**6.4**	**4**	**8**	**48**	**244**	**429**	**303**	**81**	**25**	**6**	**0**	**0**	**0**
16H,6-22	**1296**	**45.1**	**39.1**	**6.5**	**5**	**10**	**59**	**269**	**477**	**346**	**96**	**28**	**6**	**0**	**0**	**0**
18H,6-24	**1321**	**45.1**	**39.1**	**6.5**	**5**	**10**	**61**	**273**	**483**	**354**	**99**	**30**	**6**	**0**	**0**	**0**
24H,0-24	**1354**	**45.1**	**39.1**	**6.5**	**5**	**10**	**62**	**284**	**493**	**359**	**103**	**32**	**6**	**0**	**0**	**0**
Sat 16-Mar-19																
00:00	**3**	-	33.5	1.7	0	0	0	3	0	0	0	0	0	0	0	0
01:00	**5**	-	47.5	9	0	0	0	0	2	0	1	1	1	0	0	0
02:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**1**	-	38.5	-	0	0	0	0	1	0	0	0	0	0	0	0
04:00	**1**	-	43.5	-	0	0	0	0	0	1	0	0	0	0	0	0

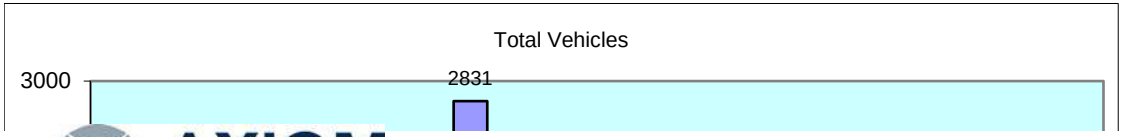
24033			HEADCORN				Site No: 24033001				Location	Site 1, Moat Road, Headcorn (Tree)				
Wed 13-Mar-19 to Tue 19-Mar-19							Channel: Westbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	=>71
05:00	**7**	-	38.1	7.2	0	0	1	1	3	1	1	0	0	0	0	0
06:00	**17**	48.4	41.4	8	0	0	2	2	2	6	4	1	0	0	0	0
07:00	**34**	44.4	38.7	6.3	0	0	3	7	11	11	1	1	0	0	0	0
08:00	**40**	44	38.8	6.6	0	2	0	5	18	14	1	0	0	0	0	0
09:00	**62**	43.4	37.7	5.9	0	0	5	18	24	11	3	1	0	0	0	0
10:00	**73**	44.8	37.7	8.2	2	0	7	15	27	14	7	0	1	0	0	0
11:00	**76**	44.9	39.6	6.8	0	0	2	22	26	18	2	4	1	1	0	0
12:00	**77**	45.2	39.7	6.9	0	0	2	20	28	18	7	0	1	0	0	1
13:00	**73**	45.7	39.9	6.5	0	1	1	18	21	22	7	3	0	0	0	0
14:00	**85**	44	38.2	6.7	1	0	5	20	33	21	3	1	1	0	0	0
15:00	**59**	45.6	40	6.8	0	0	3	12	20	16	4	3	1	0	0	0
16:00	**44**	45.5	39.4	6.6	0	0	0	18	10	10	3	2	1	0	0	0
17:00	**53**	44.5	38.8	5.4	0	0	2	12	25	8	6	0	0	0	0	0
18:00	**41**	47.7	40.9	7.9	0	0	1	8	18	6	4	2	1	0	1	0
19:00	**26**	44	38	5.7	0	0	1	10	7	6	2	0	0	0	0	0
20:00	**14**	44.7	41	6.6	0	0	0	3	4	6	0	0	1	0	0	0
21:00	**10**	43.5	37	7.2	0	0	2	2	2	4	0	0	0	0	0	0
22:00	**8**	-	36.9	6	0	0	1	2	3	2	0	0	0	0	0	0
23:00	**8**	-	41	4.8	0	0	0	1	3	3	1	0	0	0	0	0
12H,7-19	**717**	**45**	**39**	**6.8**	**3**	**3**	**31**	**175**	**261**	**169**	**48**	**17**	**7**	**1**	**1**	**1**
16H,6-22	**784**	**45.1**	**39.1**	**6.8**	**3**	**3**	**36**	**192**	**276**	**191**	**54**	**18**	**8**	**1**	**1**	**1**
18H,6-24	**800**	**45.1**	**39.1**	**6.8**	**3**	**3**	**37**	**195**	**282**	**196**	**55**	**18**	**8**	**1**	**1**	**1**
24H,0-24	**817**	**45.1**	**39.1**	**6.8**	**3**	**3**	**38**	**199**	**288**	**198**	**57**	**19**	**9**	**1**	**1**	**1**
Sun 17-Mar-19																
00:00	**1**	-	43.5	-	0	0	0	0	0	1	0	0	0	0	0	0
01:00	**6**	-	34.3	2.5	0	0	0	5	1	0	0	0	0	0	0	0
02:00	**1**	-	38.5	-	0	0	0	0	1	0	0	0	0	0	0	0
03:00	**1**	-	38.5	-	0	0	0	0	1	0	0	0	0	0	0	0
04:00	**3**	-	43.5	8.8	0	0	0	0	2	0	0	1	0	0	0	0
05:00	**1**	-	33.5	-	0	0	0	1	0	0	0	0	0	0	0	0
06:00	**7**	-	41	14.2	0	1	0	0	3	1	1	0	0	1	0	0

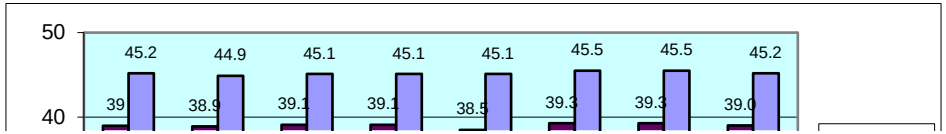
24033			HEADCORN				Site No: 24033001				Location	Site 1, Moat Road, Headcorn (Tree)					
Wed 13-Mar-19 to Tue 19-Mar-19							Channel: Westbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	=>71
07:00	**13**	44.2	38.3	8.8	0	1	0	3	4	4	0	1	0	0	0	0
08:00	**33**	46.6	39.2	9.2	0	3	0	5	9	10	5	1	0	0	0	0
09:00	**52**	44.8	37.4	8.5	0	3	6	8	16	14	4	1	0	0	0	0
10:00	**61**	45.3	37.6	9.1	0	6	1	11	23	12	7	0	1	0	0	0
11:00	**68**	44.2	38.1	7.8	0	4	1	15	25	19	3	0	0	1	0	0
12:00	**71**	42.8	36.5	9.4	2	4	2	18	30	11	1	2	0	0	1	0
13:00	**61**	48.1	38.9	8.9	0	1	7	14	19	7	8	2	3	0	0	0
14:00	**73**	44.9	39.5	7.4	0	0	4	17	28	16	3	4	0	0	0	1
15:00	**52**	43.1	38.5	5.5	0	1	0	12	27	9	2	1	0	0	0	0
16:00	**59**	45.3	39.6	5.4	0	0	1	15	19	17	7	0	0	0	0	0
17:00	**50**	43.9	38.4	6.4	0	1	4	5	25	12	3	0	0	0	0	0
18:00	**41**	44.6	38.3	6.3	0	0	4	8	18	6	5	0	0	0	0	0
19:00	**25**	45.6	39.5	6.1	0	0	0	9	7	5	3	1	0	0	0	0
20:00	**13**	53.8	42.9	10.5	0	0	1	2	3	4	0	1	1	1	0	0
21:00	**11**	45.3	44	4.4	0	0	0	0	2	7	1	1	0	0	0	0
22:00	**9**	-	37.1	5.6	0	0	1	2	4	2	0	0	0	0	0	0
23:00	**1**	-	38.5	-	0	0	0	0	1	0	0	0	0	0	0	0
12H,7-19	**634**	**45**	**38.3**	**7.8**	**2**	**24**	**30**	**131**	**243**	**137**	**48**	**12**	**4**	**1**	**1**	**1**
16H,6-22	**690**	**45.2**	**38.6**	**7.9**	**2**	**25**	**31**	**142**	**258**	**154**	**53**	**15**	**5**	**3**	**1**	**1**
18H,6-24	**700**	**45.1**	**38.5**	**7.9**	**2**	**25**	**32**	**144**	**263**	**156**	**53**	**15**	**5**	**3**	**1**	**1**
24H,0-24	**713**	**45.1**	**38.5**	**7.8**	**2**	**25**	**32**	**150**	**268**	**157**	**53**	**16**	**5**	**3**	**1**	**1**
Mon 18-Mar-19																
00:00	**1**	-	53.5	-	0	0	0	0	0	0	0	1	0	0	0	0
01:00	**1**	-	26	-	0	0	1	0	0	0	0	0	0	0	0	0
02:00	**2**	-	41	3.5	0	0	0	0	1	1	0	0	0	0	0	0
03:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**5**	-	37	6.6	0	0	1	0	3	1	0	0	0	0	0	0
05:00	**12**	49.4	43.3	7.4	0	0	1	0	3	3	4	1	0	0	0	0
06:00	**60**	48.3	41.3	7	0	1	1	7	22	14	12	2	1	0	0	0
07:00	**164**	45.7	40.9	5.9	0	2	0	20	62	59	15	5	0	1	0	0
08:00	**155**	45.2	39.6	6.2	0	1	4	35	54	44	11	5	1	0	0	0

24033			HEADCORN				Site No: 24033001				Location	Site 1, Moat Road, Headcorn (Tree)				
Wed 13-Mar-19 to Tue 19-Mar-19							Channel: Westbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	=>71
09:00	**64**	43.7	38.1	6.5	0	1	3	16	29	9	5	0	1	0	0	0
10:00	**64**	44.9	37.8	8.1	2	1	2	16	22	14	7	0	0	0	0	0
11:00	**68**	45.6	38.9	6.3	0	0	2	21	26	9	8	1	1	0	0	0
12:00	**75**	43.3	37.2	5.8	0	1	4	27	23	18	2	0	0	0	0	0
13:00	**84**	45.2	38.3	7.6	1	0	8	20	26	19	8	1	1	0	0	0
14:00	**69**	44.6	37.9	6.8	0	2	3	21	20	17	6	0	0	0	0	0
15:00	**87**	44.9	39.2	7.5	0	5	2	10	27	38	4	1	0	0	0	0
16:00	**109**	46.1	39.4	6.8	0	1	4	29	34	24	13	3	1	0	0	0
17:00	**96**	46.1	40.8	6.2	0	0	3	14	36	28	8	7	0	0	0	0
18:00	**50**	44.6	38.6	5.8	0	0	3	11	23	7	6	0	0	0	0	0
19:00	**37**	44.3	39	6.5	0	0	3	6	16	9	2	0	1	0	0	0
20:00	**24**	44.3	39	6	0	0	1	6	9	6	1	1	0	0	0	0
21:00	**23**	44.4	38.1	6.9	0	0	2	8	5	6	1	1	0	0	0	0
22:00	**23**	46.1	39.7	6.8	0	0	1	7	5	6	3	1	0	0	0	0
23:00	**4**	-	48.5	4.2	0	0	0	0	0	1	2	1	0	0	0	0
12H,7-19	**1085**	**45.3**	**39.2**	**6.7**	**3**	**14**	**38**	**240**	**382**	**286**	**93**	**23**	**5**	**1**	**0**	**0**
16H,6-22	**1229**	**45.4**	**39.3**	**6.7**	**3**	**15**	**45**	**267**	**434**	**321**	**109**	**27**	**7**	**1**	**0**	**0**
18H,6-24	**1256**	**45.4**	**39.3**	**6.7**	**3**	**15**	**46**	**274**	**439**	**328**	**114**	**29**	**7**	**1**	**0**	**0**
24H,0-24	**1277**	**45.5**	**39.3**	**6.7**	**3**	**15**	**49**	**274**	**446**	**333**	**118**	**31**	**7**	**1**	**0**	**0**
Tue 19-Mar-19																
00:00	**1**	-	43.5	-	0	0	0	0	0	1	0	0	0	0	0	0
01:00	**2**	-	38.5	7.1	0	0	0	1	0	1	0	0	0	0	0	0
02:00	**2**	-	36	3.5	0	0	0	1	1	0	0	0	0	0	0	0
03:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**6**	-	39.8	7.8	0	0	1	0	2	2	1	0	0	0	0	0
05:00	**15**	45.6	41.2	9.5	1	0	0	0	2	10	2	0	0	0	0	0
06:00	**63**	48.8	41.6	7.2	0	1	0	9	23	15	9	4	2	0	0	0
07:00	**161**	46.3	40.5	6.7	0	3	4	22	53	53	21	4	1	0	0	0
08:00	**154**	45.6	40.1	7	0	2	3	30	57	42	13	5	0	1	0	1
09:00	**90**	44.3	37.9	6.9	0	2	8	16	38	18	7	1	0	0	0	0
10:00	**78**	42.6	35.2	8	0	4	10	31	17	12	2	1	1	0	0	0

24033	HEADCORN	Site No: 24033001	Location	Site 1, Moat Road, Headcorn (Tree)
Wed 13-Mar-19 to Tue 19-Mar-19		Channel: Westbound		

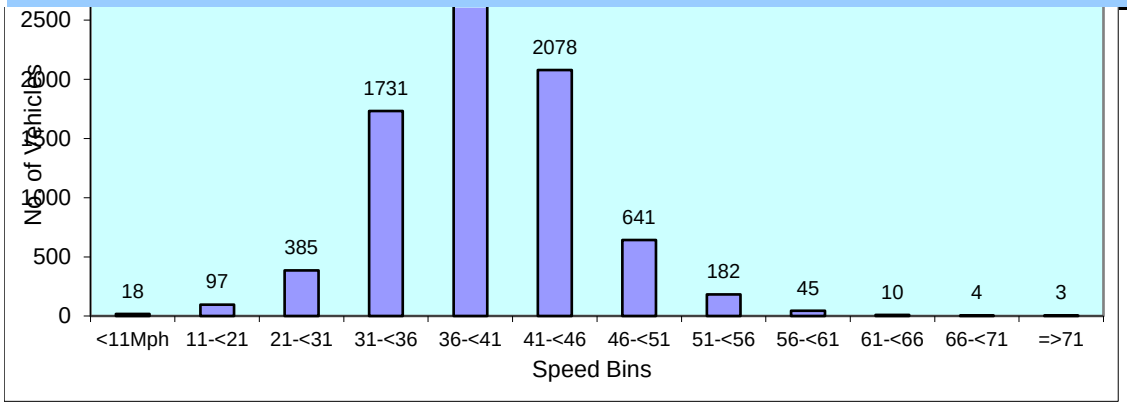
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	=>71
11:00	**75**	41.9	36.1	7	1	0	12	17	31	12	1	1	0	0	0	0
12:00	**77**	44.2	38	6.7	0	1	5	21	29	14	5	1	1	0	0	0
13:00	**83**	44.7	37.8	8.7	0	3	9	19	25	19	3	4	0	0	1	0
14:00	**80**	44.8	39.4	6.9	0	2	2	13	33	23	4	1	2	0	0	0
15:00	**87**	45.5	39.1	6.2	0	0	4	22	33	16	9	3	0	0	0	0
16:00	**125**	45.1	39.9	5.4	0	0	3	26	41	44	9	2	0	0	0	0
17:00	**100**	47.6	42.3	5.6	0	0	1	13	21	44	17	3	1	0	0	0
18:00	**63**	44.8	38.3	7.6	0	1	5	17	21	12	3	3	1	0	0	0
19:00	**55**	45.7	38.8	6.6	0	0	4	16	15	12	7	1	0	0	0	0
20:00	**27**	45.7	41.1	5.8	0	0	0	4	11	8	3	0	1	0	0	0
21:00	**18**	49	41.7	8.9	0	0	1	4	4	4	3	1	0	1	0	0
22:00	**11**	50.6	40.5	8.9	0	0	1	3	2	2	1	2	0	0	0	0
23:00	**7**	-	43.1	9	0	0	1	0	1	2	2	1	0	0	0	0
12H,7-19	**1173**	**45.3**	**39.1**	**7.1**	**1**	**18**	**66**	**247**	**399**	**309**	**94**	**29**	**7**	**1**	**1**	**1**
16H,6-22	**1336**	**45.5**	**39.2**	**7.1**	**1**	**19**	**71**	**280**	**452**	**348**	**116**	**35**	**10**	**2**	**1**	**1**
18H,6-24	**1354**	**45.5**	**39.3**	**7.1**	**1**	**19**	**73**	**283**	**455**	**352**	**119**	**38**	**10**	**2**	**1**	**1**
24H,0-24	**1380**	**45.5**	**39.3**	**7.1**	**2**	**19**	**74**	**285**	**460**	**366**	**122**	**38**	**10**	**2**	**1**	**1**
Daily Totals																
Wed 13-Mar-19	**1221**	45.2	39	6.7	3	14	62	264	417	328	108	20	5	0	0	0
Thu 14-Mar-19	**1263**	44.9	38.9	6.4	0	11	68	275	459	337	80	26	3	3	1	0
Fri 15-Mar-19	**1354**	45.1	39.1	6.5	5	10	62	284	493	359	103	32	6	0	0	0
Sat 16-Mar-19	**817**	45.1	39.1	6.8	3	3	38	199	288	198	57	19	9	1	1	1
Sun 17-Mar-19	**713**	45.1	38.5	7.8	2	25	32	150	268	157	53	16	5	3	1	1
Mon 18-Mar-19	**1277**	45.5	39.3	6.7	3	15	49	274	446	333	118	31	7	1	0	0
Tue 19-Mar-19	**1380**	45.5	39.3	7.1	2	19	74	285	460	366	122	38	10	2	1	1
Total Vehicles																
[--]	**8025**	45.2	39.0	6.9	18	97	385	1731	2831	2078	641	182	45	10	4	3

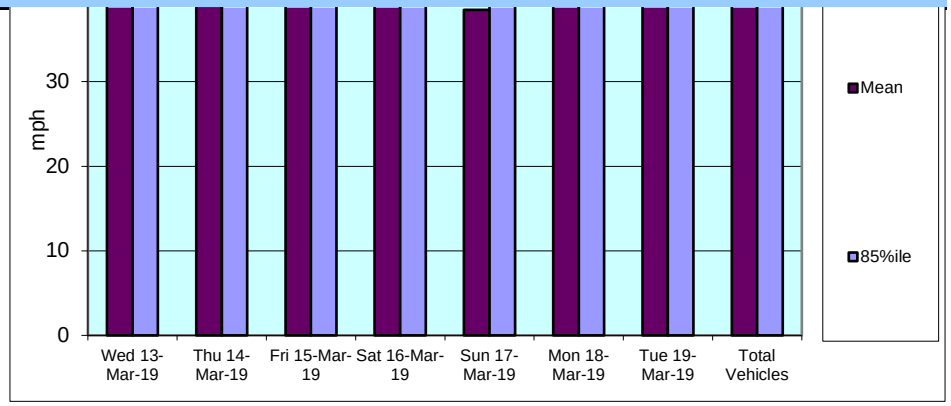




24033	HEADCORN	Site No: 24033001	Location	Site 1, Moat Road, Headcorn (Tree)
Wed 13-Mar-19 to Tue 19-Mar-19		Channel: Westbound		

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	=>71

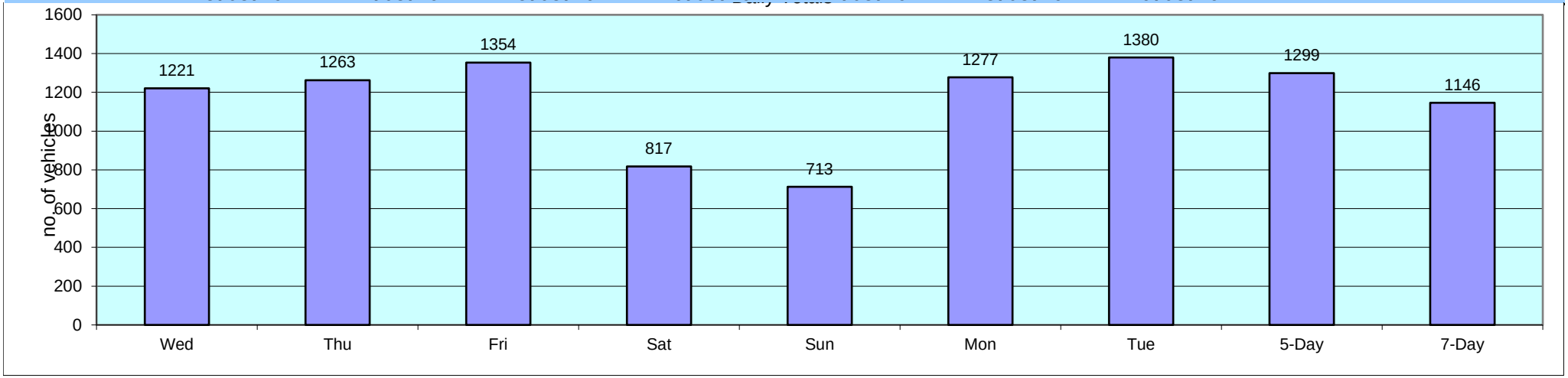




24033		HEADCORN		Site No: 24033001 Channel: Westbound		Location	Site 1, Moat Road, Headcorn (Tree)		
TIME PERIOD	Wed 13/03/19	Thu 14/03/19	Fri 15/03/19	Sat 16/03/19	Sun 17/03/19	Mon 18/03/19	Tue 19/03/19	5-Day Av	7-Day Av
Week Begin: 13-Mar-19									
00:00	**8**	6	6	3	1	1	1	4	4
01:00	**5**	5	7	5	6	1	2	4	4
02:00	**1**	0	1	0	1	2	2	1	1
03:00	**1**	3	2	1	1	0	0	1	1
04:00	**4**	4	4	1	3	5	6	5	4
05:00	**12**	14	13	7	1	12	15	13	11
06:00	**63**	60	55	17	7	60	63	60	46
07:00	**156**	124	144	34	13	164	161	150	114
08:00	**109**	126	131	40	33	155	154	135	107
09:00	**69**	89	74	62	52	64	90	77	71
10:00	**79**	65	85	73	61	64	78	74	72
11:00	**69**	80	73	76	68	68	75	73	73
12:00	**73**	71	73	77	71	75	77	74	74
13:00	**72**	71	73	73	61	84	83	77	74
14:00	**72**	83	102	85	73	69	80	81	81
15:00	**85**	98	111	59	52	87	87	94	83
16:00	**98**	98	133	44	59	109	125	113	95
17:00	**97**	104	82	53	50	96	100	96	83
18:00	**60**	44	67	41	41	50	63	57	52
19:00	**38**	52	44	26	25	37	55	45	40
20:00	**14**	20	28	14	13	24	27	23	20
21:00	**20**	24	21	10	11	23	18	21	18
22:00	**10**	17	15	8	9	23	11	15	13
23:00	**6**	5	10	8	1	4	7	6	6
12H,7-19	**1039**	**1053**	**1148**	**717**	**634**	**1085**	**1173**	**1100**	**978**
16H,6-22	**1174**	**1209**	**1296**	**784**	**690**	**1229**	**1336**	**1249**	**1103**
18H,6-24	**1190**	**1231**	**1321**	**800**	**700**	**1256**	**1354**	**1270**	**1122**
24H,0-24	**1221**	**1263**	**1354**	**817**	**713**	**1277**	**1380**	**1299**	**1146**
Am	**07:00**	**08:00**	**07:00**	**11:00**	**11:00**	**07:00**	**07:00**	**-**	**-**
Peak	**156**	**126**	**144**	**76**	**68**	**164**	**161**	**150**	**128**
Pm	**16:00**	**17:00**	**16:00**	**14:00**	**14:00**	**16:00**	**16:00**	**-**	**-**
Peak	**98**	**104**	**133**	**85**	**73**	**109**	**125**	**114**	**104**

24033	HEADCORN	Site No: 24033001	Location	Site 1, Moat Road, Headcorn (Tree)
		Channel: Westbound		

TIME PERIOD	Wed 13/03/19	Thu 14/03/19	Fri 15/03/19	Sat 16/03/19	Sun 17/03/19	Mon 18/03/19	Tue 19/03/19	5-Day Av	7-Day Av



24033		HEADCORN MARCH 2019								
Site	**Location**	**Direction**	**Start Date**	**End Date**	**Posted Speed Limit (PSL)**	**Total Vehicles**	**5 Day Ave.**	**7 Day Ave.**	**Average 85%ile Speed**	**Average Mean Speed**
Site No: 24033002	Site 2, Moat Road, Headcorn (Fence) TQ 83007 44381	Channel: Eastbound	Wed 13-Mar-19	Tue 19-Mar-19	30	7905	1265	1129	35.4	30.5
		Channel: Westbound	Wed 13-Mar-19	Tue 19-Mar-19		8154	1322	1165	34.8	29.8

24033	HEADCORN	Site No: 24033002	Location	Site 2, Moat Road, Headcorn (Fence)
Wed 13-Mar-19 to Tue 19-Mar-19		Channel: Eastbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Wed 13-Mar-19											
00:00	**2**	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
01:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
02:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	**8**	0	0.0	6	75.0	2	25.0	0	0.0	0	0.0
04:00	**2**	0	0.0	0	0.0	2	100.0	0	0.0	0	0.0
05:00	**8**	0	0.0	6	75.0	2	25.0	0	0.0	0	0.0
06:00	**28**	0	0.0	25	89.3	2	7.1	1	3.6	0	0.0
07:00	**86**	1	1.2	73	84.9	12	14.0	0	0.0	0	0.0
08:00	**103**	0	0.0	95	92.2	6	5.8	2	1.9	0	0.0
09:00	**65**	2	3.1	54	83.1	8	12.3	1	1.5	0	0.0
10:00	**52**	1	1.9	40	76.9	10	19.2	1	1.9	0	0.0
11:00	**49**	0	0.0	40	81.6	9	18.4	0	0.0	0	0.0
12:00	**41**	0	0.0	37	90.2	3	7.3	1	2.4	0	0.0
13:00	**56**	1	1.8	49	87.5	6	10.7	0	0.0	0	0.0
14:00	**73**	2	2.7	63	86.3	7	9.6	0	0.0	1	1.4
15:00	**92**	0	0.0	78	84.8	11	12.0	3	3.3	0	0.0
16:00	**179**	0	0.0	156	87.2	14	7.8	9	5.0	0	0.0
17:00	**163**	2	1.2	153	93.9	7	4.3	1	0.6	0	0.0
18:00	**104**	1	1.0	98	94.2	5	4.8	0	0.0	0	0.0
19:00	**33**	0	0.0	32	97.0	1	3.0	0	0.0	0	0.0
20:00	**19**	0	0.0	18	94.7	1	5.3	0	0.0	0	0.0
21:00	**10**	0	0.0	10	100.0	0	0.0	0	0.0	0	0.0
22:00	**15**	0	0.0	13	86.7	2	13.3	0	0.0	0	0.0
23:00	**5**	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	**1063**	**10**	**0.9**	**936**	**88.1**	**98**	**9.2**	**18**	**1.7**	**1**	**0.1**
16H,6-22	**1153**	**10**	**0.9**	**1021**	**88.6**	**102**	**8.9**	**19**	**1.7**	**1**	**0.1**
18H,6-24	**1173**	**10**	**0.9**	**1039**	**88.6**	**104**	**8.9**	**19**	**1.6**	**1**	**0.1**
24H,0-24	**1195**	**10**	**0.8**	**1054**	**88.2**	**111**	**9.3**	**19**	**1.6**	**1**	**0.1**
Thu 14-Mar-19											
00:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
01:00	**0**	0	-	0	-	0	-	0	-	0	-

24033	HEADCORN	Site No: 24033002	Location	Site 2, Moat Road, Headcorn (Fence)
Wed 13-Mar-19 to Tue 19-Mar-19		Channel: Eastbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
02:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	**3**	0	0.0	1	33.3	2	66.7	0	0.0	0	0.0
04:00	**2**	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
05:00	**8**	0	0.0	8	100.0	0	0.0	0	0.0	0	0.0
06:00	**25**	0	0.0	24	96.0	0	0.0	1	4.0	0	0.0
07:00	**100**	1	1.0	79	79.0	17	17.0	3	3.0	0	0.0
08:00	**119**	1	0.8	111	93.3	5	4.2	1	0.8	1	0.8
09:00	**97**	0	0.0	85	87.6	9	9.3	3	3.1	0	0.0
10:00	**68**	0	0.0	58	85.3	9	13.2	1	1.5	0	0.0
11:00	**72**	1	1.4	55	76.4	13	18.1	3	4.2	0	0.0
12:00	**76**	0	0.0	67	88.2	8	10.5	1	1.3	0	0.0
13:00	**85**	1	1.2	69	81.2	12	14.1	2	2.4	1	1.2
14:00	**77**	0	0.0	72	93.5	4	5.2	1	1.3	0	0.0
15:00	**109**	2	1.8	91	83.5	11	10.1	5	4.6	0	0.0
16:00	**153**	0	0.0	138	90.2	13	8.5	2	1.3	0	0.0
17:00	**145**	2	1.4	135	93.1	8	5.5	0	0.0	0	0.0
18:00	**84**	2	2.4	73	86.9	9	10.7	0	0.0	0	0.0
19:00	**41**	0	0.0	40	97.6	1	2.4	0	0.0	0	0.0
20:00	**34**	0	0.0	31	91.2	3	8.8	0	0.0	0	0.0
21:00	**18**	0	0.0	17	94.4	1	5.6	0	0.0	0	0.0
22:00	**16**	0	0.0	15	93.8	1	6.3	0	0.0	0	0.0
23:00	**7**	0	0.0	6	85.7	1	14.3	0	0.0	0	0.0
12H,7-19	**1185**	**10**	**0.8**	**1033**	**87.2**	**118**	**10.0**	**22**	**1.9**	**2**	**0.2**
16H,6-22	**1303**	**10**	**0.8**	**1145**	**87.9**	**123**	**9.4**	**23**	**1.8**	**2**	**0.2**
18H,6-24	**1326**	**10**	**0.8**	**1166**	**87.9**	**125**	**9.4**	**23**	**1.7**	**2**	**0.2**
24H,0-24	**1342**	**10**	**0.8**	**1179**	**87.9**	**128**	**9.5**	**23**	**1.7**	**2**	**0.2**
Fri 15-Mar-19											
00:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
01:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
02:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	**7**	0	0.0	3	42.9	4	57.1	0	0.0	0	0.0
04:00	**2**	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0

24033	HEADCORN	Site No: 24033002	Location	Site 2, Moat Road, Headcorn (Fence)
Wed 13-Mar-19 to Tue 19-Mar-19		Channel: Eastbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
05:00	**7**	0	0.0	6	85.7	1	14.3	0	0.0	0	0.0
06:00	**27**	0	0.0	24	88.9	2	7.4	1	3.7	0	0.0
07:00	**83**	2	2.4	67	80.7	11	13.3	3	3.6	0	0.0
08:00	**127**	1	0.8	112	88.2	14	11.0	0	0.0	0	0.0
09:00	**90**	1	1.1	74	82.2	13	14.4	2	2.2	0	0.0
10:00	**69**	0	0.0	62	89.9	6	8.7	1	1.5	0	0.0
11:00	**70**	3	4.3	59	84.3	7	10.0	1	1.4	0	0.0
12:00	**82**	1	1.2	72	87.8	7	8.5	2	2.4	0	0.0
13:00	**84**	1	1.2	72	85.7	9	10.7	1	1.2	1	1.2
14:00	**92**	0	0.0	83	90.2	6	6.5	3	3.3	0	0.0
15:00	**115**	2	1.7	98	85.2	13	11.3	2	1.7	0	0.0
16:00	**128**	0	0.0	117	91.4	9	7.0	2	1.6	0	0.0
17:00	**116**	1	0.9	105	90.5	8	6.9	2	1.7	0	0.0
18:00	**67**	1	1.5	63	94.0	3	4.5	0	0.0	0	0.0
19:00	**43**	0	0.0	38	88.4	5	11.6	0	0.0	0	0.0
20:00	**22**	0	0.0	20	90.9	2	9.1	0	0.0	0	0.0
21:00	**13**	1	7.7	11	84.6	1	7.7	0	0.0	0	0.0
22:00	**17**	0	0.0	16	94.1	1	5.9	0	0.0	0	0.0
23:00	**8**	0	0.0	7	87.5	1	12.5	0	0.0	0	0.0
12H,7-19	**1123**	**13**	**1.2**	**984**	**87.6**	**106**	**9.4**	**19**	**1.7**	**1**	**0.1**
16H,6-22	**1228**	**14**	**1.1**	**1077**	**87.7**	**116**	**9.5**	**20**	**1.6**	**1**	**0.1**
18H,6-24	**1253**	**14**	**1.1**	**1100**	**87.8**	**118**	**9.4**	**20**	**1.6**	**1**	**0.1**
24H,0-24	**1272**	**14**	**1.1**	**1113**	**87.5**	**124**	**9.8**	**20**	**1.6**	**1**	**0.1**
Sat 16-Mar-19											
00:00	**4**	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
01:00	**7**	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
02:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	**3**	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
04:00	**1**	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
05:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
06:00	**11**	0	0.0	10	90.9	1	9.1	0	0.0	0	0.0
07:00	**29**	1	3.5	23	79.3	4	13.8	1	3.5	0	0.0

24033	HEADCORN	Site No: 24033002	Location	Site 2, Moat Road, Headcorn (Fence)
Wed 13-Mar-19 to Tue 19-Mar-19		Channel: Eastbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
08:00	**54**	2	3.7	50	92.6	2	3.7	0	0.0	0	0.0
09:00	**76**	0	0.0	65	85.5	8	10.5	3	4.0	0	0.0
10:00	**79**	0	0.0	68	86.1	9	11.4	2	2.5	0	0.0
11:00	**80**	0	0.0	73	91.3	4	5.0	3	3.8	0	0.0
12:00	**73**	0	0.0	66	90.4	7	9.6	0	0.0	0	0.0
13:00	**78**	2	2.6	70	89.7	6	7.7	0	0.0	0	0.0
14:00	**78**	1	1.3	70	89.7	5	6.4	2	2.6	0	0.0
15:00	**60**	0	0.0	56	93.3	1	1.7	3	5.0	0	0.0
16:00	**48**	0	0.0	44	91.7	3	6.3	1	2.1	0	0.0
17:00	**41**	0	0.0	37	90.2	4	9.8	0	0.0	0	0.0
18:00	**36**	0	0.0	34	94.4	2	5.6	0	0.0	0	0.0
19:00	**22**	0	0.0	21	95.5	1	4.6	0	0.0	0	0.0
20:00	**15**	0	0.0	14	93.3	1	6.7	0	0.0	0	0.0
21:00	**11**	0	0.0	11	100.0	0	0.0	0	0.0	0	0.0
22:00	**11**	0	0.0	10	90.9	1	9.1	0	0.0	0	0.0
23:00	**11**	0	0.0	11	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	**732**	**6**	**0.8**	**656**	**89.6**	**55**	**7.5**	**15**	**2.1**	**0**	**0.0**
16H,6-22	**791**	**6**	**0.8**	**712**	**90.0**	**58**	**7.3**	**15**	**1.9**	**0**	**0.0**
18H,6-24	**813**	**6**	**0.7**	**733**	**90.2**	**59**	**7.3**	**15**	**1.9**	**0**	**0.0**
24H,0-24	**831**	**6**	**0.7**	**750**	**90.3**	**60**	**7.2**	**15**	**1.8**	**0**	**0.0**
Sun 17-Mar-19											
00:00	**7**	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
01:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
02:00	**0**	0	-	0	-	0	-	0	-	0	-
03:00	**0**	0	-	0	-	0	-	0	-	0	-
04:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
05:00	**2**	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
06:00	**4**	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
07:00	**18**	0	0.0	17	94.4	0	0.0	1	5.6	0	0.0
08:00	**28**	2	7.1	25	89.3	1	3.6	0	0.0	0	0.0
09:00	**42**	4	9.5	33	78.6	5	11.9	0	0.0	0	0.0
10:00	**60**	7	11.7	51	85.0	1	1.7	1	1.7	0	0.0

24033	HEADCORN	Site No: 24033002	Location	Site 2, Moat Road, Headcorn (Fence)
Wed 13-Mar-19 to Tue 19-Mar-19		Channel: Eastbound		

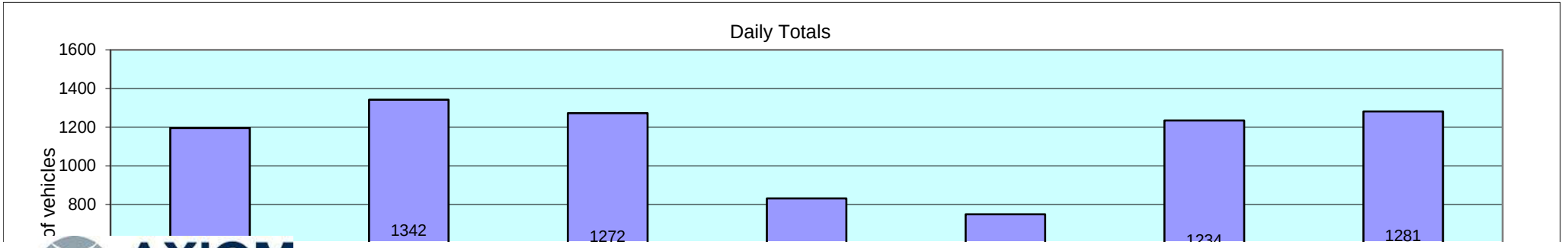
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
11:00	71	1	1.4	63	88.7	6	8.5	1	1.4	0	0.0
12:00	102	2	2.0	93	91.2	5	4.9	2	2.0	0	0.0
13:00	65	2	3.1	58	89.2	3	4.6	2	3.1	0	0.0
14:00	60	2	3.3	55	91.7	2	3.3	1	1.7	0	0.0
15:00	59	2	3.4	56	94.9	0	0.0	1	1.7	0	0.0
16:00	64	1	1.6	59	92.2	4	6.3	0	0.0	0	0.0
17:00	46	1	2.2	44	95.7	1	2.2	0	0.0	0	0.0
18:00	41	1	2.4	40	97.6	0	0.0	0	0.0	0	0.0
19:00	38	0	0.0	37	97.4	1	2.6	0	0.0	0	0.0
20:00	14	0	0.0	14	100.0	0	0.0	0	0.0	0	0.0
21:00	11	0	0.0	11	100.0	0	0.0	0	0.0	0	0.0
22:00	14	0	0.0	12	85.7	2	14.3	0	0.0	0	0.0
23:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	656	25	3.8	594	90.6	28	4.3	9	1.4	0	0.0
16H,6-22	723	25	3.5	660	91.3	29	4.0	9	1.2	0	0.0
18H,6-24	738	25	3.4	673	91.2	31	4.2	9	1.2	0	0.0
24H,0-24	750	25	3.3	684	91.2	32	4.3	9	1.2	0	0.0
Mon 18-Mar-19											
00:00	2	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
01:00	0	0	-	0	-	0	-	0	-	0	-
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	1	1	100.0	0	0.0	0	0.0	0	0.0	0	0.0
04:00	7	1	14.3	4	57.1	2	28.6	0	0.0	0	0.0
05:00	7	0	0.0	6	85.7	1	14.3	0	0.0	0	0.0
06:00	28	0	0.0	25	89.3	1	3.6	2	7.1	0	0.0
07:00	72	0	0.0	67	93.1	5	6.9	0	0.0	0	0.0
08:00	107	1	0.9	97	90.7	8	7.5	1	0.9	0	0.0
09:00	86	0	0.0	70	81.4	11	12.8	5	5.8	0	0.0
10:00	78	1	1.3	68	87.2	8	10.3	1	1.3	0	0.0
11:00	70	3	4.3	54	77.1	8	11.4	5	7.1	0	0.0
12:00	67	2	3.0	59	88.1	5	7.5	1	1.5	0	0.0
13:00	61	1	1.6	49	80.3	9	14.8	2	3.3	0	0.0

24033	HEADCORN	Site No: 24033002	Location	Site 2, Moat Road, Headcorn (Fence)
Wed 13-Mar-19 to Tue 19-Mar-19		Channel: Eastbound		

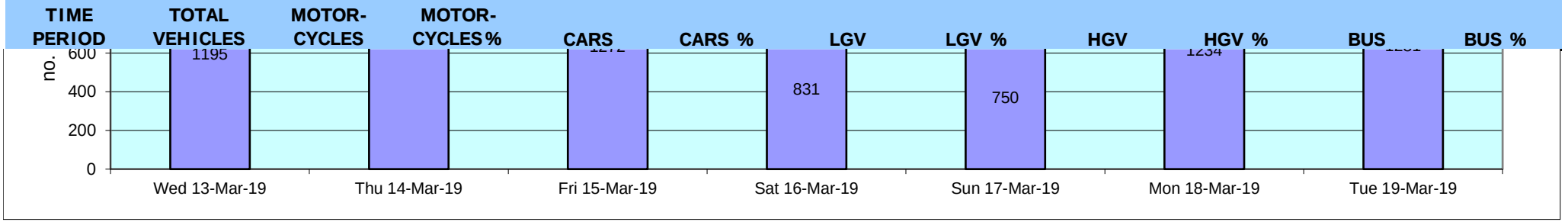
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
14:00	**69**	0	0.0	57	82.6	9	13.0	3	4.4	0	0.0
15:00	**100**	2	2.0	88	88.0	10	10.0	0	0.0	0	0.0
16:00	**141**	0	0.0	136	96.5	3	2.1	2	1.4	0	0.0
17:00	**148**	1	0.7	138	93.2	7	4.7	2	1.4	0	0.0
18:00	**95**	4	4.2	82	86.3	6	6.3	3	3.2	0	0.0
19:00	**51**	0	0.0	48	94.1	3	5.9	0	0.0	0	0.0
20:00	**21**	0	0.0	21	100.0	0	0.0	0	0.0	0	0.0
21:00	**11**	0	0.0	11	100.0	0	0.0	0	0.0	0	0.0
22:00	**4**	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
23:00	**8**	1	12.5	5	62.5	1	12.5	1	12.5	0	0.0
12H,7-19	**1094**	**15**	**1.4**	**965**	**88.2**	**89**	**8.1**	**25**	**2.3**	**0**	**0.0**
16H,6-22	**1205**	**15**	**1.2**	**1070**	**88.8**	**93**	**7.7**	**27**	**2.2**	**0**	**0.0**
18H,6-24	**1217**	**16**	**1.3**	**1079**	**88.7**	**94**	**7.7**	**28**	**2.3**	**0**	**0.0**
24H,0-24	**1234**	**18**	**1.5**	**1090**	**88.3**	**98**	**7.9**	**28**	**2.3**	**0**	**0.0**
Tue 19-Mar-19											
00:00	**1**	0	0.0	0	0.0	0	0.0	1	100.0	0	0.0
01:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
02:00	**0**	0	-	0	-	0	-	0	-	0	-
03:00	**4**	1	25.0	1	25.0	2	50.0	0	0.0	0	0.0
04:00	**4**	1	25.0	2	50.0	1	25.0	0	0.0	0	0.0
05:00	**9**	0	0.0	8	88.9	1	11.1	0	0.0	0	0.0
06:00	**31**	0	0.0	29	93.6	0	0.0	2	6.5	0	0.0
07:00	**81**	0	0.0	72	88.9	7	8.6	2	2.5	0	0.0
08:00	**105**	2	1.9	93	88.6	7	6.7	3	2.9	0	0.0
09:00	**93**	1	1.1	79	85.0	11	11.8	1	1.1	1	1.1
10:00	**80**	4	5.0	66	82.5	9	11.3	1	1.3	0	0.0
11:00	**64**	1	1.6	52	81.3	7	10.9	4	6.3	0	0.0
12:00	**67**	1	1.5	59	88.1	6	9.0	1	1.5	0	0.0
13:00	**76**	1	1.3	64	84.2	11	14.5	0	0.0	0	0.0
14:00	**78**	1	1.3	59	75.6	15	19.2	3	3.9	0	0.0
15:00	**106**	0	0.0	91	85.9	14	13.2	1	0.9	0	0.0
16:00	**136**	0	0.0	126	92.7	8	5.9	2	1.5	0	0.0

24033	HEADCORN	Site No: 24033002	Location	Site 2, Moat Road, Headcorn (Fence)
Wed 13-Mar-19 to Tue 19-Mar-19		Channel: Eastbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
17:00	**147**	2	1.4	139	94.6	4	2.7	2	1.4	0	0.0
18:00	**94**	2	2.1	88	93.6	4	4.3	0	0.0	0	0.0
19:00	**39**	0	0.0	37	94.9	1	2.6	1	2.6	0	0.0
20:00	**23**	0	0.0	23	100.0	0	0.0	0	0.0	0	0.0
21:00	**25**	0	0.0	24	96.0	1	4.0	0	0.0	0	0.0
22:00	**12**	1	8.3	11	91.7	0	0.0	0	0.0	0	0.0
23:00	**5**	1	20.0	4	80.0	0	0.0	0	0.0	0	0.0
12H,7-19	**1127**	**15**	**1.3**	**988**	**87.7**	**103**	**9.1**	**20**	**1.8**	**1**	**0.1**
16H,6-22	**1245**	**15**	**1.2**	**1101**	**88.4**	**105**	**8.4**	**23**	**1.9**	**1**	**0.1**
18H,6-24	**1262**	**17**	**1.4**	**1116**	**88.4**	**105**	**8.3**	**23**	**1.8**	**1**	**0.1**
24H,0-24	**1281**	**19**	**1.5**	**1128**	**88.1**	**109**	**8.5**	**24**	**1.9**	**1**	**0.1**
Daily Totals											
Wed 13-Mar-19	**1195**	10	0.8	1054	88.2	111	9.3	19	1.6	1	0.1
Thu 14-Mar-19	**1342**	10	0.8	1179	87.9	128	9.5	23	1.7	2	0.2
Fri 15-Mar-19	**1272**	14	1.1	1113	87.5	124	9.8	20	1.6	1	0.1
Sat 16-Mar-19	**831**	6	0.7	750	90.3	60	7.2	15	1.8	0	0.0
Sun 17-Mar-19	**750**	25	3.3	684	91.2	32	4.3	9	1.2	0	0.0
Mon 18-Mar-19	**1234**	18	1.5	1090	88.3	98	7.9	28	2.3	0	0.0
Tue 19-Mar-19	**1281**	19	1.5	1128	88.1	109	8.5	24	1.9	1	0.1
Total Vehicles											
[--]	**7905**	102	1.4	6998	88.8	662	8.1	138	1.7	5	0.1



24033	HEADCORN	Site No: 24033002	Location	Site 2, Moat Road, Headcorn (Fence)
Wed 13-Mar-19 to Tue 19-Mar-19		Channel: Eastbound		



24033			HEADCORN				Site No: 24033002				Location	Site 2, Moat Road, Headcorn (Fence)					
Wed 13-Mar-19 to Tue 19-Mar-19							Channel: Eastbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Wed 13-Mar-19																
00:00	**2**	-	36	3.5	0	0	0	0	0	0	1	1	0	0	0	0
01:00	**1**	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
02:00	**1**	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
03:00	**8**	-	32.3	5.4	0	0	0	0	0	5	0	3	0	0	0	0
04:00	**2**	-	38.5	1.8	0	0	0	0	0	0	0	2	0	0	0	0
05:00	**8**	-	31.6	6.6	0	0	0	0	2	1	4	0	1	0	0	0
06:00	**28**	37.1	31.5	5.3	0	0	0	1	2	10	9	6	0	0	0	0
07:00	**86**	36.8	32	4.8	0	0	0	2	4	27	37	16	0	0	0	0
08:00	**103**	35.1	30.8	4.5	0	0	0	2	10	38	45	8	0	0	0	0
09:00	**65**	35.6	31.2	5.4	0	0	1	2	3	24	27	6	2	0	0	0
10:00	**52**	33.9	28.7	5.8	0	0	2	3	6	24	15	1	1	0	0	0
11:00	**49**	34.4	29.4	5.2	0	0	0	2	9	20	15	2	1	0	0	0
12:00	**41**	36.3	29.2	7.2	0	1	0	3	11	6	13	7	0	0	0	0
13:00	**56**	36.1	30.3	6.4	0	1	1	1	7	20	17	8	1	0	0	0
14:00	**73**	34.6	29.6	4.9	0	0	0	4	10	29	26	4	0	0	0	0
15:00	**92**	35.6	31.1	4.9	0	0	0	3	7	34	37	10	1	0	0	0
16:00	**179**	34.4	28.5	6	0	0	6	16	26	67	54	9	1	0	0	0
17:00	**163**	35.7	31.9	4.8	0	0	1	3	8	48	83	16	4	0	0	0
18:00	**104**	35.1	31	4.1	0	0	0	1	6	44	45	8	0	0	0	0
19:00	**33**	37.1	32	4.8	0	0	0	0	3	11	12	7	0	0	0	0
20:00	**19**	37.1	33	4.9	0	0	0	0	1	5	9	3	1	0	0	0
21:00	**10**	36	32.5	5.4	0	0	0	0	2	0	6	2	0	0	0	0
22:00	**15**	34.5	31.2	4.8	0	0	0	0	1	7	6	0	1	0	0	0
23:00	**5**	-	35.5	6.8	0	0	0	0	0	2	0	2	1	0	0	0
12H,7-19	**1063**	**35.3**	**30.4**	**5.4**	**0**	**2**	**11**	**42**	**107**	**381**	**414**	**95**	**11**	**0**	**0**	**0**
16H,6-22	**1153**	**35.5**	**30.5**	**5.4**	**0**	**2**	**11**	**43**	**115**	**407**	**450**	**113**	**12**	**0**	**0**	**0**
18H,6-24	**1173**	**35.5**	**30.6**	**5.4**	**0**	**2**	**11**	**43**	**116**	**416**	**456**	**115**	**14**	**0**	**0**	**0**
24H,0-24	**1195**	**35.5**	**30.6**	**5.4**	**0**	**2**	**11**	**43**	**119**	**423**	**461**	**121**	**15**	**0**	**0**	**0**
Thu 14-Mar-19																
00:00	**2**	-	38.5	7.1	0	0	0	0	0	0	1	0	1	0	0	0

24033			HEADCORN				Site No: 24033002				Location	Site 2, Moat Road, Headcorn (Fence)					
Wed 13-Mar-19 to Tue 19-Mar-19							Channel: Eastbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
01:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**1**	-	43.5	-	0	0	0	0	0	0	0	0	1	0	0	0
03:00	**3**	-	33.5	5	0	0	0	0	0	1	1	1	0	0	0	0
04:00	**2**	-	31	3.5	0	0	0	0	0	1	1	0	0	0	0	0
05:00	**8**	-	31.6	5.5	0	0	0	0	1	3	2	2	0	0	0	0
06:00	**25**	34.9	31.3	4.3	0	0	0	1	1	7	15	1	0	0	0	0
07:00	**100**	35.5	31.6	4.5	0	0	0	0	6	41	42	9	1	1	0	0
08:00	**119**	34.9	30.3	4.8	0	0	1	5	9	44	54	6	0	0	0	0
09:00	**97**	35.1	30.5	4.5	0	0	0	0	15	36	38	8	0	0	0	0
10:00	**68**	35.4	31	4.8	0	0	0	1	5	31	23	6	2	0	0	0
11:00	**72**	34.6	30.3	4.2	0	0	0	1	7	33	27	4	0	0	0	0
12:00	**76**	33.7	28.8	5	0	0	2	2	11	40	17	4	0	0	0	0
13:00	**85**	34.3	29.3	5.1	0	0	1	4	10	41	24	4	1	0	0	0
14:00	**77**	36.7	31.4	5.2	0	0	0	3	5	28	27	14	0	0	0	0
15:00	**109**	34.5	29.8	4.7	0	0	1	1	13	58	27	8	1	0	0	0
16:00	**153**	35.3	30	5.3	0	0	0	3	34	49	51	14	2	0	0	0
17:00	**145**	35.8	31.5	5	0	0	1	2	11	47	65	16	3	0	0	0
18:00	**84**	35.5	31.1	5.9	0	0	1	3	5	33	32	7	2	0	1	0
19:00	**41**	36.3	30.7	5	0	0	0	0	6	18	10	7	0	0	0	0
20:00	**34**	38.1	31.7	6.6	0	0	1	2	1	10	11	8	1	0	0	0
21:00	**18**	35.7	33.2	3.5	0	0	0	0	0	4	11	3	0	0	0	0
22:00	**16**	39.9	35.4	4.6	0	0	0	0	0	2	8	4	2	0	0	0
23:00	**7**	-	31.4	6.5	0	0	0	0	2	1	2	2	0	0	0	0
12H,7-19	**1185**	**35.2**	**30.5**	**5**	**0**	**0**	**7**	**25**	**131**	**481**	**427**	**100**	**12**	**1**	**1**	**0**
16H,6-22	**1303**	**35.3**	**30.6**	**5**	**0**	**0**	**8**	**28**	**139**	**520**	**474**	**119**	**13**	**1**	**1**	**0**
18H,6-24	**1326**	**35.4**	**30.6**	**5.1**	**0**	**0**	**8**	**28**	**141**	**523**	**484**	**125**	**15**	**1**	**1**	**0**
24H,0-24	**1342**	**35.4**	**30.7**	**5.1**	**0**	**0**	**8**	**28**	**142**	**528**	**489**	**128**	**17**	**1**	**1**	**0**
Fri 15-Mar-19																
00:00	**1**	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
01:00	**1**	-	33.5	-	0	0	0	0	0	0	1	0	0	0	0	0
02:00	**1**	-	33.5	-	0	0	0	0	0	0	1	0	0	0	0	0

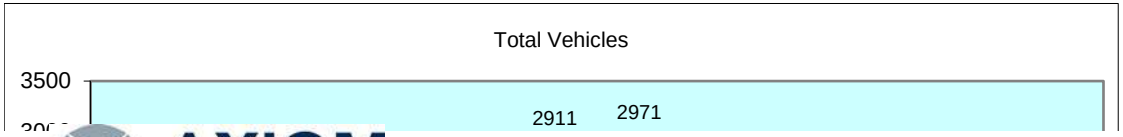
24033			HEADCORN				Site No: 24033002			Location	Site 2, Moat Road, Headcorn (Fence)						
Wed 13-Mar-19 to Tue 19-Mar-19							Channel: Eastbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
03:00	7	-	30.6	5	0	0	0	0	1	3	2	1	0	0	0	0
04:00	2	-	31	10.6	0	0	0	0	1	0	0	1	0	0	0	0
05:00	7	-	32.8	4.7	0	0	0	0	1	0	5	1	0	0	0	0
06:00	27	35.4	31.5	4.5	0	0	0	0	3	8	13	3	0	0	0	0
07:00	83	36.9	31.6	5.9	0	0	0	4	9	20	35	11	4	0	0	0
08:00	127	34.3	29.3	4.6	0	0	0	3	25	53	40	6	0	0	0	0
09:00	90	35.7	31.1	5.4	0	1	1	0	8	32	36	11	1	0	0	0
10:00	69	35	30.8	4.9	0	0	1	2	5	21	36	4	0	0	0	0
11:00	70	36.5	30.9	5.7	0	0	0	3	10	21	24	11	1	0	0	0
12:00	82	34.2	29.1	5	0	0	0	6	10	38	24	4	0	0	0	0
13:00	84	35.1	29.2	6.3	0	2	0	7	8	35	23	9	0	0	0	0
14:00	92	35.1	30.5	4.9	0	0	1	2	9	35	37	8	0	0	0	0
15:00	115	34.9	30	5.4	0	0	2	6	9	46	44	7	1	0	0	0
16:00	128	36.1	31	5.4	0	0	1	3	12	49	43	17	3	0	0	0
17:00	116	35.2	30.7	5	0	0	3	0	11	42	50	10	0	0	0	0
18:00	67	35.7	31.3	5	0	0	1	0	5	26	26	8	1	0	0	0
19:00	43	37.1	31.2	5.9	0	0	0	1	5	18	11	5	3	0	0	0
20:00	22	35.3	31.7	4.2	0	0	0	0	2	6	12	2	0	0	0	0
21:00	13	34.9	29.7	5.3	0	0	0	0	3	6	2	2	0	0	0	0
22:00	17	35.3	31.4	4.2	0	0	0	0	1	7	7	2	0	0	0	0
23:00	8	-	32.3	5.3	0	0	0	0	1	2	3	2	0	0	0	0
12H,7-19	1123	35.4	30.4	5.3	0	3	10	36	121	418	418	106	11	0	0	0
16H,6-22	1228	35.4	30.5	5.3	0	3	10	37	134	456	456	118	14	0	0	0
18H,6-24	1253	35.4	30.5	5.3	0	3	10	37	136	465	466	122	14	0	0	0
24H,0-24	1272	35.4	30.5	5.3	0	3	10	37	139	469	475	125	14	0	0	0
Sat 16-Mar-19																
00:00	4	-	37.3	13.2	0	0	0	0	1	1	0	0	0	2	0	0
01:00	7	-	37.1	7	0	0	0	0	0	1	3	1	1	1	0	0
02:00	1	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
03:00	3	-	41.8	5.9	0	0	0	0	0	0	0	2	0	1	0	0
04:00	1	-	33.5	-	0	0	0	0	0	0	1	0	0	0	0	0

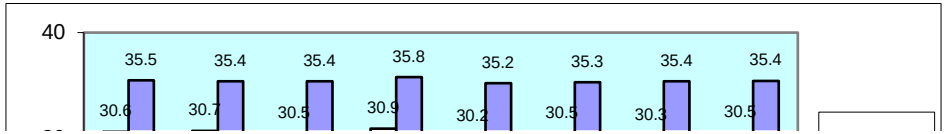
24033			HEADCORN				Site No: 24033002			Location	Site 2, Moat Road, Headcorn (Fence)					
Wed 13-Mar-19 to Tue 19-Mar-19							Channel: Eastbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
05:00	**2**	-	21	3.5	0	0	0	1	1	0	0	0	0	0	0	0
06:00	**11**	35	31.7	4.3	0	0	0	0	1	3	6	1	0	0	0	0
07:00	**29**	35.3	31.4	4.2	0	0	0	0	2	11	13	3	0	0	0	0
08:00	**54**	36.3	31.4	7.1	0	1	2	1	2	16	23	6	2	1	0	0
09:00	**76**	35.6	30.1	5.8	0	0	2	2	11	25	26	10	0	0	0	0
10:00	**79**	34.6	28.4	6.3	0	0	1	13	7	30	22	5	1	0	0	0
11:00	**80**	35.8	31.4	4.8	0	0	0	1	6	32	30	9	2	0	0	0
12:00	**73**	35.4	29.6	6.8	0	0	0	9	11	22	22	4	5	0	0	0
13:00	**78**	34.9	30	5.5	0	0	2	2	10	27	32	4	1	0	0	0
14:00	**78**	37.3	32	5.3	0	0	0	1	6	27	29	11	4	0	0	0
15:00	**60**	35.7	31.7	5.2	0	0	0	1	5	20	26	5	3	0	0	0
16:00	**48**	38	32.1	5	0	0	0	0	4	18	13	13	0	0	0	0
17:00	**41**	35.6	31.9	5.5	0	0	0	1	3	12	20	3	1	1	0	0
18:00	**36**	35.7	31.4	4.8	0	0	0	0	5	10	16	5	0	0	0	0
19:00	**22**	34.8	31.2	4	0	0	0	0	2	7	12	1	0	0	0	0
20:00	**15**	36.6	32.8	4.8	0	0	0	0	0	6	6	2	1	0	0	0
21:00	**11**	32.4	29.4	3.3	0	0	0	0	1	7	3	0	0	0	0	0
22:00	**11**	35.3	31.2	5.8	0	0	0	0	1	6	2	1	1	0	0	0
23:00	**11**	33.9	30.3	3.7	0	0	0	0	1	5	5	0	0	0	0	0
12H,7-19	**732**	**35.8**	**30.8**	**5.8**	**0**	**1**	**7**	**31**	**72**	**250**	**272**	**78**	**19**	**2**	**0**	**0**
16H,6-22	**791**	**35.7**	**30.8**	**5.7**	**0**	**1**	**7**	**31**	**76**	**273**	**299**	**82**	**20**	**2**	**0**	**0**
18H,6-24	**813**	**35.7**	**30.8**	**5.6**	**0**	**1**	**7**	**31**	**78**	**284**	**306**	**83**	**21**	**2**	**0**	**0**
24H,0-24	**831**	**35.8**	**30.9**	**5.8**	**0**	**1**	**7**	**32**	**80**	**287**	**310**	**86**	**22**	**6**	**0**	**0**
Sun 17-Mar-19																
00:00	**7**	-	30.6	4.2	0	0	0	0	1	2	4	0	0	0	0	0
01:00	**2**	-	33.5	1.8	0	0	0	0	0	0	2	0	0	0	0	0
02:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**1**	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
05:00	**2**	-	21	3.5	0	0	0	1	1	0	0	0	0	0	0	0
06:00	**4**	-	33.5	4.2	0	0	0	0	0	1	2	1	0	0	0	0

24033			HEADCORN				Site No: 24033002			Location	Site 2, Moat Road, Headcorn (Fence)					
Wed 13-Mar-19 to Tue 19-Mar-19							Channel: Eastbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
07:00	**18**	35.3	31.6	4.5	0	0	0	0	2	5	9	2	0	0	0	0
08:00	**28**	35.1	29.9	5.6	0	0	0	3	1	12	9	3	0	0	0	0
09:00	**42**	37	31	7.8	0	0	2	3	3	10	16	6	1	0	1	0
10:00	**60**	35.4	29.9	7.2	0	0	1	8	4	19	21	4	1	2	0	0
11:00	**71**	35.6	29.7	6.5	0	0	2	5	11	19	25	8	1	0	0	0
12:00	**102**	35	30.5	5	0	0	0	7	5	38	45	6	1	0	0	0
13:00	**65**	34.8	29.3	6.2	0	0	0	7	10	21	22	2	3	0	0	0
14:00	**60**	34.3	29.9	4.4	0	0	1	0	6	29	22	2	0	0	0	0
15:00	**59**	34.8	30.4	4.6	0	0	0	1	9	19	27	3	0	0	0	0
16:00	**64**	34.8	29.9	5.3	0	0	2	1	7	25	25	4	0	0	0	0
17:00	**46**	35.7	31.7	5	0	0	1	0	3	13	23	6	0	0	0	0
18:00	**41**	33.2	28.1	4.6	0	0	0	1	13	16	10	1	0	0	0	0
19:00	**38**	35.7	31	6.1	0	0	0	0	6	17	9	3	2	1	0	0
20:00	**14**	34.9	31.4	4	0	0	0	0	1	5	7	1	0	0	0	0
21:00	**11**	35.6	31.7	4.3	0	0	0	0	0	6	3	2	0	0	0	0
22:00	**14**	36.7	30.6	5.6	0	0	0	1	0	8	2	3	0	0	0	0
23:00	**1**	-	33.5	-	0	0	0	0	0	0	1	0	0	0	0	0
12H,7-19	**656**	**35.2**	**30.1**	**5.7**	**0**	**0**	**9**	**36**	**74**	**226**	**254**	**47**	**7**	**2**	**1**	**0**
16H,6-22	**723**	**35.2**	**30.2**	**5.7**	**0**	**0**	**9**	**36**	**81**	**255**	**275**	**54**	**9**	**3**	**1**	**0**
18H,6-24	**738**	**35.3**	**30.2**	**5.7**	**0**	**0**	**9**	**37**	**81**	**263**	**278**	**57**	**9**	**3**	**1**	**0**
24H,0-24	**750**	**35.2**	**30.2**	**5.7**	**0**	**0**	**9**	**38**	**83**	**266**	**284**	**57**	**9**	**3**	**1**	**0**
Mon 18-Mar-19																
00:00	**2**	-	33.5	1.8	0	0	0	0	0	0	2	0	0	0	0	0
01:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**1**	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
04:00	**7**	-	32.1	5.7	0	0	0	0	1	2	2	2	0	0	0	0
05:00	**7**	-	32.8	4.7	0	0	0	0	0	3	2	2	0	0	0	0
06:00	**28**	36.3	30.8	5	0	0	0	0	4	12	7	5	0	0	0	0
07:00	**72**	36.3	32.4	4.4	0	0	0	0	6	16	38	12	0	0	0	0
08:00	**107**	34.7	29.7	5.1	0	0	1	3	19	36	43	4	1	0	0	0

24033			HEADCORN				Site No: 24033002			Location	Site 2, Moat Road, Headcorn (Fence)					
Wed 13-Mar-19 to Tue 19-Mar-19							Channel: Eastbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
09:00	**86**	35.8	31.1	5.3	0	0	1	3	4	33	33	11	1	0	0	0
10:00	**78**	35	29.5	6.2	0	1	1	5	8	31	25	5	2	0	0	0
11:00	**70**	34.6	29.3	5.6	0	0	1	4	11	27	22	4	1	0	0	0
12:00	**67**	34.9	29.4	5.7	0	0	1	6	5	29	20	6	0	0	0	0
13:00	**61**	35.3	29.2	6.3	0	0	2	4	10	20	18	7	0	0	0	0
14:00	**69**	34.5	29.8	4.8	0	0	0	5	3	34	23	4	0	0	0	0
15:00	**100**	35.8	31.9	4.7	0	0	1	1	2	37	44	14	1	0	0	0
16:00	**141**	34.8	30.6	4	0	0	0	1	12	62	59	7	0	0	0	0
17:00	**148**	35.2	30.9	4.8	0	0	2	3	7	61	62	12	1	0	0	0
18:00	**95**	35	29.9	5.4	0	0	0	8	7	41	30	8	1	0	0	0
19:00	**51**	35.3	31.2	4.4	0	0	0	0	4	21	21	4	1	0	0	0
20:00	**21**	33.4	29.7	3.8	0	0	0	0	2	13	5	1	0	0	0	0
21:00	**11**	35	32.1	3.5	0	0	0	0	0	4	6	1	0	0	0	0
22:00	**4**	-	32.3	6.4	0	0	0	0	1	0	2	1	0	0	0	0
23:00	**8**	-	29.8	4.6	0	0	0	0	1	5	1	1	0	0	0	0
12H,7-19	**1094**	**35.2**	**30.4**	**5.2**	**0**	**1**	**10**	**43**	**94**	**427**	**417**	**94**	**8**	**0**	**0**	**0**
16H,6-22	**1205**	**35.3**	**30.4**	**5.1**	**0**	**1**	**10**	**43**	**104**	**477**	**456**	**105**	**9**	**0**	**0**	**0**
18H,6-24	**1217**	**35.3**	**30.4**	**5.1**	**0**	**1**	**10**	**43**	**106**	**482**	**459**	**107**	**9**	**0**	**0**	**0**
24H,0-24	**1234**	**35.3**	**30.5**	**5.1**	**0**	**1**	**10**	**43**	**107**	**488**	**465**	**111**	**9**	**0**	**0**	**0**
Tue 19-Mar-19																
00:00	**1**	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
01:00	**1**	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
02:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**4**	-	36	5.2	0	0	0	0	0	1	0	3	0	0	0	0
04:00	**4**	-	26	6.5	0	0	0	1	1	1	1	0	0	0	0	0
05:00	**9**	-	30.7	6.8	0	0	0	1	1	2	3	2	0	0	0	0
06:00	**31**	34.7	30.9	3.9	0	0	0	0	3	11	16	1	0	0	0	0
07:00	**81**	35.9	32.8	4.6	0	0	1	0	4	14	50	10	2	0	0	0
08:00	**105**	34.2	29.3	5	0	0	1	7	8	52	32	5	0	0	0	0
09:00	**93**	35	28.6	6	0	0	0	11	19	31	22	10	0	0	0	0
10:00	**80**	34.5	28.9	5.8	0	0	3	4	10	35	22	6	0	0	0	0

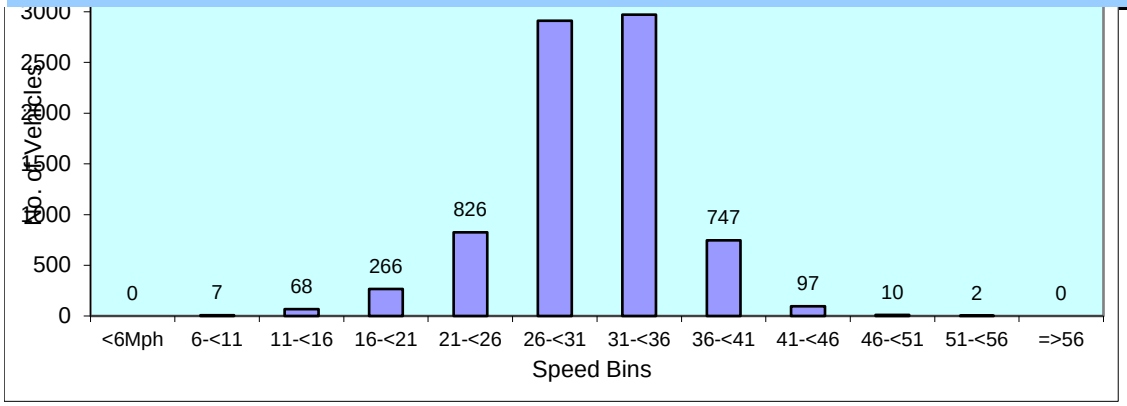
24033			HEADCORN				Site No: 24033002			Location	Site 2, Moat Road, Headcorn (Fence)					
Wed 13-Mar-19 to Tue 19-Mar-19							Channel: Eastbound									
Time Period	**Total Vehicles**	**85%ile Speed**	**Mean Speed**	**Stand Dev.**	**<6Mph**	**6-<11**	**11-<16**	**16-<21**	**21-<26**	**26-<31**	**31-<36**	**36-<41**	**41-<46**	**46-<51**	**51-<56**	**=>56**
11:00	**64**	34.6	29	5.2	0	0	0	2	17	22	18	5	0	0	0	0
12:00	**67**	35.1	30.5	5.1	0	0	1	1	10	18	32	5	0	0	0	0
13:00	**76**	34.9	30.1	5	0	0	2	0	9	30	30	5	0	0	0	0
14:00	**78**	33.5	28.6	4.5	0	0	1	2	16	35	24	0	0	0	0	0
15:00	**106**	35.8	31.3	5.3	0	0	0	3	10	37	40	13	3	0	0	0
16:00	**136**	35.8	31.2	5	0	0	0	2	17	43	55	18	1	0	0	0
17:00	**147**	35.7	31.3	5.3	0	0	2	6	8	43	69	18	1	0	0	0
18:00	**94**	34.8	30.2	4.8	0	0	1	1	11	40	35	5	1	0	0	0
19:00	**39**	34.7	29.1	5.9	0	0	1	2	9	8	17	2	0	0	0	0
20:00	**23**	36.1	31.8	5.1	0	0	0	1	1	7	10	4	0	0	0	0
21:00	**25**	38.8	32.7	5.3	0	0	0	0	0	13	5	5	2	0	0	0
22:00	**12**	34.4	29.3	5.7	0	0	0	1	2	4	4	1	0	0	0	0
23:00	**5**	-	35.5	5.8	0	0	0	0	0	1	2	1	1	0	0	0
12H,7-19	**1127**	**35.3**	**30.3**	**5.3**	**0**	**0**	**12**	**39**	**139**	**400**	**429**	**100**	**8**	**0**	**0**	**0**
16H,6-22	**1245**	**35.3**	**30.3**	**5.3**	**0**	**0**	**13**	**42**	**152**	**439**	**477**	**112**	**10**	**0**	**0**	**0**
18H,6-24	**1262**	**35.3**	**30.3**	**5.3**	**0**	**0**	**13**	**43**	**154**	**444**	**483**	**114**	**11**	**0**	**0**	**0**
24H,0-24	**1281**	**35.4**	**30.3**	**5.3**	**0**	**0**	**13**	**45**	**156**	**450**	**487**	**119**	**11**	**0**	**0**	**0**
Daily Totals																
Wed 13-Mar-19	**1195**	35.5	30.6	5.4	0	2	11	43	119	423	461	121	15	0	0	0
Thu 14-Mar-19	**1342**	35.4	30.7	5.1	0	0	8	28	142	528	489	128	17	1	1	0
Fri 15-Mar-19	**1272**	35.4	30.5	5.3	0	3	10	37	139	469	475	125	14	0	0	0
Sat 16-Mar-19	**831**	35.8	30.9	5.8	0	1	7	32	80	287	310	86	22	6	0	0
Sun 17-Mar-19	**750**	35.2	30.2	5.7	0	0	9	38	83	266	284	57	9	3	1	0
Mon 18-Mar-19	**1234**	35.3	30.5	5.1	0	1	10	43	107	488	465	111	9	0	0	0
Tue 19-Mar-19	**1281**	35.4	30.3	5.3	0	0	13	45	156	450	487	119	11	0	0	0
Total Vehicles																
[--]	**7905**	35.4	30.5	5.4	0	7	68	266	826	2911	2971	747	97	10	2	0

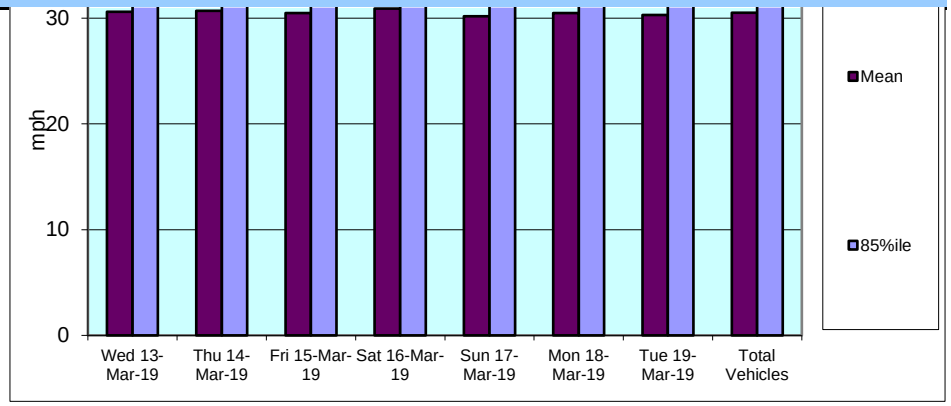




24033	HEADCORN	Site No: 24033002	Location	Site 2, Moat Road, Headcorn (Fence)
Wed 13-Mar-19 to Tue 19-Mar-19		Channel: Eastbound		

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Wed 13-Mar-19	1111	24	19	4.1	0	7	68	266	826	2922	2988	747	97	10	2	0
Thu 14-Mar-19	1111	24	19	4.1	0	7	68	266	826	2922	2988	747	97	10	2	0
Fri 15-Mar-19	1111	24	19	4.1	0	7	68	266	826	2922	2988	747	97	10	2	0
Sat 16-Mar-19	1111	24	19	4.1	0	7	68	266	826	2922	2988	747	97	10	2	0
Sun 17-Mar-19	1111	24	19	4.1	0	7	68	266	826	2922	2988	747	97	10	2	0
Mon 18-Mar-19	1111	24	19	4.1	0	7	68	266	826	2922	2988	747	97	10	2	0
Tue 19-Mar-19	1111	24	19	4.1	0	7	68	266	826	2922	2988	747	97	10	2	0
Total Vehicles	7777	24	19	4.1	0	7	68	266	826	2922	2988	747	97	10	2	0

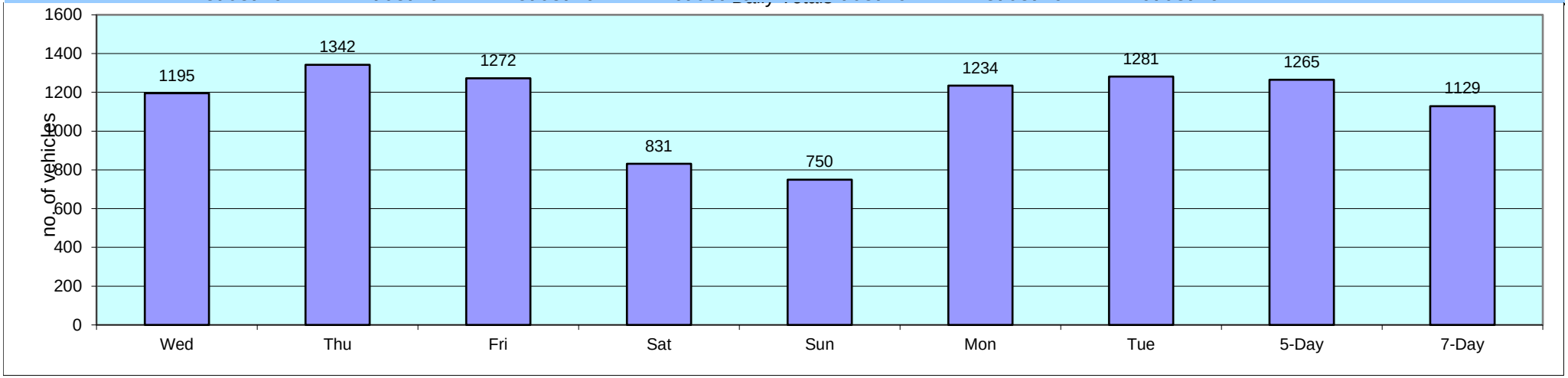




24033		HEADCORN		Site No: 24033002 Channel: Eastbound		Location	Site 2, Moat Road, Headcorn (Fence)		
TIME PERIOD	Wed 13/03/19	Thu 14/03/19	Fri 15/03/19	Sat 16/03/19	Sun 17/03/19	Mon 18/03/19	Tue 19/03/19	5-Day Av	7-Day Av
Week Begin: 13-Mar-19									
00:00	**2**	2	1	4	7	2	1	2	3
01:00	**1**	0	1	7	2	0	1	1	2
02:00	**1**	1	1	1	0	0	0	1	1
03:00	**8**	3	7	3	0	1	4	5	4
04:00	**2**	2	2	1	1	7	4	3	3
05:00	**8**	8	7	2	2	7	9	8	6
06:00	**28**	25	27	11	4	28	31	28	22
07:00	**86**	100	83	29	18	72	81	84	67
08:00	**103**	119	127	54	28	107	105	112	92
09:00	**65**	97	90	76	42	86	93	86	78
10:00	**52**	68	69	79	60	78	80	69	69
11:00	**49**	72	70	80	71	70	64	65	68
12:00	**41**	76	82	73	102	67	67	67	73
13:00	**56**	85	84	78	65	61	76	72	72
14:00	**73**	77	92	78	60	69	78	78	75
15:00	**92**	109	115	60	59	100	106	104	92
16:00	**179**	153	128	48	64	141	136	147	121
17:00	**163**	145	116	41	46	148	147	144	115
18:00	**104**	84	67	36	41	95	94	89	74
19:00	**33**	41	43	22	38	51	39	41	38
20:00	**19**	34	22	15	14	21	23	24	21
21:00	**10**	18	13	11	11	11	25	15	14
22:00	**15**	16	17	11	14	4	12	13	13
23:00	**5**	7	8	11	1	8	5	7	6
12H,7-19	**1063**	**1185**	**1123**	**732**	**656**	**1094**	**1127**	**1118**	**997**
16H,6-22	**1153**	**1303**	**1228**	**791**	**723**	**1205**	**1245**	**1227**	**1093**
18H,6-24	**1173**	**1326**	**1253**	**813**	**738**	**1217**	**1262**	**1246**	**1112**
24H,0-24	**1195**	**1342**	**1272**	**831**	**750**	**1234**	**1281**	**1265**	**1129**
Am	**08:00**	**08:00**	**08:00**	**11:00**	**11:00**	**08:00**	**08:00**	**-**	**-**
Peak	**103**	**119**	**127**	**80**	**71**	**107**	**105**	**112**	**102**
Pm	**16:00**	**16:00**	**16:00**	**14:00**	**12:00**	**17:00**	**17:00**	**-**	**-**
Peak	**179**	**153**	**128**	**78**	**102**	**148**	**147**	**151**	**134**

24033	HEADCORN	Site No: 24033002	Location	Site 2, Moat Road, Headcorn (Fence)
		Channel: Eastbound		

TIME PERIOD	Wed 13/03/19	Thu 14/03/19	Fri 15/03/19	Sat 16/03/19	Sun 17/03/19	Mon 18/03/19	Tue 19/03/19	5-Day Av	7-Day Av



24033	HEADCORN	Site No: 24033002	Location	Site 2, Moat Road, Headcorn (Fence)
Wed 13-Mar-19 to Tue 19-Mar-19		Channel: Westbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Wed 13-Mar-19											
00:00	**8**	0	0.0	6	75.0	1	12.5	1	12.5	0	0.0
01:00	**5**	0	0.0	4	80.0	1	20.0	0	0.0	0	0.0
02:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	**1**	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
04:00	**4**	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
05:00	**12**	0	0.0	9	75.0	1	8.3	2	16.7	0	0.0
06:00	**63**	1	1.6	55	87.3	6	9.5	1	1.6	0	0.0
07:00	**161**	1	0.6	151	93.8	6	3.7	3	1.9	0	0.0
08:00	**116**	0	0.0	99	85.3	14	12.1	3	2.6	0	0.0
09:00	**72**	2	2.8	63	87.5	6	8.3	1	1.4	0	0.0
10:00	**78**	1	1.3	60	76.9	14	18.0	3	3.9	0	0.0
11:00	**71**	0	0.0	65	91.6	4	5.6	2	2.8	0	0.0
12:00	**74**	1	1.4	61	82.4	10	13.5	2	2.7	0	0.0
13:00	**73**	2	2.7	64	87.7	5	6.9	2	2.7	0	0.0
14:00	**73**	2	2.7	60	82.2	8	11.0	2	2.7	1	1.4
15:00	**88**	0	0.0	73	83.0	12	13.6	3	3.4	0	0.0
16:00	**101**	1	1.0	95	94.1	5	5.0	0	0.0	0	0.0
17:00	**93**	0	0.0	88	94.6	4	4.3	1	1.1	0	0.0
18:00	**61**	0	0.0	58	95.1	3	4.9	0	0.0	0	0.0
19:00	**40**	0	0.0	38	95.0	2	5.0	0	0.0	0	0.0
20:00	**15**	0	0.0	15	100.0	0	0.0	0	0.0	0	0.0
21:00	**21**	0	0.0	20	95.2	1	4.8	0	0.0	0	0.0
22:00	**9**	2	22.2	7	77.8	0	0.0	0	0.0	0	0.0
23:00	**6**	0	0.0	3	50.0	3	50.0	0	0.0	0	0.0
12H,7-19	**1061**	**10**	**0.9**	**937**	**88.3**	**91**	**8.6**	**22**	**2.1**	**1**	**0.1**
16H,6-22	**1200**	**11**	**0.9**	**1065**	**88.8**	**100**	**8.3**	**23**	**1.9**	**1**	**0.1**
18H,6-24	**1215**	**13**	**1.1**	**1075**	**88.5**	**103**	**8.5**	**23**	**1.9**	**1**	**0.1**
24H,0-24	**1246**	**13**	**1.0**	**1099**	**88.2**	**107**	**8.6**	**26**	**2.1**	**1**	**0.1**
Thu 14-Mar-19											
00:00	**6**	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
01:00	**5**	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0

24033	HEADCORN	Site No: 24033002	Location	Site 2, Moat Road, Headcorn (Fence)
Wed 13-Mar-19 to Tue 19-Mar-19		Channel: Westbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
02:00	**0**	0	-	0	-	0	-	0	-	0	-
03:00	**3**	0	0.0	1	33.3	2	66.7	0	0.0	0	0.0
04:00	**4**	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
05:00	**15**	0	0.0	15	100.0	0	0.0	0	0.0	0	0.0
06:00	**62**	1	1.6	55	88.7	4	6.5	2	3.2	0	0.0
07:00	**123**	0	0.0	111	90.2	8	6.5	4	3.3	0	0.0
08:00	**133**	1	0.8	119	89.5	12	9.0	1	0.8	0	0.0
09:00	**92**	0	0.0	79	85.9	12	13.0	1	1.1	0	0.0
10:00	**71**	1	1.4	62	87.3	5	7.0	3	4.2	0	0.0
11:00	**84**	0	0.0	68	81.0	15	17.9	0	0.0	1	1.2
12:00	**76**	0	0.0	66	86.8	9	11.8	1	1.3	0	0.0
13:00	**79**	0	0.0	67	84.8	10	12.7	2	2.5	0	0.0
14:00	**81**	0	0.0	72	88.9	5	6.2	3	3.7	1	1.2
15:00	**101**	1	1.0	91	90.1	9	8.9	0	0.0	0	0.0
16:00	**98**	2	2.0	86	87.8	9	9.2	1	1.0	0	0.0
17:00	**106**	0	0.0	98	92.5	4	3.8	4	3.8	0	0.0
18:00	**48**	0	0.0	46	95.8	2	4.2	0	0.0	0	0.0
19:00	**53**	0	0.0	49	92.5	4	7.6	0	0.0	0	0.0
20:00	**20**	0	0.0	18	90.0	2	10.0	0	0.0	0	0.0
21:00	**23**	0	0.0	22	95.7	1	4.4	0	0.0	0	0.0
22:00	**16**	2	12.5	13	81.3	1	6.3	0	0.0	0	0.0
23:00	**5**	0	0.0	3	60.0	2	40.0	0	0.0	0	0.0
12H,7-19	**1092**	**5**	**0.5**	**965**	**88.4**	**100**	**9.2**	**20**	**1.8**	**2**	**0.2**
16H,6-22	**1250**	**6**	**0.5**	**1109**	**88.7**	**111**	**8.9**	**22**	**1.8**	**2**	**0.2**
18H,6-24	**1271**	**8**	**0.6**	**1125**	**88.5**	**114**	**9.0**	**22**	**1.7**	**2**	**0.2**
24H,0-24	**1304**	**8**	**0.6**	**1155**	**88.6**	**117**	**9.0**	**22**	**1.7**	**2**	**0.2**
Fri 15-Mar-19											
00:00	**6**	0	0.0	5	83.3	1	16.7	0	0.0	0	0.0
01:00	**7**	0	0.0	4	57.1	3	42.9	0	0.0	0	0.0
02:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	**2**	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
04:00	**4**	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0

24033	HEADCORN	Site No: 24033002	Location	Site 2, Moat Road, Headcorn (Fence)
Wed 13-Mar-19 to Tue 19-Mar-19		Channel: Westbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
05:00	**13**	0	0.0	12	92.3	1	7.7	0	0.0	0	0.0
06:00	**58**	2	3.5	53	91.4	3	5.2	0	0.0	0	0.0
07:00	**147**	1	0.7	133	90.5	13	8.8	0	0.0	0	0.0
08:00	**125**	1	0.8	108	86.4	13	10.4	3	2.4	0	0.0
09:00	**76**	1	1.3	62	81.6	12	15.8	1	1.3	0	0.0
10:00	**85**	5	5.9	66	77.7	14	16.5	0	0.0	0	0.0
11:00	**76**	0	0.0	69	90.8	6	7.9	1	1.3	0	0.0
12:00	**71**	3	4.2	58	81.7	7	9.9	3	4.2	0	0.0
13:00	**76**	2	2.6	66	86.8	6	7.9	2	2.6	0	0.0
14:00	**100**	0	0.0	87	87.0	11	11.0	2	2.0	0	0.0
15:00	**110**	0	0.0	101	91.8	6	5.5	3	2.7	0	0.0
16:00	**135**	0	0.0	122	90.4	9	6.7	4	3.0	0	0.0
17:00	**82**	0	0.0	75	91.5	5	6.1	2	2.4	0	0.0
18:00	**64**	0	0.0	63	98.4	1	1.6	0	0.0	0	0.0
19:00	**45**	0	0.0	43	95.6	2	4.4	0	0.0	0	0.0
20:00	**27**	1	3.7	25	92.6	1	3.7	0	0.0	0	0.0
21:00	**21**	0	0.0	20	95.2	1	4.8	0	0.0	0	0.0
22:00	**15**	2	13.3	12	80.0	1	6.7	0	0.0	0	0.0
23:00	**10**	0	0.0	8	80.0	2	20.0	0	0.0	0	0.0
12H,7-19	**1147**	**13**	**1.1**	**1010**	**88.1**	**103**	**9.0**	**21**	**1.8**	**0**	**0.0**
16H,6-22	**1298**	**16**	**1.2**	**1151**	**88.7**	**110**	**8.5**	**21**	**1.6**	**0**	**0.0**
18H,6-24	**1323**	**18**	**1.4**	**1171**	**88.5**	**113**	**8.5**	**21**	**1.6**	**0**	**0.0**
24H,0-24	**1356**	**18**	**1.3**	**1197**	**88.3**	**120**	**8.9**	**21**	**1.6**	**0**	**0.0**
Sat 16-Mar-19											
00:00	**3**	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
01:00	**5**	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
02:00	**0**	0	-	0	-	0	-	0	-	0	-
03:00	**1**	0	0.0	0	0.0	0	0.0	1	100.0	0	0.0
04:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
05:00	**7**	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
06:00	**17**	0	0.0	15	88.2	2	11.8	0	0.0	0	0.0
07:00	**35**	0	0.0	32	91.4	3	8.6	0	0.0	0	0.0

24033	HEADCORN	Site No: 24033002	Location	Site 2, Moat Road, Headcorn (Fence)
Wed 13-Mar-19 to Tue 19-Mar-19		Channel: Westbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
08:00	**41**	2	4.9	37	90.2	2	4.9	0	0.0	0	0.0
09:00	**60**	0	0.0	54	90.0	5	8.3	1	1.7	0	0.0
10:00	**78**	1	1.3	69	88.5	6	7.7	2	2.6	0	0.0
11:00	**78**	0	0.0	77	98.7	1	1.3	0	0.0	0	0.0
12:00	**77**	0	0.0	69	89.6	6	7.8	2	2.6	0	0.0
13:00	**72**	0	0.0	65	90.3	5	6.9	2	2.8	0	0.0
14:00	**87**	1	1.2	82	94.3	2	2.3	2	2.3	0	0.0
15:00	**58**	0	0.0	58	100.0	0	0.0	0	0.0	0	0.0
16:00	**42**	0	0.0	41	97.6	1	2.4	0	0.0	0	0.0
17:00	**53**	0	0.0	48	90.6	2	3.8	3	5.7	0	0.0
18:00	**41**	0	0.0	37	90.2	1	2.4	3	7.3	0	0.0
19:00	**26**	0	0.0	24	92.3	2	7.7	0	0.0	0	0.0
20:00	**14**	0	0.0	14	100.0	0	0.0	0	0.0	0	0.0
21:00	**10**	0	0.0	10	100.0	0	0.0	0	0.0	0	0.0
22:00	**8**	0	0.0	7	87.5	1	12.5	0	0.0	0	0.0
23:00	**8**	0	0.0	8	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	**722**	**4**	**0.6**	**669**	**92.7**	**34**	**4.7**	**15**	**2.1**	**0**	**0.0**
16H,6-22	**789**	**4**	**0.5**	**732**	**92.8**	**38**	**4.8**	**15**	**1.9**	**0**	**0.0**
18H,6-24	**805**	**4**	**0.5**	**747**	**92.8**	**39**	**4.8**	**15**	**1.9**	**0**	**0.0**
24H,0-24	**822**	**4**	**0.5**	**763**	**92.8**	**39**	**4.7**	**16**	**2.0**	**0**	**0.0**
Sun 17-Mar-19											
00:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
01:00	**6**	0	0.0	5	83.3	1	16.7	0	0.0	0	0.0
02:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	**3**	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
05:00	**1**	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
06:00	**7**	1	14.3	6	85.7	0	0.0	0	0.0	0	0.0
07:00	**13**	0	0.0	13	100.0	0	0.0	0	0.0	0	0.0
08:00	**34**	2	5.9	28	82.4	3	8.8	1	2.9	0	0.0
09:00	**56**	2	3.6	53	94.6	1	1.8	0	0.0	0	0.0
10:00	**62**	5	8.1	55	88.7	2	3.2	0	0.0	0	0.0

24033	HEADCORN	Site No: 24033002	Location	Site 2, Moat Road, Headcorn (Fence)
Wed 13-Mar-19 to Tue 19-Mar-19		Channel: Westbound		

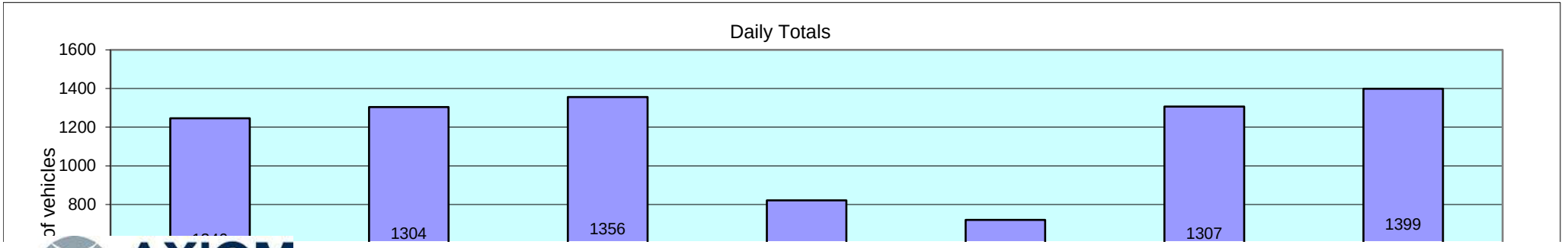
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
11:00	65	3	4.6	57	87.7	4	6.2	1	1.5	0	0.0
12:00	72	3	4.2	67	93.1	1	1.4	1	1.4	0	0.0
13:00	62	2	3.2	56	90.3	2	3.2	2	3.2	0	0.0
14:00	73	2	2.7	68	93.2	1	1.4	2	2.7	0	0.0
15:00	50	2	4.0	48	96.0	0	0.0	0	0.0	0	0.0
16:00	60	0	0.0	60	100.0	0	0.0	0	0.0	0	0.0
17:00	51	2	3.9	46	90.2	3	5.9	0	0.0	0	0.0
18:00	41	0	0.0	41	100.0	0	0.0	0	0.0	0	0.0
19:00	27	0	0.0	27	100.0	0	0.0	0	0.0	0	0.0
20:00	13	0	0.0	12	92.3	1	7.7	0	0.0	0	0.0
21:00	11	0	0.0	10	90.9	1	9.1	0	0.0	0	0.0
22:00	9	0	0.0	7	77.8	2	22.2	0	0.0	0	0.0
23:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	639	23	3.6	592	92.6	17	2.7	7	1.1	0	0.0
16H,6-22	697	24	3.4	647	92.8	19	2.7	7	1.0	0	0.0
18H,6-24	707	24	3.4	655	92.6	21	3.0	7	1.0	0	0.0
24H,0-24	720	24	3.3	665	92.4	24	3.3	7	1.0	0	0.0
Mon 18-Mar-19											
00:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
01:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
02:00	2	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	5	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
05:00	12	0	0.0	11	91.7	1	8.3	0	0.0	0	0.0
06:00	61	2	3.3	57	93.4	2	3.3	0	0.0	0	0.0
07:00	167	2	1.2	149	89.2	16	9.6	0	0.0	0	0.0
08:00	161	1	0.6	137	85.1	18	11.2	5	3.1	0	0.0
09:00	67	0	0.0	61	91.0	6	9.0	0	0.0	0	0.0
10:00	60	3	5.0	50	83.3	7	11.7	0	0.0	0	0.0
11:00	71	0	0.0	60	84.5	10	14.1	1	1.4	0	0.0
12:00	77	1	1.3	58	75.3	16	20.8	2	2.6	0	0.0
13:00	86	2	2.3	72	83.7	8	9.3	4	4.7	0	0.0

24033	HEADCORN	Site No: 24033002	Location	Site 2, Moat Road, Headcorn (Fence)
Wed 13-Mar-19 to Tue 19-Mar-19		Channel: Westbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
14:00	**71**	4	5.6	61	85.9	4	5.6	1	1.4	1	1.4
15:00	**87**	5	5.8	73	83.9	7	8.1	2	2.3	0	0.0
16:00	**116**	3	2.6	100	86.2	11	9.5	2	1.7	0	0.0
17:00	**102**	0	0.0	96	94.1	3	2.9	3	2.9	0	0.0
18:00	**50**	1	2.0	49	98.0	0	0.0	0	0.0	0	0.0
19:00	**36**	0	0.0	34	94.4	2	5.6	0	0.0	0	0.0
20:00	**25**	0	0.0	23	92.0	2	8.0	0	0.0	0	0.0
21:00	**22**	0	0.0	22	100.0	0	0.0	0	0.0	0	0.0
22:00	**23**	0	0.0	22	95.7	0	0.0	1	4.4	0	0.0
23:00	**4**	0	0.0	3	75.0	0	0.0	1	25.0	0	0.0
12H,7-19	**1115**	**22**	**2.0**	**966**	**86.6**	**106**	**9.5**	**20**	**1.8**	**1**	**0.1**
16H,6-22	**1259**	**24**	**1.9**	**1102**	**87.5**	**112**	**8.9**	**20**	**1.6**	**1**	**0.1**
18H,6-24	**1286**	**24**	**1.9**	**1127**	**87.6**	**112**	**8.7**	**22**	**1.7**	**1**	**0.1**
24H,0-24	**1307**	**24**	**1.8**	**1146**	**87.7**	**114**	**8.7**	**22**	**1.7**	**1**	**0.1**
Tue 19-Mar-19											
00:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
01:00	**2**	0	0.0	0	0.0	2	100.0	0	0.0	0	0.0
02:00	**2**	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
03:00	**0**	0	-	0	-	0	-	0	-	0	-
04:00	**6**	0	0.0	5	83.3	1	16.7	0	0.0	0	0.0
05:00	**15**	1	6.7	13	86.7	1	6.7	0	0.0	0	0.0
06:00	**65**	1	1.5	61	93.9	3	4.6	0	0.0	0	0.0
07:00	**164**	3	1.8	144	87.8	13	7.9	4	2.4	0	0.0
08:00	**161**	1	0.6	149	92.6	9	5.6	2	1.2	0	0.0
09:00	**89**	3	3.4	71	79.8	11	12.4	3	3.4	1	1.1
10:00	**78**	5	6.4	60	76.9	8	10.3	4	5.1	1	1.3
11:00	**77**	1	1.3	61	79.2	10	13.0	5	6.5	0	0.0
12:00	**80**	0	0.0	73	91.3	6	7.5	1	1.3	0	0.0
13:00	**84**	2	2.4	69	82.1	12	14.3	1	1.2	0	0.0
14:00	**83**	4	4.8	72	86.8	7	8.4	0	0.0	0	0.0
15:00	**85**	0	0.0	72	84.7	9	10.6	2	2.4	2	2.4
16:00	**126**	0	0.0	112	88.9	12	9.5	2	1.6	0	0.0

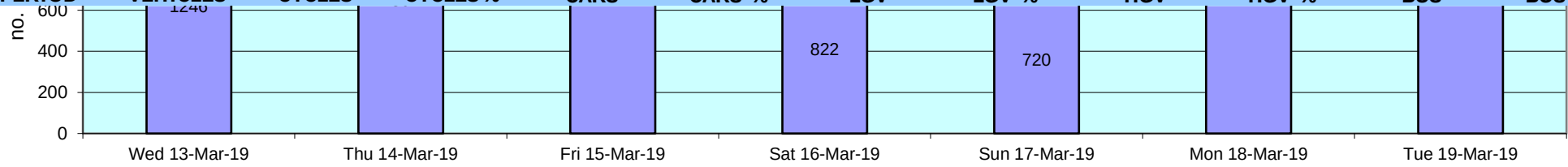
24033	HEADCORN	Site No: 24033002	Location	Site 2, Moat Road, Headcorn (Fence)
Wed 13-Mar-19 to Tue 19-Mar-19		Channel: Westbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
17:00	**101**	0	0.0	98	97.0	3	3.0	0	0.0	0	0.0
18:00	**62**	1	1.6	60	96.8	0	0.0	1	1.6	0	0.0
19:00	**54**	0	0.0	51	94.4	2	3.7	1	1.9	0	0.0
20:00	**27**	0	0.0	25	92.6	1	3.7	1	3.7	0	0.0
21:00	**19**	0	0.0	18	94.7	1	5.3	0	0.0	0	0.0
22:00	**11**	0	0.0	10	90.9	1	9.1	0	0.0	0	0.0
23:00	**7**	0	0.0	6	85.7	0	0.0	1	14.3	0	0.0
12H,7-19	**1190**	**20**	**1.7**	**1041**	**87.5**	**100**	**8.4**	**25**	**2.1**	**4**	**0.3**
16H,6-22	**1355**	**21**	**1.6**	**1196**	**88.3**	**107**	**7.9**	**27**	**2.0**	**4**	**0.3**
18H,6-24	**1373**	**21**	**1.5**	**1212**	**88.3**	**108**	**7.9**	**28**	**2.0**	**4**	**0.3**
24H,0-24	**1399**	**22**	**1.6**	**1232**	**88.1**	**113**	**8.1**	**28**	**2.0**	**4**	**0.3**
Daily Totals											
Wed 13-Mar-19	**1246**	13	1.0	1099	88.2	107	8.6	26	2.1	1	0.1
Thu 14-Mar-19	**1304**	8	0.6	1155	88.6	117	9.0	22	1.7	2	0.2
Fri 15-Mar-19	**1356**	18	1.3	1197	88.3	120	8.9	21	1.6	0	0.0
Sat 16-Mar-19	**822**	4	0.5	763	92.8	39	4.7	16	2.0	0	0.0
Sun 17-Mar-19	**720**	24	3.3	665	92.4	24	3.3	7	1.0	0	0.0
Mon 18-Mar-19	**1307**	24	1.8	1146	87.7	114	8.7	22	1.7	1	0.1
Tue 19-Mar-19	**1399**	22	1.6	1232	88.1	113	8.1	28	2.0	4	0.3
Total Vehicles											
[--]	**8154**	113	1.5	7257	89.4	634	7.3	142	1.7	8	0.1



24033	HEADCORN	Site No: 24033002	Location	Site 2, Moat Road, Headcorn (Fence)
Wed 13-Mar-19 to Tue 19-Mar-19		Channel: Westbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %



24033			HEADCORN				Site No: 24033002				Location	Site 2, Moat Road, Headcorn (Fence)				
Wed 13-Mar-19 to Tue 19-Mar-19							Channel: Westbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Wed 13-Mar-19																
00:00	**8**	-	31.6	6.6	0	0	0	0	2	2	1	3	0	0	0	0
01:00	**5**	-	27.5	7.5	0	0	0	1	1	2	0	1	0	0	0	0
02:00	**1**	-	38.5	-	0	0	0	0	0	0	0	1	0	0	0	0
03:00	**1**	-	33.5	-	0	0	0	0	0	0	1	0	0	0	0	0
04:00	**4**	-	29.8	2.8	0	0	0	0	0	3	1	0	0	0	0	0
05:00	**12**	38.8	34.3	5.3	0	0	0	0	1	1	6	3	1	0	0	0
06:00	**63**	36.5	31.4	5.4	0	0	1	1	4	23	23	10	1	0	0	0
07:00	**161**	36.1	31.9	4.5	0	0	1	0	10	51	74	25	0	0	0	0
08:00	**116**	35.2	31	4.4	0	0	0	0	8	57	39	9	3	0	0	0
09:00	**72**	34.1	29.4	5.2	0	0	3	0	7	37	22	2	1	0	0	0
10:00	**78**	34.2	29.1	5.2	0	1	0	3	11	36	23	4	0	0	0	0
11:00	**71**	33.8	29.1	4.4	0	0	0	1	13	37	16	4	0	0	0	0
12:00	**74**	33.9	29	4.5	0	0	0	2	14	35	20	3	0	0	0	0
13:00	**73**	33.8	29	5.1	0	1	1	1	8	41	17	4	0	0	0	0
14:00	**73**	34.7	29.9	4.9	0	0	2	0	6	38	21	6	0	0	0	0
15:00	**88**	34.3	29.4	4.9	0	0	1	0	17	41	23	5	1	0	0	0
16:00	**101**	34	28.7	5.3	0	0	3	3	16	49	24	6	0	0	0	0
17:00	**93**	34.9	29.6	5.7	0	0	2	3	14	37	29	6	2	0	0	0
18:00	**61**	34.5	30.2	4	0	0	0	1	2	38	15	5	0	0	0	0
19:00	**40**	34.8	30.9	3.7	0	0	0	0	1	22	14	3	0	0	0	0
20:00	**15**	36.4	31.5	4.8	0	0	0	0	1	7	4	3	0	0	0	0
21:00	**21**	34.4	30.2	4.2	0	0	0	0	2	12	5	2	0	0	0	0
22:00	**9**	-	29.6	4.3	0	0	0	0	1	6	1	1	0	0	0	0
23:00	**6**	-	31.8	3	0	0	0	0	0	2	4	0	0	0	0	0
12H,7-19	**1061**	**34.9**	**29.9**	**4.9**	**0**	**2**	**13**	**14**	**126**	**497**	**323**	**79**	**7**	**0**	**0**	**0**
16H,6-22	**1200**	**35**	**30.1**	**4.9**	**0**	**2**	**14**	**15**	**134**	**561**	**369**	**97**	**8**	**0**	**0**	**0**
18H,6-24	**1215**	**35**	**30.1**	**4.9**	**0**	**2**	**14**	**15**	**135**	**569**	**374**	**98**	**8**	**0**	**0**	**0**
24H,0-24	**1246**	**35.1**	**30.1**	**5**	**0**	**2**	**14**	**16**	**139**	**577**	**383**	**106**	**9**	**0**	**0**	**0**
Thu 14-Mar-19																
00:00	**6**	-	33.5	4.7	0	0	0	0	0	2	2	2	0	0	0	0

24033			HEADCORN		Site No: 24033002					Location	Site 2, Moat Road, Headcorn (Fence)					
Wed 13-Mar-19 to Tue 19-Mar-19					Channel: Westbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
01:00	**5**	-	31.5	3.1	0	0	0	0	0	2	3	0	0	0	0	0
02:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**3**	-	31.8	3.1	0	0	0	0	0	1	2	0	0	0	0	0
04:00	**4**	-	32.3	4.9	0	0	0	0	0	2	1	1	0	0	0	0
05:00	**15**	36.4	33.5	3.6	0	0	0	0	0	3	9	3	0	0	0	0
06:00	**62**	35.7	31.5	4.8	0	0	1	0	4	21	28	8	0	0	0	0
07:00	**123**	35	30.7	4.4	0	0	0	2	12	46	55	8	0	0	0	0
08:00	**133**	35.1	30.5	4.7	0	0	1	0	19	50	52	10	1	0	0	0
09:00	**92**	34	29	5.3	0	1	1	3	13	44	26	3	1	0	0	0
10:00	**71**	34.1	28.9	5.4	0	1	1	2	11	32	21	3	0	0	0	0
11:00	**84**	34.3	29.2	5.4	0	0	3	3	7	42	24	5	0	0	0	0
12:00	**76**	33.5	28.3	4.7	0	0	1	1	22	29	22	1	0	0	0	0
13:00	**79**	33.5	28.9	4.4	0	0	1	1	13	41	21	2	0	0	0	0
14:00	**81**	35.1	30.2	4.8	0	0	0	0	15	33	25	7	1	0	0	0
15:00	**101**	34.7	30	4.8	0	0	1	1	14	43	36	5	1	0	0	0
16:00	**98**	34.5	29.4	5.4	0	1	2	3	7	51	27	7	0	0	0	0
17:00	**106**	35.6	30.9	4.8	0	0	0	1	12	42	38	12	1	0	0	0
18:00	**48**	34.5	29.9	5.5	0	0	1	1	3	29	9	4	0	1	0	0
19:00	**53**	35.7	31.2	5.1	0	0	0	0	8	17	20	7	1	0	0	0
20:00	**20**	33.5	31.8	5.6	0	0	0	0	2	8	7	1	2	0	0	0
21:00	**23**	37.3	31.8	5.7	0	0	0	1	1	9	7	4	1	0	0	0
22:00	**16**	33.6	29.4	4.4	0	0	0	0	3	8	4	1	0	0	0	0
23:00	**5**	-	27.5	4.4	0	0	0	0	2	2	1	0	0	0	0	0
12H,7-19	**1092**	**34.7**	**29.8**	**5**	**0**	**3**	**12**	**18**	**148**	**482**	**356**	**67**	**5**	**1**	**0**	**0**
16H,6-22	**1250**	**34.9**	**30**	**5**	**0**	**3**	**13**	**19**	**163**	**537**	**418**	**87**	**9**	**1**	**0**	**0**
18H,6-24	**1271**	**34.9**	**30**	**5**	**0**	**3**	**13**	**19**	**168**	**547**	**423**	**88**	**9**	**1**	**0**	**0**
24H,0-24	**1304**	**35**	**30**	**5**	**0**	**3**	**13**	**19**	**168**	**557**	**440**	**94**	**9**	**1**	**0**	**0**
Fri 15-Mar-19																
00:00	**6**	-	32.7	7.4	0	0	0	0	1	2	1	1	1	0	0	0
01:00	**7**	-	28.5	3.2	0	0	0	0	1	5	1	0	0	0	0	0
02:00	**1**	-	38.5	-	0	0	0	0	0	0	0	1	0	0	0	0

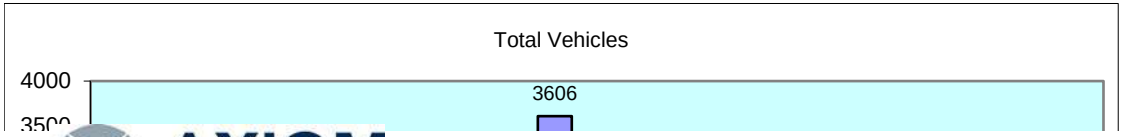
24033			HEADCORN				Site No: 24033002				Location	Site 2, Moat Road, Headcorn (Fence)					
Wed 13-Mar-19 to Tue 19-Mar-19							Channel: Westbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
03:00	**2**	-	33.5	7.1	0	0	0	0	0	1	0	1	0	0	0	0
04:00	**4**	-	27.3	2.8	0	0	0	0	1	3	0	0	0	0	0	0
05:00	**13**	34.9	32.3	3.9	0	0	0	0	0	5	6	2	0	0	0	0
06:00	**58**	35.3	31	4.5	0	0	1	0	2	27	22	6	0	0	0	0
07:00	**147**	35.2	31.3	4.5	0	0	1	1	12	46	76	10	1	0	0	0
08:00	**125**	34.9	29.7	5.2	0	0	3	3	12	60	36	11	0	0	0	0
09:00	**76**	34.3	29.4	5.4	0	1	1	2	8	37	23	3	1	0	0	0
10:00	**85**	33.6	28.4	5.4	1	0	0	3	19	37	23	1	1	0	0	0
11:00	**76**	34.2	29.6	4.5	0	0	0	0	13	39	19	4	1	0	0	0
12:00	**71**	33.2	28.2	5.4	0	0	2	4	11	38	11	5	0	0	0	0
13:00	**76**	33.5	29	5	0	1	1	1	8	43	20	1	1	0	0	0
14:00	**100**	34.3	29.6	4.8	0	0	0	2	16	50	25	5	2	0	0	0
15:00	**110**	34.2	28.8	5.5	0	0	2	5	21	46	30	4	2	0	0	0
16:00	**135**	34.3	29.2	4.9	0	0	0	6	24	55	45	4	1	0	0	0
17:00	**82**	36.1	30.1	5.7	0	0	0	6	10	30	23	13	0	0	0	0
18:00	**64**	34.2	30.1	4	0	0	1	0	3	36	22	2	0	0	0	0
19:00	**45**	35.1	30.2	4.7	0	0	0	1	5	22	12	5	0	0	0	0
20:00	**27**	34.5	29.2	6.5	0	1	0	2	2	9	12	1	0	0	0	0
21:00	**21**	36.4	30.6	5.3	0	0	0	0	4	8	5	4	0	0	0	0
22:00	**15**	35.3	30.5	5.1	0	0	0	0	3	5	5	2	0	0	0	0
23:00	**10**	34.3	30.5	4.4	0	0	0	0	1	5	3	1	0	0	0	0
12H,7-19	**1147**	**34.6**	**29.5**	**5.1**	**1**	**2**	**11**	**33**	**157**	**517**	**353**	**63**	**10**	**0**	**0**	**0**
16H,6-22	**1298**	**34.7**	**29.6**	**5.1**	**1**	**3**	**12**	**36**	**170**	**583**	**404**	**79**	**10**	**0**	**0**	**0**
18H,6-24	**1323**	**34.7**	**29.7**	**5.1**	**1**	**3**	**12**	**36**	**174**	**593**	**412**	**82**	**10**	**0**	**0**	**0**
24H,0-24	**1356**	**34.7**	**29.7**	**5.1**	**1**	**3**	**12**	**36**	**177**	**609**	**420**	**87**	**11**	**0**	**0**	**0**
Sat 16-Mar-19																
00:00	**3**	-	28.5	1.7	0	0	0	0	0	3	0	0	0	0	0	0
01:00	**5**	-	36.5	9.1	0	0	0	0	0	2	1	0	1	1	0	0
02:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**1**	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
04:00	**1**	-	33.5	-	0	0	0	0	0	0	1	0	0	0	0	0

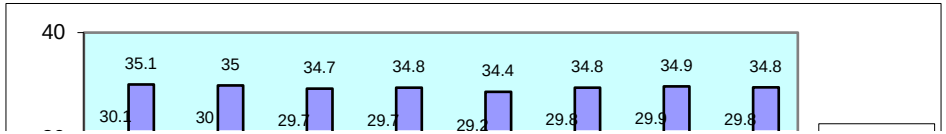
24033			HEADCORN				Site No: 24033002			Location	Site 2, Moat Road, Headcorn (Fence)					
Wed 13-Mar-19 to Tue 19-Mar-19							Channel: Westbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
05:00	**7**	-	32.1	4	0	0	0	0	0	3	3	1	0	0	0	0
06:00	**17**	35.9	31.4	5.2	0	0	0	1	0	7	6	3	0	0	0	0
07:00	**35**	35.1	30.8	4.2	0	0	0	0	2	19	10	4	0	0	0	0
08:00	**41**	35.2	30.7	5.7	0	0	2	0	4	10	22	3	0	0	0	0
09:00	**60**	33.7	28.7	4.9	0	0	1	1	13	28	14	3	0	0	0	0
10:00	**78**	34	28.8	5.8	0	2	1	1	12	37	21	3	1	0	0	0
11:00	**78**	34.3	28.8	5.2	0	0	0	4	18	32	18	6	0	0	0	0
12:00	**77**	34.7	29.7	5.1	0	0	1	1	11	37	20	6	1	0	0	0
13:00	**72**	35.5	30.4	5.3	0	0	2	0	8	29	24	9	0	0	0	0
14:00	**87**	33.9	28.8	5.2	0	1	1	2	14	42	23	4	0	0	0	0
15:00	**58**	35.2	30.2	5.4	0	0	1	1	7	24	19	5	1	0	0	0
16:00	**42**	34.4	29.8	4.4	0	0	0	0	7	20	12	3	0	0	0	0
17:00	**53**	34	29.4	4.5	0	0	0	3	4	28	16	2	0	0	0	0
18:00	**41**	34.6	30.5	4	0	0	0	0	3	22	13	3	0	0	0	0
19:00	**26**	34.3	29.3	4.8	0	0	0	0	7	10	7	2	0	0	0	0
20:00	**14**	35.6	32.4	5	0	0	0	0	1	4	7	1	1	0	0	0
21:00	**10**	33.5	30	3.7	0	0	0	0	1	5	4	0	0	0	0	0
22:00	**8**	-	29.8	5.3	0	0	0	0	2	3	2	1	0	0	0	0
23:00	**8**	-	31.6	3	0	0	0	0	0	3	5	0	0	0	0	0
12H,7-19	**722**	**34.7**	**29.6**	**5.1**	**0**	**3**	**9**	**13**	**103**	**328**	**212**	**51**	**3**	**0**	**0**	**0**
16H,6-22	**789**	**34.8**	**29.7**	**5.1**	**0**	**3**	**9**	**14**	**112**	**354**	**236**	**57**	**4**	**0**	**0**	**0**
18H,6-24	**805**	**34.8**	**29.7**	**5.1**	**0**	**3**	**9**	**14**	**114**	**360**	**243**	**58**	**4**	**0**	**0**	**0**
24H,0-24	**822**	**34.8**	**29.7**	**5.1**	**0**	**3**	**9**	**14**	**114**	**369**	**248**	**59**	**5**	**1**	**0**	**0**
Sun 17-Mar-19																
00:00	**1**	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
01:00	**6**	-	28.5	3.4	0	0	0	0	1	4	1	0	0	0	0	0
02:00	**1**	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
03:00	**1**	-	33.5	-	0	0	0	0	0	0	1	0	0	0	0	0
04:00	**3**	-	33.5	5	0	0	0	0	0	1	1	1	0	0	0	0
05:00	**1**	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
06:00	**7**	-	29.9	9.9	0	0	1	0	1	2	1	1	1	0	0	0

24033			HEADCORN				Site No: 24033002			Location	Site 2, Moat Road, Headcorn (Fence)						
Wed 13-Mar-19 to Tue 19-Mar-19							Channel: Westbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
07:00	**13**	34.9	29.7	6.9	0	0	1	0	2	4	4	2	0	0	0	0
08:00	**34**	34.7	29.2	6.1	0	0	2	1	3	15	10	3	0	0	0	0
09:00	**56**	34.9	29.3	6	0	0	2	1	11	20	17	4	1	0	0	0
10:00	**62**	34	28	6.6	0	0	5	3	8	29	12	4	1	0	0	0
11:00	**65**	33.4	28.4	4.9	0	0	0	4	14	28	18	0	1	0	0	0
12:00	**72**	33.9	28.1	6.4	0	0	6	2	11	30	20	2	1	0	0	0
13:00	**62**	33.3	28	5.3	0	0	1	4	14	26	16	0	1	0	0	0
14:00	**73**	34.7	30.6	4.9	0	0	0	1	6	36	25	4	0	0	1	0
15:00	**50**	33.8	28.9	5	0	0	1	0	12	20	16	0	1	0	0	0
16:00	**60**	34	29.3	4.5	0	0	0	2	8	31	16	3	0	0	0	0
17:00	**51**	33.6	29.5	3.9	0	0	0	1	5	29	15	1	0	0	0	0
18:00	**41**	34.7	30.2	4.2	0	0	0	0	4	23	10	4	0	0	0	0
19:00	**27**	34.7	31.1	3.5	0	0	0	0	0	15	10	2	0	0	0	0
20:00	**13**	36.9	32.3	4.8	0	0	0	0	1	4	5	3	0	0	0	0
21:00	**11**	35.2	32.6	3.3	0	0	0	0	0	3	7	1	0	0	0	0
22:00	**9**	-	28.5	5.2	0	0	0	1	1	4	3	0	0	0	0	0
23:00	**1**	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
12H,7-19	**639**	**34.3**	**29**	**5.4**	**0**	**0**	**18**	**19**	**98**	**291**	**179**	**27**	**6**	**0**	**1**	**0**
16H,6-22	**697**	**34.4**	**29.2**	**5.4**	**0**	**0**	**19**	**19**	**100**	**315**	**202**	**34**	**7**	**0**	**1**	**0**
18H,6-24	**707**	**34.4**	**29.2**	**5.4**	**0**	**0**	**19**	**20**	**101**	**320**	**205**	**34**	**7**	**0**	**1**	**0**
24H,0-24	**720**	**34.4**	**29.2**	**5.4**	**0**	**0**	**19**	**20**	**102**	**328**	**208**	**35**	**7**	**0**	**1**	**0**
Mon 18-Mar-19																
00:00	**1**	-	38.5	-	0	0	0	0	0	0	0	1	0	0	0	0
01:00	**1**	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
02:00	**2**	-	33.5	1.8	0	0	0	0	0	0	2	0	0	0	0	0
03:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**5**	-	33.5	3.7	0	0	0	0	0	1	3	1	0	0	0	0
05:00	**12**	38.7	33.9	5.2	0	0	0	0	1	2	4	5	0	0	0	0
06:00	**61**	36.2	31.7	5	0	0	1	0	3	23	24	9	1	0	0	0
07:00	**167**	35.4	31.4	4.3	0	0	0	1	9	67	73	15	2	0	0	0
08:00	**161**	34.5	30.1	4.5	0	0	1	3	14	81	53	7	2	0	0	0

24033			HEADCORN				Site No: 24033002			Location	Site 2, Moat Road, Headcorn (Fence)					
Wed 13-Mar-19 to Tue 19-Mar-19							Channel: Westbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
09:00	**67**	34.6	30.2	4.4	0	0	0	0	8	34	20	4	1	0	0	0
10:00	**60**	34.2	29.1	5.9	0	2	1	0	7	27	21	2	0	0	0	0
11:00	**71**	33.8	29.3	4.6	0	0	0	2	10	39	16	3	1	0	0	0
12:00	**77**	33.9	28.9	5.1	0	0	2	0	16	36	19	3	1	0	0	0
13:00	**86**	33.8	28.6	5.2	0	1	0	5	15	37	26	2	0	0	0	0
14:00	**71**	33.5	28.7	4.8	0	0	1	4	8	38	18	2	0	0	0	0
15:00	**87**	34.4	29.2	5.2	0	0	2	3	12	37	29	4	0	0	0	0
16:00	**116**	34.2	28.5	5.9	0	1	5	5	17	44	41	3	0	0	0	0
17:00	**102**	34.7	29.2	5.4	0	0	2	2	22	37	31	8	0	0	0	0
18:00	**50**	33.7	28.4	5.8	0	0	2	2	9	22	13	1	1	0	0	0
19:00	**36**	34.7	30.9	4.5	0	0	0	0	5	11	19	0	1	0	0	0
20:00	**25**	35.7	31.5	5	0	0	0	0	4	6	11	4	0	0	0	0
21:00	**22**	34.6	30.5	4.2	0	0	0	0	3	8	10	1	0	0	0	0
22:00	**23**	34.9	30.9	4.9	0	0	0	0	3	9	9	1	1	0	0	0
23:00	**4**	-	37.3	2.8	0	0	0	0	0	0	1	3	0	0	0	0
12H,7-19	**1115**	**34.5**	**29.5**	**5.1**	**0**	**4**	**16**	**27**	**147**	**499**	**360**	**54**	**8**	**0**	**0**	**0**
16H,6-22	**1259**	**34.7**	**29.7**	**5.1**	**0**	**4**	**17**	**27**	**162**	**547**	**424**	**68**	**10**	**0**	**0**	**0**
18H,6-24	**1286**	**34.7**	**29.8**	**5.1**	**0**	**4**	**17**	**27**	**165**	**556**	**434**	**72**	**11**	**0**	**0**	**0**
24H,0-24	**1307**	**34.8**	**29.8**	**5.1**	**0**	**4**	**17**	**27**	**167**	**559**	**443**	**79**	**11**	**0**	**0**	**0**
Tue 19-Mar-19																
00:00	**1**	-	33.5	-	0	0	0	0	0	0	1	0	0	0	0	0
01:00	**2**	-	28.5	1.8	0	0	0	0	0	2	0	0	0	0	0	0
02:00	**2**	-	31	3.5	0	0	0	0	0	1	1	0	0	0	0	0
03:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**6**	-	30.2	4.3	0	0	0	0	1	2	3	0	0	0	0	0
05:00	**15**	37.6	32.2	7.6	0	1	0	0	0	3	7	4	0	0	0	0
06:00	**65**	35.8	31.5	5	0	0	1	0	4	24	27	8	1	0	0	0
07:00	**164**	35.3	31.1	4.9	0	0	1	4	13	56	75	12	3	0	0	0
08:00	**161**	35	30.5	4.9	0	0	1	2	15	73	56	12	1	0	1	0
09:00	**89**	33.5	28.9	4.2	0	0	0	2	17	43	26	1	0	0	0	0
10:00	**78**	33.3	28.5	4.8	0	0	1	4	12	41	17	3	0	0	0	0

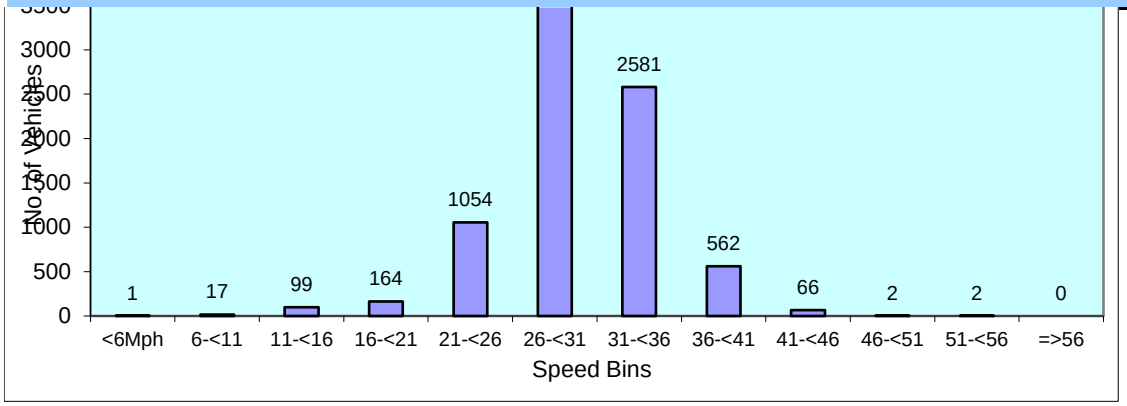
24033			HEADCORN				Site No: 24033002			Location	Site 2, Moat Road, Headcorn (Fence)					
Wed 13-Mar-19 to Tue 19-Mar-19							Channel: Westbound									
Time Period	**Total Vehicles**	**85%ile Speed**	**Mean Speed**	**Stand Dev.**	**<6Mph**	**6-<11**	**11-<16**	**16-<21**	**21-<26**	**26-<31**	**31-<36**	**36-<41**	**41-<46**	**46-<51**	**51-<56**	**=>56**
11:00	**77**	33.1	27.8	5.2	0	0	3	2	19	33	19	1	0	0	0	0
12:00	**80**	33.9	29.4	4.6	0	0	0	3	10	41	23	2	1	0	0	0
13:00	**84**	34.4	29.2	5	0	0	0	4	15	37	22	6	0	0	0	0
14:00	**83**	34.2	28.9	5.3	0	0	2	1	17	38	19	5	1	0	0	0
15:00	**85**	33.8	29.3	4.5	0	0	0	2	13	45	21	3	1	0	0	0
16:00	**126**	34.8	29.6	5.3	0	1	2	1	18	58	35	11	0	0	0	0
17:00	**101**	36.1	31.5	4.9	0	0	0	1	9	38	37	14	2	0	0	0
18:00	**62**	34.3	28.7	6.3	0	0	4	3	6	28	17	3	1	0	0	0
19:00	**54**	35.4	29.9	5	0	0	0	0	12	22	13	7	0	0	0	0
20:00	**27**	34.8	30.5	4.7	0	0	0	1	2	11	11	2	0	0	0	0
21:00	**19**	37.1	30.9	6	0	0	0	0	4	7	4	3	1	0	0	0
22:00	**11**	38.1	32.6	6.8	0	0	0	1	0	3	4	2	1	0	0	0
23:00	**7**	-	34.2	8.4	0	0	0	1	0	1	1	3	1	0	0	0
12H,7-19	**1190**	**34.7**	**29.7**	**5.1**	**0**	**1**	**14**	**29**	**164**	**531**	**367**	**73**	**10**	**0**	**1**	**0**
16H,6-22	**1355**	**34.8**	**29.8**	**5.1**	**0**	**1**	**15**	**30**	**186**	**595**	**422**	**93**	**12**	**0**	**1**	**0**
18H,6-24	**1373**	**34.9**	**29.9**	**5.1**	**0**	**1**	**15**	**32**	**186**	**599**	**427**	**98**	**14**	**0**	**1**	**0**
24H,0-24	**1399**	**34.9**	**29.9**	**5.2**	**0**	**2**	**15**	**32**	**187**	**607**	**439**	**102**	**14**	**0**	**1**	**0**
Daily Totals																
Wed 13-Mar-19	**1246**	35.1	30.1	5	0	2	14	16	139	577	383	106	9	0	0	0
Thu 14-Mar-19	**1304**	35	30	5	0	3	13	19	168	557	440	94	9	1	0	0
Fri 15-Mar-19	**1356**	34.7	29.7	5.1	1	3	12	36	177	609	420	87	11	0	0	0
Sat 16-Mar-19	**822**	34.8	29.7	5.1	0	3	9	14	114	369	248	59	5	1	0	0
Sun 17-Mar-19	**720**	34.4	29.2	5.4	0	0	19	20	102	328	208	35	7	0	1	0
Mon 18-Mar-19	**1307**	34.8	29.8	5.1	0	4	17	27	167	559	443	79	11	0	0	0
Tue 19-Mar-19	**1399**	34.9	29.9	5.2	0	2	15	32	187	607	439	102	14	0	1	0
Total Vehicles																
[--]	**8154**	34.8	29.8	5.1	1	17	99	164	1054	3606	2581	562	66	2	2	0

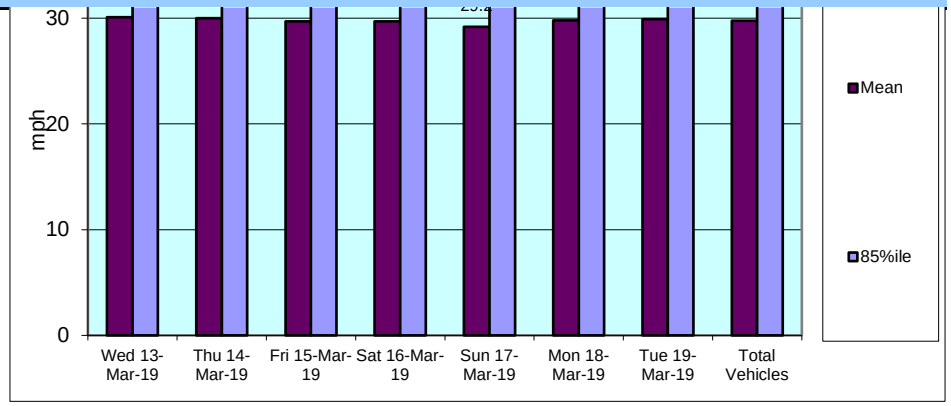




24033	HEADCORN	Site No: 24033002	Location	Site 2, Moat Road, Headcorn (Fence)
Wed 13-Mar-19 to Tue 19-Mar-19		Channel: Westbound		

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56

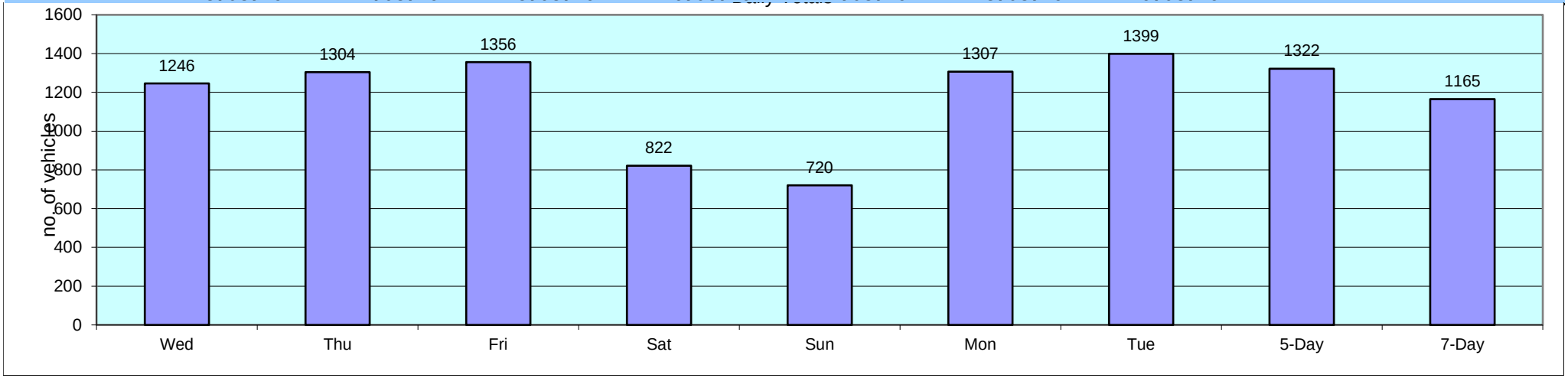




24033		HEADCORN		Site No: 24033002 Channel: Westbound		Location	Site 2, Moat Road, Headcorn (Fence)		
TIME PERIOD	Wed 13/03/19	Thu 14/03/19	Fri 15/03/19	Sat 16/03/19	Sun 17/03/19	Mon 18/03/19	Tue 19/03/19	5-Day Av	7-Day Av
Week Begin: 13-Mar-19									
00:00	**8**	6	6	3	1	1	1	4	4
01:00	**5**	5	7	5	6	1	2	4	4
02:00	**1**	0	1	0	1	2	2	1	1
03:00	**1**	3	2	1	1	0	0	1	1
04:00	**4**	4	4	1	3	5	6	5	4
05:00	**12**	15	13	7	1	12	15	13	11
06:00	**63**	62	58	17	7	61	65	62	48
07:00	**161**	123	147	35	13	167	164	152	116
08:00	**116**	133	125	41	34	161	161	139	110
09:00	**72**	92	76	60	56	67	89	79	73
10:00	**78**	71	85	78	62	60	78	74	73
11:00	**71**	84	76	78	65	71	77	76	75
12:00	**74**	76	71	77	72	77	80	76	75
13:00	**73**	79	76	72	62	86	84	80	76
14:00	**73**	81	100	87	73	71	83	82	81
15:00	**88**	101	110	58	50	87	85	94	83
16:00	**101**	98	135	42	60	116	126	115	97
17:00	**93**	106	82	53	51	102	101	97	84
18:00	**61**	48	64	41	41	50	62	57	52
19:00	**40**	53	45	26	27	36	54	46	40
20:00	**15**	20	27	14	13	25	27	23	20
21:00	**21**	23	21	10	11	22	19	21	18
22:00	**9**	16	15	8	9	23	11	15	13
23:00	**6**	5	10	8	1	4	7	6	6
12H,7-19	**1061**	**1092**	**1147**	**722**	**639**	**1115**	**1190**	**1121**	**995**
16H,6-22	**1200**	**1250**	**1298**	**789**	**697**	**1259**	**1355**	**1272**	**1121**
18H,6-24	**1215**	**1271**	**1323**	**805**	**707**	**1286**	**1373**	**1294**	**1140**
24H,0-24	**1246**	**1304**	**1356**	**822**	**720**	**1307**	**1399**	**1322**	**1165**
Am	**07:00**	**08:00**	**07:00**	**11:00**	**11:00**	**07:00**	**07:00**	**-**	**-**
Peak	**161**	**133**	**147**	**78**	**65**	**167**	**164**	**154**	**131**
Pm	**16:00**	**17:00**	**16:00**	**14:00**	**14:00**	**16:00**	**16:00**	**-**	**-**
Peak	**101**	**106**	**135**	**87**	**73**	**116**	**126**	**117**	**106**

24033	HEADCORN	Site No: 24033002	Location	Site 2, Moat Road, Headcorn (Fence)
		Channel: Westbound		

TIME PERIOD	Wed 13/03/19	Thu 14/03/19	Fri 15/03/19	Sat 16/03/19	Sun 17/03/19	Mon 18/03/19	Tue 19/03/19	5-Day Av	7-Day Av



11493		STAPLEHURST JULY 2022								
Site	Location	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed	Average Mean Speed
Site No: 11493001	Bankfields, Staplehurst (W of Mill Bank) 51.170644, 0.618401	Channel: Eastbound	Fri 01-Jul-22	Thu 07-Jul-22	30	765	117	109	14.9	11.9
		Channel: Westbound	Fri 01-Jul-22	Thu 07-Jul-22		821	126	117	14.8	11.7

Data produced by
Auto Surveys Ltd

11493		STAPLEHURST				Site No: 11493001		Location	Bankfields, Staplehurst (W of Mill Bank)					
Fri 01-Jul-22 to Thu 07-Jul-22						Channel: Eastbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Fri 01-Jul-22														
00:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
02:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
05:00	**2**	0	1	0	0	0	1	0	0	0	0	0	0	0
06:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
07:00	**10**	0	8	0	0	0	2	0	0	0	0	0	0	0
08:00	**10**	0	8	1	0	0	1	0	0	0	0	0	0	0
09:00	**9**	0	8	1	0	0	0	0	0	0	0	0	0	0
10:00	**11**	1	8	1	0	1	0	0	0	0	0	0	0	0
11:00	**9**	0	8	1	0	0	0	0	0	0	0	0	0	0
12:00	**9**	1	5	1	0	0	2	0	0	0	0	0	0	0
13:00	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
14:00	**10**	0	10	0	0	0	0	0	0	0	0	0	0	0
15:00	**6**	0	5	0	0	0	1	0	0	0	0	0	0	0
16:00	**9**	0	8	1	0	0	0	0	0	0	0	0	0	0
17:00	**8**	0	6	1	0	0	1	0	0	0	0	0	0	0
18:00	**7**	0	7	0	0	0	0	0	0	0	0	0	0	0
19:00	**6**	0	6	0	0	0	0	0	0	0	0	0	0	0
20:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
21:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
22:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**103**	**2**	**86**	**7**	**0**	**1**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**113**	**2**	**96**	**7**	**0**	**1**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**113**	**2**	**96**	**7**	**0**	**1**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**117**	**2**	**99**	**7**	**0**	**1**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

11493		STAPLEHURST				Site No: 11493001		Location	Bankfields, Staplehurst (W of Mill Bank)					
Fri 01-Jul-22 to Thu 07-Jul-22						Channel: Eastbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sat 02-Jul-22														
00:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
02:00	**2**	0	1	0	0	0	1	0	0	0	0	0	0	0
03:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
06:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	**4**	0	3	1	0	0	0	0	0	0	0	0	0	0
08:00	**11**	0	10	1	0	0	0	0	0	0	0	0	0	0
09:00	**11**	0	11	0	0	0	0	0	0	0	0	0	0	0
10:00	**14**	0	13	1	0	0	0	0	0	0	0	0	0	0
11:00	**8**	0	6	1	0	0	1	0	0	0	0	0	0	0
12:00	**7**	1	6	0	0	0	0	0	0	0	0	0	0	0
13:00	**6**	0	5	1	0	0	0	0	0	0	0	0	0	0
14:00	**2**	0	1	0	0	0	1	0	0	0	0	0	0	0
15:00	**7**	0	6	1	0	0	0	0	0	0	0	0	0	0
16:00	**6**	0	4	2	0	0	0	0	0	0	0	0	0	0
17:00	**6**	0	5	1	0	0	0	0	0	0	0	0	0	0
18:00	**4**	0	3	1	0	0	0	0	0	0	0	0	0	0
19:00	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
20:00	**4**	0	3	1	0	0	0	0	0	0	0	0	0	0
21:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	**2**	1	1	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**86**	**1**	**73**	**10**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**95**	**1**	**81**	**11**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**97**	**2**	**82**	**11**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**101**	**2**	**85**	**11**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

11493		STAPLEHURST				Site No: 11493001		Location	Bankfields, Staplehurst (W of Mill Bank)					
Fri 01-Jul-22 to Thu 07-Jul-22						Channel: Eastbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sun 03-Jul-22														
00:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
02:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
03:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**1**	1	0	0	0	0	0	0	0	0	0	0	0	0
06:00	**2**	1	1	0	0	0	0	0	0	0	0	0	0	0
07:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
08:00	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
09:00	**7**	1	5	1	0	0	0	0	0	0	0	0	0	0
10:00	**11**	1	9	1	0	0	0	0	0	0	0	0	0	0
11:00	**8**	0	5	1	0	0	2	0	0	0	0	0	0	0
12:00	**8**	0	8	0	0	0	0	0	0	0	0	0	0	0
13:00	**8**	0	8	0	0	0	0	0	0	0	0	0	0	0
14:00	**7**	0	6	1	0	0	0	0	0	0	0	0	0	0
15:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
16:00	**4**	0	3	1	0	0	0	0	0	0	0	0	0	0
17:00	**3**	0	2	0	0	0	1	0	0	0	0	0	0	0
18:00	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
19:00	**3**	0	2	1	0	0	0	0	0	0	0	0	0	0
20:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
21:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**69**	**2**	**59**	**5**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**76**	**3**	**64**	**6**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**76**	**3**	**64**	**6**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**79**	**4**	**66**	**6**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

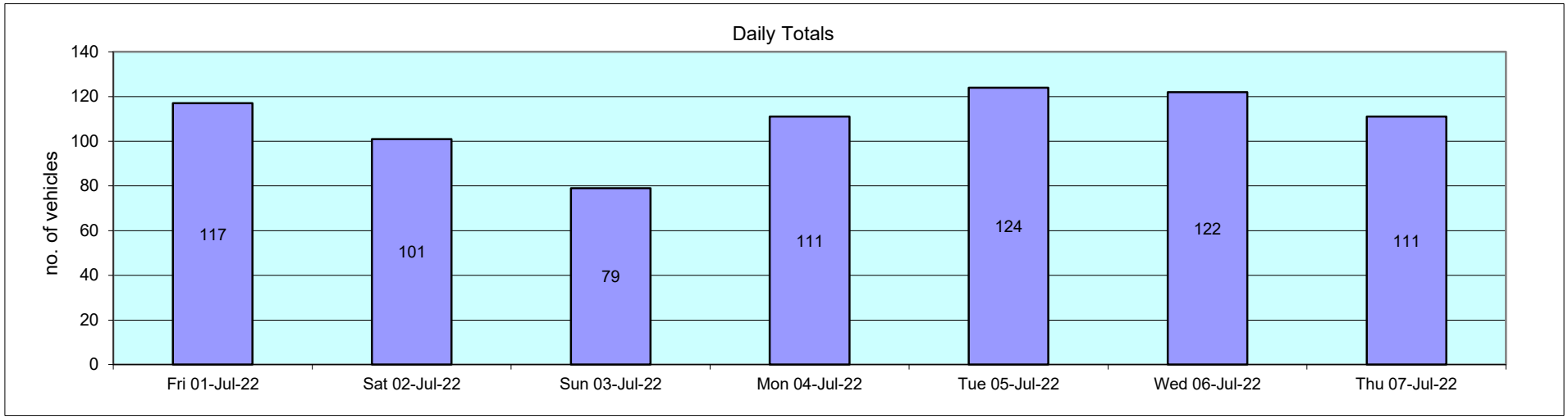
11493		STAPLEHURST				Site No: 11493001		Location	Bankfields, Staplehurst (W of Mill Bank)					
Fri 01-Jul-22 to Thu 07-Jul-22						Channel: Eastbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Mon 04-Jul-22														
00:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
06:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
07:00	**13**	0	11	1	0	0	1	0	0	0	0	0	0	0
08:00	**8**	0	8	0	0	0	0	0	0	0	0	0	0	0
09:00	**8**	0	7	1	0	0	0	0	0	0	0	0	0	0
10:00	**12**	1	9	1	0	0	1	0	0	0	0	0	0	0
11:00	**8**	0	7	0	0	0	1	0	0	0	0	0	0	0
12:00	**11**	1	7	3	0	0	0	0	0	0	0	0	0	0
13:00	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
14:00	**7**	0	6	1	0	0	0	0	0	0	0	0	0	0
15:00	**8**	0	6	1	0	0	1	0	0	0	0	0	0	0
16:00	**7**	0	5	1	0	0	1	0	0	0	0	0	0	0
17:00	**6**	0	6	0	0	0	0	0	0	0	0	0	0	0
18:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
19:00	**6**	0	6	0	0	0	0	0	0	0	0	0	0	0
20:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
21:00	**3**	1	2	0	0	0	0	0	0	0	0	0	0	0
22:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
23:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**94**	**2**	**78**	**9**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**106**	**3**	**89**	**9**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**107**	**3**	**90**	**9**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**111**	**3**	**94**	**9**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

11493		STAPLEHURST				Site No: 11493001		Location	Bankfields, Staplehurst (W of Mill Bank)					
Fri 01-Jul-22 to Thu 07-Jul-22						Channel: Eastbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Tue 05-Jul-22														
00:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
03:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
05:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
06:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
07:00	**9**	0	9	0	0	0	0	0	0	0	0	0	0	0
08:00	**12**	0	11	1	0	0	0	0	0	0	0	0	0	0
09:00	**7**	0	7	0	0	0	0	0	0	0	0	0	0	0
10:00	**12**	0	11	1	0	0	0	0	0	0	0	0	0	0
11:00	**7**	0	7	0	0	0	0	0	0	0	0	0	0	0
12:00	**11**	1	9	1	0	0	0	0	0	0	0	0	0	0
13:00	**7**	0	6	1	0	0	0	0	0	0	0	0	0	0
14:00	**4**	0	3	1	0	0	0	0	0	0	0	0	0	0
15:00	**11**	1	9	0	0	0	1	0	0	0	0	0	0	0
16:00	**10**	0	9	1	0	0	0	0	0	0	0	0	0	0
17:00	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
18:00	**7**	0	7	0	0	0	0	0	0	0	0	0	0	0
19:00	**9**	0	7	0	0	0	2	0	0	0	0	0	0	0
20:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
21:00	**2**	1	1	0	0	0	0	0	0	0	0	0	0	0
22:00	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0
23:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**102**	**2**	**93**	**6**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**118**	**3**	**106**	**6**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**119**	**3**	**106**	**7**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**124**	**3**	**111**	**7**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

11493		STAPLEHURST				Site No: 11493001		Location	Bankfields, Staplehurst (W of Mill Bank)					
Fri 01-Jul-22 to Thu 07-Jul-22						Channel: Eastbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Wed 06-Jul-22														
00:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
02:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0
05:00	**3**	0	2	0	0	0	1	0	0	0	0	0	0	0
06:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
07:00	**11**	0	11	0	0	0	0	0	0	0	0	0	0	0
08:00	**13**	0	11	1	0	0	1	0	0	0	0	0	0	0
09:00	**9**	0	8	1	0	0	0	0	0	0	0	0	0	0
10:00	**7**	0	6	1	0	0	0	0	0	0	0	0	0	0
11:00	**7**	0	4	2	0	0	1	0	0	0	0	0	0	0
12:00	**10**	0	10	0	0	0	0	0	0	0	0	0	0	0
13:00	**8**	0	6	1	0	0	1	0	0	0	0	0	0	0
14:00	**11**	0	11	0	0	0	0	0	0	0	0	0	0	0
15:00	**6**	0	5	1	0	0	0	0	0	0	0	0	0	0
16:00	**10**	0	9	1	0	0	0	0	0	0	0	0	0	0
17:00	**5**	0	4	1	0	0	0	0	0	0	0	0	0	0
18:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
19:00	**8**	0	6	2	0	0	0	0	0	0	0	0	0	0
20:00	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
21:00	**4**	1	3	0	0	0	0	0	0	0	0	0	0	0
22:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**98**	**0**	**86**	**9**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**117**	**1**	**102**	**11**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**117**	**1**	**102**	**11**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**122**	**1**	**105**	**12**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

11493		STAPLEHURST				Site No: 11493001		Location	Bankfields, Staplehurst (W of Mill Bank)					
Fri 01-Jul-22 to Thu 07-Jul-22						Channel: Eastbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Thu 07-Jul-22														
00:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
01:00	**2**	0	1	1	0	0	0	0	0	0	0	0	0	0
02:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**4**	0	3	1	0	0	0	0	0	0	0	0	0	0
06:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
07:00	**13**	0	12	1	0	0	0	0	0	0	0	0	0	0
08:00	**11**	0	9	0	0	0	2	0	0	0	0	0	0	0
09:00	**5**	0	4	1	0	0	0	0	0	0	0	0	0	0
10:00	**10**	0	7	3	0	0	0	0	0	0	0	0	0	0
11:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
12:00	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
13:00	**6**	2	4	0	0	0	0	0	0	0	0	0	0	0
14:00	**7**	0	7	0	0	0	0	0	0	0	0	0	0	0
15:00	**8**	0	7	0	0	1	0	0	0	0	0	0	0	0
16:00	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
17:00	**4**	0	3	1	0	0	0	0	0	0	0	0	0	0
18:00	**10**	0	9	1	0	0	0	0	0	0	0	0	0	0
19:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	**11**	1	8	2	0	0	0	0	0	0	0	0	0	0
21:00	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
22:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
23:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**86**	**2**	**74**	**7**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**103**	**3**	**88**	**9**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**104**	**3**	**89**	**9**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**111**	**3**	**94**	**11**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

11493		STAPLEHURST				Site No: 11493001		Location	Bankfields, Staplehurst (W of Mill Bank)						
Fri 01-Jul-22 to Thu 07-Jul-22						Channel: Eastbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Daily Totals															
Fri 01-Jul-22	**117**	2	99	7	0	1	8	0	0	0	0	0	0	0
Sat 02-Jul-22	**101**	2	85	11	0	0	3	0	0	0	0	0	0	0
Sun 03-Jul-22	**79**	4	66	6	0	0	3	0	0	0	0	0	0	0
Mon 04-Jul-22	**111**	3	94	9	0	0	5	0	0	0	0	0	0	0
Tue 05-Jul-22	**124**	3	111	7	0	0	3	0	0	0	0	0	0	0
Wed 06-Jul-22	**122**	1	105	12	0	0	4	0	0	0	0	0	0	0
Thu 07-Jul-22	**111**	3	94	11	0	1	2	0	0	0	0	0	0	0
Total Vehicles															
[--]	**765**	18	654	63	0	2	28	0	0	0	0	0	0	0



11493	STAPLEHURST	Site No: 11493001	Location	Bankfields, Staplehurst (W of Mill Bank)
Fri 01-Jul-22 to Thu 07-Jul-22		Channel: Eastbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Fri 01-Jul-22											
00:00	**0**	0	-	0	-	0	-	0	-	0	-
01:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
02:00	**0**	0	-	0	-	0	-	0	-	0	-
03:00	**0**	0	-	0	-	0	-	0	-	0	-
04:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
05:00	**2**	0	0.0	1	50.0	0	0.0	1	50.0	0	0.0
06:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
07:00	**10**	0	0.0	8	80.0	0	0.0	2	20.0	0	0.0
08:00	**10**	0	0.0	8	80.0	1	10.0	1	10.0	0	0.0
09:00	**9**	0	0.0	8	88.9	1	11.1	0	0.0	0	0.0
10:00	**11**	1	9.1	8	72.7	1	9.1	1	9.1	0	0.0
11:00	**9**	0	0.0	8	88.9	1	11.1	0	0.0	0	0.0
12:00	**9**	1	11.1	5	55.6	1	11.1	2	22.2	0	0.0
13:00	**5**	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
14:00	**10**	0	0.0	10	100.0	0	0.0	0	0.0	0	0.0
15:00	**6**	0	0.0	5	83.3	0	0.0	1	16.7	0	0.0
16:00	**9**	0	0.0	8	88.9	1	11.1	0	0.0	0	0.0
17:00	**8**	0	0.0	6	75.0	1	12.5	1	12.5	0	0.0
18:00	**7**	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
19:00	**6**	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
20:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
21:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
22:00	**0**	0	-	0	-	0	-	0	-	0	-
23:00	**0**	0	-	0	-	0	-	0	-	0	-
12H,7-19	**103**	**2**	**1.9**	**86**	**83.5**	**7**	**6.8**	**8**	**7.8**	**0**	**0.0**
16H,6-22	**113**	**2**	**1.8**	**96**	**85.0**	**7**	**6.2**	**8**	**7.1**	**0**	**0.0**
18H,6-24	**113**	**2**	**1.8**	**96**	**85.0**	**7**	**6.2**	**8**	**7.1**	**0**	**0.0**
24H,0-24	**117**	**2**	**1.7**	**99**	**84.6**	**7**	**6.0**	**9**	**7.7**	**0**	**0.0**

11493	STAPLEHURST	Site No: 11493001	Location	Bankfields, Staplehurst (W of Mill Bank)
Fri 01-Jul-22 to Thu 07-Jul-22		Channel: Eastbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sat 02-Jul-22											
00:00	**0**	0	-	0	-	0	-	0	-	0	-
01:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
02:00	**2**	0	0.0	1	50.0	0	0.0	1	50.0	0	0.0
03:00	**0**	0	-	0	-	0	-	0	-	0	-
04:00	**0**	0	-	0	-	0	-	0	-	0	-
05:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
06:00	**0**	0	-	0	-	0	-	0	-	0	-
07:00	**4**	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
08:00	**11**	0	0.0	10	90.9	1	9.1	0	0.0	0	0.0
09:00	**11**	0	0.0	11	100.0	0	0.0	0	0.0	0	0.0
10:00	**14**	0	0.0	13	92.9	1	7.1	0	0.0	0	0.0
11:00	**8**	0	0.0	6	75.0	1	12.5	1	12.5	0	0.0
12:00	**7**	1	14.3	6	85.7	0	0.0	0	0.0	0	0.0
13:00	**6**	0	0.0	5	83.3	1	16.7	0	0.0	0	0.0
14:00	**2**	0	0.0	1	50.0	0	0.0	1	50.0	0	0.0
15:00	**7**	0	0.0	6	85.7	1	14.3	0	0.0	0	0.0
16:00	**6**	0	0.0	4	66.7	2	33.3	0	0.0	0	0.0
17:00	**6**	0	0.0	5	83.3	1	16.7	0	0.0	0	0.0
18:00	**4**	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
19:00	**5**	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
20:00	**4**	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
21:00	**0**	0	-	0	-	0	-	0	-	0	-
22:00	**0**	0	-	0	-	0	-	0	-	0	-
23:00	**2**	1	50.0	1	50.0	0	0.0	0	0.0	0	0.0
12H,7-19	**86**	**1**	**1.2**	**73**	**84.9**	**10**	**11.6**	**2**	**2.3**	**0**	**0.0**
16H,6-22	**95**	**1**	**1.1**	**81**	**85.3**	**11**	**11.6**	**2**	**2.1**	**0**	**0.0**
18H,6-24	**97**	**2**	**2.1**	**82**	**84.5**	**11**	**11.3**	**2**	**2.1**	**0**	**0.0**
24H,0-24	**101**	**2**	**2.0**	**85**	**84.2**	**11**	**10.9**	**3**	**3.0**	**0**	**0.0**

11493	STAPLEHURST	Site No: 11493001	Location	Bankfields, Staplehurst (W of Mill Bank)
Fri 01-Jul-22 to Thu 07-Jul-22		Channel: Eastbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sun 03-Jul-22											
00:00	**0**	0	-	0	-	0	-	0	-	0	-
01:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
02:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	**0**	0	-	0	-	0	-	0	-	0	-
04:00	**0**	0	-	0	-	0	-	0	-	0	-
05:00	**1**	1	100.0	0	0.0	0	0.0	0	0.0	0	0.0
06:00	**2**	1	50.0	1	50.0	0	0.0	0	0.0	0	0.0
07:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
08:00	**4**	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
09:00	**7**	1	14.3	5	71.4	1	14.3	0	0.0	0	0.0
10:00	**11**	1	9.1	9	81.8	1	9.1	0	0.0	0	0.0
11:00	**8**	0	0.0	5	62.5	1	12.5	2	25.0	0	0.0
12:00	**8**	0	0.0	8	100.0	0	0.0	0	0.0	0	0.0
13:00	**8**	0	0.0	8	100.0	0	0.0	0	0.0	0	0.0
14:00	**7**	0	0.0	6	85.7	1	14.3	0	0.0	0	0.0
15:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
16:00	**4**	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
17:00	**3**	0	0.0	2	66.7	0	0.0	1	33.3	0	0.0
18:00	**5**	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
19:00	**3**	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
20:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
21:00	**0**	0	-	0	-	0	-	0	-	0	-
22:00	**0**	0	-	0	-	0	-	0	-	0	-
23:00	**0**	0	-	0	-	0	-	0	-	0	-
12H,7-19	**69**	**2**	**2.9**	**59**	**85.5**	**5**	**7.3**	**3**	**4.4**	**0**	**0.0**
16H,6-22	**76**	**3**	**4.0**	**64**	**84.2**	**6**	**7.9**	**3**	**4.0**	**0**	**0.0**
18H,6-24	**76**	**3**	**4.0**	**64**	**84.2**	**6**	**7.9**	**3**	**4.0**	**0**	**0.0**
24H,0-24	**79**	**4**	**5.1**	**66**	**83.5**	**6**	**7.6**	**3**	**3.8**	**0**	**0.0**

11493	STAPLEHURST	Site No: 11493001	Location	Bankfields, Staplehurst (W of Mill Bank)
Fri 01-Jul-22 to Thu 07-Jul-22		Channel: Eastbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Mon 04-Jul-22											
00:00	**0**	0	-	0	-	0	-	0	-	0	-
01:00	**0**	0	-	0	-	0	-	0	-	0	-
02:00	**0**	0	-	0	-	0	-	0	-	0	-
03:00	**0**	0	-	0	-	0	-	0	-	0	-
04:00	**0**	0	-	0	-	0	-	0	-	0	-
05:00	**4**	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
06:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
07:00	**13**	0	0.0	11	84.6	1	7.7	1	7.7	0	0.0
08:00	**8**	0	0.0	8	100.0	0	0.0	0	0.0	0	0.0
09:00	**8**	0	0.0	7	87.5	1	12.5	0	0.0	0	0.0
10:00	**12**	1	8.3	9	75.0	1	8.3	1	8.3	0	0.0
11:00	**8**	0	0.0	7	87.5	0	0.0	1	12.5	0	0.0
12:00	**11**	1	9.1	7	63.6	3	27.3	0	0.0	0	0.0
13:00	**4**	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
14:00	**7**	0	0.0	6	85.7	1	14.3	0	0.0	0	0.0
15:00	**8**	0	0.0	6	75.0	1	12.5	1	12.5	0	0.0
16:00	**7**	0	0.0	5	71.4	1	14.3	1	14.3	0	0.0
17:00	**6**	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
18:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
19:00	**6**	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
20:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
21:00	**3**	1	33.3	2	66.7	0	0.0	0	0.0	0	0.0
22:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
23:00	**0**	0	-	0	-	0	-	0	-	0	-
12H,7-19	**94**	**2**	**2.1**	**78**	**83.0**	**9**	**9.6**	**5**	**5.3**	**0**	**0.0**
16H,6-22	**106**	**3**	**2.8**	**89**	**84.0**	**9**	**8.5**	**5**	**4.7**	**0**	**0.0**
18H,6-24	**107**	**3**	**2.8**	**90**	**84.1**	**9**	**8.4**	**5**	**4.7**	**0**	**0.0**
24H,0-24	**111**	**3**	**2.7**	**94**	**84.7**	**9**	**8.1**	**5**	**4.5**	**0**	**0.0**

11493	STAPLEHURST	Site No: 11493001	Location	Bankfields, Staplehurst (W of Mill Bank)
Fri 01-Jul-22 to Thu 07-Jul-22		Channel: Eastbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Tue 05-Jul-22											
00:00	**0**	0	-	0	-	0	-	0	-	0	-
01:00	**0**	0	-	0	-	0	-	0	-	0	-
02:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	**0**	0	-	0	-	0	-	0	-	0	-
04:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
05:00	**3**	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
06:00	**3**	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
07:00	**9**	0	0.0	9	100.0	0	0.0	0	0.0	0	0.0
08:00	**12**	0	0.0	11	91.7	1	8.3	0	0.0	0	0.0
09:00	**7**	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
10:00	**12**	0	0.0	11	91.7	1	8.3	0	0.0	0	0.0
11:00	**7**	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
12:00	**11**	1	9.1	9	81.8	1	9.1	0	0.0	0	0.0
13:00	**7**	0	0.0	6	85.7	1	14.3	0	0.0	0	0.0
14:00	**4**	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
15:00	**11**	1	9.1	9	81.8	0	0.0	1	9.1	0	0.0
16:00	**10**	0	0.0	9	90.0	1	10.0	0	0.0	0	0.0
17:00	**5**	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
18:00	**7**	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
19:00	**9**	0	0.0	7	77.8	0	0.0	2	22.2	0	0.0
20:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
21:00	**2**	1	50.0	1	50.0	0	0.0	0	0.0	0	0.0
22:00	**1**	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
23:00	**0**	0	-	0	-	0	-	0	-	0	-
12H,7-19	**102**	**2**	**2.0**	**93**	**91.2**	**6**	**5.9**	**1**	**1.0**	**0**	**0.0**
16H,6-22	**118**	**3**	**2.5**	**106**	**89.8**	**6**	**5.1**	**3**	**2.5**	**0**	**0.0**
18H,6-24	**119**	**3**	**2.5**	**106**	**89.1**	**7**	**5.9**	**3**	**2.5**	**0**	**0.0**
24H,0-24	**124**	**3**	**2.4**	**111**	**89.5**	**7**	**5.7**	**3**	**2.4**	**0**	**0.0**

11493	STAPLEHURST	Site No: 11493001	Location	Bankfields, Staplehurst (W of Mill Bank)
Fri 01-Jul-22 to Thu 07-Jul-22		Channel: Eastbound		

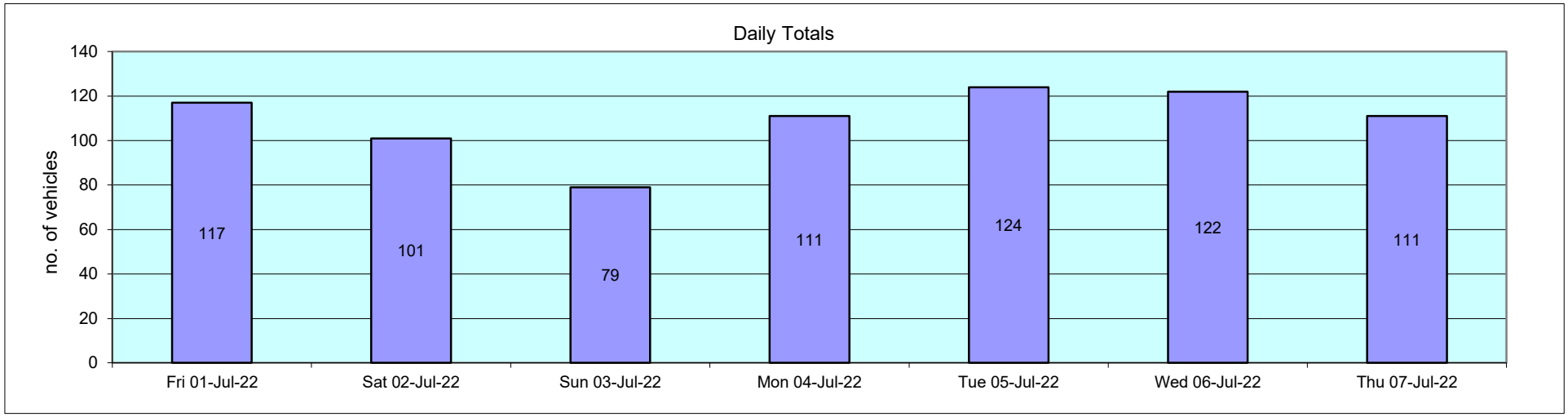
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Wed 06-Jul-22											
00:00	**0**	0	-	0	-	0	-	0	-	0	-
01:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
02:00	**0**	0	-	0	-	0	-	0	-	0	-
03:00	**0**	0	-	0	-	0	-	0	-	0	-
04:00	**1**	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
05:00	**3**	0	0.0	2	66.7	0	0.0	1	33.3	0	0.0
06:00	**3**	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
07:00	**11**	0	0.0	11	100.0	0	0.0	0	0.0	0	0.0
08:00	**13**	0	0.0	11	84.6	1	7.7	1	7.7	0	0.0
09:00	**9**	0	0.0	8	88.9	1	11.1	0	0.0	0	0.0
10:00	**7**	0	0.0	6	85.7	1	14.3	0	0.0	0	0.0
11:00	**7**	0	0.0	4	57.1	2	28.6	1	14.3	0	0.0
12:00	**10**	0	0.0	10	100.0	0	0.0	0	0.0	0	0.0
13:00	**8**	0	0.0	6	75.0	1	12.5	1	12.5	0	0.0
14:00	**11**	0	0.0	11	100.0	0	0.0	0	0.0	0	0.0
15:00	**6**	0	0.0	5	83.3	1	16.7	0	0.0	0	0.0
16:00	**10**	0	0.0	9	90.0	1	10.0	0	0.0	0	0.0
17:00	**5**	0	0.0	4	80.0	1	20.0	0	0.0	0	0.0
18:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
19:00	**8**	0	0.0	6	75.0	2	25.0	0	0.0	0	0.0
20:00	**4**	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
21:00	**4**	1	25.0	3	75.0	0	0.0	0	0.0	0	0.0
22:00	**0**	0	-	0	-	0	-	0	-	0	-
23:00	**0**	0	-	0	-	0	-	0	-	0	-
12H,7-19	**98**	**0**	**0.0**	**86**	**87.8**	**9**	**9.2**	**3**	**3.1**	**0**	**0.0**
16H,6-22	**117**	**1**	**0.9**	**102**	**87.2**	**11**	**9.4**	**3**	**2.6**	**0**	**0.0**
18H,6-24	**117**	**1**	**0.9**	**102**	**87.2**	**11**	**9.4**	**3**	**2.6**	**0**	**0.0**
24H,0-24	**122**	**1**	**0.8**	**105**	**86.1**	**12**	**9.8**	**4**	**3.3**	**0**	**0.0**

11493	STAPLEHURST	Site No: 11493001	Location	Bankfields, Staplehurst (W of Mill Bank)
Fri 01-Jul-22 to Thu 07-Jul-22		Channel: Eastbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Thu 07-Jul-22											
00:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
01:00	**2**	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
02:00	**0**	0	-	0	-	0	-	0	-	0	-
03:00	**0**	0	-	0	-	0	-	0	-	0	-
04:00	**0**	0	-	0	-	0	-	0	-	0	-
05:00	**4**	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
06:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
07:00	**13**	0	0.0	12	92.3	1	7.7	0	0.0	0	0.0
08:00	**11**	0	0.0	9	81.8	0	0.0	2	18.2	0	0.0
09:00	**5**	0	0.0	4	80.0	1	20.0	0	0.0	0	0.0
10:00	**10**	0	0.0	7	70.0	3	30.0	0	0.0	0	0.0
11:00	**3**	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
12:00	**5**	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
13:00	**6**	2	33.3	4	66.7	0	0.0	0	0.0	0	0.0
14:00	**7**	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
15:00	**8**	0	0.0	7	87.5	0	0.0	1	12.5	0	0.0
16:00	**4**	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
17:00	**4**	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
18:00	**10**	0	0.0	9	90.0	1	10.0	0	0.0	0	0.0
19:00	**0**	0	-	0	-	0	-	0	-	0	-
20:00	**11**	1	9.1	8	72.7	2	18.2	0	0.0	0	0.0
21:00	**4**	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
22:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
23:00	**0**	0	-	0	-	0	-	0	-	0	-
12H,7-19	**86**	**2**	**2.3**	**74**	**86.1**	**7**	**8.1**	**3**	**3.5**	**0**	**0.0**
16H,6-22	**103**	**3**	**2.9**	**88**	**85.4**	**9**	**8.7**	**3**	**2.9**	**0**	**0.0**
18H,6-24	**104**	**3**	**2.9**	**89**	**85.6**	**9**	**8.7**	**3**	**2.9**	**0**	**0.0**
24H,0-24	**111**	**3**	**2.7**	**94**	**84.7**	**11**	**9.9**	**3**	**2.7**	**0**	**0.0**

11493	STAPLEHURST	Site No: 11493001	Location	Bankfields, Staplehurst (W of Mill Bank)
Fri 01-Jul-22 to Thu 07-Jul-22		Channel: Eastbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Fri 01-Jul-22	**117**	2	1.7	99	84.6	7	6.0	9	7.7	0	0.0
Sat 02-Jul-22	**101**	2	2.0	85	84.2	11	10.9	3	3.0	0	0.0
Sun 03-Jul-22	**79**	4	5.1	66	83.5	6	7.6	3	3.8	0	0.0
Mon 04-Jul-22	**111**	3	2.7	94	84.7	9	8.1	5	4.5	0	0.0
Tue 05-Jul-22	**124**	3	2.4	111	89.5	7	5.7	3	2.4	0	0.0
Wed 06-Jul-22	**122**	1	0.8	105	86.1	12	9.8	4	3.3	0	0.0
Thu 07-Jul-22	**111**	3	2.7	94	84.7	11	9.9	3	2.7	0	0.0
Total Vehicles											
[--]	**765**	18	2.5	654	85.3	63	8.3	30	3.9	0	0.0



11493			STAPLEHURST				Site No: 11493001				Location	Bankfields, Staplehurst (W of Mill Bank)					
Fri 01-Jul-22 to Thu 07-Jul-22							Channel: Eastbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Fri 01-Jul-22																
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1	-	8.5	-	0	1	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
05:00	2	-	13.5	1.8	0	0	2	0	0	0	0	0	0	0	0	0
06:00	2	-	11	3.5	0	1	1	0	0	0	0	0	0	0	0	0
07:00	10	14.9	13	2.1	0	1	9	0	0	0	0	0	0	0	0	0
08:00	10	14.3	11.5	3	0	4	6	0	0	0	0	0	0	0	0	0
09:00	9	-	10.7	3	0	5	4	0	0	0	0	0	0	0	0	0
10:00	11	14.8	12.6	2.5	0	2	9	0	0	0	0	0	0	0	0	0
11:00	9	-	11.8	2.9	0	3	6	0	0	0	0	0	0	0	0	0
12:00	9	-	11.8	2.9	0	3	6	0	0	0	0	0	0	0	0	0
13:00	5	-	11.5	3.1	0	2	3	0	0	0	0	0	0	0	0	0
14:00	10	14	11	3	0	5	5	0	0	0	0	0	0	0	0	0
15:00	6	-	13.5	1.6	0	0	6	0	0	0	0	0	0	0	0	0
16:00	9	-	12.4	2.7	0	2	7	0	0	0	0	0	0	0	0	0
17:00	8	-	11.6	3	0	3	5	0	0	0	0	0	0	0	0	0
18:00	7	-	12.1	2.9	0	2	5	0	0	0	0	0	0	0	0	0
19:00	6	-	13.5	1.6	0	0	6	0	0	0	0	0	0	0	0	0
20:00	1	-	13.5	-	0	0	1	0	0	0	0	0	0	0	0	0
21:00	1	-	13.5	-	0	0	1	0	0	0	0	0	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	103	14.9	11.9	2.7	0	32	71	0	0	0	0	0	0	0	0	0
16H,6-22	113	14.9	12	2.7	0	33	80	0	0	0	0	0	0	0	0	0
18H,6-24	113	14.9	12	2.7	0	33	80	0	0	0	0	0	0	0	0	0
24H,0-24	117	15	12.1	2.8	0	34	82	1	0	0	0	0	0	0	0	0

11493			STAPLEHURST				Site No: 11493001				Location	Bankfields, Staplehurst (W of Mill Bank)					
Fri 01-Jul-22 to Thu 07-Jul-22							Channel: Eastbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sat 02-Jul-22																
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1	-	8.5	-	0	1	0	0	0	0	0	0	0	0	0	0
02:00	2	-	11	3.5	0	1	1	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	-	13.5	-	0	0	1	0	0	0	0	0	0	0	0	0
06:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
07:00	4	-	8.5	1.6	0	4	0	0	0	0	0	0	0	0	0	0
08:00	11	14.5	11.7	2.9	0	4	7	0	0	0	0	0	0	0	0	0
09:00	11	14.7	12.1	2.8	0	3	8	0	0	0	0	0	0	0	0	0
10:00	14	15.2	12.8	3	0	3	10	1	0	0	0	0	0	0	0	0
11:00	8	-	11.6	3	0	3	5	0	0	0	0	0	0	0	0	0
12:00	7	-	11.4	3.1	0	3	4	0	0	0	0	0	0	0	0	0
13:00	6	-	11	3.1	0	3	3	0	0	0	0	0	0	0	0	0
14:00	2	-	13.5	1.8	0	0	2	0	0	0	0	0	0	0	0	0
15:00	7	-	12.1	2.9	0	2	5	0	0	0	0	0	0	0	0	0
16:00	6	-	12.7	2.5	0	1	5	0	0	0	0	0	0	0	0	0
17:00	6	-	11.8	3	0	2	4	0	0	0	0	0	0	0	0	0
18:00	4	-	9.8	2.8	0	3	1	0	0	0	0	0	0	0	0	0
19:00	5	-	9.5	2.6	0	4	1	0	0	0	0	0	0	0	0	0
20:00	4	-	12.3	2.8	0	1	3	0	0	0	0	0	0	0	0	0
21:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
23:00	2	-	8.5	1.8	0	2	0	0	0	0	0	0	0	0	0	0
12H,7-19	86	14.9	11.8	2.9	0	31	54	1	0	0	0	0	0	0	0	0
16H,6-22	95	14.8	11.7	2.9	0	36	58	1	0	0	0	0	0	0	0	0
18H,6-24	97	14.8	11.6	2.9	0	38	58	1	0	0	0	0	0	0	0	0
24H,0-24	101	14.8	11.6	2.9	0	40	60	1	0	0	0	0	0	0	0	0

11493			STAPLEHURST				Site No: 11493001				Location	Bankfields, Staplehurst (W of Mill Bank)					
Fri 01-Jul-22 to Thu 07-Jul-22							Channel: Eastbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sun 03-Jul-22																
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1	-	13.5	-	0	0	1	0	0	0	0	0	0	0	0	0
02:00	1	-	13.5	-	0	0	1	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	-	8.5	-	0	1	0	0	0	0	0	0	0	0	0	0
06:00	2	-	8.5	1.8	0	2	0	0	0	0	0	0	0	0	0	0
07:00	2	-	11	3.5	0	1	1	0	0	0	0	0	0	0	0	0
08:00	4	-	9.8	2.8	0	3	1	0	0	0	0	0	0	0	0	0
09:00	7	-	11.4	3.1	0	3	4	0	0	0	0	0	0	0	0	0
10:00	11	13.9	10.8	3	0	6	5	0	0	0	0	0	0	0	0	0
11:00	8	-	11.6	3	0	3	5	0	0	0	0	0	0	0	0	0
12:00	8	-	11	3.1	0	4	4	0	0	0	0	0	0	0	0	0
13:00	8	-	12.3	2.7	0	2	6	0	0	0	0	0	0	0	0	0
14:00	7	-	9.9	2.9	0	5	2	0	0	0	0	0	0	0	0	0
15:00	2	-	13.5	1.8	0	0	2	0	0	0	0	0	0	0	0	0
16:00	4	-	12.3	2.8	0	1	3	0	0	0	0	0	0	0	0	0
17:00	3	-	13.5	1.7	0	0	3	0	0	0	0	0	0	0	0	0
18:00	5	-	12.5	2.6	0	1	4	0	0	0	0	0	0	0	0	0
19:00	3	-	13.5	1.7	0	0	3	0	0	0	0	0	0	0	0	0
20:00	2	-	11	3.5	0	1	1	0	0	0	0	0	0	0	0	0
21:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	69	14.6	11.4	2.9	0	29	40	0	0	0	0	0	0	0	0	0
16H,6-22	76	14.6	11.4	2.9	0	32	44	0	0	0	0	0	0	0	0	0
18H,6-24	76	14.6	11.4	2.9	0	32	44	0	0	0	0	0	0	0	0	0
24H,0-24	79	14.7	11.4	2.9	0	33	46	0	0	0	0	0	0	0	0	0

11493			STAPLEHURST				Site No: 11493001				Location	Bankfields, Staplehurst (W of Mill Bank)					
Fri 01-Jul-22 to Thu 07-Jul-22							Channel: Eastbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Mon 04-Jul-22																
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	4	-	9.8	2.8	0	3	1	0	0	0	0	0	0	0	0	0
06:00	2	-	11	3.5	0	1	1	0	0	0	0	0	0	0	0	0
07:00	13	14	10.8	3	0	7	6	0	0	0	0	0	0	0	0	0
08:00	8	-	12.9	2.3	0	1	7	0	0	0	0	0	0	0	0	0
09:00	8	-	11.6	3	0	3	5	0	0	0	0	0	0	0	0	0
10:00	12	13.7	10.6	3	0	7	5	0	0	0	0	0	0	0	0	0
11:00	8	-	12.3	2.7	0	2	6	0	0	0	0	0	0	0	0	0
12:00	11	13.9	10.8	3	0	6	5	0	0	0	0	0	0	0	0	0
13:00	4	-	11	3.2	0	2	2	0	0	0	0	0	0	0	0	0
14:00	7	-	12.1	2.9	0	2	5	0	0	0	0	0	0	0	0	0
15:00	8	-	12.9	2.3	0	1	7	0	0	0	0	0	0	0	0	0
16:00	7	-	13.5	1.5	0	0	7	0	0	0	0	0	0	0	0	0
17:00	6	-	13.5	1.6	0	0	6	0	0	0	0	0	0	0	0	0
18:00	2	-	13.5	1.8	0	0	2	0	0	0	0	0	0	0	0	0
19:00	6	-	11	3.1	0	3	3	0	0	0	0	0	0	0	0	0
20:00	1	-	8.5	-	0	1	0	0	0	0	0	0	0	0	0	0
21:00	3	-	11.8	3.1	0	1	2	0	0	0	0	0	0	0	0	0
22:00	1	-	8.5	-	0	1	0	0	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	94	14.8	11.9	2.8	0	31	63	0	0	0	0	0	0	0	0	0
16H,6-22	106	14.8	11.8	2.8	0	37	69	0	0	0	0	0	0	0	0	0
18H,6-24	107	14.8	11.7	2.8	0	38	69	0	0	0	0	0	0	0	0	0
24H,0-24	111	14.8	11.7	2.8	0	41	70	0	0	0	0	0	0	0	0	0

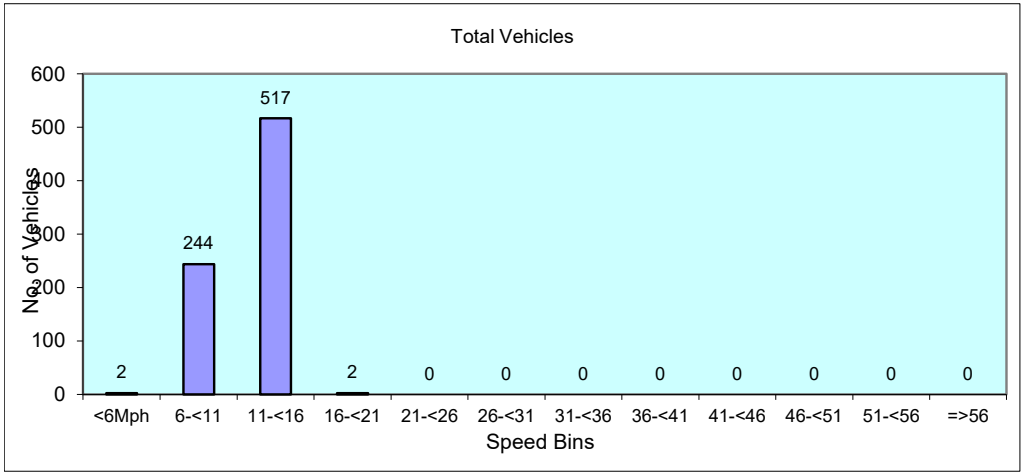
11493			STAPLEHURST				Site No: 11493001				Location	Bankfields, Staplehurst (W of Mill Bank)					
Fri 01-Jul-22 to Thu 07-Jul-22							Channel: Eastbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Tue 05-Jul-22																
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	-	8.5	-	0	1	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	-	13.5	-	0	0	1	0	0	0	0	0	0	0	0	0
05:00	3	-	13.5	1.7	0	0	3	0	0	0	0	0	0	0	0	0
06:00	3	-	13.5	1.7	0	0	3	0	0	0	0	0	0	0	0	0
07:00	9	-	12.9	2.2	0	1	8	0	0	0	0	0	0	0	0	0
08:00	12	14.7	12.3	2.7	0	3	9	0	0	0	0	0	0	0	0	0
09:00	7	-	12.1	2.9	0	2	5	0	0	0	0	0	0	0	0	0
10:00	12	14.1	11	3	0	6	6	0	0	0	0	0	0	0	0	0
11:00	7	-	12.8	2.4	0	1	6	0	0	0	0	0	0	0	0	0
12:00	11	13.9	10.4	3.4	1	5	5	0	0	0	0	0	0	0	0	0
13:00	7	-	12.1	2.9	0	2	5	0	0	0	0	0	0	0	0	0
14:00	4	-	12.3	2.8	0	1	3	0	0	0	0	0	0	0	0	0
15:00	11	14.7	12.1	2.8	0	3	8	0	0	0	0	0	0	0	0	0
16:00	10	14.3	11.5	3	0	4	6	0	0	0	0	0	0	0	0	0
17:00	5	-	11.5	3.1	0	2	3	0	0	0	0	0	0	0	0	0
18:00	7	-	12.8	2.4	0	1	6	0	0	0	0	0	0	0	0	0
19:00	9	-	11.8	2.9	0	3	6	0	0	0	0	0	0	0	0	0
20:00	2	-	11	3.5	0	1	1	0	0	0	0	0	0	0	0	0
21:00	2	-	11	3.5	0	1	1	0	0	0	0	0	0	0	0	0
22:00	1	-	13.5	-	0	0	1	0	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	102	14.9	11.9	2.8	1	31	70	0	0	0	0	0	0	0	0	0
16H,6-22	118	14.9	11.9	2.8	1	36	81	0	0	0	0	0	0	0	0	0
18H,6-24	119	14.9	11.9	2.8	1	36	82	0	0	0	0	0	0	0	0	0
24H,0-24	124	14.9	11.9	2.8	1	37	86	0	0	0	0	0	0	0	0	0

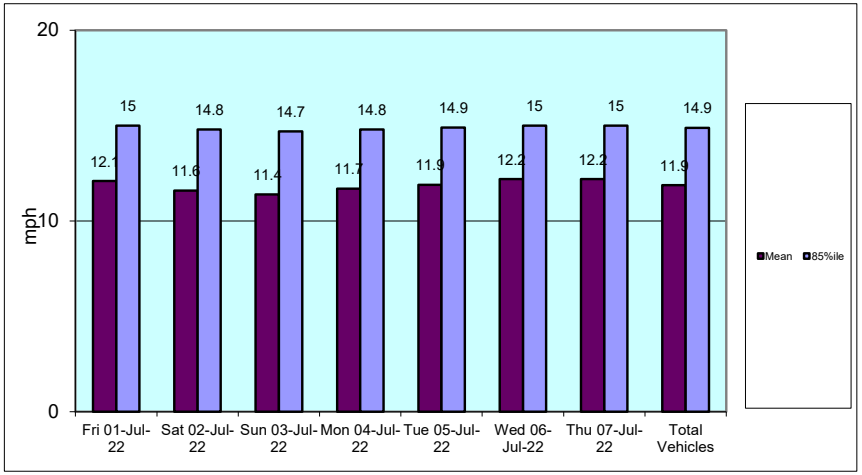
11493			STAPLEHURST				Site No: 11493001				Location	Bankfields, Staplehurst (W of Mill Bank)					
Fri 01-Jul-22 to Thu 07-Jul-22							Channel: Eastbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Wed 06-Jul-22																
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1	-	8.5	-	0	1	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	-	13.5	-	0	0	1	0	0	0	0	0	0	0	0	0
05:00	3	-	13.5	1.7	0	0	3	0	0	0	0	0	0	0	0	0
06:00	3	-	13.5	1.7	0	0	3	0	0	0	0	0	0	0	0	0
07:00	11	14.7	12.1	2.8	0	3	8	0	0	0	0	0	0	0	0	0
08:00	13	14.9	12.7	2.4	0	2	11	0	0	0	0	0	0	0	0	0
09:00	9	-	11.8	2.9	0	3	6	0	0	0	0	0	0	0	0	0
10:00	7	-	11.4	3.1	0	3	4	0	0	0	0	0	0	0	0	0
11:00	7	-	12.8	2.4	0	1	6	0	0	0	0	0	0	0	0	0
12:00	10	15	13.5	1.5	0	0	10	0	0	0	0	0	0	0	0	0
13:00	8	-	11	3.1	0	4	4	0	0	0	0	0	0	0	0	0
14:00	11	14.9	13	2.1	0	1	10	0	0	0	0	0	0	0	0	0
15:00	6	-	11.8	3	0	2	4	0	0	0	0	0	0	0	0	0
16:00	10	14	11	3	0	5	5	0	0	0	0	0	0	0	0	0
17:00	5	-	13.5	1.6	0	0	5	0	0	0	0	0	0	0	0	0
18:00	1	-	13.5	-	0	0	1	0	0	0	0	0	0	0	0	0
19:00	8	-	11	3.1	0	4	4	0	0	0	0	0	0	0	0	0
20:00	4	-	13.5	1.6	0	0	4	0	0	0	0	0	0	0	0	0
21:00	4	-	9.8	2.8	0	3	1	0	0	0	0	0	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	98	15	12.3	2.6	0	24	74	0	0	0	0	0	0	0	0	0
16H,6-22	117	15	12.2	2.6	0	31	86	0	0	0	0	0	0	0	0	0
18H,6-24	117	15	12.2	2.6	0	31	86	0	0	0	0	0	0	0	0	0
24H,0-24	122	15	12.2	2.6	0	32	90	0	0	0	0	0	0	0	0	0

11493			STAPLEHURST				Site No: 11493001				Location	Bankfields, Staplehurst (W of Mill Bank)					
Fri 01-Jul-22 to Thu 07-Jul-22							Channel: Eastbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Thu 07-Jul-22																
00:00	1	-	8.5	-	0	1	0	0	0	0	0	0	0	0	0	0
01:00	2	-	13.5	1.8	0	0	2	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	4	-	13.5	1.6	0	0	4	0	0	0	0	0	0	0	0	0
06:00	2	-	13.5	1.8	0	0	2	0	0	0	0	0	0	0	0	0
07:00	13	14.8	12.3	2.6	0	3	10	0	0	0	0	0	0	0	0	0
08:00	11	14.5	11.7	2.9	0	4	7	0	0	0	0	0	0	0	0	0
09:00	5	-	12.5	2.6	0	1	4	0	0	0	0	0	0	0	0	0
10:00	10	14.6	12	2.8	0	3	7	0	0	0	0	0	0	0	0	0
11:00	3	-	13.5	1.7	0	0	3	0	0	0	0	0	0	0	0	0
12:00	5	-	11.5	3.1	0	2	3	0	0	0	0	0	0	0	0	0
13:00	6	-	8.7	3	1	4	1	0	0	0	0	0	0	0	0	0
14:00	7	-	12.1	2.9	0	2	5	0	0	0	0	0	0	0	0	0
15:00	8	-	12.3	2.7	0	2	6	0	0	0	0	0	0	0	0	0
16:00	4	-	13.5	1.6	0	0	4	0	0	0	0	0	0	0	0	0
17:00	4	-	13.5	1.6	0	0	4	0	0	0	0	0	0	0	0	0
18:00	10	14.6	12	2.8	0	3	7	0	0	0	0	0	0	0	0	0
19:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
20:00	11	14.9	13	2.1	0	1	10	0	0	0	0	0	0	0	0	0
21:00	4	-	12.3	2.8	0	1	3	0	0	0	0	0	0	0	0	0
22:00	1	-	13.5	-	0	0	1	0	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	86	14.9	12	2.8	1	24	61	0	0	0	0	0	0	0	0	0
16H,6-22	103	15	12.2	2.7	1	26	76	0	0	0	0	0	0	0	0	0
18H,6-24	104	15	12.2	2.7	1	26	77	0	0	0	0	0	0	0	0	0
24H,0-24	111	15	12.2	2.7	1	27	83	0	0	0	0	0	0	0	0	0

11493	STAPLEHURST	Site No: 11493001	Location	Bankfields, Staplehurst (W of Mill Bank)
Fri 01-Jul-22 to Thu 07-Jul-22		Channel: Eastbound		

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Daily Totals																
Fri 01-Jul-22	**117**	15	12.1	2.8	0	34	82	1	0	0	0	0	0	0	0	0
Sat 02-Jul-22	**101**	14.8	11.6	2.9	0	40	60	1	0	0	0	0	0	0	0	0
Sun 03-Jul-22	**79**	14.7	11.4	2.9	0	33	46	0	0	0	0	0	0	0	0	0
Mon 04-Jul-22	**111**	14.8	11.7	2.8	0	41	70	0	0	0	0	0	0	0	0	0
Tue 05-Jul-22	**124**	14.9	11.9	2.8	1	37	86	0	0	0	0	0	0	0	0	0
Wed 06-Jul-22	**122**	15	12.2	2.6	0	32	90	0	0	0	0	0	0	0	0	0
Thu 07-Jul-22	**111**	15	12.2	2.7	1	27	83	0	0	0	0	0	0	0	0	0
Total Vehicles																
[--]	**765**	14.9	11.9	2.8	2	244	517	2	0	0	0	0	0	0	0	0

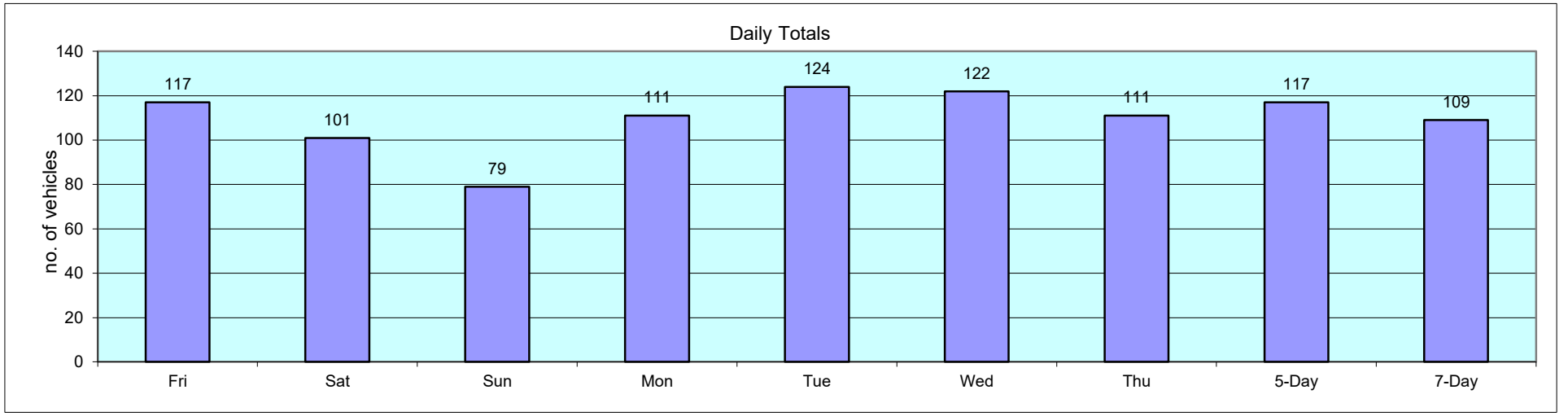




11493		STAPLEHURST		Site No: 11493001 Channel: Eastbound		Location	Bankfields, Staplehurst (W of Mill Bank)		
TIME PERIOD	Fri 01/07/2022	Sat 02/07/2022	Sun 03/07/2022	Mon 04/07/2022	Tue 05/07/2022	Wed 06/07/2022	Thu 07/07/2022	5-Day Av	7-Day Av
Week Begin: 01-Jul-22									
00:00	**0**	0	0	0	0	0	1	0	0
01:00	**1**	1	1	0	0	1	2	1	1
02:00	**0**	2	1	0	1	0	0	0	1
03:00	**0**	0	0	0	0	0	0	0	0
04:00	**1**	0	0	0	1	1	0	1	0
05:00	**2**	1	1	4	3	3	4	3	3
06:00	**2**	0	2	2	3	3	2	2	2
07:00	**10**	4	2	13	9	11	13	11	9
08:00	**10**	11	4	8	12	13	11	11	10
09:00	**9**	11	7	8	7	9	5	8	8
10:00	**11**	14	11	12	12	7	10	10	11
11:00	**9**	8	8	8	7	7	3	7	7
12:00	**9**	7	8	11	11	10	5	9	9
13:00	**5**	6	8	4	7	8	6	6	6
14:00	**10**	2	7	7	4	11	7	8	7
15:00	**6**	7	2	8	11	6	8	8	7
16:00	**9**	6	4	7	10	10	4	8	7
17:00	**8**	6	3	6	5	5	4	6	5
18:00	**7**	4	5	2	7	1	10	5	5
19:00	**6**	5	3	6	9	8	0	6	5
20:00	**1**	4	2	1	2	4	11	4	4
21:00	**1**	0	0	3	2	4	4	3	2
22:00	**0**	0	0	1	1	0	1	1	0
23:00	**0**	2	0	0	0	0	0	0	0
12H,7-19	**103**	**86**	**69**	**94**	**102**	**98**	**86**	**97**	**91**
16H,6-22	**113**	**95**	**76**	**106**	**118**	**117**	**103**	**111**	**104**
18H,6-24	**113**	**97**	**76**	**107**	**119**	**117**	**104**	**112**	**105**
24H,0-24	**117**	**101**	**79**	**111**	**124**	**122**	**111**	**117**	**109**
Am	**10:00**	**10:00**	**10:00**	**07:00**	**10:00**	**08:00**	**07:00**		
Peak	**11**	**14**	**11**	**13**	**12**	**13**	**13**		
Pm	**14:00**	**15:00**	**13:00**	**12:00**	**15:00**	**14:00**	**20:00**		
Peak	**10**	**7**	**8**	**11**	**11**	**11**	**11**		

11493	STAPLEHURST	Site No: 11493001	Location	Bankfields, Staplehurst (W of Mill Bank)
		Channel: Eastbound		

TIME PERIOD	Fri 01/07/2022	Sat 02/07/2022	Sun 03/07/2022	Mon 04/07/2022	Tue 05/07/2022	Wed 06/07/2022	Thu 07/07/2022	5-Day Av	7-Day Av



11493		STAPLEHURST				Site No: 11493001		Location	Bankfields, Staplehurst (W of Mill Bank)						
Fri 01-Jul-22 to Thu 07-Jul-22						Channel: Westbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Fri 01-Jul-22															
00:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	**5**	0	3	0	0	0	2	0	0	0	0	0	0	0
08:00	**5**	1	4	0	0	0	0	0	0	0	0	0	0	0
09:00	**8**	0	6	2	0	0	0	0	0	0	0	0	0	0
10:00	**7**	0	5	2	0	0	0	0	0	0	0	0	0	0
11:00	**6**	0	4	2	0	0	0	0	0	0	0	0	0	0
12:00	**9**	0	7	2	0	0	0	0	0	0	0	0	0	0
13:00	**11**	0	11	0	0	0	0	0	0	0	0	0	0	0
14:00	**6**	0	6	0	0	0	0	0	0	0	0	0	0	0
15:00	**9**	0	9	0	0	0	0	0	0	0	0	0	0	0
16:00	**11**	0	10	1	0	0	0	0	0	0	0	0	0	0
17:00	**8**	0	7	0	0	0	1	0	0	0	0	0	0	0
18:00	**16**	0	14	0	0	0	2	0	0	0	0	0	0	0
19:00	**10**	0	9	1	0	0	0	0	0	0	0	0	0	0
20:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
21:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
22:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
23:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**101**	**1**	**86**	**9**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**116**	**1**	**100**	**10**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**118**	**1**	**102**	**10**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**118**	**1**	**102**	**10**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

11493		STAPLEHURST				Site No: 11493001		Location	Bankfields, Staplehurst (W of Mill Bank)					
Fri 01-Jul-22 to Thu 07-Jul-22						Channel: Westbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sat 02-Jul-22														
00:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**1**	0	0	0	0	0	1	0	0	0	0	0	0	0
03:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
06:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	**4**	0	2	2	0	0	0	0	0	0	0	0	0	0
08:00	**6**	0	6	0	0	0	0	0	0	0	0	0	0	0
09:00	**11**	0	9	1	0	0	1	0	0	0	0	0	0	0
10:00	**7**	0	6	0	0	0	1	0	0	0	0	0	0	0
11:00	**7**	0	5	2	0	0	0	0	0	0	0	0	0	0
12:00	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
13:00	**7**	0	7	0	0	0	0	0	0	0	0	0	0	0
14:00	**8**	0	6	2	0	0	0	0	0	0	0	0	0	0
15:00	**6**	0	5	1	0	0	0	0	0	0	0	0	0	0
16:00	**10**	1	9	0	0	0	0	0	0	0	0	0	0	0
17:00	**7**	0	5	2	0	0	0	0	0	0	0	0	0	0
18:00	**10**	0	8	1	0	0	1	0	0	0	0	0	0	0
19:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
20:00	**7**	0	6	1	0	0	0	0	0	0	0	0	0	0
21:00	**3**	0	2	1	0	0	0	0	0	0	0	0	0	0
22:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
23:00	**2**	0	1	1	0	0	0	0	0	0	0	0	0	0
12H,7-19	**87**	**1**	**72**	**11**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**100**	**1**	**83**	**13**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**104**	**1**	**86**	**14**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**107**	**1**	**88**	**14**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

11493		STAPLEHURST				Site No: 11493001		Location	Bankfields, Staplehurst (W of Mill Bank)					
Fri 01-Jul-22 to Thu 07-Jul-22						Channel: Westbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sun 03-Jul-22														
00:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
01:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
05:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
07:00	**2**	1	0	0	0	0	1	0	0	0	0	0	0	0
08:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
09:00	**5**	0	4	1	0	0	0	0	0	0	0	0	0	0
10:00	**6**	0	5	1	0	0	0	0	0	0	0	0	0	0
11:00	**6**	0	3	3	0	0	0	0	0	0	0	0	0	0
12:00	**12**	0	12	0	0	0	0	0	0	0	0	0	0	0
13:00	**9**	1	7	0	0	0	1	0	0	0	0	0	0	0
14:00	**6**	0	4	1	0	0	1	0	0	0	0	0	0	0
15:00	**8**	0	7	1	0	0	0	0	0	0	0	0	0	0
16:00	**4**	0	3	1	0	0	0	0	0	0	0	0	0	0
17:00	**7**	0	6	0	0	0	1	0	0	0	0	0	0	0
18:00	**6**	0	6	0	0	0	0	0	0	0	0	0	0	0
19:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
20:00	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
21:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
22:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**72**	**2**	**58**	**8**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**82**	**2**	**68**	**8**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**82**	**2**	**68**	**8**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**85**	**2**	**71**	**8**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

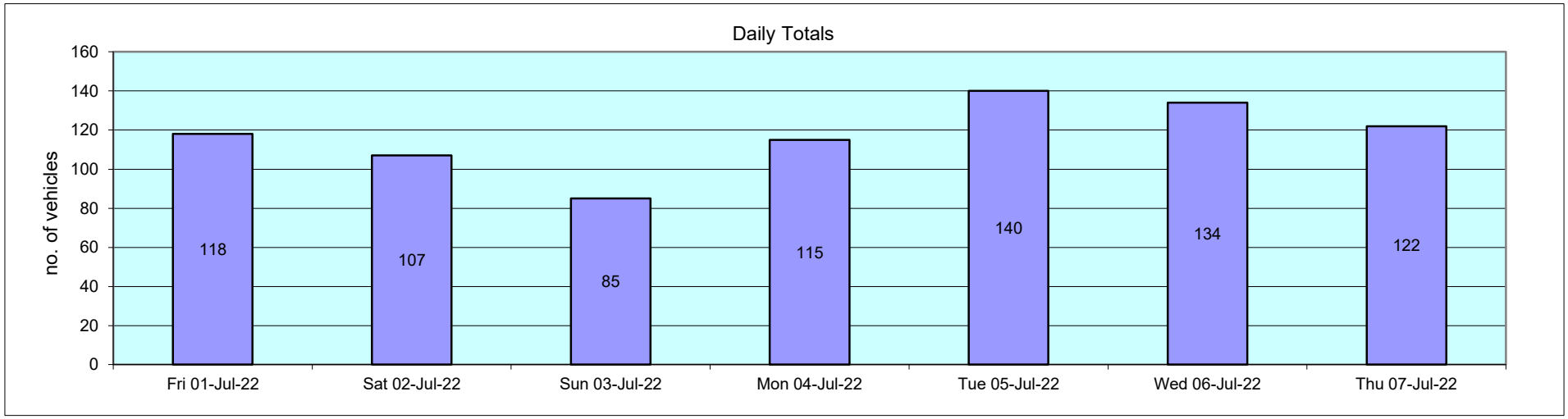
11493		STAPLEHURST				Site No: 11493001		Location	Bankfields, Staplehurst (W of Mill Bank)					
Fri 01-Jul-22 to Thu 07-Jul-22						Channel: Westbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Mon 04-Jul-22														
00:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
06:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	**7**	0	4	2	0	0	1	0	0	0	0	0	0	0
08:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
09:00	**7**	0	5	2	0	0	0	0	0	0	0	0	0	0
10:00	**13**	0	12	0	0	0	1	0	0	0	0	0	0	0
11:00	**11**	0	11	0	0	0	0	0	0	0	0	0	0	0
12:00	**12**	0	11	1	0	0	0	0	0	0	0	0	0	0
13:00	**6**	0	5	0	0	1	0	0	0	0	0	0	0	0
14:00	**6**	0	6	0	0	0	0	0	0	0	0	0	0	0
15:00	**11**	0	9	2	0	0	0	0	0	0	0	0	0	0
16:00	**8**	0	5	3	0	0	0	0	0	0	0	0	0	0
17:00	**10**	0	10	0	0	0	0	0	0	0	0	0	0	0
18:00	**8**	0	8	0	0	0	0	0	0	0	0	0	0	0
19:00	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
20:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
21:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
22:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
23:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**101**	**0**	**88**	**10**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**112**	**0**	**99**	**10**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**113**	**0**	**100**	**10**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**115**	**0**	**102**	**10**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

11493		STAPLEHURST				Site No: 11493001		Location	Bankfields, Staplehurst (W of Mill Bank)					
Fri 01-Jul-22 to Thu 07-Jul-22						Channel: Westbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Tue 05-Jul-22														
00:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
01:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0
02:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
05:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
06:00	2	1	1	0	0	0	0	0	0	0	0	0	0	0
07:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0
08:00	6	0	4	2	0	0	0	0	0	0	0	0	0	0
09:00	7	0	6	1	0	0	0	0	0	0	0	0	0	0
10:00	6	0	6	0	0	0	0	0	0	0	0	0	0	0
11:00	9	0	7	2	0	0	0	0	0	0	0	0	0	0
12:00	14	0	10	3	0	0	1	0	0	0	0	0	0	0
13:00	13	1	11	1	0	0	0	0	0	0	0	0	0	0
14:00	7	0	6	1	0	0	0	0	0	0	0	0	0	0
15:00	11	0	9	2	0	0	0	0	0	0	0	0	0	0
16:00	10	0	9	1	0	0	0	0	0	0	0	0	0	0
17:00	14	0	13	0	0	0	1	0	0	0	0	0	0	0
18:00	8	0	7	1	0	0	0	0	0	0	0	0	0	0
19:00	9	0	9	0	0	0	0	0	0	0	0	0	0	0
20:00	6	0	5	0	0	0	1	0	0	0	0	0	0	0
21:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0
22:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0
23:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	108	1	91	14	0	0	2	0	0	0	0	0	0	0
16H,6-22	128	2	109	14	0	0	3	0	0	0	0	0	0	0
18H,6-24	134	2	115	14	0	0	3	0	0	0	0	0	0	0
24H,0-24	140	2	120	15	0	0	3	0	0	0	0	0	0	0

11493		STAPLEHURST				Site No: 11493001		Location	Bankfields, Staplehurst (W of Mill Bank)					
Fri 01-Jul-22 to Thu 07-Jul-22						Channel: Westbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Wed 06-Jul-22														
00:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	**1**	1	0	0	0	0	0	0	0	0	0	0	0	0
07:00	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
08:00	**10**	0	9	1	0	0	0	0	0	0	0	0	0	0
09:00	**14**	0	14	0	0	0	0	0	0	0	0	0	0	0
10:00	**10**	2	6	0	0	0	2	0	0	0	0	0	0	0
11:00	**8**	0	6	2	0	0	0	0	0	0	0	0	0	0
12:00	**11**	0	8	2	0	0	1	0	0	0	0	0	0	0
13:00	**9**	0	7	2	0	0	0	0	0	0	0	0	0	0
14:00	**10**	0	8	2	0	0	0	0	0	0	0	0	0	0
15:00	**9**	1	7	1	0	0	0	0	0	0	0	0	0	0
16:00	**6**	0	5	1	0	0	0	0	0	0	0	0	0	0
17:00	**9**	0	6	3	0	0	0	0	0	0	0	0	0	0
18:00	**10**	0	10	0	0	0	0	0	0	0	0	0	0	0
19:00	**11**	1	9	1	0	0	0	0	0	0	0	0	0	0
20:00	**9**	0	7	0	0	0	2	0	0	0	0	0	0	0
21:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
22:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
23:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**111**	**3**	**91**	**14**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**133**	**5**	**108**	**15**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**134**	**5**	**109**	**15**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**134**	**5**	**109**	**15**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

11493		STAPLEHURST				Site No: 11493001		Location	Bankfields, Staplehurst (W of Mill Bank)					
Fri 01-Jul-22 to Thu 07-Jul-22						Channel: Westbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Thu 07-Jul-22														
00:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0
02:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	**3**	1	2	0	0	0	0	0	0	0	0	0	0	0
07:00	**7**	1	5	0	0	1	0	0	0	0	0	0	0	0
08:00	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
09:00	**7**	0	6	1	0	0	0	0	0	0	0	0	0	0
10:00	**8**	0	7	0	0	1	0	0	0	0	0	0	0	0
11:00	**9**	0	5	4	0	0	0	0	0	0	0	0	0	0
12:00	**7**	0	6	1	0	0	0	0	0	0	0	0	0	0
13:00	**8**	0	7	1	0	0	0	0	0	0	0	0	0	0
14:00	**7**	0	6	1	0	0	0	0	0	0	0	0	0	0
15:00	**6**	0	6	0	0	0	0	0	0	0	0	0	0	0
16:00	**10**	0	9	0	0	0	1	0	0	0	0	0	0	0
17:00	**9**	0	7	1	0	0	1	0	0	0	0	0	0	0
18:00	**12**	0	10	2	0	0	0	0	0	0	0	0	0	0
19:00	**8**	0	7	1	0	0	0	0	0	0	0	0	0	0
20:00	**9**	0	6	2	0	0	1	0	0	0	0	0	0	0
21:00	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
22:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
23:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**95**	**1**	**79**	**11**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**119**	**2**	**98**	**14**	**0**	**2**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**121**	**2**	**100**	**14**	**0**	**2**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**122**	**2**	**100**	**15**	**0**	**2**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

11493		STAPLEHURST				Site No: 11493001		Location	Bankfields, Staplehurst (W of Mill Bank)						
Fri 01-Jul-22 to Thu 07-Jul-22						Channel: Westbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Daily Totals															
Fri 01-Jul-22	**118**	1	102	10	0	0	5	0	0	0	0	0	0	0
Sat 02-Jul-22	**107**	1	88	14	0	0	4	0	0	0	0	0	0	0
Sun 03-Jul-22	**85**	2	71	8	0	0	4	0	0	0	0	0	0	0
Mon 04-Jul-22	**115**	0	102	10	0	1	2	0	0	0	0	0	0	0
Tue 05-Jul-22	**140**	2	120	15	0	0	3	0	0	0	0	0	0	0
Wed 06-Jul-22	**134**	5	109	15	0	0	5	0	0	0	0	0	0	0
Thu 07-Jul-22	**122**	2	100	15	0	2	3	0	0	0	0	0	0	0
Total Vehicles															
[--]	**821**	13	692	87	0	3	26	0	0	0	0	0	0	0



11493	STAPLEHURST	Site No: 11493001	Location	Bankfields, Staplehurst (W of Mill Bank)
Fri 01-Jul-22 to Thu 07-Jul-22		Channel: Westbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Fri 01-Jul-22											
00:00	**0**	0	-	0	-	0	-	0	-	0	-
01:00	**0**	0	-	0	-	0	-	0	-	0	-
02:00	**0**	0	-	0	-	0	-	0	-	0	-
03:00	**0**	0	-	0	-	0	-	0	-	0	-
04:00	**0**	0	-	0	-	0	-	0	-	0	-
05:00	**0**	0	-	0	-	0	-	0	-	0	-
06:00	**0**	0	-	0	-	0	-	0	-	0	-
07:00	**5**	0	0.0	3	60.0	0	0.0	2	40.0	0	0.0
08:00	**5**	1	20.0	4	80.0	0	0.0	0	0.0	0	0.0
09:00	**8**	0	0.0	6	75.0	2	25.0	0	0.0	0	0.0
10:00	**7**	0	0.0	5	71.4	2	28.6	0	0.0	0	0.0
11:00	**6**	0	0.0	4	66.7	2	33.3	0	0.0	0	0.0
12:00	**9**	0	0.0	7	77.8	2	22.2	0	0.0	0	0.0
13:00	**11**	0	0.0	11	100.0	0	0.0	0	0.0	0	0.0
14:00	**6**	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
15:00	**9**	0	0.0	9	100.0	0	0.0	0	0.0	0	0.0
16:00	**11**	0	0.0	10	90.9	1	9.1	0	0.0	0	0.0
17:00	**8**	0	0.0	7	87.5	0	0.0	1	12.5	0	0.0
18:00	**16**	0	0.0	14	87.5	0	0.0	2	12.5	0	0.0
19:00	**10**	0	0.0	9	90.0	1	10.0	0	0.0	0	0.0
20:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
21:00	**3**	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
22:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
23:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	**101**	**1**	**1.0**	**86**	**85.2**	**9**	**8.9**	**5**	**5.0**	**0**	**0.0**
16H,6-22	**116**	**1**	**0.9**	**100**	**86.2**	**10**	**8.6**	**5**	**4.3**	**0**	**0.0**
18H,6-24	**118**	**1**	**0.9**	**102**	**86.4**	**10**	**8.5**	**5**	**4.2**	**0**	**0.0**
24H,0-24	**118**	**1**	**0.9**	**102**	**86.4**	**10**	**8.5**	**5**	**4.2**	**0**	**0.0**

11493	STAPLEHURST	Site No: 11493001	Location	Bankfields, Staplehurst (W of Mill Bank)
Fri 01-Jul-22 to Thu 07-Jul-22		Channel: Westbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sat 02-Jul-22											
00:00	**0**	0	-	0	-	0	-	0	-	0	-
01:00	**0**	0	-	0	-	0	-	0	-	0	-
02:00	**1**	0	0.0	0	0.0	0	0.0	1	100.0	0	0.0
03:00	**0**	0	-	0	-	0	-	0	-	0	-
04:00	**0**	0	-	0	-	0	-	0	-	0	-
05:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
06:00	**0**	0	-	0	-	0	-	0	-	0	-
07:00	**4**	0	0.0	2	50.0	2	50.0	0	0.0	0	0.0
08:00	**6**	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
09:00	**11**	0	0.0	9	81.8	1	9.1	1	9.1	0	0.0
10:00	**7**	0	0.0	6	85.7	0	0.0	1	14.3	0	0.0
11:00	**7**	0	0.0	5	71.4	2	28.6	0	0.0	0	0.0
12:00	**4**	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
13:00	**7**	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
14:00	**8**	0	0.0	6	75.0	2	25.0	0	0.0	0	0.0
15:00	**6**	0	0.0	5	83.3	1	16.7	0	0.0	0	0.0
16:00	**10**	1	10.0	9	90.0	0	0.0	0	0.0	0	0.0
17:00	**7**	0	0.0	5	71.4	2	28.6	0	0.0	0	0.0
18:00	**10**	0	0.0	8	80.0	1	10.0	1	10.0	0	0.0
19:00	**3**	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
20:00	**7**	0	0.0	6	85.7	1	14.3	0	0.0	0	0.0
21:00	**3**	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
22:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
23:00	**2**	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
12H,7-19	**87**	**1**	**1.2**	**72**	**82.8**	**11**	**12.6**	**3**	**3.5**	**0**	**0.0**
16H,6-22	**100**	**1**	**1.0**	**83**	**83.0**	**13**	**13.0**	**3**	**3.0**	**0**	**0.0**
18H,6-24	**104**	**1**	**1.0**	**86**	**82.7**	**14**	**13.5**	**3**	**2.9**	**0**	**0.0**
24H,0-24	**107**	**1**	**0.9**	**88**	**82.2**	**14**	**13.1**	**4**	**3.7**	**0**	**0.0**

11493	STAPLEHURST	Site No: 11493001	Location	Bankfields, Staplehurst (W of Mill Bank)
Fri 01-Jul-22 to Thu 07-Jul-22		Channel: Westbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sun 03-Jul-22											
00:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
01:00	**0**	0	-	0	-	0	-	0	-	0	-
02:00	**0**	0	-	0	-	0	-	0	-	0	-
03:00	**0**	0	-	0	-	0	-	0	-	0	-
04:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
05:00	**0**	0	-	0	-	0	-	0	-	0	-
06:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
07:00	**2**	1	50.0	0	0.0	0	0.0	1	50.0	0	0.0
08:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
09:00	**5**	0	0.0	4	80.0	1	20.0	0	0.0	0	0.0
10:00	**6**	0	0.0	5	83.3	1	16.7	0	0.0	0	0.0
11:00	**6**	0	0.0	3	50.0	3	50.0	0	0.0	0	0.0
12:00	**12**	0	0.0	12	100.0	0	0.0	0	0.0	0	0.0
13:00	**9**	1	11.1	7	77.8	0	0.0	1	11.1	0	0.0
14:00	**6**	0	0.0	4	66.7	1	16.7	1	16.7	0	0.0
15:00	**8**	0	0.0	7	87.5	1	12.5	0	0.0	0	0.0
16:00	**4**	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
17:00	**7**	0	0.0	6	85.7	0	0.0	1	14.3	0	0.0
18:00	**6**	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
19:00	**3**	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
20:00	**4**	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
21:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
22:00	**0**	0	-	0	-	0	-	0	-	0	-
23:00	**0**	0	-	0	-	0	-	0	-	0	-
12H,7-19	**72**	**2**	**2.8**	**58**	**80.6**	**8**	**11.1**	**4**	**5.6**	**0**	**0.0**
16H,6-22	**82**	**2**	**2.4**	**68**	**82.9**	**8**	**9.8**	**4**	**4.9**	**0**	**0.0**
18H,6-24	**82**	**2**	**2.4**	**68**	**82.9**	**8**	**9.8**	**4**	**4.9**	**0**	**0.0**
24H,0-24	**85**	**2**	**2.4**	**71**	**83.5**	**8**	**9.4**	**4**	**4.7**	**0**	**0.0**

11493	STAPLEHURST	Site No: 11493001	Location	Bankfields, Staplehurst (W of Mill Bank)
Fri 01-Jul-22 to Thu 07-Jul-22		Channel: Westbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Mon 04-Jul-22											
00:00	**0**	0	-	0	-	0	-	0	-	0	-
01:00	**0**	0	-	0	-	0	-	0	-	0	-
02:00	**0**	0	-	0	-	0	-	0	-	0	-
03:00	**0**	0	-	0	-	0	-	0	-	0	-
04:00	**0**	0	-	0	-	0	-	0	-	0	-
05:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
06:00	**0**	0	-	0	-	0	-	0	-	0	-
07:00	**7**	0	0.0	4	57.1	2	28.6	1	14.3	0	0.0
08:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
09:00	**7**	0	0.0	5	71.4	2	28.6	0	0.0	0	0.0
10:00	**13**	0	0.0	12	92.3	0	0.0	1	7.7	0	0.0
11:00	**11**	0	0.0	11	100.0	0	0.0	0	0.0	0	0.0
12:00	**12**	0	0.0	11	91.7	1	8.3	0	0.0	0	0.0
13:00	**6**	0	0.0	5	83.3	0	0.0	1	16.7	0	0.0
14:00	**6**	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
15:00	**11**	0	0.0	9	81.8	2	18.2	0	0.0	0	0.0
16:00	**8**	0	0.0	5	62.5	3	37.5	0	0.0	0	0.0
17:00	**10**	0	0.0	10	100.0	0	0.0	0	0.0	0	0.0
18:00	**8**	0	0.0	8	100.0	0	0.0	0	0.0	0	0.0
19:00	**5**	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
20:00	**3**	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
21:00	**3**	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
22:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
23:00	**0**	0	-	0	-	0	-	0	-	0	-
12H,7-19	**101**	**0**	**0.0**	**88**	**87.1**	**10**	**9.9**	**3**	**3.0**	**0**	**0.0**
16H,6-22	**112**	**0**	**0.0**	**99**	**88.4**	**10**	**8.9**	**3**	**2.7**	**0**	**0.0**
18H,6-24	**113**	**0**	**0.0**	**100**	**88.5**	**10**	**8.9**	**3**	**2.7**	**0**	**0.0**
24H,0-24	**115**	**0**	**0.0**	**102**	**88.7**	**10**	**8.7**	**3**	**2.6**	**0**	**0.0**

11493	STAPLEHURST	Site No: 11493001	Location	Bankfields, Staplehurst (W of Mill Bank)
Fri 01-Jul-22 to Thu 07-Jul-22		Channel: Westbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Tue 05-Jul-22											
00:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
01:00	**1**	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
02:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	**0**	0	-	0	-	0	-	0	-	0	-
04:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
05:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
06:00	**2**	1	50.0	1	50.0	0	0.0	0	0.0	0	0.0
07:00	**3**	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
08:00	**6**	0	0.0	4	66.7	2	33.3	0	0.0	0	0.0
09:00	**7**	0	0.0	6	85.7	1	14.3	0	0.0	0	0.0
10:00	**6**	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
11:00	**9**	0	0.0	7	77.8	2	22.2	0	0.0	0	0.0
12:00	**14**	0	0.0	10	71.4	3	21.4	1	7.1	0	0.0
13:00	**13**	1	7.7	11	84.6	1	7.7	0	0.0	0	0.0
14:00	**7**	0	0.0	6	85.7	1	14.3	0	0.0	0	0.0
15:00	**11**	0	0.0	9	81.8	2	18.2	0	0.0	0	0.0
16:00	**10**	0	0.0	9	90.0	1	10.0	0	0.0	0	0.0
17:00	**14**	0	0.0	13	92.9	0	0.0	1	7.1	0	0.0
18:00	**8**	0	0.0	7	87.5	1	12.5	0	0.0	0	0.0
19:00	**9**	0	0.0	9	100.0	0	0.0	0	0.0	0	0.0
20:00	**6**	0	0.0	5	83.3	0	0.0	1	16.7	0	0.0
21:00	**3**	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
22:00	**5**	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
23:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	**108**	**1**	**0.9**	**91**	**84.3**	**14**	**13.0**	**2**	**1.9**	**0**	**0.0**
16H,6-22	**128**	**2**	**1.6**	**109**	**85.2**	**14**	**10.9**	**3**	**2.3**	**0**	**0.0**
18H,6-24	**134**	**2**	**1.5**	**115**	**85.8**	**14**	**10.5**	**3**	**2.2**	**0**	**0.0**
24H,0-24	**140**	**2**	**1.4**	**120**	**85.7**	**15**	**10.7**	**3**	**2.1**	**0**	**0.0**

11493	STAPLEHURST	Site No: 11493001	Location	Bankfields, Staplehurst (W of Mill Bank)
Fri 01-Jul-22 to Thu 07-Jul-22		Channel: Westbound		

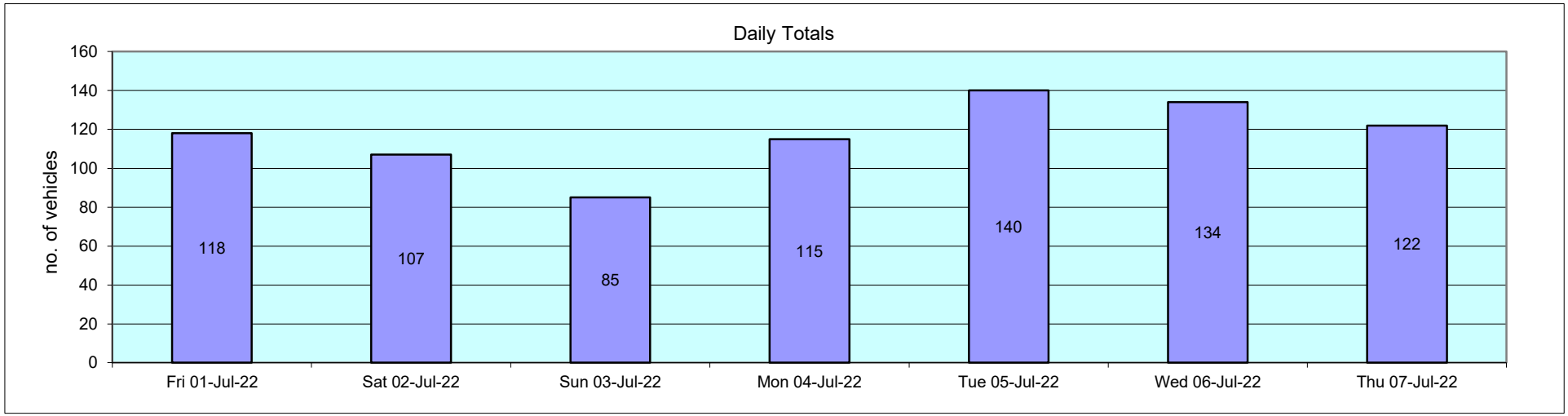
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Wed 06-Jul-22											
00:00	**0**	0	-	0	-	0	-	0	-	0	-
01:00	**0**	0	-	0	-	0	-	0	-	0	-
02:00	**0**	0	-	0	-	0	-	0	-	0	-
03:00	**0**	0	-	0	-	0	-	0	-	0	-
04:00	**0**	0	-	0	-	0	-	0	-	0	-
05:00	**0**	0	-	0	-	0	-	0	-	0	-
06:00	**1**	1	100.0	0	0.0	0	0.0	0	0.0	0	0.0
07:00	**5**	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
08:00	**10**	0	0.0	9	90.0	1	10.0	0	0.0	0	0.0
09:00	**14**	0	0.0	14	100.0	0	0.0	0	0.0	0	0.0
10:00	**10**	2	20.0	6	60.0	0	0.0	2	20.0	0	0.0
11:00	**8**	0	0.0	6	75.0	2	25.0	0	0.0	0	0.0
12:00	**11**	0	0.0	8	72.7	2	18.2	1	9.1	0	0.0
13:00	**9**	0	0.0	7	77.8	2	22.2	0	0.0	0	0.0
14:00	**10**	0	0.0	8	80.0	2	20.0	0	0.0	0	0.0
15:00	**9**	1	11.1	7	77.8	1	11.1	0	0.0	0	0.0
16:00	**6**	0	0.0	5	83.3	1	16.7	0	0.0	0	0.0
17:00	**9**	0	0.0	6	66.7	3	33.3	0	0.0	0	0.0
18:00	**10**	0	0.0	10	100.0	0	0.0	0	0.0	0	0.0
19:00	**11**	1	9.1	9	81.8	1	9.1	0	0.0	0	0.0
20:00	**9**	0	0.0	7	77.8	0	0.0	2	22.2	0	0.0
21:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
22:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
23:00	**0**	0	-	0	-	0	-	0	-	0	-
12H,7-19	**111**	**3**	**2.7**	**91**	**82.0**	**14**	**12.6**	**3**	**2.7**	**0**	**0.0**
16H,6-22	**133**	**5**	**3.8**	**108**	**81.2**	**15**	**11.3**	**5**	**3.8**	**0**	**0.0**
18H,6-24	**134**	**5**	**3.7**	**109**	**81.3**	**15**	**11.2**	**5**	**3.7**	**0**	**0.0**
24H,0-24	**134**	**5**	**3.7**	**109**	**81.3**	**15**	**11.2**	**5**	**3.7**	**0**	**0.0**

11493	STAPLEHURST	Site No: 11493001	Location	Bankfields, Staplehurst (W of Mill Bank)
Fri 01-Jul-22 to Thu 07-Jul-22		Channel: Westbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Thu 07-Jul-22											
00:00	**0**	0	-	0	-	0	-	0	-	0	-
01:00	**1**	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
02:00	**0**	0	-	0	-	0	-	0	-	0	-
03:00	**0**	0	-	0	-	0	-	0	-	0	-
04:00	**0**	0	-	0	-	0	-	0	-	0	-
05:00	**0**	0	-	0	-	0	-	0	-	0	-
06:00	**3**	1	33.3	2	66.7	0	0.0	0	0.0	0	0.0
07:00	**7**	1	14.3	5	71.4	0	0.0	1	14.3	0	0.0
08:00	**5**	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
09:00	**7**	0	0.0	6	85.7	1	14.3	0	0.0	0	0.0
10:00	**8**	0	0.0	7	87.5	0	0.0	1	12.5	0	0.0
11:00	**9**	0	0.0	5	55.6	4	44.4	0	0.0	0	0.0
12:00	**7**	0	0.0	6	85.7	1	14.3	0	0.0	0	0.0
13:00	**8**	0	0.0	7	87.5	1	12.5	0	0.0	0	0.0
14:00	**7**	0	0.0	6	85.7	1	14.3	0	0.0	0	0.0
15:00	**6**	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
16:00	**10**	0	0.0	9	90.0	0	0.0	1	10.0	0	0.0
17:00	**9**	0	0.0	7	77.8	1	11.1	1	11.1	0	0.0
18:00	**12**	0	0.0	10	83.3	2	16.7	0	0.0	0	0.0
19:00	**8**	0	0.0	7	87.5	1	12.5	0	0.0	0	0.0
20:00	**9**	0	0.0	6	66.7	2	22.2	1	11.1	0	0.0
21:00	**4**	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
22:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
23:00	**0**	0	-	0	-	0	-	0	-	0	-
12H,7-19	**95**	**1**	**1.1**	**79**	**83.2**	**11**	**11.6**	**4**	**4.2**	**0**	**0.0**
16H,6-22	**119**	**2**	**1.7**	**98**	**82.4**	**14**	**11.8**	**5**	**4.2**	**0**	**0.0**
18H,6-24	**121**	**2**	**1.7**	**100**	**82.6**	**14**	**11.6**	**5**	**4.1**	**0**	**0.0**
24H,0-24	**122**	**2**	**1.6**	**100**	**82.0**	**15**	**12.3**	**5**	**4.1**	**0**	**0.0**

11493	STAPLEHURST	Site No: 11493001	Location	Bankfields, Staplehurst (W of Mill Bank)
Fri 01-Jul-22 to Thu 07-Jul-22		Channel: Westbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Fri 01-Jul-22	**118**	1	0.9	102	86.4	10	8.5	5	4.2	0	0.0
Sat 02-Jul-22	**107**	1	0.9	88	82.2	14	13.1	4	3.7	0	0.0
Sun 03-Jul-22	**85**	2	2.4	71	83.5	8	9.4	4	4.7	0	0.0
Mon 04-Jul-22	**115**	0	0.0	102	88.7	10	8.7	3	2.6	0	0.0
Tue 05-Jul-22	**140**	2	1.4	120	85.7	15	10.7	3	2.1	0	0.0
Wed 06-Jul-22	**134**	5	3.7	109	81.3	15	11.2	5	3.7	0	0.0
Thu 07-Jul-22	**122**	2	1.6	100	82.0	15	12.3	5	4.1	0	0.0
Total Vehicles											
[--]	**821**	13	1.6	692	84.3	87	10.6	29	3.6	0	0.0



11493			STAPLEHURST				Site No: 11493001				Location	Bankfields, Staplehurst (W of Mill Bank)					
Fri 01-Jul-22 to Thu 07-Jul-22							Channel: Westbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Fri 01-Jul-22																
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
07:00	5	-	11.5	3.1	0	2	3	0	0	0	0	0	0	0	0	0
08:00	5	-	12.5	2.6	0	1	4	0	0	0	0	0	0	0	0	0
09:00	8	-	9.8	2.7	0	6	2	0	0	0	0	0	0	0	0	0
10:00	7	-	11.4	3.1	0	3	4	0	0	0	0	0	0	0	0	0
11:00	6	-	12.7	2.5	0	1	5	0	0	0	0	0	0	0	0	0
12:00	9	-	9.8	3.4	1	5	3	0	0	0	0	0	0	0	0	0
13:00	11	14.5	11.7	2.9	0	4	7	0	0	0	0	0	0	0	0	0
14:00	6	-	13.5	1.6	0	0	6	0	0	0	0	0	0	0	0	0
15:00	9	-	11.3	3	0	4	5	0	0	0	0	0	0	0	0	0
16:00	11	14.7	12.1	2.8	0	3	8	0	0	0	0	0	0	0	0	0
17:00	8	-	12.9	2.3	0	1	7	0	0	0	0	0	0	0	0	0
18:00	16	14.7	11.9	2.8	0	5	11	0	0	0	0	0	0	0	0	0
19:00	10	15.3	13	3.2	0	2	7	1	0	0	0	0	0	0	0	0
20:00	2	-	13.5	1.8	0	0	2	0	0	0	0	0	0	0	0	0
21:00	3	-	8.9	4.4	1	1	1	0	0	0	0	0	0	0	0	0
22:00	1	-	13.5	-	0	0	1	0	0	0	0	0	0	0	0	0
23:00	1	-	13.5	-	0	0	1	0	0	0	0	0	0	0	0	0
12H,7-19	101	14.8	11.7	2.9	1	35	65	0	0	0	0	0	0	0	0	0
16H,6-22	116	14.9	11.8	3	2	38	75	1	0	0	0	0	0	0	0	0
18H,6-24	118	14.9	11.8	2.9	2	38	77	1	0	0	0	0	0	0	0	0
24H,0-24	118	14.9	11.8	2.9	2	38	77	1	0	0	0	0	0	0	0	0

11493			STAPLEHURST				Site No: 11493001				Location	Bankfields, Staplehurst (W of Mill Bank)					
Fri 01-Jul-22 to Thu 07-Jul-22							Channel: Westbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sat 02-Jul-22																
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	-	13.5	-	0	0	1	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	2	-	13.5	1.8	0	0	2	0	0	0	0	0	0	0	0	0
06:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
07:00	4	-	11	3.2	0	2	2	0	0	0	0	0	0	0	0	0
08:00	6	-	13.5	1.6	0	0	6	0	0	0	0	0	0	0	0	0
09:00	11	14.2	11.2	3	0	5	6	0	0	0	0	0	0	0	0	0
10:00	7	-	12.1	2.9	0	2	5	0	0	0	0	0	0	0	0	0
11:00	7	-	9.9	2.9	0	5	2	0	0	0	0	0	0	0	0	0
12:00	4	-	13.5	1.6	0	0	4	0	0	0	0	0	0	0	0	0
13:00	7	-	12.1	2.9	0	2	5	0	0	0	0	0	0	0	0	0
14:00	8	-	10.4	3	0	5	3	0	0	0	0	0	0	0	0	0
15:00	6	-	12.7	2.5	0	1	5	0	0	0	0	0	0	0	0	0
16:00	10	14.9	13	2.1	0	1	9	0	0	0	0	0	0	0	0	0
17:00	7	-	11.4	3.1	0	3	4	0	0	0	0	0	0	0	0	0
18:00	10	12.7	10	2.8	0	7	3	0	0	0	0	0	0	0	0	0
19:00	3	-	11.8	3.1	0	1	2	0	0	0	0	0	0	0	0	0
20:00	7	-	12.1	2.9	0	2	5	0	0	0	0	0	0	0	0	0
21:00	3	-	10.2	3.1	0	2	1	0	0	0	0	0	0	0	0	0
22:00	2	-	13.5	1.8	0	0	2	0	0	0	0	0	0	0	0	0
23:00	2	-	11	3.5	0	1	1	0	0	0	0	0	0	0	0	0
12H,7-19	87	14.7	11.6	2.8	0	33	54	0	0	0	0	0	0	0	0	0
16H,6-22	100	14.8	11.6	2.8	0	38	62	0	0	0	0	0	0	0	0	0
18H,6-24	104	14.8	11.6	2.8	0	39	65	0	0	0	0	0	0	0	0	0
24H,0-24	107	14.8	11.7	2.8	0	39	68	0	0	0	0	0	0	0	0	0

11493			STAPLEHURST				Site No: 11493001				Location	Bankfields, Staplehurst (W of Mill Bank)					
Fri 01-Jul-22 to Thu 07-Jul-22							Channel: Westbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sun 03-Jul-22																
00:00	1	-	13.5	-	0	0	1	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	2	-	13.5	1.8	0	0	2	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	2	-	11	3.5	0	1	1	0	0	0	0	0	0	0	0	0
07:00	2	-	8.5	1.8	0	2	0	0	0	0	0	0	0	0	0	0
08:00	1	-	13.5	-	0	0	1	0	0	0	0	0	0	0	0	0
09:00	5	-	12.5	2.6	0	1	4	0	0	0	0	0	0	0	0	0
10:00	6	-	13.5	1.6	0	0	6	0	0	0	0	0	0	0	0	0
11:00	6	-	11.8	3	0	2	4	0	0	0	0	0	0	0	0	0
12:00	12	14.6	11.8	2.9	0	4	8	0	0	0	0	0	0	0	0	0
13:00	9	-	12.4	3.6	0	3	5	1	0	0	0	0	0	0	0	0
14:00	6	-	12.7	2.5	0	1	5	0	0	0	0	0	0	0	0	0
15:00	8	-	11	3.1	0	4	4	0	0	0	0	0	0	0	0	0
16:00	4	-	12.3	2.8	0	1	3	0	0	0	0	0	0	0	0	0
17:00	7	-	12.1	2.9	0	2	5	0	0	0	0	0	0	0	0	0
18:00	6	-	11	3.1	0	3	3	0	0	0	0	0	0	0	0	0
19:00	3	-	11.8	3.1	0	1	2	0	0	0	0	0	0	0	0	0
20:00	4	-	13.5	1.6	0	0	4	0	0	0	0	0	0	0	0	0
21:00	1	-	13.5	-	0	0	1	0	0	0	0	0	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	72	14.9	12	2.9	0	23	48	1	0	0	0	0	0	0	0	0
16H,6-22	82	14.9	12	2.8	0	25	56	1	0	0	0	0	0	0	0	0
18H,6-24	82	14.9	12	2.8	0	25	56	1	0	0	0	0	0	0	0	0
24H,0-24	85	15	12.1	2.8	0	25	59	1	0	0	0	0	0	0	0	0

11493			STAPLEHURST				Site No: 11493001				Location	Bankfields, Staplehurst (W of Mill Bank)					
Fri 01-Jul-22 to Thu 07-Jul-22							Channel: Westbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Mon 04-Jul-22																
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	2	-	13.5	1.8	0	0	2	0	0	0	0	0	0	0	0	0
06:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
07:00	7	-	12.1	2.9	0	2	5	0	0	0	0	0	0	0	0	0
08:00	2	-	8.5	1.8	0	2	0	0	0	0	0	0	0	0	0	0
09:00	7	-	9.9	2.9	0	5	2	0	0	0	0	0	0	0	0	0
10:00	13	12.9	10	2.8	0	9	4	0	0	0	0	0	0	0	0	0
11:00	11	14.7	12.1	2.8	0	3	8	0	0	0	0	0	0	0	0	0
12:00	12	14.6	11.8	2.9	0	4	8	0	0	0	0	0	0	0	0	0
13:00	6	-	11.8	3	0	2	4	0	0	0	0	0	0	0	0	0
14:00	6	-	11	3.1	0	3	3	0	0	0	0	0	0	0	0	0
15:00	11	14.5	11.7	2.9	0	4	7	0	0	0	0	0	0	0	0	0
16:00	8	-	11.6	3	0	3	5	0	0	0	0	0	0	0	0	0
17:00	10	14.6	12	2.8	0	3	7	0	0	0	0	0	0	0	0	0
18:00	8	-	13.5	1.5	0	0	8	0	0	0	0	0	0	0	0	0
19:00	5	-	13.5	1.6	0	0	5	0	0	0	0	0	0	0	0	0
20:00	3	-	10.2	3.1	0	2	1	0	0	0	0	0	0	0	0	0
21:00	3	-	11.8	3.1	0	1	2	0	0	0	0	0	0	0	0	0
22:00	1	-	13.5	-	0	0	1	0	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	101	14.7	11.5	2.9	0	40	61	0	0	0	0	0	0	0	0	0
16H,6-22	112	14.7	11.6	2.8	0	43	69	0	0	0	0	0	0	0	0	0
18H,6-24	113	14.8	11.6	2.8	0	43	70	0	0	0	0	0	0	0	0	0
24H,0-24	115	14.8	11.6	2.8	0	43	72	0	0	0	0	0	0	0	0	0

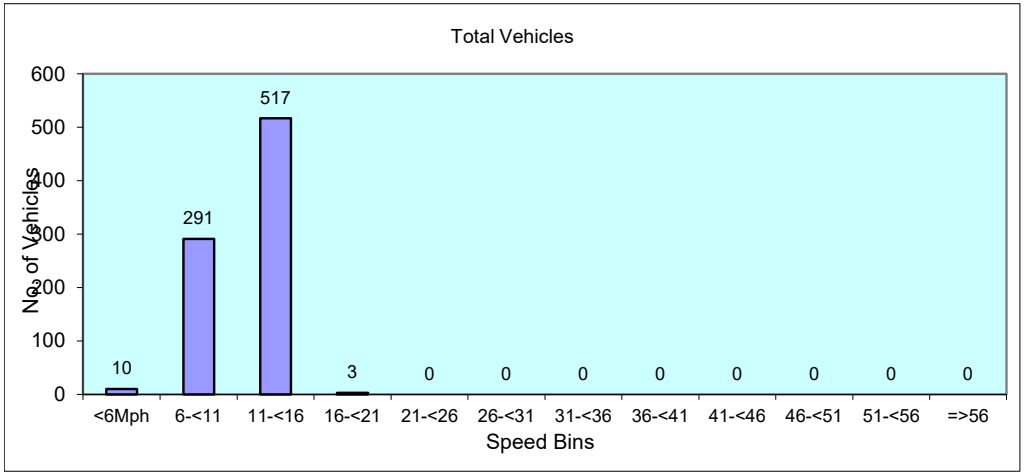
11493			STAPLEHURST				Site No: 11493001				Location	Bankfields, Staplehurst (W of Mill Bank)					
Fri 01-Jul-22 to Thu 07-Jul-22							Channel: Westbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Tue 05-Jul-22																
00:00	1	-	8.5	-	0	1	0	0	0	0	0	0	0	0	0	0
01:00	1	-	8.5	-	0	1	0	0	0	0	0	0	0	0	0	0
02:00	1	-	13.5	-	0	0	1	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	-	13.5	-	0	0	1	0	0	0	0	0	0	0	0	0
05:00	2	-	13.5	1.8	0	0	2	0	0	0	0	0	0	0	0	0
06:00	2	-	11	3.5	0	1	1	0	0	0	0	0	0	0	0	0
07:00	3	-	8.9	4.4	1	1	1	0	0	0	0	0	0	0	0	0
08:00	6	-	11	3.1	0	3	3	0	0	0	0	0	0	0	0	0
09:00	7	-	11.4	3.1	0	3	4	0	0	0	0	0	0	0	0	0
10:00	6	-	13.5	1.6	0	0	6	0	0	0	0	0	0	0	0	0
11:00	9	-	12.4	2.7	0	2	7	0	0	0	0	0	0	0	0	0
12:00	14	13.8	10.4	3.3	1	7	6	0	0	0	0	0	0	0	0	0
13:00	13	14.5	11.6	2.9	0	5	8	0	0	0	0	0	0	0	0	0
14:00	7	-	12.8	2.4	0	1	6	0	0	0	0	0	0	0	0	0
15:00	11	12.4	9.9	2.8	0	8	3	0	0	0	0	0	0	0	0	0
16:00	10	14	11	3	0	5	5	0	0	0	0	0	0	0	0	0
17:00	14	14.7	12.1	2.8	0	4	10	0	0	0	0	0	0	0	0	0
18:00	8	-	12.9	2.3	0	1	7	0	0	0	0	0	0	0	0	0
19:00	9	-	12.9	2.2	0	1	8	0	0	0	0	0	0	0	0	0
20:00	6	-	13.5	1.6	0	0	6	0	0	0	0	0	0	0	0	0
21:00	3	-	11.8	3.1	0	1	2	0	0	0	0	0	0	0	0	0
22:00	5	-	12.5	2.6	0	1	4	0	0	0	0	0	0	0	0	0
23:00	1	-	13.5	-	0	0	1	0	0	0	0	0	0	0	0	0
12H,7-19	108	14.7	11.5	2.9	2	40	66	0	0	0	0	0	0	0	0	0
16H,6-22	128	14.8	11.7	2.9	2	43	83	0	0	0	0	0	0	0	0	0
18H,6-24	134	14.8	11.7	2.9	2	44	88	0	0	0	0	0	0	0	0	0
24H,0-24	140	14.8	11.7	2.9	2	46	92	0	0	0	0	0	0	0	0	0

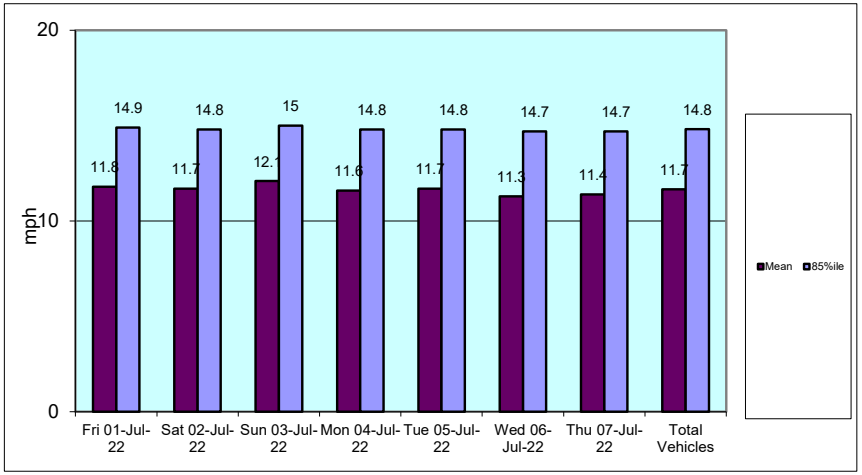
11493			STAPLEHURST				Site No: 11493001				Location	Bankfields, Staplehurst (W of Mill Bank)					
Fri 01-Jul-22 to Thu 07-Jul-22							Channel: Westbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Wed 06-Jul-22																
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	1	-	13.5	-	0	0	1	0	0	0	0	0	0	0	0	0
07:00	5	-	10.8	4.1	1	1	3	0	0	0	0	0	0	0	0	0
08:00	10	14	11	3	0	5	5	0	0	0	0	0	0	0	0	0
09:00	14	14.4	11.4	3	0	6	8	0	0	0	0	0	0	0	0	0
10:00	10	14	10.6	3.5	1	4	5	0	0	0	0	0	0	0	0	0
11:00	8	-	10.4	3	0	5	3	0	0	0	0	0	0	0	0	0
12:00	11	14.7	11.8	3.4	1	2	8	0	0	0	0	0	0	0	0	0
13:00	9	-	11.4	3.6	1	2	6	0	0	0	0	0	0	0	0	0
14:00	10	14	11	3	0	5	5	0	0	0	0	0	0	0	0	0
15:00	9	-	11.8	2.9	0	3	6	0	0	0	0	0	0	0	0	0
16:00	6	-	11.8	3	0	2	4	0	0	0	0	0	0	0	0	0
17:00	9	-	11.8	2.9	0	3	6	0	0	0	0	0	0	0	0	0
18:00	10	14.8	12.5	2.6	0	2	8	0	0	0	0	0	0	0	0	0
19:00	11	14.2	11.2	3	0	5	6	0	0	0	0	0	0	0	0	0
20:00	9	-	10.7	3	0	5	4	0	0	0	0	0	0	0	0	0
21:00	1	-	8.5	-	0	1	0	0	0	0	0	0	0	0	0	0
22:00	1	-	13.5	-	0	0	1	0	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	111	14.7	11.4	3	4	40	67	0	0	0	0	0	0	0	0	0
16H,6-22	133	14.7	11.3	3	4	51	78	0	0	0	0	0	0	0	0	0
18H,6-24	134	14.7	11.3	3	4	51	79	0	0	0	0	0	0	0	0	0
24H,0-24	134	14.7	11.3	3	4	51	79	0	0	0	0	0	0	0	0	0

11493			STAPLEHURST				Site No: 11493001				Location	Bankfields, Staplehurst (W of Mill Bank)					
Fri 01-Jul-22 to Thu 07-Jul-22							Channel: Westbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Thu 07-Jul-22																
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1	-	8.5	-	0	1	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	3	-	11.8	3.1	0	1	2	0	0	0	0	0	0	0	0	0
07:00	7	-	9.9	2.9	0	5	2	0	0	0	0	0	0	0	0	0
08:00	5	-	12.5	2.6	0	1	4	0	0	0	0	0	0	0	0	0
09:00	7	-	10.1	3.7	1	3	3	0	0	0	0	0	0	0	0	0
10:00	8	-	9.3	3.2	1	5	2	0	0	0	0	0	0	0	0	0
11:00	9	-	11.3	3	0	4	5	0	0	0	0	0	0	0	0	0
12:00	7	-	9.2	2.4	0	6	1	0	0	0	0	0	0	0	0	0
13:00	8	-	11.6	4	0	4	3	1	0	0	0	0	0	0	0	0
14:00	7	-	12.1	2.9	0	2	5	0	0	0	0	0	0	0	0	0
15:00	6	-	12.7	2.5	0	1	5	0	0	0	0	0	0	0	0	0
16:00	10	14.8	12.5	2.6	0	2	8	0	0	0	0	0	0	0	0	0
17:00	9	-	10.7	3	0	5	4	0	0	0	0	0	0	0	0	0
18:00	12	14.9	12.7	2.4	0	2	10	0	0	0	0	0	0	0	0	0
19:00	8	-	12.9	2.3	0	1	7	0	0	0	0	0	0	0	0	0
20:00	9	-	11.3	3	0	4	5	0	0	0	0	0	0	0	0	0
21:00	4	-	12.3	2.8	0	1	3	0	0	0	0	0	0	0	0	0
22:00	2	-	11	3.5	0	1	1	0	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	95	14.7	11.3	3.1	2	40	52	1	0	0	0	0	0	0	0	0
16H,6-22	119	14.7	11.4	3	2	47	69	1	0	0	0	0	0	0	0	0
18H,6-24	121	14.7	11.4	3	2	48	70	1	0	0	0	0	0	0	0	0
24H,0-24	122	14.7	11.4	3	2	49	70	1	0	0	0	0	0	0	0	0

11493	STAPLEHURST	Site No: 11493001	Location	Bankfields, Staplehurst (W of Mill Bank)
Fri 01-Jul-22 to Thu 07-Jul-22		Channel: Westbound		

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Daily Totals																
Fri 01-Jul-22	**118**	14.9	11.8	2.9	2	38	77	1	0	0	0	0	0	0	0	0
Sat 02-Jul-22	**107**	14.8	11.7	2.8	0	39	68	0	0	0	0	0	0	0	0	0
Sun 03-Jul-22	**85**	15	12.1	2.8	0	25	59	1	0	0	0	0	0	0	0	0
Mon 04-Jul-22	**115**	14.8	11.6	2.8	0	43	72	0	0	0	0	0	0	0	0	0
Tue 05-Jul-22	**140**	14.8	11.7	2.9	2	46	92	0	0	0	0	0	0	0	0	0
Wed 06-Jul-22	**134**	14.7	11.3	3	4	51	79	0	0	0	0	0	0	0	0	0
Thu 07-Jul-22	**122**	14.7	11.4	3	2	49	70	1	0	0	0	0	0	0	0	0
Total Vehicles																
[--]	**821**	14.8	11.7	2.9	10	291	517	3	0	0	0	0	0	0	0	0

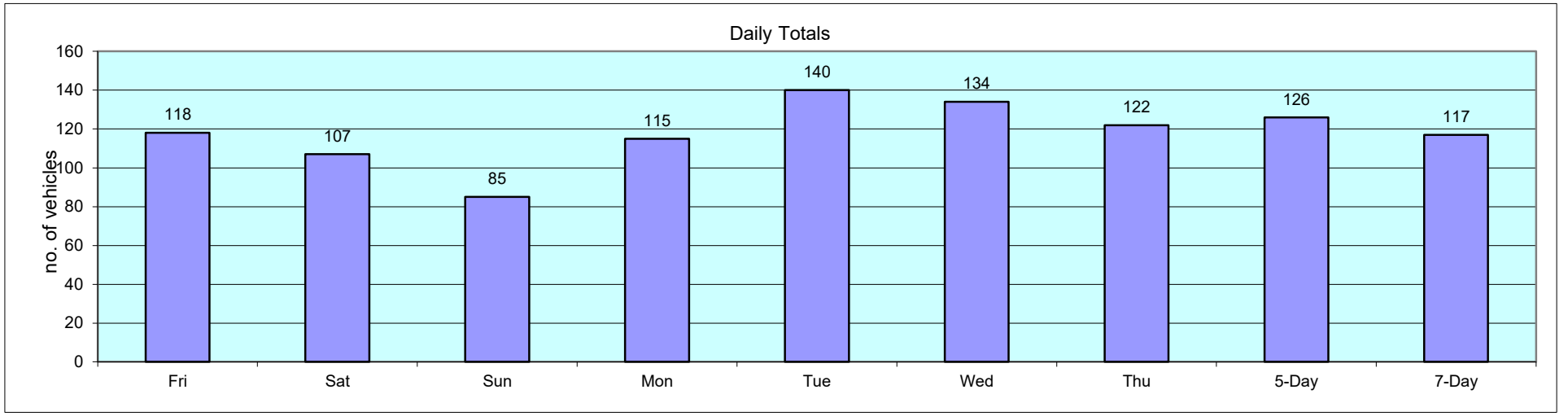




11493		STAPLEHURST		Site No: 11493001 Channel: Westbound		Location	Bankfields, Staplehurst (W of Mill Bank)		
TIME PERIOD	Fri 01/07/2022	Sat 02/07/2022	Sun 03/07/2022	Mon 04/07/2022	Tue 05/07/2022	Wed 06/07/2022	Thu 07/07/2022	5-Day Av	7-Day Av
Week Begin: 01-Jul-22									
00:00	**0**	0	1	0	1	0	0	0	0
01:00	**0**	0	0	0	1	0	1	0	0
02:00	**0**	1	0	0	1	0	0	0	0
03:00	**0**	0	0	0	0	0	0	0	0
04:00	**0**	0	2	0	1	0	0	0	0
05:00	**0**	2	0	2	2	0	0	1	1
06:00	**0**	0	2	0	2	1	3	1	1
07:00	**5**	4	2	7	3	5	7	5	5
08:00	**5**	6	1	2	6	10	5	6	5
09:00	**8**	11	5	7	7	14	7	9	8
10:00	**7**	7	6	13	6	10	8	9	8
11:00	**6**	7	6	11	9	8	9	9	8
12:00	**9**	4	12	12	14	11	7	11	10
13:00	**11**	7	9	6	13	9	8	9	9
14:00	**6**	8	6	6	7	10	7	7	7
15:00	**9**	6	8	11	11	9	6	9	9
16:00	**11**	10	4	8	10	6	10	9	8
17:00	**8**	7	7	10	14	9	9	10	9
18:00	**16**	10	6	8	8	10	12	11	10
19:00	**10**	3	3	5	9	11	8	9	7
20:00	**2**	7	4	3	6	9	9	6	6
21:00	**3**	3	1	3	3	1	4	3	3
22:00	**1**	2	0	1	5	1	2	2	2
23:00	**1**	2	0	0	1	0	0	0	1
12H,7-19	**101**	**87**	**72**	**101**	**108**	**111**	**95**	**103**	**96**
16H,6-22	**116**	**100**	**82**	**112**	**128**	**133**	**119**	**122**	**113**
18H,6-24	**118**	**104**	**82**	**113**	**134**	**134**	**121**	**124**	**115**
24H,0-24	**118**	**107**	**85**	**115**	**140**	**134**	**122**	**126**	**117**
Am	**09:00**	**09:00**	**11:00**	**10:00**	**11:00**	**09:00**	**11:00**		
Peak	**8**	**11**	**6**	**13**	**9**	**14**	**9**		
Pm	**18:00**	**18:00**	**12:00**	**12:00**	**17:00**	**19:00**	**18:00**		
Peak	**16**	**10**	**12**	**12**	**14**	**11**	**12**		

11493	STAPLEHURST	Site No: 11493001	Location	Bankfields, Staplehurst (W of Mill Bank)
		Channel: Westbound		

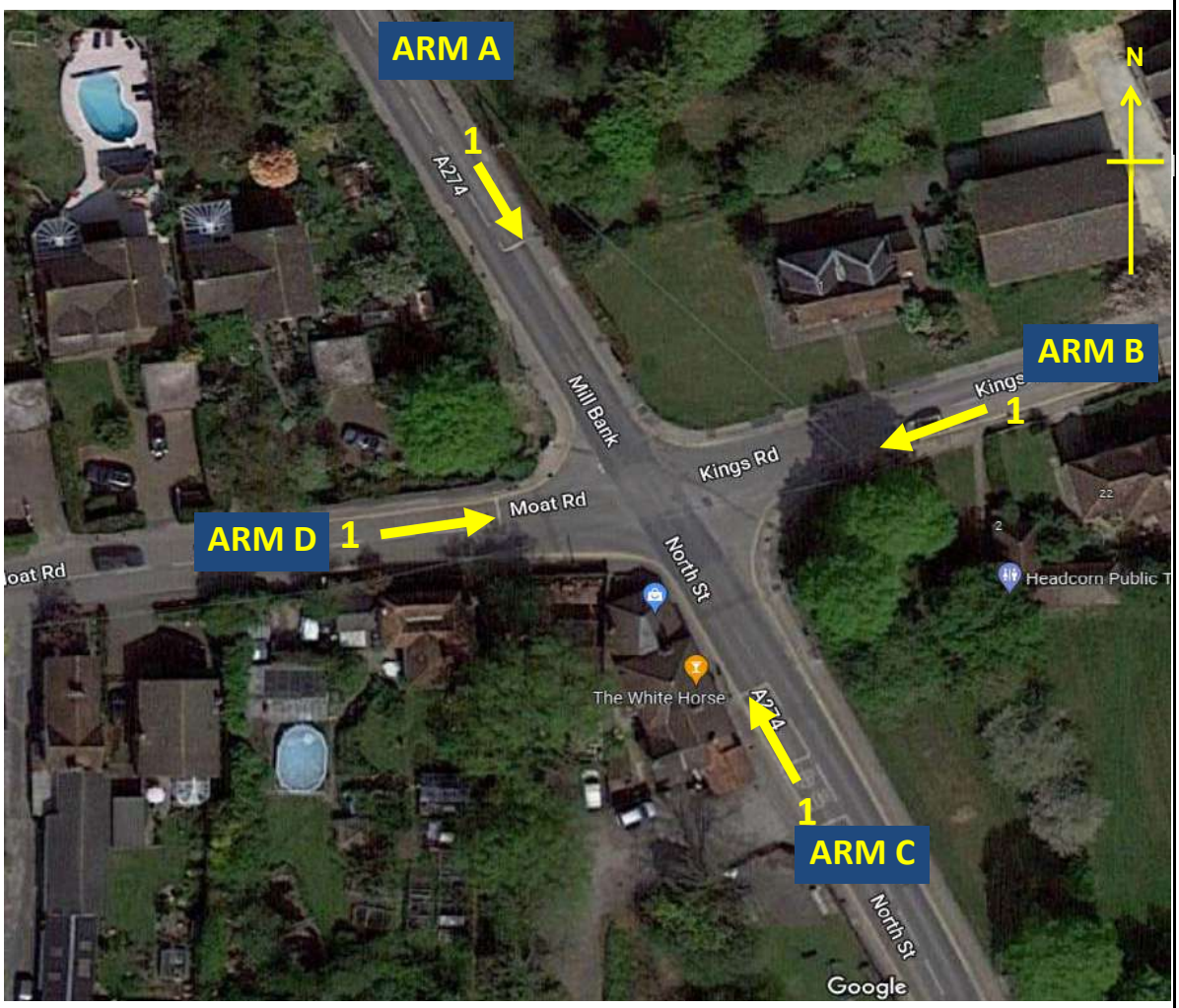
TIME PERIOD	Fri 01/07/2022	Sat 02/07/2022	Sun 03/07/2022	Mon 04/07/2022	Tue 05/07/2022	Wed 06/07/2022	Thu 07/07/2022	5-Day Av	7-Day Av



Data produced by
Auto Surveys Ltd

Appendix C

SITE: 1	AUTO SURVEYS LTD	DATE: 7TH JULY 2022
LOCATION: MILL BANK / KINGS ROAD / NORTH STREET / MOAT ROAD		DAY: THURSDAY



JOB TITLE: STAPLEHURST		JOB NUMBER: 11493

MANUAL CLASSIFIED COUNTS

JOB REF: 11493

JOB NAME: STAPLEHURST

SITE: 1 **DATE:** 07/07/2022

LOCATION: MILL BANK / KINGS ROAD / NORTH STREET / MOAT ROAD **DAY:** THURSDAY

TIME	A TO B FROM MILL BANK TO KINGS ROAD								A TO C FROM MILL BANK TO NORTH STREET							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	3	1	1	1	0	0	0	6	29	9	3	1	0	1	0	43
07:15	13	3	0	1	0	0	0	17	49	13	2	1	1	0	1	67
07:30	8	0	0	1	0	0	0	9	47	11	3	3	0	0	1	65
07:45	7	2	1	0	1	0	0	11	44	19	1	1	1	1	0	67
H/TOT	31	6	2	3	1	0	0	43	169	52	9	6	2	2	2	242
08:00	11	4	1	0	0	0	0	16	39	13	3	2	0	0	0	57
08:15	8	3	0	0	1	0	0	12	45	17	2	0	0	0	0	64
08:30	14	3	0	0	0	0	0	17	51	11	2	0	3	0	0	67
08:45	11	3	2	1	0	0	0	17	34	12	1	1	0	0	0	48
H/TOT	44	13	3	1	1	0	0	62	169	53	8	3	3	0	0	236
09:00	6	2	0	0	0	0	0	8	28	6	2	0	0	0	0	36
09:15	14	3	1	2	1	0	0	21	36	12	3	0	1	0	0	52
09:30	5	4	1	0	0	0	0	10	42	10	2	0	0	1	0	55
09:45	5	4	0	0	0	0	0	9	44	12	3	0	1	1	0	61
H/TOT	30	13	2	2	1	0	0	48	150	40	10	0	2	2	0	204
P/TOT	105	32	7	6	3	0	0	153	488	145	27	9	7	4	2	682

TIME	A TO B FROM MILL BANK TO KINGS ROAD								A TO C FROM MILL BANK TO NORTH STREET							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	15	2	0	0	0	0	0	17	53	10	1	1	2	0	0	67
16:15	13	4	1	0	0	0	0	18	60	12	0	3	2	0	0	77
16:30	20	4	0	0	0	0	0	24	56	19	1	1	0	0	0	77
16:45	15	5	0	0	0	0	0	20	59	12	0	1	1	2	0	75
H/TOT	63	15	1	0	0	0	0	79	228	53	2	6	5	2	0	296
17:00	22	0	0	0	0	0	0	22	57	10	1	2	2	3	0	75
17:15	26	1	0	1	0	0	0	28	70	16	1	0	0	2	0	89
17:30	26	2	0	0	0	0	0	28	59	11	0	1	1	1	0	73
17:45	18	3	0	0	0	0	0	21	58	7	1	0	1	1	0	68
H/TOT	92	6	0	1	0	0	0	99	244	44	3	3	4	7	0	305
18:00	23	2	0	0	0	0	0	25	57	6	2	0	0	3	0	68
18:15	7	3	0	0	0	0	0	10	35	3	2	2	0	2	0	44
18:30	13	3	0	0	0	2	0	18	48	7	1	0	1	0	0	57
18:45	14	2	0	0	1	0	0	17	33	3	0	2	0	1	0	39
H/TOT	57	10	0	0	1	2	0	70	173	19	5	4	1	6	0	208
P/TOT	212	31	1	1	1	2	0	248	645	116	10	13	10	15	0	809

MANUAL CLASSIFIED COUNTS

JOB REF: 11493

JOB NAME: STAPLEHURST

SITE: 1 **DATE:** 07/07/2022

LOCATION: MILL BANK / KINGS ROAD / NORTH STREET / MOAT ROAD **DAY:** THURSDAY

TIME	A TO D FROM MILL BANK TO MOAT ROAD								B TO A FROM KINGS ROAD TO MILL BANK							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	3	2	0	0	0	0	0	5	13	4	0	0	0	0	0	17
07:15	6	2	0	0	0	0	0	8	22	0	0	0	0	0	0	22
07:30	7	0	0	0	0	0	0	7	15	5	1	0	1	1	0	23
07:45	5	2	0	0	0	0	0	7	20	4	0	0	0	0	0	24
H/TOT	21	6	0	0	0	0	0	27	70	13	1	0	1	1	0	86
08:00	3	0	2	0	0	0	0	5	18	2	0	1	1	0	0	22
08:15	6	1	0	0	0	0	0	7	9	2	1	0	0	0	0	12
08:30	6	0	0	0	0	0	0	6	19	5	0	1	0	0	0	25
08:45	3	3	0	0	0	0	0	6	13	0	0	0	0	0	0	13
H/TOT	18	4	2	0	0	0	0	24	59	9	1	2	1	0	0	72
09:00	5	0	0	0	0	0	0	5	14	0	1	2	0	0	0	17
09:15	2	2	0	0	0	0	0	4	8	3	1	0	0	0	0	12
09:30	2	0	0	0	0	0	0	2	9	2	0	0	0	0	0	11
09:45	1	3	1	0	0	0	0	5	8	2	0	1	0	0	0	11
H/TOT	10	5	1	0	0	0	0	16	39	7	2	3	0	0	0	51
P/TOT	49	15	3	0	0	0	0	67	168	29	4	5	2	1	0	209

TIME	A TO D FROM MILL BANK TO MOAT ROAD								B TO A FROM KINGS ROAD TO MILL BANK							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	2	2	1	0	0	0	0	5	20	2	0	0	0	0	0	22
16:15	4	0	0	0	0	0	0	4	5	3	0	0	0	0	0	8
16:30	2	1	0	0	0	0	0	3	18	3	1	0	0	0	0	22
16:45	0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	11
H/TOT	8	3	1	0	0	0	0	12	53	9	1	0	0	0	0	63
17:00	1	2	0	0	0	0	0	3	15	2	0	0	0	0	0	17
17:15	5	2	0	0	0	0	0	7	9	1	0	0	1	0	0	11
17:30	2	1	1	0	0	0	0	4	17	5	0	0	0	0	0	22
17:45	2	1	0	0	0	0	0	3	9	0	0	0	0	0	0	9
H/TOT	10	6	1	0	0	0	0	17	50	8	0	0	1	0	0	59
18:00	2	0	0	0	0	0	0	2	13	0	0	0	0	0	0	13
18:15	1	0	0	0	0	0	0	1	12	0	0	0	0	0	0	12
18:30	2	1	0	0	0	0	0	3	14	1	1	0	0	0	0	16
18:45	6	0	0	0	0	0	0	6	7	1	0	0	0	0	0	8
H/TOT	11	1	0	0	0	0	0	12	46	2	1	0	0	0	0	49
P/TOT	29	10	2	0	0	0	0	41	149	19	2	0	1	0	0	171

MANUAL CLASSIFIED COUNTS

JOB REF: 11493

JOB NAME: STAPLEHURST

SITE: 1 **DATE:** 07/07/2022

LOCATION: MILL BANK / KINGS ROAD / NORTH STREET / MOAT ROAD **DAY:** THURSDAY

TIME	B TO C FROM KINGS ROAD TO NORTH STREET								B TO D FROM KINGS ROAD TO MOAT ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	3	1	0	0	0	0	0	4	12	2	1	0	0	0	0	15
07:15	3	1	0	0	0	0	0	4	4	3	1	0	0	1	0	9
07:30	6	0	0	0	0	0	0	6	10	2	0	0	0	0	1	13
07:45	5	1	0	1	0	0	0	7	13	6	0	0	0	0	0	19
H/TOT	17	3	0	1	0	0	0	21	39	13	2	0	0	1	1	56
08:00	10	0	0	0	0	0	0	10	15	6	1	0	0	0	0	22
08:15	2	0	0	0	0	0	0	2	12	3	0	0	0	0	0	15
08:30	14	3	0	0	0	0	0	17	7	0	0	0	0	0	0	7
08:45	10	0	0	0	0	0	0	10	12	1	0	0	0	0	0	13
H/TOT	36	3	0	0	0	0	0	39	46	10	1	0	0	0	0	57
09:00	4	0	0	0	1	0	0	5	8	2	0	0	0	0	0	10
09:15	4	0	0	0	0	0	0	4	4	3	0	0	1	0	0	8
09:30	7	0	0	0	0	0	0	7	8	4	0	0	0	0	0	12
09:45	5	1	2	0	0	0	0	8	4	0	0	0	0	0	1	5
H/TOT	20	1	2	0	1	0	0	24	24	9	0	0	1	0	1	35
P/TOT	73	7	2	1	1	0	0	84	109	32	3	0	1	1	2	148

TIME	B TO C FROM KINGS ROAD TO NORTH STREET								B TO D FROM KINGS ROAD TO MOAT ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	2	0	0	0	0	0	0	2	10	3	0	0	0	0	0	13
16:15	4	0	0	0	0	0	0	4	6	2	0	1	0	0	0	9
16:30	3	1	0	0	0	0	0	4	15	3	2	0	0	0	0	20
16:45	7	0	0	0	0	0	0	7	5	2	0	0	0	0	2	9
H/TOT	16	1	0	0	0	0	0	17	36	10	2	1	0	0	2	51
17:00	6	0	0	0	0	0	0	6	9	1	0	0	0	0	0	10
17:15	5	0	0	0	0	0	0	5	5	3	0	0	0	0	2	10
17:30	6	0	0	0	0	0	0	6	6	2	0	0	0	0	0	8
17:45	3	1	0	0	0	1	0	5	6	1	0	0	0	0	0	7
H/TOT	20	1	0	0	0	1	0	22	26	7	0	0	0	0	2	35
18:00	7	0	1	0	0	0	0	8	7	0	0	0	0	0	0	7
18:15	4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	4
18:30	6	0	0	0	0	0	0	6	5	2	0	0	0	0	0	7
18:45	2	0	0	0	0	0	0	2	4	0	1	0	0	0	0	5
H/TOT	19	0	1	0	0	0	0	20	20	2	1	0	0	0	0	23
P/TOT	55	2	1	0	0	1	0	59	82	19	3	1	0	0	4	109

MANUAL CLASSIFIED COUNTS

JOB REF: 11493

JOB NAME: STAPLEHURST

SITE: 1 **DATE:** 07/07/2022

LOCATION: MILL BANK / KINGS ROAD / NORTH STREET / MOAT ROAD **DAY:** THURSDAY

TIME	C TO A FROM NORTH STREET TO MILL BANK								C TO B FROM NORTH STREET TO KINGS ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	40	16	1	0	2	1	0	60	0	1	0	0	0	0	0	1
07:15	61	14	0	0	1	1	0	77	2	2	0	0	0	0	0	4
07:30	63	14	1	1	2	2	0	83	4	3	0	0	0	0	0	7
07:45	66	8	1	1	0	1	0	77	3	3	2	0	1	0	0	9
H/TOT	230	52	3	2	5	5	0	297	9	9	2	0	1	0	0	21
08:00	62	15	1	2	0	1	0	81	5	1	0	0	0	0	0	6
08:15	71	6	2	1	3	0	0	83	2	0	0	0	0	0	0	2
08:30	50	7	2	1	0	1	0	61	7	0	0	2	0	0	0	9
08:45	41	10	2	4	3	0	0	60	9	1	0	0	0	0	0	10
H/TOT	224	38	7	8	6	2	0	285	23	2	0	2	0	0	0	27
09:00	36	6	1	3	2	0	0	48	3	0	0	0	0	0	0	3
09:15	37	5	3	2	1	1	0	49	2	1	0	0	0	0	0	3
09:30	38	9	2	2	1	0	1	53	9	1	0	0	0	0	0	10
09:45	38	12	5	0	0	0	0	55	8	1	0	0	0	0	0	9
H/TOT	149	32	11	7	4	1	1	205	22	3	0	0	0	0	0	25
P/TOT	603	122	21	17	15	8	1	787	54	14	2	2	1	0	0	73

TIME	C TO A FROM NORTH STREET TO MILL BANK								C TO B FROM NORTH STREET TO KINGS ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	47	19	2	2	2	3	0	75	3	0	0	0	0	0	0	3
16:15	65	11	5	1	1	0	0	83	5	1	0	0	0	0	0	6
16:30	46	19	1	0	2	2	0	70	5	0	0	0	0	0	0	5
16:45	63	8	1	1	0	0	0	73	11	1	0	0	0	0	0	12
H/TOT	221	57	9	4	5	5	0	301	24	2	0	0	0	0	0	26
17:00	56	10	0	0	2	2	0	70	1	0	1	0	0	0	0	2
17:15	57	9	0	0	0	0	0	66	9	0	0	0	0	0	0	9
17:30	56	8	1	0	1	1	0	67	7	0	0	0	0	1	0	8
17:45	58	6	1	0	0	0	0	65	5	1	0	0	0	0	0	6
H/TOT	227	33	2	0	3	3	0	268	22	1	1	0	0	1	0	25
18:00	50	8	1	0	3	0	0	62	10	0	0	0	0	1	0	11
18:15	53	5	1	0	1	0	0	60	10	1	0	0	0	0	0	11
18:30	38	1	0	2	1	0	1	43	8	0	0	0	0	0	0	8
18:45	40	3	0	4	0	2	0	49	5	0	0	0	0	0	1	6
H/TOT	181	17	2	6	5	2	1	214	33	1	0	0	0	1	1	36
P/TOT	629	107	13	10	13	10	1	783	79	4	1	0	0	2	1	87

MANUAL CLASSIFIED COUNTS

JOB REF: 11493

JOB NAME: STAPLEHURST

SITE: 1

LOCATION: MILL BANK / KINGS ROAD / NORTH STREET / MOAT ROAD

DATE: 07/07/2022

DAY: THURSDAY

AUTO SURVEYS LTD

MANUAL CLASSIFIED COUNTS

JOB REF: 11493

JOB NAME: STAPLEHURST

SITE: 1

LOCATION: MILL BANK / KINGS ROAD / NORTH STR

TIME	C TO D FROM NORTH STREET TO MOAT ROAD								D TO A FROM MOAT ROAD TO MILL BANK								TIME	D T FROM MOAT ROA			
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2
07:00	12	6	1	0	0	0	0	19	3	0	0	0	0	0	0	3	07:00	2	2	0	0
07:15	6	6	1	0	0	0	0	13	2	2	1	0	0	0	0	5	07:15	7	0	0	0
07:30	13	9	1	0	0	0	0	23	2	1	0	0	0	0	0	3	07:30	10	1	2	0
07:45	20	17	0	0	0	0	0	37	2	1	0	0	0	0	0	3	07:45	6	3	0	0
H/TOT	51	38	3	0	0	0	0	92	9	4	1	0	0	0	0	14	**H/TOT**	25	6	2	0
08:00	9	3	1	0	0	0	0	13	5	0	1	1	0	0	0	7	08:00	6	2	0	0
08:15	14	3	1	0	0	0	0	18	1	0	0	0	0	0	0	1	08:15	8	4	0	0
08:30	15	2	0	0	0	0	0	17	3	0	0	0	0	0	0	3	08:30	5	1	0	0
08:45	12	2	0	0	0	1	0	15	9	0	0	0	0	0	0	9	08:45	7	1	0	0
H/TOT	50	10	2	0	0	1	0	63	18	0	1	1	0	0	0	20	**H/TOT**	26	8	0	0
09:00	7	2	0	0	0	0	1	10	3	0	1	0	0	0	0	4	09:00	9	1	2	0
09:15	5	2	1	1	0	0	0	9	6	1	1	0	0	0	0	8	09:15	2	1	1	0
09:30	9	2	1	0	0	0	0	12	3	4	0	0	0	0	0	7	09:30	5	1	0	0
09:45	8	1	1	0	0	0	1	11	3	0	0	0	0	0	0	3	09:45	3	2	0	0
H/TOT	29	7	3	1	0	0	2	42	15	5	2	0	0	0	0	22	**H/TOT**	19	5	3	0
P/TOT	130	55	8	1	0	1	2	197	42	9	4	1	0	0	0	56	**P/TOT**	70	19	5	0

TIME	C TO D FROM NORTH STREET TO MOAT ROAD								D TO A FROM MOAT ROAD TO MILL BANK								TIME	D T FROM MOAT ROA			
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2
16:00	5	1	0	0	0	0	0	6	3	1	0	0	0	0	0	4	16:00	5	1	1	0
16:15	13	2	0	0	0	0	1	16	4	0	0	0	0	0	0	4	16:15	8	2	0	0
16:30	13	3	1	0	0	0	0	17	4	3	0	0	0	0	0	7	16:30	8	1	0	0
16:45	9	2	0	0	0	0	1	12	2	0	0	0	0	0	0	2	16:45	14	1	0	0
H/TOT	40	8	1	0	0	0	2	51	13	4	0	0	0	0	0	17	**H/TOT**	35	5	1	0
17:00	9	3	0	0	0	0	1	13	1	5	1	0	0	0	0	7	17:00	17	5	0	0
17:15	15	2	0	0	0	0	2	19	3	2	0	0	0	0	0	5	17:15	10	5	0	0
17:30	11	1	0	0	0	0	1	13	3	0	0	0	0	0	0	3	17:30	12	0	0	0
17:45	6	3	0	0	0	0	0	9	2	1	0	0	0	0	0	3	17:45	13	1	0	0
H/TOT	41	9	0	0	0	0	4	54	9	8	1	0	0	0	0	18	**H/TOT**	52	11	0	0
18:00	7	0	0	0	0	0	0	7	3	0	0	0	0	0	0	3	18:00	4	1	0	0
18:15	7	2	0	0	0	0	0	9	1	1	0	0	0	0	0	2	18:15	11	0	0	3
18:30	8	3	0	0	0	0	0	11	3	0	0	0	0	0	0	3	18:30	4	0	0	0
18:45	11	1	0	0	0	0	0	12	4	1	0	0	0	0	0	5	18:45	3	0	0	0
H/TOT	33	6	0	0	0	0	0	39	11	2	0	0	0	0	0	13	**H/TOT**	22	1	0	3
P/TOT	114	23	1	0	0	0	6	144	33	14	1	0	0	0	0	48	**P/TOT**	109	17	1	3

AUTO SURVEYS LTD

DATE: 07/07/2022

EET / MOAT ROAD **DAY:** THURSDAY

O B D TO KINGS ROAD				D TO C FROM MOAT ROAD TO NORTH STREET							
PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
0	0	0	4	7	1	0	0	0	0	0	8
0	0	0	7	10	3	0	0	0	0	0	13
0	0	0	13	15	5	1	0	0	0	0	21
0	0	0	9	16	4	1	0	0	0	0	21
0	0	0	33	48	13	2	0	0	0	0	63
0	0	0	8	10	2	2	0	0	0	0	14
0	0	0	12	8	2	1	0	0	0	0	11
0	0	0	6	11	1	0	0	0	1	1	14
0	0	0	8	10	2	0	0	0	0	1	13
0	0	0	34	39	7	3	0	0	1	2	52
0	0	0	12	8	2	1	0	0	0	1	12
0	0	0	4	6	1	1	0	0	0	0	8
0	0	0	6	8	3	0	0	0	0	0	11
0	0	0	5	7	5	0	0	0	0	0	12
0	0	0	27	29	11	2	0	0	0	1	43
0	0	0	94	116	31	7	0	0	1	3	158

O B D TO KINGS ROAD				D TO C FROM MOAT ROAD TO NORTH STREET							
PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
0	0	0	7	14	3	0	0	0	1	0	18
0	0	0	10	11	8	0	0	0	0	0	19
0	0	0	9	9	3	0	0	0	0	0	12
0	0	1	16	12	3	0	0	0	0	0	15
0	0	1	42	46	17	0	0	0	1	0	64
0	0	1	23	18	2	0	0	0	0	0	20
0	0	1	16	14	3	0	0	0	0	0	17
0	0	0	12	15	1	0	0	0	0	0	16
1	0	0	15	11	4	0	0	1	1	1	18
1	0	2	66	58	10	0	0	1	1	1	71
1	0	0	6	15	0	1	0	0	0	0	16
0	0	0	14	14	2	0	0	0	0	0	16
0	0	0	4	13	2	0	0	0	2	0	17
0	0	2	5	6	0	0	0	0	0	0	6
1	0	2	29	48	4	1	0	0	2	0	55
2	0	5	137	152	31	1	0	1	4	1	190

MANUAL CLASSIFIED COUNTS

JOB REF: 11493

JOB NAME: STAPLEHURST

SITE: 1 **DATE:** 07/07/2022

LOCATION: MILL BANK / KINGS ROAD / NORTH STREET / MOAT ROAD **DAY:** THURSDAY

TIME	TO ARM A MILL BANK								FROM ARM A MILL BANK							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	56	20	1	0	2	1	0	80	35	12	4	2	0	1	0	54
07:15	85	16	1	0	1	1	0	104	68	18	2	2	1	0	1	92
07:30	80	20	2	1	3	3	0	109	62	11	3	4	0	0	1	81
07:45	88	13	1	1	0	1	0	104	56	23	2	1	2	1	0	85
H/TOT	309	69	5	2	6	6	0	397	221	64	11	9	3	2	2	312
08:00	85	17	2	4	1	1	0	110	53	17	6	2	0	0	0	78
08:15	81	8	3	1	3	0	0	96	59	21	2	0	1	0	0	83
08:30	72	12	2	2	0	1	0	89	71	14	2	0	3	0	0	90
08:45	63	10	2	4	3	0	0	82	48	18	3	2	0	0	0	71
H/TOT	301	47	9	11	7	2	0	377	231	70	13	4	4	0	0	322
09:00	53	6	3	5	2	0	0	69	39	8	2	0	0	0	0	49
09:15	51	9	5	2	1	1	0	69	52	17	4	2	2	0	0	77
09:30	50	15	2	2	1	0	1	71	49	14	3	0	0	1	0	67
09:45	49	14	5	1	0	0	0	69	50	19	4	0	1	1	0	75
H/TOT	203	44	15	10	4	1	1	278	190	58	13	2	3	2	0	268
P/TOT	813	160	29	23	17	9	1	1052	642	192	37	15	10	4	2	902

TIME	TO ARM A MILL BANK								FROM ARM A MILL BANK							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	70	22	2	2	2	3	0	101	70	14	2	1	2	0	0	89
16:15	74	14	5	1	1	0	0	95	77	16	1	3	2	0	0	99
16:30	68	25	2	0	2	2	0	99	78	24	1	1	0	0	0	104
16:45	75	9	1	1	0	0	0	86	74	17	0	1	1	2	0	95
H/TOT	287	70	10	4	5	5	0	381	299	71	4	6	5	2	0	387
17:00	72	17	1	0	2	2	0	94	80	12	1	2	2	3	0	100
17:15	69	12	0	0	1	0	0	82	101	19	1	1	0	2	0	124
17:30	76	13	1	0	1	1	0	92	87	14	1	1	1	1	0	105
17:45	69	7	1	0	0	0	0	77	78	11	1	0	1	1	0	92
H/TOT	286	49	3	0	4	3	0	345	346	56	4	4	4	7	0	421
18:00	66	8	1	0	3	0	0	78	82	8	2	0	0	3	0	95
18:15	66	6	1	0	1	0	0	74	43	6	2	2	0	2	0	55
18:30	55	2	1	2	1	0	1	62	63	11	1	0	1	2	0	78
18:45	51	5	0	4	0	2	0	62	53	5	0	2	1	1	0	62
H/TOT	238	21	3	6	5	2	1	276	241	30	5	4	2	8	0	290
P/TOT	811	140	16	10	14	10	1	1002	886	157	13	14	11	17	0	1098

MANUAL CLASSIFIED COUNTS

JOB REF: 11493

JOB NAME: STAPLEHURST

SITE: 1 **DATE:** 07/07/2022

LOCATION: MILL BANK / KINGS ROAD / NORTH STREET / MOAT ROAD **DAY:** THURSDAY

TIME	TO ARM B KINGS ROAD								FROM ARM B KINGS ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	5	4	1	1	0	0	0	11	28	7	1	0	0	0	0	36
07:15	22	5	0	1	0	0	0	28	29	4	1	0	0	1	0	35
07:30	22	4	2	1	0	0	0	29	31	7	1	0	1	1	1	42
07:45	16	8	3	0	2	0	0	29	38	11	0	1	0	0	0	50
H/TOT	65	21	6	3	2	0	0	97	126	29	3	1	1	2	1	163
08:00	22	7	1	0	0	0	0	30	43	8	1	1	1	0	0	54
08:15	18	7	0	0	1	0	0	26	23	5	1	0	0	0	0	29
08:30	26	4	0	2	0	0	0	32	40	8	0	1	0	0	0	49
08:45	27	5	2	1	0	0	0	35	35	1	0	0	0	0	0	36
H/TOT	93	23	3	3	1	0	0	123	141	22	2	2	1	0	0	168
09:00	18	3	2	0	0	0	0	23	26	2	1	2	1	0	0	32
09:15	18	5	2	2	1	0	0	28	16	6	1	0	1	0	0	24
09:30	19	6	1	0	0	0	0	26	24	6	0	0	0	0	0	30
09:45	16	7	0	0	0	0	0	23	17	3	2	1	0	0	1	24
H/TOT	71	21	5	2	1	0	0	100	83	17	4	3	2	0	1	110
P/TOT	229	65	14	8	4	0	0	320	350	68	9	6	4	2	2	441

TIME	TO ARM B KINGS ROAD								FROM ARM B KINGS ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	23	3	1	0	0	0	0	27	32	5	0	0	0	0	0	37
16:15	26	7	1	0	0	0	0	34	15	5	0	1	0	0	0	21
16:30	33	5	0	0	0	0	0	38	36	7	3	0	0	0	0	46
16:45	40	7	0	0	0	0	1	48	22	3	0	0	0	0	2	27
H/TOT	122	22	2	0	0	0	1	147	105	20	3	1	0	0	2	131
17:00	40	5	1	0	0	0	1	47	30	3	0	0	0	0	0	33
17:15	45	6	0	1	0	0	1	53	19	4	0	0	1	0	2	26
17:30	45	2	0	0	0	1	0	48	29	7	0	0	0	0	0	36
17:45	36	5	0	0	1	0	0	42	18	2	0	0	0	1	0	21
H/TOT	166	18	1	1	1	1	2	190	96	16	0	0	1	1	2	116
18:00	37	3	0	0	1	1	0	42	27	0	1	0	0	0	0	28
18:15	28	4	0	3	0	0	0	35	20	0	0	0	0	0	0	20
18:30	25	3	0	0	0	2	0	30	25	3	1	0	0	0	0	29
18:45	22	2	0	0	1	0	3	28	13	1	1	0	0	0	0	15
H/TOT	112	12	0	3	2	3	3	135	85	4	3	0	0	0	0	92
P/TOT	400	52	3	4	3	4	6	472	286	40	6	1	1	1	4	339

MANUAL CLASSIFIED COUNTS

JOB REF: 11493

JOB NAME: STAPLEHURST

SITE: 1

LOCATION: MILL BANK / KINGS ROAD / NORTH STREET / MOAT ROAD

DATE: 07/07/2022

DAY: THURSDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 11493

JOB NAME: STAPLEHURST

SITE: 1

LOCATION: MILL BANK / KINGS ROAD / NORTH STR

TIME	TO ARM C NORTH STREET								FROM ARM C NORTH STREET								TIME	TO A MOAT			
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2
07:00	39	11	3	1	0	1	0	55	52	23	2	0	2	1	0	80	07:00	27	10	2	0
07:15	62	17	2	1	1	0	1	84	69	22	1	0	1	1	0	94	07:15	16	11	2	0
07:30	68	16	4	3	0	0	1	92	80	26	2	1	2	2	0	113	07:30	30	11	1	0
07:45	65	24	2	2	1	1	0	95	89	28	3	1	1	1	0	123	07:45	38	25	0	0
H/TOT	234	68	11	7	2	2	2	326	290	99	8	2	6	5	0	410	**H/TOT**	111	57	5	0
08:00	59	15	5	2	0	0	0	81	76	19	2	2	0	1	0	100	08:00	27	9	4	0
08:15	55	19	3	0	0	0	0	77	87	9	3	1	3	0	0	103	08:15	32	7	1	0
08:30	76	15	2	0	3	1	1	98	72	9	2	3	0	1	0	87	08:30	28	2	0	0
08:45	54	14	1	1	0	0	1	71	62	13	2	4	3	1	0	85	08:45	27	6	0	0
H/TOT	244	63	11	3	3	1	2	327	297	50	9	10	6	3	0	375	**H/TOT**	114	24	5	0
09:00	40	8	3	0	1	0	1	53	46	8	1	3	2	0	1	61	09:00	20	4	0	0
09:15	46	13	4	0	1	0	0	64	44	8	4	3	1	1	0	61	09:15	11	7	1	1
09:30	57	13	2	0	0	1	0	73	56	12	3	2	1	0	1	75	09:30	19	6	1	0
09:45	56	18	5	0	1	1	0	81	54	14	6	0	0	0	1	75	09:45	13	4	2	0
H/TOT	199	52	14	0	3	2	1	271	200	42	14	8	4	1	3	272	**H/TOT**	63	21	4	1
P/TOT	677	183	36	10	8	5	5	924	787	191	31	20	16	9	3	1057	**P/TOT**	288	102	14	1

TIME	TO ARM C NORTH STREET								FROM ARM C NORTH STREET								TIME	TO A MOAT			
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2
16:00	69	13	1	1	2	1	0	87	55	20	2	2	2	3	0	84	16:00	17	6	1	0
16:15	75	20	0	3	2	0	0	100	83	14	5	1	1	0	1	105	16:15	23	4	0	1
16:30	68	23	1	1	0	0	0	93	64	22	2	0	2	2	0	92	16:30	30	7	3	0
16:45	78	15	0	1	1	2	0	97	83	11	1	1	0	0	1	97	16:45	14	4	0	0
H/TOT	290	71	2	6	5	3	0	377	285	67	10	4	5	5	2	378	**H/TOT**	84	21	4	1
17:00	81	12	1	2	2	3	0	101	66	13	1	0	2	2	1	85	17:00	19	6	0	0
17:15	89	19	1	0	0	2	0	111	81	11	0	0	0	0	2	94	17:15	25	7	0	0
17:30	80	12	0	1	1	1	0	95	74	9	1	0	1	2	1	88	17:30	19	4	1	0
17:45	72	12	1	0	2	3	1	91	69	10	1	0	0	0	0	80	17:45	14	5	0	0
H/TOT	322	55	3	3	5	9	1	398	290	43	3	0	3	4	4	347	**H/TOT**	77	22	1	0
18:00	79	6	4	0	0	3	0	92	67	8	1	0	3	1	0	80	18:00	16	0	0	0
18:15	53	5	2	2	0	2	0	64	70	8	1	0	1	0	0	80	18:15	12	2	0	0
18:30	67	9	1	0	1	2	0	80	54	4	0	2	1	0	1	62	18:30	15	6	0	0
18:45	41	3	0	2	0	1	0	47	56	4	0	4	0	2	1	67	18:45	21	1	1	0
H/TOT	240	23	7	4	1	8	0	283	247	24	2	6	5	3	2	289	**H/TOT**	64	9	1	0
P/TOT	852	149	12	13	11	20	1	1058	822	134	15	10	13	12	8	1014	**P/TOT**	225	52	6	1

AUTO SURVEYS LTD

DATE: 07/07/2022

EET / MOAT ROAD **DAY:** THURSDAY

RM D ROAD				FROM ARM D MOAT ROAD							
PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
0	0	0	39	12	3	0	0	0	0	0	15
0	1	0	30	19	5	1	0	0	0	0	25
0	0	1	43	27	7	3	0	0	0	0	37
0	0	0	63	24	8	1	0	0	0	0	33
0	1	1	175	82	23	5	0	0	0	0	110
0	0	0	40	21	4	3	1	0	0	0	29
0	0	0	40	17	6	1	0	0	0	0	24
0	0	0	30	19	2	0	0	0	1	1	23
0	1	0	34	26	3	0	0	0	0	1	30
0	1	0	144	83	15	4	1	0	1	2	106
0	0	1	25	20	3	4	0	0	0	1	28
1	0	0	21	14	3	3	0	0	0	0	20
0	0	0	26	16	8	0	0	0	0	0	24
0	0	2	21	13	7	0	0	0	0	0	20
1	0	3	93	63	21	7	0	0	0	1	92
1	2	4	412	228	59	16	1	0	1	3	308

RM D ROAD				FROM ARM D MOAT ROAD							
PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
0	0	0	24	22	5	1	0	0	1	0	29
0	0	1	29	23	10	0	0	0	0	0	33
0	0	0	40	21	7	0	0	0	0	0	28
0	0	3	21	28	4	0	0	0	0	1	33
0	0	4	114	94	26	1	0	0	1	1	123
0	0	1	26	36	12	1	0	0	0	1	50
0	0	4	36	27	10	0	0	0	0	1	38
0	0	1	25	30	1	0	0	0	0	0	31
0	0	0	19	26	6	0	0	2	1	1	36
0	0	6	106	119	29	1	0	2	1	3	155
0	0	0	16	22	1	1	0	1	0	0	25
0	0	0	14	26	3	0	3	0	0	0	32
0	0	0	21	20	2	0	0	0	2	0	24
0	0	0	23	13	1	0	0	0	0	2	16
0	0	0	74	81	7	1	3	1	2	2	97
0	0	10	294	294	62	3	3	3	4	6	375

QUEUE LENGTHS

JOB REF: 11493

JOB NAME: STAPLEHURST

SITE: 1 **DATE:** 07/07/2022

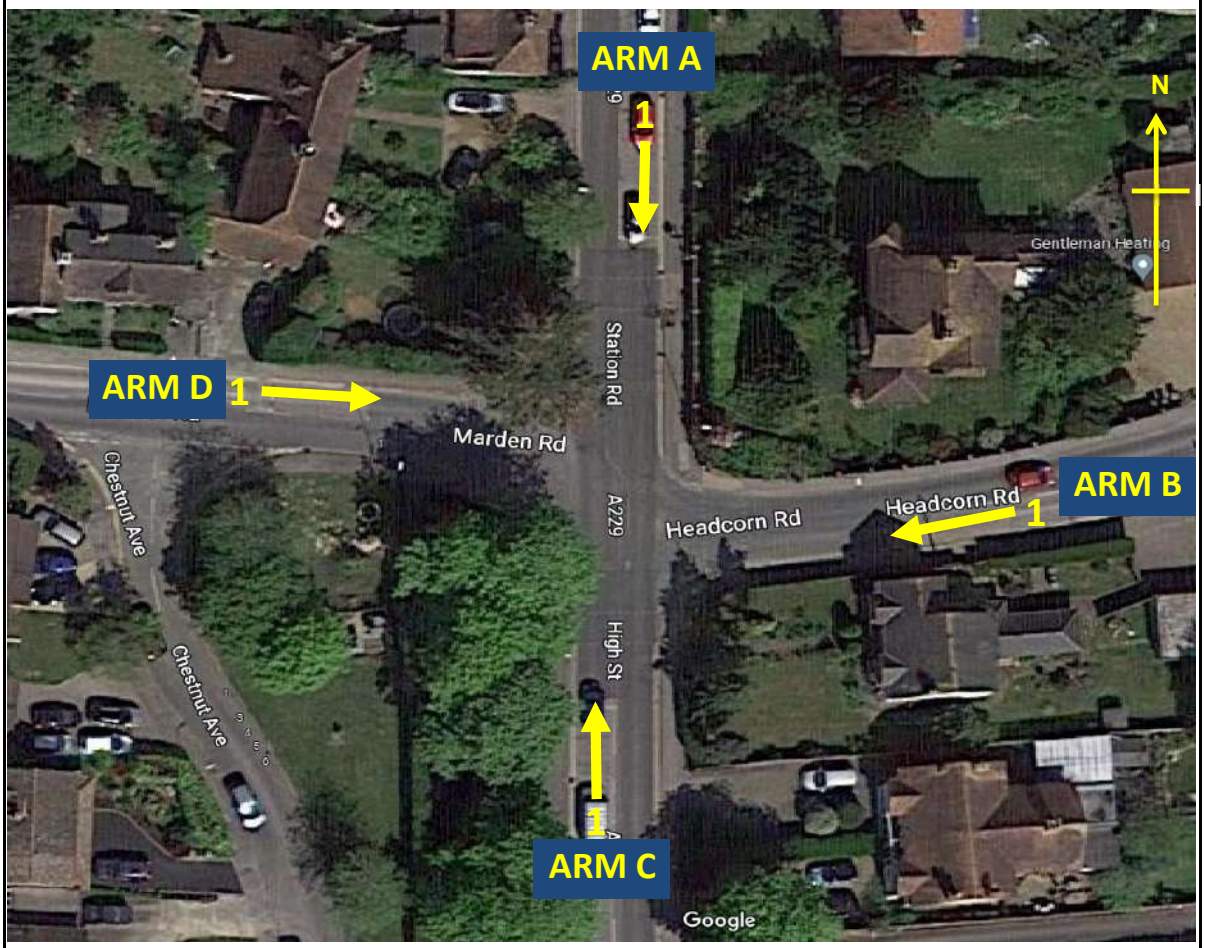
LOCATION: MILL BANK / KINGS ROAD / NORTH STREET / MOAT ROAD **DAY:** THURSDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane
+ Represents where the queue either stretched out of sight or back to the next junction.

TIME	ARM A MILL BANK LANE 1	ARM B KINGS ROAD LANE 1	ARM C NORTH STREET LANE 1	ARM D MOAT ROAD LANE 1
07:00	4	4	6+	1
07:05	5	2	5	2
07:10	8	4	6+	1
07:15	9+	4	6+	3
07:20	7+	5	6+	5
07:25	7+	4	6+	3
07:30	5	3	7+	5
07:35	6	5+	5+	7
07:40	10+	5+	6+	6+
07:45	8+	7+	6+	4
07:50	7	7+	6+	4
07:55	8+	6+	8+	4
08:00	8+	6+	6+	4
08:05	5+	6+	6+	5
08:10	7	6	6+	2
08:15	3	6	6+	7
08:20	9	3	6+	3
08:25	7+	5+	6+	3
08:30	6+	5+	7+	3
08:35	8+	6	5+	5
08:40	6+	5	5+	4
08:45	6+	5	5+	5
08:50	7+	5	7+	3
08:55	4	5	3+	3
09:00	4	2	6+	4
09:05	5	4	4	3
09:10	7	4	6+	2
09:15	8+	2	6+	3
09:20	7	2	6+	2
09:25	5+	2	3	3
09:30	5	3	7+	4
09:35	4+	4	6+	1
09:40	8+	3	5+	5
09:45	8+	3	5	2
09:50	7	3	6	4
09:55	5	1	6	3

TIME	ARM A MILL BANK LANE 1	ARM B KINGS ROAD LANE 1	ARM C NORTH STREET LANE 1	ARM D MOAT ROAD LANE 1
16:00	5	4	5+	4
16:05	7+	4	6+	3
16:10	7+	5	5+	4
16:15	10+	5	5+	8
16:20	3	3	7+	6
16:25	7+	5	5+	2
16:30	7	7	4	3
16:35	10+	6+	9+	4
16:40	6+	6+	6+	7
16:45	9+	5	7+	4
16:50	1	3	7+	7
16:55	3	5	6+	3
17:00	8+	3	4+	5
17:05	6+	6	6+	6
17:10	7	6+	5+	8+
17:15	6+	2	5	9+
17:20	8+	6+	6+	8+
17:25	7+	6+	6+	3
17:30	10+	7+	5+	4
17:35	9+	3	6+	6
17:40	6	3	5	4
17:45	8	2	5+	4
17:50	7+	3	9+	4
17:55	8	2	3	5
18:00	4	3	9+	5
18:05	6+	3	6+	4
18:10	7+	2	5	2
18:15	5	2	6+	3
18:20	7	3	7+	5
18:25	6+	5+	3	3
18:30	6+	5+	6	3
18:35	6	4	5+	3
18:40	6+	3	5	2
18:45	2	1	3	1
18:50	5	3	6	2
18:55	7+	2	3	2

SITE: 2	AUTO SURVEYS LTD	DATE: 7TH JULY 2022
LOCATION: STATION ROAD / HEADCORN ROAD / HIGH STREET / MARDEN ROAD		DAY: THURSDAY



JOB TITLE: STAPLEHURST		JOB NUMBER: 11493

MANUAL CLASSIFIED COUNTS

JOB REF: 11493

JOB NAME: STAPLEHURST

SITE: 2 **DATE:** 07/07/2022

LOCATION: STATION ROAD / HEADCORN ROAD / HIGH STREET / MARDEN ROAD **DAY:** THURSDAY

TIME	A TO B FROM STATION ROAD TO HEADCORN ROAD								A TO C FROM STATION ROAD TO HIGH STREET							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	5	1	0	0	0	0	0	6	50	22	5	1	0	0	0	78
07:15	14	3	0	0	0	0	0	17	54	26	2	2	0	0	0	84
07:30	18	3	4	0	0	0	0	25	69	14	3	1	1	1	0	89
07:45	13	3	1	1	0	0	0	18	72	19	3	3	1	0	0	98
H/TOT	50	10	5	1	0	0	0	66	245	81	13	7	2	1	0	349
08:00	10	5	2	0	0	0	0	17	51	16	2	4	0	1	0	74
08:15	8	4	0	1	0	0	0	13	60	24	1	3	2	0	0	90
08:30	7	3	0	0	0	0	0	10	60	11	2	1	0	0	0	74
08:45	4	3	1	0	0	0	0	8	45	11	3	0	1	0	0	60
H/TOT	29	15	3	1	0	0	0	48	216	62	8	8	3	1	0	298
09:00	7	1	1	0	0	0	0	9	42	16	0	0	0	0	0	58
09:15	5	2	1	0	0	0	0	8	41	16	3	2	0	0	0	62
09:30	6	5	0	0	0	0	0	11	45	8	7	4	0	0	0	64
09:45	5	3	1	0	0	0	0	9	60	15	1	2	1	0	0	79
H/TOT	23	11	3	0	0	0	0	37	188	55	11	8	1	0	0	263
P/TOT	102	36	11	2	0	0	0	151	649	198	32	23	6	2	0	910

TIME	A TO B FROM STATION ROAD TO HEADCORN ROAD								A TO C FROM STATION ROAD TO HIGH STREET							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	20	4	0	0	0	0	0	24	75	16	3	0	0	0	0	94
16:15	13	1	0	0	0	0	0	14	85	16	3	0	0	0	0	104
16:30	21	2	0	0	0	0	0	23	86	6	1	0	0	1	2	96
16:45	14	3	0	0	0	0	0	17	82	21	2	0	2	1	0	108
H/TOT	68	10	0	0	0	0	0	78	328	59	9	0	2	2	2	402
17:00	26	1	0	1	0	0	1	29	79	11	0	0	1	1	0	92
17:15	19	4	0	0	0	0	0	23	83	5	2	0	0	1	0	91
17:30	23	2	0	0	0	0	0	25	68	14	1	0	0	0	1	84
17:45	21	3	0	1	0	1	0	26	65	5	1	0	0	1	0	72
H/TOT	89	10	0	2	0	1	1	103	295	35	4	0	1	3	1	339
18:00	12	2	0	0	0	0	0	14	59	3	3	0	1	0	0	66
18:15	15	1	0	0	0	0	0	16	85	3	0	0	0	0	0	88
18:30	11	2	0	0	0	0	0	13	71	6	0	0	0	4	0	81
18:45	11	2	0	0	0	0	0	13	60	4	0	0	0	2	0	66
H/TOT	49	7	0	0	0	0	0	56	275	16	3	0	1	6	0	301
P/TOT	206	27	0	2	0	1	1	237	898	110	16	0	4	11	3	1042

MANUAL CLASSIFIED COUNTS

JOB REF: 11493

JOB NAME: STAPLEHURST

SITE: 2 **DATE:** 07/07/2022

LOCATION: STATION ROAD / HEADCORN ROAD / HIGH STREET / MARDEN ROAD **DAY:** THURSDAY

TIME	A TO D FROM STATION ROAD TO MARDEN ROAD								B TO A FROM HEADCORN ROAD TO STATION ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	12	1	0	0	0	1	0	14	8	2	1	0	0	1	0	12
07:15	10	2	1	0	0	0	1	14	10	3	0	0	0	0	0	13
07:30	6	2	0	0	0	0	0	8	7	2	0	0	0	0	0	9
07:45	14	3	0	0	0	0	0	17	13	4	1	0	0	0	0	18
H/TOT	42	8	1	0	0	1	1	53	38	11	2	0	0	1	0	52
08:00	10	2	0	0	0	0	0	12	14	5	0	0	0	0	0	19
08:15	14	1	0	0	0	0	0	15	11	3	0	0	0	0	0	14
08:30	18	2	0	0	0	0	0	20	7	1	0	1	0	0	0	9
08:45	15	1	0	0	0	0	0	16	14	2	0	0	0	0	0	16
H/TOT	57	6	0	0	0	0	0	63	46	11	0	1	0	0	0	58
09:00	14	3	1	0	0	0	0	18	12	4	0	1	0	0	0	17
09:15	13	3	1	0	0	0	1	18	12	1	1	0	0	0	0	14
09:30	4	0	0	0	0	0	0	4	8	5	1	0	0	0	0	14
09:45	11	0	0	0	0	0	0	11	15	0	0	2	0	0	0	17
H/TOT	42	6	2	0	0	0	1	51	47	10	2	3	0	0	0	62
P/TOT	141	20	3	0	0	1	2	167	131	32	4	4	0	1	0	172

TIME	A TO D FROM STATION ROAD TO MARDEN ROAD								B TO A FROM HEADCORN ROAD TO STATION ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	22	2	1	0	0	0	0	25	14	3	1	0	0	0	0	18
16:15	15	1	0	0	0	0	0	16	12	1	0	0	0	0	0	13
16:30	26	2	0	0	0	0	0	28	12	4	1	0	0	0	0	17
16:45	16	5	1	0	0	0	0	22	12	2	0	0	0	0	0	14
H/TOT	79	10	2	0	0	0	0	91	50	10	2	0	0	0	0	62
17:00	25	1	0	0	0	0	1	27	12	0	0	0	0	0	0	12
17:15	22	5	0	0	0	0	0	27	12	1	0	0	0	0	0	13
17:30	26	3	0	0	0	2	1	32	14	1	0	0	0	0	0	15
17:45	26	2	0	0	0	0	0	28	9	0	0	1	0	0	0	10
H/TOT	99	11	0	0	0	2	2	114	47	2	0	1	0	0	0	50
18:00	30	3	0	0	0	0	0	33	12	0	1	0	0	0	0	13
18:15	23	2	0	0	0	0	0	25	11	2	0	1	0	0	0	14
18:30	23	1	0	0	0	0	0	24	9	1	0	0	0	0	0	10
18:45	13	0	0	0	0	0	0	13	10	1	0	0	1	2	0	14
H/TOT	89	6	0	0	0	0	0	95	42	4	1	1	1	2	0	51
P/TOT	267	27	2	0	0	2	2	300	139	16	3	2	1	2	0	163

MANUAL CLASSIFIED COUNTS

JOB REF: 11493

JOB NAME: STAPLEHURST

SITE: 2 **DATE:** 07/07/2022

LOCATION: STATION ROAD / HEADCORN ROAD / HIGH STREET / MARDEN ROAD **DAY:** THURSDAY

TIME	B TO C FROM HEADCORN ROAD TO HIGH STREET								B TO D FROM HEADCORN ROAD TO MARDEN ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	15	10	3	0	0	1	0	29	11	5	0	0	0	0	2	18
07:15	25	6	2	0	0	0	0	33	13	1	0	0	0	0	0	14
07:30	23	8	2	0	1	1	0	35	10	4	2	0	0	0	0	16
07:45	22	6	1	0	0	1	0	30	13	5	1	0	0	0	0	19
H/TOT	85	30	8	0	1	3	0	127	47	15	3	0	0	0	2	67
08:00	29	4	2	0	0	0	0	35	19	3	2	0	0	0	1	25
08:15	20	4	0	0	1	0	1	26	23	2	0	0	0	0	1	26
08:30	21	5	1	1	1	0	0	29	24	9	0	0	1	0	0	34
08:45	21	3	0	0	0	0	0	24	14	2	0	0	0	1	0	17
H/TOT	91	16	3	1	2	0	1	114	80	16	2	0	1	1	2	102
09:00	23	4	1	0	0	0	0	28	5	1	1	0	0	0	0	7
09:15	10	1	0	0	0	0	0	11	7	2	0	0	0	0	0	9
09:30	16	3	0	0	0	0	0	19	3	3	3	1	0	0	0	10
09:45	22	4	1	0	0	0	0	27	7	0	0	0	0	0	0	7
H/TOT	71	12	2	0	0	0	0	85	22	6	4	1	0	0	0	33
P/TOT	247	58	13	1	3	3	1	326	149	37	9	1	1	1	4	202

TIME	B TO C FROM HEADCORN ROAD TO HIGH STREET								B TO D FROM HEADCORN ROAD TO MARDEN ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	25	1	0	0	0	0	0	26	10	1	1	0	0	0	0	12
16:15	17	3	0	1	0	0	0	21	11	2	0	0	1	0	0	14
16:30	13	5	0	0	0	0	0	18	11	3	0	0	0	0	0	14
16:45	21	5	0	0	0	0	0	26	20	2	1	0	0	0	0	23
H/TOT	76	14	0	1	0	0	0	91	52	8	2	0	1	0	0	63
17:00	23	2	0	1	0	0	0	26	16	1	0	0	0	0	1	18
17:15	13	2	0	0	1	0	0	16	18	4	0	0	0	0	0	22
17:30	18	4	0	0	1	0	0	23	14	2	0	0	0	0	0	16
17:45	20	0	0	0	0	0	0	20	13	4	0	0	0	0	0	17
H/TOT	74	8	0	1	2	0	0	85	61	11	0	0	0	0	1	73
18:00	26	2	0	0	0	0	0	28	13	2	0	0	0	0	0	15
18:15	20	1	0	0	0	0	0	21	13	1	0	0	0	0	0	14
18:30	15	2	0	0	0	0	0	17	7	2	0	0	0	0	0	9
18:45	14	3	0	0	0	0	0	17	11	1	0	0	0	0	0	12
H/TOT	75	8	0	0	0	0	0	83	44	6	0	0	0	0	0	50
P/TOT	225	30	0	2	2	0	0	259	157	25	2	0	1	0	1	186

MANUAL CLASSIFIED COUNTS

JOB REF: 11493

JOB NAME: STAPLEHURST

SITE: 2 **DATE:** 07/07/2022

LOCATION: STATION ROAD / HEADCORN ROAD / HIGH STREET / MARDEN ROAD **DAY:** THURSDAY

TIME	C TO A FROM HIGH STREET TO STATION ROAD								C TO B FROM HIGH STREET TO HEADCORN ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	82	11	2	0	0	4	1	100	10	7	0	0	0	0	0	17
07:15	74	8	1	6	3	1	0	93	17	5	2	0	1	0	0	25
07:30	73	15	1	0	1	0	0	90	19	9	1	0	0	0	0	29
07:45	61	11	1	0	0	1	0	74	26	7	1	0	0	0	0	34
H/TOT	290	45	5	6	4	6	1	357	72	28	4	0	1	0	0	105
08:00	71	9	1	0	0	0	0	81	20	5	0	0	1	0	0	26
08:15	55	10	2	3	1	0	0	71	7	1	0	0	0	0	0	8
08:30	92	12	2	1	0	1	0	108	8	10	0	0	0	0	0	18
08:45	63	9	0	1	0	0	0	73	19	4	0	0	0	0	0	23
H/TOT	281	40	5	5	1	1	0	333	54	20	0	0	1	0	0	75
09:00	68	11	1	1	0	0	2	83	17	3	2	0	0	0	0	22
09:15	56	11	2	1	0	1	2	73	10	1	1	0	0	0	0	12
09:30	57	5	4	1	1	0	0	68	16	4	0	1	0	0	0	21
09:45	44	16	3	3	0	0	0	66	17	4	2	0	0	0	0	23
H/TOT	225	43	10	6	1	1	4	290	60	12	5	1	0	0	0	78
P/TOT	796	128	20	17	6	8	5	980	186	60	9	1	2	0	0	258

TIME	C TO A FROM HIGH STREET TO STATION ROAD								C TO B FROM HIGH STREET TO HEADCORN ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	66	19	0	0	1	0	0	86	21	3	0	0	0	1	2	27
16:15	54	12	8	0	0	1	0	75	20	7	0	0	0	0	0	27
16:30	76	17	2	1	1	0	0	97	20	8	0	0	1	2	0	31
16:45	66	19	2	1	0	1	0	89	27	7	0	0	0	0	0	34
H/TOT	262	67	12	2	2	2	0	347	88	25	0	0	1	3	2	119
17:00	81	8	3	1	0	2	0	95	23	8	1	0	0	0	0	32
17:15	63	9	0	1	1	1	0	75	26	5	0	0	0	0	0	31
17:30	62	7	5	1	1	1	0	77	24	9	0	0	0	0	0	33
17:45	73	6	2	0	0	0	0	81	29	3	0	0	0	1	0	33
H/TOT	279	30	10	3	2	4	0	328	102	25	1	0	0	1	0	129
18:00	73	8	0	0	0	0	0	81	18	2	0	0	0	0	0	20
18:15	47	7	0	1	1	0	0	56	25	2	1	0	0	0	0	28
18:30	49	9	0	1	1	0	1	61	23	3	1	0	0	0	0	27
18:45	42	8	1	0	0	0	0	51	14	2	1	0	0	0	0	17
H/TOT	211	32	1	2	2	0	1	249	80	9	3	0	0	0	0	92
P/TOT	752	129	23	7	6	6	1	924	270	59	4	0	1	4	2	340

MANUAL CLASSIFIED COUNTS

JOB REF: 11493

JOB NAME: STAPLEHURST

SITE: 2

LOCATION: STATION ROAD / HEADCORN ROAD / HIGH STREET / MARDEN ROAD

DATE: 07/07/2022

DAY: THURSDAY

AUTO SURVEYS LTD

MANUAL CLASSIFIED COUNTS

JOB REF: 11493

JOB NAME: STAPLEHURST

SITE: 2

LOCATION: STATION ROAD / HEADCORN ROAD / HI

TIME	C TO D FROM HIGH STREET TO MARDEN ROAD								D TO A FROM MARDEN ROAD TO STATION ROAD								TIME	D T FROM MARDEN ROAD			
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2
07:00	5	2	0	0	0	0	0	7	16	1	0	0	0	0	1	18	07:00	7	1	1	0
07:15	8	3	0	0	0	0	0	11	27	4	1	0	0	0	0	32	07:15	12	4	0	0
07:30	7	4	1	0	1	0	0	13	17	2	0	0	0	1	0	20	07:30	20	5	0	0
07:45	7	1	0	0	1	1	0	10	18	4	1	0	0	0	0	23	07:45	16	4	0	0
H/TOT	27	10	1	0	2	1	0	41	78	11	2	0	0	1	1	93	**H/TOT**	55	14	1	0
08:00	7	3	1	0	0	0	0	11	14	3	0	0	0	0	0	17	08:00	17	1	1	0
08:15	7	3	0	0	0	0	0	10	13	1	0	0	0	0	0	14	08:15	14	4	1	0
08:30	9	3	1	0	0	0	0	13	18	4	0	0	0	0	0	22	08:30	21	4	0	0
08:45	14	1	1	0	0	0	0	16	22	2	0	0	0	0	0	24	08:45	26	1	1	0
H/TOT	37	10	3	0	0	0	0	50	67	10	0	0	0	0	0	77	**H/TOT**	78	10	3	0
09:00	20	1	0	0	0	0	0	21	13	2	1	0	0	0	0	16	09:00	10	1	1	0
09:15	15	1	2	0	0	0	0	18	12	3	0	0	1	0	0	16	09:15	10	3	0	0
09:30	12	4	0	1	0	0	0	17	19	0	0	0	0	0	0	19	09:30	14	5	2	0
09:45	12	2	1	0	0	0	0	15	8	1	0	0	0	0	0	9	09:45	6	3	0	0
H/TOT	59	8	3	1	0	0	0	71	52	6	1	0	1	0	0	60	**H/TOT**	40	12	3	0
P/TOT	123	28	7	1	2	1	0	162	197	27	3	0	1	1	1	230	**P/TOT**	173	36	7	0

TIME	C TO D FROM HIGH STREET TO MARDEN ROAD								D TO A FROM MARDEN ROAD TO STATION ROAD								TIME	D T FROM MARDEN ROAD			
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2
16:00	14	3	0	0	0	0	0	17	14	2	0	0	0	0	0	16	16:00	13	3	0	0
16:15	15	0	0	0	0	0	0	15	16	2	1	0	1	0	0	20	16:15	15	3	0	0
16:30	12	1	0	0	0	0	0	13	15	0	0	0	0	1	0	16	16:30	16	6	0	0
16:45	9	0	1	0	0	0	0	10	14	0	0	0	0	0	0	14	16:45	16	3	0	1
H/TOT	50	4	1	0	0	0	0	55	59	4	1	0	1	1	0	66	**H/TOT**	60	15	0	1
17:00	18	3	0	0	0	0	0	21	20	0	0	0	0	0	0	20	17:00	19	2	0	0
17:15	16	1	0	0	0	0	0	17	16	2	0	0	0	0	0	18	17:15	18	4	0	0
17:30	14	0	0	0	0	0	0	14	18	3	0	0	0	0	0	21	17:30	12	5	0	0
17:45	18	2	0	0	0	0	0	20	18	0	1	0	0	0	0	19	17:45	16	1	1	0
H/TOT	66	6	0	0	0	0	0	72	72	5	1	0	0	0	0	78	**H/TOT**	65	12	1	0
18:00	16	2	1	0	0	0	0	19	12	1	0	0	0	0	0	13	18:00	10	2	0	0
18:15	15	1	0	0	0	0	0	16	16	2	0	0	0	0	0	18	18:15	10	0	0	0
18:30	11	1	0	0	0	0	0	12	12	1	0	0	0	0	0	13	18:30	14	0	0	0
18:45	10	0	0	0	0	0	0	10	16	0	0	0	0	0	0	16	18:45	6	4	0	0
H/TOT	52	4	1	0	0	0	0	57	56	4	0	0	0	0	0	60	**H/TOT**	40	6	0	0
P/TOT	168	14	2	0	0	0	0	184	187	13	2	0	1	1	0	204	**P/TOT**	165	33	1	1

AUTO SURVEYS LTD

DATE: 07/07/2022

GH STREET / MARDEN ROAD **DAY:** THURSDAY

O B TO HEADCORN ROAD				D TO C FROM MARDEN ROAD TO HIGH STREET							
PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
0	0	0	9	10	1	0	0	0	0	0	11
0	0	0	16	15	4	0	0	0	0	0	19
0	0	0	25	13	2	0	0	1	0	0	16
1	0	1	22	18	2	1	0	0	0	0	21
1	0	1	72	56	9	1	0	1	0	0	67
0	1	0	20	15	0	0	0	0	0	0	15
0	0	0	19	13	1	1	0	0	0	0	15
0	0	0	25	17	0	1	0	0	0	0	18
0	1	0	29	17	3	1	0	0	0	0	21
0	2	0	93	62	4	3	0	0	0	0	69
0	0	0	12	10	3	1	0	0	0	0	14
0	0	0	13	14	1	1	0	0	0	0	16
0	0	0	21	10	3	0	0	0	0	0	13
0	0	0	9	13	0	0	0	0	0	0	13
0	0	0	55	47	7	2	0	0	0	0	56
1	2	1	220	165	20	6	0	1	0	0	192

O B TO HEADCORN ROAD				D TO C FROM MARDEN ROAD TO HIGH STREET							
PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
0	0	0	16	11	3	0	0	0	0	0	14
0	0	0	18	8	1	0	0	0	0	0	9
0	1	1	24	13	1	0	0	0	1	0	15
0	0	0	20	11	3	0	0	0	0	0	14
0	1	1	78	43	8	0	0	0	1	0	52
0	0	0	21	8	1	0	0	0	0	0	9
0	0	1	23	14	1	0	0	0	0	0	15
0	0	1	18	3	0	0	0	0	0	0	3
0	1	0	19	11	1	1	0	0	0	0	13
0	1	2	81	36	3	1	0	0	0	0	40
0	0	1	13	10	4	0	0	0	0	0	14
0	1	3	14	10	1	0	0	0	1	0	12
0	1	0	15	10	0	0	0	0	0	0	10
0	0	0	10	8	2	0	0	0	0	0	10
0	2	4	52	38	7	0	0	0	1	0	46
0	4	7	211	117	18	1	0	0	2	0	138

MANUAL CLASSIFIED COUNTS

JOB REF: 11493

JOB NAME: STAPLEHURST

SITE: 2 **DATE:** 07/07/2022

LOCATION: STATION ROAD / HEADCORN ROAD / HIGH STREET / MARDEN ROAD **DAY:** THURSDAY

TIME	TO ARM A STATION ROAD								FROM ARM A STATION ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	106	14	3	0	0	5	2	130	67	24	5	1	0	1	0	98
07:15	111	15	2	6	3	1	0	138	78	31	3	2	0	0	1	115
07:30	97	19	1	0	1	1	0	119	93	19	7	1	1	1	0	122
07:45	92	19	3	0	0	1	0	115	99	25	4	4	1	0	0	133
H/TOT	406	67	9	6	4	8	2	502	337	99	19	8	2	2	1	468
08:00	99	17	1	0	0	0	0	117	71	23	4	4	0	1	0	103
08:15	79	14	2	3	1	0	0	99	82	29	1	4	2	0	0	118
08:30	117	17	2	2	0	1	0	139	85	16	2	1	0	0	0	104
08:45	99	13	0	1	0	0	0	113	64	15	4	0	1	0	0	84
H/TOT	394	61	5	6	1	1	0	468	302	83	11	9	3	1	0	409
09:00	93	17	2	2	0	0	2	116	63	20	2	0	0	0	0	85
09:15	80	15	3	1	1	1	2	103	59	21	5	2	0	0	1	88
09:30	84	10	5	1	1	0	0	101	55	13	7	4	0	0	0	79
09:45	67	17	3	5	0	0	0	92	76	18	2	2	1	0	0	99
H/TOT	324	59	13	9	2	1	4	412	253	72	16	8	1	0	1	351
P/TOT	1124	187	27	21	7	10	6	1382	892	254	46	25	6	3	2	1228

TIME	TO ARM A STATION ROAD								FROM ARM A STATION ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	94	24	1	0	1	0	0	120	117	22	4	0	0	0	0	143
16:15	82	15	9	0	1	1	0	108	113	18	3	0	0	0	0	134
16:30	103	21	3	1	1	1	0	130	133	10	1	0	0	1	2	147
16:45	92	21	2	1	0	1	0	117	112	29	3	0	2	1	0	147
H/TOT	371	81	15	2	3	3	0	475	475	79	11	0	2	2	2	571
17:00	113	8	3	1	0	2	0	127	130	13	0	1	1	1	2	148
17:15	91	12	0	1	1	1	0	106	124	14	2	0	0	1	0	141
17:30	94	11	5	1	1	1	0	113	117	19	1	0	0	2	2	141
17:45	100	6	3	1	0	0	0	110	112	10	1	1	0	2	0	126
H/TOT	398	37	11	4	2	4	0	456	483	56	4	2	1	6	4	556
18:00	97	9	1	0	0	0	0	107	101	8	3	0	1	0	0	113
18:15	74	11	0	2	1	0	0	88	123	6	0	0	0	0	0	129
18:30	70	11	0	1	1	0	1	84	105	9	0	0	0	4	0	118
18:45	68	9	1	0	1	2	0	81	84	6	0	0	0	2	0	92
H/TOT	309	40	2	3	3	2	1	360	413	29	3	0	1	6	0	452
P/TOT	1078	158	28	9	8	9	1	1291	1371	164	18	2	4	14	6	1579

MANUAL CLASSIFIED COUNTS

JOB REF: 11493

JOB NAME: STAPLEHURST

SITE: 2 **DATE:** 07/07/2022

LOCATION: STATION ROAD / HEADCORN ROAD / HIGH STREET / MARDEN ROAD **DAY:** THURSDAY

TIME	TO ARM B HEADCORN ROAD								FROM ARM B HEADCORN ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	22	9	1	0	0	0	0	32	34	17	4	0	0	2	2	59
07:15	43	12	2	0	1	0	0	58	48	10	2	0	0	0	0	60
07:30	57	17	5	0	0	0	0	79	40	14	4	0	1	1	0	60
07:45	55	14	2	1	1	0	1	74	48	15	3	0	0	1	0	67
H/TOT	177	52	10	1	2	0	1	243	170	56	13	0	1	4	2	246
08:00	47	11	3	0	1	1	0	63	62	12	4	0	0	0	1	79
08:15	29	9	1	1	0	0	0	40	54	9	0	0	1	0	2	66
08:30	36	17	0	0	0	0	0	53	52	15	1	2	2	0	0	72
08:45	49	8	2	0	0	1	0	60	49	7	0	0	0	1	0	57
H/TOT	161	45	6	1	1	2	0	216	217	43	5	2	3	1	3	274
09:00	34	5	4	0	0	0	0	43	40	9	2	1	0	0	0	52
09:15	25	6	2	0	0	0	0	33	29	4	1	0	0	0	0	34
09:30	36	14	2	1	0	0	0	53	27	11	4	1	0	0	0	43
09:45	28	10	3	0	0	0	0	41	44	4	1	2	0	0	0	51
H/TOT	123	35	11	1	0	0	0	170	140	28	8	4	0	0	0	180
P/TOT	461	132	27	3	3	2	1	629	527	127	26	6	4	5	5	700

TIME	TO ARM B HEADCORN ROAD								FROM ARM B HEADCORN ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	54	10	0	0	0	1	2	67	49	5	2	0	0	0	0	56
16:15	48	11	0	0	0	0	0	59	40	6	0	1	1	0	0	48
16:30	57	16	0	0	1	3	1	78	36	12	1	0	0	0	0	49
16:45	57	13	0	1	0	0	0	71	53	9	1	0	0	0	0	63
H/TOT	216	50	0	1	1	4	3	275	178	32	4	1	1	0	0	216
17:00	68	11	1	1	0	0	1	82	51	3	0	1	0	0	1	56
17:15	63	13	0	0	0	0	1	77	43	7	0	0	1	0	0	51
17:30	59	16	0	0	0	0	1	76	46	7	0	0	1	0	0	54
17:45	66	7	1	1	0	3	0	78	42	4	0	1	0	0	0	47
H/TOT	256	47	2	2	0	3	3	313	182	21	0	2	2	0	1	208
18:00	40	6	0	0	0	0	1	47	51	4	1	0	0	0	0	56
18:15	50	3	1	0	0	1	3	58	44	4	0	1	0	0	0	49
18:30	48	5	1	0	0	1	0	55	31	5	0	0	0	0	0	36
18:45	31	8	1	0	0	0	0	40	35	5	0	0	1	2	0	43
H/TOT	169	22	3	0	0	2	4	200	161	18	1	1	1	2	0	184
P/TOT	641	119	5	3	1	9	10	788	521	71	5	4	4	2	1	608

MANUAL CLASSIFIED COUNTS

JOB REF: 11493

JOB NAME: STAPLEHURST

SITE: 2

LOCATION: STATION ROAD / HEADCORN ROAD / HIGH STREET / MARDEN ROAD

DATE: 07/07/2022

DAY: THURSDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 11493

JOB NAME: STAPLEHURST

SITE: 2

LOCATION: STATION ROAD / HEADCORN ROAD / HI

TIME	TO ARM C HIGH STREET								FROM ARM C HIGH STREET								TIME	TO A MARDE			
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2
07:00	75	33	8	1	0	1	0	118	97	20	2	0	0	4	1	124	07:00	28	8	0	0
07:15	94	36	4	2	0	0	0	136	99	16	3	6	4	1	0	129	07:15	31	6	1	0
07:30	105	24	5	1	3	2	0	140	99	28	3	0	2	0	0	132	07:30	23	10	3	0
07:45	112	27	5	3	1	1	0	149	94	19	2	0	1	2	0	118	07:45	34	9	1	0
H/TOT	386	120	22	7	4	4	0	543	389	83	10	6	7	7	1	503	**H/TOT**	116	33	5	0
08:00	95	20	4	4	0	1	0	124	98	17	2	0	1	0	0	118	08:00	36	8	3	0
08:15	93	29	2	3	3	0	1	131	69	14	2	3	1	0	0	89	08:15	44	6	0	0
08:30	98	16	4	2	1	0	0	121	109	25	3	1	0	1	0	139	08:30	51	14	1	0
08:45	83	17	4	0	1	0	0	105	96	14	1	1	0	0	0	112	08:45	43	4	1	0
H/TOT	369	82	14	9	5	1	1	481	372	70	8	5	2	1	0	458	**H/TOT**	174	32	5	0
09:00	75	23	2	0	0	0	0	100	105	15	3	1	0	0	2	126	09:00	39	5	2	0
09:15	65	18	4	2	0	0	0	89	81	13	5	1	0	1	2	103	09:15	35	6	3	0
09:30	71	14	7	4	0	0	0	96	85	13	4	3	1	0	0	106	09:30	19	7	3	2
09:45	95	19	2	2	1	0	0	119	73	22	6	3	0	0	0	104	09:45	30	2	1	0
H/TOT	306	74	15	8	1	0	0	404	344	63	18	8	1	1	4	439	**H/TOT**	123	20	9	2
P/TOT	1061	276	51	24	10	5	1	1428	1105	216	36	19	10	9	5	1400	**P/TOT**	413	85	19	2

TIME	TO ARM C HIGH STREET								FROM ARM C HIGH STREET								TIME	TO A MARDE			
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2
16:00	111	20	3	0	0	0	0	134	101	25	0	0	1	1	2	130	16:00	46	6	2	0
16:15	110	20	3	1	0	0	0	134	89	19	8	0	0	1	0	117	16:15	41	3	0	0
16:30	112	12	1	0	0	2	2	129	108	26	2	1	2	2	0	141	16:30	49	6	0	0
16:45	114	29	2	0	2	1	0	148	102	26	3	1	0	1	0	133	16:45	45	7	3	0
H/TOT	447	81	9	1	2	3	2	545	400	96	13	2	3	5	2	521	**H/TOT**	181	22	5	0
17:00	110	14	0	1	1	1	0	127	122	19	4	1	0	2	0	148	17:00	59	5	0	0
17:15	110	8	2	0	1	1	0	122	105	15	0	1	1	1	0	123	17:15	56	10	0	0
17:30	89	18	1	0	1	0	1	110	100	16	5	1	1	1	0	124	17:30	54	5	0	0
17:45	96	6	2	0	0	1	0	105	120	11	2	0	0	1	0	134	17:45	57	8	0	0
H/TOT	405	46	5	1	3	3	1	464	447	61	11	3	2	5	0	529	**H/TOT**	226	28	0	0
18:00	95	9	3	0	1	0	0	108	107	12	1	0	0	0	0	120	18:00	59	7	1	0
18:15	115	5	0	0	0	1	0	121	87	10	1	1	1	0	0	100	18:15	51	4	0	0
18:30	96	8	0	0	0	4	0	108	83	13	1	1	1	0	1	100	18:30	41	4	0	0
18:45	82	9	0	0	0	2	0	93	66	10	2	0	0	0	0	78	18:45	34	1	0	0
H/TOT	388	31	3	0	1	7	0	430	343	45	5	2	2	0	1	398	**H/TOT**	185	16	1	0
P/TOT	1240	158	17	2	6	13	3	1439	1190	202	29	7	7	10	3	1448	**P/TOT**	592	66	6	0

AUTO SURVEYS LTD

DATE: 07/07/2022

GH STREET / MARDEN ROAD **DAY:** THURSDAY

RM D N ROAD				FROM ARM D MARDEN ROAD							
PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
0	1	2	39	33	3	1	0	0	0	1	38
0	0	1	39	54	12	1	0	0	0	0	67
1	0	0	37	50	9	0	0	1	1	0	61
1	1	0	46	52	10	2	0	1	0	1	66
2	2	3	161	189	34	4	0	2	1	2	232
0	0	1	48	46	4	1	0	0	1	0	52
0	0	1	51	40	6	2	0	0	0	0	48
1	0	0	67	56	8	1	0	0	0	0	65
0	1	0	49	65	6	2	0	0	1	0	74
1	1	2	215	207	24	6	0	0	2	0	239
0	0	0	46	33	6	3	0	0	0	0	42
0	0	1	45	36	7	1	0	1	0	0	45
0	0	0	31	43	8	2	0	0	0	0	53
0	0	0	33	27	4	0	0	0	0	0	31
0	0	1	155	139	25	6	0	1	0	0	171
3	3	6	531	535	83	16	0	3	3	2	642

RM D N ROAD				FROM ARM D MARDEN ROAD							
PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
0	0	0	54	38	8	0	0	0	0	0	46
1	0	0	45	39	6	1	0	1	0	0	47
0	0	0	55	44	7	0	0	0	3	1	55
0	0	0	55	41	6	0	1	0	0	0	48
1	0	0	209	162	27	1	1	1	3	1	196
0	0	2	66	47	3	0	0	0	0	0	50
0	0	0	66	48	7	0	0	0	0	1	56
0	2	1	62	33	8	0	0	0	0	1	42
0	0	0	65	45	2	3	0	0	1	0	51
0	2	3	259	173	20	3	0	0	1	2	199
0	0	0	67	32	7	0	0	0	0	1	40
0	0	0	55	36	3	0	0	0	2	3	44
0	0	0	45	36	1	0	0	0	1	0	38
0	0	0	35	30	6	0	0	0	0	0	36
0	0	0	202	134	17	0	0	0	3	4	158
1	2	3	670	469	64	4	1	1	7	7	553

QUEUE LENGTHS

JOB REF: 11493

JOB NAME: STAPLEHURST

SITE: 2 **DATE:** 07/07/2022

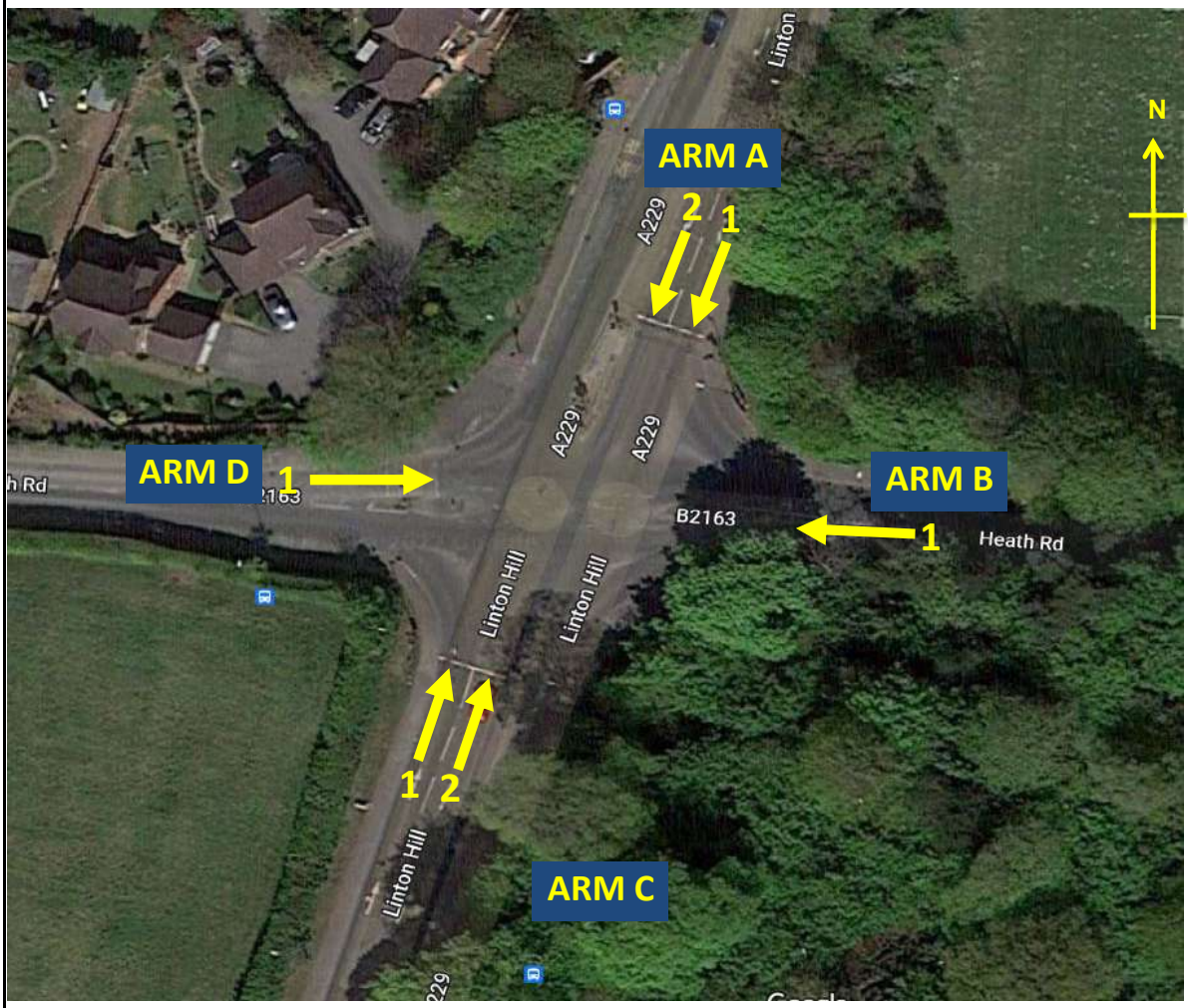
LOCATION: STATION ROAD / HEADCORN ROAD / HIGH STREET / MARDEN ROAD **DAY:** THURSDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane
+ Represents where the queue either stretched out of sight or back to the next junction.

TIME	ARM A STATION ROAD	ARM B HEADCORN ROAD	ARM C HIGH STREET	ARM D MARDEN ROAD
	LANE 1	LANE 1	LANE 1	LANE 1
07:00	10	6	8	4
07:05	12+	6+	8	6
07:10	9	6+	25	9
07:15	7	7+	16	12
07:20	9	7+	23+	14
07:25	7	7+	24+	15
07:30	9	7+	22	9
07:35	10+	7+	13	15
07:40	11	6+	25+	19+
07:45	12+	5+	24+	16
07:50	12+	7+	16	17
07:55	12+	6+	11	17
08:00	8+	6+	19	10
08:05	9+	7+	5	11
08:10	13	7+	25+	14
08:15	10	7+	7	10
08:20	8	7+	9	5
08:25	11+	6+	10	14
08:30	12	8+	13	14
08:35	12	6+	18	12
08:40	6	7+	18	15
08:45	9	7+	14	16
08:50	6	7+	8	16
08:55	9	7+	14	10
09:00	6	7	3	10
09:05	8	6+	14	10
09:10	5	5	8	6
09:15	10	6+	13	7
09:20	8	5	8	3
09:25	6	4	7	11
09:30	4	5+	7	5
09:35	6	7	15	7
09:40	7	6	14	7
09:45	8+	6+	23	4
09:50	4	4+	11	4
09:55	9+	6	4	4

TIME	ARM A STATION ROAD	ARM B HEADCORN ROAD	ARM C HIGH STREET	ARM D MARDEN ROAD
	LANE 1	LANE 1	LANE 1	LANE 1
16:00	12+	7+	19	10
16:05	14+	7+	17	13
16:10	12+	6	14	9
16:15	12+	6+	24+	7
16:20	10	6+	24+	7
16:25	12+	8+	9	12
16:30	12+	6+	24+	9
16:35	14+	7+	24+	9
16:40	12+	6+	24+	21+
16:45	13+	7+	22	15
16:50	12+	7+	20	19+
16:55	12+	7+	21	12
17:00	10	6	20	10
17:05	12+	6+	15	13
17:10	14+	7+	24+	8
17:15	14+	7+	24+	18+
17:20	13+	7+	24+	12
17:25	12+	7+	14	12
17:30	12+	7+	24+	9
17:35	12+	6+	24+	11
17:40	12+	6+	14	11
17:45	12+	5+	16	9
17:50	12+	7+	11	9
17:55	12+	5+	13	4
18:00	9	5	8	7
18:05	14	7+	7	6
18:10	12	6+	14	11
18:15	12+	7+	7	8
18:20	12+	7+	7	11
18:25	13+	7+	7	4
18:30	7	6	5	3
18:35	12+	5	8	6
18:40	11	6	9	6
18:45	5	4	3	5
18:50	6	4	6	4
18:55	3	3	3	5

SITE: 3	AUTO SURVEYS LTD	DATE: 7TH JULY 2022
LOCATION: LINTON HILL (N) / HEATH ROAD (E) / LINTON HILL (S) / HEATH ROAD (W)		DAY: THURSDAY



JOB TITLE: STAPLEHURST		JOB NUMBER: 11493

MANUAL CLASSIFIED COUNTS

JOB REF: 11493

JOB NAME: STAPLEHURST

SITE: 3 **DATE:** 07/07/2022

LOCATION: LINTON HILL (N) / HEATH ROAD (E) / LINTON HILL (S) / HEATH ROAD (W) **DAY:** THURSDAY

TIME	A TO B FROM LINTON HILL (N) TO HEATH ROAD (E)								A TO C FROM LINTON HILL (N) TO LINTON HILL (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	15	2	1	0	0	0	0	18	91	35	6	2	0	1	0	135
07:15	15	1	1	0	0	1	0	18	85	29	5	3	0	2	0	124
07:30	15	5	0	0	0	0	0	20	106	20	3	6	1	0	0	136
07:45	23	3	1	0	0	0	0	27	68	17	5	3	0	1	0	94
H/TOT	68	11	3	0	0	1	0	83	350	101	19	14	1	4	0	489
08:00	21	3	1	0	3	0	0	28	52	14	3	7	0	1	0	77
08:15	30	3	2	0	0	0	0	35	45	18	5	5	1	0	0	74
08:30	18	2	1	0	0	0	0	21	44	9	3	7	0	0	0	63
08:45	30	4	0	0	0	0	0	34	44	6	4	5	1	1	0	61
H/TOT	99	12	4	0	3	0	0	118	185	47	15	24	2	2	0	275
09:00	17	2	0	1	0	0	0	20	47	17	6	7	1	1	0	79
09:15	14	3	1	0	0	0	0	18	43	10	6	7	1	0	0	67
09:30	16	3	2	1	0	0	0	22	53	12	3	6	1	1	0	76
09:45	18	2	1	0	0	0	0	21	47	11	5	5	0	0	0	68
H/TOT	65	10	4	2	0	0	0	81	190	50	20	25	3	2	0	290
P/TOT	232	33	11	2	3	1	0	282	725	198	54	63	6	8	0	1054

TIME	A TO B FROM LINTON HILL (N) TO HEATH ROAD (E)								A TO C FROM LINTON HILL (N) TO LINTON HILL (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	16	3	0	0	0	0	0	19	54	10	0	3	0	0	0	67
16:15	14	3	0	0	1	0	0	18	51	6	3	4	0	0	0	64
16:30	15	8	1	0	0	0	0	24	67	11	5	3	3	1	0	90
16:45	16	1	1	0	0	0	0	18	48	11	3	2	0	2	0	66
H/TOT	61	15	2	0	1	0	0	79	220	38	11	12	3	3	0	287
17:00	21	3	0	0	0	0	0	24	68	6	1	3	1	0	0	79
17:15	19	1	0	0	0	0	0	20	68	6	0	4	0	2	1	81
17:30	20	2	0	0	0	0	0	22	69	7	0	2	0	0	0	78
17:45	25	4	0	0	0	0	0	29	70	10	1	2	1	2	0	86
H/TOT	85	10	0	0	0	0	0	95	275	29	2	11	2	4	1	324
18:00	32	1	0	0	0	1	0	34	65	6	0	2	0	0	0	73
18:15	19	2	0	0	0	0	0	21	47	9	0	3	0	1	0	60
18:30	24	1	0	0	0	0	0	25	55	7	0	3	0	1	0	66
18:45	21	0	0	0	0	0	0	21	41	6	0	2	0	0	0	49
H/TOT	96	4	0	0	0	1	0	101	208	28	0	10	0	2	0	248
P/TOT	242	29	2	0	1	1	0	275	703	95	13	33	5	9	1	859

MANUAL CLASSIFIED COUNTS

JOB REF: 11493

JOB NAME: STAPLEHURST

SITE: 3 **DATE:** 07/07/2022

LOCATION: LINTON HILL (N) / HEATH ROAD (E) / LINTON HILL (S) / HEATH ROAD (W) **DAY:** THURSDAY

TIME	A TO D FROM LINTON HILL (N) TO HEATH ROAD (W)								B TO A FROM HEATH ROAD (E) TO LINTON HILL (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	13	4	0	0	0	1	0	18	6	4	0	0	0	0	0	10
07:15	16	8	2	0	1	0	0	27	6	3	0	0	0	0	0	9
07:30	22	3	2	1	0	0	0	28	5	2	1	0	0	1	0	9
07:45	29	2	0	0	1	0	1	33	7	2	1	0	0	0	0	10
H/TOT	80	17	4	1	2	1	1	106	24	11	2	0	0	1	0	38
08:00	29	1	1	0	0	0	0	31	7	2	0	0	1	0	0	10
08:15	22	3	1	0	0	0	0	26	7	1	0	0	0	0	0	8
08:30	39	4	2	0	1	0	0	46	23	3	0	0	0	0	0	26
08:45	32	7	0	1	0	0	0	40	14	4	2	1	0	0	0	21
H/TOT	122	15	4	1	1	0	0	143	51	10	2	1	1	0	0	65
09:00	23	6	0	1	0	0	0	30	12	2	0	0	0	0	0	14
09:15	23	10	1	0	0	0	0	34	11	2	1	0	0	0	0	14
09:30	27	1	1	0	1	1	0	31	11	1	1	0	0	0	0	13
09:45	23	4	3	0	0	0	0	30	8	2	0	0	0	0	0	10
H/TOT	96	21	5	1	1	1	0	125	42	7	2	0	0	0	0	51
P/TOT	298	53	13	3	4	2	1	374	117	28	6	1	1	1	0	154

TIME	A TO D FROM LINTON HILL (N) TO HEATH ROAD (W)								B TO A FROM HEATH ROAD (E) TO LINTON HILL (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	26	4	0	3	0	0	0	33	21	2	0	0	0	0	0	23
16:15	21	1	1	0	0	0	0	23	13	1	0	1	0	0	0	15
16:30	28	5	1	0	1	0	0	35	13	2	0	0	0	0	0	15
16:45	18	4	1	0	1	0	0	24	15	5	0	0	0	0	0	20
H/TOT	93	14	3	3	2	0	0	115	62	10	0	1	0	0	0	73
17:00	23	1	1	0	0	1	0	26	21	3	0	0	0	0	0	24
17:15	29	1	0	0	0	1	0	31	22	1	0	0	0	0	1	24
17:30	26	3	1	1	1	0	0	32	20	3	0	0	0	0	0	23
17:45	22	1	0	0	0	1	0	24	17	1	0	0	0	0	0	18
H/TOT	100	6	2	1	1	3	0	113	80	8	0	0	0	0	1	89
18:00	30	1	0	0	0	2	0	33	20	1	0	0	0	0	0	21
18:15	19	4	1	0	0	1	0	25	19	1	0	0	0	0	0	20
18:30	37	1	0	0	1	0	0	39	15	2	0	0	0	2	0	19
18:45	18	7	0	0	0	1	0	26	15	0	0	0	0	0	0	15
H/TOT	104	13	1	0	1	4	0	123	69	4	0	0	0	2	0	75
P/TOT	297	33	6	4	4	7	0	351	211	22	0	1	0	2	1	237

MANUAL CLASSIFIED COUNTS

JOB REF: 11493

JOB NAME: STAPLEHURST

SITE: 3 **DATE:** 07/07/2022

LOCATION: LINTON HILL (N) / HEATH ROAD (E) / LINTON HILL (S) / HEATH ROAD (W) **DAY:** THURSDAY

TIME	B TO C FROM HEATH ROAD (E) TO LINTON HILL (S)								B TO D FROM HEATH ROAD (E) TO HEATH ROAD (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	19	11	1	0	0	0	0	31	32	12	1	0	0	0	2	47
07:15	19	9	1	1	0	2	0	32	33	18	3	0	1	0	0	55
07:30	31	4	0	0	0	0	0	35	47	5	2	0	0	0	0	54
07:45	23	3	0	0	0	0	0	26	48	7	1	0	0	0	0	56
H/TOT	92	27	2	1	0	2	0	124	160	42	7	0	1	0	2	212
08:00	36	6	0	0	0	0	0	42	84	7	2	0	0	0	0	93
08:15	24	4	2	0	0	0	0	30	72	12	1	0	2	1	0	88
08:30	21	5	2	0	0	0	0	28	67	13	0	0	0	0	0	80
08:45	24	9	2	0	0	0	0	35	58	8	2	0	0	0	0	68
H/TOT	105	24	6	0	0	0	0	135	281	40	5	0	2	1	0	329
09:00	23	2	3	0	0	0	0	28	37	4	2	1	3	0	0	47
09:15	21	8	0	0	0	0	0	29	48	8	1	0	0	1	0	58
09:30	15	5	2	0	0	0	0	22	39	12	1	0	0	0	0	52
09:45	22	5	1	0	0	0	0	28	43	6	0	0	0	0	0	49
H/TOT	81	20	6	0	0	0	0	107	167	30	4	1	3	1	0	206
P/TOT	278	71	14	1	0	2	0	366	608	112	16	1	6	2	2	747

TIME	B TO C FROM HEATH ROAD (E) TO LINTON HILL (S)								B TO D FROM HEATH ROAD (E) TO HEATH ROAD (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	24	2	1	0	0	0	0	27	41	9	0	0	0	0	0	50
16:15	22	2	1	0	0	0	0	25	43	14	0	0	1	0	0	58
16:30	19	8	0	1	0	0	0	28	53	7	0	0	0	0	0	60
16:45	24	2	0	0	0	0	0	26	53	9	1	0	0	1	0	64
H/TOT	89	14	2	1	0	0	0	106	190	39	1	0	1	1	0	232
17:00	22	5	2	0	0	0	0	29	58	10	0	0	0	1	0	69
17:15	25	3	0	1	0	0	0	29	40	10	2	0	0	1	0	53
17:30	22	1	0	0	0	0	0	23	52	10	0	0	0	0	1	63
17:45	24	3	1	1	0	0	0	29	47	3	3	0	0	0	3	56
H/TOT	93	12	3	2	0	0	0	110	197	33	5	0	0	2	4	241
18:00	16	2	0	1	0	1	0	20	50	5	0	0	0	0	0	55
18:15	19	3	0	0	2	2	0	26	41	5	1	0	0	1	1	49
18:30	18	2	1	0	0	1	0	22	30	6	1	0	0	0	1	38
18:45	4	3	0	0	0	0	0	7	42	3	0	0	0	0	0	45
H/TOT	57	10	1	1	2	4	0	75	163	19	2	0	0	1	2	187
P/TOT	239	36	6	4	2	4	0	291	550	91	8	0	1	4	6	660

MANUAL CLASSIFIED COUNTS

JOB REF: 11493

JOB NAME: STAPLEHURST

SITE: 3 **DATE:** 07/07/2022

LOCATION: LINTON HILL (N) / HEATH ROAD (E) / LINTON HILL (S) / HEATH ROAD (W) **DAY:** THURSDAY

TIME	C TO A FROM LINTON HILL (S) TO LINTON HILL (N)								C TO B FROM LINTON HILL (S) TO HEATH ROAD (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	45	7	3	4	0	1	0	60	16	1	0	0	0	0	0	17
07:15	51	17	5	0	0	2	1	76	13	4	1	0	0	0	0	18
07:30	55	15	4	8	4	1	0	87	31	4	0	0	0	0	0	35
07:45	46	5	3	2	1	0	1	58	34	6	2	1	0	0	0	43
H/TOT	197	44	15	14	5	4	2	281	94	15	3	1	0	0	0	113
08:00	35	7	1	2	0	1	0	46	40	7	0	0	0	0	0	47
08:15	44	5	3	4	0	0	0	56	34	3	0	0	1	0	0	38
08:30	40	9	2	4	0	0	0	55	26	8	0	0	0	0	0	34
08:45	54	11	2	1	0	0	0	68	26	3	1	0	0	0	0	30
H/TOT	173	32	8	11	0	1	0	225	126	21	1	0	1	0	0	149
09:00	47	8	3	2	0	0	0	60	9	2	3	1	0	0	0	15
09:15	38	13	3	7	0	0	0	61	16	5	0	0	0	0	0	21
09:30	35	7	2	10	1	0	0	55	9	3	3	0	0	0	0	15
09:45	43	7	2	9	0	0	0	61	12	1	1	0	0	0	0	14
H/TOT	163	35	10	28	1	0	0	237	46	11	7	1	0	0	0	65
P/TOT	533	111	33	53	6	5	2	743	266	47	11	2	1	0	0	327

TIME	C TO A FROM LINTON HILL (S) TO LINTON HILL (N)								C TO B FROM LINTON HILL (S) TO HEATH ROAD (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	55	17	1	6	0	1	0	80	28	7	0	0	0	0	0	35
16:15	66	14	3	3	0	1	0	87	14	6	0	0	0	0	0	20
16:30	74	17	4	1	0	5	0	101	36	3	3	0	0	0	0	42
16:45	67	7	1	3	1	5	1	85	29	11	0	0	0	0	0	40
H/TOT	262	55	9	13	1	12	1	353	107	27	3	0	0	0	0	137
17:00	62	18	3	7	0	2	0	92	25	9	0	0	0	0	0	34
17:15	92	12	2	2	0	1	0	109	37	2	0	0	0	1	0	40
17:30	65	15	1	3	2	2	0	88	29	8	0	0	0	0	1	38
17:45	83	8	2	1	1	1	0	96	25	1	0	0	0	0	0	26
H/TOT	302	53	8	13	3	6	0	385	116	20	0	0	0	1	1	138
18:00	71	11	1	3	0	1	0	87	28	5	0	0	0	1	0	34
18:15	74	5	0	0	0	1	0	80	27	4	0	0	0	0	0	31
18:30	71	10	0	1	1	1	0	84	25	5	2	1	0	0	0	33
18:45	42	10	0	3	1	1	0	57	16	1	0	0	2	2	0	21
H/TOT	258	36	1	7	2	4	0	308	96	15	2	1	2	3	0	119
P/TOT	822	144	18	33	6	22	1	1046	319	62	5	1	2	4	1	394

MANUAL CLASSIFIED COUNTS

JOB REF: 11493

JOB NAME: STAPLEHURST

SITE: 3

LOCATION: LINTON HILL (N) / HEATH ROAD (E) / LINTON HILL (S) / HEATH ROAD (W)

DATE: 07/07/2022

DAY: THURSDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 11493

JOB NAME: STAPLEHURST

SITE: 3

LOCATION: LINTON HILL (N) / HEATH ROAD (E) / LIN

TIME	C TO D FROM LINTON HILL (S) TO HEATH ROAD (W)								D TO A FROM HEATH ROAD (W) TO LINTON HILL (N)								TIME	D T FROM HEATH ROAD (W			
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2
07:00	12	3	0	0	0	0	0	15	12	3	0	0	1	0	0	16	07:00	23	6	0	0
07:15	19	2	0	0	0	0	0	21	18	1	0	0	0	0	0	19	07:15	41	11	1	0
07:30	29	8	0	0	0	0	0	37	15	2	1	0	1	1	0	20	07:30	43	11	0	0
07:45	16	5	0	0	0	0	0	21	16	3	2	1	0	1	0	23	07:45	53	10	3	0
H/TOT	76	18	0	0	0	0	0	94	61	9	3	1	2	2	0	78	**H/TOT**	160	38	4	0
08:00	16	1	1	0	0	0	0	18	24	2	1	0	1	0	0	28	08:00	75	9	3	0
08:15	12	1	0	0	0	0	0	13	21	6	0	1	0	0	0	28	08:15	71	8	0	0
08:30	24	4	1	0	0	0	0	29	15	4	1	0	0	0	0	20	08:30	41	5	3	0
08:45	23	5	0	1	0	0	0	29	13	3	2	0	1	0	0	19	08:45	47	6	0	0
H/TOT	75	11	2	1	0	0	0	89	73	15	4	1	2	0	0	95	**H/TOT**	234	28	6	0
09:00	25	5	0	0	0	0	0	30	29	7	1	0	0	0	0	37	09:00	61	12	2	0
09:15	19	9	1	0	0	0	0	29	22	0	1	0	0	0	0	23	09:15	36	4	1	0
09:30	12	3	0	1	1	0	0	17	21	1	0	2	2	1	0	27	09:30	32	7	0	0
09:45	14	5	1	0	0	0	0	20	22	4	0	0	1	0	0	27	09:45	58	10	1	0
H/TOT	70	22	2	1	1	0	0	96	94	12	2	2	3	1	0	114	**H/TOT**	187	33	4	0
P/TOT	221	51	4	2	1	0	0	279	228	36	9	4	7	3	0	287	**P/TOT**	581	99	14	0

TIME	C TO D FROM LINTON HILL (S) TO HEATH ROAD (W)								D TO A FROM HEATH ROAD (W) TO LINTON HILL (N)								TIME	D T FROM HEATH ROAD (W			
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2
16:00	20	6	1	0	0	0	0	27	28	1	0	0	1	0	0	30	16:00	71	10	2	0
16:15	19	9	0	1	0	0	0	29	28	5	3	0	0	0	0	36	16:15	78	10	0	0
16:30	22	3	1	0	1	0	0	27	24	0	2	1	0	1	0	28	16:30	48	16	2	0
16:45	27	3	0	0	0	0	0	30	30	5	0	0	1	1	0	37	16:45	64	5	0	0
H/TOT	88	21	2	1	1	0	0	113	110	11	5	1	2	2	0	131	**H/TOT**	261	41	4	0
17:00	14	4	1	0	1	1	0	21	24	4	0	0	1	0	0	29	17:00	60	18	0	0
17:15	18	1	0	1	1	1	0	22	28	1	0	0	0	0	0	29	17:15	65	6	1	0
17:30	18	2	0	0	1	0	0	21	30	2	0	0	1	0	0	33	17:30	55	5	0	0
17:45	21	3	1	0	0	0	0	25	31	3	0	0	0	0	0	34	17:45	56	5	0	0
H/TOT	71	10	2	1	3	2	0	89	113	10	0	0	2	0	0	125	**H/TOT**	236	34	1	0
18:00	21	3	0	0	1	0	0	25	39	2	0	0	0	2	0	43	18:00	42	4	1	1
18:15	14	5	0	0	0	0	0	19	38	2	0	0	0	0	0	40	18:15	56	7	0	0
18:30	17	2	0	0	0	0	0	19	27	0	0	1	0	1	0	29	18:30	48	8	0	0
18:45	9	2	0	0	0	0	0	11	20	2	1	0	2	0	0	25	18:45	37	3	1	0
H/TOT	61	12	0	0	1	0	0	74	124	6	1	1	2	3	0	137	**H/TOT**	183	22	2	1
P/TOT	220	43	4	2	5	2	0	276	347	27	6	2	6	5	0	393	**P/TOT**	680	97	7	1

AUTO SURVEYS LTD

DATE: 07/07/2022

ITON HILL (S) / HEATH ROAD (W) **DAY:** THURSDAY

O B V) TO HEATH ROAD (E)				D TO C FROM HEATH ROAD (W) TO LINTON HILL (S)							
PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
0	0	0	29	18	5	1	0	0	1	0	25
0	0	1	54	23	3	1	0	1	0	0	28
0	0	0	54	13	7	0	0	1	0	0	21
0	0	2	68	15	7	1	0	0	0	0	23
0	0	3	205	69	22	3	0	2	1	0	97
1	1	1	90	10	3	0	0	0	0	0	13
0	0	1	80	22	4	0	0	0	0	0	26
0	0	0	49	14	1	1	0	0	0	0	16
0	0	0	53	22	6	1	0	0	0	0	29
1	1	2	272	68	14	2	0	0	0	0	84
0	0	0	75	19	3	0	0	0	0	0	22
0	3	0	44	13	5	2	0	0	0	0	20
0	0	0	39	16	9	0	0	0	0	0	25
0	0	0	69	18	2	1	0	0	0	0	21
0	3	0	227	66	19	3	0	0	0	0	88
1	4	5	704	203	55	8	0	2	1	0	269

O B V) TO HEATH ROAD (E)				D TO C FROM HEATH ROAD (W) TO LINTON HILL (S)							
PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
0	0	0	83	22	5	1	0	0	0	0	28
0	0	1	89	24	7	0	0	0	1	0	32
0	0	0	66	12	1	0	0	0	0	0	13
0	1	2	72	15	6	0	1	0	0	0	22
0	1	3	310	73	19	1	1	0	1	0	95
0	1	0	79	17	2	2	0	0	0	0	21
0	2	0	74	12	4	1	0	0	0	0	17
0	2	1	63	18	2	0	0	0	0	0	20
0	1	0	62	17	3	0	0	1	0	0	21
0	6	1	278	64	11	3	0	1	0	0	79
0	1	0	49	23	1	0	0	0	0	0	24
0	1	0	64	14	2	0	0	0	0	0	16
0	2	0	58	11	3	0	0	0	0	0	14
0	1	2	44	20	3	0	0	0	0	0	23
0	5	2	215	68	9	0	0	0	0	0	77
0	12	6	803	205	39	4	1	1	1	0	251

MANUAL CLASSIFIED COUNTS

JOB REF: 11493

JOB NAME: STAPLEHURST

SITE: 3 **DATE:** 07/07/2022

LOCATION: LINTON HILL (N) / HEATH ROAD (E) / LINTON HILL (S) / HEATH ROAD (W) **DAY:** THURSDAY

TIME	TO ARM A LINTON HILL (N)								FROM ARM A LINTON HILL (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	63	14	3	4	1	1	0	86	119	41	7	2	0	2	0	171
07:15	75	21	5	0	0	2	1	104	116	38	8	3	1	3	0	169
07:30	75	19	6	8	5	3	0	116	143	28	5	7	1	0	0	184
07:45	69	10	6	3	1	1	1	91	120	22	6	3	1	1	1	154
H/TOT	282	64	20	15	7	7	2	397	498	129	26	15	3	6	1	678
08:00	66	11	2	2	2	1	0	84	102	18	5	7	3	1	0	136
08:15	72	12	3	5	0	0	0	92	97	24	8	5	1	0	0	135
08:30	78	16	3	4	0	0	0	101	101	15	6	7	1	0	0	130
08:45	81	18	6	2	1	0	0	108	106	17	4	6	1	1	0	135
H/TOT	297	57	14	13	3	1	0	385	406	74	23	25	6	2	0	536
09:00	88	17	4	2	0	0	0	111	87	25	6	9	1	1	0	129
09:15	71	15	5	7	0	0	0	98	80	23	8	7	1	0	0	119
09:30	67	9	3	12	3	1	0	95	96	16	6	7	2	2	0	129
09:45	73	13	2	9	1	0	0	98	88	17	9	5	0	0	0	119
H/TOT	299	54	14	30	4	1	0	402	351	81	29	28	4	3	0	496
P/TOT	878	175	48	58	14	9	2	1184	1255	284	78	68	13	11	1	1710

TIME	TO ARM A LINTON HILL (N)								FROM ARM A LINTON HILL (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	104	20	1	6	1	1	0	133	96	17	0	6	0	0	0	119
16:15	107	20	6	4	0	1	0	138	86	10	4	4	1	0	0	105
16:30	111	19	6	2	0	6	0	144	110	24	7	3	4	1	0	149
16:45	112	17	1	3	2	6	1	142	82	16	5	2	1	2	0	108
H/TOT	434	76	14	15	3	14	1	557	374	67	16	15	6	3	0	481
17:00	107	25	3	7	1	2	0	145	112	10	2	3	1	1	0	129
17:15	142	14	2	2	0	1	1	162	116	8	0	4	0	3	1	132
17:30	115	20	1	3	3	2	0	144	115	12	1	3	1	0	0	132
17:45	131	12	2	1	1	1	0	148	117	15	1	2	1	3	0	139
H/TOT	495	71	8	13	5	6	1	599	460	45	4	12	3	7	1	532
18:00	130	14	1	3	0	3	0	151	127	8	0	2	0	3	0	140
18:15	131	8	0	0	0	1	0	140	85	15	1	3	0	2	0	106
18:30	113	12	0	2	1	4	0	132	116	9	0	3	1	1	0	130
18:45	77	12	1	3	3	1	0	97	80	13	0	2	0	1	0	96
H/TOT	451	46	2	8	4	9	0	520	408	45	1	10	1	7	0	472
P/TOT	1380	193	24	36	12	29	2	1676	1242	157	21	37	10	17	1	1485

MANUAL CLASSIFIED COUNTS

JOB REF: 11493

JOB NAME: STAPLEHURST

SITE: 3 **DATE:** 07/07/2022

LOCATION: LINTON HILL (N) / HEATH ROAD (E) / LINTON HILL (S) / HEATH ROAD (W) **DAY:** THURSDAY

TIME	TO ARM B HEATH ROAD (E)								FROM ARM B HEATH ROAD (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	54	9	1	0	0	0	0	64	57	27	2	0	0	0	2	88
07:15	69	16	3	0	0	1	1	90	58	30	4	1	1	2	0	96
07:30	89	20	0	0	0	0	0	109	83	11	3	0	0	1	0	98
07:45	110	19	6	1	0	0	2	138	78	12	2	0	0	0	0	92
H/TOT	322	64	10	1	0	1	3	401	276	80	11	1	1	3	2	374
08:00	136	19	4	0	4	1	1	165	127	15	2	0	1	0	0	145
08:15	135	14	2	0	1	0	1	153	103	17	3	0	2	1	0	126
08:30	85	15	4	0	0	0	0	104	111	21	2	0	0	0	0	134
08:45	103	13	1	0	0	0	0	117	96	21	6	1	0	0	0	124
H/TOT	459	61	11	0	5	1	2	539	437	74	13	1	3	1	0	529
09:00	87	16	5	2	0	0	0	110	72	8	5	1	3	0	0	89
09:15	66	12	2	0	0	3	0	83	80	18	2	0	0	1	0	101
09:30	57	13	5	1	0	0	0	76	65	18	4	0	0	0	0	87
09:45	88	13	3	0	0	0	0	104	73	13	1	0	0	0	0	87
H/TOT	298	54	15	3	0	3	0	373	290	57	12	1	3	1	0	364
P/TOT	1079	179	36	4	5	5	5	1313	1003	211	36	3	7	5	2	1267

TIME	TO ARM B HEATH ROAD (E)								FROM ARM B HEATH ROAD (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	115	20	2	0	0	0	0	137	86	13	1	0	0	0	0	100
16:15	106	19	0	0	1	0	1	127	78	17	1	1	1	0	0	98
16:30	99	27	6	0	0	0	0	132	85	17	0	1	0	0	0	103
16:45	109	17	1	0	0	1	2	130	92	16	1	0	0	1	0	110
H/TOT	429	83	9	0	1	1	3	526	341	63	3	2	1	1	0	411
17:00	106	30	0	0	0	1	0	137	101	18	2	0	0	1	0	122
17:15	121	9	1	0	0	3	0	134	87	14	2	1	0	1	1	106
17:30	104	15	0	0	0	2	2	123	94	14	0	0	0	0	1	109
17:45	106	10	0	0	0	1	0	117	88	7	4	1	0	0	3	103
H/TOT	437	64	1	0	0	7	2	511	370	53	8	2	0	2	5	440
18:00	102	10	1	1	0	3	0	117	86	8	0	1	0	1	0	96
18:15	102	13	0	0	0	1	0	116	79	9	1	0	2	3	1	95
18:30	97	14	2	1	0	2	0	116	63	10	2	0	0	3	1	79
18:45	74	4	1	0	2	3	2	86	61	6	0	0	0	0	0	67
H/TOT	375	41	4	2	2	9	2	435	289	33	3	1	2	7	2	337
P/TOT	1241	188	14	2	3	17	7	1472	1000	149	14	5	3	10	7	1188

MANUAL CLASSIFIED COUNTS

JOB REF: 11493

JOB NAME: STAPLEHURST

SITE: 3

LOCATION: LINTON HILL (N) / HEATH ROAD (E) / LINTON HILL (S) / HEATH ROAD (W)

DATE: 07/07/2022

DAY: THURSDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 11493

JOB NAME: STAPLEHURST

SITE: 3

LOCATION: LINTON HILL (N) / HEATH ROAD (E) / LIN

TIME	TO ARM C LINTON HILL (S)								FROM ARM C LINTON HILL (S)								TIME	TO A HEATH R			
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2
07:00	128	51	8	2	0	2	0	191	73	11	3	4	0	1	0	92	07:00	57	19	1	0
07:15	127	41	7	4	1	4	0	184	83	23	6	0	0	2	1	115	07:15	68	28	5	0
07:30	150	31	3	6	2	0	0	192	115	27	4	8	4	1	0	159	07:30	98	16	4	1
07:45	106	27	6	3	0	1	0	143	96	16	5	3	1	0	1	122	07:45	93	14	1	0
H/TOT	511	150	24	15	3	7	0	710	367	77	18	15	5	4	2	488	**H/TOT**	316	77	11	1
08:00	98	23	3	7	0	1	0	132	91	15	2	2	0	1	0	111	08:00	129	9	4	0
08:15	91	26	7	5	1	0	0	130	90	9	3	4	1	0	0	107	08:15	106	16	2	0
08:30	79	15	6	7	0	0	0	107	90	21	3	4	0	0	0	118	08:30	130	21	3	0
08:45	90	21	7	5	1	1	0	125	103	19	3	2	0	0	0	127	08:45	113	20	2	2
H/TOT	358	85	23	24	2	2	0	494	374	64	11	12	1	1	0	463	**H/TOT**	478	66	11	2
09:00	89	22	9	7	1	1	0	129	81	15	6	3	0	0	0	105	09:00	85	15	2	2
09:15	77	23	8	7	1	0	0	116	73	27	4	7	0	0	0	111	09:15	90	27	3	0
09:30	84	26	5	6	1	1	0	123	56	13	5	11	2	0	0	87	09:30	78	16	2	1
09:45	87	18	7	5	0	0	0	117	69	13	4	9	0	0	0	95	09:45	80	15	4	0
H/TOT	337	89	29	25	3	2	0	485	279	68	19	30	2	0	0	398	**H/TOT**	333	73	11	3
P/TOT	1206	324	76	64	8	11	0	1689	1020	209	48	57	8	5	2	1349	**P/TOT**	1127	216	33	6

TIME	TO ARM C LINTON HILL (S)								FROM ARM C LINTON HILL (S)								TIME	TO A HEATH R			
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2
16:00	100	17	2	3	0	0	0	122	103	30	2	6	0	1	0	142	16:00	87	19	1	3
16:15	97	15	4	4	0	1	0	121	99	29	3	4	0	1	0	136	16:15	83	24	1	1
16:30	98	20	5	4	3	1	0	131	132	23	8	1	1	5	0	170	16:30	103	15	2	0
16:45	87	19	3	3	0	2	0	114	123	21	1	3	1	5	1	155	16:45	98	16	2	0
H/TOT	382	71	14	14	3	4	0	488	457	103	14	14	2	12	1	603	**H/TOT**	371	74	6	4
17:00	107	13	5	3	1	0	0	129	101	31	4	7	1	3	0	147	17:00	95	15	2	0
17:15	105	13	1	5	0	2	1	127	147	15	2	3	1	3	0	171	17:15	87	12	2	1
17:30	109	10	0	2	0	0	0	121	112	25	1	3	3	2	1	147	17:30	96	15	1	1
17:45	111	16	2	3	2	2	0	136	129	12	3	1	1	1	0	147	17:45	90	7	4	0
H/TOT	432	52	8	13	3	4	1	513	489	83	10	14	6	9	1	612	**H/TOT**	368	49	9	2
18:00	104	9	0	3	0	1	0	117	120	19	1	3	1	2	0	146	18:00	101	9	0	0
18:15	80	14	0	3	2	3	0	102	115	14	0	0	0	1	0	130	18:15	74	14	2	0
18:30	84	12	1	3	0	2	0	102	113	17	2	2	1	1	0	136	18:30	84	9	1	0
18:45	65	12	0	2	0	0	0	79	67	13	0	3	3	3	0	89	18:45	69	12	0	0
H/TOT	333	47	1	11	2	6	0	400	415	63	3	8	5	7	0	501	**H/TOT**	328	44	3	0
P/TOT	1147	170	23	38	8	14	1	1401	1361	249	27	36	13	28	2	1716	**P/TOT**	1067	167	18	6

AUTO SURVEYS LTD

DATE: 07/07/2022

ITON HILL (S) / HEATH ROAD (W) **DAY:** THURSDAY

RM D OAD (W)				FROM ARM D HEATH ROAD (W)							
PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
0	1	2	80	53	14	1	0	1	1	0	70
2	0	0	103	82	15	2	0	1	0	1	101
0	0	0	119	71	20	1	0	2	1	0	95
1	0	1	110	84	20	6	1	0	1	2	114
3	1	3	412	290	69	10	1	4	3	3	380
0	0	0	142	109	14	4	0	2	1	1	131
2	1	0	127	114	18	0	1	0	0	1	134
1	0	0	155	70	10	5	0	0	0	0	85
0	0	0	137	82	15	3	0	1	0	0	101
3	1	0	561	375	57	12	1	3	1	2	451
3	0	0	107	109	22	3	0	0	0	0	134
0	1	0	121	71	9	4	0	0	3	0	87
2	1	0	100	69	17	0	2	2	1	0	91
0	0	0	99	98	16	2	0	1	0	0	117
5	2	0	427	347	64	9	2	3	4	0	429
11	4	3	1400	1012	190	31	4	10	8	5	1260

RM D OAD (W)				FROM ARM D HEATH ROAD (W)							
PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
0	0	0	110	121	16	3	0	1	0	0	141
1	0	0	110	130	22	3	0	0	1	1	157
2	0	0	122	84	17	4	1	0	1	0	107
1	1	0	118	109	16	0	1	1	2	2	131
4	1	0	460	444	71	10	2	2	4	3	536
1	3	0	116	101	24	2	0	1	1	0	129
1	3	0	106	105	11	2	0	0	2	0	120
2	0	1	116	103	9	0	0	1	2	1	116
0	1	3	105	104	11	0	0	1	1	0	117
4	7	4	443	413	55	4	0	3	6	1	482
1	2	0	113	104	7	1	1	0	3	0	116
0	2	1	93	108	11	0	0	0	1	0	120
1	0	1	96	86	11	0	1	0	3	0	101
0	1	0	82	77	8	2	0	2	1	2	92
2	5	2	384	375	37	3	2	2	8	2	429
10	13	6	1287	1232	163	17	4	7	18	6	1447

QUEUE LENGTHS

JOB REF: 11493

JOB NAME: STAPLEHURST

SITE: 3 **DATE:** 07/07/2022

LOCATION: LINTON HILL (N) / HEATH ROAD (E) / LINTON HILL (S) / HEATH ROAD (W) **DAY:** THURSDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane
+ Represents where the queue either stretched out of sight or back to the next junction.

TIME	ARM A LINTON HILL (N)		ARM B HEATH ROAD (E)	ARM C LINTON HILL (S)		ARM D HEATH ROAD (W)
	LANE 1	LANE 2	LANE 1	LANE 1	LANE 2	LANE 1
07:00	16+	3	9	8	2	6+
07:05	15+	3	12	4	7	7+
07:10	15+	2	17	10+	3	7+
07:15	15+	3	16	12	5	7+
07:20	14+	3	11	11+	3	7+
07:25	16+	6	23+	12+	1	6+
07:30	16+	5	19+	11+	8	8+
07:35	14+	3	26+	9+	4	7+
07:40	15+	5	24+	11+	9	7+
07:45	15+	6	25+	11+	4	7+
07:50	14+	5	23+	8	8	7+
07:55	15+	3	23+	11+	6	7+
08:00	11+	6	25+	11+	8	8+
08:05	14+	7	24+	9	10+	7+
08:10	14+	6	25+	10+	9	7+
08:15	15+	9	27+	8+	7	7+
08:20	16+	2	27+	10+	10	8+
08:25	12+	6	25+	8+	3	8+
08:30	12+	10	24+	10+	6	7+
08:35	14+	7	25+	10+	3	7+
08:40	4	5	25+	10+	4	7+
08:45	13	3	23+	10	6	7+
08:50	13+	9	22+	10	2	7+
08:55	15+	8	23	9+	6	7+
09:00	13+	3	11	10	3	7+
09:05	11+	8	9	8	3	7+
09:10	14+	4	12	9+	5	7+
09:15	8+	7	9	8+	3	7+
09:20	13	4	17	9+	6	7+
09:25	10	6	9	8+	3	6+
09:30	7	4	11	7+	3	7+
09:35	14	5	7	6	2	7+
09:40	10+	6	13	7+	1	7+
09:45	11+	4	16	11+	2	8+
09:50	11+	6	10	10	2	7+
09:55	12+	7	8	8	1	7+

TIME	ARM A LINTON HILL (N)		ARM B HEATH ROAD (E)	ARM C LINTON HILL (S)		ARM D HEATH ROAD (W)
	LANE 1	LANE 2	LANE 1	LANE 1	LANE 2	LANE 1
16:00	13+	4	9	12+	10+	7+
16:05	13+	6	11	12+	6	7+
16:10	11	9	20+	10+	5	7+
16:15	13+	3	21+	12+	3	7+
16:20	7	3	19+	9	3	7+
16:25	10	2	20+	10+	5	7+
16:30	13+	8	17+	10+	10+	6+
16:35	15+	7	22+	11+	5	7+
16:40	15+	6	22+	11+	6	7+
16:45	15+	4	24+	11+	10+	7+
16:50	13	4	25+	11+	7	7+
16:55	9	6	15	11+	3	7+
17:00	13+	7	24+	11+	5	7+
17:05	13+	3	21+	9+	4	7+
17:10	12+	4	21+	11+	6	7+
17:15	12+	7	21+	11+	8	7+
17:20	13+	5	19+	12+	6	7+
17:25	12	6	20	11+	5	8+
17:30	13+	6	21	9+	8	7+
17:35	14+	5	14	12+	6	7+
17:40	13+	4	16	9+	5	7+
17:45	13+	5	24	11+	3	7+
17:50	10	4	17	11+	3	7+
17:55	13+	2	13	10+	6	7+
18:00	8	6	16	10+	2	7+
18:05	12+	6	18+	11+	5	7+
18:10	13	5	18	10+	10+	7+
18:15	9	2	15	11+	8+	7+
18:20	10	3	7	11+	3	7+
18:25	10+	3	8	9+	5	6+
18:30	13+	6	19+	10+	5	7+
18:35	9	6	21+	11+	7	6+
18:40	14+	8	10	4	4	7+
18:45	6	5	5	9+	2	7+
18:50	8	3	12	6	1	7+
18:55	5	3	13	7	3	6+

Appendix D

Appendix E

Calculation Reference: AUDIT-623801-190516-0544

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	2 days
	KC	KENT	3 days
	SC	SURREY	1 days
03	SOUTH WEST		
	DC	DORSET	1 days
	DV	DEVON	3 days
	SM	SOMERSET	1 days
	WL	WILTSHIRE	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	2 days
	NF	NORFOLK	3 days
	SF	SUFFOLK	2 days
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 days
	NR	NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	2 days
	ST	STAFFORDSHIRE	1 days
	WK	WARWICKSHIRE	2 days
	WO	WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	6 days
	SY	SOUTH YORKSHIRE	1 days
08	NORTH WEST		
	CH	CHESHIRE	2 days
	GM	GREATER MANCHESTER	1 days
	MS	MERSEYSIDE	1 days
09	NORTH		
	DH	DURHAM	1 days
	TW	TYNE & WEAR	1 days

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

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of dwellings
Actual Range: 6 to 288 (units:)
Range Selected by User: 6 to 300 (units:)

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/11 to 20/11/18

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

Selected survey days:

Monday	9 days
Tuesday	8 days
Wednesday	9 days
Thursday	7 days
Friday	6 days
Saturday	1 days

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

Selected survey types:

Manual count	40 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	39
No Sub Category	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C3	40 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	5 days
5,001 to 10,000	8 days
10,001 to 15,000	11 days
15,001 to 20,000	6 days
20,001 to 25,000	4 days
25,001 to 50,000	5 days

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

Population within 5 miles:

5,001 to 25,000	5 days
25,001 to 50,000	2 days
50,001 to 75,000	5 days
75,001 to 100,000	9 days
100,001 to 125,000	2 days
125,001 to 250,000	11 days
250,001 to 500,000	5 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	13 days
1.1 to 1.5	27 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	40 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	40 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 CA-03-A-04 DETACHED CAMBRIDGESHIRE

PETERBOROUGH
THORPE PARK ROAD
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 9
Survey date: TUESDAY *18/10/11* *Survey Type: MANUAL*

2 CA-03-A-05 DETACHED HOUSES CAMBRIDGESHIRE
EASTFIELD ROAD
PETERBOROUGH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 28
Survey date: MONDAY *17/10/16* *Survey Type: MANUAL*

3 CH-03-A-08 DETACHED CHESHIRE
WHITCHURCH ROAD
CHESTER
BOUGHTON HEATH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 11
Survey date: TUESDAY *22/05/12* *Survey Type: MANUAL*

4 CH-03-A-09 TERRACED HOUSES CHESHIRE
GREYSTOKE ROAD
MACCLESFIELD
HURDSFIELD
Edge of Town
Residential Zone
Total Number of dwellings: 24
Survey date: MONDAY *24/11/14* *Survey Type: MANUAL*

5 DC-03-A-08 BUNGALOWS DORSET
HURSTDENE ROAD
BOURNEMOUTH
CASTLE LANE WEST
Edge of Town
Residential Zone
Total Number of dwellings: 28
Survey date: MONDAY *24/03/14* *Survey Type: MANUAL*

6 DH-03-A-01 SEMI DETACHED DURHAM
GREENFIELDS ROAD
BISHOP AUCKLAND

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 50
Survey date: TUESDAY *28/03/17* *Survey Type: MANUAL*

7 DV-03-A-01 TERRACED HOUSES DEVON
BRONSHILL ROAD
TORQUAY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 37
Survey date: WEDNESDAY *30/09/15* *Survey Type: MANUAL*

8 DV-03-A-02 HOUSES & BUNGALOWS DEVON
MILLHEAD ROAD
HONITON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 116
Survey date: FRIDAY *25/09/15* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9 DV-03-A-03 TERRACED & SEMI DETACHED DEVON
LOWER BRAND LANE
HONITON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 70
Survey date: MONDAY *28/09/15* *Survey Type: MANUAL*

10 ES-03-A-03 MIXED HOUSES & FLATS EAST SUSSEX
SHEPHAM LANE
POLEGATE

Edge of Town
Residential Zone
Total Number of dwellings: 212
Survey date: MONDAY *11/07/16* *Survey Type: MANUAL*

11 ES-03-A-04 MIXED HOUSES & FLATS EAST SUSSEX
NEW LYDD ROAD
CAMBER

Edge of Town
Residential Zone
Total Number of dwellings: 134
Survey date: FRIDAY *15/07/16* *Survey Type: MANUAL*

12 GM-03-A-10 DETACHED/SEMI GREATER MANCHESTER
BUTT HILL DRIVE
MANCHESTER
PRESTWICH
Edge of Town
Residential Zone
Total Number of dwellings: 29
Survey date: WEDNESDAY *12/10/11* *Survey Type: MANUAL*

13 KC-03-A-03 MIXED HOUSES & FLATS KENT
HYTHE ROAD
ASHFORD
WILLESBOROUGH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 51
Survey date: THURSDAY *14/07/16* *Survey Type: MANUAL*

14 KC-03-A-04 SEMI-DETACHED & TERRACED KENT
KILN BARN ROAD
AYLESFORD
DITTON
Edge of Town
Residential Zone
Total Number of dwellings: 110
Survey date: FRIDAY *22/09/17* *Survey Type: MANUAL*

15 KC-03-A-07 MIXED HOUSES KENT
RECULVER ROAD
HERNE BAY

Edge of Town
Residential Zone
Total Number of dwellings: 288
Survey date: WEDNESDAY *27/09/17* *Survey Type: MANUAL*

16 LN-03-A-03 SEMI DETACHED LINCOLNSHIRE
ROOKERY LANE
LINCOLN
BOULTHAM
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 22
Survey date: TUESDAY *18/09/12* *Survey Type: MANUAL*

17 MS-03-A-03 DETACHED MERSEYSIDE
BEMPTON ROAD
LIVERPOOL
OTTERSPOOL
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 15
Survey date: FRIDAY *21/06/13* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

18 NF-03-A-01 SEMI DET. & BUNGALOWS NORFOLK
YARMOUTH ROAD
CAISTER-ON-SEA

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 27
Survey date: TUESDAY *16/10/12* *Survey Type: MANUAL*

19 NF-03-A-02 HOUSES & FLATS NORFOLK
DEREHAM ROAD
NORWICH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 98
Survey date: MONDAY *22/10/12* *Survey Type: MANUAL*

20 NF-03-A-03 DETACHED HOUSES NORFOLK
HALING WAY
THETFORD

Edge of Town
Residential Zone
Total Number of dwellings: 10
Survey date: WEDNESDAY *16/09/15* *Survey Type: MANUAL*

21 NR-03-A-01 HOUSES NORTHAMPTONSHIRE
BOUGHTON GREEN ROAD
NORTHAMPTON
KINGSTHORPE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 102
Survey date: SATURDAY *22/09/12* *Survey Type: MANUAL*

22 NY-03-A-06 BUNGALOWS & SEMI DET. NORTH YORKSHIRE
HORSEFAIR
BOROUGHBRIDGE

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 115
Survey date: FRIDAY *14/10/11* *Survey Type: MANUAL*

23 NY-03-A-08 TERRACED HOUSES NORTH YORKSHIRE
NICHOLAS STREET
YORK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 21
Survey date: MONDAY *16/09/13* *Survey Type: MANUAL*

24 NY-03-A-09 MIXED HOUSING NORTH YORKSHIRE
GRAMMAR SCHOOL LANE
NORTHALLERTON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 52
Survey date: MONDAY *16/09/13* *Survey Type: MANUAL*

25 NY-03-A-10 HOUSES AND FLATS NORTH YORKSHIRE
BOROUGHBRIDGE ROAD
RIPON

Edge of Town
No Sub Category
Total Number of dwellings: 71
Survey date: TUESDAY *17/09/13* *Survey Type: MANUAL*

26 NY-03-A-11 PRIVATE HOUSING NORTH YORKSHIRE
HORSEFAIR
BOROUGHBRIDGE

Edge of Town
Residential Zone
Total Number of dwellings: 23
Survey date: WEDNESDAY *18/09/13* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

27 NY-03-A-13 TERRACED HOUSES NORTH YORKSHIRE
CATTERICK ROAD
CATTERICK GARRISON
OLD HOSPITAL COMPOUND
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 10
Survey date: WEDNESDAY 10/05/17 Survey Type: MANUAL

28 SC-03-A-04 DETACHED & TERRACED SURREY
HIGH ROAD
BYFLEET

Edge of Town
Residential Zone
Total Number of dwellings: 71
Survey date: THURSDAY 23/01/14 Survey Type: MANUAL

29 SF-03-A-04 DETACHED & BUNGALOWS SUFFOLK
NORMANSTON DRIVE
LOWESTOFT

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 7
Survey date: TUESDAY 23/10/12 Survey Type: MANUAL

30 SF-03-A-05 DETACHED HOUSES SUFFOLK
VALE LANE
BURY ST EDMUNDS

Edge of Town
Residential Zone
Total Number of dwellings: 18
Survey date: WEDNESDAY 09/09/15 Survey Type: MANUAL

31 SH-03-A-05 SEMI-DETACHED/TERRACED SHROPSHIRE
SANDCROFT
TELFORD
SUTTON HILL
Edge of Town
Residential Zone
Total Number of dwellings: 54
Survey date: THURSDAY 24/10/13 Survey Type: MANUAL

32 SH-03-A-06 BUNGALOWS SHROPSHIRE
ELLESMERE ROAD
SHREWSBURY

Edge of Town
Residential Zone
Total Number of dwellings: 16
Survey date: THURSDAY 22/05/14 Survey Type: MANUAL

33 SM-03-A-01 DETACHED & SEMI SOMERSET
WEMBDON ROAD
BRIDGWATER
NORTHFIELD
Edge of Town
Residential Zone
Total Number of dwellings: 33
Survey date: THURSDAY 24/09/15 Survey Type: MANUAL

34 ST-03-A-07 DETACHED & SEMI-DETACHED STAFFORDSHIRE
BEACONSIDE
STAFFORD
MARSTON GATE
Edge of Town
Residential Zone
Total Number of dwellings: 248
Survey date: WEDNESDAY 22/11/17 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

35 SY-03-A-01 SEMI DETACHED HOUSES SOUTH YORKSHIRE
A19 BENTLEY ROAD
DONCASTER
BENTLEY RISE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 54
Survey date: WEDNESDAY *18/09/13* *Survey Type: MANUAL*

36 TW-03-A-02 SEMI-DETACHED TYNE & WEAR
WEST PARK ROAD
GATESHEAD

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 16
Survey date: MONDAY *07/10/13* *Survey Type: MANUAL*

37 WK-03-A-01 TERRACED/SEMI/DET. WARWICKSHIRE
ARLINGTON AVENUE
LEAMINGTON SPA

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 6
Survey date: FRIDAY *21/10/11* *Survey Type: MANUAL*

38 WK-03-A-02 BUNGALOWS WARWICKSHIRE
NARBERTH WAY
COVENTRY
POTTERS GREEN
Edge of Town
Residential Zone
Total Number of dwellings: 17
Survey date: THURSDAY *17/10/13* *Survey Type: MANUAL*

39 WL-03-A-02 SEMI DETACHED WILTSHIRE
HEADLANDS GROVE
SWINDON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 27
Survey date: THURSDAY *22/09/16* *Survey Type: MANUAL*

40 WO-03-A-07 MIXED HOUSES WORCESTERSHIRE
TEASEL WAY
WORCESTER
CLAINES
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 146
Survey date: TUESDAY *26/06/18* *Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	40	62	0.080	40	62	0.239	40	62	0.319
08:00 - 09:00	40	62	0.135	40	62	0.352	40	62	0.487
09:00 - 10:00	40	62	0.133	40	62	0.163	40	62	0.296
10:00 - 11:00	40	62	0.133	40	62	0.149	40	62	0.282
11:00 - 12:00	40	62	0.135	40	62	0.157	40	62	0.292
12:00 - 13:00	40	62	0.158	40	62	0.153	40	62	0.311
13:00 - 14:00	40	62	0.165	40	62	0.160	40	62	0.325
14:00 - 15:00	40	62	0.165	40	62	0.169	40	62	0.334
15:00 - 16:00	40	62	0.240	40	62	0.164	40	62	0.404
16:00 - 17:00	40	62	0.257	40	62	0.174	40	62	0.431
17:00 - 18:00	40	62	0.322	40	62	0.142	40	62	0.464
18:00 - 19:00	40	62	0.233	40	62	0.154	40	62	0.387
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.156			2.176			4.332

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	6 - 288 (units:)
Survey date date range:	01/01/11 - 20/11/18
Number of weekdays (Monday-Friday):	39
Number of Saturdays:	1
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	40	62	0.006	40	62	0.017	40	62	0.023
08:00 - 09:00	40	62	0.004	40	62	0.016	40	62	0.020
09:00 - 10:00	40	62	0.001	40	62	0.006	40	62	0.007
10:00 - 11:00	40	62	0.002	40	62	0.008	40	62	0.010
11:00 - 12:00	40	62	0.004	40	62	0.004	40	62	0.008
12:00 - 13:00	40	62	0.005	40	62	0.005	40	62	0.010
13:00 - 14:00	40	62	0.005	40	62	0.002	40	62	0.007
14:00 - 15:00	40	62	0.004	40	62	0.005	40	62	0.009
15:00 - 16:00	40	62	0.013	40	62	0.004	40	62	0.017
16:00 - 17:00	40	62	0.014	40	62	0.005	40	62	0.019
17:00 - 18:00	40	62	0.015	40	62	0.006	40	62	0.021
18:00 - 19:00	40	62	0.008	40	62	0.004	40	62	0.012
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.081			0.082			0.163

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	40	62	0.102	40	62	0.367	40	62	0.469
08:00 - 09:00	40	62	0.180	40	62	0.609	40	62	0.789
09:00 - 10:00	40	62	0.174	40	62	0.240	40	62	0.414
10:00 - 11:00	40	62	0.181	40	62	0.221	40	62	0.402
11:00 - 12:00	40	62	0.187	40	62	0.229	40	62	0.416
12:00 - 13:00	40	62	0.218	40	62	0.216	40	62	0.434
13:00 - 14:00	40	62	0.235	40	62	0.233	40	62	0.468
14:00 - 15:00	40	62	0.238	40	62	0.233	40	62	0.471
15:00 - 16:00	40	62	0.419	40	62	0.247	40	62	0.666
16:00 - 17:00	40	62	0.425	40	62	0.275	40	62	0.700
17:00 - 18:00	40	62	0.514	40	62	0.210	40	62	0.724
18:00 - 19:00	40	62	0.369	40	62	0.244	40	62	0.613
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.242			3.324			6.566

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	40	62	0.017	40	62	0.045	40	62	0.062
08:00 - 09:00	40	62	0.047	40	62	0.125	40	62	0.172
09:00 - 10:00	40	62	0.047	40	62	0.054	40	62	0.101
10:00 - 11:00	40	62	0.047	40	62	0.059	40	62	0.106
11:00 - 12:00	40	62	0.036	40	62	0.039	40	62	0.075
12:00 - 13:00	40	62	0.045	40	62	0.042	40	62	0.087
13:00 - 14:00	40	62	0.040	40	62	0.038	40	62	0.078
14:00 - 15:00	40	62	0.037	40	62	0.045	40	62	0.082
15:00 - 16:00	40	62	0.117	40	62	0.070	40	62	0.187
16:00 - 17:00	40	62	0.092	40	62	0.052	40	62	0.144
17:00 - 18:00	40	62	0.073	40	62	0.035	40	62	0.108
18:00 - 19:00	40	62	0.042	40	62	0.045	40	62	0.087
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.640			0.649			1.289

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	40	62	0.002	40	62	0.014	40	62	0.016
08:00 - 09:00	40	62	0.002	40	62	0.029	40	62	0.031
09:00 - 10:00	40	62	0.001	40	62	0.007	40	62	0.008
10:00 - 11:00	40	62	0.005	40	62	0.006	40	62	0.011
11:00 - 12:00	40	62	0.003	40	62	0.004	40	62	0.007
12:00 - 13:00	40	62	0.005	40	62	0.007	40	62	0.012
13:00 - 14:00	40	62	0.003	40	62	0.003	40	62	0.006
14:00 - 15:00	40	62	0.004	40	62	0.005	40	62	0.009
15:00 - 16:00	40	62	0.016	40	62	0.009	40	62	0.025
16:00 - 17:00	40	62	0.021	40	62	0.007	40	62	0.028
17:00 - 18:00	40	62	0.014	40	62	0.005	40	62	0.019
18:00 - 19:00	40	62	0.021	40	62	0.006	40	62	0.027
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.097			0.102			0.199

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	40	62	0.002	40	62	0.021	40	62	0.023
08:00 - 09:00	40	62	0.002	40	62	0.037	40	62	0.039
09:00 - 10:00	40	62	0.001	40	62	0.010	40	62	0.011
10:00 - 11:00	40	62	0.005	40	62	0.008	40	62	0.013
11:00 - 12:00	40	62	0.003	40	62	0.006	40	62	0.009
12:00 - 13:00	40	62	0.005	40	62	0.008	40	62	0.013
13:00 - 14:00	40	62	0.004	40	62	0.003	40	62	0.007
14:00 - 15:00	40	62	0.006	40	62	0.005	40	62	0.011
15:00 - 16:00	40	62	0.021	40	62	0.011	40	62	0.032
16:00 - 17:00	40	62	0.025	40	62	0.007	40	62	0.032
17:00 - 18:00	40	62	0.017	40	62	0.005	40	62	0.022
18:00 - 19:00	40	62	0.026	40	62	0.007	40	62	0.033
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.117			0.128			0.245

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	40	62	0.126	40	62	0.449	40	62	0.575
08:00 - 09:00	40	62	0.233	40	62	0.786	40	62	1.019
09:00 - 10:00	40	62	0.223	40	62	0.310	40	62	0.533
10:00 - 11:00	40	62	0.235	40	62	0.295	40	62	0.530
11:00 - 12:00	40	62	0.230	40	62	0.279	40	62	0.509
12:00 - 13:00	40	62	0.273	40	62	0.271	40	62	0.544
13:00 - 14:00	40	62	0.284	40	62	0.276	40	62	0.560
14:00 - 15:00	40	62	0.285	40	62	0.289	40	62	0.574
15:00 - 16:00	40	62	0.571	40	62	0.331	40	62	0.902
16:00 - 17:00	40	62	0.557	40	62	0.339	40	62	0.896
17:00 - 18:00	40	62	0.620	40	62	0.257	40	62	0.877
18:00 - 19:00	40	62	0.445	40	62	0.300	40	62	0.745
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.082			4.182			8.264

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Appendix F

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.0.4.1693

For sales and distribution information, program advice and maintenance, contact TRL Software:
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com

Filename: Site Access.j10
Path: P:\20000's\20472\Modelling
Report generation date: 14/11/2022 12:35:41

Summary of junction performance

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
	2022 Base					
Stream B-AC	0.0	0.00	0.00	0.0	0.00	0.00
Stream C-AB	0.0	0.00	0.00	0.0	0.00	0.00
	2025 Base					
Stream B-AC	0.0	0.00	0.00	0.0	0.00	0.00
Stream C-AB	0.0	0.00	0.00	0.0	0.00	0.00
	2025 Base + Development					
Stream B-AC	0.1	6.61	0.11	0.0	6.19	0.04
Stream C-AB	0.0	5.23	0.03	0.1	5.71	0.08

Values shown are the highest values encountered over all time segments. Delay is the maximum value of Av. delay per arriving vehicle.

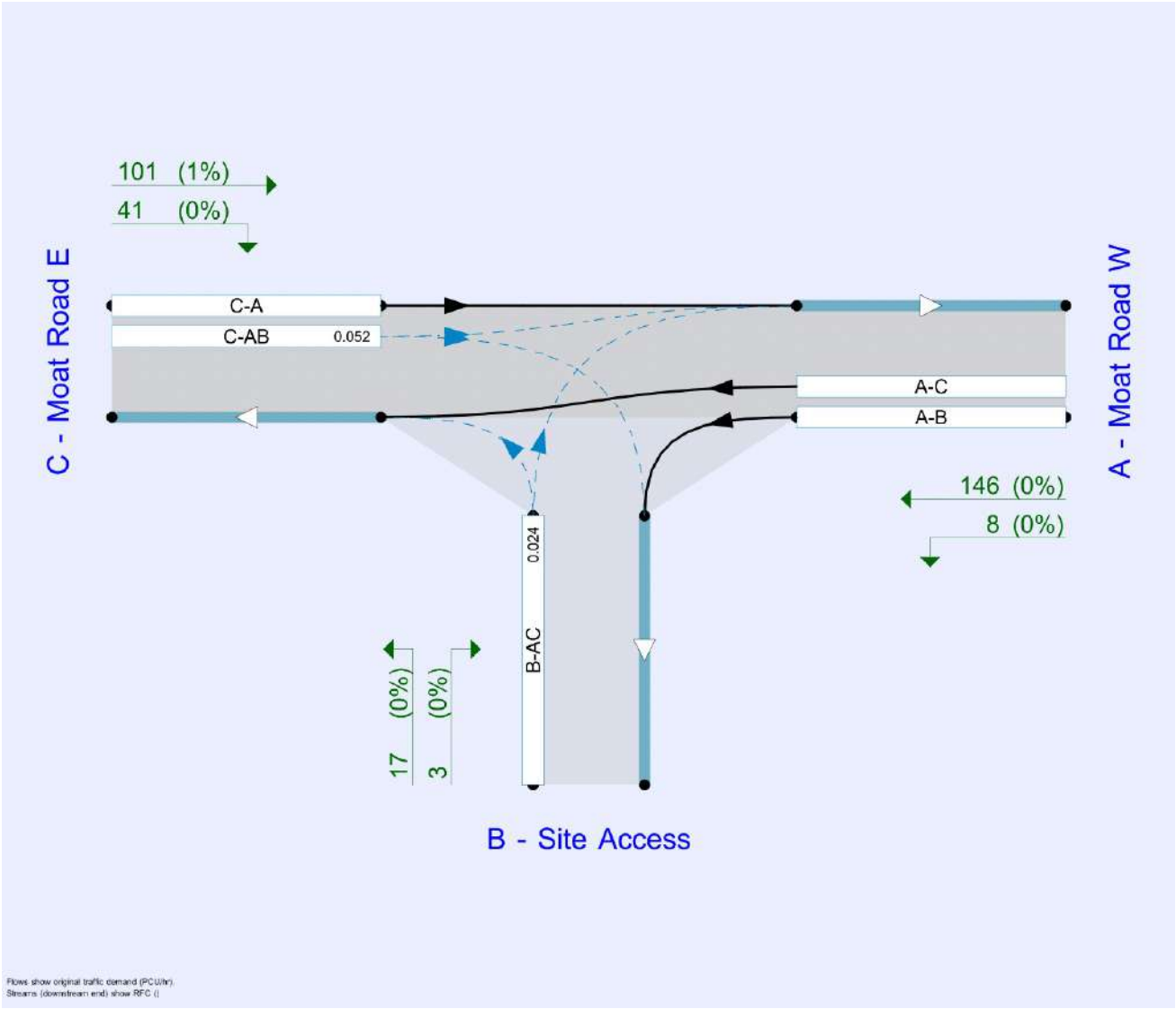
File summary

File Description

Title	(untitled)
Location	
Site number	
Date	20/05/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DTA\Arcady
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Av. delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Q Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022 Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2022 Base	PM	ONE HOUR	16:45	18:15	15	✓
D3	2025 Base	AM	ONE HOUR	07:45	09:15	15	✓
D4	2025 Base	PM	ONE HOUR	16:45	18:15	15	✓
D5	2025 Base + Development	AM	ONE HOUR	07:45	09:15	15	✓
D6	2025 Base + Development	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2022 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

Arms

Arms

Arm	Name	Description	Arm type
A	Moat Road W	Moat Road W	Major
B	Site Access	Site Access	Minor
C	Moat Road E	Moat Road E	Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Moat Road E	6.00			140.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	2.75	65	115

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	542	0.099	0.250	0.157	0.357
B-C	679	0.104	0.263	-	-
C-B	655	0.254	0.254	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022 Base	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Moat Road W		ONE HOUR	✓	107	100.000
B - Site Access		ONE HOUR	✓	0	100.000
C - Moat Road E		ONE HOUR	✓	143	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Moat Road W	B - Site Access	C - Moat Road E
From	A - Moat Road W	0	0	107
	B - Site Access	0	0	0
	C - Moat Road E	143	0	0

Proportions

		To		
		A - Moat Road W	B - Site Access	C - Moat Road E
From	A - Moat Road W	0.00	0.00	1.00
	B - Site Access	0.33	0.33	0.33
	C - Moat Road E	1.00	0.00	0.00

Vehicle Mix

HV %s

		To		
		A - Moat Road W	B - Site Access	C - Moat Road E
From	A - Moat Road W	0	0	1
	B - Site Access	0	0	0
	C - Moat Road E	2	0	0

Av. PCU Per Veh

		To		
		A - Moat Road W	B - Site Access	C - Moat Road E
From	A - Moat Road W	1.000	1.000	1.010
	B - Site Access	1.000	1.000	1.000
	C - Moat Road E	1.020	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - Moat Road W	81	81
	B - Site Access	0	0
	C - Moat Road E	108	108
08:00-08:15	A - Moat Road W	96	96
	B - Site Access	0	0
	C - Moat Road E	129	129
08:15-08:30	A - Moat Road W	118	118
	B - Site Access	0	0
	C - Moat Road E	157	157
08:30-08:45	A - Moat Road W	118	118
	B - Site Access	0	0
	C - Moat Road E	157	157
08:45-09:00	A - Moat Road W	96	96
	B - Site Access	0	0
	C - Moat Road E	129	129
09:00-09:15	A - Moat Road W	81	81
	B - Site Access	0	0
	C - Moat Road E	108	108

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					131	197
A-B					0	0
A-C					98	147

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	571	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	635	0.000	0	0.0	0.0	0.000	A
C-A	108	27			108				
A-B	0	0			0				
A-C	81	20			81				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	565	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	631	0.000	0	0.0	0.0	0.000	A
C-A	129	32			129				
A-B	0	0			0				
A-C	96	24			96				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	557	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	625	0.000	0	0.0	0.0	0.000	A
C-A	157	39			157				
A-B	0	0			0				
A-C	118	29			118				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	557	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	625	0.000	0	0.0	0.0	0.000	A
C-A	157	39			157				
A-B	0	0			0				
A-C	118	29			118				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	565	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	631	0.000	0	0.0	0.0	0.000	A
C-A	129	32			129				
A-B	0	0			0				
A-C	96	24			96				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	571	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	635	0.000	0	0.0	0.0	0.000	A
C-A	108	27			108				
A-B	0	0			0				
A-C	81	20			81				

2022 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2022 Base	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Moat Road W		ONE HOUR	✓	143	100.000
B - Site Access		ONE HOUR	✓	0	100.000
C - Moat Road E		ONE HOUR	✓	99	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Moat Road W	B - Site Access	C - Moat Road E
From	A - Moat Road W	0	0	143
	B - Site Access	0	0	0
	C - Moat Road E	99	0	0

Proportions

		To		
		A - Moat Road W	B - Site Access	C - Moat Road E
From	A - Moat Road W	0.00	0.00	1.00
	B - Site Access	0.33	0.33	0.33
	C - Moat Road E	1.00	0.00	0.00

Vehicle Mix

HV %s

		To		
		A - Moat Road W	B - Site Access	C - Moat Road E
From	A - Moat Road W	0	0	0
	B - Site Access	0	0	0
	C - Moat Road E	1	0	0

Av. PCU Per Veh

		To		
		A - Moat Road W	B - Site Access	C - Moat Road E
From	A - Moat Road W	1.000	1.000	1.000
	B - Site Access	1.000	1.000	1.000
	C - Moat Road E	1.010	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - Moat Road W	108	108
	B - Site Access	0	0
	C - Moat Road E	75	75
17:00-17:15	A - Moat Road W	129	129
	B - Site Access	0	0
	C - Moat Road E	89	89
17:15-17:30	A - Moat Road W	157	157
	B - Site Access	0	0
	C - Moat Road E	109	109
17:30-17:45	A - Moat Road W	157	157
	B - Site Access	0	0
	C - Moat Road E	109	109
17:45-18:00	A - Moat Road W	129	129
	B - Site Access	0	0
	C - Moat Road E	89	89
18:00-18:15	A - Moat Road W	108	108
	B - Site Access	0	0
	C - Moat Road E	75	75

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					91	136
A-B					0	0
A-C					131	197

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	568	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	628	0.000	0	0.0	0.0	0.000	A
C-A	75	19			75				
A-B	0	0			0				
A-C	108	27			108				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	561	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	622	0.000	0	0.0	0.0	0.000	A
C-A	89	22			89				
A-B	0	0			0				
A-C	129	32			129				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	551	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	615	0.000	0	0.0	0.0	0.000	A
C-A	109	27			109				
A-B	0	0			0				
A-C	157	39			157				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	551	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	615	0.000	0	0.0	0.0	0.000	A
C-A	109	27			109				
A-B	0	0			0				
A-C	157	39			157				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	561	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	622	0.000	0	0.0	0.0	0.000	A
C-A	89	22			89				
A-B	0	0			0				
A-C	129	32			129				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	568	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	628	0.000	0	0.0	0.0	0.000	A
C-A	75	19			75				
A-B	0	0			0				
A-C	108	27			108				

2025 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2025 Base	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Moat Road W		ONE HOUR	✓	109	100.000
B - Site Access		ONE HOUR	✓	0	100.000
C - Moat Road E		ONE HOUR	✓	146	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Moat Road W	B - Site Access	C - Moat Road E
From	A - Moat Road W	0	0	109
	B - Site Access	0	0	0
	C - Moat Road E	146	0	0

Proportions

		To		
		A - Moat Road W	B - Site Access	C - Moat Road E
From	A - Moat Road W	0.00	0.00	1.00
	B - Site Access	0.33	0.33	0.33
	C - Moat Road E	1.00	0.00	0.00

Vehicle Mix

HV %s

		To		
		A - Moat Road W	B - Site Access	C - Moat Road E
From	A - Moat Road W	0	0	1
	B - Site Access	0	0	0
	C - Moat Road E	2	0	0

Av. PCU Per Veh

		To		
		A - Moat Road W	B - Site Access	C - Moat Road E
From	A - Moat Road W	1.000	1.000	1.010
	B - Site Access	1.000	1.000	1.000
	C - Moat Road E	1.020	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - Moat Road W	82	82
	B - Site Access	0	0
	C - Moat Road E	110	110
08:00-08:15	A - Moat Road W	98	98
	B - Site Access	0	0
	C - Moat Road E	131	131
08:15-08:30	A - Moat Road W	120	120
	B - Site Access	0	0
	C - Moat Road E	161	161
08:30-08:45	A - Moat Road W	120	120
	B - Site Access	0	0
	C - Moat Road E	161	161
08:45-09:00	A - Moat Road W	98	98
	B - Site Access	0	0
	C - Moat Road E	131	131
09:00-09:15	A - Moat Road W	82	82
	B - Site Access	0	0
	C - Moat Road E	110	110

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					134	201
A-B					0	0
A-C					100	150

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	571	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	634	0.000	0	0.0	0.0	0.000	A
C-A	110	27			110				
A-B	0	0			0				
A-C	82	21			82				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	565	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	630	0.000	0	0.0	0.0	0.000	A
C-A	131	33			131				
A-B	0	0			0				
A-C	98	24			98				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	556	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	625	0.000	0	0.0	0.0	0.000	A
C-A	161	40			161				
A-B	0	0			0				
A-C	120	30			120				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	556	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	625	0.000	0	0.0	0.0	0.000	A
C-A	161	40			161				
A-B	0	0			0				
A-C	120	30			120				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	565	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	630	0.000	0	0.0	0.0	0.000	A
C-A	131	33			131				
A-B	0	0			0				
A-C	98	24			98				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	571	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	634	0.000	0	0.0	0.0	0.000	A
C-A	110	27			110				
A-B	0	0			0				
A-C	82	21			82				

2025 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2025 Base	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Moat Road W		ONE HOUR	✓	146	100.000
B - Site Access		ONE HOUR	✓	0	100.000
C - Moat Road E		ONE HOUR	✓	101	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Moat Road W	B - Site Access	C - Moat Road E
From	A - Moat Road W	0	0	146
	B - Site Access	0	0	0
	C - Moat Road E	101	0	0

Proportions

		To		
		A - Moat Road W	B - Site Access	C - Moat Road E
From	A - Moat Road W	0.00	0.00	1.00
	B - Site Access	0.33	0.33	0.33
	C - Moat Road E	1.00	0.00	0.00

Vehicle Mix

HV %s

		To		
		A - Moat Road W	B - Site Access	C - Moat Road E
From	A - Moat Road W	0	0	0
	B - Site Access	0	0	0
	C - Moat Road E	1	0	0

Av. PCU Per Veh

		To		
		A - Moat Road W	B - Site Access	C - Moat Road E
From	A - Moat Road W	1.000	1.000	1.000
	B - Site Access	1.000	1.000	1.000
	C - Moat Road E	1.010	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - Moat Road W	110	110
	B - Site Access	0	0
	C - Moat Road E	76	76
17:00-17:15	A - Moat Road W	131	131
	B - Site Access	0	0
	C - Moat Road E	91	91
17:15-17:30	A - Moat Road W	161	161
	B - Site Access	0	0
	C - Moat Road E	111	111
17:30-17:45	A - Moat Road W	161	161
	B - Site Access	0	0
	C - Moat Road E	111	111
17:45-18:00	A - Moat Road W	131	131
	B - Site Access	0	0
	C - Moat Road E	91	91
18:00-18:15	A - Moat Road W	110	110
	B - Site Access	0	0
	C - Moat Road E	76	76

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					93	139
A-B					0	0
A-C					134	201

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	567	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	627	0.000	0	0.0	0.0	0.000	A
C-A	76	19			76				
A-B	0	0			0				
A-C	110	27			110				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	560	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	622	0.000	0	0.0	0.0	0.000	A
C-A	91	23			91				
A-B	0	0			0				
A-C	131	33			131				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	550	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	614	0.000	0	0.0	0.0	0.000	A
C-A	111	28			111				
A-B	0	0			0				
A-C	161	40			161				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	550	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	614	0.000	0	0.0	0.0	0.000	A
C-A	111	28			111				
A-B	0	0			0				
A-C	161	40			161				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	560	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	622	0.000	0	0.0	0.0	0.000	A
C-A	91	23			91				
A-B	0	0			0				
A-C	131	33			131				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	567	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	627	0.000	0	0.0	0.0	0.000	A
C-A	76	19			76				
A-B	0	0			0				
A-C	110	27			110				

2025 Base + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.51	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.51	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2025 Base + Development	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Moat Road W		ONE HOUR	✓	112	100.000
B - Site Access		ONE HOUR	✓	62	100.000
C - Moat Road E		ONE HOUR	✓	161	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Moat Road W	B - Site Access	C - Moat Road E
From	A - Moat Road W	0	3	109
	B - Site Access	10	0	52
	C - Moat Road E	146	15	0

Proportions

		To		
		A - Moat Road W	B - Site Access	C - Moat Road E
From	A - Moat Road W	0.00	0.03	0.97
	B - Site Access	0.16	0.00	0.84
	C - Moat Road E	0.91	0.09	0.00

Vehicle Mix

HV %s

		To		
		A - Moat Road W	B - Site Access	C - Moat Road E
From	A - Moat Road W	0	0	1
	B - Site Access	0	0	0
	C - Moat Road E	2	0	0

Av. PCU Per Veh

		To		
		A - Moat Road W	B - Site Access	C - Moat Road E
From	A - Moat Road W	1.000	1.000	1.010
	B - Site Access	1.000	1.000	1.000
	C - Moat Road E	1.020	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - Moat Road W	84	84
	B - Site Access	47	47
	C - Moat Road E	121	121
08:00-08:15	A - Moat Road W	101	101
	B - Site Access	56	56
	C - Moat Road E	145	145
08:15-08:30	A - Moat Road W	123	123
	B - Site Access	68	68
	C - Moat Road E	177	177
08:30-08:45	A - Moat Road W	123	123
	B - Site Access	68	68
	C - Moat Road E	177	177
08:45-09:00	A - Moat Road W	101	101
	B - Site Access	56	56
	C - Moat Road E	145	145
09:00-09:15	A - Moat Road W	84	84
	B - Site Access	47	47
	C - Moat Road E	121	121

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.11	6.61	0.1	A	57	85
C-AB	0.03	5.23	0.0	A	17	26
C-A					131	196
A-B					3	4
A-C					100	150

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	47	12	625	0.075	46	0.0	0.1	6.214	A
C-AB	13	3	705	0.019	13	0.0	0.0	5.221	A
C-A	108	27			108				
A-B	2	0.56			2				
A-C	82	21			82				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	56	14	620	0.090	56	0.1	0.1	6.377	A
C-AB	17	4	715	0.023	17	0.0	0.0	5.172	A
C-A	128	32			128				
A-B	3	0.67			3				
A-C	98	24			98				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	68	17	613	0.111	68	0.1	0.1	6.607	A
C-AB	21	5	729	0.029	21	0.0	0.0	5.107	A
C-A	156	39			156				
A-B	3	0.83			3				
A-C	120	30			120				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	68	17	613	0.111	68	0.1	0.1	6.610	A
C-AB	21	5	729	0.029	21	0.0	0.0	5.111	A
C-A	156	39			156				
A-B	3	0.83			3				
A-C	120	30			120				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	56	14	620	0.090	56	0.1	0.1	6.379	A
C-AB	17	4	715	0.023	17	0.0	0.0	5.178	A
C-A	128	32			128				
A-B	3	0.67			3				
A-C	98	24			98				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	47	12	625	0.075	47	0.1	0.1	6.221	A
C-AB	13	3	705	0.019	13	0.0	0.0	5.226	A
C-A	108	27			108				
A-B	2	0.56			2				
A-C	82	21			82				

2025 Base + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.25	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.25	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2025 Base + Development	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Moat Road W		ONE HOUR	✓	154	100.000
B - Site Access		ONE HOUR	✓	20	100.000
C - Moat Road E		ONE HOUR	✓	142	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Moat Road W	B - Site Access	C - Moat Road E
From	A - Moat Road W	0	8	146
	B - Site Access	3	0	17
	C - Moat Road E	101	41	0

Proportions

		To		
		A - Moat Road W	B - Site Access	C - Moat Road E
From	A - Moat Road W	0.00	0.05	0.95
	B - Site Access	0.15	0.00	0.85
	C - Moat Road E	0.71	0.29	0.00

Vehicle Mix

HV %s

		To		
		A - Moat Road W	B - Site Access	C - Moat Road E
From	A - Moat Road W	0	0	0
	B - Site Access	0	0	0
	C - Moat Road E	1	0	0

Av. PCU Per Veh

		To		
		A - Moat Road W	B - Site Access	C - Moat Road E
From	A - Moat Road W	1.000	1.000	1.000
	B - Site Access	1.000	1.000	1.000
	C - Moat Road E	1.010	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - Moat Road W	116	116
	B - Site Access	15	15
	C - Moat Road E	107	107
17:00-17:15	A - Moat Road W	138	138
	B - Site Access	18	18
	C - Moat Road E	128	128
17:15-17:30	A - Moat Road W	170	170
	B - Site Access	22	22
	C - Moat Road E	156	156
17:30-17:45	A - Moat Road W	170	170
	B - Site Access	22	22
	C - Moat Road E	156	156
17:45-18:00	A - Moat Road W	138	138
	B - Site Access	18	18
	C - Moat Road E	128	128
18:00-18:15	A - Moat Road W	116	116
	B - Site Access	15	15
	C - Moat Road E	107	107

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.04	6.19	0.0	A	18	28
C-AB	0.08	5.71	0.1	A	44	66
C-A					87	130
A-B					7	11
A-C					134	201

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	15	4	619	0.024	15	0.0	0.0	5.955	A
C-AB	35	9	675	0.052	35	0.0	0.1	5.624	A
C-A	72	18			72				
A-B	6	2			6				
A-C	110	27			110				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	18	4	613	0.029	18	0.0	0.0	6.053	A
C-AB	43	11	679	0.063	43	0.1	0.1	5.658	A
C-A	85	21			85				
A-B	7	2			7				
A-C	131	33			131				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	6	603	0.037	22	0.0	0.0	6.193	A
C-AB	54	13	685	0.079	54	0.1	0.1	5.708	A
C-A	102	26			102				
A-B	9	2			9				
A-C	161	40			161				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	6	603	0.037	22	0.0	0.0	6.194	A
C-AB	54	13	685	0.079	54	0.1	0.1	5.710	A
C-A	102	26			102				
A-B	9	2			9				
A-C	161	40			161				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	18	4	613	0.029	18	0.0	0.0	6.054	A
C-AB	43	11	679	0.063	43	0.1	0.1	5.663	A
C-A	85	21			85				
A-B	7	2			7				
A-C	131	33			131				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	15	4	619	0.024	15	0.0	0.0	5.958	A
C-AB	35	9	675	0.052	35	0.1	0.1	5.631	A
C-A	72	18			72				
A-B	6	2			6				
A-C	110	27			110				

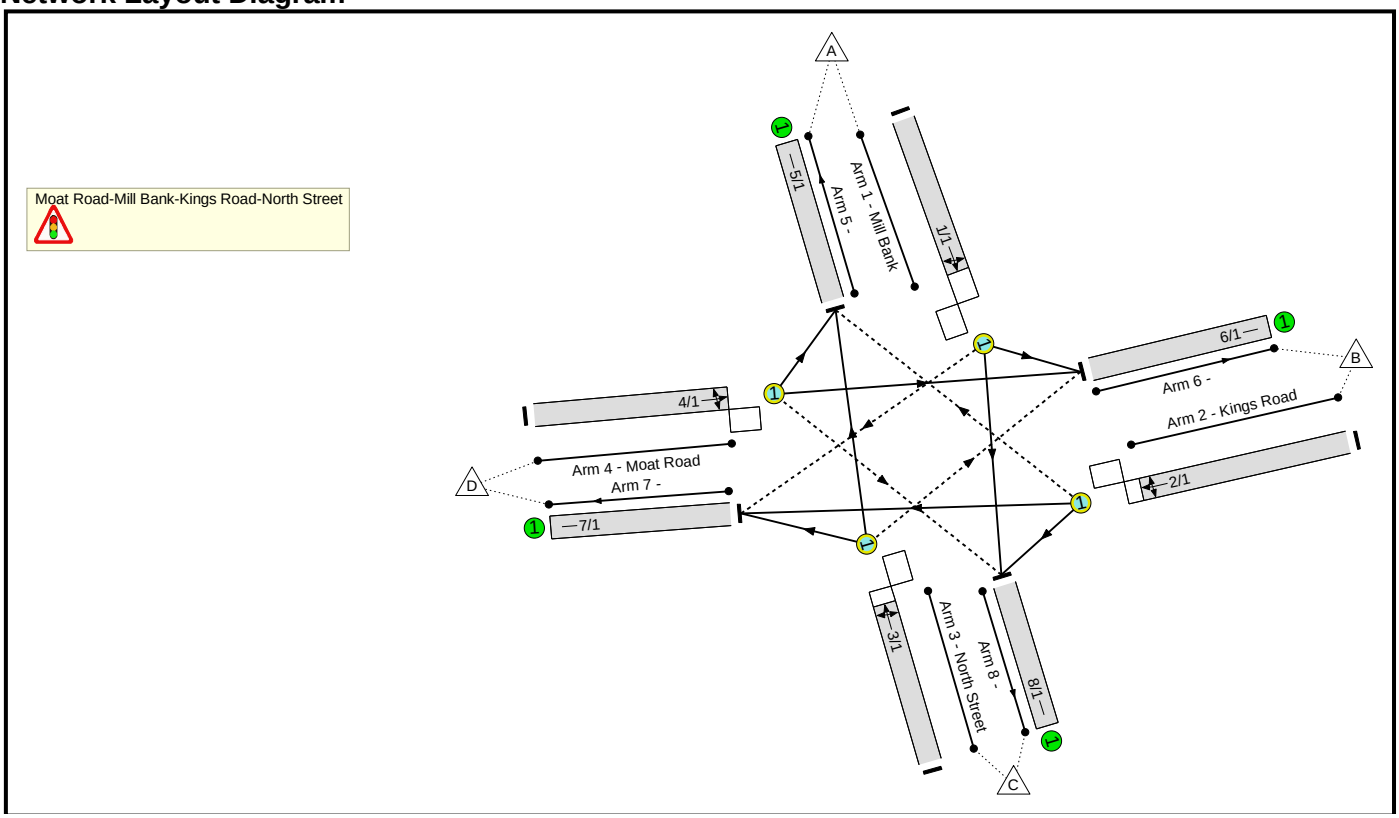
Appendix G

Full Input Data And Results

User and Project Details

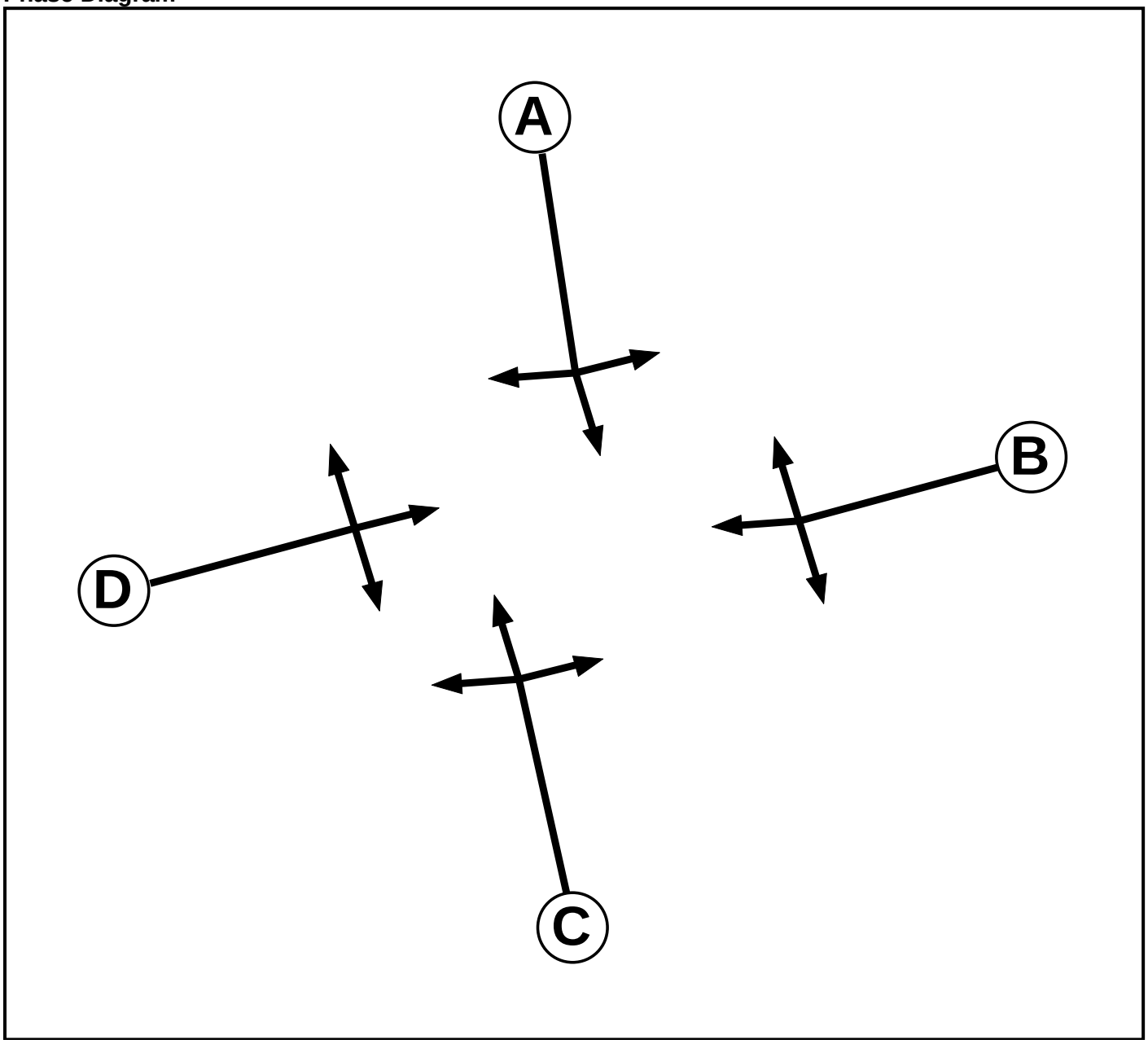
Project:	**Headcorn**
Title:	
Location:	
Client:	Catesby Estates PLC
Additional detail:	
File name:	Moat Road-Mill Bank-Kings Road-North Street.lsg3x
Author:	JA
Company:	David Tucker Associates
Address:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7

Full Input Data And Results

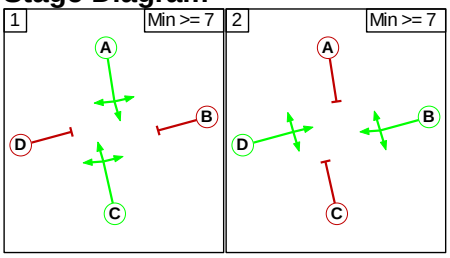
Phase Intergreens Matrix

Terminating Phase	Starting Phase				
		A	B	C	D
	A		6	-	6
	B	6		6	-
	C	-	6		6
	D	6	-	6	

Phases in Stage

Stage No.	Phases in Stage
1	A C
2	B D

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

From Stage	To Stage		
		1	2
	1		6
	2	6	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Moat Road-Mill Bank-Kings Road-North Street

Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
1/1 (Mill Bank)	7/1 (Right)	1439	0	3/1	1.09	To 5/1 (Ahead) To 7/1 (Left)	4.00	2.00	0.50	4	2.00
2/1 (Kings Road)	5/1 (Right)	1439	0	4/1	1.09	To 5/1 (Left) To 6/1 (Ahead)	3.00	2.00	0.50	3	2.00
3/1 (North Street)	6/1 (Right)	1439	0	1/1	1.09	To 6/1 (Left) To 8/1 (Ahead)	3.00	2.00	0.50	3	2.00
4/1 (Moat Road)	8/1 (Right)	1439	0	2/1	1.09	To 7/1 (Ahead) To 8/1 (Left)	2.00	2.00	0.50	2	2.00

Full Input Data And Results

Lane Input Data

Junction: Moat Road-Mill Bank-Kings Road-North Street												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (Mill Bank)	O	A	2	3	60.0	Geom	-	2.50	0.00	Y	Arm 6 Left	10.80
											Arm 7 Right	9.00
											Arm 8 Ahead	Inf
2/1 (Kings Road)	O	B	2	3	60.0	Geom	-	2.80	0.00	Y	Arm 5 Right	14.00
											Arm 7 Ahead	Inf
											Arm 8 Left	8.00
3/1 (North Street)	O	C	2	3	60.0	Geom	-	3.20	0.00	Y	Arm 5 Ahead	Inf
											Arm 6 Right	10.95
											Arm 7 Left	11.50
4/1 (Moat Road)	O	D	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Left	9.20
											Arm 6 Ahead	Inf
											Arm 8 Right	17.50
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2022 Base AM'	08:00	09:00	01:00	
2: '2022 Base PM'	17:00	18:00	01:00	
3: '2025 Base AM'	08:00	09:00	01:00	
4: '2025 Base PM'	17:00	18:00	01:00	
5: '2025+Dev AM'	08:00	09:00	01:00	
6: '2025+Dev PM'	17:00	18:00	01:00	

Scenario 1: 'Scenario 1' (FG1: '2022 Base AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	69	254	27	350
	B	77	0	39	58	174
	C	312	30	0	66	408
	D	23	34	56	0	113
	Tot.	412	133	349	151	1045

Traffic Lane Flows

Lane	Scenario 1: Scenario 1
Junction: Moat Road-Mill Bank-Kings Road-North Street	
1/1	350
2/1	174
3/1	408
4/1	113
5/1	412
6/1	133
7/1	151
8/1	349

Full Input Data And Results

Lane Saturation Flows

Junction: Moat Road-Mill Bank-Kings Road-North Street								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Mill Bank)	2.50	0.00	Y	Arm 6 Left	10.80	19.7 %	1793	1793
				Arm 7 Right	9.00	7.7 %		
				Arm 8 Ahead	Inf	72.6 %		
2/1 (Kings Road)	2.80	0.00	Y	Arm 5 Right	14.00	44.3 %	1739	1739
				Arm 7 Ahead	Inf	33.3 %		
				Arm 8 Left	8.00	22.4 %		
3/1 (North Street)	3.20	0.00	Y	Arm 5 Ahead	Inf	76.5 %	1877	1877
				Arm 6 Right	10.95	7.4 %		
				Arm 7 Left	11.50	16.2 %		
4/1 (Moat Road)	3.00	0.00	Y	Arm 5 Left	9.20	20.4 %	1780	1780
				Arm 6 Ahead	Inf	30.1 %		
				Arm 8 Right	17.50	49.6 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 2: 'New Scenario' (FG2: '2022 Base PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	100	318	18	436
	B	60	0	22	35	117
	C	275	26	0	54	355
	D	19	67	72	0	158
	Tot.	354	193	412	107	1066

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: New Scenario
Junction: Moat Road-Mill Bank-Kings Road-North Street	
1/1	436
2/1	117
3/1	355
4/1	158
5/1	354
6/1	193
7/1	107
8/1	412

Lane Saturation Flows

Junction: Moat Road-Mill Bank-Kings Road-North Street								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Mill Bank)	2.50	0.00	Y	Arm 6 Left	10.80	22.9 %	1795	1795
				Arm 7 Right	9.00	4.1 %		
				Arm 8 Ahead	Inf	72.9 %		
2/1 (Kings Road)	2.80	0.00	Y	Arm 5 Right	14.00	51.3 %	1738	1738
				Arm 7 Ahead	Inf	29.9 %		
				Arm 8 Left	8.00	18.8 %		
3/1 (North Street)	3.20	0.00	Y	Arm 5 Ahead	Inf	77.5 %	1879	1879
				Arm 6 Right	10.95	7.3 %		
				Arm 7 Left	11.50	15.2 %		
4/1 (Moat Road)	3.00	0.00	Y	Arm 5 Left	9.20	12.0 %	1809	1809
				Arm 6 Ahead	Inf	42.4 %		
				Arm 8 Right	17.50	45.6 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 3: 'New Scenario' (FG3: '2025 Base AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	70	259	27	356
	B	79	0	40	59	178
	C	319	30	0	67	416
	D	23	35	57	0	115
	Tot.	421	135	356	153	1065

Traffic Lane Flows

Lane	Scenario 3: New Scenario
Junction: Moat Road-Mill Bank-Kings Road-North Street	
1/1	356
2/1	178
3/1	416
4/1	115
5/1	421
6/1	135
7/1	153
8/1	356

Lane Saturation Flows

Junction: Moat Road-Mill Bank-Kings Road-North Street								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Mill Bank)	2.50	0.00	Y	Arm 6 Left	10.80	19.7 %	1793	1793
				Arm 7 Right	9.00	7.6 %		
				Arm 8 Ahead	Inf	72.8 %		
2/1 (Kings Road)	2.80	0.00	Y	Arm 5 Right	14.00	44.4 %	1739	1739
				Arm 7 Ahead	Inf	33.1 %		
				Arm 8 Left	8.00	22.5 %		
3/1 (North Street)	3.20	0.00	Y	Arm 5 Ahead	Inf	76.7 %	1877	1877
				Arm 6 Right	10.95	7.2 %		
				Arm 7 Left	11.50	16.1 %		
4/1 (Moat Road)	3.00	0.00	Y	Arm 5 Left	9.20	20.0 %	1781	1781
				Arm 6 Ahead	Inf	30.4 %		
				Arm 8 Right	17.50	49.6 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 4: 'New Scenario' (FG4: '2025 Base PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	102	325	19	446
	B	62	0	22	36	120
	C	280	27	0	55	362
	D	20	69	74	0	163
	Tot.	362	198	421	110	1091

Traffic Lane Flows

Lane	Scenario 4: New Scenario
Junction: Moat Road-Mill Bank-Kings Road-North Street	
1/1	446
2/1	120
3/1	362
4/1	163
5/1	362
6/1	198
7/1	110
8/1	421

Full Input Data And Results

Lane Saturation Flows

Junction: Moat Road-Mill Bank-Kings Road-North Street								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Mill Bank)	2.50	0.00	Y	Arm 6 Left	10.80	22.9 %	1795	1795
				Arm 7 Right	9.00	4.3 %		
				Arm 8 Ahead	Inf	72.9 %		
2/1 (Kings Road)	2.80	0.00	Y	Arm 5 Right	14.00	51.7 %	1739	1739
				Arm 7 Ahead	Inf	30.0 %		
				Arm 8 Left	8.00	18.3 %		
3/1 (North Street)	3.20	0.00	Y	Arm 5 Ahead	Inf	77.3 %	1879	1879
				Arm 6 Right	10.95	7.5 %		
				Arm 7 Left	11.50	15.2 %		
4/1 (Moat Road)	3.00	0.00	Y	Arm 5 Left	9.20	12.3 %	1808	1808
				Arm 6 Ahead	Inf	42.3 %		
				Arm 8 Right	17.50	45.4 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 5: 'New Scenario' (FG5: '2025+Dev AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	70	259	40	369
	B	79	0	40	60	179
	C	319	30	0	69	418
	D	65	36	66	0	167
	Tot.	463	136	365	169	1133

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: New Scenario
Junction: Moat Road-Mill Bank-Kings Road-North Street	
1/1	369
2/1	179
3/1	418
4/1	167
5/1	463
6/1	136
7/1	169
8/1	365

Lane Saturation Flows

Junction: Moat Road-Mill Bank-Kings Road-North Street								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Mill Bank)	2.50	0.00	Y	Arm 6 Left	10.80	19.0 %	1786	1786
				Arm 7 Right	9.00	10.8 %		
				Arm 8 Ahead	Inf	70.2 %		
2/1 (Kings Road)	2.80	0.00	Y	Arm 5 Right	14.00	44.1 %	1740	1740
				Arm 7 Ahead	Inf	33.5 %		
				Arm 8 Left	8.00	22.3 %		
3/1 (North Street)	3.20	0.00	Y	Arm 5 Ahead	Inf	76.3 %	1876	1876
				Arm 6 Right	10.95	7.2 %		
				Arm 7 Left	11.50	16.5 %		
4/1 (Moat Road)	3.00	0.00	Y	Arm 5 Left	9.20	38.9 %	1745	1745
				Arm 6 Ahead	Inf	21.6 %		
				Arm 8 Right	17.50	39.5 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 6: 'New Scenario' (FG6: '2025+Dev PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	102	325	52	479
	B	62	0	22	37	121
	C	280	27	0	62	369
	D	34	69	77	0	180
	Tot.	376	198	424	151	1149

Traffic Lane Flows

Lane	Scenario 6: New Scenario
Junction: Moat Road-Mill Bank-Kings Road-North Street	
1/1	479
2/1	121
3/1	369
4/1	180
5/1	376
6/1	198
7/1	151
8/1	424

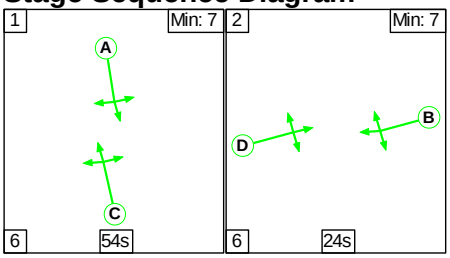
Lane Saturation Flows

Junction: Moat Road-Mill Bank-Kings Road-North Street								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Mill Bank)	2.50	0.00	Y	Arm 6 Left	10.80	21.3 %	1780	1780
				Arm 7 Right	9.00	10.9 %		
				Arm 8 Ahead	Inf	67.8 %		
2/1 (Kings Road)	2.80	0.00	Y	Arm 5 Right	14.00	51.2 %	1740	1740
				Arm 7 Ahead	Inf	30.6 %		
				Arm 8 Left	8.00	18.2 %		
3/1 (North Street)	3.20	0.00	Y	Arm 5 Ahead	Inf	75.9 %	1875	1875
				Arm 6 Right	10.95	7.3 %		
				Arm 7 Left	11.50	16.8 %		
4/1 (Moat Road)	3.00	0.00	Y	Arm 5 Left	9.20	18.9 %	1794	1794
				Arm 6 Ahead	Inf	38.3 %		
				Arm 8 Right	17.50	42.8 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 1: 'Scenario 1' (FG1: '2022 Base AM', Plan 1: 'Network Control Plan 1')

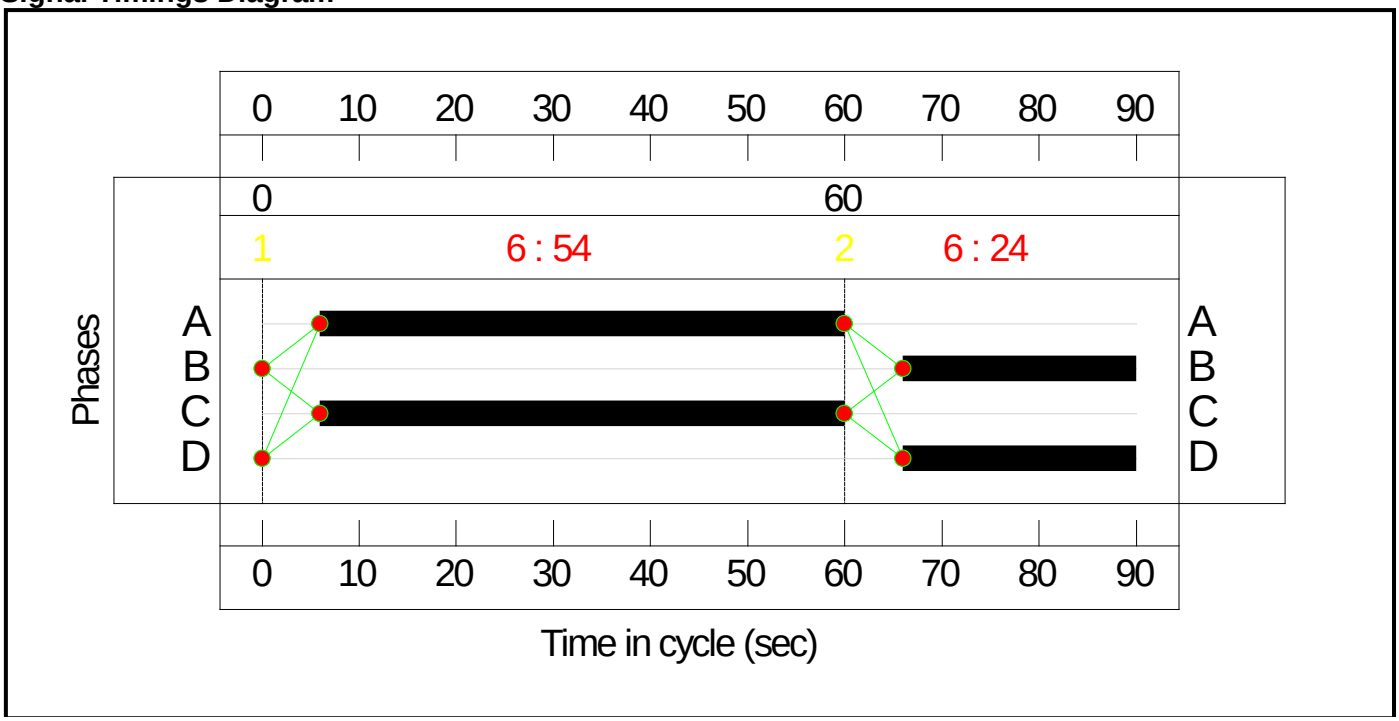
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	54	24
Change Point	0	60

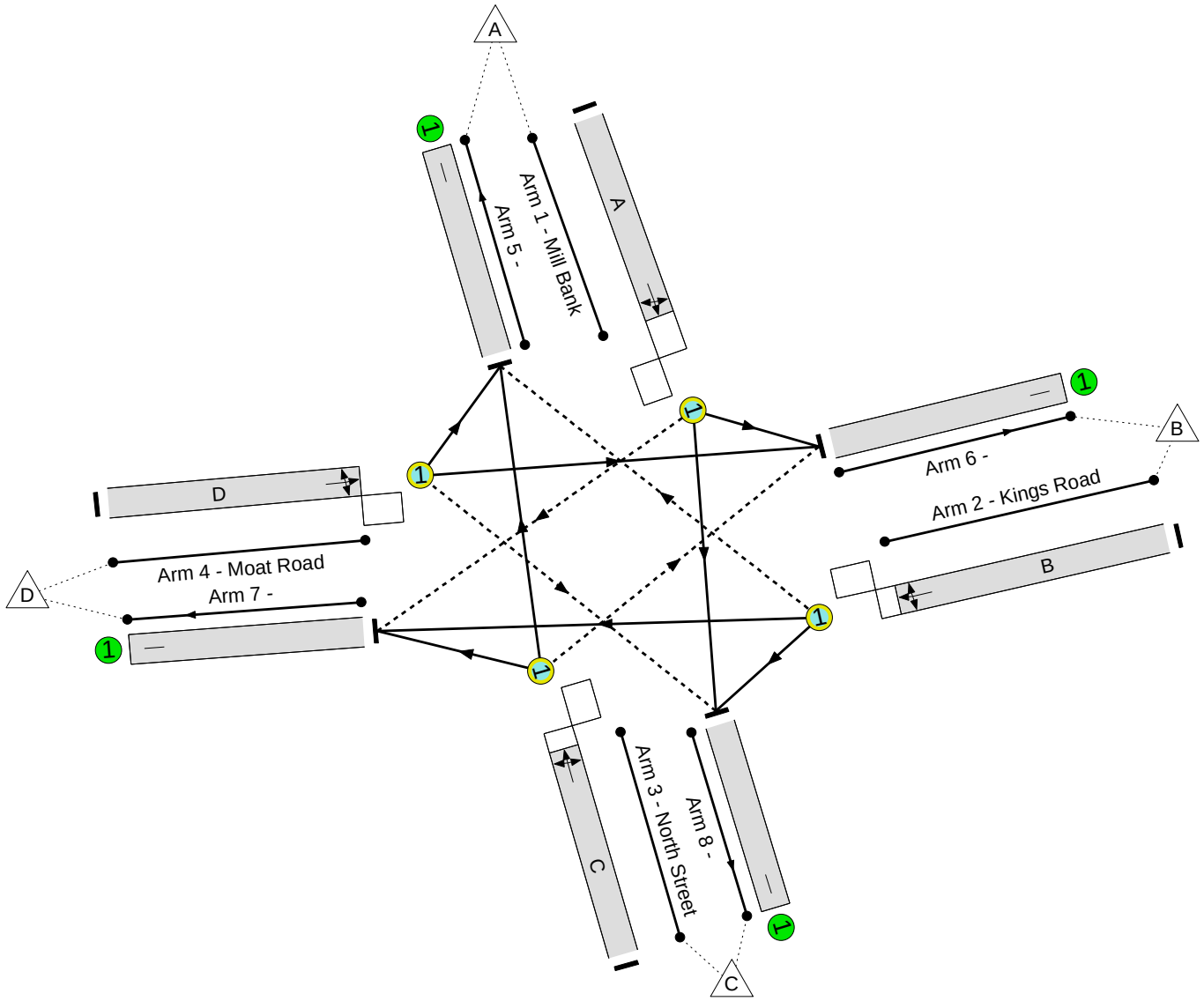
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Moat Road-Mill Bank-Kings Road-North Street
PRC: 149.9 %
Total Traffic Delay: 4.9 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**36.0%**
Moat Road-Mill Bank-Kings Road-North Street	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**36.0%**
1/1	Mill Bank Left Right Ahead	O	N/A	N/A	A		1	54	-	350	1793	1096	31.9%
2/1	Kings Road Right Ahead Left	O	N/A	N/A	B		1	24	-	174	1739	483	36.0%
3/1	North Street Ahead Right Left	O	N/A	N/A	C		1	54	-	408	1877	1147	35.6%
4/1	Moat Road Left Ahead Right	O	N/A	N/A	D		1	24	-	113	1780	494	22.9%
5/1		U	N/A	N/A	-		-	-	-	412	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	133	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	151	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	349	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**188**	**0**	**2**	**3.9**	**0.9**	**0.1**	**4.9**	**-**	**-**	**-**	**-**
Moat Road-Mill Bank-Kings Road-North Street	**-**	**-**	**188**	**0**	**2**	**3.9**	**0.9**	**0.1**	**4.9**	**-**	**-**	**-**	**-**
1/1	350	350	26	0	1	0.8	0.2	0.0	1.1	11.0	4.2	0.2	4.4
2/1	174	174	76	0	1	1.3	0.3	0.0	1.6	32.2	3.5	0.3	3.8
3/1	408	408	30	0	0	1.0	0.3	0.0	1.3	11.3	5.0	0.3	5.3
4/1	113	113	56	0	0	0.8	0.1	0.0	0.9	30.3	2.2	0.1	2.3
5/1	412	412	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	133	133	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	151	151	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	349	349	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

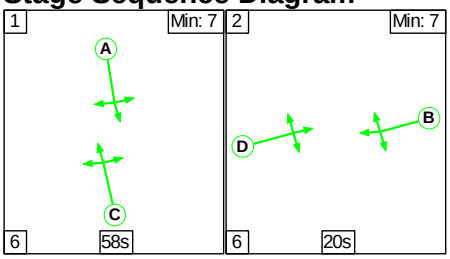
C1 PRC for Signalled Lanes (%): 149.9 Total Delay for Signalled Lanes (pcuHr): 4.86 Cycle Time (s): 90

PRC Over All Lanes (%): 149.9 Total Delay Over All Lanes(pcuHr): 4.86

Full Input Data And Results

Scenario 2: 'New Scenario' (FG2: '2022 Base PM', Plan 1: 'Network Control Plan 1')

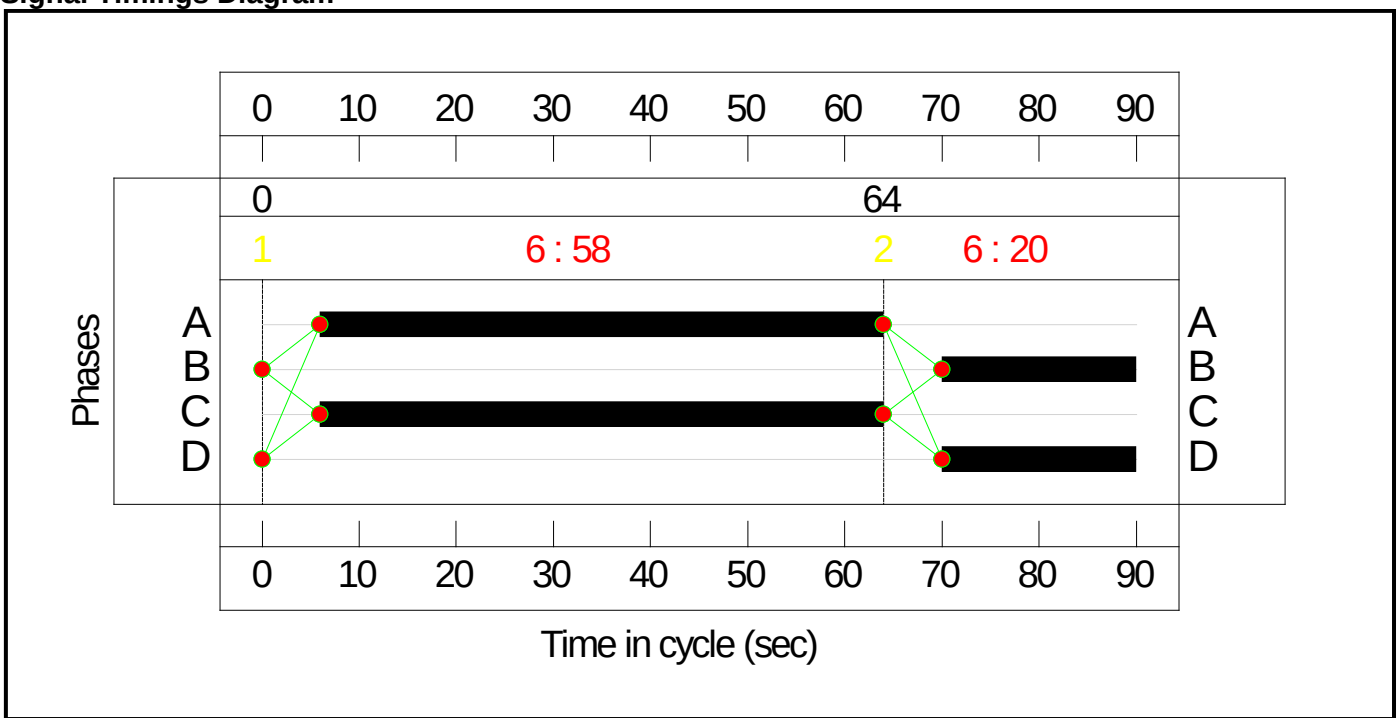
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	58	20
Change Point	0	64

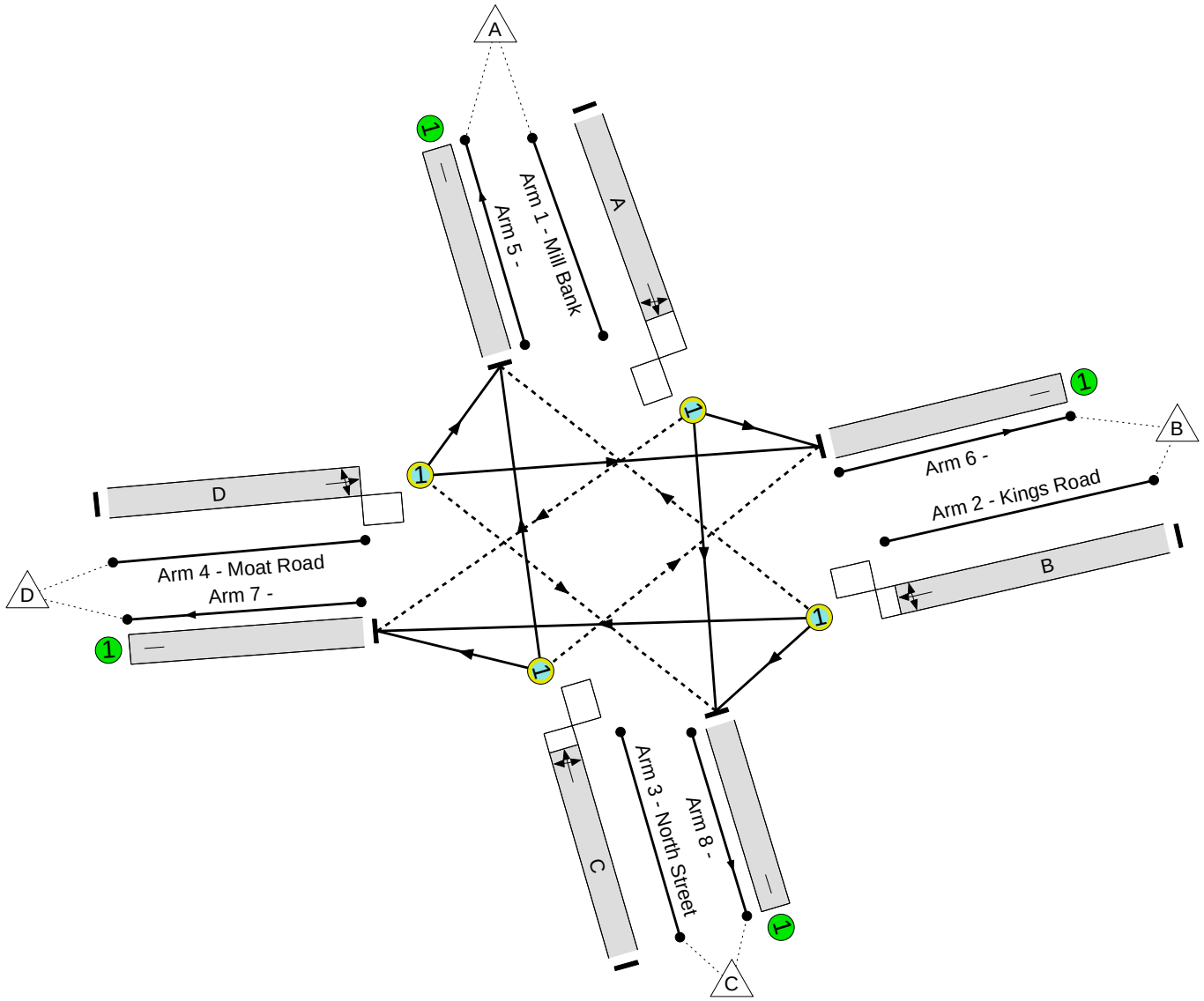
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Moat Road-Mill Bank-Kings Road-North Street
PRC: 140.4 %
Total Traffic Delay: 4.8 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**37.4%**
Moat Road-Mill Bank-Kings Road-North Street	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**37.4%**
1/1	Mill Bank Left Right Ahead	O	N/A	N/A	A		1	58	-	436	1795	1177	37.1%
2/1	Kings Road Right Ahead Left	O	N/A	N/A	B		1	20	-	117	1738	406	28.9%
3/1	North Street Ahead Right Left	O	N/A	N/A	C		1	58	-	355	1879	1232	28.8%
4/1	Moat Road Left Ahead Right	O	N/A	N/A	D		1	20	-	158	1809	422	37.4%
5/1		U	N/A	N/A	-		-	-	-	354	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	193	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	107	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	412	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**175**	**0**	**1**	**3.7**	**1.0**	**0.1**	**4.8**	**-**	**-**	**-**	**-**
Moat Road-Mill Bank-Kings Road-North Street	**-**	**-**	**175**	**0**	**1**	**3.7**	**1.0**	**0.1**	**4.8**	**-**	**-**	**-**	**-**
1/1	436	436	18	0	0	0.9	0.3	0.0	1.2	9.5	4.8	0.3	5.1
2/1	117	117	59	0	1	0.9	0.2	0.0	1.2	35.6	2.4	0.2	2.6
3/1	355	355	26	0	0	0.6	0.2	0.0	0.9	8.8	3.7	0.2	3.9
4/1	158	158	72	0	0	1.3	0.3	0.0	1.6	36.1	3.3	0.3	3.6
5/1	354	354	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	193	193	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	107	107	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	412	412	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

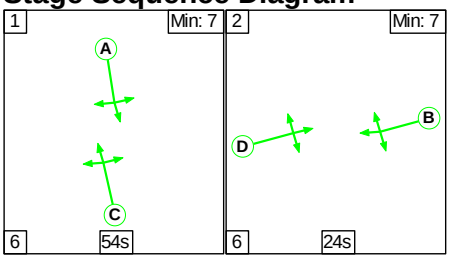
C1 PRC for Signalled Lanes (%): 140.4 Total Delay for Signalled Lanes (pcuHr): 4.76 Cycle Time (s): 90

PRC Over All Lanes (%): 140.4 Total Delay Over All Lanes(pcuHr): 4.76

Full Input Data And Results

Scenario 3: 'New Scenario' (FG3: '2025 Base AM', Plan 1: 'Network Control Plan 1')

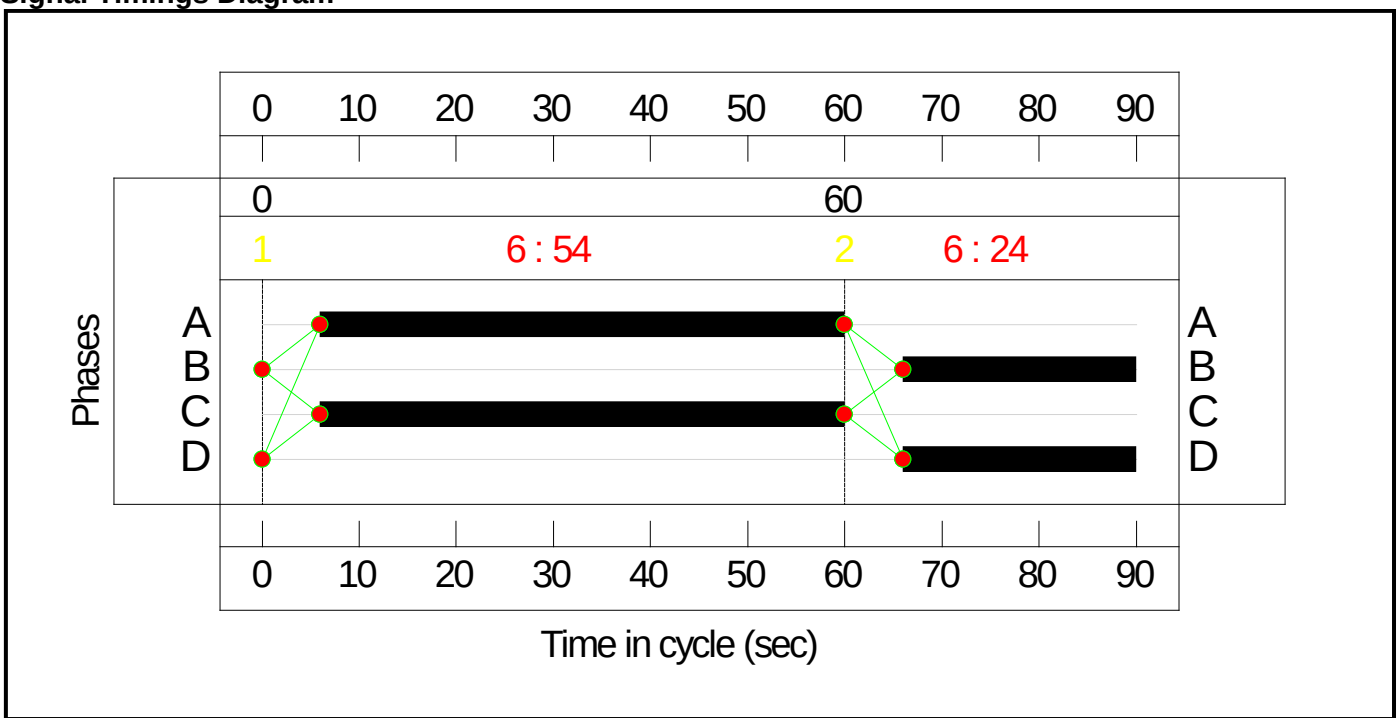
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	54	24
Change Point	0	60

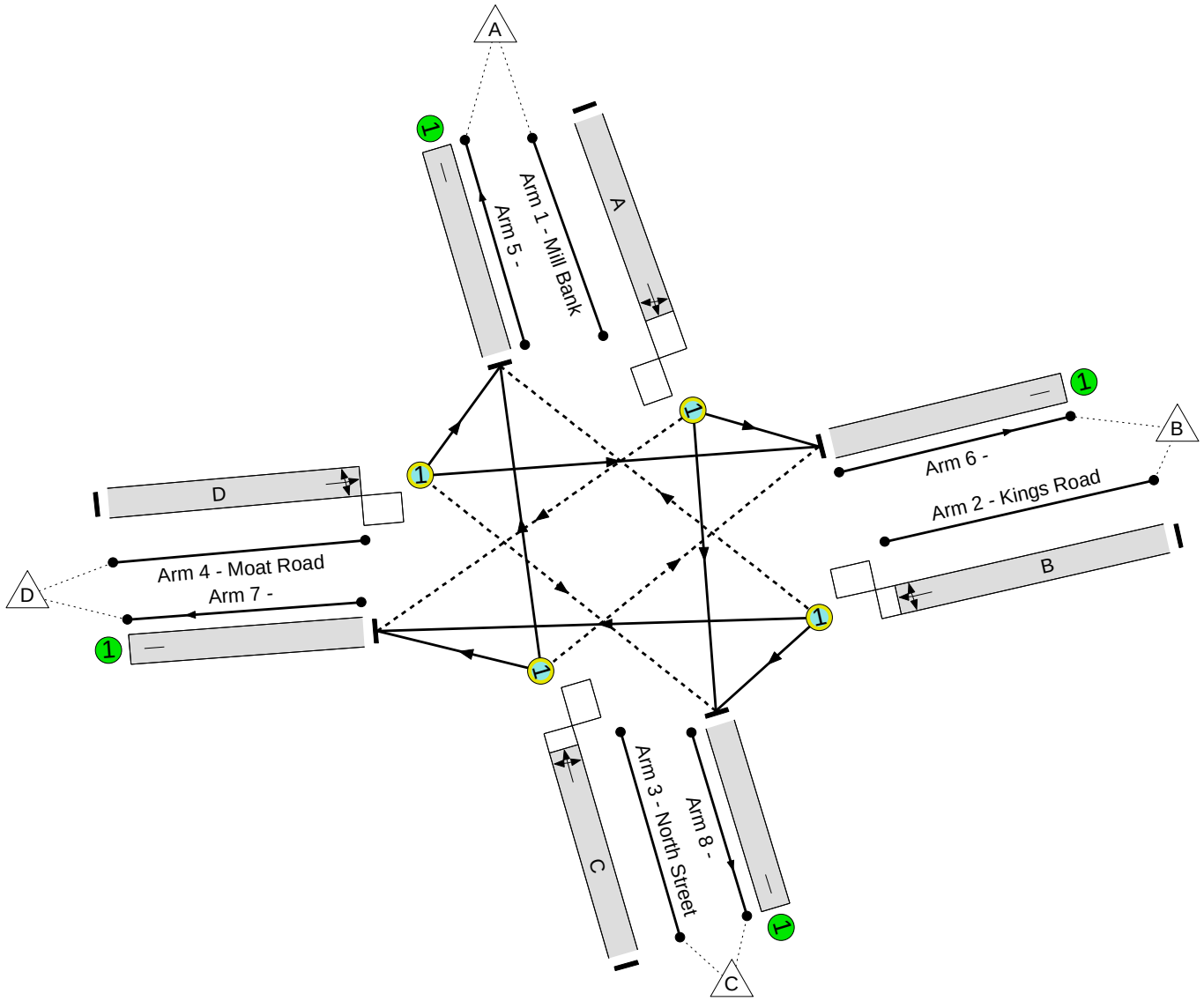
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Moat Road-Mill Bank-Kings Road-North Street
PRC: 144.2 %
Total Traffic Delay: 5.0 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**36.8%**
Moat Road-Mill Bank-Kings Road-North Street	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**36.8%**
1/1	Mill Bank Left Right Ahead	O	N/A	N/A	A		1	54	-	356	1793	1096	32.5%
2/1	Kings Road Right Ahead Left	O	N/A	N/A	B		1	24	-	178	1739	483	36.8%
3/1	North Street Ahead Right Left	O	N/A	N/A	C		1	54	-	416	1877	1147	36.3%
4/1	Moat Road Left Ahead Right	O	N/A	N/A	D		1	24	-	115	1781	495	23.2%
5/1		U	N/A	N/A	-		-	-	-	421	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	135	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	153	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	356	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**191**	**0**	**2**	**3.9**	**1.0**	**0.1**	**5.0**	**-**	**-**	**-**	**-**
Moat Road-Mill Bank-Kings Road-North Street	**-**	**-**	**191**	**0**	**2**	**3.9**	**1.0**	**0.1**	**5.0**	**-**	**-**	**-**	**-**
1/1	356	356	26	0	1	0.8	0.2	0.0	1.1	11.1	4.3	0.2	4.5
2/1	178	178	78	0	1	1.3	0.3	0.0	1.6	32.4	3.6	0.3	3.9
3/1	416	416	30	0	0	1.0	0.3	0.0	1.3	11.3	5.1	0.3	5.4
4/1	115	115	57	0	0	0.8	0.2	0.0	1.0	30.3	2.2	0.2	2.4
5/1	421	421	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	135	135	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	153	153	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	356	356	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

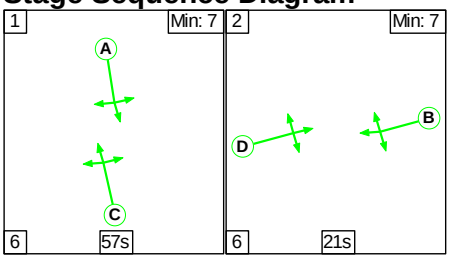
C1 PRC for Signalled Lanes (%): 144.2 Total Delay for Signalled Lanes (pcuHr): 4.97 Cycle Time (s): 90

PRC Over All Lanes (%): 144.2 Total Delay Over All Lanes(pcuHr): 4.97

Full Input Data And Results

Scenario 4: 'New Scenario' (FG4: '2025 Base PM', Plan 1: 'Network Control Plan 1')

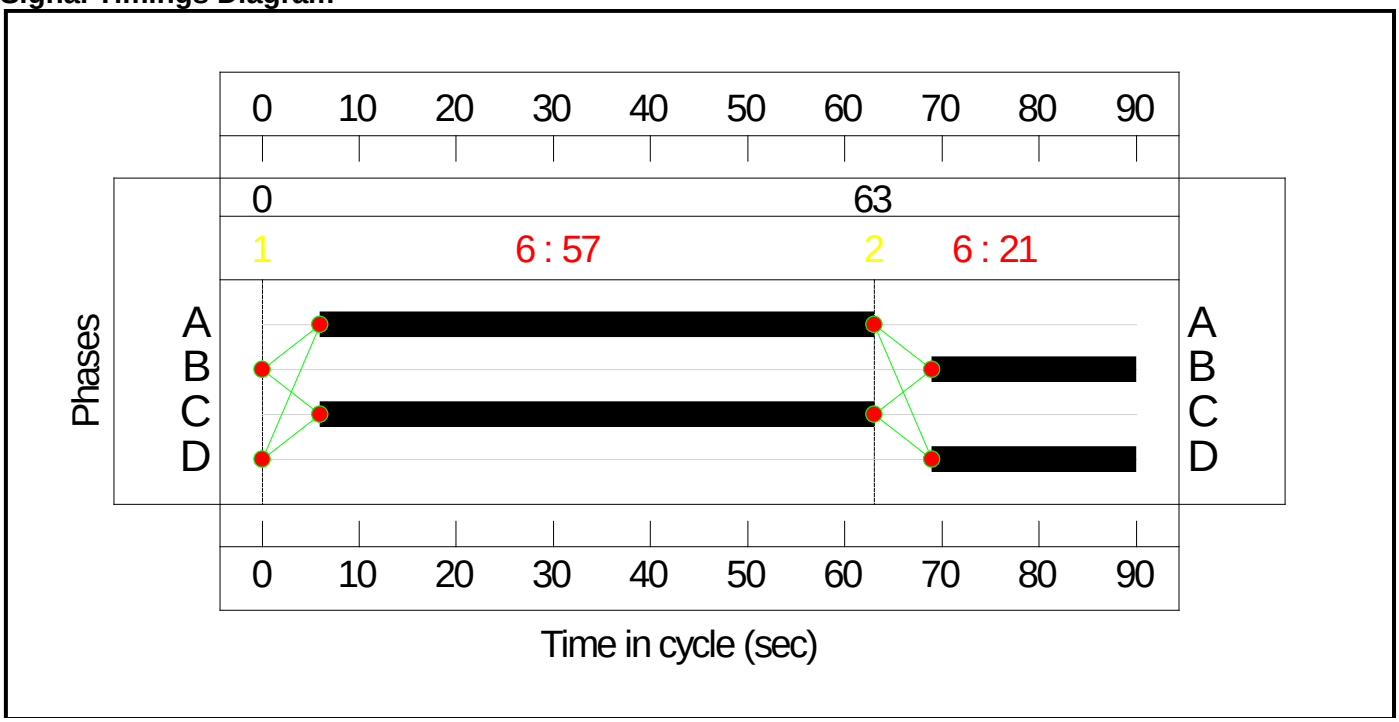
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	57	21
Change Point	0	63

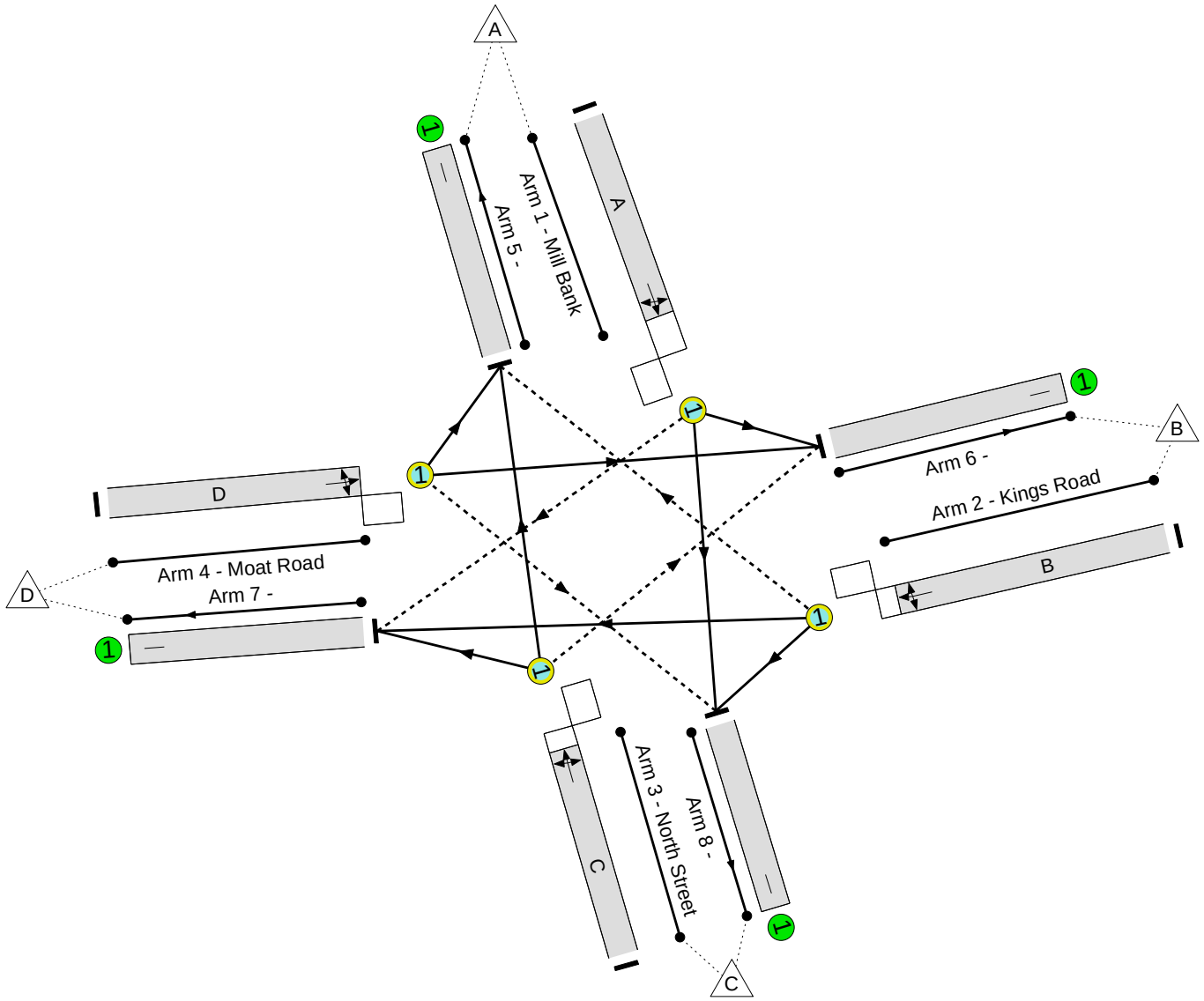
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Moat Road-Mill Bank-Kings Road-North Street
PRC: 133.4 %
Total Traffic Delay: 4.9 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**38.6%**
Moat Road-Mill Bank-Kings Road-North Street	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**38.6%**
1/1	Mill Bank Left Right Ahead	O	N/A	N/A	A		1	57	-	446	1795	1157	38.6%
2/1	Kings Road Right Ahead Left	O	N/A	N/A	B		1	21	-	120	1739	425	28.2%
3/1	North Street Ahead Right Left	O	N/A	N/A	C		1	57	-	362	1879	1211	29.9%
4/1	Moat Road Left Ahead Right	O	N/A	N/A	D		1	21	-	163	1808	442	36.9%
5/1		U	N/A	N/A	-		-	-	-	362	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	198	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	110	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	421	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**181**	**0**	**1**	**3.8**	**1.0**	**0.1**	**4.9**	**-**	**-**	**-**	**-**
Moat Road-Mill Bank-Kings Road-North Street	**-**	**-**	**181**	**0**	**1**	**3.8**	**1.0**	**0.1**	**4.9**	**-**	**-**	**-**	**-**
1/1	446	446	19	0	0	0.9	0.3	0.0	1.3	10.1	5.2	0.3	5.5
2/1	120	120	61	0	1	0.9	0.2	0.0	1.2	34.5	2.4	0.2	2.6
3/1	362	362	27	0	0	0.7	0.2	0.0	0.9	9.3	3.9	0.2	4.1
4/1	163	163	74	0	0	1.3	0.3	0.0	1.6	35.0	3.4	0.3	3.6
5/1	362	362	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	198	198	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	110	110	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	421	421	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

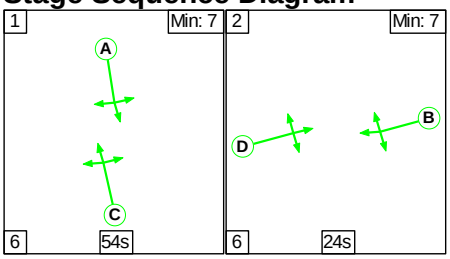
C1 PRC for Signalled Lanes (%): 133.4 Total Delay for Signalled Lanes (pcuHr): 4.93 Cycle Time (s): 90

PRC Over All Lanes (%): 133.4 Total Delay Over All Lanes(pcuHr): 4.93

Full Input Data And Results

Scenario 5: 'New Scenario' (FG5: '2025+Dev AM', Plan 1: 'Network Control Plan 1')

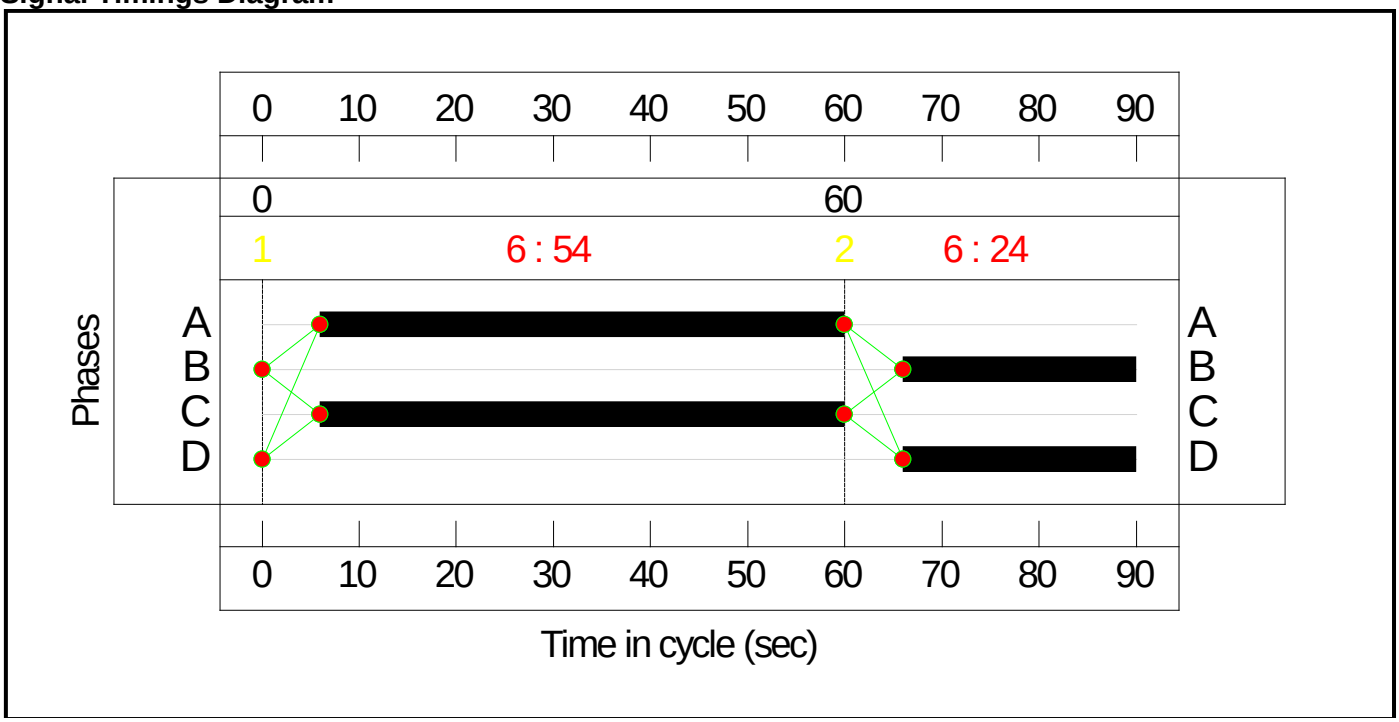
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	54	24
Change Point	0	60

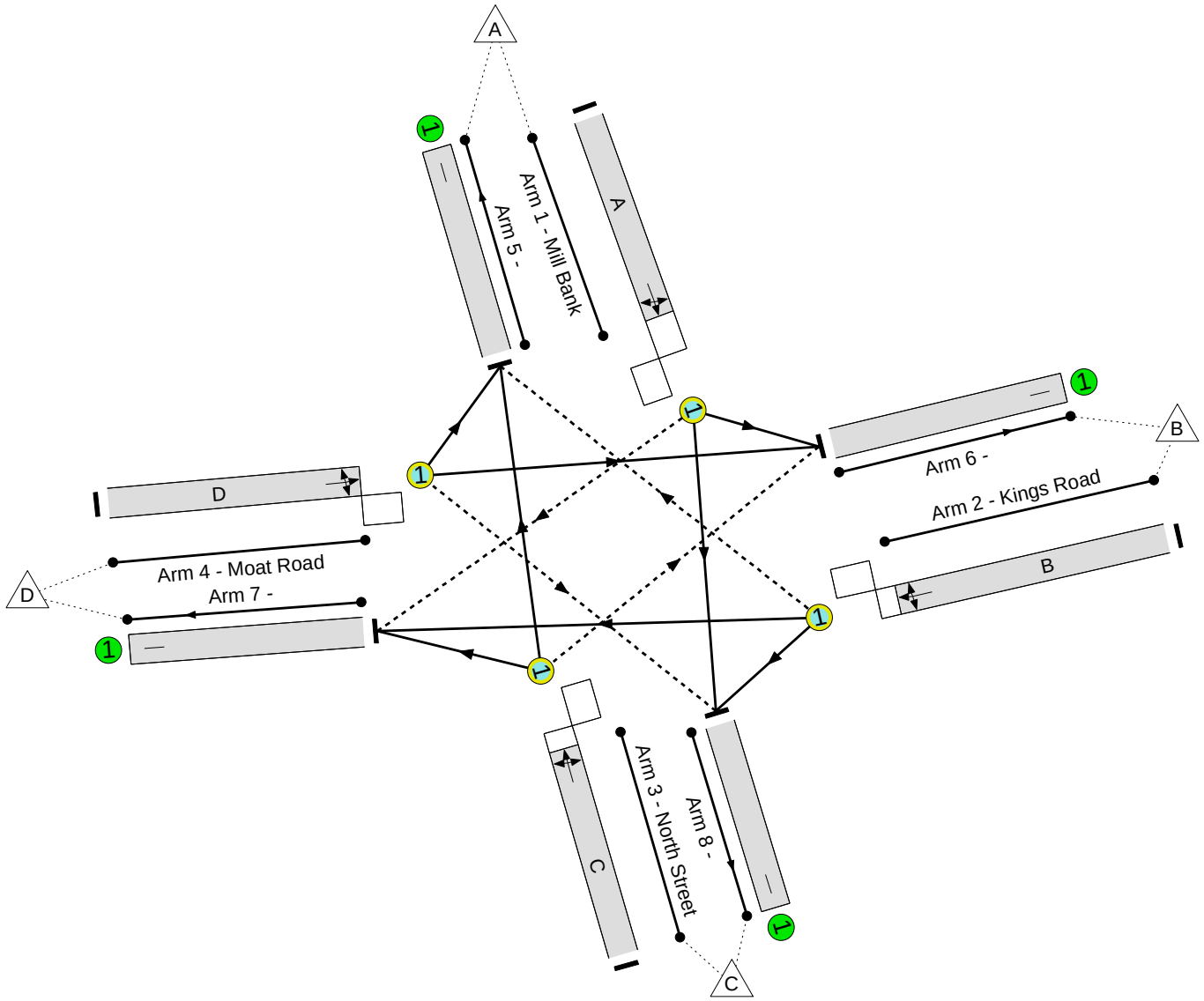
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Moat Road-Mill Bank-Kings Road-North Street
PRC: 143.0 %
Total Traffic Delay: 5.6 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**37.0%**
Moat Road-Mill Bank-Kings Road-North Street	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**37.0%**
1/1	Mill Bank Left Right Ahead	O	N/A	N/A	A		1	54	-	369	1786	1091	33.8%
2/1	Kings Road Right Ahead Left	O	N/A	N/A	B		1	24	-	179	1740	483	37.0%
3/1	North Street Ahead Right Left	O	N/A	N/A	C		1	54	-	418	1876	1146	36.5%
4/1	Moat Road Left Ahead Right	O	N/A	N/A	D		1	24	-	167	1745	485	34.5%
5/1		U	N/A	N/A	-		-	-	-	463	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	136	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	169	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	365	Inf	Inf	0.0%

Full Input Data And Results

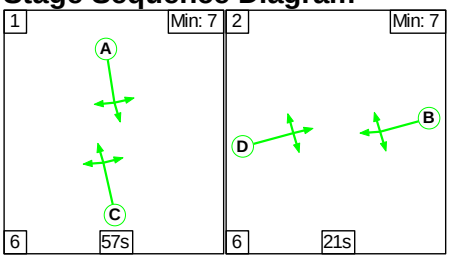
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**213**	**0**	**2**	**4.4**	**1.1**	**0.1**	**5.6**	**-**	**-**	**-**	**-**
Moat Road-Mill Bank-Kings Road-North Street	**-**	**-**	**213**	**0**	**2**	**4.4**	**1.1**	**0.1**	**5.6**	**-**	**-**	**-**	**-**
1/1	369	369	39	0	1	0.9	0.3	0.0	1.2	11.3	4.5	0.3	4.8
2/1	179	179	78	0	1	1.3	0.3	0.0	1.6	32.9	3.6	0.3	3.9
3/1	418	418	30	0	0	1.0	0.3	0.0	1.3	11.4	5.2	0.3	5.5
4/1	167	167	66	0	0	1.2	0.3	0.0	1.5	32.0	3.3	0.3	3.6
5/1	463	463	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	136	136	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	169	169	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	365	365	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 143.0 Total Delay for Signalled Lanes (pcuHr): 5.60 Cycle Time (s): 90
PRC Over All Lanes (%): 143.0 Total Delay Over All Lanes(pcuHr): 5.60

Full Input Data And Results

Scenario 6: 'New Scenario' (FG6: '2025+Dev PM', Plan 1: 'Network Control Plan 1')

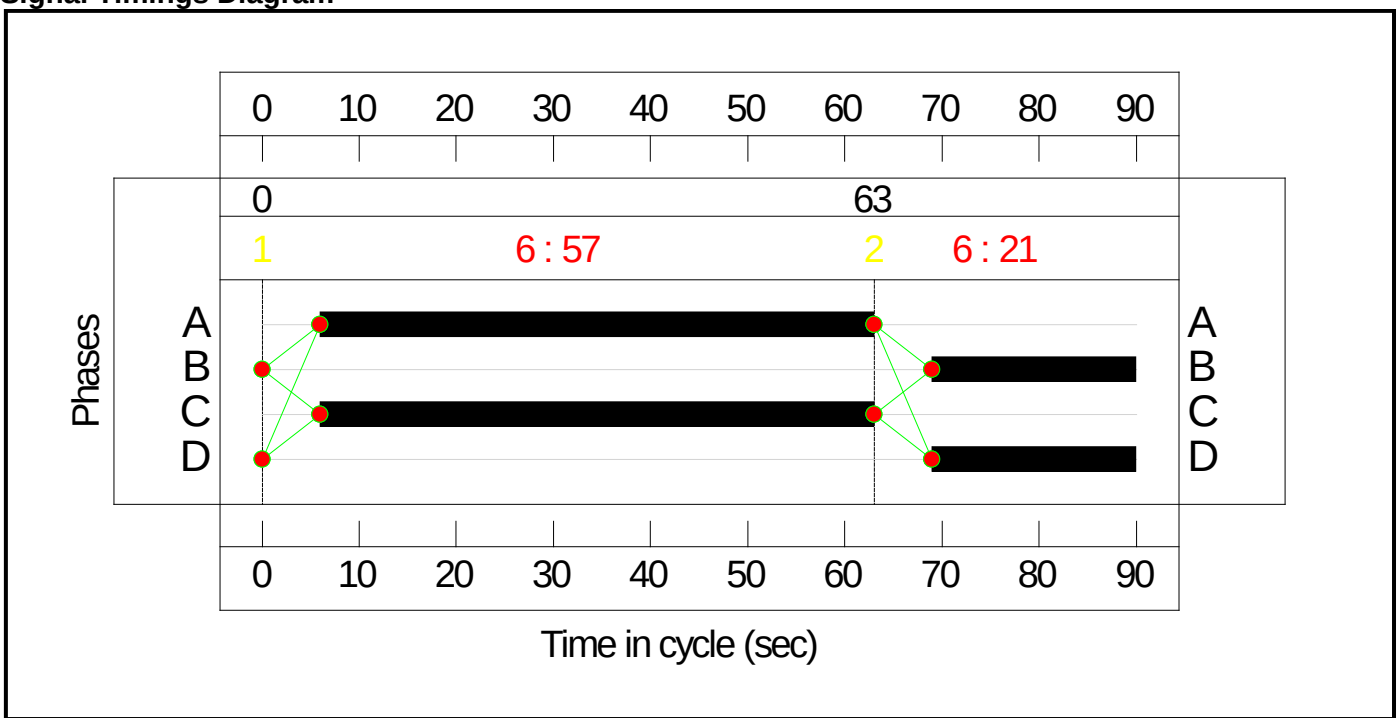
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	57	21
Change Point	0	63

Signal Timings Diagram



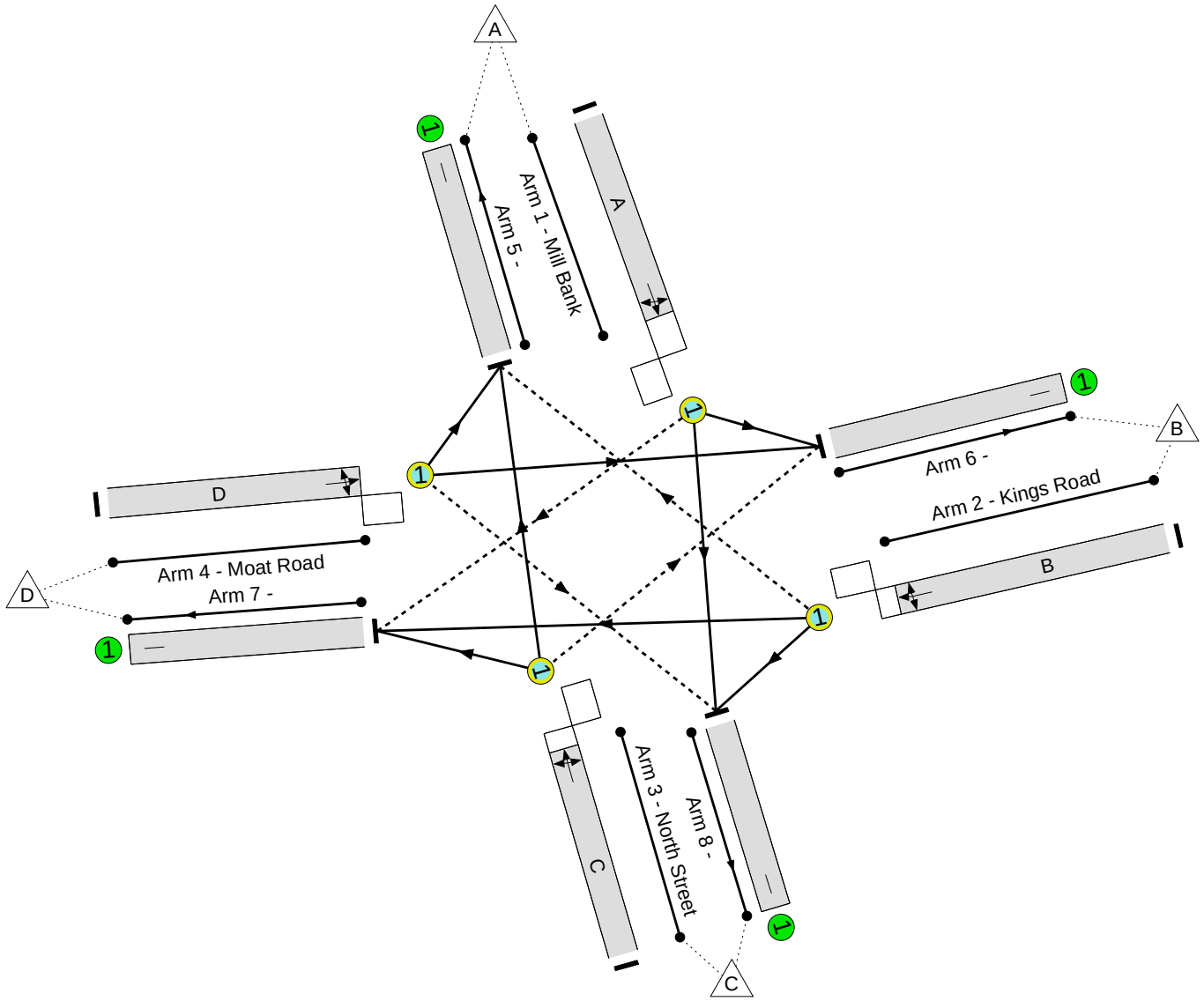
Full Input Data And Results

Network Layout Diagram

Moat Road-Mill Bank-Kings Road-North Street

PRC: 115.5 %

Total Traffic Delay: 5.3 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**41.8%**
Moat Road-Mill Bank-Kings Road-North Street	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**41.8%**
1/1	Mill Bank Left Right Ahead	O	N/A	N/A	A		1	57	-	479	1780	1147	41.8%
2/1	Kings Road Right Ahead Left	O	N/A	N/A	B		1	21	-	121	1740	425	28.4%
3/1	North Street Ahead Right Left	O	N/A	N/A	C		1	57	-	369	1875	1208	30.5%
4/1	Moat Road Left Ahead Right	O	N/A	N/A	D		1	21	-	180	1794	439	41.0%
5/1		U	N/A	N/A	-		-	-	-	376	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	198	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	151	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	424	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**216**	**0**	**2**	**4.1**	**1.1**	**0.1**	**5.3**	**-**	**-**	**-**	**-**
Moat Road-Mill Bank-Kings Road-North Street	**-**	**-**	**216**	**0**	**2**	**4.1**	**1.1**	**0.1**	**5.3**	**-**	**-**	**-**	**-**
1/1	479	479	51	0	1	1.0	0.4	0.0	1.4	10.6	5.7	0.4	6.1
2/1	121	121	61	0	1	0.9	0.2	0.0	1.2	34.8	2.5	0.2	2.7
3/1	369	369	27	0	0	0.7	0.2	0.0	1.0	9.4	4.0	0.2	4.2
4/1	180	180	77	0	0	1.4	0.3	0.0	1.8	35.7	3.8	0.3	4.1
5/1	376	376	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	198	198	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	151	151	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	424	424	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 115.5 Total Delay for Signalled Lanes (pcuHr): 5.33 Cycle Time (s): 90

PRC Over All Lanes (%): 115.5 Total Delay Over All Lanes(pcuHr): 5.33

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Appendix F
Flood Risk Assessment

Submitted with Outline Application (Ref:22/505616/OUT)

Catesby Strategic Land Ltd

Land north of Moat Road, Headcorn

Flood Risk Assessment & Surface Water Drainage Strategy

680350-R1(1)-FRA
November 2022

LDE
CIVILS | STRUCTURES | HYDROLOGY
an RSK company

RSK GENERAL NOTES

Project No.: 680350-R1(1)-FRA

Site: Land north of Moat Road, Headcorn

Title: Flood Risk Assessment & Surface Water Drainage Strategy

Client: Catesby Strategic Land Ltd

Date: 09th November 2022

Office: Hemel Hempstead

Status: Final

Author	J Looney	**Technical reviewer**	M Cheeseman
Signature		Signature	
Date:	09th November 2022	Date:	09th November 2022

Quality reviewer	K Jackson
Signature	
Date:	09th November 2022

Issue No	Version/Details	Date issued	Author	Reviewed by	Approved by
R1(0)	680350-R1(0)-FRA	31.10.22	JL	MC	KJ
R1(1)	680350-R1(1)-FRA	09.11.22	JL	MC	KJ

CONTENTS

TABLES

FIGURES

APPENDICES

1 INTRODUCTION

RSK Land and Development Engineering Ltd were commissioned by Catesby Strategic Land Ltd (the client) to provide a Flood Risk Assessment (FRA) to support the outline planning application at Land north of Moat Road, Headcorn (the site). Development proposals include residential development up to 120 dwellings (Use Class C3) including demolition of existing buildings, means of access into the site from Moat Road (not internal roads), associated highway works, emergency access to Millbank, realignment of the existing public right of way and associated infrastructure.

The purpose of the FRA is to establish the flood risk associated with the proposed development and to propose suitable mitigation, if required, to reduce the risk to a more acceptable level. The FRA must demonstrate that the development will be safe for its lifetime (in this case assumed to be 100 years) taking account of the vulnerability of its users, without increasing flood risk elsewhere.

This document has been produced to assess the flood risk from tidal, fluvial, surface water, groundwater, sewers, reservoirs and artificial sources in line with the National Planning Policy Framework (NPPF)[1] and its corresponding Planning Practice Guidance (PPG)[2]. It includes a summary of the proposed surface water drainage strategy, showing how Sustainable Drainage Systems (SuDS) have been used to demonstrate surface water is appropriately managed on-site, with the aim that there is no increased risk of flooding on-site or elsewhere as a result of the development.

This assessment has been undertaken in consultation with the relevant authorities, and with reference to data, documents and guidance published by the Environment Agency (EA), the Lead Local Flood Authority (LLFA) (Kent County Council), the Local Planning Authority (LPA) (Maidstone Borough Council), the Water Authority (Southern Water) and the Upper Medway Internal Drainage Board (IDB).

The comments given in this report and opinions expressed are subject to RSK Group Service Constraints provided in **Appendix A**.

[1] Communities and Local Government, 'National Planning Policy Framework', published March 2012 and last updated July 2021.

[2] Communities and Local Government, 'Planning Practice Guidance - Flood Risk and Coastal Change, ID 7', published March 2014 and last updated August 2022. http://planningguidance.planningportal.gov.uk/blog/guidance/flood-risk-and-coastal-change/..

2 SITE DESCRIPTION & PROPOSALS

2.1 Existing site

2.1.1 Site description

The site is located on land to the north of Moat Road on the western side of Headcorn in the county of Kent. The site can be located at National Grid Reference 582916E, 144563N and postcode TN27 9NT. A site location plan is included as **Figure 2.1**.

The site covers an area of approximately 7.3ha and currently comprises greenfield land that is split into two fields. Former farm buildings occupy an area in the southeastern part of the site.

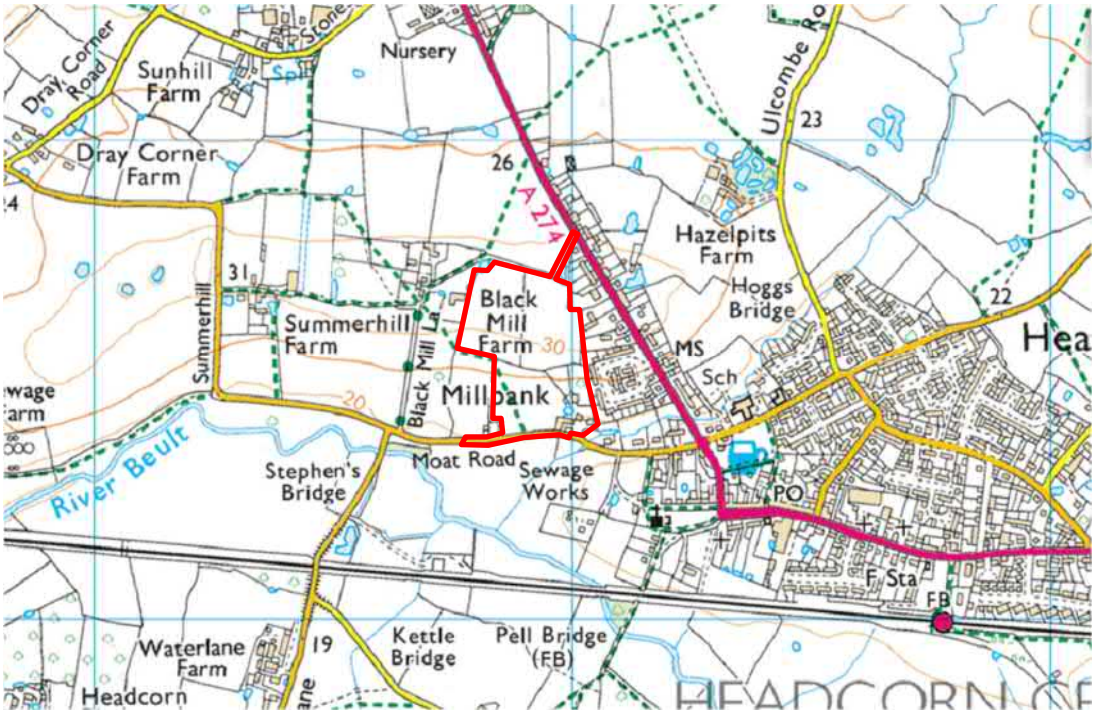


Figure 2.1: Site location plan

2.1.2 Topography

A site-specific topographic survey has been carried out by Greenhatch Group. The survey shows the existing site levels vary from 17.9 metres above ordnance datum (mAOD) in the southeast corner to 33mAOD in the northeast corner. The land generally falls away towards the south, with a small area in the northwest corner falling away to the north. Levels along the main site frontage of Moat Road fall away towards the east and the secondary northern access road falls away to the north to meet Mill Bank (A274) at approximately 29.4mAOD.

The topographic survey is included in **Appendix B**.

2.1.3 Existing drainage

2.1.3.1 Public

Southern Water sewer plans have been obtained for the site and are included in **Appendix C**. These plans indicate the following network of sewers in the vicinity of the site:

- There are no public sewers shown within the site itself;
- A 225mm diameter foul water sewer is located within Mill Bank to the east, flowing towards the southeast. An additional 150mm diameter foul water sewer is located within Bankfields to the east and a 375mm diameter foul water sewer is located within Moat Road to the southeast;
- The plan provided also appears to show a rising main, vacuum or syphon beyond Moat Road to the south, although no further information is provided; and
- There are no public surface water or combined sewers shown within the vicinity of the site.

2.1.3.2 Private

Surface water runoff is currently thought to flow overland, naturally discharging into the Main River Hogg's Stream to the southeast of the site.

The former agricultural buildings in the southeast corner of the site have a positively drained surface water outfall, which was identified during the site walkover. The network between the site and Hogg's Stream is summarised below and illustrated in **Figure 2.2** and described as follows:-

- A 150mm diameter outfall pipe discharges from farm buildings into the ditch running parallel with the northern side of Moat Road;
- A 340mm diameter pipe running beneath Moat Road between two small concrete headwalls conveys flow into the open ditch on the southern side of Moat Road; and
- The open ditch then runs to the east parallel with Moat Road and is culverted for approximately 4m beneath a field entrance (in a 300mm diameter culvert), before entering a 300mm diameter culvert that runs for approximately 17m before discharging into Hogg's Stream downstream of the culvert passing underneath Moat Road.

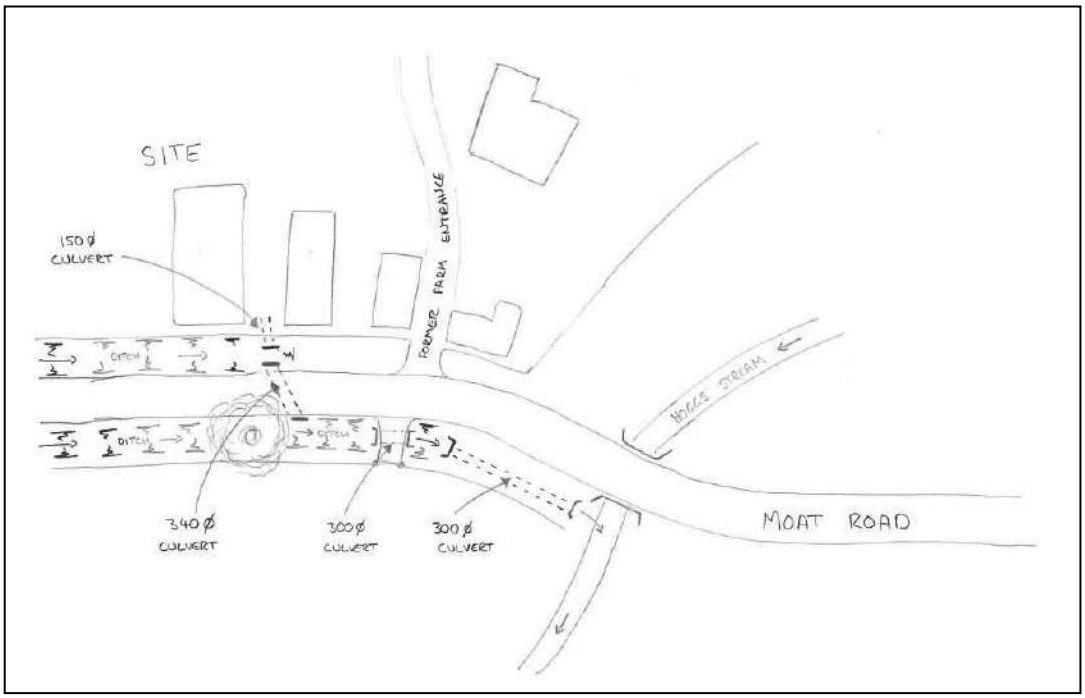


Figure 2.2: Offsite Drainage Arrangement

2.2 Development proposals

The development proposals are for 'Outline planning permission (with all matters reserved other than access) for the development of up to 120 dwellings (Use Class C3) including demolition of existing buildings, means of access into the site from Moat Road (not internal roads), associated highway works, emergency access to Millbank, realignment of the existing public right of way and associated infrastructure.'

The relevant proposed site plans are included as **Appendix D**.

3 ENVIRONMENTAL SETTING

3.1 Hydrology

Reference to Ordnance Survey (OS) mapping and the EA's web-based mapping indicates that the nearest EA Main River is Hogg's Stream (a tributary of the River Beult), which is located approximately 10-12m beyond the southeast corner of the site. The main upstream catchment of Hogg's Stream lies to the northeast of the site, with the watercourse flowing towards the southwest and its downstream confluence with the River Beult approximately 200m south of the site.

A small pond is located in the southeast corner of the site, adjacent to the existing former agricultural buildings, with additional pond features just beyond the northwest and northeast corners of the site. No other formal watercourse features were identified within the vicinity of the site.

3.2 Geology

Based on published geological records for the area (British Geological Survey online mapping), the site exhibits the following geology:

- Superficial Geology: None across the majority of the site, with a very small area of Alluvium - Clay, silt, sand and peat in the southeast corner; and
- Bedrock Geology: Weald Clay Formation (Mudstone in the south and Limestone in the north).

There are no BGS Boreholes located within the vicinity of the site. The nearest BGS borehole record from Water Lane 900m to the southwest (BGS ID TQ84SW4) has no water table depth referenced; however, given the proximity of the River Beult and Hoggs Stream, the local water table is likely to be higher in the south of the site.

A Phase I Desk Study Appraisal has been produced by GRM in October 2022 (report reference P9697/DS.1/DRAFT). The report details the existing geology and hydrogeology, groundwater levels, permeability and contamination. The key points related to flood risk and drainage are highlighted below:

- Anticipated geology is Alluvium (clay, silt, sand gravel) encroaching in the southeast corner, with no other superficial deposits, overlying the Weald Clay Formation (with limestone across the northern half and mudstone across the southern half of the site) as noted above, with Topsoil and some Made Ground likely to be present. No intrusive works have been undertaken to confirm at this stage;
- No detailed information regarding the depth to groundwater is available, however, the groundwater level is likely to be subject to seasonal variations. The report suggests the Weald Clay Formation (Limestone) is anticipated to comprise permeable layers capable of supporting water supplies at a local scale and forming an important source of base flow to rivers. The Weald Clay Formation (Mudstone) is predominantly cohesive with low permeability and has negligible significance for water supply or river base flow, and therefore is not considered to be a sensitive receptor;

- There is considered to be negligible risk posed to surface waters from site derived contamination (should any be present) and the risk of ground contamination is considered to be low to very low; and
- Given the anticipated geology across the site area, a soakaway (ground infiltration) drainage system is unlikely to be feasible.

At the time of writing, no site-specific intrusive ground investigations have been undertaken for the site to confirm the underlying geology, potential contamination, permeability or groundwater levels on site.

3.3 Hydrogeology

Hydrogeological information was obtained from the online Magic Maps service. These maps indicate that the site is partially underlain by a Secondary A Bedrock aquifer associated with the underlying Limestone in the north of the site, with the Mudstone in the south categorised as Unproductive. The Alluvial deposits in the very southeast corner are considered a Secondary (undifferentiated) Superficial aquifer.

The site is not located within a Groundwater Source Protection Zone.

The site's close proximity to a watercourse may also suggest that shallow groundwater may be present beneath the site.

4 SOURCES OF FLOOD RISK

4.1 Criteria

In accordance with the NPPF and advice from the EA, an assessment of the risk associated with various flooding sources is required along with consideration of the effects of climate change over the design life of the development (in this case assumed to be 100 years).

The EA's most recent climate change guidance[3], should be referenced in order to identify the appropriate peak river flow and rainfall intensity allowances for the scheme. The appropriate allowance for peak river flow is based on the site's location in the country, the lifetime of development, the relevant flood zone and the vulnerability of the proposed end use.

The flood risk elements that need to be considered for any site are defined in BS 8533 'Assessing and managing flood risk in development Code of practice'[4] as the "Forms of Flooding" and are listed as:

- Flooding from rivers (fluvial flood risk);
- Flooding from the sea (tidal flood risk);
- Flooding from the land;
- Flooding from groundwater;
- Flooding from sewers (sewer and drain exceedance, pumping station failure etc); and
- Flooding from reservoirs, canals and other artificial structures.

The following section reviews each of these in respect of the subject site.

4.2 Flooding from rivers (fluvial flood risk)

The EA Flood Zone mapping study for England is available on their website at: https://flood-map-for-planning.service.gov.uk.

The latest EA published flood zone map (**Figure 4.1**) shows that the the majority of the site appears to lie within Flood Zone 1 (land assessed as having a less than 1 in 1,000 annual probability of flooding from fluvial or tidal sources). Land in the far south/southeast of the site is located within Flood Zones 2 and 3 associated with Hogg's Stream / River Beult, together with parts of Moat Road to the south.

[3] Environment Agency, 'Guidance: Flood Risk Assessments: Climate Change Allowances'. https://www.gov.uk/guidance/flood-risk-assessments-climate-change-allowances, published February 2016, last updated May 2022.

[4] BSI, 'BS 8533-2017 Assessing and managing flood risk in development Code of practice', December 2017.

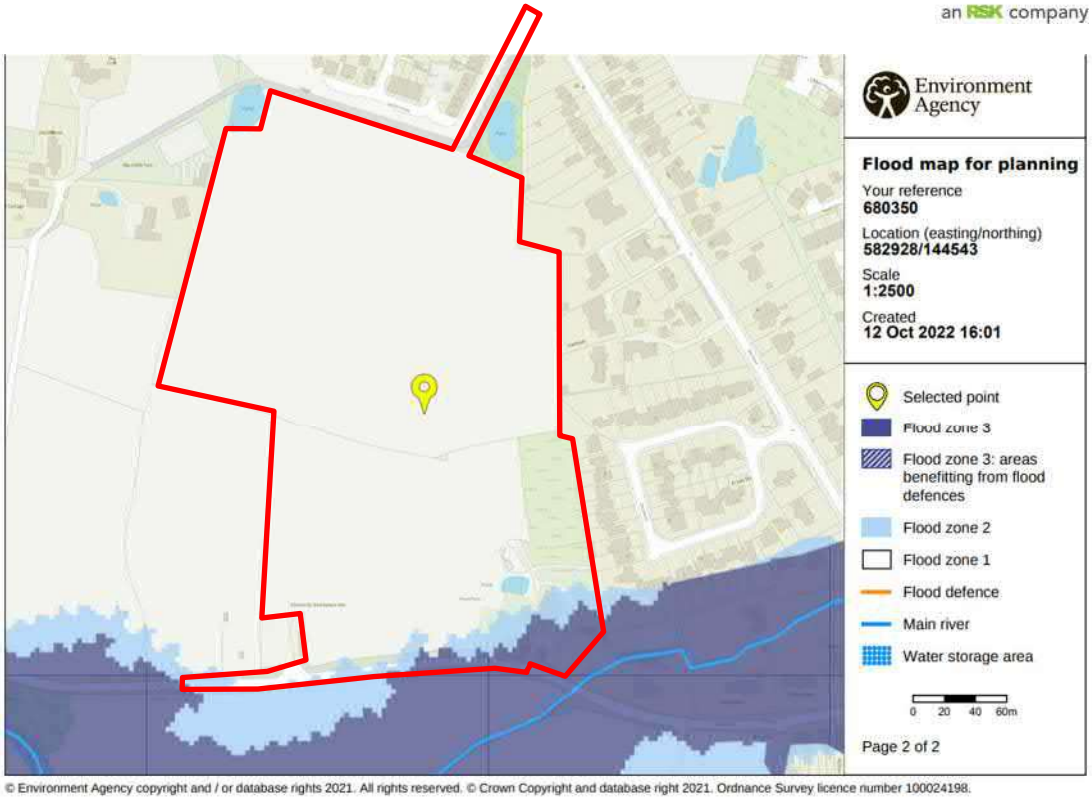


Figure 4.1: Environment Agency 'Flood map for planning' (1:2500 and 1:10000 scales)

The EA was formally consulted as part of this assessment, with request for flood related information (including flood levels) included in the consultation. Their full response to the flood data request can be found in **Appendix E**.

The EA have provided levels from their 2D flood model of the River Medway completed in 2015 by JBA. The maximum expected water levels from the 2D nodes are included in Table 4.1.

Table 4.1: EA Flood Levels

Modelled Node Id	National Grid Reference		Defended Scenario				
	Easting	Northing	5% AEP (1 in 20yr)	1% AEP (1 in 100yr)	1% AEP (+35% cc)	1% AEP (+70% cc)	0.1% AEP (1 in 1000)
various	various	various	19.45	19.65	**19.94**	20.11	20.04

The EA have confirmed there are no formal flood defences owned or maintained by the EA in the area of the site. The majority of the site is not within any historical flood outlines, although in the very southeast corner, adjacent to the existing agricultural buildings, land was shown to flood during the November 1960 and December 2013 flood events.

The Phase I Desk Study Appraisal also contains the Groundsure dataset which indicates four fluvial historical flood record events from 1960, 2000 and 2013, where the Main River channel capacity was exceeded.

Appendix F shows the delineation of the floodplain in the southern site area, and overlays the pertinent climate change flood outlines on the existing and proposed site plans. The following maximum modelled flood levels are shown on the plan:

- 1 in 100-year flood event (Flood Zone 3): 19.65mAOD;
- 1 in 100-year flood event plus 35% allowance for climate change: 19.94mAOD; and
- 1 in 1000-year flood event (Flood Zone 2): 20.04mAOD.

Due to the comparison of site-specific topographic ground levels, this is considered a more accurate representation of flood risk on site. The plotted outline illustrates that the true extent of the extreme 1 in 100 year plus 35% climate change flood event encroaches along the Moat Road access and slightly onto the south-eastern corner of the site. Critically, the flood plain is contained within the proposed public open space and not within the proposed developable area.

The topographic survey shows that levels on Moat Road across the site frontage range from 19.03mAOD at the south-eastern site corner adjacent to the existing agricultural access to approximately 20mAOD at the proposed site access, up to 20.25mAOD adjacent to the southwestern site corner. A low point is located to the east of the watercourse bridge at 18.85mAOD.

Therefore, flood depths in the 1 in 100 year plus 35% climate change event (19.94mAOD) would be expected to be around 1.09m at its deepest in the vicinity of the watercourse crossing, and around 0.91m at the existing agricultural access point in the south-eastern

corner of the site. The proposed site access is shown to be above the 1 in 100 year plus 35% climate change level, although the extreme 1 in 1000 year level would encroach to shallow depths (less than 0.1m).

The site itself does not lie within the jurisdiction of any Internal Drainage Boards (IDBs), however, the courses of both Hogg's Stream and the River Beult fall under the jurisdiction of the Upper Medway IDB. The Medway IDB were consulted for any relevant flood risk and drainage information (response contained within **Appendix G**). No specific data/modelling was provided although the IDB confirmed the site would discharge straight into the district and so as a result, the development would be subject to the Boards sustainable development policy and byelaws. Further comments on drainage are discussed in Section 7.

According to the Maidstone Strategic Flood Risk Assessment (SFRA)[5], the River Medway catchment (which includes the site) has been subject to multiple historic flood events in 1927, 1960, 1968, 2000, 2013 and 2019/2020. The SFRA appears to confirm the site's predominant Flood Zone 1 classification, although the scale of mapping is too coarse for site identification.

The Maidstone Surface Water Management Plan (SWMP)[6] indicates historical records of fluvial flooding along Moat Road to the southwest of the site.

There is a possibility that flooding may result due to culverts being blocked by debris or structural failure. This can cause water to backup and result in localised flooding, as well as placing areas with lower ground levels at risk.

Various highway gullies were observed on Moat Road which discharge via a culvert to Hogg's Stream to the southeast of the site. There may also be culverts associated with the positive drainage network for the existing agricultural buildings in the southeast of the site.

4.2.1 Climate Change

Fluvial flooding is likely to increase as a result of climate change. A greater intensity and frequency of precipitation is likely to raise river levels and increase the likelihood of a river overtopping its banks.

Climate change guidance for river modelling was updated by the EA in May 2022. Based on the online guidance, the 'central' allowance should be used for sites with a 'more vulnerable' use in Flood Zones 2 and 3a. As this site lies mostly within Flood Zone 1, with the southeast corner in Flood Zones 2 and 3, this is considered the most applicable approach. For the 'Medway Management Catchment', the 'central' allowance for the 2080s timeframe is 27%. For reference, the 'higher central' allowance is 37%.

Therefore, as a worst-case but appropriate (and precautionary) scenario, the EA provided flood level for the 1 in 100 year plus 35% climate change allowance of **19.94mAOD** is

[5] JBA Consulting, 'Maidstone Borough Council Level 1 SFRA update and Level 2 SFRA Final Report', August 2020.

[6] JBA Consulting, 'Maidstone Stage 1 Surface Water Management Plan, Final Report, October 2013.

considered the most appropriate available climate change flood level to use for this assessment.

The overall risk of fluvial flooding is considered to be **low**.

4.3 Flooding from the sea (tidal flood risk)

The site is not considered to be at risk from tidal flooding due to its inland location and distance from any tidally influenced watercourses.

4.4 Flooding from the land (surface water flood risk)

If intense rain is unable to soak into the ground or be carried through manmade drainage systems, for a variety of reasons, it can run off over the surface causing localised floods before reaching a river or other watercourse.

Generally, where there is impermeable surfacing or where the ground infiltration capacity is exceeded, surface water runoff can occur. Excess surface water flows from the site are believed to drain naturally to the local water features, most likely by overland flow.

The EA's surface water flood map (**Figure 4.2**) shows that the site is mostly considered at 'very low' risk of flooding from surface water sources. There are some very minor 'low' risk flow paths created along the hedgerows running down the boundaries of the site's southern half. Moat Farm in the southeast corner has an existing pond/low point creating a medium risk zone in its centre. The two existing ponds that are located beyond the northeast and northwest site boundary, are classified as 'high' risk surface water areas, although this is likely because of the localised topographic depressions caused by the ponds. A small area of 'medium' to 'high' risk lies in the south-eastern corner closest to the watercourse.

Figure 4.2: Environment Agency 'Flood risk from surface water' map (accessed Oct 2022)

The Phase I Desk Study Appraisal also contains the Groundsure dataset which contains the Ambiental Risk Analytics surface water (pluvial) FloodMap. The mapping indicates a small area in the very southeast corner is shown at risk of pluvial flooding with flood depths greater than 1m, even in extreme events, however, the extent of which is confirmed to the very southeast corner, away from any of the proposed development area.

The SFRA contains a map showing the Risk of Flooding from Surface Water (RoFSW) although the scale of mapping is too coarse for site identification.

The SWMP indicates that several repeated historical records of surface water are found to be located in a cluster surrounding Headcorn (as well as other places in the borough), mostly attributed to heavy rainfall overloading carriageways, drains and gullies or from blocked drains and gullies. However, mapping indicates none of which are located within the immediate site vicinity.

The topography on site shows the site falls away towards the south and therefore any surface water runoff will likely fall away in this direction. Runoff generated by the proposed development will need to be controlled to prevent surface water flooding elsewhere. This is discussed further in Section 7.

The surrounding topography indicates that the north of the site forms a local high point and watershed. Therefore the upstream rainfall catchment is considered to be negligible, and there would be limited runoff that could flow towards the site. In addition, land beyond

to the north is part of a newly constructed development which will have drainage managed on site and flow to the north, thereby not contributing to off-site runoff.

Surface water flooding is likely to increase as a result of climate change in a similar ratio to fluvial flooding. Increased intensity and frequency of precipitation is likely to lead to reduced infiltration and increased overland flow. The latest allowances for climate change have been included in the indicative drainage strategy below.

The overall risk of surface water flooding at the site is considered to be **very low**.

4.5 Flooding from groundwater

Groundwater flooding tends to occur after long periods of sustained high rainfall. Higher rainfall means more water will infiltrate into the ground and cause the water table to rise above normal levels. Groundwater tends to flow from areas where the ground level is high, to areas where the ground level is low. In low-lying areas the water table is usually at shallower depths anyway, but during very wet periods, with all the additional groundwater flowing towards these areas, the water table can rise up to the surface causing groundwater flooding.

The SFRA contains the JBA Groundwater Flood Map, which indicates the site is not considered at risk, although land beyond Moat Road to the south is classified with groundwater levels between 0.025m and 0.5m below the ground surface.

The SWMP contains mapping of historical groundwater flooding events, none of which are located within the site vicinity.

Available geological mapping indicates that the site is underlain by the Weald Clay Formation (Mudstone and Limestone). An alluvial tract is located close to the southern site boundary associated with the valley bottom and nearby watercourses.

There is no ground investigation data available for the site to confirm the geology and groundwater levels on the site. The Phase 1 report states that Ambiental Risk Analytics data indicates a negligible risk of groundwater flooding across the site.

The proposed development does not include any basement proposals. Therefore, aside from shallow foundations works, the proposals will have no material impact on the risk of groundwater flooding both to and from the development.

Climate change could increase the risk of groundwater flooding as a result of increased precipitation filtering into the groundwater body. If winter rainfall becomes more frequent and heavier, groundwater levels may increase. Higher winter recharge may however be balanced by lower recharge during the predicted hotter and drier summers. This is less likely to cause a significant change to flood risk than from other sources, since groundwater flow is not as confined. Any locally perched aquifers may be more affected, but these are likely to be isolated. The change in flood risk as a result of climate change is likely to be low.

The overall groundwater flood risk is considered to be **low**.

4.6 Flooding from sewers

Flooding from artificial drainage systems occurs when flow entering a system, such as an urban storm water drainage system, exceeds its conveyance capacity, the system becomes blocked or it cannot discharge due to a high water level in the receiving watercourse. When exceeded, the surcharged pipe work could lead to flooding from backed up manholes and gully connections.

Sewer details have been referenced from sewer record plans obtained from Southern Water. The plans indicate there are no public sewers located on site.

The SFRA indicates that there have been historical flood records of sewer flooding in areas surrounding Headcorn. The SFRA contains historical incidents of flooding as detailed by Southern Water in their DG5 register, which indicates that for the TN27 postcode area, there were nine reports between 2016 and 2020.

The SWMP states *"Southern Water recorded recent events in 2012, on Moat Road, Headcorn, where the curtilage of five properties was described as flooded, internal flooding was not reported. This is potentially where a combination of sources may exacerbate sewer flooding."*

Climate change is likely to result in an increase in flooding from sewers. Increased rainfall and more frequent flooding put existing sewer and drainage systems under additional pressure resulting in the potential for more frequent surcharging and potential flooding. This would increase the frequency of local sewer flooding but would not be significant in terms of the proposed development.

Due to the absence of any on-site sewers, the resultant sewer flood risk is considered to be **low.**

4.7 Flooding from reservoirs

Flood events can occur from a sudden release of large volumes of water from reservoirs.

The EA reservoir flood map (reproduced as **Figure 4.3**) shows the largest area that might be flooded if a reservoir were to fail and release the water it holds. Since this is a prediction of a worst-case scenario, it is unlikely that any actual flood would be this large.

The EA mapping was updated in 2021 to demonstrate the potential maximum extent of flooding for two scenarios - a "dry day scenario" in which river levels are "normal", and a "wet day scenario" where the flooding from the reservoir coincides with flooding from rivers.

The map shows that the site is mostly not considered at risk of flooding from reservoirs when river levels are normal, although the southeast corner area is considered to be at residual risk should the peak fluvial event and reservoir failure occur at the same time. However, the reality is a reservoir failure is more likely to occur sometime after the peak of the event.

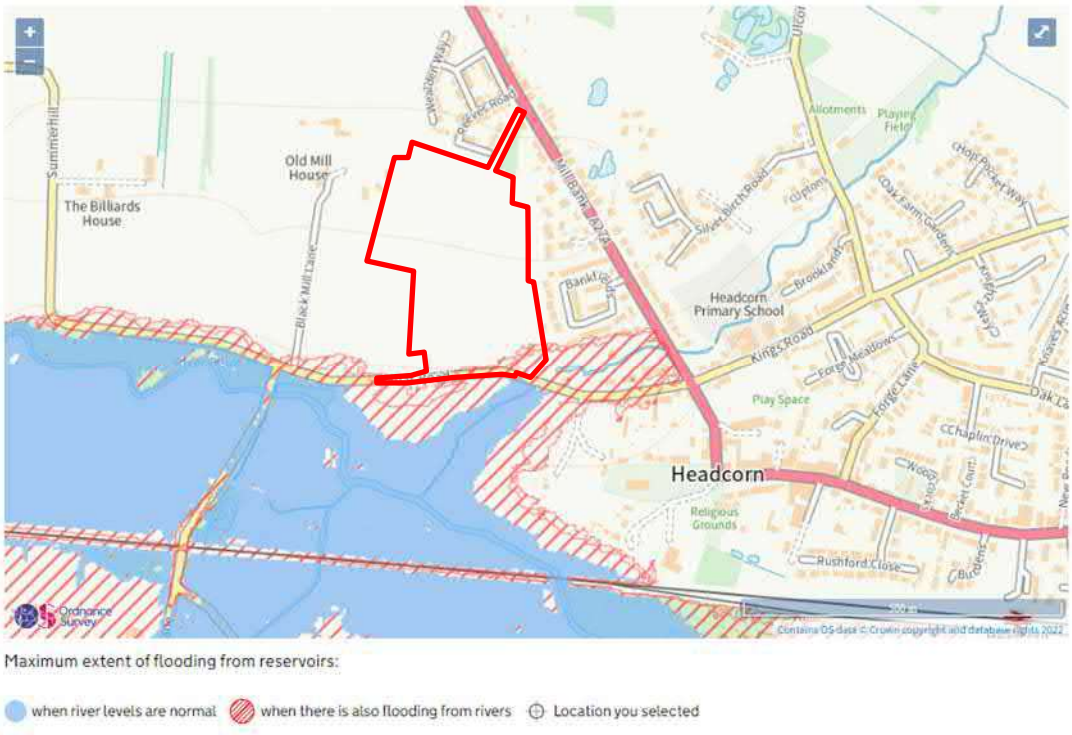


Figure 4.3: Environment Agency 'Flood risk from reservoirs' map (Accessed Oct 2022)

Reservoir flooding is extremely unlikely. There has been no loss of life in the UK from reservoir flooding since 1925. Since then reservoir safety legislation has been introduced to ensure reservoirs are maintained.

Reservoirs can be managed over time, controlling inflow/outflow of water and therefore there is the capacity to control the effects of climate change. Increased rainfall has the potential to increase base flow, but this should be minimal. It is unlikely that there will be a substantial change to the risk of flooding for this site as a result of climate change.

The resultant flood risk is considered to be **very low**.

4.8 Other sources of flooding

4.8.1 Canals

There are no Canal & River Trust owned canals within the vicinity of the site.

4.8.2 Other artificial features

No other artificial features with the potential to result in a flood risk to the site have been identified.

5 MITIGATION MEASURES AND RESIDUAL RISK

5.1 Overland flood flow

No significant overland flow routes have been identified across the site from any source of flooding. All surface water runoff up to the 1 in 100 year climate change storm generated on site will be stored on site and discharged to the nearby watercourse as detailed in Section 7. Surface flows may be generated on site due to drainage capacity exceedance, which can be conveyed into the SuDS features via surface flows along the new roads.

5.2 Watercourse Easements and Consenting

Under the Water Resources Act 1991 and associated byelaws, works in, over, under or adjacent to main rivers require the consent of the EA and works in, over, under or adjacent to ordinary watercourses will require IDB, Local Authority or LLFA consent. This is to ensure that they neither interfere with the IDB/EA/LPA/LLFA's work nor adversely affect the local environment, fisheries, wildlife and flood defence.

Standard EA advice indicates permission will required for any activity within 8m of the bank of a main river. Hogg's Stream is located more than 8m from the site, and therefore there will not likely be a requirement for associated easements extending onto the site.

5.3 Finished floor levels

Although the majority of the site lies within Flood Zone 1, the presence of the floodplain within close proximity indicates consideration should be given to finished floor levels.

As noted within the SFRA, finished floor levels should normally be set to whichever is higher of the following, where relevant:

- A minimum of 300-600mm above the fluvial 1% AEP + 35% climate change level.
- The fluvial 1% AEP + 70% climate change level.

Taking the worst-case scenario into account, finished floor levels should therefore be set 600mm above the 1 in 100 year plus 35% climate change level of 19.94mAOD, to a level of 20.54mAOD. As proposed development is shown within land currently above the 20.5m contour, this is considered easily achievable within the development design.

Low lying areas that could lead to ponding of surface flows should also be avoided by careful design of finished levels.

5.4 Flood compensation

The proposed development for the site does not include any buildings or land level raising within the 1 in 100 year plus 35% climate change floodplain, and therefore floodplain

compensatory measures are not considered necessary. With the removal of several derelict former farm buildings in the southeast of the site located in the floodplain, the proposals will have a positive effect on floodplain storage.

5.5 Safe access/egress

As indicated in Section 4.2, during the 1 in 100 year plus 35% flood event, flood depths along Moat Road could reach up to 0.91m at the lowest point across the site frontage. According to guidance within FD2320[7], even assuming a negligible velocity, flood depths in excess of 250mm – 300mm are difficult to demonstrate as being safe to pass through, with depths up to 1m representing "danger to most".

Whilst **Appendix F** appears to show land to the west also lies outside this fluvial flood extent, **Figure 4.1** shows that the floodplain is likely to extend across Moat Road further offsite towards the west.

It is therefore considered that during the 1 in 100 year plus 35% flood event, it will be difficult to demonstrate safe access along Moat Road (either to the east or west), and therefore, a secondary access to the site that people can use has been incorporated into the development design.

The development layout includes a secondary access available onto the existing access track that serves the properties to the northwest of the site. This route runs along the entire northern site boundary and links directly onto the A274 'Mill Bank' road to the northeast. This option would provide safe dry pedestrian and vehicular access into Flood Zone 1 and provide a viable access/egress from the site in event of an emergency, in the event that the Moat Road access is inaccessible due to floodwater.

In addition, the existing public rights of way linking into the fields to the west and northwest will be maintained, which will provide safe pedestrian only access into Flood Zone 1 and provide a viable pedestrian access/egress from the site in event of an emergency.

Given the availability of a viable secondary vehicular and pedestrian access/egress route, there should be no requirement for reliance upon any Flood Management and Evacuation Plan, however, future residents should be fully briefed on the extent of the floodplain to the south and potential flood depths on Moat Road between the site and Headcorn village centre.

5.6 Existing drainage infrastructure/culverts

As part of the proposed works, existing culverts will need to be retained and should be adequately cleared and maintained, to demonstrate adequate capacity is available and prevent blockages.

[7] Defra/Environment Agency "Flood Risk Assessment Guidance for New Development" Phase 2 Framework and Guidance for Assessing and Managing Flood Risk for New Development. R&D Technical Report FD2320/TR2, October 2005.

6 PLANNING CONTEXT

6.1 Land use vulnerability

Table 2 of the PPG indicates the compatibility of various land uses in each flood zone, dependent on their vulnerability to flooding. Table 6.1 below is reproduced from Table 2 of PPG.

Table 6.1: Flood risk vulnerability and flood zone 'compatibility'

Flood Risk Vulnerability Classification		Essential Infrastructure	Water Compatible	Highly Vulnerable	More Vulnerable	Less Vulnerable
Flood Zone	Zone 1	Appropriate	Appropriate	Appropriate	Appropriate	Appropriate
	Zone 2	Appropriate	Appropriate	Exception Test Required	Appropriate	Appropriate
	Zone 3a	Exception Test Required	Appropriate	Should not be permitted	Exception Test Required	Appropriate
	Zone 3b functional floodplain	Exception Test Required	Appropriate	Should not be permitted	Should not be permitted	Should not be permitted

With reference to Annex 3 of the NPPF, the proposed development, based on its residential use, is classed as 'more vulnerable'. This classification of development is appropriate for areas within Flood Zones 1 and 2, although the Exception Test is required for Flood Zone 3a.

6.2 Sequential Test

The Sequential Test aims to direct new development to areas with the lowest probability of flooding.

The site's south-eastern corner lies within Flood Zone 3, however, there is sufficient space for all proposed building to take place on higher ground outside the zones in question. Since development can be internally classified within Flood Zone 1, with no other significant flooding issues from other sources, the development is classified as 'appropriate' and therefore the application of either the Sequential Test or the Exception Test is not required.

6.3 Exception Test

Although the proposed development is located within Flood Zone 1, Flood Zone 2 and 3 encroach on the southern portion of the site. It would therefore be prudent to demonstrate the Exception Test requirements could be met. The stipulations of the Exception Test (reproduced from Paragraph 164 within NPPF) are:

- Development that has to be in a flood risk area will provide wider sustainability benefits to the community that outweigh flood risk. In response to this requirement, it is noted:
    - The development will provide additional housing to the area in keeping with the local housing policies;
    - The development will provide controls on surface water drainage, thereby reducing the risk of flooding to the surrounding area; and
    - Community open space is to be provided on site, providing amenity to the local residents.
- The development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall. In response to this requirement, it is noted:
    - All proposed built development will be located within Flood Zone 1, at distance from the fluvial floodplain;
    - Minimum finished floor levels will be set a minimum of 600mm above the fluvial 1 in 100 year plus 35% climate change flood event (see Section 5.3 for details); and
    - A secondary safe access route will be provided to the north of the site, to provide appropriate safe access/egress routes in the event that the Moat Road access is inaccessible due to floodwater (see Section 5.5 for details).

7 SURFACE WATER DRAINAGE ASSESSMENT

7.1 Scope

This section discusses the potential quantitative effects of the development on both the risk of surface water flooding on-site and elsewhere within the catchment, as well as the type of potential SuDS features that could be incorporated as part of the masterplan.

The NPPF states that SuDS should be considered wherever practical. The use of SuDS is also encouraged by regional and local policy.

KCC's Drainage and Planning Policy[8] sets out the requirements for sustainable drainage and how drainage strategies and surface water management provisions will be reviewed for SuDS schemes specific to Kent. The design set out below takes this into consideration.

In accordance with the Defra Non-Statutory Technical Standards[9], the surface water drainage strategy should seek to implement a SuDS hierarchy that aspires to achieve reductions in surface water runoff rates to greenfield rates. For greenfield developments, the peak runoff rate from the development to any highway drain, sewer or surface water body for the 1 in 1 year rainfall event and the 1 in 100 year rainfall event should never exceed the peak greenfield runoff rate for the same event.

In addition, Building Regulations Part H[10] requires that the first choice of surface water disposal should be to discharge to an adequate soakaway or infiltration system, where practicable. If this is not reasonably practicable then discharge should be to a watercourse, the least favourable option being to a sewer (surface water before combined). Infiltration techniques should therefore be applied wherever they are appropriate.

7.2 Pre-development situation

The existing site area is approximately 7.4ha and almost entirely permeable. A small area of approximately 400m^2 can be considered impermeable where the existing agricultural buildings are located in the southeast corner of the site.

For the purpose of the surface water drainage calculations, only the developable area that will be formally drained (4.57ha) has been considered and the site has been split into two sub catchments:

[8] Kent County Council, 'Drainage and Planning Policy', December 2019.

[9] DEFRA, 'Sustainable Drainage Systems - Non-statutory technical standards for sustainable drainage systems', March 2015.

[10] HM Government (2010 with 2013 amendments), 'The Building Regulations 2010: Approved Document H - Drainage and Waste Disposal (2002 Edition incorporating 2010 amendments)'.

- Catchment A (2.29ha) taking flows from the northern part of the site, draining south through Catchment B towards the site outfall on the southern boundary; and
- Catchment B (2.28ha) taking flows from the southern part of the site, draining east towards the site outfall on the southern boundary.

Areas of public open space along the west and south of the site are not considered part of the developable area and will continue to drain as per the current scenario.

The pro-rata IoH 124[11] method has been used to estimate the Greenfield surface water runoff for two catchments of the site, using the HR Wallingford Greenfield runoff rate estimation tool. Calculations are contained in **Appendix H** and summarised in Table 7.1.

In addition, in response to consultations with the Medway IDB (**Appendix G**), the IDB indicated they would expect to see an improvement over the existing greenfield runoff rate (approximately 7l/s/ha for the 1:100 event), ideally to 3 or 4l/s/ha. Therefore, the applicable rates have also been provided in Table 7.1 for comparison.

Table 7.1: IOH 124 surface water runoff (greenfield)

Return period	Peak flow (l/s)		
	Catchment A (2.29ha – 1.37ha impermeable area)	Catchment B (2.28ha – 1.37ha impermeable area)	TOTAL (4.57ha – 2.74ha impermeable area)
QBar	6.1	6.1	12.3
1 in 1 year	5.2	5.2	10.5
1 in 30 year	14.2	14.2	28.4
1 in 100 year	19.7	19.7	39.3
IDB greenfield 7l/s/ha	9.6	9.6	19.2
IDB requirement to attenuate to 3l/s/ha	4.1	4.1	8.2

Note: These calculations have been based on an assumed 60% impermeable area for the proposed development scenario, to provide adequate restriction of offsite flows for impermeable areas only.

Whilst part of the site is considered to be previously developed (agricultural buildings), the Modified Rational Method has not been considered here as it forms only a small proportion of the site. The greenfield calculations and IDB requirements above therefore provide a worst-case scenario.

[11] Institute of Hydrology (IoH), 'Flood Estimation for small catchments - Report 124', 1994.

7.3 Post-development situation

The proposed development is for a residential end use. This will result in an increase in impermeable area and surface water runoff across the site. It will therefore be necessary to manage surface water on-site through conveyance towards the proposed point of discharge, whilst providing sufficient attenuation for all events up to the 1 in 100 year event inclusive of 45% climate change (based on latest climate change guidance).

Note: Latest EA guidance on peak rainfall intensity was updated in May 2022. This indicates that for the Medway Management Catchment, the 2070s epoch has an upper end allowance of 40%, however, the 2050s epoch has an allowance of 45%. Therefore, 45% has been used in this assessment as a worst-case scenario.

7.3.1 Point of discharge

Discharge options from the site have been considered in line with the SuDS hierarchy, as follows.

Infiltration

Infiltration should be considered as the primary option to discharge surface water from the site. The effectiveness of infiltration is completely dependent on the physical conditions at the site. Potential obstacles include:

- Local variations in permeability preventing infiltration - It is understood from the local geology that the site is situated on an area of Weald Clay, which is not considered suitable for the use of soakaways due to its low permeability. The Phase 1 report states *"Given the anticipated geology across the site area, a soakaway (ground infiltration) drainage system is unlikely to be feasible";*
- Shallow groundwater table - For infiltration drainage devices, Building Regulation approved document H states that these *"should not be built in ground where the water table reaches the bottom of the device at any time of the year"*. The Phase 1 report indicates that the Weald Clay Formation (Limestone) is anticipated to comprise permeable layers capable of supporting water supplies at a local scale and the Weald Clay Formation (Mudstone) is predominantly cohesive with low permeability; and
- Source Protection Zones - The study area is not located within a Groundwater Source Protection Zone.

From the information available, infiltration is not considered a viable option as part of the drainage strategy.

Discharge to watercourse

Discharging surface water directly to a local watercourse is considered feasible as the agricultural buildings in the southeast of the site currently discharge surface water to the adjacent ditch, which then links into the Hogg's Stream to the east of the site (as shown in **Figure 2.2**). The site drains naturally in this way, and therefore utilising/enhancing the existing gravity connection will act to mimic the current scenario.

Normally, there would be a requirement to discharge to the QBar Greenfield runoff rate However, as indicated by the IDB, the IDB expect discharge from the site to be limited to

approximately 3l/s/ha for all events up to the 1 in 100 plus climate change event. It is therefore proposed to discharge to the 3l/s/ha rate of **4.1l/s** for Catchment A and **4.1l/s** for Catchment B, for all events up to the 1 in 100 year plus climate change, providing significant betterment over the existing greenfield scenario.

Discharge to surface water sewer

There will be no surface water connection into the public sewer as preferable methods are available, and there are no public surface water sewers within the vicinity of the site.

7.3.2 Network modelling

To determine whether the proposed SuDS provide sufficient attenuation storage, the WinDes ' 4-Stage Design Guide' tool has been used. The WinDes '4-Stage Design Guide' tool allows for an indicative network to be modelled based upon attenuation feature dimensions, rainfall values and permitted discharge rates, in line with CIRIA guidance. These volumes can be later revised at detail design stage by the introduction of specific flow control methods.

Calculations have been run using the 3l/s/ha runoff rate as a discharge rate in accordance with IDB requirements, restricting offsite flows to 8.2l/s. The proposed impermeable area has been based on an assumed 60% of the developable area. No allowance is included in the calculations for infiltration as a worse-case scenario.

Calculations show this system can attenuate surface water runoff without flooding during a 1 in 100 year event inclusive of 45% climate change. Further details on the storage structure and sizing, with attenuation calculations can be found in **Appendix I**.

7.3.3 Proposed drainage strategy

The proposed SuDS for the site include a combination of permeable paving, swales and attenuation basins which have been located depending on the positions of proposed buildings and general site topography. The proposed SuDS features are designed to provide the required storage volume to retain the 1 in 100 plus 45% climate change event. The SuDS measures are outlined in the Indicative Surface Water Strategy as attached in **Appendix J**.

In principle, the indicative drainage strategy contains the following features:

- **Permeable paving** has been shown indicatively within areas of communal/private parking. Whilst not included formally within the drainage model, this feature would be incorporated to provide additional surface water attenuation and water quality benefits. Main adopted roads will not be constructed using permeable paving due to ownership and future maintenance issues, where responsibility will most likely lie with the highway authority;
- **Swales** has been shown indicatively alongside roads to convey runoff through the drainage network to the various attenuation features (again, as with permeable paving, attenuation volumes not included within the drainage model calculations at this indicative design stage). Check dams would likely be required at detailed design due to site gradients; and
- Three **detention basins** have been strategically located within the areas of open space in the southwest corner of each catchment. The topography in these areas is

suitable for SuDS features, being the lowest part of each catchment, although consideration has been given to the existing gradients with approximate land take and effective volume storage area shown. Tree Root Protection Areas (RPAs) have been taken into account and basins are also shown outside the fluvial 1 in 100 year plus 35% climate change floodplain. To accommodate the required volumes, the features have been designed at 1 - 1.5m deep and have side slopes of 1:3 to generally comply with safety and maintenance guidelines as highlighted in the SuDS Manual[12]. An approximate freeboard of 200-300mm is also provided at each basin, which can be increased at the detailed design phase once pipe volumes and a detailed network model is provided.

The dimensions, volumes and location of the SuDS features will need to be revised as the masterplan develops and during the detailed planning stage. Detailed design of individual features is not part of the scope of this report. Preliminary design criteria have been based upon guidance given in the CIRIA publication 'The SUDS Manual'[12].

Temporary drainage should be established for the construction phase of development to prevent silt mobilisation, potentially impacting on flow regimes and silt pollution downstream. The construction of SuDS should be considered in the early stages of site design.

7.3.4 Adoption and maintenance

Maintenance of SuDS features should be undertaken in line with maintenance schedules outlined in the SuDS Manual and, if adopted, any Southern Water maintenance guidance. An example of typical maintenance regime for the indicative suggested SuDS features can be found in **Appendix K**. Similar regimes would be applicable for all other SuDS features on site. Full maintenance schedules should be confirmed at the detailed design stage in consultation with appropriate product suppliers.

7.4 Water quality

The SUDS Manual contains guidance on how to assess water quality, stating *"Determining the hazard posed by the land use activities at a site and the extent to which underlying soil layers and/or proposed treatment components reduce the associated risk can be done using a variety of methods that vary in complexity and data requirements."*

The assessment methodology required is determined by reference to Table 4.3 of the SuDS Manual. Based on this, the quality impacts of the proposed development can be summarised with the following pollution hazard levels and management requirements for discharge to the receiving surface water (there will be no formal infiltration on site, therefore receiving groundwater is not considered here):

- Residential roofs – **Very Low** Pollution Hazard – Simple Index Approach; and
- Individual property driveways, roofs, residential car parks, low traffic roads, non-residential car parking with infrequent change (schools, offices) – **Low** Pollution Hazard – Simple Index Approach.

[12] CIRIA, 'The SUDS Manual – C753', 2015.

It is therefore considered appropriate to use the Simple Index Approach (SIA) for the purpose of this assessment. The Simple Index Approach (SIA) to assessing water quality management requirements has been developed by CIRIA to support the implementation of the water quality management design methods set out in the SuDS Manual, with appropriate cross referencing to the relevant 'Design Conditions'. The CIRIA Susdrain website contains a spreadsheet based procedure that can be used for all the UK.

Simple Index Approach

Table 26.1 of the SUDS Manual indicates that for the Simple Index Approach:

- Simple pollution hazard indices should be based on land use (e.g. Table 26.2); and
- Risk reduction for Surface Water should be done using Simple SuDS hazard mitigation indices (e.g. Table 26.3).

Extracts of Tables 26.2 and 26.3 are replicated below, highlighting the relevant features applicable to this site:

Table 7.2: Extract of SuDS Manual Table 26.2: Pollution hazard indices for different land use classifications

Land Use	Pollution Hazard Level	Total Suspended Solids (TSS)	Metals	Hydro-carbons
Residential roofs	Very Low	0.2	0.2	0.05
Other roofs (typically commercial/industrial roofs)	Low	0.3	0.2 (up to 0.8 where there is potential for metals to leach from the roof)	0.05
Individual property driveways, residential car parks, low traffic roads (eg cul de sacs, homezones and general access roads) and non-residential car parking with infrequent change (eg schools, offices) ie <300 traffic movements/day	Low	0.5	0.4	0.4
Commercial yard and delivery areas, non-residential car parking with frequent change (eg hospitals, retail), all roads except low traffic roads and trunk roads/motorways	Medium	0.7	0.6	0.7

Land Use	Pollution Hazard Level	Total Suspended Solids (TSS)	Metals	Hydro-carbons
Sites with heavy pollution (eg haulage yards, lorry parks, highly frequented lorry approaches to industrial estates, waste sites), sites where chemicals and fuels (other than domestic fuel oil) are to be delivered, handled, stored, used or manufactured; industrial sites; trunk roads and motorways	High	0.8	0.8	0.9

Table 7.3: Extract of Table 26.3: Indicative SuDS mitigation indices for discharges to surface waters

	Mitigation Indices		
	TSS	Metals	Hydro-carbons
Filter strip	0.4	0.4	0.5
Filter drain	0.4	0.4	0.4
Swale	0.5	0.6	0.6
Bioretention system	0.8	0.8	0.8
Permeable pavement	0.7	0.6	0.7
Detention basin	0.5	0.5	0.6
Pond	0.7	0.7	0.5
Wetland	0.8	0.8	0.8
Proprietary treatment systems	These must demonstrate that they can address each of the contaminant types to acceptable levels for frequent events up to approximately the 1 in 1 year return period event, for inflow concentrations relevant to the contributing drainage area.		

The SuDS Manual States:

Total SuDS mitigation index ≥ pollution hazard index

(for each contaminant type) (for each contaminant type)

Taking each land type use in turn:

- Residential roofs – permeable paving alone (mitigation 0.6-0.7) is sufficient to mitigate for any of the potential pollutants (indices 0.05-0.2); and
- Individual property driveways, residential car parks, low traffic roads, non-residential car parking with infrequent change (schools, offices) – a detention basin alone

(mitigation 0.5-0.6) is sufficient to mitigate for any of the potential pollutants (indices 0.4-0.5).

In addition to these standalone features, the use of proprietary treatment systems (where applicable) will provide an additional level of treatment. All surface water runoff will pass through a treatment train of at least two features and therefore the water quality requirements are considered to be met.

In summary, the use of a combination of SuDS as outlined above should demonstrate that in line with current guidelines, runoff is limited from the site following redevelopment. The incorporation of a treatment train using permeable paving, swales and detention basins will also demonstrate significant water quality benefits.

8 CONCLUSIONS AND RECOMMENDATIONS

This FRA complies with the NPPF and Planning Practice Guidance and demonstrates that flood risk from all sources has been considered in the proposed development. It is also consistent with the Local Planning Authority requirements with regard to flood risk.

The proposed development site lies in an area designated by the EA as Flood Zone 1, and is outlined to have a chance of flooding of less than 1 in 1,000 (<0.1%) in any year. Flood Zones 2 and 3 encroach slightly on the southern portion of the site, but remain well outside the proposed development area.

The proposed development is classified as 'more vulnerable' and therefore considered appropriate within Flood Zone 1 without application of the Exception Test. Notwithstanding this, evidence has been provided to demonstrate that the requirements of the Exception Test can be met, given the minor encroachment of the floodplain in the south of the site within the public open space.

This FRA has considered multiple sources of flooding and concluded the following:

Table 8.1: Flood risk summary

Source	Level of risk	Mitigation
Fluvial	Low Majority of the site lies within Flood Zone 1, with a small part of the public open space within Floods 2 and 3.	All proposed built development will be located within Flood Zone 1, outside the fluvial floodplain. Minimum finished floor levels will be set a minimum of 600mm above the fluvial 1 in 100 year plus 35% climate change flood event. A secondary safe access route will be provided to the north of the site, to provide appropriate safe access/egress routes in the event that the Moat Road access is inaccessible due to floodwater.
Tidal	Very Low	None required due to distance to tidally influenced watercourses
Surface water	Very Low	The development will incorporate a surface water drainage strategy to accommodate surface water generated on site. Surface water will be attenuated on site and discharged directly to the nearby watercourse. SuDS will be utilised to control surface water flows, designed to store the volume of water associated with a 1 in 100 year

Source	Level of risk	Mitigation
		rainfall event (including an allowance for climate change), providing a betterment over the existing scenario.
Groundwater	Low	None required
Sewers	Very Low	None required
Reservoir	Very Low	None required
Other sources	Very Low	None required

Overall, taking into account the above points, the development of the site should not be precluded on flood risk grounds.

APPENDIX A
RSK GROUP SERVICE CONSTRAINTS

1. This report and the drainage design carried out in connection with the report (together the "Services") were compiled and carried out by RSK LDE Ltd (RSK) for Catesby Strategic Land Ltd (the "client") in accordance with the terms of a contract between RSK and the "client" dated September 2022. The Services were performed by RSK with the skill and care ordinarily exercised by a reasonable civil engineer at the time the Services were performed. Further, and in particular, the Services were performed by RSK taking into account the limits of the scope of works required by the client, the time scale involved and the resources, including financial and manpower resources, agreed between RSK and the client.

2. Other than that expressly contained in paragraph 1 above, RSK provides no other representation or warranty whether express or implied, in relation to the Services.

3. Unless otherwise agreed in writing, the Services were performed by RSK exclusively for the purposes of the client. RSK is not aware of any interest of or reliance by any party other than the client in or on the Services. Unless expressly provided in writing, RSK does not authorise, consent or condone any party other than the client relying upon the Services. Should this report or any part of this report, or otherwise details of the Services or any part of the Services be made known to any such party, and such party relies thereon that party does so wholly at its own and sole risk and RSK disclaims any liability to such parties. Any such party would be well advised to seek independent advice from a competent environmental consultant and/or lawyer.

4. It is RSK's understanding that this report is to be used for the purpose described in the introduction to the report. That purpose was a significant factor in determining the scope and level of the Services. Should the purpose for which the report is used, or the proposed use of the site change, this report may no longer be valid and any further use of or reliance upon the report in those circumstances by the client without RSK's review and advice shall be at the client's sole and own risk. Should RSK be requested to review the report after the date of this report, RSK shall be entitled to additional payment at the then existing rates or such other terms as agreed between RSK and the client.

5. The passage of time may result in changes in site conditions, regulatory or other legal provisions, technology or economic conditions which could render the report inaccurate or unreliable. The information and conclusions contained in this report should not be relied upon in the future without the written advice of RSK. In the absence of such written advice of RSK, reliance on the report in the future shall be at the client's own and sole risk. Should RSK be requested to review the report in the future, RSK shall be entitled to additional payment at the then existing rate or such other terms as may be agreed between RSK and the client.

6. The observations and conclusions described in this report are based solely upon the Services, which were provided pursuant to the agreement between the client and RSK. RSK has not performed any observations, investigations, studies or testing not specifically set out or required by the contract between the client and RSK. RSK is not liable for the existence of any condition, the discovery of which would require performance of services not otherwise contained in the Services. For the avoidance of doubt, unless otherwise expressly referred to in the introduction to this report, RSK did not seek to evaluate the presence on or off the site of asbestos, electromagnetic fields, lead paint, heavy metals, radon gas or other radioactive or hazardous materials.

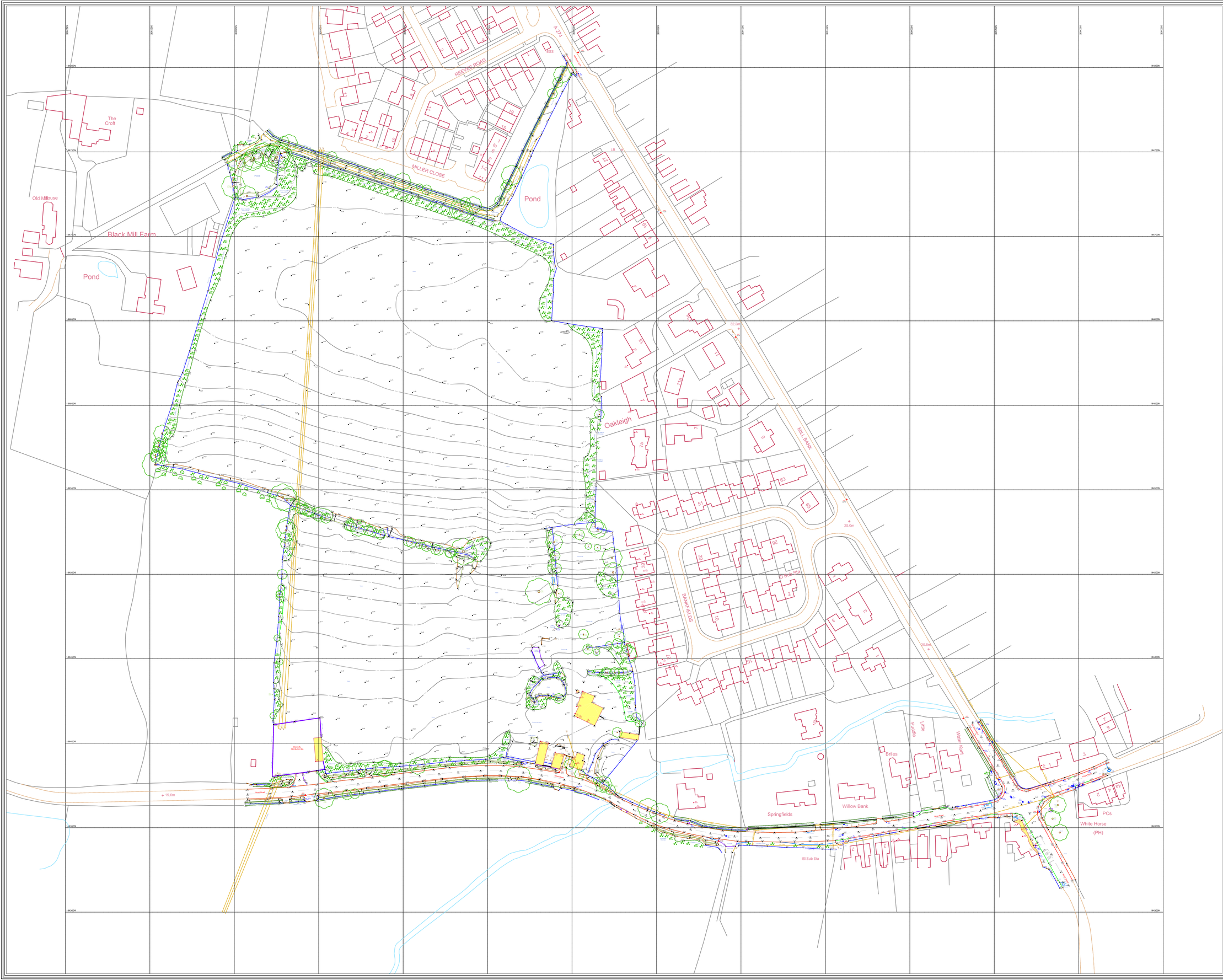
7. The Services are based upon RSK's observations of existing physical conditions at the site gained from a walk-over survey of the site together with RSK's interpretation of information including documentation, obtained from third parties and from the client on the history and usage of the site. The Services are also based on information and/or analysis provided by independent testing and information services or laboratories upon which RSK was reasonably entitled to rely. The Services clearly are limited by the accuracy of the information, including documentation, reviewed by RSK and the observations possible at the time of the walk-over survey. Further RSK was not authorised and did not attempt to independently verify the accuracy or completeness of information, documentation or materials received from the client or third parties, including laboratories and information services, during the performance of the Services. RSK is not liable for any inaccurate information or conclusions, the discovery of which inaccuracies required the doing of any act including the gathering of any information which was not reasonably available to RSK and including the doing of any independent investigation of the information provided to RSK save as otherwise provided in the terms of the contract between the client and RSK.

8. The phase II or intrusive environmental site investigation aspects of the Services is a limited sampling of the site at pre-determined borehole and soil vapour locations based on the operational configuration of the site. The conclusions given in this report are based on information gathered at the specific test locations and can only be extrapolated to an undefined limited area around those locations. The extent of the limited area depends on the soil and groundwater conditions, together with the position of any current structures and underground facilities and natural and other activities on site. In addition chemical analysis was carried out for a limited number of parameters [as stipulated in the contract between the client and RSK] [based on an understanding of the available operational and historical information,] and it should not be inferred that other chemical species are not present.

9. Any site drawing(s) provided in this report is (are) not meant to be an accurate base plan, but is (are) used to present the general relative locations of features on, and surrounding, the site. Features (boreholes, trial pits etc) annotated on site plans are

not drawn to scale but are centred over the appropriate location. Such features should not be used for setting out and should be considered indicative only.

APPENDIX B
TOPOGRAPHIC SURVEY



N

Station Information:

Station	Easting (m)	Northing (m)	Level (m)
GH1	582842.157	144369.296	20.068
GH2	582992.345	144382.811	19.269
GH3	583086.744	144342.182	19.180
GH4	583275.730	144359.370	20.315
GH5	583231.663	144414.652	20.243
GH6	583162.616	144544.228	25.778
GH7	583096.865	144640.453	32.161
GH8	583052.437	144714.017	31.470
GH9	583003.594	144808.888	29.493

OS Note:

Some services may have been omitted due to parked vehicles. The Ordnance Survey tile is to be used as a guide only.

OS Buildings *Surveyed Buildings*

This survey has been orientated to the Ordnance Survey (O.S) National Grid OSGB36(15) via Global Navigation Satellite Systems (GNSS) and the O.S. Active Network (OS Net).

A true OSGB36 coordinate has been established near to the site centre via a transformation using the OSTN15GB & OSGM15GB transformation models.

The survey has been correlated to this point and a further one or more OSGB36 (15) points established to create a true O.S. bearing for angle orientation.

No scale factor has been applied to the survey therefore the coordinates shown are arbitrary & not true O.S. Coordinates which have a scale factor applied.

Please refer to Survey Station Table to enable establishment of the on-site grid and datum.

Legend:

Buildings; Hedge; Kerb line; Line marking; Drop kerb; Centre line; Top of bank; Fence types: Gate; Overhead Cable; Concrete edge; Tarmac edge; Grass verge; Canopy/Overhang; Verge; Bottom of bank; Station and Name; Station Level; Tree / Bush / Sapling; Area of Undergrowth; Woodland; Hedge Level; Eaves Level; Flat Roof Level; Interwoven; Iron Railings; Wire Mesh; Post & Rail; Post & Wire; Chain Link; Wooden Panels; Close Boarded; Steel Palisade

IC	Inspection chamber	Bo	Bollard
Pipe	Pipe invert	IB	Illuminated bollard
Gy	Gully	Rbh	Rubbish bin
Rg	Back gully	Vp	Vent pipe
Dp	Down pipe	Gnl	Ground light
Pipe	Pipe above ground	Lbox	Letter box
MH	Manhole	Stmp	Tree Stump
WL	Water level	Sta	Stile
Fl	Flood light	IFL	Internal floor level
Lp	Lamp post	THL	Threshold level
Tp	Telegraph post	Sp	Sign post
Ep	Electricity post	TH	Trapdoor
Tl	Traffic light	BH	Borehole
Bus	Bus stop	ELC	Electric
Sv	Stop valve	BT	British Telecom
St	Stop tap	Cbox	Control box
Er	Earth rod	TT	Tactile
WM	Water meter	BP	Brick paved
Gas	Gas valve	CPS	Concrete paving slabs
Av	Air valve	CVR	Cover
ICU	Unidentified inspection	Rwall	Retaining wall
Wo	Wash out	TWL	Top of Wall Level
Re	Rodding eye	TCL	Tree canopy level
BB	Bellma beacon	Gr	Girth
CTV	Cable tv	MG	Multi girth
Mkr	Marker post	IC	Inspection chamber
Gmkr	Gas marker post	CLc	Cover level
So	Soffit	ILI	Invert level
Fh	Fire hydrant	UTR	Unable to valve

Rev	Date	Description	Drawn	Q. Ref.

greenhatch group

- Topographical Surveys
- Site Engineering
- Utility / CCTV Surveys
- Measured Building Surveys
- 3D Laser Scanning
- Revit & BIM Models

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London: 27, Cornwall Terrace Mews, Regents Park, London NW1 5LL, t. (02072) 241806

CLIENT
Catesby Estates Limited

PROJECT
Moat Road, Headcorn, Ashford, Kent, TN27 9NU

TITLE
Topographical Survey

SCALE	DATE
A1@ 1: 1000	24/01/22
DRAWN: DG	QUALITY REF: GH12779

Level datum	See note
Grid orientation	See note
Job number	42824
Drawing No.	42824_T
Rev.	0

Comments

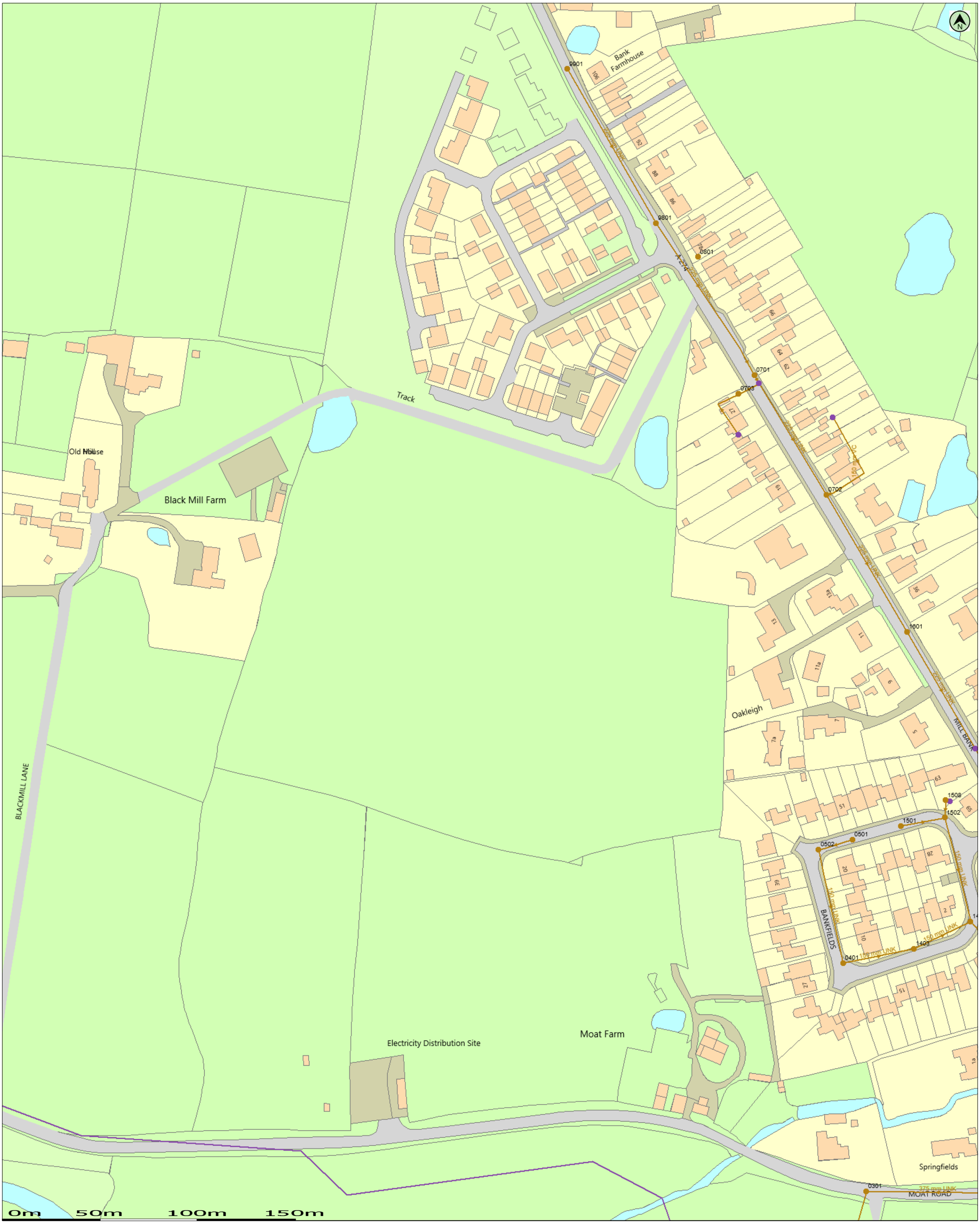
This plan should only be used for its original purpose. Greenhatch Group accepts no responsibility for this plan if supplied to any party other than the original client.

All dimensions should be checked on site prior to design and construction.

Drainage information (where applicable) has been visually inspected from the surface and therefore should be treated as approximate only.

Notes:

APPENDIX C
SOUTHERN WATER SEWER RECORDS



(c) Crown copyright and database rights 2022 Ordnance Survey 100031673 | Scale: 1:1250 | Date: 23/09/22 | Wastewater Plan A2

Data updated: 16/08/22 | Map Centre: 582895,144642 | Our Ref: 959017 - 2 | Powered by digdat

Foul Gravity Sewer
Combined Gravity Sewer
Culverted Water Course or Treated Effluent
Surface Water Gravity Sewer
Rising Main, Vacuum or Syphon
Combined Outfall
Surface Water Outfall
Foul Outfall
Surface Water Inlet
Combined Pumping Station
Surface Water Pumping Station
Foul Pumping Station
WWTW Water Treatment Works
Section 104 Area
Building Over Agreement Area
Foul Manhole
Combined Manhole
Surface Water Manhole
Side Entry Manhole, Decarcation Chamber, Dummy Manhole or Surface Water Soakaway

lward@rsk.co.uk
680350

WATER for LIFE from Southern Water

The positions of pipes shown on this plan are believed to be correct, but Southern Water Services Ltd accept no responsibility in the event of inaccuracy. The actual positions should be determined on site. This plan is produced by Southern Water Services Ltd (c) Crown copyright and database rights 2022 Ordnance Survey 100031673 .This map is to be used for the purposes of viewing the location of Southern Water plant only. Any other uses of the map data or further copies is not permitted.

WARNING: BAC pipes are constructed of Bonded Asbestos Cement.

WARNING: Unknown (UNK) materials may include Bonded Asbestos Cement.

Manhole Reference	Liquid Type	Cover Level	Invert Level	Depth to Invert
0301	F	19.07	17.03	
0401	F	21.60	20.54	
0501	F	26.89	25.52	
0502	F	26.29	24.60	
0701	F	30.48	0.00	
0702	F	31.72	24.83	
0703	F	2.00	0.00	
0801	F	0.00	0.00	
1401	F	21.36	0.00	
1403	F	0.00	0.00	
1501	F	26.80	25.37	
1502	F	26.13	24.95	
1508	F	0.00	0.00	
1601	F	31.55	24.55	
9801	F	28.44	25.35	
9901	F	26.63	25.65	

Manhole Reference	Liquid Type	Cover Level	Invert Level	Depth to Invert

Manhole Reference	Liquid Type	Cover Level	Invert Level	Depth to Invert

APPENDIX D
PROPOSED SITE PLANS

A1

Romsey
T: 01794 367703
F: 01794 367276

Portishead
T: 01275 407000
F: 01794 367276

Camberley
T: 01276 749050
F: 01794 367276

www.thrivearchitects.co.uk

Rev	Description	Date	Au	Ch
P1	Preliminary Issue	16.10.22	VL/ci	--/--
P2	Revised Layout	21.10.22	VL/ci	
P3	Revised Layout	27.10.22	VL/ci	

Project	Moat Road, Headcorn				
Drawing	Sketch Layout Master Plan - 01 -				
Client	CATESBY ESTATES PLC				
Job no.	CATE211030			Date	18.10.22
Dwg no.	SKMP-01			Rev.	P3
Author	VL/ci	Checked	-/-	Scale	1:1000@A0
Status	PRELIMINARY			Office	Romsey
Client ref.	-				

thrive. architects

A1

Rev:	Date:	Description:
A	23/02/2021	Amend

Project:
Land North of M
Headcorn, Kent
058 - Illustrati

Romsey
T: 01794 367703
F: 01794 367276

Portishead
T: 01275 407000
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Camberley
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F: 01794 367276

www.thrivearchitects.co.uk

Rev	Description	Date	Au	Ch
A	Planning Issue	08.11.22	VL/ci	--/--

Project	Moat Road, Headcorn				
Drawing	Framework Plan - 01 -				
Client	CATESBY ESTATES PLC				
Job no.	CATE211030			Date	08.11.22
Dwg no.	FWP-01			Rev.	A
Author	VL/ci	Checked	-/-	Scale	1:1000@A0
Status	PLANNING			Office	Romsey
Client ref.	-				

thrive. architects

APPENDIX E
ENVIRONMENT AGENCY CORRESPONDENCE

Product 4 (Detailed Flood Risk) for: Land north of Moat Road, Headcorn, Kent, TN27 9NT
Requested by: Jemma Looney / LDE
Reference: KSL 281980 AC
Date: 11th October 2022

Contents

The information provided is based on the best data available as of the date of this letter.

You may feel it is appropriate to contact our office at regular intervals, to check whether any amendments/ improvements have been made to the data for this location. Should you re-contact us after a period of time, please quote the above reference in order to help us deal with your query.

Please refer to the Open Government Licence which explains the permitted use of this information.

Orchard House, Endeavour Park, London Road, Addington, West Malling, Kent, ME19 5SH.
Email: KSLE@environment-agency.gov.uk

Flood Map Confirmation

The Flood Map:

Our Flood Map shows the natural floodplain for areas at risk from river and tidal flooding. The floodplain is specifically mapped ignoring the presence and effect of defences. Although flood defences reduce the risk of flooding they cannot completely remove that risk as they may be over topped or breached during a flood event.

The Flood Map indicates areas with a 1% (0.5% in tidal areas), Annual Exceedance Probability (AEP) - the probability of a flood of a particular magnitude, or greater, occurring in any given year, and a 0.1% AEP of flooding from rivers and/or the sea in any given year. The map also shows the location of some flood defences and the areas that benefit from them.

The Flood Map is intended to act as a guide to indicate the potential risk of flooding. When producing it we use the best data available to us at the time, taking into account historic flooding and local knowledge. The Flood Map is updated on a quarterly basis to account for any amendments required. These amendments are then displayed on the internet at www.gov.uk/prepare-for-a-flood..

At this Site:

The Flood Map shows that parts of this site lie within the outline of the 1% (Flood Zone 3) and 0.1% (Flood Zone 2) chance of flooding from rivers in any given year.

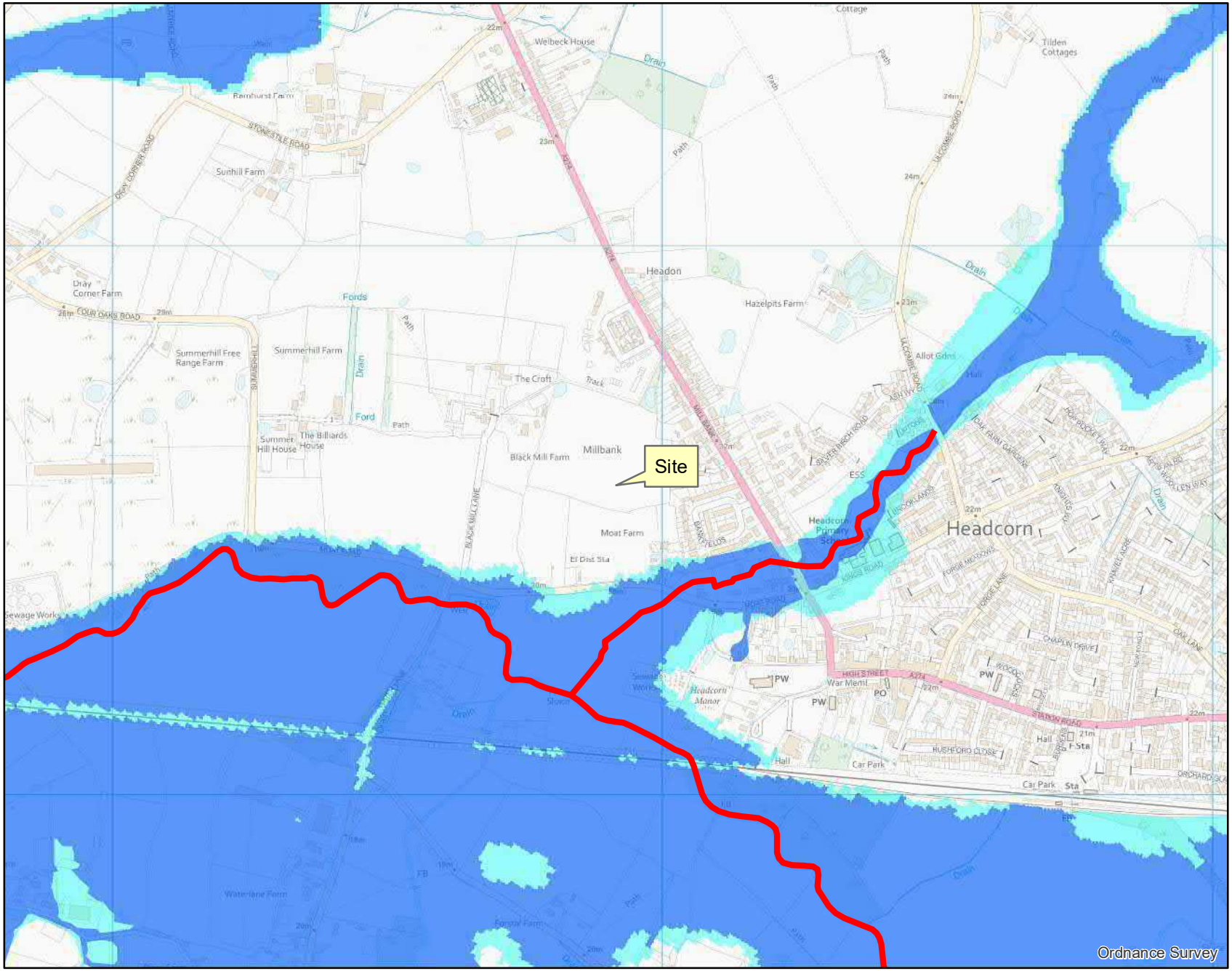
Enclosed is an extract of our Flood Map which shows this information for your area.

Method of production

The Flood Map at this location has been derived using detailed fluvial modelling of River Medway completed in 2015 by JBA.

Orchard House, Endeavour Park, London Road, Addington, West Malling, Kent, ME19 5SH.
Email: KSLE@environment-agency.gov.uk

Flood Map centered on Land north of Moat Road, Headcorn, Kent, TN27 9NT. Created 11/10/2022 (KSL 281980 AC)



Environment Agency

N

Legend

- Main River
- Flood Defences
- Flood Storage Area
- Areas Benefiting From Flood Defence
- 1% AEP of Fluvial Flooding
- 0.1% AEP of Flooding

Annual Exceedance Probability (AEP) The probability of a flood of a particular magnitude, or greater occuring in any given year.

0 250 500
Metres

Scale 1:10,000

Contact us: National Customer Contact Centre, PO Box 544, Rotherham, S60 1BY. Tel: 03708 506 506. Email:enquiries@environment-agency.gov.uk

Model Output Data

You have requested flood levels for various return periods at this location.

The modelled flood levels for the closest most appropriate model grid cells, any additional information you may need to know about the modelling from which they are derived and/or any specific use or health warning for their use are set out below.

Using a 2D TuFLOW model the floodplain has been represented as a grid. The flood water levels have been calculated for each grid cell.

A map showing the location of the points from which the data is taken is enclosed. Please refer to the Open Government Licence which explains the permitted use of this information.

Table 1 : Defended Levels in mAOD

Node Location ID	Modelled Flood levels for Annual Exceedance Probability shown in mAOD											
	National Grid Ref		Defended									
	Easting	Northing	20% AEP	5% AEP	3.3% AEP	2% AEP	1.3% AEP	1% AEP	1% AEP + 35CC	1% AEP + 70CC	0.4% AEP	0.1% AEP
1	582752	144378	19.25	19.43	19.48	19.52	19.69	19.64	19.93	20.10	19.84	20.03
2	582777	144378	0.00	0.00	0.00	0.00	0.00	0.00	19.93	20.10	0.00	20.03
3	582827	144378	0.00	0.00	0.00	0.00	0.00	0.00	0.00	20.11	0.00	0.00
4	582877	144378	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5	582902	144378	0.00	0.00	0.00	0.00	0.00	0.00	19.94	20.11	0.00	20.04
6	582927	144378	0.00	0.00	0.00	0.00	19.71	19.65	19.94	20.11	19.85	20.04
7	582952	144378	19.28	19.45	19.50	19.54	19.71	19.65	19.94	20.11	19.85	20.04
8	582977	144378	19.28	19.45	19.50	19.54	19.71	19.65	19.94	20.11	19.85	20.04
9	583002	144378	19.28	19.45	19.50	19.54	19.71	19.65	19.94	20.11	19.85	20.04

Orchard House, Endeavour Park, London Road, Addington, West Malling, Kent, ME19 5SH.
Email: KSLE@environment-agency.gov.uk

10	583027	144378	19.28	19.45	19.50	19.54	19.71	19.65	19.94	20.11	19.85	20.04
11	583052	144378	19.28	19.45	19.50	19.54	19.71	19.65	19.94	20.11	19.85	20.04
12	582752	144403	0.00	0.00	0.00	0.00	0.00	0.00	19.93	20.10	19.84	20.03
13	582927	144403	0.00	0.00	0.00	0.00	0.00	0.00	0.00	20.11	0.00	20.04
14	582952	144403	0.00	0.00	0.00	0.00	0.00	0.00	0.00	20.11	0.00	20.04
15	582977	144403	0.00	0.00	0.00	0.00	0.00	0.00	19.94	20.11	19.85	20.04
16	583002	144403	19.28	19.45	19.50	19.54	19.71	19.65	19.94	20.11	19.85	20.04
17	583027	144403	19.28	19.45	19.50	19.54	19.71	19.65	19.94	20.11	19.85	20.04
18	583002	144428	0.00	0.00	0.00	0.00	0.00	0.00	0.00	20.11	0.00	20.04
19	583027	144428	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Table 2 : Undefended levels in mAOD

Node Location ID	Modelled Flood levels for Annual Exceedance Probability shown in mAOD						
	National Grid Ref		Undefended				
	Easting	Northing	5% AEP	1% AEP	1% AEP +35CC	1% AEP + 70CC	0.1% AEP
1	582752	144378	19.43	19.57	19.93	20.10	19.98
2	582777	144378	0.00	0.00	19.93	20.10	19.98
3	582827	144378	0.00	0.00	0.00	20.11	0.00
4	582877	144378	0.00	0.00	0.00	0.00	19.99
5	582902	144378	0.00	0.00	19.94	20.11	19.99
6	582927	144378	0.00	19.59	19.94	20.11	19.99
7	582952	144378	19.45	19.59	19.94	20.11	19.99
8	582977	144378	19.45	19.59	19.94	20.11	19.99
9	583002	144378	19.45	19.59	19.94	20.11	19.99

Orchard House, Endeavour Park, London Road, Addington, West Malling, Kent, ME19 5SH.
Email: KSLE@environment-agency.gov.uk

10	583027	144378	19.45	19.59	19.94	20.11	19.99
11	583052	144378	19.45	19.59	19.94	20.11	19.99
12	582752	144403	0.00	0.00	19.93	20.10	19.98
13	582927	144403	0.00	0.00	0.00	20.11	0.00
14	582952	144403	0.00	0.00	0.00	20.11	0.00
15	582977	144403	0.00	0.00	19.94	20.11	19.99
16	583002	144403	19.45	0.00	19.94	20.11	19.99
17	583027	144403	19.45	19.59	19.94	20.11	19.99
18	583002	144428	0.00	0.00	0.00	20.11	0.00
19	583027	144428	0.00	0.00	0.00	0.00	19.99

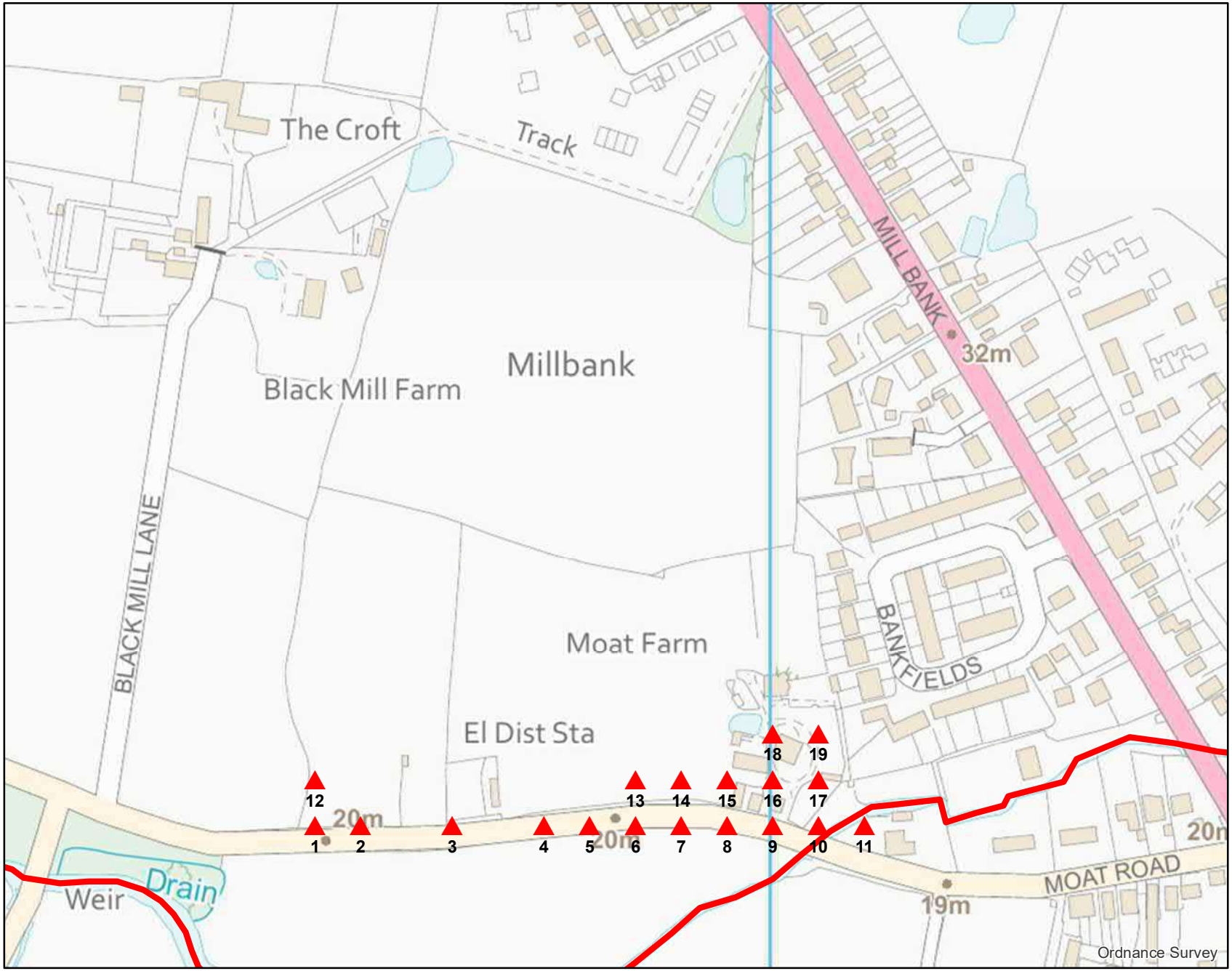
Values of 0.00 indicate locations at which the selected points lie outside of a particular modelled flood extent.

Data taken from River Medway Mapping and Modelling Study, completed by JBA, in 2015

There are no health warnings or additional information for these levels or the model from which they were produced.

Orchard House, Endeavour Park, London Road, Addington, West Malling, Kent, ME19 5SH.
Email: KSLE@environment-agency.gov.uk

Node Map centered on Land north of Moat Road, Headcorn, Kent, TN27 9NT. Created 11/10/2022 (KSL 281980 AC)



Environment Agency

N

Legend

- Nodes
- Main River

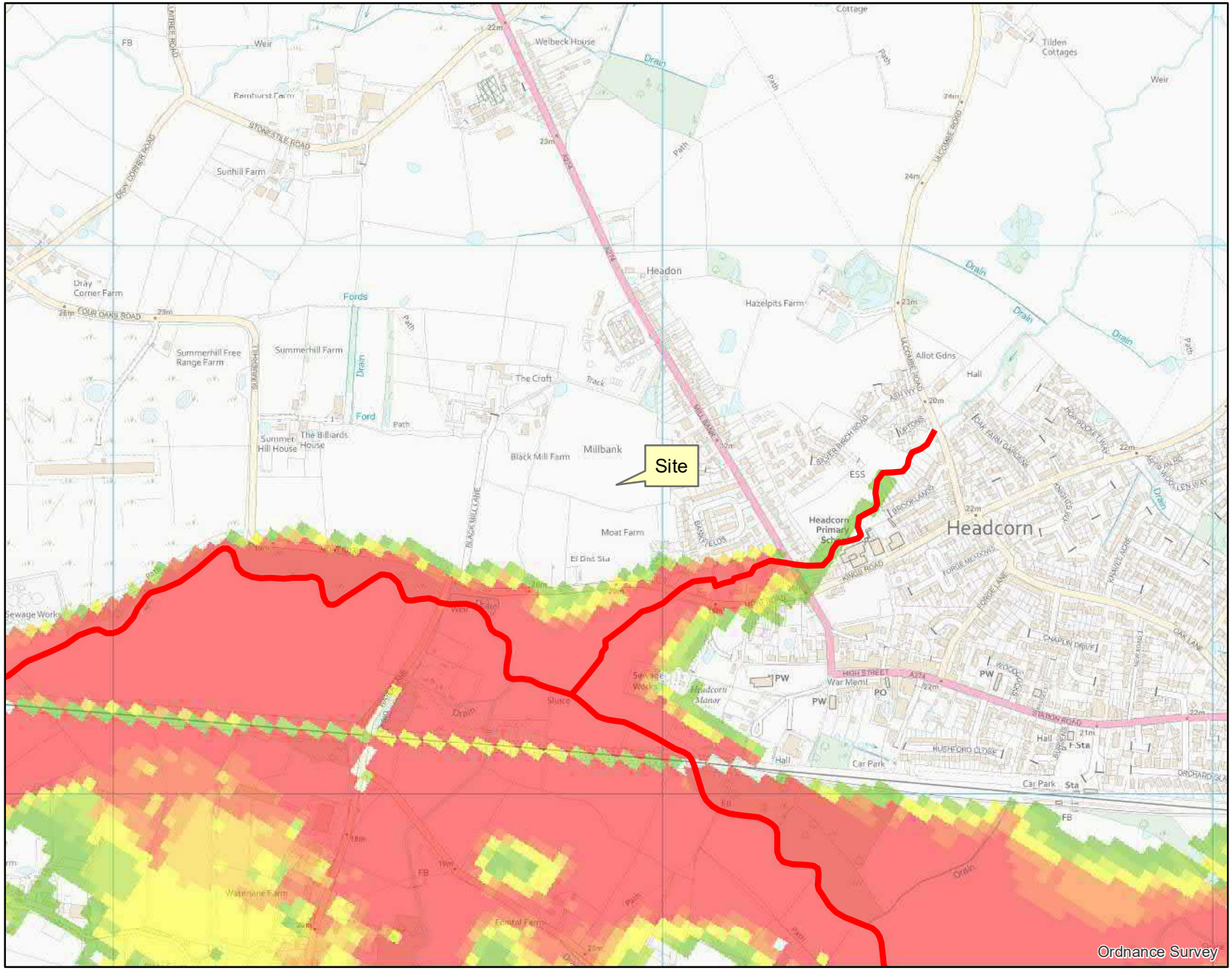
0 70 140

Metres

Scale 1:3,000

Contact us: National Customer Contact Centre, PO Box 544, Rotherham, S60 1BY. Tel: 03708 506 506. Email:enquiries@environment-agency.gov.uk

Modelled Maximum Defended Flood Extents Map centered on Land north of Moat Road, Headcorn, Kent, TN27 9NT. Created 11/10/2022 (KSL 281980 AC)



Environment Agency

N

Legend

Main River

Maximum Defended Flood Extents

AEP (%)

- 20% AEP extent
- 10% AEP + CC extent
- 5% AEP extent
- 3.3% AEP extent
- 2% AEP extent
- 1.3% AEP extent
- 1% AEP extent
- 0.4% AEP extent
- 1% AEP + 35%CC extent
- 1% AEP + 70%CC extent
- 0.1% AEP extent

Annual Exceedance Probability (AEP) The probability of a flood of a particular magnitude, or greater occuring in any given year.

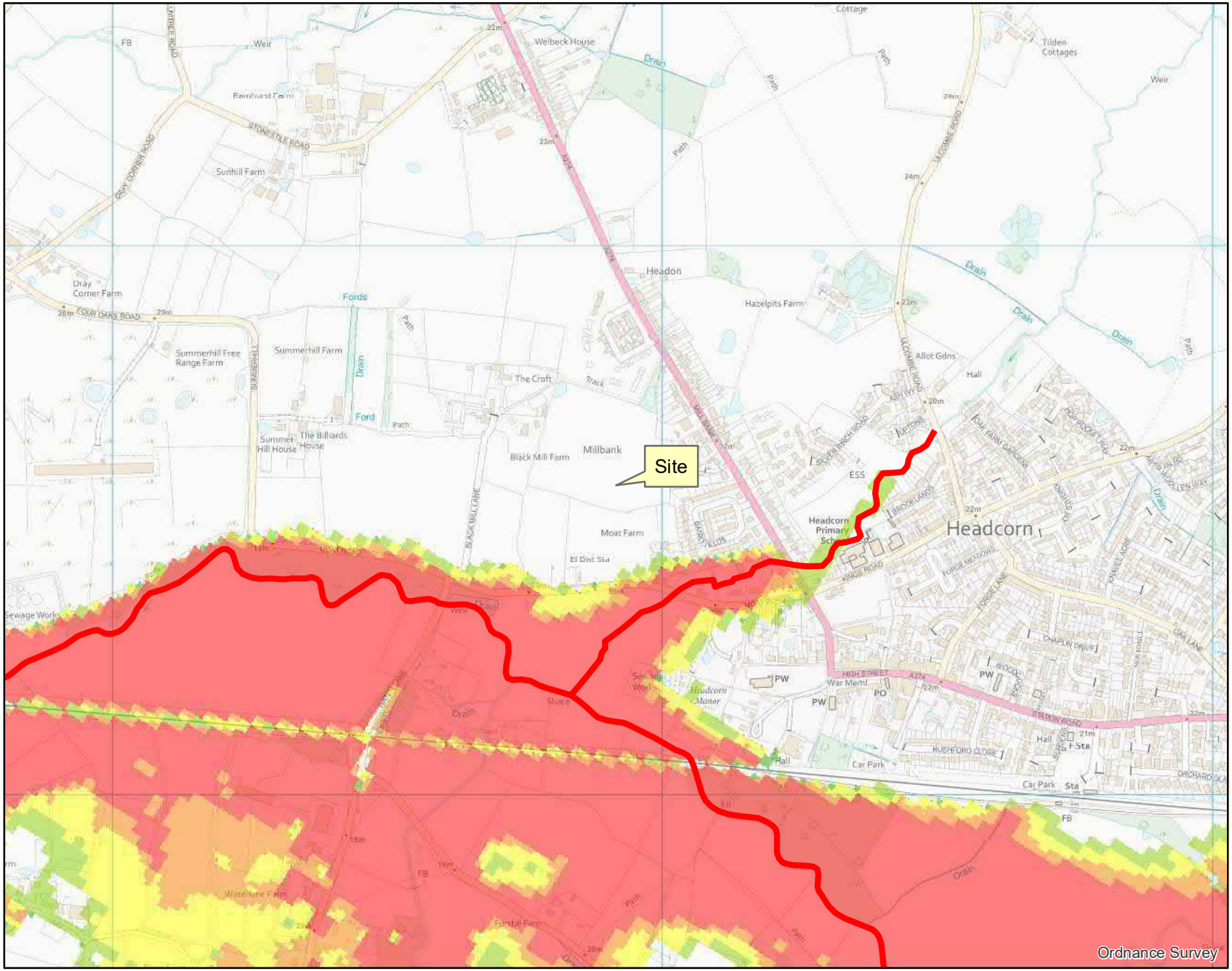
1%CC = 1% Climate Change extent
This is the 1% AEP event with an allowance for climate change (+20% on river flows).

0 250 500
Metres

Scale 1:10,000

Contact us: National Customer Contact Centre, PO Box 544, Rotherham, S60 1BY. Tel: 03708 506 506. Email:enquiries@environment-agency.gov.uk

Modelled Maximum Undefended Flood Extents Map centered on Land north of Moat Road, Headcorn, Kent, TN27 9NT. Created 11/10/2022 (KSL 281980 AC)



Environment Agency

N

Legend

- Main River

Maximum Undefended Flood Extents

AEP (%)

- 0.1% AEP extent
- 1% AEP + 70%CC extent
- 1% AEP + 35%CC extent
- 1% AEP extent
- 5% AEP extent

Annual Exceedance Probability (AEP) The probability of a flood of a particular magnitude, or greater occuring in any given year.

1%CC = 1% Climate Change extent
This is the 1% AEP event with an allowance for climate change (+20% on river flows).

0 250 500
Metres

Scale 1:10,000

Contact us: National Customer Contact Centre, PO Box 544, Rotherham, S60 1BY. Tel: 03708 506 506. Email:enquiries@environment-agency.gov.uk

Defence Details

There are no formal flood defences owned or maintained by the Environment Agency in the area of this site/ property.

Orchard House, Endeavour Park, London Road, Addington, West Malling, Kent, ME19 5SH.
Email: KSLE@environment-agency.gov.uk

Historic Flood Data

We hold records of historic flood events from rivers and the sea. Information on the floods that may have affected the area local to your site are provided on the enclosed map (if relevant).

Flood Event Data

Dates of historic flood events in this area – **November 1960, December 2013**

Please note that our records are not comprehensive. We would therefore advise that you make further enquiries locally with specific reference to flooding at this location. You should consider contacting the relevant Local Planning Authority and/or water/sewerage undertaker for the area.

We map flooding to land, not individual properties. Our historic flood event record outlines are an indication of the geographical extent of an observed flood event. Our historic flood event outlines do not give any indication of flood levels for individual properties. They also do not imply that any property within the outline has flooded internally.

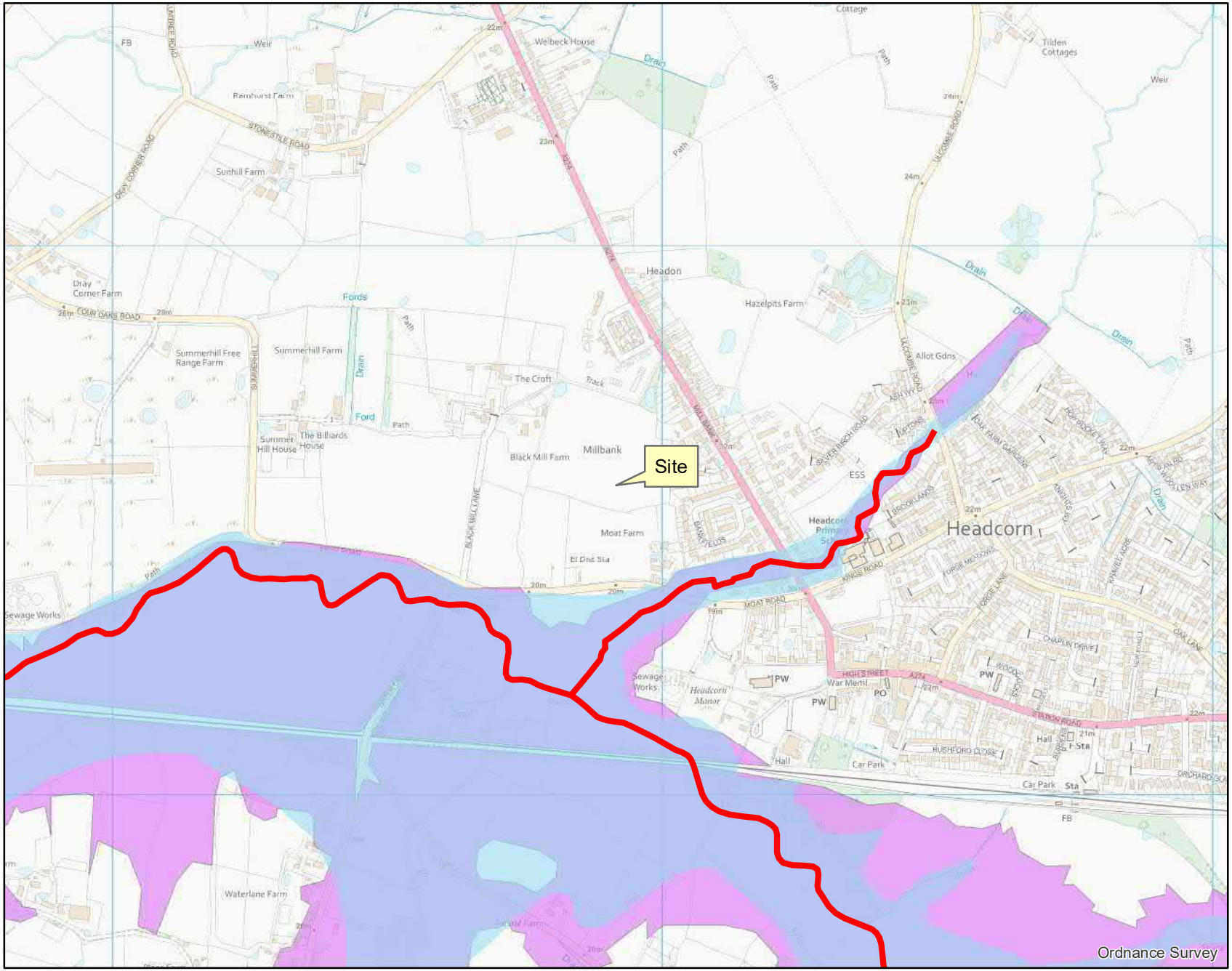
Please be aware that flooding can come from different sources. Examples of these are:

- from rivers or the sea;
- surface water (i.e. rainwater flowing over or accumulating on the ground before it is able to enter rivers or the drainage system);
- overflowing or backing up of sewer or drainage systems which have been overwhelmed,
- groundwater rising up from underground aquifers

Currently the Environment Agency can only supply flood risk data relating to the chance of flooding from rivers or the sea. However you should be aware that in recent years, there has been an increase in flood damage caused by surface water flooding or drainage systems that have been overwhelmed.

Orchard House, Endeavour Park, London Road, Addington, West Malling, Kent, ME19 5SH.
Email: KSLE@environment-agency.gov.uk

Historic Flood Extents Map centered on Land north of Moat Road, Headcorn, Kent, TN27 9NT. Created 11/10/2022 (KSL 281980 AC)



Environment Agency

N

Legend

- Main River
- Nov 1960
- Dec 2013

0 250 500

Metres

Scale 1:10,000

Contact us: National Customer Contact Centre, PO Box 544, Rotherham, S60 1BY. Tel: 03708 506 506. Email:enquiries@environment-agency.gov.uk

Additional Information

Information Warning - OS background mapping

The mapping of features provided as a background in this product is © Ordnance Survey. It is provided to give context to this product. The Open Government Licence does not apply to this background mapping. You are granted a non-exclusive, royalty free, revocable licence solely to view the Licensed Data for non-commercial purposes for the period during which the Environment Agency makes it available. You are not permitted to copy, sub-license, distribute, sell or otherwise make available the Licensed Data to third parties in any form. Third party rights to enforce the terms of this licence shall be reserved to OS.

Planning advice and guidance

The Environment Agency are keen to work with partners to enable development which is resilient to flooding for its lifetime and provides wider benefits to communities. If you have requested this information to help inform a development proposal, then we recommend engaging with us as early as possible by using the pre-application form available from our website:
https://www.gov.uk/government/publications/pre-planning-application-enquiry-form-preliminary-opinion

Complete the form in the link and email back to kslplanning@environment-agency.gov.uk

We recognise the value of early engagement in development planning decisions. This allows complex issues to be discussed, innovative solutions to be developed that both enables new development and protects existing communities. Such engagement can often avoid delays in the planning process following planning application submission, by reaching agreements up-front. We offer a charged pre-application advice service for applicants who wish to discuss a development proposal.
We can also provide a preliminary opinion for free which will identify environmental constraints related to our responsibilities including flooding, waste, land contamination, water quality, biodiversity, navigation, pollution, water resources, foul drainage or Environmental Impact Assessment.

Orchard House, Endeavour Park, London Road, Addington, West Malling, Kent, ME19 5SH.
Email: KSLE@environment-agency.gov.uk

Flood Risk Assessments guidance

Flood risk standing advice for applicants

In preparing your planning application submission, you should refer to the Environment Agency's Flood Risk Standing Advice and the Planning Practice Guidance for information about what flood risk assessment is needed for new development in the different Flood Zones. This information can be accessed via:

https://www.gov.uk/flood-risk-assessment-standing-advice

http://planningguidance.planningportal.gov.uk/

https://www.gov.uk/guidance/flood-risk-assessment-for-planning-applications

https://www.gov.uk/guidance/flood-risk-and-coastal-change

You should also consult the Strategic Flood Risk Assessment and flood risk local plan policies produced by your local planning authority.

You should note that:

1. Information supplied by the Environment Agency may be used to assist in producing a Flood Risk Assessment where one is required, but does not constitute such an assessment on its own.
2. This information covers flood risk from main rivers and the sea, and you will need to consider other potential sources of flooding, such as groundwater or overland runoff. You should discuss surface water management with your Lead Local Flood Authority.
3. Where a planning application requires a FRA and this is not submitted or deficient, the Environment Agency may well raise an objection due to insufficient information

Flood risk assessments: climate change allowances

On 20/07/2021 the 'Flood risk assessments: climate change allowances' were updated and published on gov.uk. You can view the updated allowances at 'Flood risk assessments: climate change allowances'.

You will need to consider this data and factor in the new allowances to demonstrate the development will be safe from flooding.

Orchard House, Endeavour Park, London Road, Addington, West Malling, Kent, ME19 5SH.
Email: KSLE@environment-agency.gov.uk

It remains the applicant's responsibility to demonstrate through their proposals and flood risk assessments that a new development will be safe in flood risk terms for its lifetime. We will incorporate the new allowances into future modelling studies.

Surface Water

We have provided two national Surface Water maps, under our Strategic Overview for flooding, to your Lead Local Flood Authority who are responsible for local flood risk (i.e. surface runoff, ground water and ordinary watercourse), which alongside their existing local information will help them in determining what best represents surface water flood risk in your area.

Your Lead Local Flood Authority have reviewed these and determined what it believes best represents surface water flood risk. You should therefore contact this authority so they can provide you with the most up to date information about surface water flood risk in your area.

You may also wish to consider contacting the appropriate relevant Local Planning Authority and/or water/sewerage undertaker for the area. They may be able to provide some knowledge on the risk of flooding from other sources. We are working with these organisations to improve knowledge and understanding of surface water flooding.

Orchard House, Endeavour Park, London Road, Addington, West Malling, Kent, ME19 5SH.
Email: KSLE@environment-agency.gov.uk

APPENDIX F
FLUVIAL FLOOD LEVEL OVERLAY

DO NOT SCALE FROM THIS DRAWING.

CIVIL / STRUCTURAL DESIGN RISK MANAGEMENT

Abnormal or unusual residual risks associated with the design outcomes shown on this drawing are:-

RSK LDE LTD has followed its Design Risk Management process for Hazard Elimination and Risk reduction in developing the designs shown on this drawing.
Abnormal or unusual residual risks may be shown above where it is considered that such risk may not normally be expected by competent persons engaged on work of this nature or type.

NOTES:

1. Topographic Survey provided by Greenhatch Group, drawing no. 42824_T, dated 24.01.22.
2. Proposed site layout provided by Thrive Architects, drawing Sketch Layout Masterplan (CATE211030 SKMP-01 P3), dated 27.10.22.
3. Flood levels taken from Environment Agency provided flood level data dated 11.10.22.

KEY: -

SITE BOUNDARY

INDICATIVE FLOOD LEVELS (OVERLAID AGAINST EXISTING SITE LEVELS):

1 IN 100 YEAR FLOOD LEVEL (19.65MAOD)

1 IN 100 YEAR PLUS 35% CLIMATE CHANGE FLOOD LEVEL (19.94MAOD)

1 IN 1000 YEAR FLOOD LEVEL (20.04MAOD)

Rev	Date	Amendment	Drawn	Chkd	Appd
P2	09.11.22	Updated with revised site layout	JL	MEC	MEC
P1	25.10.22	Draft for comment	JL	MEC	MEC

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Hertfordshire
HP3 9RT
United Kingdom
Tel: +44 (0) 1442 437500
Fax: +44 (0) 1442 437550
Email: info@rsk.co.uk
Web: www.rsk.co.uk

Client

CATESBY STRATEGIC LAND LTD

Project Title

LAND NORTH OF MOAT ROAD, HEADCORN

Status

FINAL

Drawing Title

MODELLED FLUVIAL FLOOD LEVEL OVERLAY

Drawn	Date	Checked	Date	Approved	Date
JL	25.10.22	MEC	25.10.22	MEC	25.10.22

Scale	Orig Size	Dimensions
1:1000	A1	m

Project No.	File Name
680350	680350-01

Drawing No.						Rev.
680350						02
Project No.	Orig.	Vol./Sys.	Lev./Loc.	Type	Role	Draw. No.

Scale 1:1000

0 10 20 30 40 50m

ead
407000
367275

Camberley
T: 01276 749050
F: 01794 367276

chitects.co.uk

Rev	Description	Date	Au	Ch
P1	Preliminary Issue	16.10.22	VL/ci	--/--
P2	Revised Layout	21.10.22	VL/ci	
P3	Revised Layout	27.10.22	VL/ci	

Project	Moat Road, Headcorn
Drawing	Sketch Layout Master Plan - 01 -
Client	CATESBY ESTATES PLC
Job no.	CATE211030
Dwg no.	SKMP-01
Date	
Rev.	

File Location: Z:\001 HYDRO JOBS LIVE\680350 - HEADCORN CATESBY\4 DRAINAGE\DRAWINGS\680350-01-FLUVIAL FLOOD LEVELS (P2).DWG

APPENDIX G
IDB CORRESPONDENCE

Jemma Looney

From: Oliver Pantrey <Oliver@MedwayIDB.co.uk>
Sent: 03 October 2022 15:41
To: Jemma Looney
Subject: Re: Enquiry re. IDB constraints for site in Headcorn

Dear Jemma,

thank you for your email.

The site in question is on the boundary of the IDD and would discharge straight into the district. As a result, the development would be subject to the Boards sustainable development policy and byelaws which can be found here: Development – Upper Medway IDB

We would expect to see an improvement over the existing greenfield runoff rate (which is loosely worked at around 7l/sec/hec for the 1:100 event), and any calculations should take into account a 40% increase for CC in all instances. Ideally we would expect the site to attenuate well below the 7l/sec/ha with the modern techniques available, and I would suggest closer to 3 or 4l/sec/ha would be more likely to be approved by the Board as part of a responsible approach to development in and around our district.

Our planning and development is handled by our partner the WMA and they will likely respond to any further technical questions should you have them, but hopefully this is suitable to get started.

Kind regards

Oliver Pantrey

Upper Medway IDB
Upper North Hall
Bullen Court business Centre
East Peckham
Kent
TN12 5LX

Tel: 01622 934500

From: Enquiries <Enquiries@MedwayIDB.co.uk>
Sent: 29 September 2022 08:43
To: Oliver Pantrey <Oliver@MedwayIDB.co.uk>
Subject: FW: Enquiry re. IDB constraints for site in Headcorn

FYA

Kind regards

Lorna Carey
Finance Officer

Upper Medway IDB
Bullen Court Business Centre
Bullen Court Farm, Bullen Lane
East Peckham
Kent
TN12 5LX

Tel: 01622 934500
email: lorna@medwayidb.co.uk

From: Jemma Looney <JLooney@rsk.co.uk>
Sent: 28 September 2022 16:28
To: Enquiries <Enquiries@MedwayIDB.co.uk>
Subject: Enquiry re. IDB constraints for site in Headcorn

Good Afternoon,

We are Engineering Consultants who have been asked to produce a flood risk assessment for a site in the Headcorn area.

The address for the site is:
LAND NORTH OF MOAT RAOD
HEADCORN
KENT
TN27 9NT (approx.)

OS Grid ref: 582916, 144563

I have also attached a map of the site location.

We have noted, according to the available IDB coverage map online, that whilst the IDB do not cover the site itself, they cover an area directly to the south of Moat Road, associated with the River Beult to the south, and its tributaries. This area may contain watercourses which may present impacts to the site and therefore we would appreciate any further information you may hold, including any plans.

Please can you provide comments on any IDB constraints within this site area, regarding flood risk and drainage, including modelled levels, known historical flood events and any easement requirements. (Note - We have also contacted the Environment Agency to obtain flood level data for the site and are awaiting their response.)

It is likely that the proposed surface water drainage strategy for the site would be to discharge into the ordinary watercourse crossing Moat Road, which then discharges to the River Beult to the south. Please can you provide advice on any potential connections into this watercourse and what restrictions this would have i.e. discharge rates.

Please provide any comments on how you wish climate change to be incorporated.

If you need any additional information, please do not hesitate to contact us.

Many thanks for your time.
Kind regards,

Jemma Looney
Principal Hydrologist

Please note: My working days are Tuesdays, Wednesdays and Thursdays

LinkedIn

LDE
CIVILS | STRUCTURES | HYDROLOGY
an RSK company

www.rsklde.com

18 Frogmore Road, Hemel Hempstead, Hertfordshire, HP3 9RT, UK
Switchboard: +44 (0)1442 437500
Direct dial: +44 (0)1442 437532

APPENDIX H
GREENFIELD RUNOFF CALCULATIONS

Catchment A

Greenfield runoff rate estimation for sites

www.uksuds.com | Greenfield runoff tool

Calculated by:	Jemma Looney
Site name:	Moat Road
Site location:	Headcorn

This is an estimation of the greenfield runoff rates that are used to meet normal best practice criteria in line with Environment Agency guidance "Rainfall runoff management for developments", SC030219 (2013) , the SuDS Manual C753 (Ciria, 2015) and the non-statutory standards for SuDS (Defra, 2015). This information on greenfield runoff rates may be the basis for setting consents for the drainage of surface water runoff from sites.

Site Details

Latitude:	51.17087° N
Longitude:	0.61562° E
Reference:	10665127
Date:	Oct 19 2022 16:39

Runoff estimation approach IH124

Site characteristics

Total site area (ha): 1.37

Methodology

Q_{BAR} estimation method:	Calculate from SPR and SAAR
SPR estimation method:	Calculate from SOIL type

Soil characteristics	Default	Edited
SOIL type:	4	4
HOST class:	N/A	N/A
SPR/SPRHOST:	0.47	0.47

Hydrological characteristics	Default	Edited
SAAR (mm):	659	659
Hydrological region:	7	7
Growth curve factor 1 year:	0.85	0.85
Growth curve factor 30 years:	2.3	2.3
Growth curve factor 100 years:	3.19	3.19
Growth curve factor 200 years:	3.74	3.74

Notes

(1) Is Q_{BAR} < 2.0 l/s/ha?

When Q_{BAR} is < 2.0 l/s/ha then limiting discharge rates are set at 2.0 l/s/ha.

(2) Are flow rates < 5.0 l/s?

Where flow rates are less than 5.0 l/s consent for discharge is usually set at 5.0 l/s if blockage from vegetation and other materials is possible. Lower consent flow rates may be set where the blockage risk is addressed by using appropriate drainage elements.

(3) Is SPR/SPRHOST ≤ 0.3?

Where groundwater levels are low enough the use of soakaways to avoid discharge offsite would normally be preferred for disposal of surface water runoff.

Greenfield runoff rates	Default	Edited
Q_{BAR} (l/s):	6.16	6.16
1 in 1 year (l/s):	5.24	5.24
1 in 30 years (l/s):	14.18	14.18
1 in 100 year (l/s):	19.66	19.66
1 in 200 years (l/s):	23.05	23.05

Catchment B

Greenfield runoff rate estimation for sites

www.uksuds.com | Greenfield runoff tool

Calculated by:	Jemma Looney
Site name:	Moat Road
Site location:	Headcorn

This is an estimation of the greenfield runoff rates that are used to meet normal best practice criteria in line with Environment Agency guidance "Rainfall runoff management for developments", SC030219 (2013) , the SuDS Manual C753 (Ciria, 2015) and the non-statutory standards for SuDS (Defra, 2015). This information on greenfield runoff rates may be the basis for setting consents for the drainage of surface water runoff from sites.

Site Details

Latitude:	51.17087° N
Longitude:	0.61562° E
Reference:	10665127
Date:	Oct 19 2022 16:39

Runoff estimation approach IH124

Site characteristics

Total site area (ha): 1.37

Methodology

Q_{BAR} estimation method:	Calculate from SPR and SAAR
SPR estimation method:	Calculate from SOIL type

Soil characteristics	Default	Edited
SOIL type:	4	4
HOST class:	N/A	N/A
SPR/SPRHOST:	0.47	0.47

Hydrological characteristics	Default	Edited
SAAR (mm):	659	659
Hydrological region:	7	7
Growth curve factor 1 year:	0.85	0.85
Growth curve factor 30 years:	2.3	2.3
Growth curve factor 100 years:	3.19	3.19
Growth curve factor 200 years:	3.74	3.74

Notes

(1) Is Q_{BAR} < 2.0 l/s/ha?

When Q_{BAR} is < 2.0 l/s/ha then limiting discharge rates are set at 2.0 l/s/ha.

(2) Are flow rates < 5.0 l/s?

Where flow rates are less than 5.0 l/s consent for discharge is usually set at 5.0 l/s if blockage from vegetation and other materials is possible. Lower consent flow rates may be set where the blockage risk is addressed by using appropriate drainage elements.

(3) Is SPR/SPRHOST ≤ 0.3?

Where groundwater levels are low enough the use of soakaways to avoid discharge offsite would normally be preferred for disposal of surface water runoff.

Greenfield runoff rates	Default	Edited
Q_{BAR} (l/s):	6.16	6.16
1 in 1 year (l/s):	5.24	5.24
1 in 30 years (l/s):	14.18	14.18
1 in 100 year (l/s):	19.66	19.66
1 in 200 years (l/s):	23.05	23.05

APPENDIX I
SURFACE WATER DRAINAGE CALCULATIONS

Cascade Summary of Results for A_Basin 1 (v2).SRCX

Upstream Structures	Outflow To	Overflow To
(None)	B_Basin 1 (v2).SRCX	(None)

Storm Event	Max Level (m)	Max Depth (m)	Max Control (l/s)	Max Volume (m³)	Status
15 min Summer	26.916	0.416	2.5	362.6	O K
30 min Summer	27.035	0.535	2.5	476.9	O K
60 min Summer	27.153	0.653	2.7	595.8	O K
120 min Summer	27.268	0.768	3.0	715.3	O K
180 min Summer	27.330	0.830	3.1	782.3	O K
240 min Summer	27.370	0.870	3.2	826.3	O K
360 min Summer	27.425	0.925	3.3	887.3	O K
480 min Summer	27.462	0.962	3.3	928.8	O K
600 min Summer	27.489	0.989	3.4	958.5	O K
720 min Summer	27.508	1.008	3.4	980.5	O K
960 min Summer	27.533	1.033	3.4	1009.3	O K
1440 min Summer	27.553	1.053	3.5	1032.5	O K
2160 min Summer	27.547	1.047	3.5	1025.3	O K
2880 min Summer	27.529	1.029	3.4	1005.4	O K
4320 min Summer	27.492	0.992	3.4	963.0	O K
5760 min Summer	27.455	0.955	3.3	920.4	O K
7200 min Summer	27.418	0.918	3.2	879.1	O K

Storm Event	Rain (mm/hr)	Time-Peak (mins)
15 min Summer	142.080	27
30 min Summer	93.606	42
60 min Summer	58.739	72
120 min Summer	35.587	130
180 min Summer	26.176	190
240 min Summer	20.917	250
360 min Summer	15.226	370
480 min Summer	12.148	488
600 min Summer	10.188	608
720 min Summer	8.820	726
960 min Summer	7.019	966
1440 min Summer	5.079	1444
2160 min Summer	3.669	2108
2880 min Summer	2.910	2428
4320 min Summer	2.096	3164
5760 min Summer	1.659	3984
7200 min Summer	1.383	4824

Cascade Summary of Results for A_Basin 1 (v2).SRCX

Storm Event	Max Level (m)	Max Depth (m)	Max Control (l/s)	Max Volume (m³)	Status
8640 min Summer	27.383	0.883	3.2	840.1	O K
10080 min Summer	27.349	0.849	3.1	803.3	O K
15 min Winter	26.962	0.462	2.5	406.3	O K
30 min Winter	27.093	0.593	2.6	534.5	O K
60 min Winter	27.223	0.723	2.9	668.0	O K
120 min Winter	27.349	0.849	3.1	802.7	O K
180 min Winter	27.418	0.918	3.2	878.6	O K
240 min Winter	27.462	0.962	3.3	928.8	O K
360 min Winter	27.524	1.024	3.4	998.9	O K
480 min Winter	27.566	1.066	3.5	1047.3	O K
600 min Winter	27.596	1.096	3.5	1082.4	O K
720 min Winter	27.618	1.118	3.6	1108.9	O K
960 min Winter	27.648	1.148	3.6	1145.0	O K
1440 min Winter	27.677	1.177	3.7	1179.0	O K
2160 min Winter	27.681	1.181	3.7	1183.7	O K
2880 min Winter	27.663	1.163	3.6	1163.0	O K
4320 min Winter	27.619	1.119	3.6	1109.6	O K
5760 min Winter	27.572	1.072	3.5	1055.0	O K
7200 min Winter	27.523	1.023	3.4	998.4	O K

Storm Event	Rain (mm/hr)	Time-Peak (mins)
8640 min Summer	1.192	5624
10080 min Summer	1.050	6456
15 min Winter	142.080	27
30 min Winter	93.606	41
60 min Winter	58.739	70
120 min Winter	35.587	130
180 min Winter	26.176	188
240 min Winter	20.917	246
360 min Winter	15.226	364
480 min Winter	12.148	480
600 min Winter	10.188	598
720 min Winter	8.820	716
960 min Winter	7.019	948
1440 min Winter	5.079	1406
2160 min Winter	3.669	2076
2880 min Winter	2.910	2704
4320 min Winter	2.096	3368
5760 min Winter	1.659	4272
7200 min Winter	1.383	5192

Cascade Summary of Results for A_Basin 1 (v2).SRCX

Storm Event	Max Level (m)	Max Depth (m)	Max Control (l/s)	Max Volume (m³)	Status
8640 min Winter	27.475	0.975	3.3	942.8	O K
10080 min Winter	27.428	0.928	3.3	889.7	O K

Storm Event	Rain (mm/hr)	Time-Peak (mins)
8640 min Winter	1.192	6136
10080 min Winter	1.050	6968

Cascade Rainfall Details for A_Basin 1 (v2).SRCX

Rainfall Model	FSR	Winter Storms	Yes
Return Period (years)	100	Cv (Summer)	0.750
Region	England and Wales	Cv (Winter)	0.840
M5-60 (mm)	20.000	Shortest Storm (mins)	15
Ratio R	0.392	Longest Storm (mins)	10080
Summer Storms	Yes	Climate Change %	+45

Time / Area Diagram

Total Area (ha) 1.371

Time (mins)	Area (ha)	Time (mins)	Area (ha)	Time (mins)	Area (ha)
0-4	0.457	4-8	0.457	8-12	0.457

Cascade Model Details for A_Basin 1 (v2).SRCX

Storage is Online Cover Level (m) 28.000

Tank or Pond Structure

Invert Level (m) 26.500

Depth (m)	Area (m²)	Depth (m)	Area (m²)
0.000	800.0	1.500	1314.8

Hydro-Brake® Outflow Control

Design Head (m) 1.500 Diameter (mm) 77
Design Flow (l/s) 4.1 Invert Level (m) 26.500
Hydro-Brake® Type Md6 SW Only

Depth (m)	Flow (l/s)	Depth (m)	Flow (l/s)	Depth (m)	Flow (l/s)	Depth (m)	Flow (l/s)
0.100	2.1	1.200	3.7	3.000	5.9	7.000	8.9
0.200	2.5	1.400	4.0	3.500	6.3	7.500	9.3
0.300	2.3	1.600	4.3	4.000	6.8	8.000	9.6
0.400	2.3	1.800	4.5	4.500	7.2	8.500	9.9
0.500	2.5	2.000	4.8	5.000	7.6	9.000	10.1
0.600	2.6	2.200	5.0	5.500	7.9	9.500	10.4
0.800	3.0	2.400	5.2	6.000	8.3		
1.000	3.4	2.600	5.5	6.500	8.6		

Cascade Summary of Results for B_Basin 1 (v2).SRCX

Upstream Structures	Outflow To	Overflow To
A_Basin 1 (v2).SRCX	B_Basin 2 (v2).SRCX	(None)

Storm Event	Max Level (m)	Max Depth (m)	Max Control (l/s)	Max Volume (m³)	Status
15 min Summer	20.630	0.430	8.2	359.1	O K
30 min Summer	20.753	0.553	8.2	472.1	O K
60 min Summer	20.873	0.673	8.2	588.3	O K
120 min Summer	20.986	0.786	8.2	702.3	O K
180 min Summer	21.046	0.846	8.2	763.4	O K
240 min Summer	21.082	0.882	8.4	801.5	O K
360 min Summer	21.128	0.928	8.6	850.6	O K
480 min Summer	21.156	0.956	8.7	880.3	O K
600 min Summer	21.172	0.972	8.7	898.2	O K
720 min Summer	21.182	0.982	8.8	908.6	O K
960 min Summer	21.188	0.988	8.8	914.8	O K
1440 min Summer	21.172	0.972	8.7	898.2	O K
2160 min Summer	21.141	0.941	8.6	864.3	O K
2880 min Summer	21.108	0.908	8.5	828.7	O K
4320 min Summer	21.040	0.840	8.2	757.1	O K
5760 min Summer	20.972	0.772	8.2	687.7	O K
7200 min Summer	20.906	0.706	8.2	621.2	O K

Storm Event	Rain (mm/hr)	Time-Peak (mins)
15 min Summer	142.080	27
30 min Summer	93.606	41
60 min Summer	58.739	70
120 min Summer	35.587	130
180 min Summer	26.176	190
240 min Summer	20.917	248
360 min Summer	15.226	368
480 min Summer	12.148	486
600 min Summer	10.188	606
720 min Summer	8.820	724
960 min Summer	7.019	962
1440 min Summer	5.079	1318
2160 min Summer	3.669	1672
2880 min Summer	2.910	2072
4320 min Summer	2.096	2900
5760 min Summer	1.659	3744
7200 min Summer	1.383	4544

Cascade Summary of Results for B_Basin 1 (v2).SRCX

Storm Event	Max Level (m)	Max Depth (m)	Max Control (l/s)	Max Volume (m³)	Status
8640 min Summer	20.840	0.640	8.2	556.1	O K
10080 min Summer	20.773	0.573	8.2	491.8	O K
15 min Winter	20.678	0.478	8.2	402.9	O K
30 min Winter	20.813	0.613	8.2	529.7	O K
60 min Winter	20.945	0.745	8.2	660.3	O K
120 min Winter	21.070	0.870	8.3	789.1	O K
180 min Winter	21.136	0.936	8.6	858.8	O K
240 min Winter	21.177	0.977	8.7	902.9	O K
360 min Winter	21.229	1.029	9.0	960.6	Flood Risk
480 min Winter	21.262	1.062	9.1	996.6	Flood Risk
600 min Winter	21.282	1.082	9.2	1019.4	Flood Risk
720 min Winter	21.295	1.095	9.2	1033.9	Flood Risk
960 min Winter	21.307	1.107	9.3	1046.8	Flood Risk
1440 min Winter	21.299	1.099	9.2	1038.1	Flood Risk
2160 min Winter	21.258	1.058	9.1	992.3	Flood Risk
2880 min Winter	21.218	1.018	8.9	948.3	Flood Risk
4320 min Winter	21.129	0.929	8.6	851.3	O K
5760 min Winter	21.036	0.836	8.2	753.0	O K
7200 min Winter	20.941	0.741	8.2	656.2	O K

Storm Event	Rain (mm/hr)	Time-Peak (mins)
8640 min Summer	1.192	5360
10080 min Summer	1.050	6152
15 min Winter	142.080	26
30 min Winter	93.606	41
60 min Winter	58.739	70
120 min Winter	35.587	128
180 min Winter	26.176	186
240 min Winter	20.917	244
360 min Winter	15.226	362
480 min Winter	12.148	478
600 min Winter	10.188	594
720 min Winter	8.820	708
960 min Winter	7.019	934
1440 min Winter	5.079	1374
2160 min Winter	3.669	1760
2880 min Winter	2.910	2204
4320 min Winter	2.096	3156
5760 min Winter	1.659	4048
7200 min Winter	1.383	4968

Cascade Summary of Results for B_Basin 1 (v2).SRCX

Storm Event	Max Level (m)	Max Depth (m)	Max Control (l/s)	Max Volume (m³)	Status
8640 min Winter	20.843	0.643	8.2	558.5	O K
10080 min Winter	20.735	0.535	8.2	455.4	O K

Storm Event	Rain (mm/hr)	Time-Peak (mins)
8640 min Winter	1.192	5800
10080 min Winter	1.050	6656

Cascade Rainfall Details for B_Basin 1 (v2).SRCX

Rainfall Model	FSR	Winter Storms	Yes
Return Period (years)	100	Cv (Summer)	0.750
Region	England and Wales	Cv (Winter)	0.840
M5-60 (mm)	20.000	Shortest Storm (mins)	15
Ratio R	0.392	Longest Storm (mins)	10080
Summer Storms	Yes	Climate Change %	+45

Time / Area Diagram

Total Area (ha) 1.369

Time (mins)	Area (ha)	Time (mins)	Area (ha)	Time (mins)	Area (ha)
0-4	0.456	4-8	0.456	8-12	0.456

Cascade Model Details for B_Basin 1 (v2).SRCX

Storage is Online Cover Level (m) 21.500

Tank or Pond Structure

Invert Level (m) 20.200

Depth (m)	Area (m²)	Depth (m)	Area (m²)
0.000	763.0	1.300	1192.7

Hydro-Brake® Outflow Control

Design Head (m) 1.300 Diameter (mm) 124
Design Flow (l/s) 10.0 Invert Level (m) 20.200
Hydro-Brake® Type Md6 SW Only

Depth (m)	Flow (l/s)	Depth (m)	Flow (l/s)	Depth (m)	Flow (l/s)	Depth (m)	Flow (l/s)
0.100	4.0	1.200	9.6	3.000	15.2	7.000	23.2
0.200	7.8	1.400	10.4	3.500	16.4	7.500	24.0
0.300	8.1	1.600	11.1	4.000	17.5	8.000	24.8
0.400	7.8	1.800	11.8	4.500	18.6	8.500	25.6
0.500	7.5	2.000	12.4	5.000	19.6	9.000	26.3
0.600	7.5	2.200	13.0	5.500	20.6	9.500	27.0
0.800	8.1	2.400	13.6	6.000	21.5		
1.000	8.8	2.600	14.1	6.500	22.4		

Cascade Summary of Results for B_Basin 2 (v2).SRCX

Upstream Structures	Outflow To	Overflow To
B_Basin 1 (v2).SRCX A_Basin 1 (v2).SRCX	(None)	(None)

Storm Event	Max Level (m)	Max Depth (m)	Max Control (l/s)	Max Volume (m³)	Status
15 min Summer	19.424	0.224	7.3	81.8	O K
30 min Summer	19.454	0.254	7.4	93.7	O K
60 min Summer	19.475	0.275	7.4	101.9	O K
120 min Summer	19.496	0.296	7.4	110.3	O K
180 min Summer	19.514	0.314	7.4	118.0	O K
240 min Summer	19.535	0.335	7.4	126.3	O K
360 min Summer	19.589	0.389	7.4	149.1	O K
480 min Summer	19.645	0.445	7.4	173.6	O K
600 min Summer	19.674	0.474	7.4	186.3	O K
720 min Summer	19.693	0.493	7.4	195.0	O K
960 min Summer	19.719	0.519	7.4	206.8	O K
1440 min Summer	19.739	0.539	7.4	216.0	O K
2160 min Summer	19.902	0.702	7.4	293.8	Flood Risk
2880 min Summer	19.902	0.702	7.4	293.8	Flood Risk
4320 min Summer	19.850	0.650	7.4	268.4	O K
5760 min Summer	19.805	0.605	7.4	246.7	O K

Storm Event	Rain (mm/hr)	Time-Peak (mins)
15 min Summer	142.080	672
30 min Summer	93.606	1056
60 min Summer	58.739	1498
120 min Summer	35.587	1970
180 min Summer	26.176	2254
240 min Summer	20.917	2458
360 min Summer	15.226	2774
480 min Summer	12.148	2880
600 min Summer	10.188	2880
720 min Summer	8.820	2880
960 min Summer	7.019	2880
1440 min Summer	5.079	2880
2160 min Summer	3.669	4616
2880 min Summer	2.910	5092
4320 min Summer	2.096	5760
5760 min Summer	1.659	6776

Cascade Summary of Results for B_Basin 2 (v2).SRCX

Storm Event	Max Level (m)	Max Depth (m)	Max Control (l/s)	Max Volume (m³)	Status
7200 min Summer	19.739	0.539	7.4	215.8	O K
8640 min Summer	19.683	0.483	7.4	190.3	O K
10080 min Summer	19.671	0.471	7.4	185.0	O K
15 min Winter	19.437	0.237	7.3	87.0	O K
30 min Winter	19.465	0.265	7.4	97.9	O K
60 min Winter	19.486	0.286	7.4	106.4	O K
120 min Winter	19.519	0.319	7.4	119.7	O K
180 min Winter	19.562	0.362	7.4	137.8	O K
240 min Winter	19.621	0.421	7.4	162.9	O K
360 min Winter	19.711	0.511	7.4	202.9	O K
480 min Winter	19.754	0.554	7.4	222.9	O K
600 min Winter	19.783	0.583	7.4	236.5	O K
720 min Winter	19.805	0.605	7.4	246.9	O K
960 min Winter	19.835	0.635	7.4	261.1	O K
1440 min Winter	19.856	0.656	7.4	271.4	O K
2160 min Winter	19.996	0.796	7.4	341.7	Flood Risk
2880 min Winter	19.998	0.798	7.4	342.8	Flood Risk
4320 min Winter	19.921	0.721	7.4	303.3	Flood Risk
5760 min Winter	19.938	0.738	7.4	312.2	Flood Risk

Storm Event	Rain (mm/hr)	Time-Peak (mins)
7200 min Summer	1.383	7504
8640 min Summer	1.192	8040
10080 min Summer	1.050	8472
15 min Winter	142.080	809
30 min Winter	93.606	1258
60 min Winter	58.739	1758
120 min Winter	35.587	2280
180 min Winter	26.176	2598
240 min Winter	20.917	2830
360 min Winter	15.226	2880
480 min Winter	12.148	2880
600 min Winter	10.188	2880
720 min Winter	8.820	2880
960 min Winter	7.019	2880
1440 min Winter	5.079	2880
2160 min Winter	3.669	5056
2880 min Winter	2.910	5540
4320 min Winter	2.096	5760
5760 min Winter	1.659	7240

Cascade Summary of Results for B_Basin 2 (v2).SRCX

Storm Event	Max Level (m)	Max Depth (m)	Max Control (l/s)	Max Volume (m³)	Status
7200 min Winter	19.884	0.684	7.4	285.3	O K
8640 min Winter	19.863	0.663	7.4	274.8	O K
10080 min Winter	19.872	0.672	7.4	278.9	O K

Storm Event	Rain (mm/hr)	Time-Peak (mins)
7200 min Winter	1.383	8000
8640 min Winter	1.192	8640
10080 min Winter	1.050	8928

Cascade Rainfall Details for B_Basin 2 (v2).SRCX

Rainfall Model	FSR	Winter Storms	Yes
Return Period (years)	100	Cv (Summer)	0.750
Region	England and Wales	Cv (Winter)	0.840
M5-60 (mm)	20.000	Shortest Storm (mins)	15
Ratio R	0.392	Longest Storm (mins)	10080
Summer Storms	Yes	Climate Change %	+45

Time / Area Diagram

Total Area (ha) 0.000

Time (mins)	Area (ha)
0-4	0.000

Cascade Model Details for B_Basin 2 (v2).SRCX

Storage is Online Cover Level (m) 20.200

Tank or Pond Structure

Invert Level (m) 19.200

Depth (m)	Area (m²)	Depth (m)	Area (m²)
0.000	340.0	1.000	564.4

Hydro-Brake® Outflow Control

Design Head (m) 1.000 Diameter (mm) 119
Design Flow (l/s) 8.2 Invert Level (m) 19.200
Hydro-Brake® Type Md6 SW Only

Depth (m)	Flow (l/s)	Depth (m)	Flow (l/s)	Depth (m)	Flow (l/s)	Depth (m)	Flow (l/s)
0.100	3.8	1.200	8.9	3.000	14.0	7.000	21.4
0.200	7.1	1.400	9.6	3.500	15.1	7.500	22.1
0.300	7.3	1.600	10.2	4.000	16.2	8.000	22.9
0.400	7.0	1.800	10.8	4.500	17.1	8.500	23.6
0.500	6.8	2.000	11.4	5.000	18.1	9.000	24.2
0.600	6.8	2.200	12.0	5.500	18.9	9.500	24.9
0.800	7.4	2.400	12.5	6.000	19.8		
1.000	8.1	2.600	13.0	6.500	20.6		

APPENDIX J
SURFACE WATER DRAINAGE STRATEGY

DO NOT SCALE FROM THIS DRAWING.

Rev	Description	Date	Au	Ch
P1	Preliminary Issue	16.10.22	VL/cl	--/--
P2	Revised Layout	21.10.22	VL/cl	
P3	Revised Layout	27.10.22	VL/cl	

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Project	Moat Road, Headcorn				
Drawing	Sketch Layout Master Plan - 01 -				
Client	CATESBY ESTATES PLC				
Job no.	CATE211030			Date	
Dwg no.	SKMP-01			Rev.	

CIVIL / STRUCTURAL DESIGN RISK MANAGEMENT

Abnormal or unusual residual risks associated with the design outcomes shown on this drawing are:-

RSK LDE LTD has followed its Design Risk Management process for Hazard Elimination and Risk reduction in developing the designs shown on this drawing.
Abnormal or unusual residual risks may be shown above where it is considered that such risk may not normally be expected by competent persons engaged on work of this nature or type.

NOTES:

1. Topographic Survey provided by Greenhatch Group, drawing no. 42824_T, dated 24.01.22.
2. Proposed site layout provided by Thrive Architects, drawing Sketch Layout Masterplan (CATE211030 SKMP-01 P3), dated 27.10.22.
3. Indicative surface water drainage strategy only, for planning purposes. To be finalised at detailed design stage. Not for construction.

KEY: -

- SITE BOUNDARY
- CATCHMENT BOUNDARY
- INDICATIVE SURFACE WATER DRAINAGE NETWORK

SUDS:

- PERMEABLE PAVING
- DETENTION BASIN
- INDICATIVE SWALE LOCATION

Rev	Date	Amendment	Drawn	Chkd	Appd
P2	09.11.22	Updated with revised site layout	JL	MEC	MEC
P1	25.10.22	Draft for comment	JL	MEC	MEC

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Client
CATESBY STRATEGIC LAND LTD

Project Title
LAND NORTH OF MOAT ROAD, HEADCORN

Status
FINAL

Drawing Title
INDICATIVE SURFACE WATER DRAINAGE STRATEGY

Drawn	Date	Checked	Date	Approved	Date
JL	25.10.22	MEC	25.10.22	MEC	25.10.22

Scale	Orig Size	Dimensions
1:1000	A1	m

Project No.	File Name
680350	680350-02

Drawing No.							Rev.
680350						02	
Project No.	Orig.	Vol./Sys.	Lev./Loc.	Type	Role	Draw. No.	

Scale 1:1000
0 10 20 30 40 50m

File Location: Z:\001 HYDRO JOBS LIVE\680350 - HEADCORN CATESBY\4 DRAINAGE\DRAWINGS\680350-02-SW DRAINAGE STRATEGY (P2).DWG

APPENDIX K
SUDS MANAGEMENT STRATEGY

Catesby Strategic Land Ltd

Land north of Moat Road, Headcorn

Sustainable Drainage System (SuDS) Management Strategy

680350-R2(1)
November 2022

RSK GENERAL NOTES

Project No.: 680350-R2(1)

Site: Land north of Moat Road, Headcorn

Title: Sustainable Drainage System (SuDS) Management Strategy

Client: Catesby Strategic Land Ltd

Date: 09th November 2022

Office: Hemel Hempstead

Status: Final

Author	J Looney	**Technical reviewer**	M Cheeseman
Signature		Signature	
Date:	09th November 2022	Date:	09th November 2022

Quality reviewer	K Jackson
Signature	
Date:	09th November 2022

Issue No	Version/Details	Date issued	Author	Reviewed by	Approved by
R2(0)	680350-R2(0)	31.10.22	JL	MC	KJ
R2(1)	680350-R2(1)	09.11.22	JL	MC	KJ

Where field investigations have been carried out, these have been restricted to a level of detail required to achieve the stated objectives of the work.

This work has been undertaken in accordance with the quality management system of RSK LDE Ltd.

CONTENTS

1 INTRODUCTION

This management strategy has been prepared by RSK Land and Development Engineering Ltd on behalf of Catesby Strategic Land Ltd, to support the proposed surface water drainage strategy at Land north of Moat Road, Headcorn (The Development).

The SuDS considered for the purposes of this statement, include drainage features that will be employed to reduce and manage surface water runoff from the development to a design return period of 100 years plus climate change. This is required so that The Development will not increase the risk of flooding to the site and its environs. All drainage on site is taken to the ditch on the southern site boundary via a pumped outfall. Such features include the following:

- Permeable paving;
- Detention Basins; and
- Swales.

This document outlines the long-term maintenance of the proposed surface water system and will refer to the following documents, some of which provide further detail on the maintenance operations required:

- CIRIA Report C753, 'The SUDS Manual', 2015
- CIRIA Report C625, 'Model Agreements for Sustainable Water Management Systems', 2004; and
- Interpave, 'Permeable pavements: Guide to the Design, Construction and Maintenance of Concrete Block Permeable Pavements', ed. 4, 2006.

2 MAINTENANCE RESPONSIBILITIES

Responsibility for drainage within England and Wales rests with various bodies. For the Development, the drainage responsibilities will be divided between the following:

- **Private Landowner** – each Householder will be responsible for the maintenance of drainage features within individual property curtilages.
- **Communal Areas** - A Management company will be set up for the Development to maintain all permeable paving, detention basins, outfalls and any associated flow controls within communal areas. However, it should be noted that if, the Flood and Water Management Act 2010 is ever fully implemented this allows a surface water drainage system to be vested to the SUDS approving body (SAB) in this case Kent County Council. This would be reviewed at the time of any implementation of the act.

3 MAINTENANCE REGIME

As the maintenance of the communal SUDS features will be carried out via a Management Company, the form of agreement should include the required maintenance listed below. Should the maintenance be transferred at a later date to a public body, then the model agreement SUDS MA1 should be used, details of which can be found in the CIRIA guidance C625.

The following section describes the required maintenance for each feature in turn. The SUDS maintenance requirements listed below should be reviewed after the first 5 years, with a view to agreeing a new regime for the ongoing maintenance.

Notwithstanding the routine inspections and maintenance requirements, after severe storm events all features shall be inspected to clear debris and repair damaged structures or features. Records of the maintenance carried out shall be prepared by the Management Company.

3.1 Permeable Paving

Maintenance schedule	Required action	Typical frequency
Regular maintenance	Brushing and vacuuming (standard cosmetic sweep over whole surface)	Once a year, after autumn leaf fall, or reduced frequency as required, based on site-specific observations of clogging or manufacturer's recommendations – pay particular attention to areas where water runs onto pervious surface from adjacent impermeable areas as this area is most likely to collect the most sediment
Occasional maintenance	Stabilise and mow contributing and adjacent areas	As required
	Removal of weeds or management using glyphosphate applied directly into the weeds by an applicator rather than spraying	As required – once per year on less frequently used pavements
Remedial Actions	Remediate any landscaping which, through vegetation maintenance or soil slip, has been raised to within 50mm of the level of the paving	As required
	Remedial work to any depressions, rutting and cracked or broken blocks considered detrimental to the structural performance or a hazard to users, and replace lost jointing material.	As required
	Rehabilitation of surface and upper substructure by remedial sweeping.	Every 10 to 15 years or as required (if infiltration performance is reduced due to significant clogging)

Maintenance schedule	Required action	Typical frequency
Monitoring	Initial inspection	Monthly for three months after installation
	Inspect for evidence of poor operation and/or weed growth – if required, take remedial action	Three monthly 48h after large storms in first six months
	Inspect silt accumulation rates and establish appropriate brushing frequencies	Annually
	Monitor inspection chambers	Annually

3.2 Detention Basins

Maintenance schedule	Required action	Typical frequency
Regular maintenance	Remove litter and debris	Monthly
	Cut grass – for spillways and access routes	Monthly (during growing season), as or required
	Cut grass – meadow grass in and around basin	Half yearly (spring – before nesting season, and autumn)
	Manage other vegetation and remove nuisance plants	Monthly (at start, then as required)
	Inspect inlets, outlets and overflows for blockages, and clear if required	Monthly
	Inspect banksides, structures, pipework etc for evidence of physical damage	Monthly
	Inspect inlets and facility surface for silt accumulation. Establish appropriate silt removal frequencies.	Monthly (for first year), the annually or as required
	Check any penstocks and other mechanical devices	Annually
	Tidy all dead growth before start of growing season	Annually
	Remove sediment from inlets, outlet and forebay	Annually (or as required)
	Manage wetland plants in outlet pool – where provided	Annually
Occasional Maintenance	Reseed areas of poor vegetation growth	As required
	Prune and trim any trees and remove cuttings	Every 2 years, or as required
	Remove sediment from inlets, outlets, forebay and main basin when required	Every 5 years, or as required (likely to be minimal requirements where effective upstream source control is provided)
Remedial actions	Repair erosion or other damage by reseeding or re turfing	As required
	Realignment of rip-rap	As required
	Repair/rehabilitation of inlets, outlets and overflows	As required

Maintenance schedule	Required action	Typical frequency
	Relevel uneven surfaces and reinstate design levels	As required

3.3 Swales

Maintenance schedule	Required action	Typical frequency
Regular maintenance	Remove litter and debris	Monthly, or as required
	Cut grass- to retain grass height within specified design range	Monthly (during growing season), or as required
	Manage other vegetation and remove nuisance plants	Monthly at start, then as required
	Inspect inlets, outlets and overflows for blockages, and clear if required	Monthly
	Inspect infiltration surfaces for ponding, compaction, silt accumulation, record areas where water is ponding for >48 hours	Monthly or when required
	Inspect vegetation coverage	Monthly for 6 months, quarterly for 2 years, then half yearly
	Inspection inlets and facility surface for silt accumulation, establish appropriate silt removal frequencies	Half yearly
Occasional maintenance	Reseed areas of poor vegetation growth, alter plant types to better suit conditions, if required	As required or if bare soil is exposed over 10% or more of the swale treatment area
Remedial actions	Repair erosion or other damage by re-turfing or reseeding	As required
	Relevel uneven surfaces and reinstate design level	As required
	Scarify and spike topsoil layer to improve infiltration performance, break up silt deposits and prevent compaction of soil surface	As required
	Remove build up of sediment on upstream gravel trench, flow spreader or at top of filter strip	As required
	Remove and dispose of oils or petrol residues using safe standard practices	As required

APPENDIX A
INSPECTION CHECKLIST

General information			
Site ID			
Site location and co-ordinates (GIS if appropriate)			
Elements forming the SuDS scheme		Approved drawing reference	
Inspection frequency		Approved specification reference	
Type of development		Specific purpose of any parts of the scheme (e.g. biodiversity, wildlife and visual aspects)	

Inspection Date	Details	Y/N	Action required	Date completed	Details	Y/N	Action required	Date completed
General inspection items								
Is there any evidence of erosion, channelling, ponding (where not desirable) or other poor hydraulic performance?								
Is there any evidence of accidental spillages, oils, poor water quality, odours or nuisance insects?								
Have any health and safety risks been identified to either the public or maintenance operatives?								
Silt/Sediment accumulation								
Is there any sediment accumulation at inlets (or other defined accumulation zones such as the surface of filter drains or infiltration basins and within proprietary devices)? If yes, state depth (mm) and extent. Is removal required? If yes, state waste disposal requirements and confirm that all waste management requirements have been complied with (consult environmental regulator)								
Is surface clogging visible potentially problematic where water has to soak into the underlying								

Inspection Date	Details	Y/ N	Action required	Date completed	Details	Y/ N	Action required	Date completed
construction or ground (e.g. underdrained swale or infiltration basin)?								
Does permeable or porous surfacing require sweeping to remove silt?								
Is there evidence of litter accumulation in the system? If yes, is this a blockage risk?								
Is there any evidence of any other clogging or blockage of outlets or drainage paths?								
Is the vegetation condition satisfactory (density, weed growth, coverage etc)? (check against approved planting regime)								
Does any part of the system require weeding, pruning or mowing? (check against maintenance frequency state in approved design).								
Is there any evidence of invasive species becoming established? If yes, state action required								
Are any check dams or weirs in good condition?								
Is there any evidence of any accidental damage to the system (e.g. wheel ruts?)								

Inspection Date	Details	Y/ N	Action required	Date completed	Details	Y/ N	Action required	Date completed
Is there any evidence of cross connections or other unauthorised inflows?								
Is there any evidence of tampering with the flow control?								
Are there any other matters that could affect the performance of the system in relation to the design objectives for hydraulic, water quality, biodiversity and visual aspects?								
Other observations								
Information appended (e.g. photos)								
Continue as current Increase maintenance Decrease maintenance								
Proposed date for next inspection								

Appendix G
Illustrative Masterplan

A1

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Rev	Description	Date	Au	Ch
P1	Preliminary Issue	16.10.22	VL/ci	--/--
P2	Revised Layout	21.10.22	VL/ci	

Project	Moat Road, Headcorn				
Drawing	Sketch Layout Master Plan - 01 -				
Client	CATESBY ESTATES PLC				
Job no.	CATE211030			Date	18.10.22
Dwg no.	SKMP-01			Rev.	P2
Author	VL/ci	Checked	-/-	Scale	1:1000@A0
Status	PRELIMINARY			Office	Romsey
Client ref.	-				

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