

APPENDIX F

Calculation Reference: AUDIT-728001-180306-0321

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : C3 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED

VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES	EAST SUSSEX 1 days
	HC	HAMPSHIRE 1 days
	KC	KENT 1 days
	SC	SURREY 1 days
	WS	WEST SUSSEX 3 days
03	SOUTH WEST	
	DEV	DEVON 3 days
	SM	SOMERSET 1 days
	WILT	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
06	WEST MIDLANDS	
	SH	SHROPSHIRE 4 days
	WM	WARWICKSHIRE 2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE	NORTH EAST LINCOLNSHIRE 1 days
	NY	NORTH YORKSHIRE 7 days
	SY	SOUTH YORKSHIRE 1 days
	WY	WEST YORKSHIRE 1 days
08	NORTH WEST	
	CH	CHESHIRE 2 days
	GM	GREATER MANCHESTER 2 days
	MS	MERSEYSIDE 1 days
09	NORTH	
	CB	CUMBERIA 1 days
	DH	DURHAM 2 days
	TW	TYNE & WEAR 2 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 803 (Units:)
Range Selected by User	6 to 4334 (Units:)

Public Transport Provision

Selection by ☒ Include all surveys

Date Range 01/01/09 to 27/11/17

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	11 days
Tuesday	8 days
Wednesday	9 days
Thursday	10 days
Friday	8 days

This data displays the number of selected surveys by day of the week

Selected survey types:

Manual count	46 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 undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	24
Edge of Town	18
Neighbourhood Centre (PPS6 Local Centre)	4

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
Village	1
No Sub Category	5

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:

03	45 days
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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:

1,001 to 5,000	7 days
5,001 to 10,000	12 days
10,001 to 15,000	11 days
15,001 to 20,000	5 days
20,001 to 25,000	5 days
25,001 to 50,000	5 days
50,001 to 100,000	1 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	6 days
25,001 to 50,000	5 days
50,001 to 75,000	5 days
75,001 to 100,000	13 days
100,001 to 125,000	2 days
125,001 to 250,000	9 days
250,001 to 500,000	4 days
500,001 or More	2 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	17 days
1.1 to 1.5	29 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:

Yes	5 days
No	41 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	46 days
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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
	THORPE PARK ROAD PETERBOROUGH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings 9			
2	CA-03-A-05	DETACHED HOUSES		CAMBRIDGESHIRE
	EASTFIELD ROAD PETERBOROUGH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings 28			
3	CB-03-A-04	SEMI DETACHED		CUMBRIA
	MOORCLOSE ROAD SALTERBACK WORKINGTON Edge of Town No Sub Category Total Number of dwellings 82			
4	CH-03-A-08	DETACHED		CESHIRE
	WHITCHURCH ROAD BOUGHTON HEATH CHESTER Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings 11			
5	CH-03-A-09	TERRACED HOUSES		CESHIRE
	GREYSTOKE ROAD HURDSFIELD MACCLESFIELD Edge of Town Residential Zone Total Number of dwellings 24			
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			
7	DH-03-A-02	MIXED HOUSES		DURHAM
	LEAZES LANE ST HELEN AUCKLAND BISHOP AUCKLAND Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Number of dwellings 125			
8	DV-03-A-01	TERRACED HOUSES		DEVON
	BRONSHILL ROAD TORQUAY Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings 37			
9	DV-03-A-02	HOUSES & BUNGALOWS		DEVON
	MILLHEAD ROAD HONITON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings 116			
10	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			
11	ES-03-A-02	PRIVATE HOUSING		EAST SUSSEX
	SOUTH COAST ROAD PEACEHAVEN Edge of Town Residential Zone Total Number of dwellings 37			

LIST OF SITES relevant to selection parameters (Cont.)

12	GM-03-A-10	DETACHED/SEMI		GREATER MANCHESTER
	BLITT HILL DRIVE			
	PRESTWICH			
	MANCHESTER			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings	29		
13	GM-03-A-11	TERRACED & SEMI-DETACHED		GREATER MANCHESTER
	RUSHFORD STREET			
	LEVENSHILLVE			
	MANCHESTER			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total Number of dwellings	37		
14	HC-03-A-19	HOUSES & FLATS		HAMPSHIRE
	CANADA WAY			
	LIPHOOK			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings	62		
15	KC-03-A-03	MIXED HOUSES & FLATS		KENT
	HYTHE ROAD			
	WOLLESBOROUGH			
	ASHFORD			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings	51		
16	LN-03-A-03	SEMI DETACHED		LINCOLNSHIRE
	ROCKERY LANE			
	BOULTHAM			
	LINCOLN			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings	22		
17	MS-03-A-03	DETACHED		MERSEYSIDE
	BEMPTON ROAD			
	OTTERSPOOL			
	LIVERPOOL			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings	15		
18	NE-03-A-02	SEMI DETACHED & DETACHED		NORTH EAST LINCOLNSHIRE
	HANOVER WALK			
	SCUNTHORPE			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings	432		
19	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		
20	NF-03-A-02	HOUSES & FLATS		NORFOLK
	DERHAM ROAD			
	NORWICH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings	98		
21	NF-03-A-03	DETACHED HOUSES		NORFOLK
	FALING WAY			
	THETFORD			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings	10		
22	NY-03-A-06	BUNGALOWS & SEMI DET.		NORTH YORKSHIRE
	HORSEFAIR			
	BOROUGHBRIDGE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings	113		

LIST OF SITES relevant to selection parameters (Cont.)

23	NY-03-A-07	DETACHED & SEMI DET.		NORTH YORKSHIRE
	CRAYEN WAY			
	BOROUGHBRIDGE			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings	23		
24	NY-03-A-08	TERRACED HOUSES		NORTH YORKSHIRE
	NICHOLAS STREET			
	YORK			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings	21		
25	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		
26	NY-03-A-10	HOUSES AND FLATS		NORTH YORKSHIRE
	BOROUGHBRIDGE ROAD			
	RIPON			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings	71		
27	NY-03-A-11	PRIVATE HOUSING		NORTH YORKSHIRE
	HORSEFAIR			
	BOROUGHBRIDGE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings	23		
28	NY-03-A-13	TERRACED HOUSES		NORTH YORKSHIRE
	CATTERICK ROAD			
	OLD HOSPITAL COMPOUND			
	CATTERICK GARRISON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings	10		
29	SC-03-A-04	DETACHED & TERRACED		SURREY
	HIGH ROAD			
	BYFLEET			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings	71		
30	SF-03-A-04	DETACHED & BUNGALOWS		SUFFOLK
	NORMANSTON DRIVE			
	LOWESTOFT			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings	7		
31	SF-03-A-05	DETACHED HOUSES		SUFFOLK
	VALE LANE			
	BLRY ST EDMUNDS			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings	18		
32	SH-03-A-03	DETACHED		SHROPSHIRE
	SOVERBY DRIVE			
	BICTON HEATH			
	SHREWSBURY			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings	10		
33	SH-03-A-04	TERRACED		SHROPSHIRE
	ST MICHAEL'S STREET			
	SHREWSBURY			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of dwellings	108		

LIST OF SITES relevant to selection parameters (Cont.)

34	SH-03-A-05	SEMI-DETACHED/TERRACED	SHROPSHIRE
	SANDCROFT		
	SUTTON HILL		
	TELFORD		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings	54	
35	SH-03-A-06	BUNGALOWS	SHROPSHIRE
	ELLESVERE ROAD		
	SHREWSBURY		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings	16	
36	SM-03-A-01	DETACHED & SEMI	SOMERSET
	WEVEDON ROAD		
	NORTHFIELD		
	BRIDGWATER		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings	33	
37	SY-03-A-01	SEMI DETACHED HOUSES	SOUTH YORKSHIRE
	A19 BENTLEY ROAD		
	BENTLEY RISE		
	DONCASTER		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings	54	
38	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	
39	TW-03-A-03	MIXED HOUSES	TYNE & WEAR
	STATION ROAD		
	BACKWORTH		
	NEAR NEWCASTLE		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Number of dwellings	33	
40	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	
41	WK-03-A-02	BUNGALOWS	WARWICKSHIRE
	NARBERTH WAY		
	POTTERS GREEN		
	COVENTRY		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings	17	
42	WL-03-A-02	SEMI DETACHED	WILTSHIRE
	HEADLANDS GROVE		
	SWINDON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings	27	
43	WS-03-A-04	MIXED HOUSES	WEST SUSSEX
	HILLS FARM LANE		
	BROADBRIDGE HEATH		
	HORSHAM		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings	131	
44	WS-03-A-05	TERRACED & FLATS	WEST SUSSEX
	UPPER SHOREHAM ROAD		
	SHOREHAM BY SEA		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings	48	

LIST OF SITES relevant to selection parameters (Cont.)

45	WS-03-A-06	MIXED HOUSES	WEST SUSSEX
	ELLIS ROAD		
	S BROADBRIDGE HEATH		
	WEST HORSHAM		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings		803
46	WY-03-A-01	MIXED HOUSING	WEST YORKSHIRE
	SPRING VALLEY CRESCENT		
	BRAMLEY		
	LEEDS		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Number of dwellings		46

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
VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	46	70	0.074	46	70	0.278	46	70	0.352
08:00 - 09:00	46	70	0.135	46	70	0.384	46	70	0.519
09:00 - 10:00	46	70	0.148	46	70	0.166	46	70	0.314
10:00 - 11:00	46	70	0.132	46	70	0.152	46	70	0.284
11:00 - 12:00	46	70	0.144	46	70	0.153	46	70	0.297
12:00 - 13:00	46	70	0.151	46	70	0.153	46	70	0.304
13:00 - 14:00	46	70	0.153	46	70	0.157	46	70	0.310
14:00 - 15:00	46	70	0.150	46	70	0.177	46	70	0.327
15:00 - 16:00	46	70	0.252	46	70	0.184	46	70	0.436
16:00 - 17:00	46	70	0.266	46	70	0.163	46	70	0.429
17:00 - 18:00	46	70	0.321	46	70	0.159	46	70	0.480
18:00 - 19:00	46	70	0.261	46	70	0.161	46	70	0.422
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.187			2.287			4.474

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.

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Parameter summary

Trip rate parameter range selected	6 - 803 (units:)
Survey date date range:	01/01/09 - 27/11/17
Number of weekdays (Monday-Friday):	46
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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 shown. 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

TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	46	70	0.002	46	70	0.002	46	70	0.004
08:00 - 09:00	46	70	0.004	46	70	0.004	46	70	0.008
09:00 - 10:00	46	70	0.003	46	70	0.002	46	70	0.005
10:00 - 11:00	46	70	0.003	46	70	0.003	46	70	0.006
11:00 - 12:00	46	70	0.001	46	70	0.001	46	70	0.002
12:00 - 13:00	46	70	0.001	46	70	0.001	46	70	0.002
13:00 - 14:00	46	70	0.002	46	70	0.002	46	70	0.004
14:00 - 15:00	46	70	0.002	46	70	0.002	46	70	0.004
15:00 - 16:00	46	70	0.004	46	70	0.005	46	70	0.009
16:00 - 17:00	46	70	0.002	46	70	0.002	46	70	0.004
17:00 - 18:00	46	70	0.001	46	70	0.001	46	70	0.002
18:00 - 19:00	46	70	0.001	46	70	0.001	46	70	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.026			0.026			0.052

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.

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Parameter summary

Trip rate parameter range selected	6 - 803 (units:)
Survey date date range:	01/01/09 - 27/11/17
Number of weekdays (Monday-Friday):	46
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

APPENDIX G



Ashford Borough Council

Civic Centre
Tannery Lane
Ashford
Kent
TN23 1PL

Highways and Transportation

Ashford Highway Depot
4 Javelin Way
Ashford
TN24 8AD

Tel: 03000 418181

Date: 8 February 2018

Application - 18/00191/AS

Location - Land to the rear of The Red Lion Public House, Egerton Road, Charing, Kent

Proposal - Erection of 5 dwellings, new vehicular access, hard and soft landscape works, and associated works

Thank you for your consultation in relation to the above planning application.

I refer to the above planning application and in order that I may fully assess the highway implications I shall require further information in respect of:-

- A visibility splay plan needs to be provided showing the visibility that can be provided out of the proposed access. Visibility splays of 2.4 metres by 215 metres are required in both directions (based on a 60 mph speed limit) with no obstruction over 0.9m above carriageway level. Alternatively a speed survey can be undertaken at the point of the access to calculate the visibility splay requirements.
- The vehicle access from Tile Lodge Road requires a minimum width of 4.1m for the first 6m from the highway, to allow for 2 vehicles to pass each other safely off the highway.
- The proposed garages and car barns do not meet the required dimensions, as stated in Ashford Borough Councils Residential Parking and Design Guidance SPD 2010 (page 43). Please note dimensions quoted are internal.
- ABC have recently adopted new residential parking allocations as part of the Ashford Local Plan 2030 (Section 5.264). 4 bedroom properties are now required to have 3 allocated parking spaces. Garages do not count towards the parking allocation. Can the applicant please provide a scale plan demonstrating the full parking allocation, ensuring that there is provision of 6m clearance behind each space to allow for turning/reversing.
- We require plans demonstrating bicycle storage for each property. One space per bedroom is required for each property. Garages are acceptable for this, however car barns/ports are not. A shed in the rear garden can be provided for this, as long as it meets acceptable dimensions.
- The refuse collection details are mentioned in the Design & Access Statement, however there is no indication on the proposed site plan of the location of the collection area adjacent to Tile Lodge Road. Please can plans be submitted, so we can ensure that this area does not impede on visibility splay lines.

I look forward to receiving the requested information.

Yours faithfully

Fiona Wiles

Transport & Development Planner



Ashford Borough Council

Civic Centre
Tannery Lane
Ashford
Kent
TN23 1PL

Highways and Transportation

Ashford Highway Depot
4 Javelin Way
Ashford
TN24 8AD

Tel: 03000 418181

Date: 19 March 2018

Application - 18/00191/AS

Location - Land to the rear of The Red Lion Public House, Egerton Road, Charing, Kent

Proposal - Erection of 5 dwellings, new vehicular access, hard and soft landscape works, and associated works

Thank you for your consultation in relation to the above planning application. I have the following comments to make with respect to highway matters :-

Further to my previous comments, a Transport Statement has been submitted, which details a speed survey that has been carried out at the location of the proposed access.

A visibility splay plan has been submitted, which demonstrates visibility splays of 49.2m to the south and 51m to the north.

These would be adequate for the proposed site, though I would add that there should be no obstruction over 0.9m above carriageway level. This is likely to require the removal of the frontage hedgerow along Tile Lodge Road. The applicant should also demonstrate that all land crossed by the visibility splays is either within their control or the control of Kent County Council.

I would also add that the refuse collection point should be no further than 30m from each proposed dwelling. All other comments on my previous response still stand.

In addition I would like to advise the applicant that the gradient of the access should be no steeper than 1 in 10 for the first 1.5 metres from the highway boundary and no steeper than 1 in 8 thereafter. This should be detailed on future submitted plans.

Yours faithfully,

Fiona Wiles

Transport & Development Planner

APPENDIX H

ROAD SAFETY AUDIT BRIEF

ROAD SAFETY AUDIT BRIEF PREPARED IN ACCORDANCE WITH DMRB HD19/15
(VOLUME 5 SECTION 2, PART 2)

Date: March 2018

Ref: MLKN/17/3752/RSAB1

GENERAL DETAILS.	
Scheme:	Red Lion Public House, Lower Green Road, Rusthall, Kent
Description:	Proposed Site Access Arrangements
Date:	5 th March 2018
Stage:	1

OVERSEEING ORGANISATION.	DESIGN ORGANISATION.
Kent County Council Ashford Depot, Henwood, Ashford, TN24 8AD Tel: 03000 418181	RGP Shackleford Suite Mill Pool House, Mill Lane, Godalming, Surrey, GU7 1EY Tel: 01483 861681

A)	SCHEME DRAWINGS SHOWING FULL GEOGRAPHICAL EXTENT OF THE SCHEME AND INCLUDING THE AREAS BEYOND THE TIE-IN POINTS.
2017/3752/001 – Proposed Access & Visibility Splays. 2017/3752/002 – Forward Visibility Splays	

B)	DETAILS OF DEPARTURES AND RELAXATIONS FROM STANDARDS.
No departures or relaxations from standards identified.	

C)	GENERAL SCHEME DETAILS, TO HELP GIVE AN UNDERSTANDING OF THE SCHEME AND HOW THE LAYOUT WILL OPERATE, INCLUDING DESIGN SPEEDS, SPEED LIMITS, TRAFFIC FLOWS, FORECAST FLOWS, QUEUE LENGTHS, NON-MOTORISED USERS AND DESIRE LINES. ALSO DETAILS OF ANY ENVIRONMENTAL CONSTRAINTS ON THE DESIGN.
	<p>Site Location</p> <p>The site is located on Lower Green Road, close to its junction with Ashley Gardens and approximately 450 metres north from the village centre of Rusthall.</p> <p>The development site comprises an area of open space adjacent public house at a raised level from the existing building and the adjacent public highway.</p> <p>The existing Public House and its car park is served via an existing vehicle crossover on the northern side of the building, positioned on the inside of a bend on Lower Green Road and opposite its junction with Ashley Gardens.</p> <p>Proposed Development</p> <p>The proposals comprise the erection of 3 terraced dwellings located to the rear of the Public House. The proposals would include the formation of a new vehicle crossover off Lower Green Road, positioned towards the south-eastern boundary of the site to serve an area of car parking for the residential dwellings. The proposed access would serve vehicular traffic only, with separate pedestrian access provided.</p> <p>A number of options have been considered to provide suitable access to serve the proposed dwellings, including the use of the existing access serving the Public House. However, given the positioning of this historic access on a bend with limited visibility to oncoming traffic and limited opportunity to improve its position due to various constraints, a separate access has been considered appropriate.</p> <p>The proposed development would not impact on the operations of the existing Public House, with the existing access, parking and servicing arrangements remaining unchanged.</p> <p>Site Access Arrangements</p> <p>As detailed on drawing 2017/3752/001, the proposed dwellings would be accessed via a single point of access at the south-eastern extent of the site off Lower Green Road, serving all residential traffic. The proposed access has been positioned away from the Public House building to maximise visibility in both directions.</p> <p>The form and layout of the proposed access arrangement has also been considered in accordance with the design requirements of KCC published within their 'Kent Design Guide' (2006). An assessment has also been undertaken of existing conditions on the adjacent public highway, principally existing vehicle speeds on Lower Green Road.</p> <p>The proposed access has also been designed with similar characteristics to that of a "Shared Private Drive" considered suitable for developments of between 2 and 5 dwellings. As detailed</p>

above, the proposed access would serve vehicular traffic only, with separate and segregated access for pedestrians provided to the west.

As illustrated on drawing 2017/3752/001, the proposed access has been shown with a 3.0 metre carriageway width, in accordance with the minimum 3.0 metre width required to allow a fire tender access. Suitable consideration would be given to ensuring that the gradient of the access road is appropriate.

To determine an appropriate level of visibility from the site access, the results of a speed survey undertaken along Lower Green Road have been assessed to derive an appropriate Design Speed. The table below summarises the recorded vehicle speeds. During the survey period, the weather was dry with no rainfall. Therefore, the results of the survey represent the 'dry weather' 85th Percentile Speed. An adjustment of to provide the 'wet weather' Design Speed has been undertaken in line with DMRB standard TA 22/81. The table below confirms the Design Speed.

	WESTBOUND	EASTBOUND
Recorded 85 th Percentile Speed (dry weather speeds)	24.6mph (39.6kph)	26.4mph (42.5kph)
'Wet Weather' Design Speed (-4kph reduction)	22.11mph (35.6kph)	23.42mph (38.5kph)

As demonstrated by the table above, existing vehicle approach speeds are lower than the posted 30mph speed limit. Based on the stopping sight distance calculations in MfS, the visibility requirements from the site access are 28.3 metres towards the east (looking left) and 30.5 metres towards the west (looking to the right).

Drawing 2017/3752/001 attached hereto illustrates the required visibility splays. Visibility splays are shown from a setback (X distance) of 2.4 metres and Y distance measured to the nearside vehicle track, in accordance with the requirements of Manual for Streets 2. The drawing illustrates that visibility splays can be achieved in accordance with both standards without significant impact on frontage trees and vegetation. Appropriate alterations would be mad to the boundary wall.

In additional, drawing 2017/3752/002 attached herewith illustrates a vehicle waiting to turn into the site and being able to see (and be seen by) approaching traffic over the same stopping sight distances.

Off-site Highway Improvements

None proposed.

Speed Limit/Design Speed

Lower Green Road is subject to a 30mph speed limit in the vicinity of the site, however the design speed has been calculated based on the recorded vehicle speeds as summarised above.

Traffic Flows

The results of a traffic count (ATC) survey are enclosed. The survey was undertaken from the 2nd November 2017 to the 8th November 2017. The table below summarises the level of traffic on Lower Green Road recorded during a typical weekday period of operation. The results set out the two-way traffic flows for the traditional highway peak hours (when the highway network is most sensitive) and over a typical weekday.

	WESTBOUND	EASTBOUND	TWO-WAY
AM Peak Hour (08:00-09:00)	206	182	388
PM Peak Hour (17:00-18:00)	146	174	320
24hr Daily Traffic (00:00-24:00)	1,542	1,528	3,070

The table indicates that Lower Green Road is lightly trafficked, with a peak of 388 two-way vehicle movements recorded during the AM peak hour. During a typical weekday, Lower Green Road experiences traffic flows of around 3,070 two-way vehicle movements during a 24hr period.

Forecast Traffic Flows

Traffic generation for the proposed development of 3 residential dwellings has been assessed through interrogation of the TRICS database.

The results indicate that during the AM peak hour a total of 2 additional two-way vehicle movements (1 arrival and 1 departure) would be generated. During the PM peak hour, 1 two-way movements would be generated (1 arrival).

Over a typical weekday, the proposed development would generate a total of 13 two-way vehicle movements on the highway network.

D)	ANY RELEVANT FACTORS WHICH MAY AFFECT ROAD SAFETY SUCH AS ADJACENT DEVELOPMENTS (EXISTING OR PROPOSED), PROXIMITY OF SCHOOLS AND RETIREMENT CARE HOME AND ACCESS FOR EMERGENCY VEHICLES.
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Not Applicable.

E)	FOR ON-LINE SCHEMES AND AT TIE-INS, THE PREVIOUS 60 MONTHS ACCIDENT DATA IN THE FORM OF 'STICK PLOTS' AND INTERPRETED LISTINGS. THE ACCIDENT DATA SHOULD COVER BOTH THE EXTENT OF THE SCHEME AND BOTH SECTIONS OF HIGHWAY.
Accident Review identified no accidents in the vicinity of the site in the last 5 years.	

F)	AT AUDIT STAGE 2 AND 3, DETAILS OF ANY CHANGES INTRODUCED SINCE THE PREVIOUS STAGE.
Not Applicable.	

G)	A3 OR A4 SIZE PLANS USING AN APPROPRIATE SCALE FOR THE AUDIT TEAM TO MARK UP FOR INCLUSION IN THE AUDIT REPORT.
Copies of drawings are enclosed for the Audit Team. The drawings are printable to scale at A3.	

H)	PREVIOUS ROAD SAFETY AUDIT REPORTS, EXCEPTIONS REPORTS AND A COPY OF THE INTERIM ROAD SAFETY AUDIT FILE (WHERE AN INTERIM ROAD SAFETY AUDIT HAS TAKEN PLACE).
Not Applicable.	

I)	CONTACT DETAILS OF THE MAINTAINING AGENT TO WHOM ANY IDENTIFIED MAINTENANCE DEFECTS SHOULD BE NOTIFIED (BY TELEPHONE AND IMMEDIATELY CONFIRMED IN WRITING FOR SERIOUS DEFECTS) SEPARATELY FROM THE AUDIT REPORT.
Not Applicable.	
J)	DETAILS OF THE APPROPRIATE POLICE CONTACT.
Not Applicable.	

APPENDIX I



THE RED LION PUBLIC HOUSE, RUSTHALL

PROPOSED SITE ACCESS ARRANGEMENTS

Stage 1 Road Safety Audit

March 2018

SR/GH/18/1670/RSA1

Revision Status	Prepared by: (Name)	Checked by: (Name)	Approved by: (Signature)	Date Approved:
Original	Steve Richards	Gregg Holland		14/03/2018
Designer's Response				
Authority's Response				
Audit Response				

Client:	
Russell Giles Partnership	The Safety Forum Ltd
Shackleford Suite Mill Pool House Mill Lane Godalming Surrey GU7 1EY	PO Box 831 Godalming Surrey GU7 9HT
Date: 14 March 2018	

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4.0	AUDITOR STATEMENT	7

APPENDIX A Location Plan

APPENDIX B Road Safety Audit Response

1.0 INTRODUCTION

- 1.1 This report results from a Stage 1 Road Safety Audit (RSA) carried out on the proposed site access arrangements for a development at The Red Lion Public House, Lower Green Road, Rusthall, Kent.
- 1.2 The highway proposals include: the construction of a new access junction on the north side of Lower Green Road adjacent to The Red Lion Public House.
- 1.3 The Stage 1 RSA was carried out at the request of Russell Giles Partnership.
- 1.4 The Audit was carried out between 12th and 13th March 2018 by consultants working on behalf of The Safety Forum Limited. The Audit Team, which is established from The Safety Forum Ltd and independent of the project design team, has had no involvement with the project:

The Auditors were:

Steve Richards – Team Leader, MCIHT, MSoRSA

Gregg Holland – Team Member, FSoRSA, HE RSA Cert Comp, FIHE, AMRSGB

- 1.5 The report has been prepared in accordance with the Design Manual for Roads and Bridges (DMRB) Highways Directive (HD) 19/15.
- 1.6 The Audit consisted of a desktop study and a site visit. The site visit was carried out on 12th March 2018, between 12:10 and 12:40 hours by all member of the Audit Team together. The weather was raining and the road surface was wet. Traffic conditions were low.
- 1.7 Issues relating to the health & safety of operatives constructing, operating or maintaining the highway are not covered by Road Safety Audit. Only issues relating to the design and construction of facilities for highway maintenance that may potentially contribute to a Road Safety Matter are considered by the Road Safety Audit process.

Road Safety Audit is not a technical check that the design conforms to Standards and/or best practice guidance. Design Organisations are responsible for ensuring that their designs have been subjected to the appropriate design reviews (including, where applicable, Non-Motorised User (NMU) assessment and review) prior to Road Safety Audit.

Road Safety Audit is not a check that the scheme has been constructed in accordance with the design.

Whilst reference is made to certain design standards, where safety may be compromised by a reduction in standard, this report is not intended to provide a design check. The Auditors have only reported on matters that might have an adverse effect on road safety in the context of the chosen design. No attempt has been made to comment on the justification of the scheme or the appropriateness of the design. Consequently, the Auditors accept no responsibility for the design or construction of the scheme.

- 1.8 The recommendations in this report are aimed at addressing the road safety problems; however there may be other alternative acceptable ways to overcome a specific problem, when other practical issues are considered. The recommendations contained herein do not absolve the Designer of his/her responsibilities.
- 1.9 The Auditors would be pleased to discuss the acceptability of alternative solutions to problems identified during the Audit, and would encourage the Designer to consult them on this matter.
- 1.10 The LHA response to the RSA should be formally recorded and reported to the Designer and the RSA Team so that a record of the Audit process is contained in the *As Built* design pack to be provided and retained by the LHA on final completion.
- 1.11 All problems identified in this Road Safety Audit Report are indicated on a location plan in Appendix A

2.0 ITEMS CONSIDERED

2.1 The Road Safety Audit was undertaken on the scheme detailed in the following Russell Giles Partnership documentation.

Drawing No.	Rev	Title
-	-	Road Safety Audit Brief
2017/3752/001	A	Proposed Access & Visibility Splays
2017/3752/002	-	Proposed Visibility Splays
-	-	ATC 2 - Eastbound
-	-	ATC 2 - Westbound

2.2 No departure from standards or other information was submitted to the Audit Team.

3.0 MATTERS ARISING FROM THIS STAGE 1 AUDIT.

No safety related issues were observed during the Stage 1 Road Safety Audit.

4.0 AUDITOR STATEMENT

4.1 We certify that this audit has been carried out in accordance with HD 19/15.

AUDIT TEAM LEADER

Steve Richards
The Safety Forum Ltd
PO Box 831
Godalming
Surrey
GU7 9HT



Signed:

Date: 13 March 2018

AUDIT TEAM MEMBER

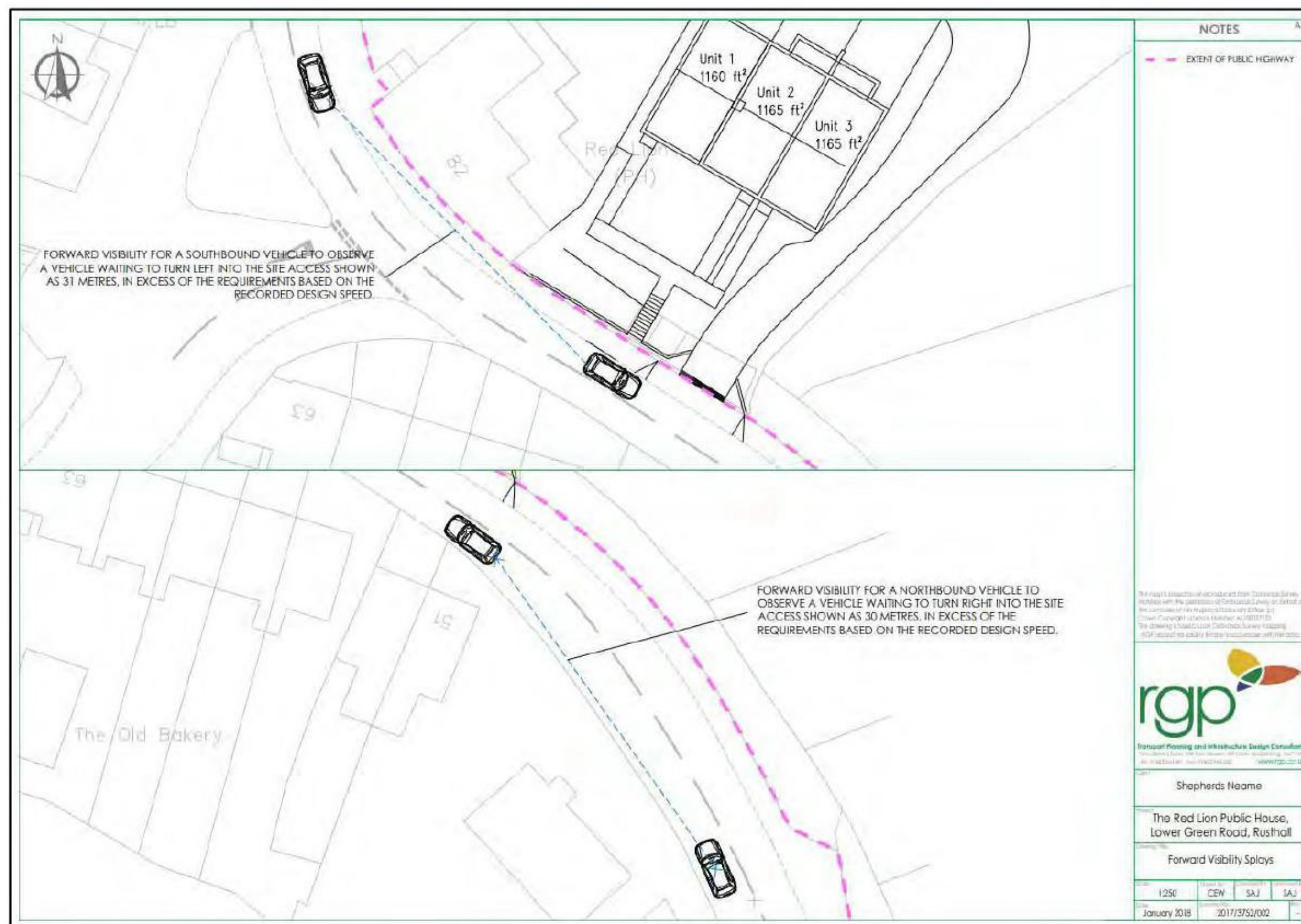
Gregg Holland



Signed:

Date: 13 March 2018

APPENDIX A: LOCATION PLAN



APPENDIX B: Road Safety Audit Response

Auditors: Steve Richards (Team Leader) and Gregg Holland (Team Member).

Date Response Completed:

Scheme: The Red Lion Public House, Rusthall Kent, Proposed Site Access Arrangements

This response is to a Stage 1 Road Safety Audit to the design standard detailed within HD19/15 of Volume 5, Section 2, Part 2, of the Design Manual for Roads and Bridges, as detailed by the Highways Agency.

Problem no. in safety audit report	Problem accepted (yes/no)	Recommended measure accepted (yes/no)	Alternative measure (detail description)
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Principal Engineer's / Audit Project Sponsor's Statement:

Road Safety Audit for The Red Lion Public House, Rusthall Kent, Proposed Site Access Arrangements

I certify that I have considered the items raised in the Stage 1 Road Safety Audit Report and I am content to accept all of its recommendations except for the ones listed above. I have stated my reasons for not accepting them and I seek the Chief Engineer's endorsement of my proposals.

..... Date.....

Principal Engineer

Chief Engineer's / Director's Decision:

I accept these proposals by the Principal Engineer.

..... Date.....

Chief Engineer