

# Transport Assessment

Proposed Development on land south of Blowers Wood,  
Maidstone Road,  
Hempstead,  
Medway,  
Kent



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## Document Control

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## Executive Summary

This Transport Assessment is provided in support of a planning application for residential development on land to the south of Blowers Wood, Hempstead, Medway, Kent.

The proposed development is to provide 88 mixed private and affordable dwellings, including associated car parking, and landscaping works, with access from Maidstone Road.

There are sustainable transport modes available, with nearby bus stops a 4-minute walk from the site access. Various key facilities within Hempstead can be easily reached within walking and cycling distance. There are many shopping centres and essential amenities within walking and cycling distance from the site. Within Hempstead and the surrounding area, the residents of the proposed development will be able to access health, community facilities, as well as shopping for essential items and some education facilities, mostly within 2km of the site.

Car and cycle parking will be provided on site to meet Medway Council standards.

Trip generations have been developed and assigned to the local and strategic highway networks. The results have demonstrated that the minimal additional trip impact of the proposed development would be easily accommodated on the local highway network.

A Framework Travel Plan is included with this report which would be converted to a full Travel Plan following planning consent. The Travel Plan would encourage sustainable travel to all site users by promoting a range of sustainable travel measures. The Travel Plan would be monitored over at least 5 years with the aim of achieving a set of agreed targets over the period.

Overall, there are no material highway or transport impacts that cannot be mitigated as a result of the proposed development.

## 1 Introduction

- 1.1 This report has been prepared for Redrow Homes Ltd in conjunction with the above development and no responsibility is accepted to any third party for all or part of this study in connection with this or any other development.
- 1.2 GTA Civils Ltd has been commissioned by Redrow Homes Ltd to prepare a Transport Assessment to support a detailed planning application for a proposed development on the land to the south of Blowers Wood, Maidstone Road, Hempstead, Kent.
- 1.3 Specifically, the report has been prepared to investigate and advise on the impacts of the proposed residential development of 88 dwellings on the local and nearby strategic highway networks.

### Policy Context

- 1.4 This Transport Assessment has been written in accordance with the following policy documents:
  - National Planning Policy Guidance (NPPG);
  - National Planning Policy Framework (NPPF);
  - Manual for Streets 1 & 2;
  - Medway Transport Plan (2011 – 2026);
  - Medway Local Plan (2003);
  - Draft (Emerging) Medway Local Plan (2019 – 2037);
  - Medway Council Residential Parking Standards (2010);
  - Medway Council Waste Management Requirements – New Developments (2019);
  - DfT Circular 02/2013 – The Strategic Road Network and the Delivery of Sustainable Development;
  - The DfT Road Investment Strategy 2: 2020-2025;
  - National Highways Guidance Document – The Strategic Road Network: Planning for the future;

### Scope of Report

- 1.5 The proposal is to redevelop the existing agricultural site with 88 dwellings.
- 1.6 DfT Transport Assessment Guidelines recommends a threshold of >80 units a full Transport Assessment should be prepared in addition to a site Travel Plan. Therefore, a full Transport Assessment and Travel Plan Framework have been prepared in support of the planning application to demonstrate the accessibility of the proposal in transport terms.
- 1.7 This report includes the following:

- Review of local and national policies including MfS1 & 2 and Medway Borough Council policies;
- Local highway incident data derived from CrashMaps, extending to the mini roundabout junctions of Wigmore Road/Maidstone Road/Deanmore Drive;
- Trip Distribution assignment accounting for the local highway network as well as M2J4, due to the proximity of the site to the SRN;
- Review of the main access into the development, including the provision of a Road Safety Audit 1;
- ATC Traffic Surveys taken within relevant proximity of the proposed access to determine vehicle speeds and visibility splay requirements in accordance with MfS1;
- Review of traffic flows surrounding the proposed site access;
- Review of the local highway network to include level of accessibility by other modes than the private vehicle;
- Review of local public transport availability (bus & train);
- Review of parking provision in line with the standards set by Medway Borough Council to include cycle parking, disabled parking and electric vehicle charging provision;
- Assessment of the proposed site layout to ensure it meets MfS requirements including swept path analysis review of emergency and refuse vehicles and;
- TRICS Trip Rate Data (private housing trip rates to be used for robustness).

## 2 Policy Context

### National Planning Policy Framework (NPPF)

- 2.1 The National Planning Policy Framework, first published in 2012 and last revised in July 2021, sets out the Governments planning policies for England and how these are expected to be applied. The NPPF provides a framework within which locally prepared plans for housing and other development can be produced.
- 2.2 NPPF supports sustainable development, with a 'presumption in favour of sustainable development', as set out in paragraphs 10 and 11:

*"10. So that sustainable transport is pursued in a positive way, at the heart of the Framework is a **presumption in favour of sustainable development** (paragraph 11):*

*11. Plans and decisions should apply a presumption in favour of sustainable development.*

*For **plan-making** this means that:*

- a) all plans should promote a sustainable pattern of development that seeks to: meet the development needs of their area; align growth and infrastructure; improve the environment; mitigate climate change (including by making effective use of land in urban areas) and adapt to its effects;*
- b) strategic policies should as a minimum, provide for objectively assessed needs for housing and other uses, as well as any needs that cannot be met within neighbouring areas, unless:*
  - i. the application of policies in this Framework that protect areas or assets of particular importance produces a strong reason for restricting the overall scale, type or distribution of development in the plan area; or*
  - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole;*

*For **decision-taking** this means:*

- c) approving development proposals that accord with an up-to-date development plan without delay; or*
- d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:*
- e) the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or*
- f) any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole."*

- 2.3 In the context of sustainable transport and in considering development proposals the NPPF states in paragraphs 110-113:

*Paragraph 110, "In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*

- appropriate opportunities to promote sustainable transport modes can be - or have been - taken up, given the type of the development and its location;
- safe and suitable access to the site can be achieved for all users; and
- the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and
- any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

*Paragraph 111, "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."*

*Paragraph 112, "Within this context, 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."*

*Paragraph 113, "All developments that will generate significant 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."*

## National Planning Practice Guide (NPPG)

- 2.4 National Planning Practice Guidance (NPPG) is supplementary advice intended to expand on and support the principles and practices of the National Planning Policy Framework (NPPF). It is

managed and maintained by the Department for Levelling Up, Housing and Communities and Ministry of Housing, Communities & Local Government. Amongst other things, NPPG provides advice on the need for, and the preparation of, Travel Plans, Transport Statements and Transport Assessments.

2.5 NPPG states that Travel Plans, Transport Assessments and Transport Statements can positively contribute to:

- encouraging sustainable travel;
- lessening traffic generation and its detrimental impacts;
- reducing carbon emissions and climate impacts;
- creating accessible, connected, inclusive communities;
- improving health outcomes and quality of life;
- improving road safety; and
- reducing the need for new development to increase existing road capacity or provide new roads.

2.6 NPPG advises that the key transport issues to be considered in a transport evidence base should:

- assess the existing situation and likely generation of trips over time by all modes and the impact on the locality in economic, social and environmental terms; and
- consider the cumulative impacts of existing and proposed development on transport networks

### Manual for Streets (MfS)

2.7 MfS and MfS2 was published in 2007 and 2010 and are referred to throughout the report.

2.8 The purpose of MfS was to help rebalance the function of residential streets which had on many occasions resulted in places that were dominated by motor vehicles, which failed to make a positive contribution to the quality of life. MfS demonstrates the benefits that flow from good design and assigns a higher priority to pedestrians and cyclists, setting out an approach to residential streets that recognises their role in creating places that work for all members of the community. MfS refocuses on the place function of residential streets, giving clear guidance on how to achieve well-designed streets and spaces that serve the community in a range of ways.

2.9 The 'Department for Transport' and 'Department for Communities and Local Government' support the guidance provided in the manuals, though importantly, they do not outline any new policies or legal requirements.

2.10 Some of the key aims for streets in the introduction, are as follows:

- help build and strengthen the communities they serve;

- meet the needs of all;
- form part of a well-connected network;

It also discourages designs that:

- primarily meet motor traffic needs;
- are difficult to serve by public transport.

2.11 MfS 2 applies the same principles to a wider variety of situations including both rural and urban. Both aim to deliver contextually sensitive designs, which involves understanding the unique landscape and role of individual modes of transport in the area.

### Medway Transport Plan (2011-2026)

2.12 The Medway LTP3 seeks to address wider social, economic, and environmental challenges for the area through a multi-area agreement.

2.13 The Transport Plan will support Medway's strategic plans by:

- Ensuring highway infrastructure is maintained to the highest possible standard within the available resources;
- Efficiently managing and improving Medway's local highway network to ensure reliability of journey times;
- Ensuring public transport becomes a realistic alternative choice to the private car;
- Contributing to better health by encouraging walking and cycling and by improving accessibility to key services;
- Ensuring that people can move around safely in Medway.

2.14 Furthermore, in conjunction with the Transport Plan, the key actions of Medway Council and partners will include:

- More efficient management of the highway network and car parks;
- Improvements to the strategic road network focusing on congestion hotspots;
- Improving the quality of bus services, including the development of Fastrack style bus links and smart ticketing;
- Better management of freight;
- Encouraging walking and cycling for short journeys.

2.15 Transport Assessments will be required for new development in order to sufficiently identify and mitigate any potential impacts of the development on the transport network.



## Pre-submission Draft Medway Local Plan (October 2021)

- 2.16 The current Medway Local Plan (2003) is 18 years old, with expectations for the draft Local Plan to be adopted in late 2022, however this is currently delayed. The Draft Medway Local Plan (2019-2037) therefore carries limited weight but has been considered where it indicates objectives for the local area that will be of future importance.
- 2.17 Draft policy T24 in relation to user hierarchy and street design for new developments states that:  
*Development proposals must:*
1. *Adhere to the user hierarchy, prioritising pedestrians, cyclists, public transport and then the private car.*
  2. *Provide an appropriate range of streets and spaces, meeting the needs of all users.*
  3. *Demonstrate that the new development can adhere to the '15-minute neighbourhood' concept that enables people to 'live local'.*
  4. *Provide access to affordable, integrated public transport and new forms of shared mobility such as e-bikes, e-scooters, and electric vehicles.*
- 2.18 Paragraph 8.10.1 of the Draft Medway Local Plan clarifies by what is meant by a 15-minute neighbourhood stating: *"The '15-minute neighbourhood' concept enables people to 'live local'. This means people can meet most of their everyday needs within a 15-minute walk or cycle from their home, such as schools, grocery shopping and places to socialise and exercise."*
- 2.19 Furthermore, paragraph 8.10.6 states that *"the 15-minute standard will help to ensure that the number and length of daily journeys is reduced, resulting in carbon savings [...] this will help to achieve public health benefits and more equitable and inclusive communities by removing the transport barriers to jobs and services faced by people without access to a car."*
- 2.20 In assigning parking standards to new residential developments, the policy refers to section 8.12, parking. The 2010 Medway parking standards addendum states: *reductions of the standard will be considered if the development is within an urban area that has good links to sustainable transport and where day-to-day facilities are within easy walking distance.*
- 2.21 Draft policy DM15: Cycle Parking and Storage details that for dwelling houses, individual provision should be made within the private garden area.
- 2.22 The Medway Residential Parking Standards are detailed below in **Figure 2.1**.

Figure 2.1 Medway Residential Vehicle Parking Standards (2010)

| C3 Residential dwellings * |                                                   |                                                     |
|----------------------------|---------------------------------------------------|-----------------------------------------------------|
| Dwelling size              | Minimum number of car parking spaces per dwelling | Minimum number of cycle parking spaces per dwelling |
| 1 bedroom                  | 1.0 <sup>(1)(2)</sup>                             | 1.0 <sup>(4)</sup>                                  |
| 2 bedrooms                 | 1.5 <sup>(1)(2)</sup>                             | 1.0 <sup>(4)</sup>                                  |
| 3 bedrooms & above         | 2.0 <sup>(1)(2)</sup>                             | 1.0 <sup>(4)</sup>                                  |
| Visitor parking            | 0.25 <sup>(3)</sup>                               | 0                                                   |

Notes
  
1 Reductions of the standard will be considered if the development is within an urban area that has good links to sustainable transport and where day-to-day facilities are within easy walking distance.
  
2 Excludes garage if less than 7m x 3m internal dimension.
  
3 Applies to a minimum threshold of 4 residential units. Requirement for provision is rounded down, i.e. 5 to 7 units require 1 visitor space, 8 to 11 units require 2 spaces, etc. Visitor or unallocated vehicle parking can, subject to appropriate design, be located on or near the road frontage.
  
4 Not required if garage or secure area is provided within curtilage of dwelling

## DfT Circular 01/2022 The Strategic Road Network and the Delivery of Sustainable Development

- 2.23 This document sets out the ways in which the Highways Agency will engage with communities and the development industry to deliver sustainable development whilst safeguarding the primary function and purpose of the strategic road network. This policy should be referred to by local authorities, developers and others involved in any development proposal that may result in any traffic or other impact on the strategic road network.

## The DfT Road Investment Strategy 2: 2020-2025

- 2.24 The key principal aims are to focus on improving safety for all, fast and reliable journeys, a well maintained and resilient network, being environmentally responsible, meeting the needs of all users and achieving real efficiency.

- 2.25 The SRN must be supported by other transport networks. SRN connections must balance the needs of the local network and enable local journeys and connections to operate efficiently. As new housing and commercial areas are developed, it is important that the SRN is ready to enable that growth, and that a lack of critical capacity does not act as a barrier. Where the SRN passes through existing residential areas, it is important that its impact on the people who live there is carefully managed.

### National Highways Guidance Document – The Strategic Road Network: Planning for the future

- 2.26 For developments that are located within a reasonably close proximity to the SRN, this guidance identifies opportunities to introduce specific, route-based, area-wide travel plan measures for developments that will support sustainable transport choices. This may be possible to free-up additional capacity within the road network to offset future demand generated by the newly proposed development, increasing the likelihood that the additional development can be accommodated.

### 3 Existing Site

- 3.1 The site is located within the periphery of Hempstead, in the land south of Blowers Wood, accessed from Maidstone Road. The location of the site is shown below in **Figure 3.1**.

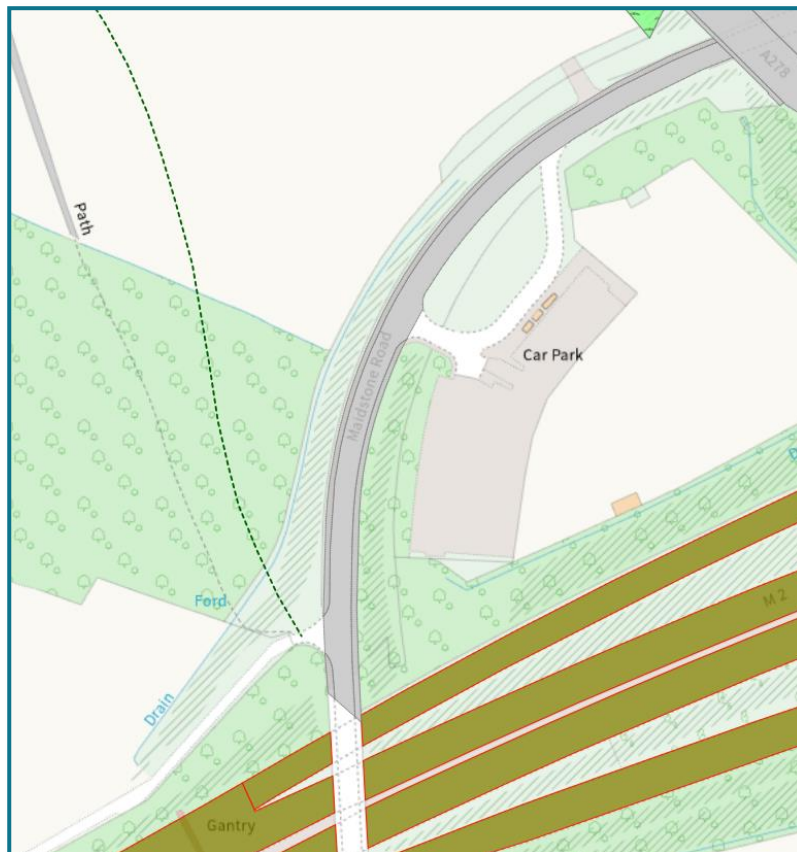
**Figure 3.1 Aerial View of Site Location with the site boundary outlined in red**



- 3.2 The existing access is a gated agricultural access. Access is obtained from the south of the site, off Maidstone Road, west of Hoath Way (A278), north of the M2.
- 3.3 Hempstead Valley shopping centre is 700metres north-east of the site, located off Hoath Way along Sharstead Way. Pedestrian access to the retail park can be obtained from Lambsfrith Grove joining Sharstead Way, via a signalised pedestrian crossing.
- 3.4 The former Wigmore Coach Park and Ride is opposite the site, to the south of Maidstone Road, which is permanently closed at the time of writing.
- 3.5 Kings Ferry Coaches used this site to operate a commercial coach service from Kent to London, but this ceased operating from December 2021.

- 3.6 A public right of way (PRoW) 'GB40' runs across the west of the site, providing pedestrian access to the north from Maidstone Road to Lambsfrith Grove.
- 3.7 The publicly maintainable highway boundary for Maidstone Road (shown in grey) is shown below in **Figure 3.2**.

**Figure 3.2 Highway Boundary for Maidstone Road**



Source: Medway Council

## 4 Highway Network

### Local Highway Network

- 4.1 Maidstone Road provides access to the existing vehicular access to the site. Maidstone Road is subject to a speed limit of 30mph. Maidstone Road has street lighting and a pedestrian footway on the north side across the site frontage.
- 4.2 Maidstone Road runs along the southern boundary of the site connecting to a roundabout junction approximately 100m east of the site, joining Wigmore Road heading north, which joins Hoath Way (A278) approximately 800m of the site access. Hoath Way continues north to serve Hempstead approximately 800m from the site access and Gillingham a further 3km north of the site access. Travelling south along Hoath Way provides direct access to the M2 trunk road. The M2 runs from Strood to Brenley Corner, bypassing the Medway Towns.
- 4.3 Junction 4 of the M2 trunk road is located 1.93km south of the site access, via Hoath Way.
- 4.4 Maidstone Road continues north-east of this roundabout junction for approximately 3km, terminating at the London Road T-junction in Rainham, Kent.
- 4.5 Travelling south, Maidstone Road continues as The Street approximately 450m south of the site access. The Street provides access to neighbouring village Bredhurst, before continuing south towards the M20.
- 4.6 A map of the local road network can be seen below in **Figure 4.1**.



Figure 4.1 Map depicting the local road network with location of the site outlined in red



Source: Google Maps

### Automatic Traffic Count Survey

- 4.7 An Automatic Traffic Count survey was conducted on Maidstone Road in the vicinity of the proposed site access.
- 4.8 The 85<sup>th</sup> percentile speed of vehicles and the traffic flows are shown below. Full outputs of the surveys can be seen in **Appendix F**.
- 4.9 The survey was carried out for 7 days from 26/03/22 to 01/04/22. The data for both northbound and southbound traffic movements have been included below, detailing the AM peak, PM Peak and the 12hour total.

Table 4.2: Maidstone Road Traffic Survey Results

| Location          | Direction           | Weekday 8–<br>9am flow | Weekday 5–<br>6pm flow | 12hr flow | 85 <sup>th</sup> % Speeds |
|-------------------|---------------------|------------------------|------------------------|-----------|---------------------------|
| Maidstone<br>Road | North-East<br>bound | 227                    | 410                    | 3443      | 33mph                     |
|                   | South-West<br>bound | 352                    | 205                    | 3274      | 35mph                     |

### Traffic Incident Data

- 4.10 A detailed review of the accidents on the local highway network within vicinity of the site was undertaken. This includes the immediate 250m vicinity of the site to be examined, as well as the M2 motorway, J4 exit known as the 'Brooms Wood Interchange' and the lead up to this junction and slip road, due to the location of the site and the close proximity to the SRN.
- 4.11 The following data sources have been used to determine the locations and severity of the highway incidents:
- Crash Maps (to determine the incidents within 250m of the site access);
  - Kent County Council STATS-19 Report (to determine the incidents on the western approach to M2J4);
  - Medway Borough Council STATS-19 Report (to determine the M2J4 itself as well as the eastern slip road towards the junction).
- 4.12 It is worth noting that the location of M2 J4 falls between two councils, both KCC and MBC were consulted for accident data, which consequently resulted in different sources of data.

### Local Incident Data

- 4.13 The local highway incident data for the site area has been reviewed for the last available 5-year period of data between 2017- (April) 2021, using Crashmap.co.uk.
- 4.14 6 accidents were recorded in a 250m vicinity of the site, specifically at the roundabout junction of Maidstone Road/Wigmore Road/Deanwood Drive. The details of these incidents can be seen below in **Figure 4.2** and are included in **Table 4.1**.



Figure 4.2 CrashMap Data showing road traffic incidents within a 250m radius of the site access



Source: Crashmaps.co.uk

Table 4.1 – Incidents recorded within a 250m vicinity of the site (At the roundabout(s)), 2017 - 2021

| Date       | Category | Location                                | No. vehicles involved | No. casualties involved |
|------------|----------|-----------------------------------------|-----------------------|-------------------------|
| 27/04/2021 | Slight   | Exiting roundabout onto Deanwood Drive  | 3                     | 1                       |
| 25/10/2020 | Slight   | Entering roundabout from Maidstone Road | 2                     | 1                       |
| 29/07/2019 | Slight   | Exiting roundabout onto Wigmore Road    | 2                     | 3                       |
| 08/03/2019 | Slight   | Exiting roundabout onto Deanwood Drive  | 2                     | 1                       |
| 29/12/2018 | Serious  | Exiting roundabout onto Wigmore Road    | 1                     | 1                       |
| 02/05/2017 | Slight   | Egress of park and ride                 | 2                     | 1                       |

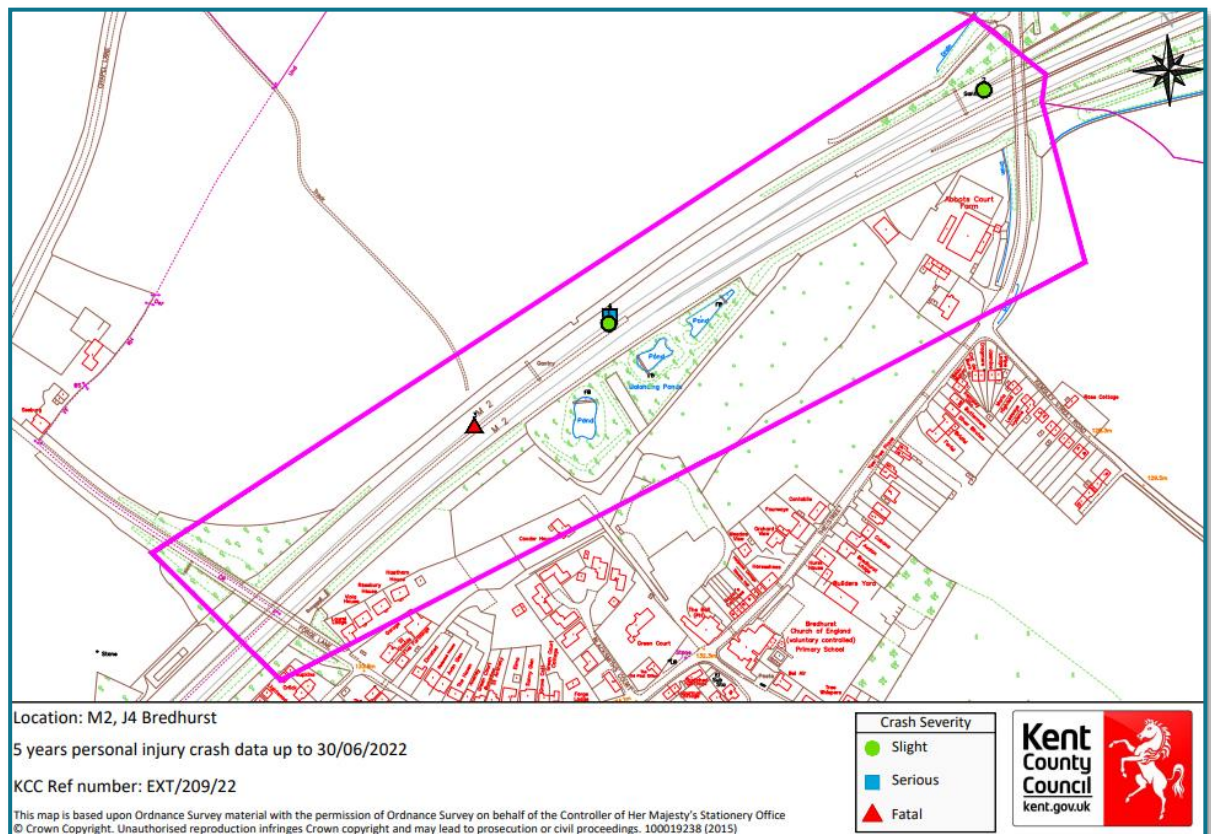
4.15 The local accident incidence rate is low and infrequent with there being 6 recorded personal injury accidents over the 5-year period and only 2 in the last two years. There have not been any fatal incidents within the last 5 years of available data.

- 4.16 A brief summary of the details of the incident reports is outlined below. The details of the incidents depict that the accidents are mainly resultant of driver error. There are no clear causes of the incidents and therefore, no intervention is required.
- 27/04/2021 – Unfortunately no details of the incident were available.
  - 25/10/2020 – This involved a van/car front to back collision on the approach to the roundabout.
  - 29/07/2019 – This involved a car/bus collision as the vehicles entered the roundabout.
  - 08/03/2019 – A vehicle was waiting to exit the roundabout onto Wigmore Road but was held up. This resulted in a front/back collision between 2 cars.
  - 29/12/2018 – This involved one cyclist turning right on the roundabout, with no other vehicles involved.
  - 02/05/2017 – This involved a bus/motorcycle collision as the bus was waiting to turn right into the former Park & Ride Station.

#### STATS-19 Incident Data – Assessment of M2J4 (KCC Data)

- 4.17 STATS-19 data has been extracted via both Kent County Council and Medway Council using police accident data statistics. The analysed area was the M2 motorway, J4 exit known as the 'Brooms Wood Interchange', and the lead up to this junction and slip road. STATS-19 data was extracted specifically for the motorway region within this area, focusing on the last available 5 years of data for road traffic accidents.
- 4.18 As the location of M2 J4 falls between two councils, both KCC and MBC were consulted for accident data.
- 4.19 KCC covered the western approach to M2J4, accounting for the last 5 years of available data up until 30/06/2022.
- 4.20 Within the last 5 years of available data, there were 4 incidents on the western approach to M2J4, (1 fatal, 1 serious and 2 slight) which resulted in personal injuries. These incidents are shown in **Figure 4.3** below. The full outputs and summary of the incidents can be viewed in **Appendix I**.

Figure 4.3 Locations of 4 traffic incidents on the western approach to M2 J4



Source: Kent County Council

- 4.21 There is no pattern of incidents along the western approach to the junction of the M2 J4 motorway which raise concern over the safety of the M2 J4 slip road.
- 4.22 One incident (06/04/2018) was a result of human error and poor driver judgement, causing a collision between two vehicles. One incident (09/09/2020) was an isolated incident caused by unforeseen, sudden malfunction of the vehicle. An incident occurring on 09/09/2020, was an isolated incident relating to loss of control by the driver in wet weather conditions. Similarly, an incident occurring on 07/02/2022 incident was also an isolated incident due to loss of driver control.

#### STATS-19 Incident Data – Assessment of M2J4 (MBC Data)

- 4.23 Medway Council covers the M2J4 itself as well as the eastern slip road towards the junction. At the time of writing, the data has been plotted up to 31<sup>st</sup> March 2022. Within the last 5 years of available data, there has been 23 recorded traffic incidents along this stretch of the M2 motorway (19 slight, 4 serious). A map showing the location of these incidents can be seen below in **Figure 4.4**.



4.24 The full traffic incident outputs can be viewed in **Appendix I** also.

4.25 There is no pattern of incidents along the eastern approach to the junction of the M2 J4 motorway, including the Hoath Way roundabout which raise any concerns over the safety of the M2 J4 slip road.

4.26 From examination of the 23 recorded incidents, 19 were in relation to human error, 3 were in relation to extreme wet weather and 1 was an unforeseen vehicle fault. These incidents are as expected for the roundabout junction joining the slip road and/or mainline carriageway of a motorway. These incidents are reflective of the road class examined and cannot be examined in isolation against the development proposals.

4.27 Crashmap records have been examined for neighbouring M2 motorway junctions of M2J3 (Bluebell Interchange) and M2J5 (Stockbury Interchange) for comparison against M2J4.

- M2J3 (Bluebell Hill Interchange) had 40 traffic incidents in the last 5 years of available data (38 slight and 2 serious).
- M2J5 (Stockbury Interchange) had 109 incidents in the last 5 years of available data (92 slight, 17 serious). These incidents were recorded and plotted before junction improvement works began at this junction.

- 4.28 The above data therefore concludes that the number of recorded incidents at M2J4 (Brooms Wood Interchange) is of expected quantity when compared to neighbouring junctions along the M2 Motorway.
- 4.29 Moreover, the National Road Traffic Statistics was consulted for Annual Average Daily Traffic (AADT). The closest recorded location to the site, being Hoath Way (A278), north of the M2J4 (site number 36895) was consulted for the AADT flows for all motor vehicles. The following figures represent the last 5 years of data:
- All motor vehicles 2021 – 31,882;
  - All motor vehicles 2020 – 29,027;
  - All motor vehicles 2019 – 33,746;
  - All motor vehicles 2018 – 33,469;
  - All motor vehicles 2017 – 33,662
- 4.30 Using the junction analysis, later summarised in **Section 7.0**, an additional 36 two-way movements in the AM Peak and 34 two-way movements in the PM peak r upon the mini roundabout junctions on Wigmore Road are unlikely to have a significant impact upon the accident rates recorded at this junction, and therefore there is no need for a wider assessment.
- 4.31 Moreover, an additional 19 vehicles in both the AM and PM peak hours at M2J4 is unlikely to have significant effect on the accident rate on the M2 motorway. It can be concluded that the number of incidents at M2J4 are therefore not severe and do not require further assessment.

## 5 Modal Choices & Site Accessibility

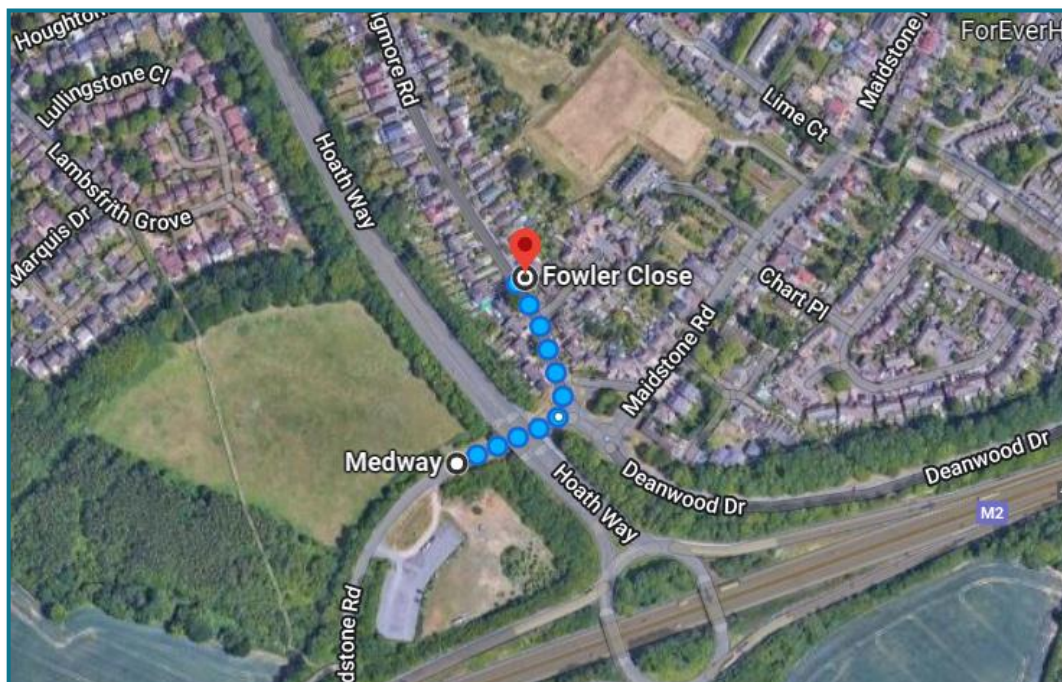
- 5.1 The Medway Strategic Land Availability Assessment (SLLA, December 2019), Page 65, references *"Site 786, Site C land off Hoath Way, Hempstead, site area 7.74ha"*, which is cited in the plan as *'Unsuitable due to distance from services.'* This section of the Transport Assessment aligns the accessibility of the application site with policies stated in Manual for Streets as well as IHT (2000) Guidelines for Providing for Journeys on Foot.
- 5.2 Manual for Streets states *"walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas. However, this is not an upper limit and PPG13 states that walking offers the greatest potential to replace short car trips, particularly those under 2km."* Moreover, Table 3.2 within the IHT (2000) Guidelines for Providing for Journeys on Foot outlines 'Suggested Acceptable Walking Distance' for distances 'elsewhere' rather than within town centres, which defines the preferred maximum as 1200m, equating to an approximate 15-minute walk time based upon IHT guidance walk time of 1.4 m/s. The guidance continues to state that *"higher quality and larger centres generate longer acceptable walking distances up to 1250m of walking journey."*
- 5.3 Furthermore, this links to policy T24 of the Draft Medway Local Plan (to be adopted in late 2022) which states that all new developments should align with the '15-minute' neighbourhood policy, in which key local services and facilities can be reached within a 15-minute walking or cycling distance.
- 5.4 The demonstration of the site's accessibility to key services and facilities in the local area is shown below.

### Bus

- 5.5 Guidance on how to make new developments bus-friendly has been published by the Chartered Institution of Highways and Transportation (CIHT), titled 'Buses in Urban Developments' published in January 2018. The guidance recommends maximum walking distances of:
  - 500 metres on core bus corridors with two or more high-frequency services;
  - 400 metres on single high frequency routes (every 12 minutes or better);
  - 300 metres on less frequent routes;
  - 250 metres in town/city centres.
- 5.6 The closest bus stops are located 230m away from the site representing a 3/4-minute walk. This distance is within the shortest recommended walking distance to a bus stop and is therefore achievable for most to be able to access.

- 5.7 These stops are located on Wigmore Road, with the bus stop titled 'Fowlers Close', shown in **Figure 5.1** below.

Figure 5.1 Proximity to bus stop from site access



Source: Google Maps

- 5.8 This bus stop provides bus services 113, 116, 130, 132, 659 and M1. These stops also provide timetable information.
- 5.9 These services are run by Arrivabus, ASDTransport and Nu-Venture, with destinations and frequencies detailed in the table below. A local bus network map can be found in Medway Council Bus Services via the following web link:  
[https://www.medway.gov.uk/info/200161/travel/516/bus\\_timetables/2](https://www.medway.gov.uk/info/200161/travel/516/bus_timetables/2).

Table 5.1 – Bus services in Lower Hempstead

| Service No./Route                                                                                                                               | Average Frequency |                |         |
|-------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|----------------|---------|
|                                                                                                                                                 | Monday to Friday  | Saturdays      | Sundays |
| <b>113 (Arriva Bus)</b> – Chatham – Luton<br>– Waggon at Hale – Hempstead –<br>Wigmore                                                          | Hourly service    | Hourly service | N/A     |
| <b>116 (Arriva Bus)</b> – Chatham –<br>Universities – Gillingham – Medway<br>Maritime Hospital – Tescos Rainham<br>– Wigmore – Hempstead Valley | Every 30mins      | Every 30mins   | N/A     |



|                                                                                                                              |                     |                           |                  |
|------------------------------------------------------------------------------------------------------------------------------|---------------------|---------------------------|------------------|
| <b>130 (Nu Venture)</b> – Rainham – Farthing Corner – Parkwood – Wigmore – Hempstead Valley – Bredhurst – Boxley – Maidstone | Hourly service      | 4 services daily          | N/A              |
| <b>132 (Arriva Bus)</b> – Chatham – Jezreels – Rainham – Hempstead Valley                                                    | Every 20 minutes    | Every 30 minutes          | Every 30 minutes |
| <b>659 (Arriva Bus)</b> – Gillingham – Rainham – Parkwood – Wigmore – Hempstead Valley- Walderslade – Chatham – Rochester    | School service only | N/A                       | N/A              |
| <b>M1 (ASD)</b> – Lords Wood – Walderslade – Wayfield – Luton – Darland – Rainham – Wigmore – Hempstead Valley               | N/A                 | 3 services during the day | N/A              |

5.10 As demonstrated, there are frequent bus services throughout the week, including reliable services on weekends also. The local buses provide connections to local towns and villages as well as transport hubs such as Chatham and Rainham. This conveys wide opportunities for use of public transport by residents of the proposed development.

5.11 Moreover, Hempstead Valley is a bus terminus/central hub for buses for Hempstead and the surrounding area. Hempstead Valley also offers a National Express Coach (007) from Dover to London Victoria, which operates 5 times daily and another National Express Coach (022) which runs from Ramsgate to London Victoria 3 times daily. All buses from Wigmore Road pass through Hempstead Valley Shopping Centre, providing residents with a realistic choice of where to travel from for convenience.

## Rail

5.12 Rainham (Kent) Station is the closest railway station to the site about 4.5km or about a 17-minute cycle journey/5-minute drive.

5.13 The likely cycling and driving route from the site to the station will be along Maidstone Road directly which continues north towards Rainham, connecting to High Street and Station Road from the roundabout junction 100m north-east from the site access. This route leads to Station Road where Rainham (Kent) Station is situated.

5.14 The station provides 64 sheltered cycle spaces with CCTV surveillance. There are also 113 parking spaces including 6 accessible spaces.

- 5.15 Services from this station are run by Southeastern. There are frequent services giving access to many key destinations such as, Dover Priory, Ramsgate, London St Pancras International, London Victoria and St Albans City via London Blackfriars. Service frequencies and journey times are set out in **Table 5.2** below.

**Table 5.2 – Rail services from Rainham (Kent) Station**

| Destination                              | Frequency during AM<br>peak hours (8.00-9.00) | Frequency during PM<br>peak hours (17.00-18.00) | Journey Travel Time   |
|------------------------------------------|-----------------------------------------------|-------------------------------------------------|-----------------------|
| Dover Priory                             | 3 services                                    | 3 services                                      | 1hr3 – 1hr6 minutes   |
| Ramsgate                                 | 2 services                                    | 4 services                                      | 1hr3-1hr10 minutes    |
| London St Pancras<br>International       | 4 services                                    | 4 services                                      | 51 – 1hr43 minutes    |
| London Victoria                          | 2 services                                    | 3 services                                      | 55 – 59 minutes       |
| St Albans City via<br>London Blackfriars | 4 services                                    | 4 services                                      | 1hr38 – 2hr15 minutes |

- 5.16 As seen from above, Rainham (Kent) Railway station provides regular connections to London, outer London, and Kent. These transport hubs in London provide connections to across the UK.

### Walking and Cycling

- 5.17 Public footpath GB40 runs directly through the site at the west. It runs north to south, connecting to Lambsfrith Grove in the north.
- 5.18 It is worth noting that the development proposals detail retaining the existing public right of way GB40 with a slight diversion route under Section 257 of the Town and Country Planning Act 1990. This can be visualised in the development proposals in **Appendix A**.
- 5.19 For a more direct route that bypasses main roads, pedestrians can use public footpath GB40 which runs north to south along the western area of the site. This provides a traffic free route towards Lambsfrith Road, leading to Sharstead Way which has a variety of commercial and retail shops and facilities. This route towards Hempstead Valley shopping centre is around 670m, which equates to a 9-minute walk time.
- 5.20 An example of a similar route is shown below in **Figure 5.2**.

Figure 5.2 Use of footpath GB40 to access Hempstead Valley Shopping Centre



Source: Google Maps

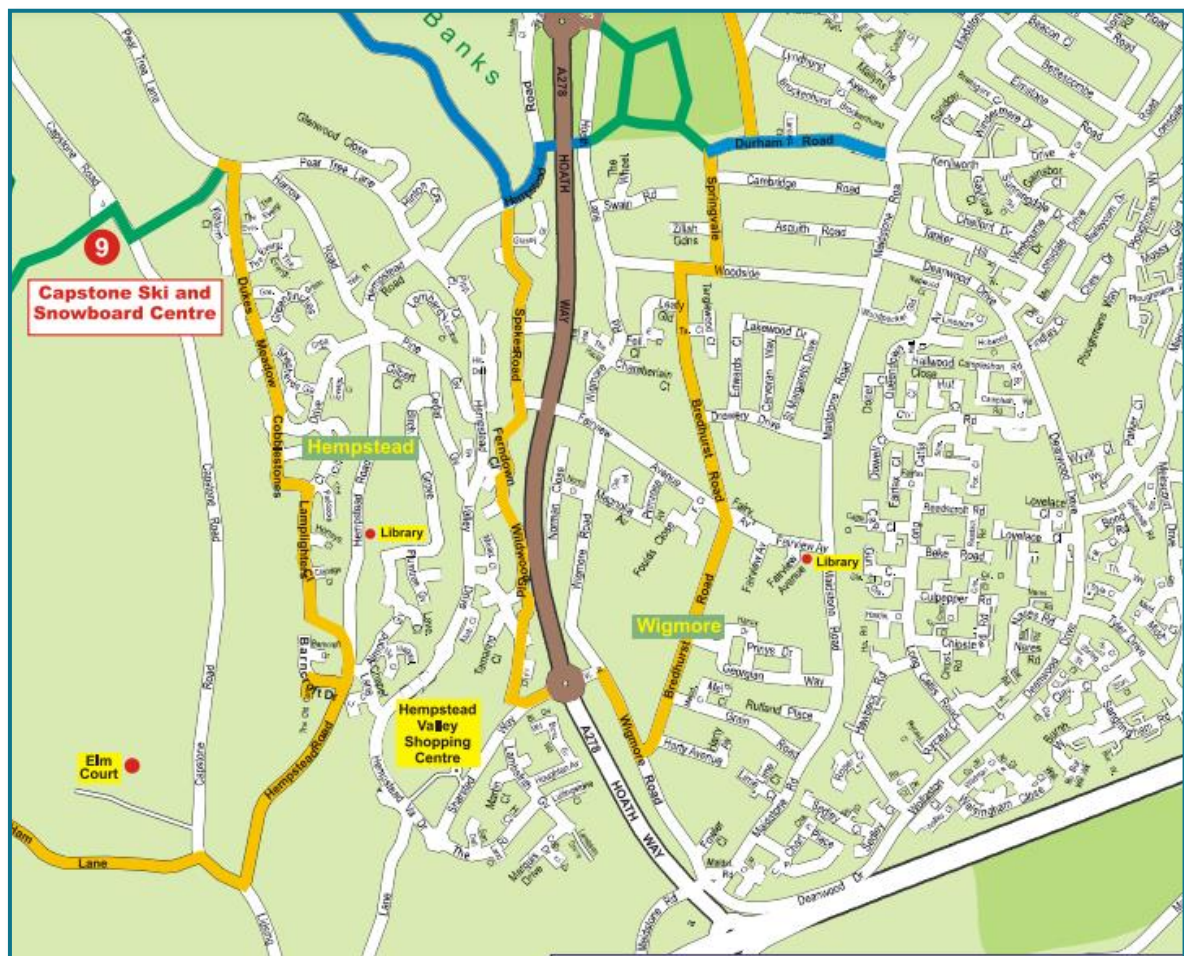
- 5.21 Additionally, there is good footway provision along Maidstone Road leading to the site. The footway on the north side of Maidstone Road leads to the roundabout junction(s) at Wigmore Road / Deanwood Drive. This footway continues along Wigmore Road, which leads to the nearest local bus stop to the site.
- 5.22 At the roundabout 100m east of the site access, there are un-signalised pedestrian crossings to allow ease of pedestrian movement. Additionally, there is an uncontrolled crossing from Maidstone Road to Wigmore Road towards central Hempstead.
- 5.23 The site is in close walking and cycling proximity to Hempstead town centre (approximately 700m) and the surrounding area of Wigmore (approximately 1.2km) and Rainham (approximately 3.6km). Although there are no dedicated cycle lanes within the immediate 500m vicinity of the local highway network, cycling is safe to do so along surrounding residential roads leading to the local and nearby towns of Hempstead and Rainham.



5.24 The Medway Council Cycle Route Map and Cycle Leaflet (2013) proposes new cycle routes and cycle links from Gillingham to Hempstead. These include several improvements within the town centre area close to the site. Routes just north of the proposed site are shown in **Figure 5.3** and include:

- Connections travelling north from Hempstead Valley Shopping Centre along an off-road cycling route that has been implemented next to the highway. This provides access towards Rainham and Lower Gillingham.
- A quieter route along Bredhurst Road from Wigmore towards Rainham, meeting a signposted route along Durham Road to the east, or Star Lane to the west.

Figure 5.3 Extract from the Medway East Cycle Leaflet (2013)



5.25 Overall, the site is well located to encourage cycling and walking, with many existing and proposed cycle routes in the vicinity. A full cycle route map showing routes within Medway can be found in Medway Council portal via the following weblink:

[https://www.medway.gov.uk/downloads/download/72/cycle\\_routes\\_in\\_medway](https://www.medway.gov.uk/downloads/download/72/cycle_routes_in_medway).

## Site Accessibility

- 5.26 Manual for Streets suggests 800m can be considered a comfortable walking distance (paragraph 4.4.1). MfS also states, however, 800m is not the upper limit, walking offers potential to replace short car trips for journeys up to 2km (with reference to PPG13).
- 5.27 Whilst superseded by NPPF, the former PPG13 Transport document sets out useful guidance related to suitable walking and cycling distances:
- “Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres” (Paragraph 74)
  - “Cycling also has potential to substitute short car trips, particularly those under 5 kilometres, and to form part of a longer journey by public transport” (Paragraph 77).
- 5.28 Examples of key destinations and their proximity to the site are listed below in **Tables 5.3 – 5.6**. Walking times are based on a walk speed of 1.4m/s as referenced in IHT (2000) Guidelines for Providing for Journeys on Foot, and cycle times are based on an average cycle speed of 15.5km/h.

**Table 5.3 – Schools: Accessibility of development site to local schools**

| Destination                     | Distance from site centre | Walk/Cycle time  |
|---------------------------------|---------------------------|------------------|
| Bredhurst C of E Primary School | 725m                      | 10 minutes’ walk |
| Deanwood Primary School         | 900m                      | 12 minutes’ walk |
| Deanwood Ducklings Nursery      | 935m                      | 13 minutes’ walk |

**Table 5.4 - Shopping: Accessibility of development site to local shops**

| Destination                      | Distance from site centre | Walk time       |
|----------------------------------|---------------------------|-----------------|
| Hempstead Valley Shopping Centre | 650m                      | 9 minutes’ walk |
| Sainsbury’s                      | 700m                      | 9 minutes’ walk |
| Marks & Spencer                  | 700m                      | 9 minutes’ walk |
| Variety of restaurants           | 700m                      | 9 minutes’ walk |

**Table 5.5 – GP Surgeries: Accessibility of development site to local surgeries**

| Destination              | Distance from site centre | Walk time        |
|--------------------------|---------------------------|------------------|
| Parkwood Family Practice | 1.53km                    | 19 minutes’ walk |
| Wigmore Dental Practice  | 1.41km                    | 18 minutes’ walk |

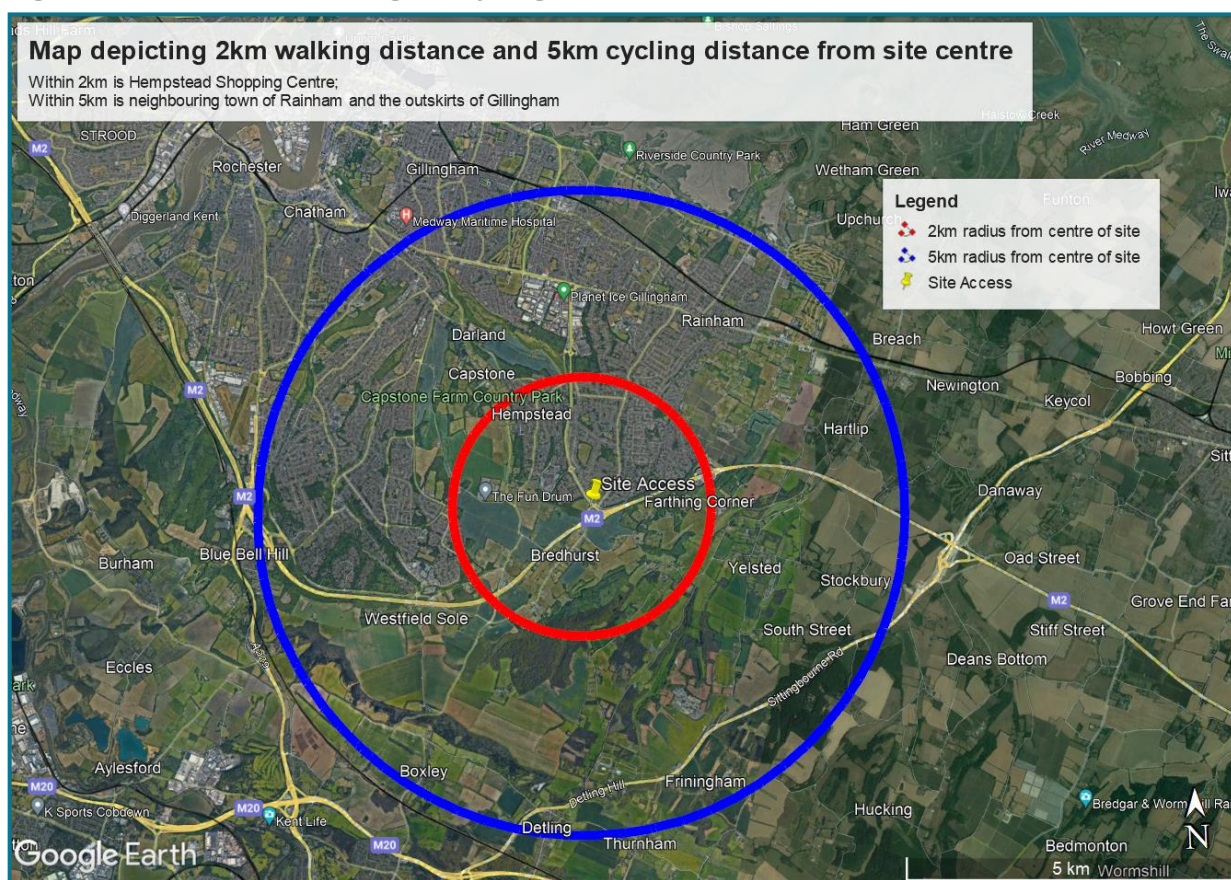


**Table 5.6 - Community Facilities: Accessibility of development site to community facilities**

| Destination                        | Distance from site centre | Walk time       |
|------------------------------------|---------------------------|-----------------|
| Boots Pharmacy                     | 700m                      | 9 minutes' walk |
| Vision Express Opticians           | 700m                      | 9 minutes' walk |
| Leightons Opticians & Hearing Care | 700m                      | 9 minutes' walk |
| Supercuts Hairdresser              | 700m                      | 9 minutes' walk |
| Holland & Barrett Healthcare       | 700m                      | 9 minutes' walk |

5.29 As seen from Tables 5.3 – 5.6, there are many amenities within walking distance from the site. Within Hempstead and surrounding area, the residents of the proposed development will be able to access health and community facilities as well as shopping for essential items and some education facilities mostly within 2km of the site.

5.30 Figure 5.4 below demonstrates a 2km radius from the site, shown in red, and a 5km radius from the site shown in blue, showing a visual representation of the site accessibility.

**Figure 5.4 2km and 5km walking and cycling radius from the centre of the site**


Source: Google Earth Pro



## 6 Proposed Development

- 6.1 The proposed development is for 88 residential dwellings.
- 6.2 The development layout is shown in **Appendix A**. The following elements are included within the site:
- 1-bedroom units (There will be a communal provision);
  - 1.5 parking spaces per 2-bedroom unit;
  - 2 allocated parking spaces per 3, 4 and 5-bedroom units;
  - 0.25 visitor spaces per dwelling;
  - Electric vehicle charging points for all houses and 10% of flats;
  - 2 Cycle parking spaces per 3, 4 and 5-bedroom units;
  - Communal cycle store for flats and maisonettes;
  - Compliant bin stores in line with Medway Council 'Waste Management Requirements for New Developments (2019)';
  - Suitable turning areas for refuse and fire vehicles throughout the site, designed in accordance with Medway Council 'Waste Management Requirements for New Developments (2019)'.
  - Emergency vehicles and fire tenders will be able to enter the site and access all units within 45m. They will then turn on site and re-enter the highway in a forward gear, in line with the requirements set out for emergency vehicles in paragraph 6.7.2 of Manual for Streets.

### Proposed Access

- 6.3 The proposed site access will be from Maidstone Road, as shown on the masterplan site layout in **Appendix A**. This access will be used for both vehicles and pedestrians. The highway boundary can be viewed on the proposed access plan in **Appendix D**.
- 6.4 The proposed access will measure 5.5m wide with 6m radii at either side of the bellmouth. There will be 2metre footways either side of the carriageway leading into the site with tactile paving and dropped kerbs to comply with accessibility requirements.
- 6.5 Manual for Streets 1 (MfS1) is considered to be the appropriate guidance for determining visibility splay requirements for this type of road based on the 30mph speed limit on Maidstone Road. MfS1 determines the Y distance visibility splay requirements for roads with speeds up to 37mph. It also confirms, in paragraph 7.7.6, that a distance of 2.4m is the appropriate X distance for most roads.
- 6.6 A 7-day Automatic Traffic Count was carried out from 26/03/22 to 01/04/22. Weather conditions at the time were dry and cloudy. The survey is compliant with TAG unit M1.2 Data Sources and Surveys, undertaken within a neutral period outside of holidays and half terms.

- 6.7 Average 85th%ile vehicle speeds were recorded as 33mph north-east bound and 35mph south-west bound. The visibility splay requirements are:
- to the north-east 53 metres, and;
  - to the south-west, 49 metres in accordance with MfS1 standards.
- 6.8 The required visibility splays are readily achievable and have been shown on the proposed site access drawing in **Appendix B**.
- 6.9 Using the above traffic data and TRICS analysis outlined in **Section 7.0** below, the additional traffic flows from the development using the development access are 44 two-way movements in the AM Peak and 44 two-way movements in the PM Peak. The traffic flows are low along Maidstone Road and the proposed access would be able to sufficiently accommodate the development traffic. Therefore, no further assessment of the access is required in this instance.

### Servicing and Emergency Vehicle Access

- 6.10 The proposed layout complies with the provisions outlined in the Medway Council 'Waste Management Requirements for New Developments (2019).' In paragraph 3.9 of the guidance, it states that waste collection crews collecting from individual households will not carry containers or move wheeled 240L bins more than 15m from the highway to the collection vehicle and residents should not have to walk further than 30m total to present their containers for collection. Refuse collection vehicles should not be required to reverse more than 12 metres.
- 6.11 The layout is compliant with these requirements. Bin collection points are positioned throughout the layout for the convenience of easy collection.
- 6.12 All dwellings will have their own individual refuse stores located at the front of the property. This is shown on the proposals drawing in **Appendix A**.
- 6.13 Turning heads are sufficient to enable turning and exit in a forward gear. A 10.4 metre refuse vehicle is shown, as per the local guidance document 'Waste Collection Vehicle Specifications' under Medway Council. This is shown on the refuse vehicle tracking drawing in **Appendix B**.
- 6.14 Emergency vehicles and fire tenders will be able to enter the site and access all dwellings within 45m, in line with paragraph 6.7.2 of Manual for Streets. They will then turn on site and re-enter the highway in a forward gear, see **Appendix B**.

### Stage 1 Road Safety Audit (RSA1)

- 6.15 A Stage 1 Road Safety Audit was undertaken on the access to serve the residential development, by EC Road Safety Limited on Tuesday 27<sup>th</sup> September 2022. The RSA1 has been included in **Appendix H** of this report.
- 6.16 The Road Safety Audit was carried out with the sole purpose of identifying any features of the design that could be removed or modified in order to improve the safety of the scheme.
- 6.17 No problems were raised in the Stage 1 Road Safety Audit.

### Proposed Car Parking Provision

- 6.18 The parking provision has been designed in accordance with the minimum car parking standards set out in the Medway Borough Parking Standards (March 2010) for C3 Residential Dwellings. It is worth noting that the Medway Council Parking Standards (Second Edition September 2004) including design standards are unchanged, and reference should be made to these standards as well as the March 2010 document.
- 6.19 The development layout shows a total provision of 179 car parking spaces for the 88 dwellings and 177 spaces is the minimum standard. This includes 142 allocated spaces, 13 unallocated spaces and 24 visitor spaces in total. This equates to an average of 1.76 car parking spaces per unit.
- 6.20 Each 1-bedroom and 2-bedroom flat / maisonette is provided with 1 space. Each 2-bedroom dwelling is provided with 2 spaces.
- 6.21 The parking schedule for the development is shown in **Table 6.1** below. The parking schedule is specific to each dwelling type of the proposed development and the number of parking spaces for each. The table below outlines what the minimum standard is under Medway Borough Parking Standards and what has been provided.

**Table 6.1 – Medway Borough Parking Standards (March 2010) for C3 Residential Dwellings in reference to the proposed development**

| House Type (units)       | Parking Requirement    | Allocated or not    | Minimum Standard | Provided |
|--------------------------|------------------------|---------------------|------------------|----------|
| 1-bedroom dwellings (13) | Min 1 space per unit   | Not allocated       | 13               | 13       |
| 2-bedroom dwellings (16) | Min 1.5 space per unit | Allocation possible | 24               | 24       |
| 3-bedroom dwellings (33) | Min 2 space per unit   | Allocation possible | 66               | 66       |
| 4-bedroom dwellings (12) | Min 2 space per unit   | Allocation possible | 24               | 24       |
| 5-bedroom dwellings (14) | Min 2 space per unit   | Allocation possible | 28               | 28       |
| Visitor parking          | 0.25 per unit minimum  | Communal areas      | 22               | 24       |
| Total Parking            | -                      | -                   | 177              | 179      |

6.22 Medway Council does not have specific guidance on tandem parking standards. However, it is worth noting that tandem parking will be provided in some private areas of the development, equating to 34 out of 179 parking spaces in total. No visitor or communal parking will be in tandem form.

6.23 As shown in the parking layout in **Appendix A**, 20 single garages have also been provided as well as 2 double garages throughout the development. According to Medway Council Parking Standards (Second Edition September 2004), a single garage with a GFA of less than 13.2m<sup>2</sup> is not included within the parking assessment. A double garage with a GFA of less than 26.4m<sup>2</sup> but greater than 13.2m<sup>2</sup> is treated as a single garage. The design of the garages has considered this standard throughout the site layout and has been adhered to.

### Electric Vehicle Charging

6.24 Each house will have individual active electric vehicle charging facilities installed, in line with the Approved Building Regulations S: Infrastructure for Charging Electric Vehicles (December 2021).

### Proposed Cycle Parking Provision

6.25 Covered and secure cycle parking is proposed in accordance with Medway Council's Parking Standards as follows:

- All dwellings 1 space per dwelling as a minimum

6.26 For the maisonette and flatted units, there will be a communal cycle and bin store located adjacent to the shared car parking area external to the dwellings, to provide 1 space for each of the flatted and maisonette units.

- 6.27 For the houses, the garages will provide adequate space for 2 cycle stores per dwelling. Maisonettes will have a shed option within the rear garden for the storage of two cycle stores.



## 7 Traffic Generation & Impact

### Methodology

- 7.1 Trips have been calculated for the proposed new development. As the site has no previous associated use, formally being unused scrubland, no previous uses have been calculated for this site.
- 7.2 The TRICS database has been interrogated for appropriate matches to the use of C3 Residential units, 'Houses Privately Owned'. Privately owned houses have been used for a robust assessment, accounting for the private and affordable dwellings within the development mix. The following relevant parameters have been applied:
- Post 2013 surveys;
  - Consideration of the Coronavirus pandemic when consulting surveys;
  - All regions in England, with the exception of London;
  - Weekdays only;
  - Edge of Town, Suburban and Residential Zone location types;
  - Land use – C3 Privately owned houses;
  - Populations of 5,001 to 250,000, within a 5 mile radius;
  - Car ownership from 1.1 to 2.0 within a 5 mile radius.
- 7.3 The full TRICS data output file is shown in **Appendix C**.
- 7.4 **Table 7.1** presents the resultant trip rates and numbers of vehicle trips generated in each of the AM and PM peak hours for the proposed 88 dwellings, based on the site selection criteria.

**Table 7.1 – Residential Privately Owned Houses – Weekday Trips & Rates**

| Time Period                              | AM Peak (8:00 - 9:00) |       |       | PM Peak (17:00 - 18:00) |       |       | Daily (7:00 - 19:00) |       |       |
|------------------------------------------|-----------------------|-------|-------|-------------------------|-------|-------|----------------------|-------|-------|
| Direction                                | In                    | Out   | 2-Way | In                      | Out   | 2-Way | In                   | Out   | 2-Way |
| Privately Owned Houses<br>(1 dwelling)   | 0.126                 | 0.377 | 0.503 | 0.334                   | 0.163 | 0.497 | 2.345                | 2.408 | 4.753 |
| Privately Owned Houses<br>(88 dwellings) | 11                    | 33    | 44    | 29                      | 14    | 44    | 206                  | 212   | 418   |

- 7.5 Overall, a development of 88 dwellings will result in the following estimated vehicle trips over the course of an average weekday of:

- 44 two-way vehicle trips in the morning peak hour (08.00-09.00);
- 44 two-way vehicle trips in the evening peak hour (17.00-18.00);
- 418 two-way vehicle trips per weekday (7am to 7pm).

### Impact of Development

- 7.6 Overall, the impact of the additional vehicle trips generated onto the network are negligible and therefore no further highway assessment is required.
- 7.7 Traffic distribution analysis was undertaken to determine the impact of the additional trips on the local highway network and the strategic road network, specifically the impact on J4 of the M2 at the Gillingham Interchange.
- 7.8 The traffic distribution methodology was as follows:
- The ONS Census 2011 database was consulted for 'Method of Travel to Work' (WU03EW) for residents within 'MSOA E02003348 Medway 035' in which the site is situated;
  - The directional routes people would use were established using Google maps route planner to assess the percentage of trips upon each of the 5 junctions within the local highway network leading from the site access through to M2J4;
  - A distribution model has been formed which demonstrates the likely number of movements across the 5 junctions, using routes derived from the Census 2011 review and applying TRICS vehicle trip generations for residents to the local highway network.
  - The distribution analysis for the AM (0800-0900) and PM (1700-1800) Peak Distribution models is shown in **Figure 7.1** and **Figure 7.2** below.

Figure 7.1 AM Peak Hour Model (0800-0900)

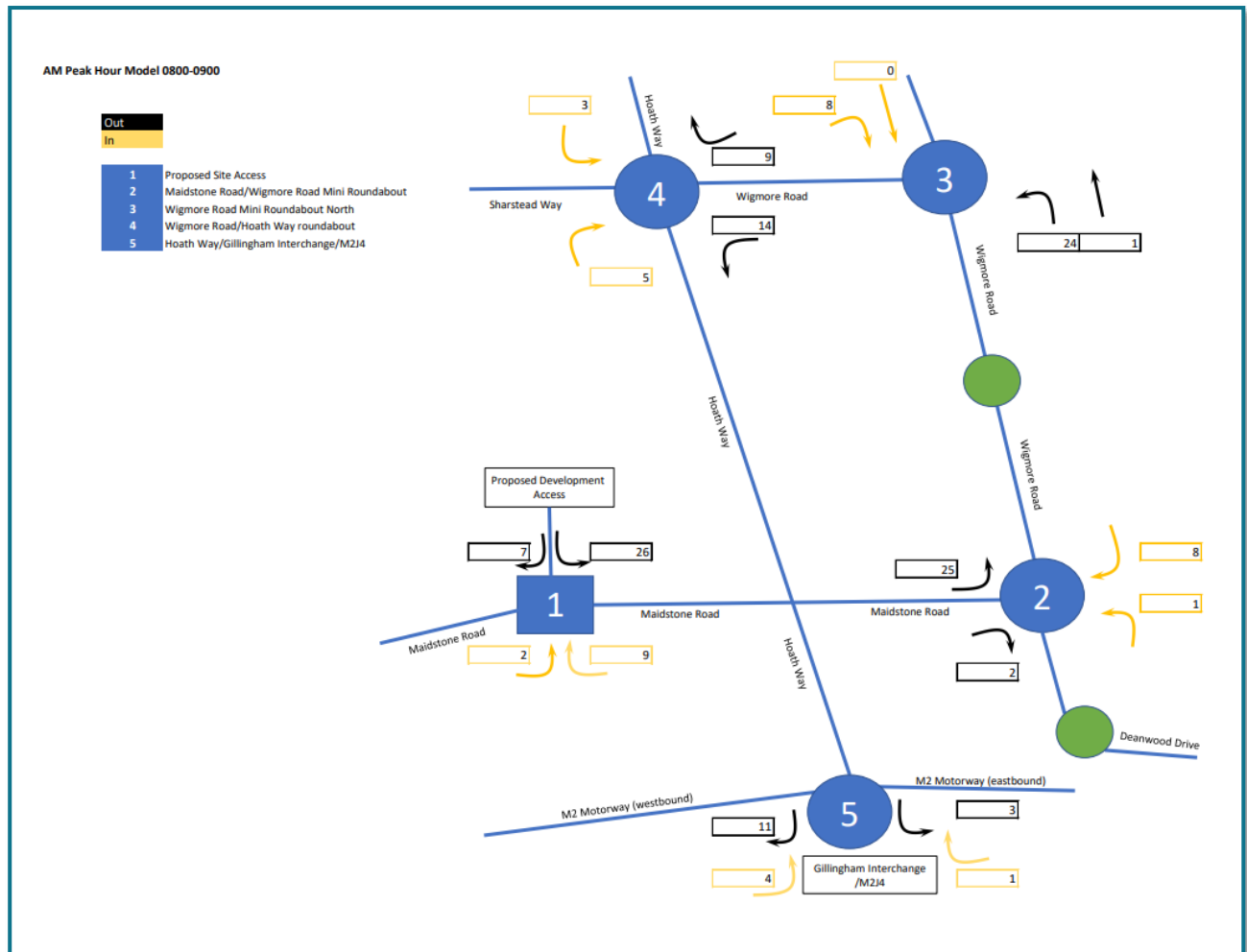
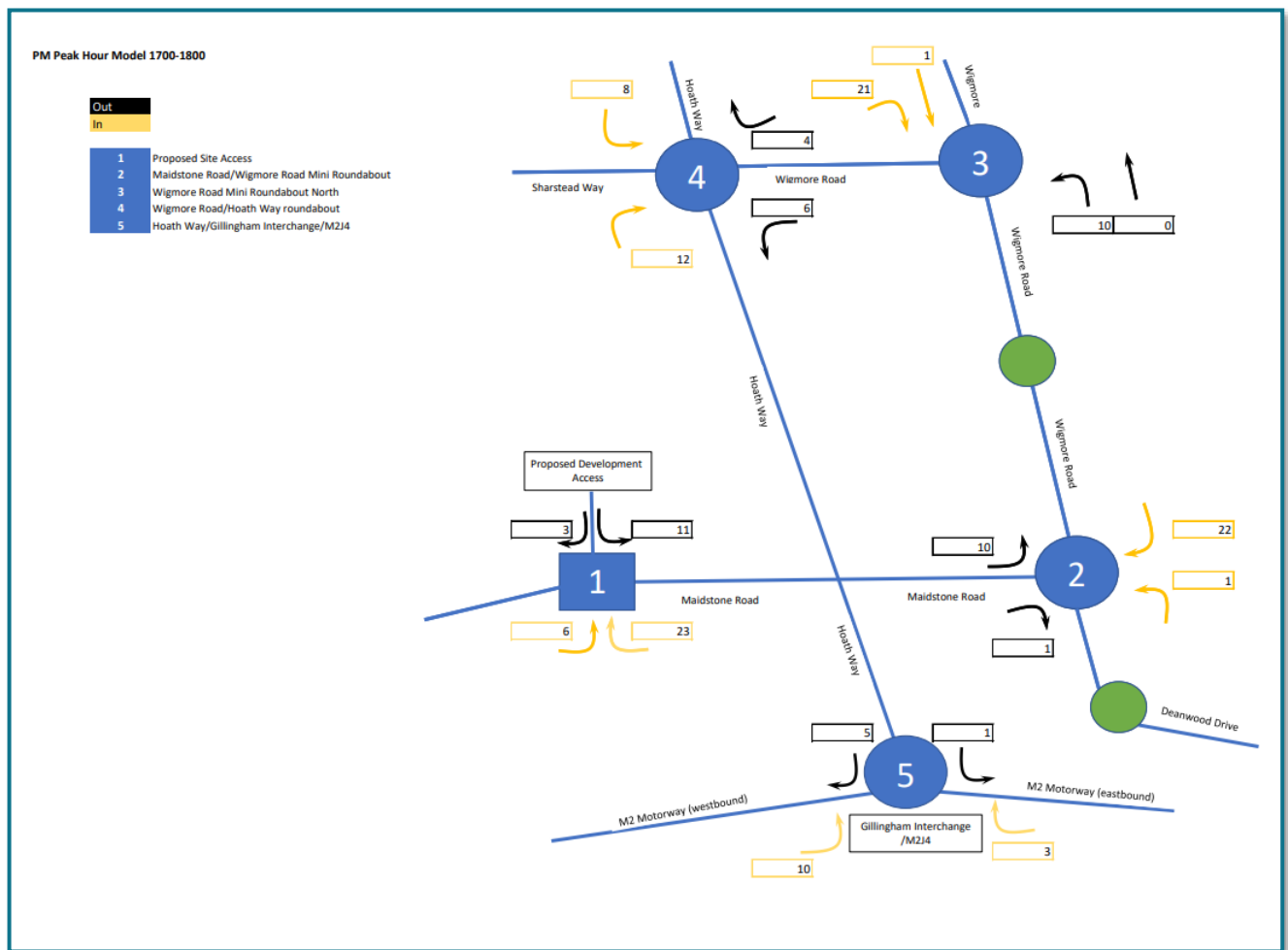


Figure 7.2 PM Peak Hour Model (1700-1800)



7.10 The impact on the mini roundabout junction with Wigmore Road is:

- AM Peak Hours (0800-0900), 36 two-way trips;
- PM Peak Hours (1700-1800), 34 two-way trips.

7.11 The above additional traffic flow upon the mini roundabouts equates to approximately 1 vehicle every 2 minutes within both the AM and PM peak network hours. The additional trips are therefore considered to be negligible and do not justify further assessment.

7.12 The impact on M2 Junction 4 is:

- AM Peak Hours (0800-0900), 19 two-way trips;
- PM Peak Hours (1700-1800), 19 two-way trips.

7.13 The traffic distribution shows that on the westbound off-slip road from M2 east there would only be 1 additional vehicle associated with the proposed development in the AM peak hour (i.e. 1 every 60 minutes) and only 3 vehicles in the PM peak hour (i.e. 1 every 20 minutes on average). Such

numbers are insignificant and in practice would have no impact on any existing queueing on that slip road. Such small changes would be representative of daily fluctuations in vehicle movements and in addition, junction capacity modelling would be insensitive to such small changes in flows.

- 7.14 On the eastbound off-slip from the M2 west there would be only 4 vehicles in the AM peak (i.e. 1 every 15 minutes on average) and 10 vehicles in the PM peak (i.e. 1 every 10 minutes on average). These numbers are also insignificant and would not justify any requirement for a junction capacity assessment. These trips would have no impact in practice and cannot be reliably modelled.
- 7.15 In summary, all additional movements associated with the development are insignificant, and would likely represent normal day to day fluctuations in traffic flow in any event.

### Summary of Sustainable Transport Choices

- 7.16 Residents will be able to access and utilise sustainable modes of transport such as bus and rail to access wider transport hubs within the Medway district, rather than use of the private car. Bus services will be accessed via the pedestrian footpaths along Maidstone Road, leading to Wigmore Road where the closest bus stop is located 230m away from the site access. Alternatively, a wider variety of bus services can be accessed via public footpath GB40, via Sharstead Way, equating to 670m/9-minute walk time. Additionally, PROW GB40, whilst unsurfaced, provides a valid usable route to Hempstead Valley Shopping Centre. Via this route, residents have the benefit of access to an untypical range of services and shopping for this type of location.
- 7.17 The proximity of the development to local sustainable modes of transport (including bus services as well as being within 4.5km of Rainham Railway Station) coincides with the guidance stated within Manual for Streets and the former PPG13 Transport document that *"walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres"* (Paragraph 74) with *"cycling [...] to form part of a longer journey by public transport"* (Paragraph 77).
- 7.18 Bus services and rail links provide reasonable alternatives to the car in this location. Residents can utilise these methods of transport for trips associated with shopping, local leisure, and recreation activities resultant of the wide availability of local bus services such as 116, 130, 132, 659 and M1 which serve Rainham, towards the rail station, providing access towards larger towns within the district.
- 7.19 In summary the development is in an excellent location, with bus services and most shops and services reached within a 10-minute walk time from the site.



## Neighbouring Developments

- 7.20 Resultant of the location of the proposed development being within close proximity to the SRN, specifically M2J4, this Transport Assessment has been mindful of neighbouring developments, such as the Lidsing Allocation. The Lidsing Allocation is being proposed by Maidstone Borough Council through their Local Plan, which remains in the examination stage at the point of this application being submitted.
- 7.21 At the time of writing, Medway Council has objected to the Lidsing Allocation proposals. Further future discussion may be required with Medway Borough Council to determine committed development sites within the draft Medway Local Plan.
- 7.22 For contextual purposes, the Lidsing Housing Allocation is proposed to be built north of the M2 in approximately 2027 to provide 2000 new homes, 14 ha of employment space and improved motorway access by proposing a fourth arm to the M2J4, requiring the formation of a new link road within the AONB and a new bridge crossing of the M2 itself at Maidstone Road. This link road would enhance transport connections between Lordswood, Hempstead and the Lidsing Housing Allocation.
- 7.23 The Lidsing Housing Allocation, is not a committed development and therefore, should not be given any significant consideration within this TA report.

## Construction Access and Site Operations

- 7.24 A Demolition & Construction Management Plan (DEMP) is likely to be a condition of planning approval.
- 7.25 Construction access for the site would be via the proposed access road from Maidstone Road. Space will be available on site for construction vehicles and workers parking, with no need for parking on any part of the public highway.
- 7.26 Measures will be put in place to prevent dust from spreading outside of the site in dry periods, including the covering of skips containing soils and/or demolition materials. On site, a wheel wash facility will be provided to ensure no material is tracked onto the highway. This will be kept on site for the duration of the works. Further mitigation measures relevant to the control of dust and emissions will be implemented as appropriate to the scale of impact in accordance with the guidance document 'Construction Dust: CIS 36' (published by Government Services 'the Health and Safety Executive', March 2020).

7.27 Sufficient space is provided on site for the loading/unloading and manoeuvring of vehicles. Vehicles will be able to enter, turn and leave on site in a forward gear.

7.28 The DEMP will detail:

- Parking for vehicles of site personnel, operatives, and visitors
- Loading and unloading of plant and materials
- Storage of plant and materials
- Delivery areas
- Provision of boundary hoarding behind any visibility zones
- Vehicle turning within the site.

## 8 Framework Travel Plan

### Context

- 8.1 A residential development of this size (88 dwellings) will likely require a full Residential Travel Plan. Travel Plans are usually secured by a Condition of Planning Permission. This section of the Transport Assessment briefly sets out the draft form and content of a Travel Plan for this proposed development, which will be in the following general format:

#### Introduction

- Background (reason for report, relevant site history etc.)
- Policy Framework

#### Site Audit

(Transport Assessment summary)

- Site Location
- Existing Site Use (Use Class, size, parking, access etc.)
- Proposed Site Use (Use Class, size, parking, access etc.)
- Site Transport Accessibility
- Site Access to Key and Local Amenities

#### Site Travel Characteristics

(Transport Assessment summary)

- Site Proposals Trip Generations and mode choice
- Movement Impacts and Mitigation (public transport, walk, cycle, highways)
- Parking Provision (vehicle spaces, disabled spaces, PTW spaces, cycle spaces)
- Servicing / Emergency vehicle access

#### Travel Plan Components

(Considered in more detail overleaf)

- Objectives
- Targets
- Responsibilities
- Mechanisms and Measures
- Action Plan
- Monitoring and Review

## Travel Plan Components

### Objectives

- 8.2 The Transport Assessment has demonstrated that no mitigation measures are required and that the additional trips are negligible. The additional trips resultant of the development can be easily accommodated within the existing transport infrastructure. Nonetheless, the applicant supports the principles of travel planning and its wider benefits.
- 8.3 The main objectives of a residential travel plan are to address the residents' needs for access to a full range of facilities and activities, reduce the traffic generated by the development by reducing car dependency and encouraging non-car modes wherever possible and incorporate good design principles in support of the local community.
- 8.4 This will manage transport impacts and also improve the health and quality of life of existing residents in the local area and future occupants of the scheme.

### Targets

- 8.5 DfT guidance states that targets should be SMART:
- **Specific:** saying precisely what is to be achieved
  - **Measurable:** over the duration of the target. It must allow for regular evaluation of the effectiveness of the target. Thus, the target must use data which is easily collected and updated over the duration of the target.
  - **Appropriate:** and linked to overall objectives and aims
  - **Realistic:** in terms of their potential for being achieved over the duration of the target
  - **Timed:** The target must define a date or series of dates by which it is expected to be achieved".
- 8.6 Appropriate SMART targets will be set within the Travel Plan for the site based upon the initial resident travel surveys. The targets will be monitored and reviewed following the monitoring survey. Targets need to be realistic and respect the nature of the site, and the existing transport and other characteristics of Medway, including existing modal use for the journey to work. Projected targets are provided below, based on the forecast trip generation of the site.

Table 8.1 Proposed Trip Generation

| Land Use     | AM peak |     | PM Peak |     |
|--------------|---------|-----|---------|-----|
|              | In      | Out | In      | Out |
| 88 Dwellings | 11      | 33  | 29      | 14  |

- 8.7 A reasonable target with any travel plan should be to reduce (or minimise) car-based trips over a 5-year period, with an aspiration to exceed this measure. The 5-year forecast of a 5% reduction is provided below:

**Table 8.2 Proposed Trip Generation with 5% reduction**

| Land Use            | AM peak |     | PM Peak |     |
|---------------------|---------|-----|---------|-----|
|                     | In      | Out | In      | Out |
| <b>88 Dwellings</b> | 10      | 31  | 27      | 13  |

### Responsibilities

- 8.8 The developer or management company (as appropriate) will appoint a Travel Plan Co-ordinator to implement and administer the Travel Plan. The Travel Plan Co-ordinator will be responsible for the administration of the Plan, including overseeing arrangements for the implementation of the plan mechanisms and measures, the initial resident travel surveys, and for organising and managing on-going monitoring and review of the Plan. The Co-ordinator will be the main point of contact for residents and will liaise with key stakeholders such as the County Council.

### Mechanisms and Measures

Mechanisms and measures potentially suited to this site and the objectives of the Travel Plan may include:

#### Walking

There is great potential for promoting walking as a means of accessing local facilities. Encouragement of these measures could include:

- Displaying information and advice concerning safe pedestrian routes to and from the site at a location accessible to residents.
- Displaying information on a new bespoke website;
- Distributing information to all new residents as part of the standard residential travel 'welcome' packs.

#### Cycling

The following measures to promote cycling as a means of accessing local facilities could also be promoted by measures including:

- Displaying information and advice concerning safe cycle routes in a location accessible to residents;
- Displaying information on a new bespoke website;
- Distributing information to all new residents as part of the standard travel 'welcome' packs.

## Public Transport

Promotion of the use of public transport for accessing facilities further from the site could be encouraged through measures such as:

- Displaying up-to-date details of bus services, including bus stop locations, route information and service frequencies, in a location accessible to residents;
- Displaying route disruption notices and alternative routes, when essential maintenance is in place;
- Providing details of ticketing options to residents;
- Provision of up to date bus timetables and rail maps;
- Displaying information on a new bespoke website;
- Distributing information to all new residents as part of the standard travel 'welcome' packs.

- 8.9 The Travel Packs would include a welcome pack showing local footways, cycle routes and bus stops and bus services, together with information on the site Travel Plan contact details for the Travel Plan Co-ordinator, and links to the bespoke website.

## Action Plan

- 8.10 The Travel Plan would contain an Action Plan, setting out timetables, responsibilities and monitoring of agreed Travel Plan elements linked to the respective Travel Plan objectives.

## Monitoring and Review

- 8.11 A programme of monitoring and review will be agreed with the local authorities. Monitoring, review and update of the Travel Plan will be carried out to a timetable agreed with the local authorities. It is likely that the Travel Plan for the development will be monitored for a minimum of 5 years.



## 9 Conclusion

- 9.1 The site lies within Medway Borough Council in Kent and is accessed from Maidstone Road. The proposed development is to construct 88 dwellings, which will consist of a mix of private and affordable dwellings, with associate car parking and landscaping.
- 9.2 Key transport-relevant elements of the development, including access and vehicle swept path drawing, trip generation and the impacts upon the surrounding transport networks, have been considered from a policy context.
- 9.3 It is considered that the proposals are in accordance with current policies and guidance provided by Medway Borough Council and are compliant with national guidance documents such as Manual for Streets and the National Planning Policy Framework 2021 (NPPF).
- 9.4 The development of up to 88 residential units will provide:
- Car and cycle parking compliant with Medway Council standards, including electric vehicle charging provision;
  - A vehicular access point onto Maidstone Road in the form of a priority junction;
  - Slight diversion of footpath GB40 which currently runs directly through the west of the site parcel adjoining Lambsfrith Grove.
  - Residential Travel Plan with 5-year monitoring, including Residential Travel Welcome Pack.
- 9.5 The site can be easily accessed by sustainable forms of transport such as walking/cycling/bus/train and have frequent services during peak hours. The site is well located within walking and cycling distance of nearby amenities and services (including local schools, shops, community services and employment opportunities), compliant with Manual for Streets (MfS1) and IHT recommended guidelines for providing journeys on foot.
- 9.6 Robust trip rates have been used, distributed, and assigned to the local highway network, accounting for the SRN. In summary, the trip distribution analysis has shown that all additional movements associated with the development are insignificant and therefore, no further assessment is required.
- 9.7 A Framework Travel Plan is included with this report which would be converted to a full Travel Plan following planning consent. The Travel Plan would encourage sustainable travel to all site users by promoting a range of sustainable travel measures. The Travel Plan would be monitored over at least 5 years with the aim of achieving a set of agreed targets over the period.

- 9.8 In conclusion, there are no unacceptable highway or transport impacts that cannot be mitigated as a result of the proposed development.

- End of Report -

## Appendix A

### Proposed Site Layouts





ACCOMMODATION SCHEDULE MIX

| House Name           | Beds          | Area (sqft) | No. | Total Area (sqft) |
|----------------------|---------------|-------------|-----|-------------------|
| Maisonette GF        | 1 Bed         | 552         | 3   | 1,656             |
| Maisonette 1F        | 1 Bed         | 637         | 3   | 1,911             |
| Hexham               | 2 Bed         | 694         | 2   | 1,388             |
| Letchworth           | 2 Bed + Study | 983         | 2   | 1,966             |
| Stratford            | 3 Bed + Study | 1211        | 5   | 6,055             |
| Oxford LS            | 3 Bed         | 1316        | 9   | 11,844            |
| Cambridge            | 3 Bed + Study | 1372        | 8   | 10,976            |
| Overton              | 4 Bed         | 1392        | 1   | 1,392             |
| Leamington LS        | 3 Bed         | 1394        | 8   | 11,152            |
| Harrogate            | 4 Bed         | 1555        | 1   | 1,555             |
| Henley               | 4 Bed         | 1769        | 11  | 19,459            |
| Hampstead            | 5 Bed         | 1850        | 13  | 24,050            |
| Total Private Market |               |             | 66  | 93,404            |
|                      |               |             |     | 75%               |

|                  |       |     |    |        |
|------------------|-------|-----|----|--------|
| Maisonette GF    | 1 Bed | 552 | 2  | 1,104  |
| Maisonette 1F    | 1 Bed | 637 | 2  | 1,274  |
| S-1A             | 1 Bed | 754 | 3  | 2,262  |
| S-2A             | 2 Bed | 757 | 3  | 2,271  |
| S-2B             | 2 Bed | 763 | 3  | 2,289  |
| Dart             | 3 Bed | 896 | 3  | 2,688  |
| Total Affordable |       |     | 16 | 11,888 |

|                   |       |     |   |       |
|-------------------|-------|-----|---|-------|
| Hexham            | 2 Bed | 694 | 6 | 4,164 |
| Total First Homes |       |     | 6 | 4,164 |
|                   |       |     |   | 25%   |

|       |  |  |    |         |
|-------|--|--|----|---------|
| Total |  |  | 88 | 109,456 |
|-------|--|--|----|---------|

CAR PARKING SCHEDULE

| Type      | Bedrooms | House Count | Required |       | Provided |
|-----------|----------|-------------|----------|-------|----------|
|           |          |             | Per Unit | Total |          |
| Apartment | 1        | 13          | 1        | 13    | 13       |
| Apartment | 2        | 6           | 1        | 6     | 6        |
| House     | 2        | 8           | 1.5      | 12    | 13       |
| House     | 3        | 35          | 2        | 70    | 70       |
| House     | 4        | 13          | 2        | 26    | 26       |
| House     | 5        | 13          | 2        | 26    | 26       |
|           |          | Total       |          | 153   | 154      |
| Visitor   |          |             | 0.25     | 22    | 24       |
| Total     |          |             |          | 175   | 178      |

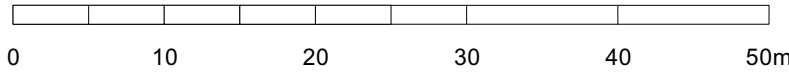
POLICY MIX COMPARISON

| Market     | Bed No. | Policy Mix | Provided |
|------------|---------|------------|----------|
|            |         |            |          |
| Market     | 1 Bed   | 10-15%     | 9%       |
|            | 2 Bed   | 25-30%     | 6%       |
|            | 3 Bed   | 35-40%     | 45%      |
|            | 4+ Bed  | 20-25%     | 40%      |
| Affordable | 1 Bed   | 30-35%     | 32%      |
|            | 2 Bed   | 30-35%     | 55%      |
|            | 3 Bed   | 25-30%     | 13%      |
|            | 4+ Bed  | 5-10%      | 0%       |

NOTES

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KEY

- Application Site Boundary
- Potential Vehicular Access
- 15m Offset to Ancient Woodland
- Affordable Rented Dwelling
- First Homes Dwelling
- Market Dwelling
- Proposed Attenuation Feature
- Existing Public Right of Way (PROW)
- New Diverted PROW
- Approximate size and location of proposed foul water pumping station with 15m offset
- Approximate size and location of proposed sub-station

|     |            |                                      |     |     |
|-----|------------|--------------------------------------|-----|-----|
| P22 | 11/01/2023 | Minor road amendment.                | HJL | KMN |
| P21 | 15/11/2022 | Updated as per latest tracking info. | HJL | KMN |
| P20 | 01/11/2022 | Minor amendments.                    | HJL | KMN |

| rev | date | description | dm | chk |
|-----|------|-------------|----|-----|
|-----|------|-------------|----|-----|

masterplanning  
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client  
**Redrow Homes**

project  
**Blowers Wood,  
Maidstone Road, Kent**

drawing title  
**Site Layout**

scale  
1:500 @ A1

dm  
HJL

chk  
KMN

date created  
09 March 2022

project number  
10745

status  
S1

issue  
P22

document number  
**10745-FPCR-ZZ-XX-DR-A-0001**



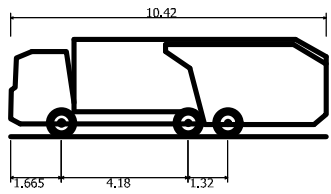
## Appendix B

### Refuse Vehicle Swept Path Analysis



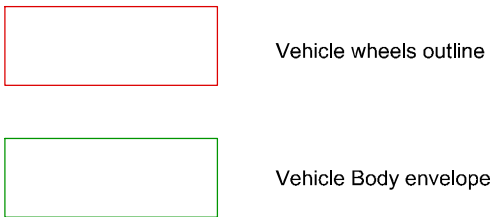


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Phoenix 2-22W (with Elite 2 6x2MS chassis)

|                             |         |
|-----------------------------|---------|
| Overall Length              | 10.420m |
| Overall Width               | 2.530m  |
| Overall Body Height         | 3.211m  |
| Min Body Ground Clearance   | 0.416m  |
| Track Width                 | 2.400m  |
| Lock to lock time           | 4.00s   |
| Kerb to Kerb Turning Radius | 11.150m |



|     |                               |            |     |     |
|-----|-------------------------------|------------|-----|-----|
| P6  | REVISED TO LATEST SITE LAYOUT | 12.01.2023 | JMW | LS  |
| P5  | Updated road                  | 04.01.2023 | JMW | LS  |
| P4  | REVISED TO LATEST SITE LAYOUT | 21.11.2022 | JMW | LS  |
| P3  | REVISED TO LATEST SITE LAYOUT | 10.11.2022 | JMW | LS  |
| P2  | REVISED TO LATEST SITE LAYOUT | 21.10.2022 | ART | LS  |
| P1  | INITIAL ISSUE                 | 31.08.2022 | JMW | LS  |
| Rev | Amendments                    | Date       | Dsn | Chk |

|              |                                           |              |       |
|--------------|-------------------------------------------|--------------|-------|
| Status       | FOR PLANNING                              |              |       |
| Client       | REDROW HOMES SOUTH EAST                   |              |       |
| Architect    |                                           |              |       |
| Project      | BLOWERS WOOD<br>MAIDSTONE ROAD, HEMPSTEAD |              |       |
| Title        | REFUSE VEHICLE TRACKING                   |              |       |
| Date         | AUG 2022                                  | Scale @ A1   | 1:500 |
| Clients Ref. |                                           | Project Ref. | 11977 |

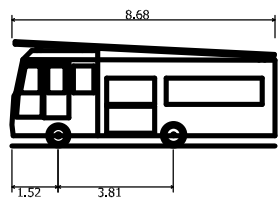
**gta** Civils & Transport  
Gloucester House, 66a Church Walk,  
Burgess Hill, West Sussex, RH15 9AS  
Tel: 01444 871444 Web: www.gtacivils.co.uk

|                |            |      |    |
|----------------|------------|------|----|
| Drawing Number | 11977/2200 | Rev. | P6 |
|----------------|------------|------|----|

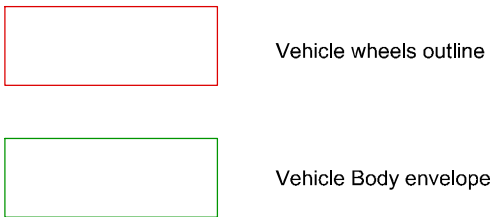




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DB32 Fire Appliance  
Overall Length 8.680m  
Overall Width 2.180m  
Overall Body Height 3.452m  
Min Body Ground Clearance 0.337m  
Max Track Width 2.121m  
Lock to lock time 6.00s  
Kerb to Kerb Turning Radius 7.910m



|     |                               |            |     |     |
|-----|-------------------------------|------------|-----|-----|
| Rev | Amendments                    | Date       | Dsn | Chk |
| P5  | REVISED TO LATEST SITE LAYOUT | 12.01.2023 | JMW | LS  |
| P4  | REVISED TO LATEST SITE LAYOUT | 21.11.2022 | JMW | LS  |
| P3  | REVISED TO LATEST SITE LAYOUT | 09.11.2022 | JMW | LS  |
| P2  | REVISED TO LATEST SITE LAYOUT | 21.10.2022 | ART | LS  |
| P1  | INITIAL ISSUE                 | 28.09.2022 | JMW | LS  |

|                                                                                                                            |                                           |              |            |
|----------------------------------------------------------------------------------------------------------------------------|-------------------------------------------|--------------|------------|
| Status                                                                                                                     | FOR PLANNING                              |              |            |
| Client                                                                                                                     | REDROW HOMES SOUTH EAST                   |              |            |
| Architect                                                                                                                  |                                           |              |            |
| Project                                                                                                                    | BLOWERS WOOD<br>MAIDSTONE ROAD, HEMPSTEAD |              |            |
| Title                                                                                                                      | FIRE TENDER TRACKING                      |              |            |
| Date                                                                                                                       | SEPT 2022                                 | Scale @ A1   | 1:500      |
| Clients Ref.                                                                                                               |                                           | Project Ref. | 11977      |
| <br>Gloucester House, 66a Church Walk,<br>Burgess Hill, West Sussex, RH15 9AS<br>Tel:01444 871444 Web: www.gtacivils.co.uk |                                           |              |            |
| Drawing Number                                                                                                             | 11977/2201                                |              | Rev.<br>P5 |



## Appendix C

### TRICS Data Output

Calculation Reference: AUDIT-349901-220419-0414

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL  
 Category : A - HOUSES PRIVATELY OWNED  
 TOTAL VEHICLES

Selected regions and areas:

|    |                                |        |
|----|--------------------------------|--------|
| 02 | SOUTH EAST                     |        |
|    | ES EAST SUSSEX                 | 3 days |
|    | HC HAMPSHIRE                   | 3 days |
|    | HF HERTFORDSHIRE               | 1 days |
|    | KC KENT                        | 2 days |
|    | SC SURREY                      | 2 days |
|    | WS WEST SUSSEX                 | 4 days |
| 03 | SOUTH WEST                     |        |
|    | DV DEVON                       | 2 days |
|    | SM SOMERSET                    | 1 days |
| 04 | EAST ANGLIA                    |        |
|    | CA CAMBRIDGESHIRE              | 1 days |
|    | NF NORFOLK                     | 6 days |
|    | SF SUFFOLK                     | 1 days |
| 06 | WEST MIDLANDS                  |        |
|    | SH SHROPSHIRE                  | 1 days |
|    | ST STAFFORDSHIRE               | 2 days |
| 07 | YORKSHIRE & NORTH LINCOLNSHIRE |        |
|    | NY NORTH YORKSHIRE             | 1 days |
| 08 | NORTH WEST                     |        |
|    | CH CHESHIRE                    | 3 days |
|    | LC LANCASHIRE                  | 1 days |
| 09 | NORTH                          |        |
|    | DH DURHAM                      | 2 days |
| 10 | WALES                          |        |
|    | PS POWYS                       | 1 days |
|    | VG VALE OF GLAMORGAN           | 1 days |

*This section displays the number of survey days per TRICS® sub-region in the selected set*

## Primary 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: No of Dwellings  
Actual Range: 10 to 248 (units: )  
Range Selected by User: 6 to 250 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 19/03/20

*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    | 8 days  |
| Tuesday   | 6 days  |
| Wednesday | 10 days |
| Thursday  | 9 days  |
| Friday    | 5 days  |

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

Selected survey types:

|                       |         |
|-----------------------|---------|
| Manual count          | 35 days |
| Directional ATC Count | 3 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) | 9  |
| Edge of Town                       | 29 |

*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 | 38 |
|------------------|----|

*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 | 38 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 500m Range:

All Surveys Included

## Secondary Filtering selection (Cont.):

Population within 1 mile:

|                  |         |
|------------------|---------|
| 1,000 or Less    | 1 days  |
| 1,001 to 5,000   | 3 days  |
| 5,001 to 10,000  | 9 days  |
| 10,001 to 15,000 | 12 days |
| 15,001 to 20,000 | 9 days  |
| 20,001 to 25,000 | 4 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    | 7 days  |
| 25,001 to 50,000   | 4 days  |
| 50,001 to 75,000   | 5 days  |
| 75,001 to 100,000  | 9 days  |
| 100,001 to 125,000 | 1 days  |
| 125,001 to 250,000 | 12 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 | 7 days  |
| 1.1 to 1.5 | 29 days |
| 1.6 to 2.0 | 2 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 | 15 days |
| No  | 23 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 | 38 days |
|-----------------|---------|

*This data displays the number of selected surveys with PTAL Ratings.*



LIST OF SITES relevant to selection parameters

|   |                                                                                  |                          |                     |
|---|----------------------------------------------------------------------------------|--------------------------|---------------------|
| 1 | CA-03-A-05<br>EASTFIELD ROAD<br>PETERBOROUGH                                     | DETACHED HOUSES          | CAMBRIDGESHIRE      |
|   | Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total No of Dwellings: | 28                       |                     |
|   | Survey date: MONDAY                                                              | 17/10/16                 | Survey Type: MANUAL |
| 2 | CH-03-A-09<br>GREYSTOKE ROAD<br>MACCLESFIELD<br>HURDSFIELD                       | TERRACED HOUSES          | CHESHIRE            |
|   | Edge of Town<br>Residential Zone<br>Total No of Dwellings:                       | 24                       |                     |
|   | Survey date: MONDAY                                                              | 24/11/14                 | Survey Type: MANUAL |
| 3 | CH-03-A-10<br>MEADOW DRIVE<br>NORTHWICH<br>BARNTON                               | SEMI-DETACHED & TERRACED | CHESHIRE            |
|   | Edge of Town<br>Residential Zone<br>Total No of Dwellings:                       | 40                       |                     |
|   | Survey date: TUESDAY                                                             | 04/06/19                 | Survey Type: MANUAL |
| 4 | CH-03-A-11<br>LONDON ROAD<br>NORTHWICH<br>LEFTWICH                               | TOWN HOUSES              | CHESHIRE            |
|   | Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total No of Dwellings: | 24                       |                     |
|   | Survey date: THURSDAY                                                            | 06/06/19                 | Survey Type: MANUAL |
| 5 | DH-03-A-01<br>GREENFIELDS ROAD<br>BISHOP AUCKLAND                                | SEMI DETACHED            | DURHAM              |
|   | Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total No of Dwellings: | 50                       |                     |
|   | Survey date: TUESDAY                                                             | 28/03/17                 | Survey Type: MANUAL |
| 6 | DH-03-A-03<br>PILGRIMS WAY<br>DURHAM                                             | SEMI-DETACHED & TERRACED | DURHAM              |
|   | Edge of Town<br>Residential Zone<br>Total No of Dwellings:                       | 57                       |                     |
|   | Survey date: FRIDAY                                                              | 19/10/18                 | Survey Type: MANUAL |
| 7 | DV-03-A-02<br>MILLHEAD ROAD<br>HONITON                                           | HOUSES & BUNGALOWS       | DEVON               |
|   | Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total No of Dwellings: | 116                      |                     |
|   | Survey date: FRIDAY                                                              | 25/09/15                 | Survey Type: MANUAL |

LIST OF SITES relevant to selection parameters (Cont.)

|    |                                                                                                                                             |                          |             |
|----|---------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|-------------|
| 8  | DV-03-A-03<br>LOWER BRAND LANE<br>HONITON                                                                                                   | TERRACED & SEMI DETACHED | DEVON       |
|    | Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total No of Dwellings: 70<br>Survey date: MONDAY 28/09/15<br>Survey Type: MANUAL  |                          |             |
| 9  | ES-03-A-03<br>SHEPHAM LANE<br>POLEGATE                                                                                                      | MIXED HOUSES & FLATS     | EAST SUSSEX |
|    | Edge of Town<br>Residential Zone<br>Total No of Dwellings: 212<br>Survey date: MONDAY 11/07/16<br>Survey Type: MANUAL                       |                          |             |
| 10 | ES-03-A-04<br>NEW LYDD ROAD<br>CAMBER                                                                                                       | MIXED HOUSES & FLATS     | EAST SUSSEX |
|    | Edge of Town<br>Residential Zone<br>Total No of Dwellings: 134<br>Survey date: FRIDAY 15/07/16<br>Survey Type: MANUAL                       |                          |             |
| 11 | ES-03-A-05<br>RATTLE ROAD<br>NEAR EASTBOURNE<br>STONE CROSS                                                                                 | MIXED HOUSES & FLATS     | EAST SUSSEX |
|    | Edge of Town<br>Residential Zone<br>Total No of Dwellings: 99<br>Survey date: WEDNESDAY 05/06/19<br>Survey Type: MANUAL                     |                          |             |
| 12 | HC-03-A-21<br>PRIESTLEY ROAD<br>BASINGSTOKE<br>HOUNDMILLS                                                                                   | TERRACED & SEMI-DETACHED | HAMPSHIRE   |
|    | Edge of Town<br>Residential Zone<br>Total No of Dwellings: 39<br>Survey date: TUESDAY 13/11/18<br>Survey Type: MANUAL                       |                          |             |
| 13 | HC-03-A-22<br>BOW LAKE GARDENS<br>NEAR EASTLEIGH<br>BISHOPSTOKE                                                                             | MIXED HOUSES             | HAMPSHIRE   |
|    | Edge of Town<br>Residential Zone<br>Total No of Dwellings: 40<br>Survey date: WEDNESDAY 31/10/18<br>Survey Type: MANUAL                     |                          |             |
| 14 | HC-03-A-23<br>CANADA WAY<br>LIPHOOK                                                                                                         | HOUSES & FLATS           | HAMPSHIRE   |
|    | Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total No of Dwellings: 62<br>Survey date: TUESDAY 19/11/19<br>Survey Type: MANUAL |                          |             |

LIST OF SITES relevant to selection parameters (Cont.)

|    |                                                                                                                                          |                                 |                                    |
|----|------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|------------------------------------|
| 15 | HF-03-A-03<br>HARE STREET ROAD<br>BUNTINGFORD                                                                                            | MIXED HOUSES                    | HERTFORDSHIRE                      |
|    | Edge of Town<br>Residential Zone<br>Total No of Dwellings:                                                                               | 160                             |                                    |
|    | Survey date: MONDAY                                                                                                                      | 08/07/19                        | Survey Type: MANUAL                |
| 16 | KC-03-A-03<br>HYTHE ROAD<br>ASHFORD<br>WILLESBOROUGH<br>Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total No of Dwellings: | MIXED HOUSES & FLATS<br>51      | KENT                               |
|    | Survey date: THURSDAY                                                                                                                    | 14/07/16                        | Survey Type: MANUAL                |
| 17 | KC-03-A-04<br>KILN BARN ROAD<br>AYLESFORD<br>DITTON<br>Edge of Town<br>Residential Zone<br>Total No of Dwellings:                        | SEMI-DETACHED & TERRACED<br>110 | KENT                               |
|    | Survey date: FRIDAY                                                                                                                      | 22/09/17                        | Survey Type: MANUAL                |
| 18 | LC-03-A-31<br>GREENSIDE<br>PRESTON<br>COTTAM<br>Edge of Town<br>Residential Zone<br>Total No of Dwellings:                               | DETACHED HOUSES<br>32           | LANCASHIRE                         |
|    | Survey date: FRIDAY                                                                                                                      | 17/11/17                        | Survey Type: MANUAL                |
| 19 | NF-03-A-03<br>HALING WAY<br>THETFORD                                                                                                     | DETACHED HOUSES                 | NORFOLK                            |
|    | Edge of Town<br>Residential Zone<br>Total No of Dwellings:                                                                               | 10                              |                                    |
|    | Survey date: WEDNESDAY                                                                                                                   | 16/09/15                        | Survey Type: MANUAL                |
| 20 | NF-03-A-04<br>NORTH WALSHAM ROAD<br>NORTH WALSHAM                                                                                        | MIXED HOUSES                    | NORFOLK                            |
|    | Edge of Town<br>Residential Zone<br>Total No of Dwellings:                                                                               | 70                              |                                    |
|    | Survey date: WEDNESDAY                                                                                                                   | 18/09/19                        | Survey Type: MANUAL                |
| 21 | NF-03-A-05<br>HEATH DRIVE<br>HOLT                                                                                                        | MIXED HOUSES                    | NORFOLK                            |
|    | Edge of Town<br>Residential Zone<br>Total No of Dwellings:                                                                               | 40                              |                                    |
|    | Survey date: THURSDAY                                                                                                                    | 19/09/19                        | Survey Type: MANUAL                |
| 22 | NF-03-A-10<br>HUNSTANTON ROAD<br>HUNSTANTON                                                                                              | MIXED HOUSES & FLATS            | NORFOLK                            |
|    | Edge of Town<br>Residential Zone<br>Total No of Dwellings:                                                                               | 17                              |                                    |
|    | Survey date: WEDNESDAY                                                                                                                   | 12/09/18                        | Survey Type: DIRECTIONAL ATC COUNT |
| 23 | NF-03-A-13<br>BEAUFORT WAY<br>GREAT YARMOUTH<br>BRADWELL<br>Edge of Town<br>Residential Zone<br>Total No of Dwellings:                   | MIXED HOUSES<br>198             | NORFOLK                            |
|    | Survey date: TUESDAY                                                                                                                     | 11/09/18                        | Survey Type: DIRECTIONAL ATC COUNT |

LIST OF SITES relevant to selection parameters (Cont.)

|    |                                                                                                                                                                                                       |                          |                                    |
|----|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|------------------------------------|
| 24 | NF-03-A-16<br>NORWICH COMMON<br>WYMONDHAM                                                                                                                                                             | MIXED HOUSES & FLATS     | NORFOLK                            |
|    | Edge of Town<br>Residential Zone<br>Total No of Dwellings: 138<br>Survey date: TUESDAY 20/10/15                                                                                                       |                          | Survey Type: DIRECTIONAL ATC COUNT |
| 25 | NY-03-A-13<br>CATTERICK ROAD<br>CATTERICK GARRISON<br>OLD HOSPITAL COMPOUND<br>Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total No of Dwellings: 10<br>Survey date: WEDNESDAY 10/05/17 | TERRACED HOUSES          | NORTH YORKSHIRE                    |
| 26 | PS-03-A-02<br>GUNROG ROAD<br>WELSHPOOL                                                                                                                                                                | DETACHED / SEMI-DETACHED | POWYS                              |
|    | Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total No of Dwellings: 28<br>Survey date: MONDAY 11/05/15                                                                                   |                          | Survey Type: MANUAL                |
| 27 | SC-03-A-04<br>HIGH ROAD<br>BYFLEET                                                                                                                                                                    | DETACHED & TERRACED      | SURREY                             |
|    | Edge of Town<br>Residential Zone<br>Total No of Dwellings: 71<br>Survey date: THURSDAY 23/01/14                                                                                                       |                          | Survey Type: MANUAL                |
| 28 | SC-03-A-05<br>REIGATE ROAD<br>HORLEY                                                                                                                                                                  | MIXED HOUSES             | SURREY                             |
|    | Edge of Town<br>Residential Zone<br>Total No of Dwellings: 207<br>Survey date: MONDAY 01/04/19                                                                                                        |                          | Survey Type: MANUAL                |
| 29 | SF-03-A-05<br>VALE LANE<br>BURY ST EDMUNDS                                                                                                                                                            | DETACHED HOUSES          | SUFFOLK                            |
|    | Edge of Town<br>Residential Zone<br>Total No of Dwellings: 18<br>Survey date: WEDNESDAY 09/09/15                                                                                                      |                          | Survey Type: MANUAL                |
| 30 | SH-03-A-06<br>ELLESMERE ROAD<br>SHREWSBURY                                                                                                                                                            | BUNGALOWS                | SHROPSHIRE                         |
|    | Edge of Town<br>Residential Zone<br>Total No of Dwellings: 16<br>Survey date: THURSDAY 22/05/14                                                                                                       |                          | Survey Type: MANUAL                |
| 31 | SM-03-A-01<br>WEMBDON ROAD<br>BRIDGWATER<br>NORTHFIELD                                                                                                                                                | DETACHED & SEMI          | SOMERSET                           |
|    | Edge of Town<br>Residential Zone<br>Total No of Dwellings: 33<br>Survey date: THURSDAY 24/09/15                                                                                                       |                          | Survey Type: MANUAL                |

LIST OF SITES relevant to selection parameters (Cont.)

|    |                                                                                                                                                                     |                          |                   |                     |
|----|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|-------------------|---------------------|
| 32 | ST-03-A-07<br>BEACONSIDE<br>STAFFORD<br>MARSTON GATE<br>Edge of Town<br>Residential Zone<br>Total No of Dwellings: 248<br>Survey date: WEDNESDAY 22/11/17           | DETACHED & SEMI-DETACHED | STAFFORDSHIRE     | Survey Type: MANUAL |
| 33 | ST-03-A-08<br>SILKMORE CRESCENT<br>STAFFORD<br>MEADOWCROFT PARK<br>Edge of Town<br>Residential Zone<br>Total No of Dwellings: 26<br>Survey date: WEDNESDAY 22/11/17 | DETACHED HOUSES          | STAFFORDSHIRE     | Survey Type: MANUAL |
| 34 | VG-03-A-01<br>ARTHUR STREET<br>BARRY<br><br>Edge of Town<br>Residential Zone<br>Total No of Dwellings: 12<br>Survey date: MONDAY 08/05/17                           | SEMI-DETACHED & TERRACED | VALE OF GLAMORGAN | Survey Type: MANUAL |
| 35 | WS-03-A-04<br>HILLS FARM LANE<br>HORSHAM<br>BROADBRIDGE HEATH<br>Edge of Town<br>Residential Zone<br>Total No of Dwellings: 151<br>Survey date: THURSDAY 11/12/14   | MIXED HOUSES             | WEST SUSSEX       | Survey Type: MANUAL |
| 36 | WS-03-A-08<br>ROUNDSTONE LANE<br>ANGMERING<br><br>Edge of Town<br>Residential Zone<br>Total No of Dwellings: 180<br>Survey date: THURSDAY 19/04/18                  | MIXED HOUSES             | WEST SUSSEX       | Survey Type: MANUAL |
| 37 | WS-03-A-09<br>LITTLEHAMPTON ROAD<br>WORTHING<br>WEST DURRINGTON<br>Edge of Town<br>Residential Zone<br>Total No of Dwellings: 195<br>Survey date: THURSDAY 05/07/18 | MIXED HOUSES & FLATS     | WEST SUSSEX       | Survey Type: MANUAL |
| 38 | WS-03-A-10<br>TODDINGTON LANE<br>LITTLEHAMPTON<br>WICK<br>Edge of Town<br>Residential Zone<br>Total No of Dwellings: 79<br>Survey date: WEDNESDAY 07/11/18          | MIXED HOUSES             | WEST SUSSEX       | 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

TOTAL 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 | 38       | 81          | 0.092     | 38         | 81          | 0.312     | 38       | 81          | 0.404     |
| 08:00 - 09:00 | 38       | 81          | 0.129     | 38         | 81          | 0.366     | 38       | 81          | 0.495     |
| 09:00 - 10:00 | 38       | 81          | 0.157     | 38         | 81          | 0.191     | 38       | 81          | 0.348     |
| 10:00 - 11:00 | 38       | 81          | 0.144     | 38         | 81          | 0.181     | 38       | 81          | 0.325     |
| 11:00 - 12:00 | 38       | 81          | 0.142     | 38         | 81          | 0.164     | 38       | 81          | 0.306     |
| 12:00 - 13:00 | 38       | 81          | 0.163     | 38         | 81          | 0.163     | 38       | 81          | 0.326     |
| 13:00 - 14:00 | 38       | 81          | 0.172     | 38         | 81          | 0.163     | 38       | 81          | 0.335     |
| 14:00 - 15:00 | 38       | 81          | 0.168     | 38         | 81          | 0.205     | 38       | 81          | 0.373     |
| 15:00 - 16:00 | 38       | 81          | 0.268     | 38         | 81          | 0.191     | 38       | 81          | 0.459     |
| 16:00 - 17:00 | 38       | 81          | 0.279     | 38         | 81          | 0.169     | 38       | 81          | 0.448     |
| 17:00 - 18:00 | 38       | 81          | 0.329     | 38         | 81          | 0.154     | 38       | 81          | 0.483     |
| 18:00 - 19:00 | 38       | 81          | 0.294     | 38         | 81          | 0.158     | 38       | 81          | 0.452     |
| 19:00 - 20:00 |          |             |           |            |             |           |          |             |           |
| 20:00 - 21:00 |          |             |           |            |             |           |          |             |           |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 2.337     |            |             | 2.417     |          |             | 4.754     |

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: 10 - 248 (units: )  
 Survey date range: 01/01/14 - 19/03/20  
 Number of weekdays (Monday-Friday): 38  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 5  
 Surveys manually removed from selection: 0

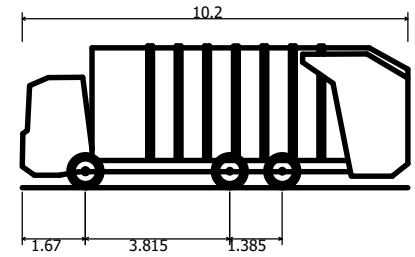
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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 D

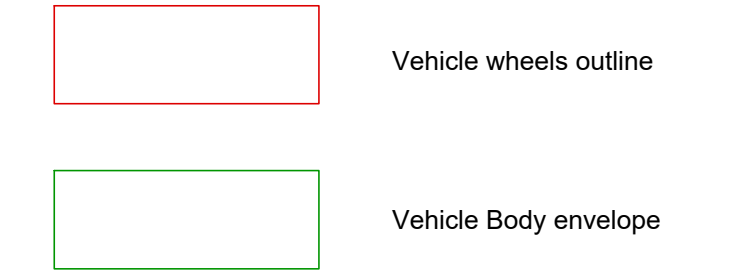
### Access Plan and Visibility Splays



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



Phoenix 2 Duo (P2-12W with Elite 6x4 chassis)  
Overall Length 10.200m  
Overall Width 2.530m  
Overall Body Height 3.751m  
Min Body Ground Clearance 0.304m  
Track Width 2.500m  
Lock to lock time 4.00s  
Kerb to Kerb Turning Radius 7.800m



|                                                                                                                                                                                                                 |                                           |            |       |      |    |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------|------------|-------|------|----|
|                                                                                                                                                                                                                 |                                           |            |       |      |    |
| P1                                                                                                                                                                                                              | INITIAL ISSUE                             | 05.04.2022 | JMW   | LS   |    |
| Rev                                                                                                                                                                                                             | Amendments                                | Date       | Dsn   | Chk  |    |
| Status                                                                                                                                                                                                          | FOR PLANNING                              |            |       |      |    |
| Client                                                                                                                                                                                                          | REDROW HOMES SOUTH EAST                   |            |       |      |    |
| Architect                                                                                                                                                                                                       |                                           |            |       |      |    |
| Project                                                                                                                                                                                                         | BLOWERS WOOD<br>MAIDSTONE ROAD, HEMPSTEAD |            |       |      |    |
| Title                                                                                                                                                                                                           | ACCESS PLAN                               |            |       |      |    |
| Date                                                                                                                                                                                                            | APRIL 2022                                | Scale @ A1 | 1:200 |      |    |
| Clients Ref.                                                                                                                                                                                                    | Project Ref.                              |            | 11977 |      |    |
| <br>Gloucester House, 66a Church Walk,<br>Burgess Hill, West Sussex, RH15 9AS<br>Tel:01444 871444 Web: www.gtacivils.co.uk |                                           |            |       |      |    |
| Drawing Number                                                                                                                                                                                                  | 11977/2100                                |            |       | Rev. | P1 |

## Appendix E

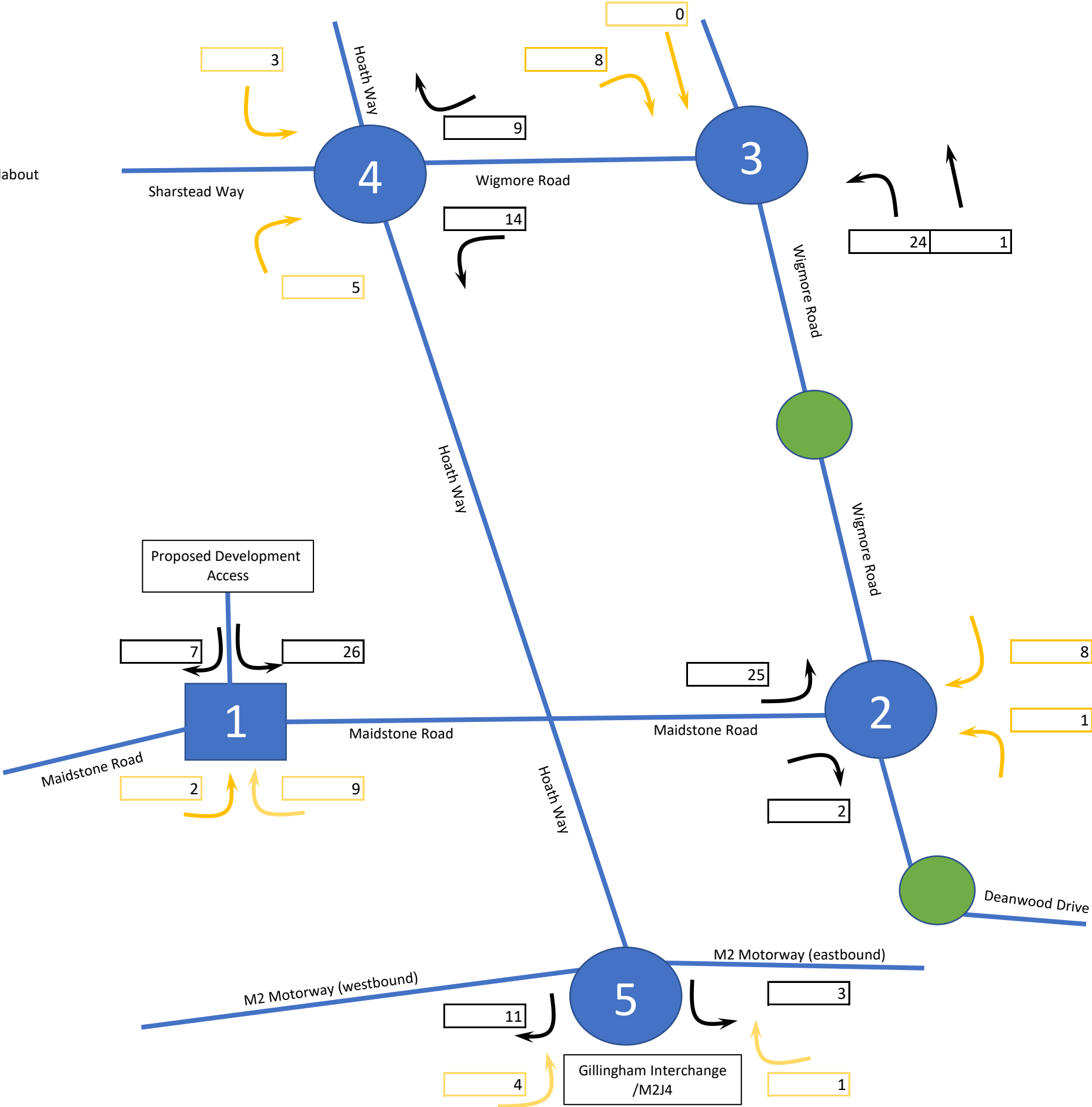
### Junction Distribution Analysis



AM Peak Hour Model 0800-0900

Out  
In

- 1 Proposed Site Access
- 2 Maidstone Road/Wigmore Road Mini Roundabout
- 3 Wigmore Road Mini Roundabout North
- 4 Wigmore Road/Hoath Way roundabout
- 5 Hoath Way/Gillingham Interchange/M2J4

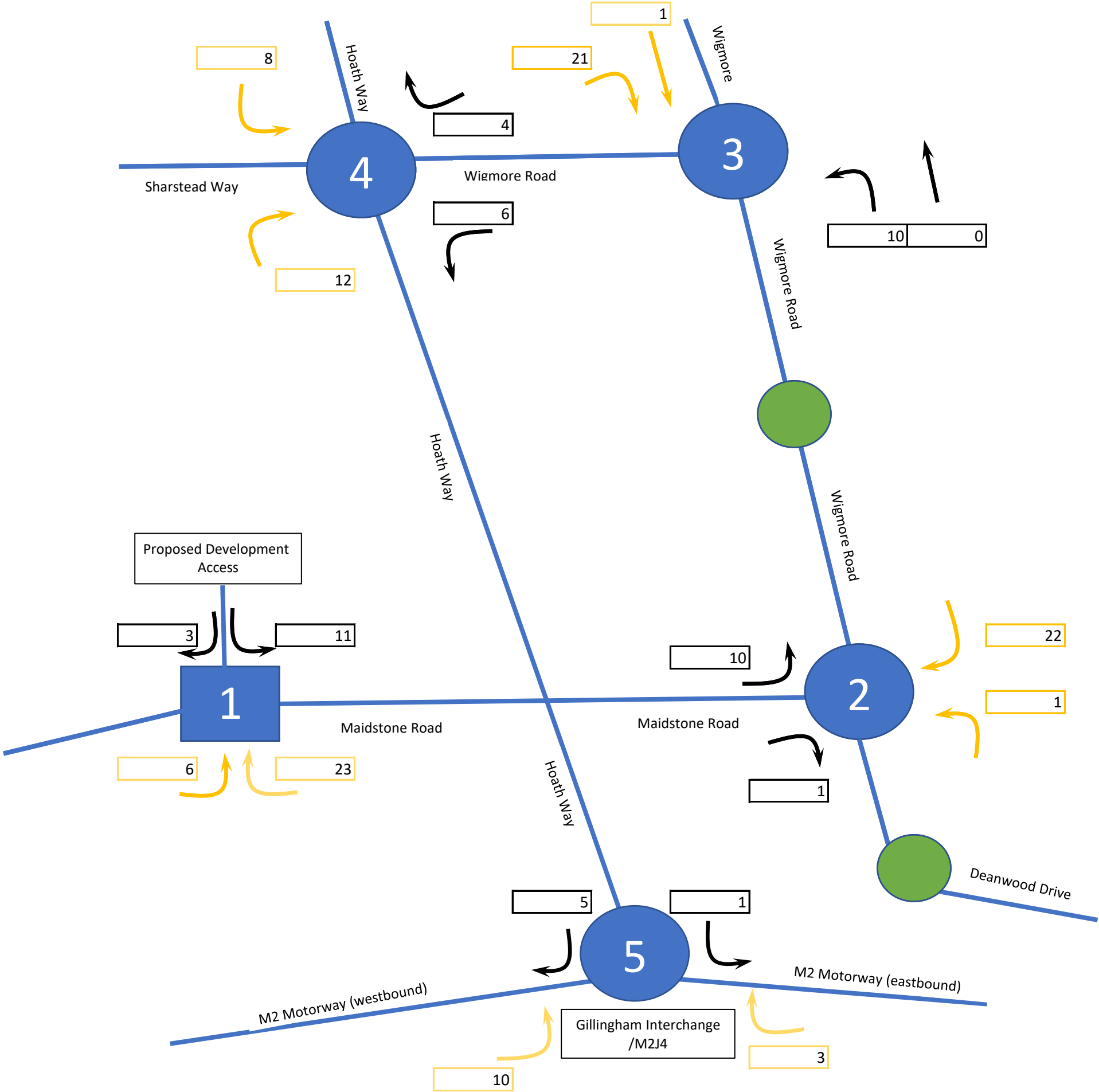




PM Peak Hour Model 1700-1800

Out  
In

- 1 Proposed Site Access
- 2 Maidstone Road/Wigmore Road Mini Roundabout
- 3 Wigmore Road Mini Roundabout North
- 4 Wigmore Road/Hoath Way roundabout
- 5 Hoath Way/Gillingham Interchange/M2J4



## Appendix F

### ATC Speed Survey Outputs

## AUTOMATIC TRAFFIC COUNT REPORT

REF: Site No: 25032201

SITE LOCATION: Maidstone Road, Gillingham

Client: GTA Civils

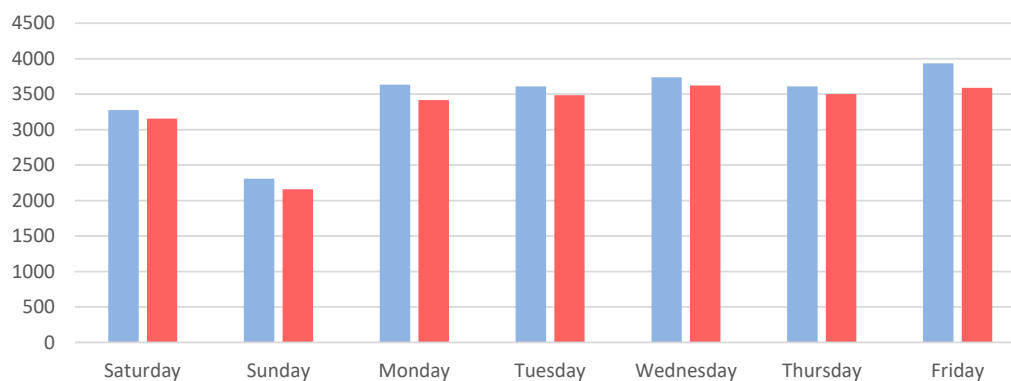
DATE: Saturday 26th March - Friday 1st April 2022

Requester: Eleanor Parton



|       |           | Direction 1 |                  |              | Direction 2  |                  |              |
|-------|-----------|-------------|------------------|--------------|--------------|------------------|--------------|
|       |           | Summary     | North East Bound |              |              | South West Bound |              |
|       |           |             | Total Vehicles   | Mean Average | 85%ile Speed | Total Vehicles   | Mean Average |
|       |           |             |                  |              |              |                  | 85%ile Speed |
| Day 1 | Saturday  | 26/03/2022  | 3275             | 29           | 33           | 3154             | 31           |
| Day 2 | Sunday    | 27/03/2022  | 2307             | 29           | 33           | 2159             | 31           |
| Day 3 | Monday    | 28/03/2022  | 3634             | 29           | 33           | 3415             | 32           |
| Day 4 | Tuesday   | 29/03/2022  | 3608             | 30           | 34           | 3483             | 31           |
| Day 5 | Wednesday | 30/03/2022  | 3736             | 30           | 33           | 3622             | 31           |
| Day 6 | Thursday  | 31/03/2022  | 3609             | 29           | 34           | 3499             | 31           |
| Day 7 | Friday    | 01/04/2022  | 3933             | 29           | 33           | 3590             | 31           |
|       |           | Week Total  | 24102            | 29           | 33           | 22922            | 31           |

Total Vehicles





Site No: 25032201

Site: Maidstone Road, Gillingham

DIRECTION: 1 North East Bound

|          |       |             | Count | Speed bins [mph] |       |       |       |       |       |       |       |       |     | v15    | vm   | v85    | Length bins [m] |      |     |      |           |
|----------|-------|-------------|-------|------------------|-------|-------|-------|-------|-------|-------|-------|-------|-----|--------|------|--------|-----------------|------|-----|------|-----------|
|          |       |             |       | 1-10             | 11-20 | 21-30 | 31-40 | 41-50 | 51-60 | 61-70 | 71-80 | 81-90 | >90 | 15%ile | mean | 85%ile | 1.5             | 6.5  | 8.5 | 10.5 | 14.0      |
| Date     | Time  |             |       |                  |       |       |       |       |       |       |       |       |     |        |      |        | P/C Bike        | Car  | MGV | HGV  | Artic/Bus |
| Saturday | From  | To          |       |                  |       |       |       |       |       |       |       |       |     |        |      |        |                 |      |     |      |           |
| 26/03/22 | 00:00 | 01:00       | 25    | 0                | 1     | 15    | 9     | 0     | 0     | 0     | 0     | 0     | 0   | 24     | 29   | 34     | 0               | 24   | 1   | 0    | 0         |
| 26/03/22 | 01:00 | 02:00       | 10    | 0                | 0     | 6     | 3     | 0     | 1     | 0     | 0     | 0     | 0   | 24     | 32   | 39     | 0               | 10   | 0   | 0    | 0         |
| 26/03/22 | 02:00 | 03:00       | 6     | 1                | 0     | 3     | 1     | 1     | 0     | 0     | 0     | 0     | 0   | 24     | 27   | 31     | 1               | 5    | 0   | 0    | 0         |
| 26/03/22 | 03:00 | 04:00       | 9     | 0                | 0     | 4     | 5     | 0     | 0     | 0     | 0     | 0     | 0   | 26     | 30   | 34     | 0               | 9    | 0   | 0    | 0         |
| 26/03/22 | 04:00 | 05:00       | 1     | 0                | 0     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 30     | 30   | 30     | 0               | 1    | 0   | 0    | 0         |
| 26/03/22 | 05:00 | 06:00       | 9     | 0                | 1     | 5     | 2     | 1     | 0     | 0     | 0     | 0     | 0   | 26     | 30   | 34     | 0               | 9    | 0   | 0    | 0         |
| 26/03/22 | 06:00 | 07:00       | 17    | 0                | 0     | 9     | 8     | 0     | 0     | 0     | 0     | 0     | 0   | 26     | 30   | 33     | 0               | 14   | 2   | 1    | 0         |
| 26/03/22 | 07:00 | 08:00       | 56    | 0                | 0     | 23    | 33    | 0     | 0     | 0     | 0     | 0     | 0   | 27     | 31   | 36     | 0               | 49   | 7   | 0    | 0         |
| 26/03/22 | 08:00 | 09:00       | 157   | 0                | 8     | 76    | 72    | 1     | 0     | 0     | 0     | 0     | 0   | 26     | 30   | 34     | 3               | 147  | 4   | 3    | 0         |
| 26/03/22 | 09:00 | 10:00       | 179   | 1                | 6     | 103   | 67    | 2     | 0     | 0     | 0     | 0     | 0   | 24     | 29   | 33     | 4               | 169  | 5   | 1    | 0         |
| 26/03/22 | 10:00 | 11:00       | 201   | 3                | 16    | 106   | 74    | 2     | 0     | 0     | 0     | 0     | 0   | 24     | 28   | 33     | 5               | 194  | 2   | 0    | 0         |
| 26/03/22 | 11:00 | 12:00       | 272   | 0                | 10    | 191   | 71    | 0     | 0     | 0     | 0     | 0     | 0   | 25     | 28   | 32     | 3               | 262  | 5   | 2    | 0         |
| 26/03/22 | 12:00 | 13:00       | 315   | 2                | 26    | 205   | 82    | 0     | 0     | 0     | 0     | 0     | 0   | 23     | 28   | 32     | 2               | 306  | 5   | 2    | 0         |
| 26/03/22 | 13:00 | 14:00       | 326   | 0                | 16    | 213   | 97    | 0     | 0     | 0     | 0     | 0     | 0   | 24     | 28   | 32     | 2               | 316  | 4   | 4    | 0         |
| 26/03/22 | 14:00 | 15:00       | 305   | 2                | 23    | 210   | 70    | 0     | 0     | 0     | 0     | 0     | 0   | 24     | 27   | 31     | 2               | 300  | 3   | 0    | 0         |
| 26/03/22 | 15:00 | 16:00       | 302   | 4                | 7     | 226   | 63    | 2     | 0     | 0     | 0     | 0     | 0   | 24     | 28   | 32     | 2               | 295  | 5   | 0    | 0         |
| 26/03/22 | 16:00 | 17:00       | 286   | 4                | 16    | 194   | 71    | 1     | 0     | 0     | 0     | 0     | 0   | 24     | 28   | 32     | 1               | 280  | 4   | 1    | 0         |
| 26/03/22 | 17:00 | 18:00       | 261   | 0                | 6     | 169   | 83    | 3     | 0     | 0     | 0     | 0     | 0   | 26     | 29   | 33     | 2               | 256  | 3   | 0    | 0         |
| 26/03/22 | 18:00 | 19:00       | 180   | 0                | 0     | 119   | 61    | 0     | 0     | 0     | 0     | 0     | 0   | 26     | 29   | 33     | 0               | 179  | 1   | 0    | 0         |
| 26/03/22 | 19:00 | 20:00       | 109   | 0                | 2     | 70    | 35    | 2     | 0     | 0     | 0     | 0     | 0   | 24     | 29   | 33     | 0               | 108  | 1   | 0    | 0         |
| 26/03/22 | 20:00 | 21:00       | 84    | 1                | 0     | 58    | 23    | 2     | 0     | 0     | 0     | 0     | 0   | 25     | 29   | 34     | 0               | 84   | 0   | 0    | 0         |
| 26/03/22 | 21:00 | 22:00       | 65    | 0                | 0     | 50    | 15    | 0     | 0     | 0     | 0     | 0     | 0   | 26     | 29   | 32     | 0               | 65   | 0   | 0    | 0         |
| 26/03/22 | 22:00 | 23:00       | 49    | 0                | 1     | 37    | 10    | 1     | 0     | 0     | 0     | 0     | 0   | 25     | 29   | 31     | 0               | 49   | 0   | 0    | 0         |
| 26/03/22 | 23:00 | 24:00       | 51    | 0                | 0     | 28    | 17    | 5     | 1     | 0     | 0     | 0     | 0   | 27     | 32   | 37     | 0               | 50   | 1   | 0    | 0         |
|          |       |             |       |                  |       |       |       |       |       |       |       |       |     |        |      |        |                 |      |     |      |           |
| 26/03/22 |       | 06:00-09:00 | 230   | 0                | 8     | 108   | 113   | 1     | 0     | 0     | 0     | 0     | 0   | 26     | 30   | 34     | 3               | 210  | 13  | 4    | 0         |
| 26/03/22 |       | 15:00-19:00 | 1029  | 8                | 29    | 708   | 278   | 6     | 0     | 0     | 0     | 0     | 0   | 25     | 28   | 33     | 5               | 1010 | 13  | 1    | 0         |
| 26/03/22 |       | 06:00-22:00 | 3115  | 17               | 136   | 2022  | 925   | 15    | 0     | 0     | 0     | 0     | 0   | 25     | 29   | 33     | 26              | 3024 | 51  | 14   | 0         |
| 26/03/22 |       | 00:00-24:00 | 3275  | 18               | 139   | 2121  | 972   | 23    | 2     | 0     | 0     | 0     | 0   | 25     | 29   | 33     | 27              | 3181 | 53  | 14   | 0         |
|          |       |             |       |                  |       |       |       |       |       |       |       |       |     |        |      |        |                 |      |     |      |           |



Site No: 25032201

Site: Maidstone Road, Gillingham

DIRECTION: 1 North East Bound

|          |       |             | Count                         | Speed bins [mph] |       |       |       |       |       |       |       |       |     | v15    | vm   | v85    | Length bins [m] |      |     |      |           |
|----------|-------|-------------|-------------------------------|------------------|-------|-------|-------|-------|-------|-------|-------|-------|-----|--------|------|--------|-----------------|------|-----|------|-----------|
|          |       |             |                               | 1-10             | 11-20 | 21-30 | 31-40 | 41-50 | 51-60 | 61-70 | 71-80 | 81-90 | >90 | 15%ile | mean | 85%ile | 1.5             | 6.5  | 8.5 | 10.5 | 14.0      |
| Date     | Time  |             |                               |                  |       |       |       |       |       |       |       |       |     |        |      |        | P/C Bike        | Car  | MGV | HGV  | Artic/Bus |
| Sunday   | From  | To          |                               |                  |       |       |       |       |       |       |       |       |     |        |      |        |                 |      |     |      |           |
| 27/03/22 | 00:00 | 01:00       | 41                            | 0                | 1     | 24    | 11    | 4     | 1     | 0     | 0     | 0     | 0   | 24     | 31   | 39     | 0               | 41   | 0   | 0    | 0         |
| 27/03/22 | 01:00 | 02:00       | Daylight saving time (+1hour) |                  |       |       |       |       |       |       |       |       |     |        |      |        |                 |      |     |      |           |
| 27/03/22 | 02:00 | 03:00       | 15                            | 0                | 0     | 10    | 5     | 0     | 0     | 0     | 0     | 0     | 0   | 25     | 29   | 33     | 0               | 15   | 0   | 0    | 0         |
| 27/03/22 | 03:00 | 04:00       | 11                            | 0                | 0     | 7     | 4     | 0     | 0     | 0     | 0     | 0     | 0   | 24     | 28   | 34     | 0               | 11   | 0   | 0    | 0         |
| 27/03/22 | 04:00 | 05:00       | 3                             | 0                | 0     | 3     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 25     | 27   | 29     | 0               | 3    | 0   | 0    | 0         |
| 27/03/22 | 05:00 | 06:00       | 5                             | 0                | 0     | 3     | 2     | 0     | 0     | 0     | 0     | 0     | 0   | 29     | 30   | 31     | 0               | 5    | 0   | 0    | 0         |
| 27/03/22 | 06:00 | 07:00       | 6                             | 0                | 0     | 6     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 24     | 27   | 29     | 0               | 5    | 1   | 0    | 0         |
| 27/03/22 | 07:00 | 08:00       | 19                            | 0                | 1     | 10    | 8     | 0     | 0     | 0     | 0     | 0     | 0   | 24     | 29   | 33     | 0               | 19   | 0   | 0    | 0         |
| 27/03/22 | 08:00 | 09:00       | 43                            | 0                | 5     | 20    | 17    | 1     | 0     | 0     | 0     | 0     | 0   | 24     | 29   | 34     | 2               | 40   | 1   | 0    | 0         |
| 27/03/22 | 09:00 | 10:00       | 109                           | 1                | 2     | 56    | 48    | 2     | 0     | 0     | 0     | 0     | 0   | 26     | 30   | 34     | 1               | 106  | 2   | 0    | 0         |
| 27/03/22 | 10:00 | 11:00       | 153                           | 0                | 8     | 87    | 58    | 0     | 0     | 0     | 0     | 0     | 0   | 26     | 29   | 33     | 0               | 150  | 2   | 0    | 1         |
| 27/03/22 | 11:00 | 12:00       | 200                           | 1                | 2     | 143   | 54    | 0     | 0     | 0     | 0     | 0     | 0   | 25     | 28   | 32     | 1               | 197  | 2   | 0    | 0         |
| 27/03/22 | 12:00 | 13:00       | 230                           | 0                | 12    | 162   | 55    | 1     | 0     | 0     | 0     | 0     | 0   | 24     | 28   | 32     | 1               | 227  | 1   | 1    | 0         |
| 27/03/22 | 13:00 | 14:00       | 211                           | 2                | 4     | 131   | 73    | 1     | 0     | 0     | 0     | 0     | 0   | 26     | 29   | 32     | 4               | 206  | 1   | 0    | 0         |
| 27/03/22 | 14:00 | 15:00       | 198                           | 1                | 5     | 122   | 69    | 1     | 0     | 0     | 0     | 0     | 0   | 25     | 29   | 32     | 2               | 196  | 0   | 0    | 0         |
| 27/03/22 | 15:00 | 16:00       | 204                           | 1                | 8     | 120   | 75    | 0     | 0     | 0     | 0     | 0     | 0   | 26     | 29   | 33     | 1               | 200  | 1   | 1    | 1         |
| 27/03/22 | 16:00 | 17:00       | 204                           | 2                | 6     | 115   | 77    | 4     | 0     | 0     | 0     | 0     | 0   | 26     | 30   | 34     | 1               | 202  | 1   | 0    | 0         |
| 27/03/22 | 17:00 | 18:00       | 178                           | 0                | 3     | 94    | 81    | 0     | 0     | 0     | 0     | 0     | 0   | 26     | 30   | 34     | 1               | 177  | 0   | 0    | 0         |
| 27/03/22 | 18:00 | 19:00       | 189                           | 0                | 6     | 112   | 71    | 0     | 0     | 0     | 0     | 0     | 0   | 26     | 29   | 33     | 1               | 183  | 5   | 0    | 0         |
| 27/03/22 | 19:00 | 20:00       | 113                           | 0                | 0     | 74    | 37    | 2     | 0     | 0     | 0     | 0     | 0   | 26     | 29   | 33     | 0               | 112  | 1   | 0    | 0         |
| 27/03/22 | 20:00 | 21:00       | 87                            | 0                | 1     | 60    | 26    | 0     | 0     | 0     | 0     | 0     | 0   | 26     | 29   | 34     | 0               | 86   | 1   | 0    | 0         |
| 27/03/22 | 21:00 | 22:00       | 62                            | 0                | 0     | 41    | 19    | 2     | 0     | 0     | 0     | 0     | 0   | 26     | 30   | 37     | 0               | 62   | 0   | 0    | 0         |
| 27/03/22 | 22:00 | 23:00       | 16                            | 0                | 0     | 11    | 5     | 0     | 0     | 0     | 0     | 0     | 0   | 25     | 29   | 34     | 0               | 15   | 1   | 0    | 0         |
| 27/03/22 | 23:00 | 24:00       | 10                            | 0                | 0     | 7     | 3     | 0     | 0     | 0     | 0     | 0     | 0   | 26     | 29   | 34     | 0               | 9    | 1   | 0    | 0         |
|          |       |             |                               |                  |       |       |       |       |       |       |       |       |     |        |      |        |                 |      |     |      |           |
| 27/03/22 |       | 06:00-09:00 | 68                            | 0                | 6     | 36    | 25    | 1     | 0     | 0     | 0     | 0     | 0   | 24     | 28   | 32     | 2               | 64   | 2   | 0    | 0         |
| 27/03/22 |       | 15:00-19:00 | 775                           | 3                | 23    | 441   | 304   | 4     | 0     | 0     | 0     | 0     | 0   | 26     | 29   | 34     | 4               | 762  | 7   | 1    | 1         |
| 27/03/22 |       | 06:00-22:00 | 2206                          | 8                | 63    | 1353  | 768   | 14    | 0     | 0     | 0     | 0     | 0   | 25     | 29   | 33     | 15              | 2168 | 19  | 2    | 2         |
| 27/03/22 |       | 00:00-24:00 | 2307                          | 8                | 64    | 1418  | 798   | 18    | 1     | 0     | 0     | 0     | 0   | 25     | 29   | 33     | 15              | 2267 | 21  | 2    | 2         |
|          |       |             |                               |                  |       |       |       |       |       |       |       |       |     |        |      |        |                 |      |     |      |           |





Site No: 25032201

Site: Maidstone Road, Gillingham

DIRECTION: 1 North East Bound

|          |       |             | Count | Speed bins [mph] |       |       |       |       |       |       |       |       |     | v15    | vm   | v85    | Length bins [m] |      |     |      |           |
|----------|-------|-------------|-------|------------------|-------|-------|-------|-------|-------|-------|-------|-------|-----|--------|------|--------|-----------------|------|-----|------|-----------|
|          |       |             |       | 1-10             | 11-20 | 21-30 | 31-40 | 41-50 | 51-60 | 61-70 | 71-80 | 81-90 | >90 | 15%ile | mean | 85%ile | 1.5             | 6.5  | 8.5 | 10.5 | 14.0      |
| Date     | Time  |             |       |                  |       |       |       |       |       |       |       |       |     |        |      |        | P/C Bike        | Car  | MGV | HGV  | Artic/Bus |
| Monday   | From  | To          |       |                  |       |       |       |       |       |       |       |       |     |        |      |        |                 |      |     |      |           |
| 28/03/22 | 00:00 | 01:00       | 12    | 0                | 0     | 6     | 2     | 4     | 0     | 0     | 0     | 0     | 0   | 24     | 33   | 45     | 0               | 12   | 0   | 0    | 0         |
| 28/03/22 | 01:00 | 02:00       | 4     | 0                | 0     | 2     | 1     | 0     | 1     | 0     | 0     | 0     | 0   | 27     | 35   | 32     | 0               | 4    | 0   | 0    | 0         |
| 28/03/22 | 02:00 | 03:00       | 1     | 0                | 0     | 0     | 1     | 0     | 0     | 0     | 0     | 0     | 0   | 32     | 32   | 32     | 0               | 1    | 0   | 0    | 0         |
| 28/03/22 | 03:00 | 04:00       | 3     | 0                | 0     | 2     | 1     | 0     | 0     | 0     | 0     | 0     | 0   | 24     | 28   | 32     | 0               | 3    | 0   | 0    | 0         |
| 28/03/22 | 04:00 | 05:00       | 2     | 0                | 0     | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 27     | 28   | 29     | 0               | 2    | 0   | 0    | 0         |
| 28/03/22 | 05:00 | 06:00       | 16    | 0                | 0     | 5     | 8     | 3     | 0     | 0     | 0     | 0     | 0   | 26     | 34   | 41     | 0               | 15   | 0   | 1    | 0         |
| 28/03/22 | 06:00 | 07:00       | 41    | 0                | 1     | 26    | 14    | 0     | 0     | 0     | 0     | 0     | 0   | 26     | 30   | 34     | 0               | 38   | 2   | 1    | 0         |
| 28/03/22 | 07:00 | 08:00       | 177   | 0                | 1     | 117   | 59    | 0     | 0     | 0     | 0     | 0     | 0   | 26     | 29   | 33     | 1               | 170  | 6   | 0    | 0         |
| 28/03/22 | 08:00 | 09:00       | 292   | 3                | 7     | 204   | 78    | 0     | 0     | 0     | 0     | 0     | 0   | 24     | 28   | 32     | 1               | 281  | 6   | 4    | 0         |
| 28/03/22 | 09:00 | 10:00       | 205   | 0                | 0     | 134   | 70    | 1     | 0     | 0     | 0     | 0     | 0   | 26     | 29   | 33     | 0               | 189  | 15  | 1    | 0         |
| 28/03/22 | 10:00 | 11:00       | 167   | 0                | 1     | 117   | 48    | 1     | 0     | 0     | 0     | 0     | 0   | 25     | 29   | 33     | 0               | 153  | 9   | 5    | 0         |
| 28/03/22 | 11:00 | 12:00       | 163   | 0                | 10    | 104   | 48    | 1     | 0     | 0     | 0     | 0     | 0   | 24     | 28   | 32     | 2               | 152  | 8   | 1    | 0         |
| 28/03/22 | 12:00 | 13:00       | 189   | 0                | 2     | 102   | 85    | 0     | 0     | 0     | 0     | 0     | 0   | 26     | 30   | 34     | 0               | 182  | 4   | 3    | 0         |
| 28/03/22 | 13:00 | 14:00       | 195   | 0                | 7     | 131   | 57    | 0     | 0     | 0     | 0     | 0     | 0   | 26     | 29   | 32     | 0               | 183  | 8   | 3    | 1         |
| 28/03/22 | 14:00 | 15:00       | 229   | 3                | 18    | 130   | 77    | 1     | 0     | 0     | 0     | 0     | 0   | 23     | 28   | 33     | 3               | 216  | 6   | 4    | 0         |
| 28/03/22 | 15:00 | 16:00       | 364   | 13               | 27    | 236   | 85    | 3     | 0     | 0     | 0     | 0     | 0   | 22     | 27   | 32     | 1               | 356  | 5   | 2    | 0         |
| 28/03/22 | 16:00 | 17:00       | 430   | 6                | 35    | 313   | 75    | 1     | 0     | 0     | 0     | 0     | 0   | 22     | 27   | 31     | 1               | 421  | 6   | 2    | 0         |
| 28/03/22 | 17:00 | 18:00       | 503   | 33               | 28    | 327   | 113   | 2     | 0     | 0     | 0     | 0     | 0   | 22     | 27   | 32     | 0               | 496  | 6   | 1    | 0         |
| 28/03/22 | 18:00 | 19:00       | 271   | 0                | 8     | 180   | 81    | 2     | 0     | 0     | 0     | 0     | 0   | 25     | 29   | 32     | 0               | 268  | 2   | 1    | 0         |
| 28/03/22 | 19:00 | 20:00       | 152   | 0                | 3     | 81    | 65    | 3     | 0     | 0     | 0     | 0     | 0   | 26     | 30   | 34     | 0               | 148  | 4   | 0    | 0         |
| 28/03/22 | 20:00 | 21:00       | 94    | 0                | 4     | 64    | 26    | 0     | 0     | 0     | 0     | 0     | 0   | 24     | 28   | 32     | 0               | 94   | 0   | 0    | 0         |
| 28/03/22 | 21:00 | 22:00       | 52    | 0                | 0     | 31    | 20    | 1     | 0     | 0     | 0     | 0     | 0   | 26     | 30   | 34     | 0               | 52   | 0   | 0    | 0         |
| 28/03/22 | 22:00 | 23:00       | 61    | 0                | 1     | 42    | 18    | 0     | 0     | 0     | 0     | 0     | 0   | 26     | 30   | 36     | 0               | 61   | 0   | 0    | 0         |
| 28/03/22 | 23:00 | 24:00       | 11    | 0                | 0     | 5     | 6     | 0     | 0     | 0     | 0     | 0     | 0   | 27     | 30   | 32     | 0               | 10   | 1   | 0    | 0         |
|          |       |             |       |                  |       |       |       |       |       |       |       |       |     |        |      |        |                 |      |     |      |           |
| 28/03/22 |       | 06:00-09:00 | 510   | 3                | 9     | 347   | 151   | 0     | 0     | 0     | 0     | 0     | 0   | 25     | 29   | 33     | 2               | 489  | 14  | 5    | 0         |
| 28/03/22 |       | 15:00-19:00 | 1568  | 52               | 98    | 1056  | 354   | 8     | 0     | 0     | 0     | 0     | 0   | 23     | 27   | 32     | 2               | 1541 | 19  | 6    | 0         |
| 28/03/22 |       | 06:00-22:00 | 3524  | 58               | 152   | 2297  | 1001  | 16    | 0     | 0     | 0     | 0     | 0   | 25     | 29   | 33     | 9               | 3399 | 87  | 28   | 1         |
| 28/03/22 |       | 00:00-24:00 | 3634  | 58               | 153   | 2361  | 1038  | 23    | 1     | 0     | 0     | 0     | 0   | 25     | 29   | 33     | 9               | 3507 | 88  | 29   | 1         |
|          |       |             |       |                  |       |       |       |       |       |       |       |       |     |        |      |        |                 |      |     |      |           |



Site No: 25032201

Site: Maidstone Road, Gillingham

DIRECTION: 1 North East Bound

|          |       |             | Count | Speed bins [mph] |       |       |       |       |       |       |       |       |     | v15    | vm   | v85    | Length bins [m] |      |     |      |           |
|----------|-------|-------------|-------|------------------|-------|-------|-------|-------|-------|-------|-------|-------|-----|--------|------|--------|-----------------|------|-----|------|-----------|
|          |       |             |       | 1-10             | 11-20 | 21-30 | 31-40 | 41-50 | 51-60 | 61-70 | 71-80 | 81-90 | >90 | 15%ile | mean | 85%ile | 1.5             | 6.5  | 8.5 | 10.5 | 14.0      |
| Date     | Time  |             |       |                  |       |       |       |       |       |       |       |       |     |        |      |        | P/C Bike        | Car  | MGV | HGV  | Artic/Bus |
| Tuesday  | From  | To          |       |                  |       |       |       |       |       |       |       |       |     |        |      |        |                 |      |     |      |           |
| 29/03/22 | 00:00 | 01:00       | 8     | 0                | 0     | 3     | 5     | 0     | 0     | 0     | 0     | 0     | 0   | 27     | 33   | 38     | 0               | 8    | 0   | 0    | 0         |
| 29/03/22 | 01:00 | 02:00       | 9     | 0                | 1     | 5     | 2     | 1     | 0     | 0     | 0     | 0     | 0   | 22     | 28   | 34     | 0               | 7    | 2   | 0    | 0         |
| 29/03/22 | 02:00 | 03:00       | 4     | 0                | 0     | 0     | 4     | 0     | 0     | 0     | 0     | 0     | 0   | 32     | 35   | 36     | 0               | 3    | 1   | 0    | 0         |
| 29/03/22 | 03:00 | 04:00       | 5     | 0                | 0     | 5     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 28     | 28   | 28     | 0               | 5    | 0   | 0    | 0         |
| 29/03/22 | 04:00 | 05:00       | 5     | 0                | 0     | 2     | 2     | 1     | 0     | 0     | 0     | 0     | 0   | 27     | 34   | 38     | 0               | 5    | 0   | 0    | 0         |
| 29/03/22 | 05:00 | 06:00       | 21    | 0                | 0     | 8     | 10    | 3     | 0     | 0     | 0     | 0     | 0   | 27     | 33   | 39     | 0               | 20   | 1   | 0    | 0         |
| 29/03/22 | 06:00 | 07:00       | 51    | 0                | 1     | 21    | 28    | 1     | 0     | 0     | 0     | 0     | 0   | 27     | 32   | 36     | 0               | 47   | 2   | 2    | 0         |
| 29/03/22 | 07:00 | 08:00       | 206   | 0                | 3     | 117   | 84    | 2     | 0     | 0     | 0     | 0     | 0   | 26     | 30   | 34     | 2               | 192  | 9   | 2    | 1         |
| 29/03/22 | 08:00 | 09:00       | 247   | 0                | 2     | 172   | 72    | 1     | 0     | 0     | 0     | 0     | 0   | 25     | 29   | 32     | 0               | 238  | 6   | 2    | 1         |
| 29/03/22 | 09:00 | 10:00       | 201   | 5                | 14    | 139   | 43    | 0     | 0     | 0     | 0     | 0     | 0   | 22     | 27   | 32     | 4               | 185  | 6   | 5    | 1         |
| 29/03/22 | 10:00 | 11:00       | 178   | 0                | 7     | 113   | 57    | 1     | 0     | 0     | 0     | 0     | 0   | 24     | 28   | 32     | 0               | 163  | 7   | 8    | 0         |
| 29/03/22 | 11:00 | 12:00       | 197   | 0                | 18    | 128   | 51    | 0     | 0     | 0     | 0     | 0     | 0   | 22     | 27   | 32     | 1               | 183  | 11  | 2    | 0         |
| 29/03/22 | 12:00 | 13:00       | 190   | 0                | 3     | 127   | 60    | 0     | 0     | 0     | 0     | 0     | 0   | 26     | 29   | 32     | 2               | 181  | 6   | 1    | 0         |
| 29/03/22 | 13:00 | 14:00       | 194   | 0                | 7     | 111   | 75    | 1     | 0     | 0     | 0     | 0     | 0   | 25     | 29   | 34     | 2               | 183  | 5   | 4    | 0         |
| 29/03/22 | 14:00 | 15:00       | 244   | 0                | 10    | 171   | 61    | 2     | 0     | 0     | 0     | 0     | 0   | 24     | 28   | 32     | 0               | 236  | 7   | 1    | 0         |
| 29/03/22 | 15:00 | 16:00       | 338   | 4                | 20    | 237   | 76    | 1     | 0     | 0     | 0     | 0     | 0   | 24     | 28   | 32     | 0               | 328  | 9   | 1    | 0         |
| 29/03/22 | 16:00 | 17:00       | 405   | 6                | 24    | 267   | 106   | 2     | 0     | 0     | 0     | 0     | 0   | 22     | 27   | 32     | 0               | 395  | 9   | 1    | 0         |
| 29/03/22 | 17:00 | 18:00       | 478   | 2                | 42    | 343   | 88    | 2     | 1     | 0     | 0     | 0     | 0   | 22     | 27   | 31     | 3               | 469  | 6   | 0    | 0         |
| 29/03/22 | 18:00 | 19:00       | 269   | 0                | 15    | 140   | 114   | 0     | 0     | 0     | 0     | 0     | 0   | 24     | 29   | 34     | 0               | 261  | 7   | 1    | 0         |
| 29/03/22 | 19:00 | 20:00       | 133   | 0                | 1     | 84    | 46    | 1     | 1     | 0     | 0     | 0     | 0   | 26     | 30   | 34     | 0               | 131  | 2   | 0    | 0         |
| 29/03/22 | 20:00 | 21:00       | 98    | 1                | 0     | 58    | 37    | 2     | 0     | 0     | 0     | 0     | 0   | 26     | 30   | 33     | 0               | 97   | 1   | 0    | 0         |
| 29/03/22 | 21:00 | 22:00       | 59    | 0                | 0     | 39    | 19    | 1     | 0     | 0     | 0     | 0     | 0   | 26     | 30   | 34     | 0               | 59   | 0   | 0    | 0         |
| 29/03/22 | 22:00 | 23:00       | 46    | 0                | 3     | 30    | 12    | 1     | 0     | 0     | 0     | 0     | 0   | 24     | 29   | 34     | 0               | 44   | 2   | 0    | 0         |
| 29/03/22 | 23:00 | 24:00       | 22    | 0                | 0     | 11    | 11    | 0     | 0     | 0     | 0     | 0     | 0   | 26     | 30   | 34     | 0               | 22   | 0   | 0    | 0         |
|          |       |             |       |                  |       |       |       |       |       |       |       |       |     |        |      |        |                 |      |     |      |           |
| 29/03/22 |       | 06:00-09:00 | 504   | 0                | 6     | 310   | 184   | 4     | 0     | 0     | 0     | 0     | 0   | 26     | 30   | 34     | 2               | 477  | 17  | 6    | 2         |
| 29/03/22 |       | 15:00-19:00 | 1490  | 12               | 101   | 987   | 384   | 5     | 1     | 0     | 0     | 0     | 0   | 23     | 28   | 32     | 3               | 1453 | 31  | 3    | 0         |
| 29/03/22 |       | 06:00-22:00 | 3488  | 18               | 167   | 2267  | 1017  | 17    | 2     | 0     | 0     | 0     | 0   | 24     | 29   | 33     | 14              | 3348 | 93  | 30   | 3         |
| 29/03/22 |       | 00:00-24:00 | 3608  | 18               | 171   | 2331  | 1063  | 23    | 2     | 0     | 0     | 0     | 0   | 25     | 30   | 34     | 14              | 3462 | 99  | 30   | 3         |
|          |       |             |       |                  |       |       |       |       |       |       |       |       |     |        |      |        |                 |      |     |      |           |



Site No: 25032201

Site: Maidstone Road, Gillingham

DIRECTION: 1 North East Bound

|           |       |             | Count | Speed bins [mph] |       |       |       |       |       |       |       |       |     | v15    | vm   | v85    | Length bins [m] |      |     |      |           |
|-----------|-------|-------------|-------|------------------|-------|-------|-------|-------|-------|-------|-------|-------|-----|--------|------|--------|-----------------|------|-----|------|-----------|
|           |       |             |       | 1-10             | 11-20 | 21-30 | 31-40 | 41-50 | 51-60 | 61-70 | 71-80 | 81-90 | >90 | 15%ile | mean | 85%ile | 1.5             | 6.5  | 8.5 | 10.5 | 14.0      |
| Date      | Time  |             |       |                  |       |       |       |       |       |       |       |       |     |        |      |        | P/C Bike        | Car  | MGV | HGV  | Artic/Bus |
| Wednesday | From  | To          |       |                  |       |       |       |       |       |       |       |       |     |        |      |        |                 |      |     |      |           |
| 30/03/22  | 00:00 | 01:00       | 6     | 0                | 0     | 1     | 5     | 0     | 0     | 0     | 0     | 0     | 0   | 31     | 33   | 34     | 0               | 6    | 0   | 0    | 0         |
| 30/03/22  | 01:00 | 02:00       | 5     | 0                | 0     | 3     | 2     | 0     | 0     | 0     | 0     | 0     | 0   | 27     | 29   | 34     | 0               | 4    | 1   | 0    | 0         |
| 30/03/22  | 02:00 | 03:00       | 1     | 0                | 0     | 0     | 0     | 1     | 0     | 0     | 0     | 0     | 0   | 45     | 45   | 45     | 0               | 1    | 0   | 0    | 0         |
| 30/03/22  | 03:00 | 04:00       | 2     | 0                | 0     | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 23     | 27   | 30     | 0               | 2    | 0   | 0    | 0         |
| 30/03/22  | 04:00 | 05:00       | 1     | 0                | 0     | 0     | 1     | 0     | 0     | 0     | 0     | 0     | 0   | 37     | 37   | 37     | 0               | 1    | 0   | 0    | 0         |
| 30/03/22  | 05:00 | 06:00       | 17    | 0                | 0     | 7     | 8     | 2     | 0     | 0     | 0     | 0     | 0   | 29     | 32   | 36     | 0               | 15   | 2   | 0    | 0         |
| 30/03/22  | 06:00 | 07:00       | 55    | 0                | 1     | 29    | 25    | 0     | 0     | 0     | 0     | 0     | 0   | 27     | 31   | 36     | 0               | 49   | 4   | 2    | 0         |
| 30/03/22  | 07:00 | 08:00       | 224   | 0                | 9     | 146   | 69    | 0     | 0     | 0     | 0     | 0     | 0   | 24     | 29   | 32     | 2               | 208  | 10  | 4    | 0         |
| 30/03/22  | 08:00 | 09:00       | 285   | 0                | 5     | 204   | 73    | 3     | 0     | 0     | 0     | 0     | 0   | 24     | 28   | 32     | 2               | 272  | 8   | 3    | 0         |
| 30/03/22  | 09:00 | 10:00       | 184   | 0                | 4     | 126   | 52    | 2     | 0     | 0     | 0     | 0     | 0   | 25     | 29   | 32     | 1               | 170  | 7   | 6    | 0         |
| 30/03/22  | 10:00 | 11:00       | 157   | 0                | 2     | 101   | 52    | 2     | 0     | 0     | 0     | 0     | 0   | 26     | 29   | 32     | 0               | 145  | 10  | 2    | 0         |
| 30/03/22  | 11:00 | 12:00       | 190   | 0                | 9     | 128   | 52    | 1     | 0     | 0     | 0     | 0     | 0   | 26     | 28   | 32     | 0               | 181  | 7   | 2    | 0         |
| 30/03/22  | 12:00 | 13:00       | 189   | 0                | 8     | 125   | 56    | 0     | 0     | 0     | 0     | 0     | 0   | 24     | 29   | 32     | 1               | 174  | 10  | 3    | 1         |
| 30/03/22  | 13:00 | 14:00       | 204   | 0                | 4     | 133   | 67    | 0     | 0     | 0     | 0     | 0     | 0   | 25     | 29   | 32     | 1               | 189  | 10  | 4    | 0         |
| 30/03/22  | 14:00 | 15:00       | 262   | 0                | 5     | 169   | 88    | 0     | 0     | 0     | 0     | 0     | 0   | 25     | 29   | 33     | 0               | 250  | 10  | 2    | 0         |
| 30/03/22  | 15:00 | 16:00       | 370   | 8                | 35    | 259   | 68    | 0     | 0     | 0     | 0     | 0     | 0   | 22     | 26   | 31     | 1               | 364  | 5   | 0    | 0         |
| 30/03/22  | 16:00 | 17:00       | 448   | 2                | 19    | 343   | 84    | 0     | 0     | 0     | 0     | 0     | 0   | 24     | 27   | 31     | 0               | 436  | 10  | 2    | 0         |
| 30/03/22  | 17:00 | 18:00       | 486   | 8                | 23    | 330   | 123   | 2     | 0     | 0     | 0     | 0     | 0   | 24     | 27   | 31     | 3               | 478  | 5   | 0    | 0         |
| 30/03/22  | 18:00 | 19:00       | 305   | 6                | 21    | 196   | 82    | 0     | 0     | 0     | 0     | 0     | 0   | 23     | 27   | 32     | 0               | 300  | 3   | 2    | 0         |
| 30/03/22  | 19:00 | 20:00       | 120   | 0                | 2     | 82    | 35    | 1     | 0     | 0     | 0     | 0     | 0   | 25     | 29   | 33     | 0               | 119  | 1   | 0    | 0         |
| 30/03/22  | 20:00 | 21:00       | 95    | 0                | 5     | 67    | 22    | 1     | 0     | 0     | 0     | 0     | 0   | 24     | 28   | 31     | 0               | 93   | 2   | 0    | 0         |
| 30/03/22  | 21:00 | 22:00       | 63    | 0                | 0     | 49    | 14    | 0     | 0     | 0     | 0     | 0     | 0   | 26     | 28   | 31     | 0               | 61   | 2   | 0    | 0         |
| 30/03/22  | 22:00 | 23:00       | 51    | 0                | 3     | 34    | 14    | 0     | 0     | 0     | 0     | 0     | 0   | 25     | 28   | 34     | 0               | 51   | 0   | 0    | 0         |
| 30/03/22  | 23:00 | 24:00       | 16    | 0                | 1     | 15    | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 22     | 25   | 29     | 0               | 16   | 0   | 0    | 0         |
|           |       |             |       |                  |       |       |       |       |       |       |       |       |     |        |      |        |                 |      |     |      |           |
| 30/03/22  |       | 06:00-09:00 | 564   | 0                | 15    | 379   | 167   | 3     | 0     | 0     | 0     | 0     | 0   | 25     | 29   | 33     | 4               | 529  | 22  | 9    | 0         |
| 30/03/22  |       | 15:00-19:00 | 1609  | 24               | 98    | 1128  | 357   | 2     | 0     | 0     | 0     | 0     | 0   | 23     | 27   | 31     | 4               | 1578 | 23  | 4    | 0         |
| 30/03/22  |       | 06:00-22:00 | 3637  | 24               | 152   | 2487  | 962   | 12    | 0     | 0     | 0     | 0     | 0   | 25     | 28   | 32     | 11              | 3489 | 104 | 32   | 1         |
| 30/03/22  |       | 00:00-24:00 | 3736  | 24               | 156   | 2549  | 992   | 15    | 0     | 0     | 0     | 0     | 0   | 26     | 30   | 33     | 11              | 3585 | 107 | 32   | 1         |
|           |       |             |       |                  |       |       |       |       |       |       |       |       |     |        |      |        |                 |      |     |      |           |



Site No: 25032201

Site: Maidstone Road, Gillingham

DIRECTION: 1 North East Bound

|          |       |             | Count | Speed bins [mph] |       |       |       |       |       |       |       |       |     | v15    | vm   | v85    | Length bins [m] |      |     |      |           |
|----------|-------|-------------|-------|------------------|-------|-------|-------|-------|-------|-------|-------|-------|-----|--------|------|--------|-----------------|------|-----|------|-----------|
|          |       |             |       | 1-10             | 11-20 | 21-30 | 31-40 | 41-50 | 51-60 | 61-70 | 71-80 | 81-90 | >90 | 15%ile | mean | 85%ile | 1.5             | 6.5  | 8.5 | 10.5 | 14.0      |
| Date     | Time  |             |       |                  |       |       |       |       |       |       |       |       |     |        |      |        | P/C Bike        | Car  | MGV | HGV  | Artic/Bus |
| Thursday | From  | To          |       |                  |       |       |       |       |       |       |       |       |     |        |      |        |                 |      |     |      |           |
| 31/03/22 | 00:00 | 01:00       | 6     | 0                | 0     | 6     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 24     | 27   | 29     | 0               | 6    | 0   | 0    | 0         |
| 31/03/22 | 01:00 | 02:00       | 3     | 0                | 0     | 1     | 2     | 0     | 0     | 0     | 0     | 0     | 0   | 27     | 32   | 34     | 0               | 3    | 0   | 0    | 0         |
| 31/03/22 | 02:00 | 03:00       | 3     | 0                | 0     | 2     | 0     | 1     | 0     | 0     | 0     | 0     | 0   | 28     | 33   | 42     | 0               | 3    | 0   | 0    | 0         |
| 31/03/22 | 03:00 | 04:00       | 4     | 0                | 0     | 2     | 2     | 0     | 0     | 0     | 0     | 0     | 0   | 30     | 31   | 32     | 0               | 4    | 0   | 0    | 0         |
| 31/03/22 | 04:00 | 05:00       | 3     | 0                | 0     | 2     | 1     | 0     | 0     | 0     | 0     | 0     | 0   | 29     | 33   | 40     | 0               | 3    | 0   | 0    | 0         |
| 31/03/22 | 05:00 | 06:00       | 17    | 0                | 0     | 7     | 9     | 1     | 0     | 0     | 0     | 0     | 0   | 28     | 32   | 35     | 0               | 16   | 1   | 0    | 0         |
| 31/03/22 | 06:00 | 07:00       | 51    | 0                | 0     | 18    | 31    | 2     | 0     | 0     | 0     | 0     | 0   | 28     | 32   | 34     | 0               | 47   | 4   | 0    | 0         |
| 31/03/22 | 07:00 | 08:00       | 194   | 1                | 0     | 113   | 79    | 1     | 0     | 0     | 0     | 0     | 0   | 27     | 30   | 34     | 1               | 183  | 5   | 5    | 0         |
| 31/03/22 | 08:00 | 09:00       | 280   | 2                | 13    | 179   | 86    | 0     | 0     | 0     | 0     | 0     | 0   | 24     | 28   | 32     | 2               | 268  | 8   | 2    | 0         |
| 31/03/22 | 09:00 | 10:00       | 185   | 0                | 5     | 135   | 44    | 1     | 0     | 0     | 0     | 0     | 0   | 24     | 28   | 31     | 0               | 174  | 7   | 3    | 1         |
| 31/03/22 | 10:00 | 11:00       | 183   | 1                | 11    | 122   | 47    | 2     | 0     | 0     | 0     | 0     | 0   | 24     | 28   | 32     | 0               | 168  | 12  | 3    | 0         |
| 31/03/22 | 11:00 | 12:00       | 204   | 0                | 9     | 146   | 49    | 0     | 0     | 0     | 0     | 0     | 0   | 24     | 28   | 32     | 1               | 193  | 8   | 2    | 0         |
| 31/03/22 | 12:00 | 13:00       | 205   | 0                | 7     | 140   | 58    | 0     | 0     | 0     | 0     | 0     | 0   | 25     | 28   | 32     | 1               | 198  | 5   | 1    | 0         |
| 31/03/22 | 13:00 | 14:00       | 195   | 0                | 5     | 120   | 69    | 1     | 0     | 0     | 0     | 0     | 0   | 26     | 29   | 33     | 2               | 185  | 7   | 1    | 0         |
| 31/03/22 | 14:00 | 15:00       | 261   | 1                | 5     | 177   | 77    | 1     | 0     | 0     | 0     | 0     | 0   | 26     | 29   | 32     | 2               | 252  | 4   | 3    | 0         |
| 31/03/22 | 15:00 | 16:00       | 360   | 13               | 18    | 231   | 98    | 0     | 0     | 0     | 0     | 0     | 0   | 22     | 27   | 32     | 1               | 349  | 10  | 0    | 0         |
| 31/03/22 | 16:00 | 17:00       | 401   | 17               | 31    | 241   | 107   | 5     | 0     | 0     | 0     | 0     | 0   | 22     | 27   | 32     | 2               | 387  | 8   | 4    | 0         |
| 31/03/22 | 17:00 | 18:00       | 435   | 12               | 41    | 278   | 103   | 1     | 0     | 0     | 0     | 0     | 0   | 21     | 27   | 32     | 2               | 423  | 10  | 0    | 0         |
| 31/03/22 | 18:00 | 19:00       | 256   | 0                | 2     | 153   | 99    | 1     | 1     | 0     | 0     | 0     | 0   | 26     | 30   | 34     | 0               | 254  | 1   | 1    | 0         |
| 31/03/22 | 19:00 | 20:00       | 153   | 0                | 3     | 90    | 58    | 1     | 1     | 0     | 0     | 0     | 0   | 26     | 30   | 34     | 0               | 150  | 3   | 0    | 0         |
| 31/03/22 | 20:00 | 21:00       | 77    | 0                | 2     | 38    | 33    | 4     | 0     | 0     | 0     | 0     | 0   | 26     | 30   | 36     | 0               | 77   | 0   | 0    | 0         |
| 31/03/22 | 21:00 | 22:00       | 65    | 0                | 0     | 44    | 19    | 2     | 0     | 0     | 0     | 0     | 0   | 25     | 30   | 33     | 0               | 62   | 3   | 0    | 0         |
| 31/03/22 | 22:00 | 23:00       | 42    | 1                | 0     | 30    | 10    | 1     | 0     | 0     | 0     | 0     | 0   | 24     | 28   | 33     | 1               | 41   | 0   | 0    | 0         |
| 31/03/22 | 23:00 | 24:00       | 26    | 0                | 0     | 16    | 10    | 0     | 0     | 0     | 0     | 0     | 0   | 25     | 30   | 36     | 0               | 25   | 0   | 1    | 0         |
|          |       |             |       |                  |       |       |       |       |       |       |       |       |     |        |      |        |                 |      |     |      |           |
| 31/03/22 |       | 06:00-09:00 | 525   | 3                | 13    | 310   | 196   | 3     | 0     | 0     | 0     | 0     | 0   | 26     | 30   | 33     | 3               | 498  | 17  | 7    | 0         |
| 31/03/22 |       | 15:00-19:00 | 1452  | 42               | 92    | 903   | 407   | 7     | 1     | 0     | 0     | 0     | 0   | 23     | 28   | 33     | 5               | 1413 | 29  | 5    | 0         |
| 31/03/22 |       | 06:00-22:00 | 3505  | 47               | 152   | 2225  | 1057  | 22    | 2     | 0     | 0     | 0     | 0   | 25     | 29   | 33     | 14              | 3370 | 95  | 25   | 1         |
| 31/03/22 |       | 00:00-24:00 | 3609  | 48               | 152   | 2291  | 1091  | 25    | 2     | 0     | 0     | 0     | 0   | 25     | 29   | 34     | 15              | 3471 | 96  | 26   | 1         |
|          |       |             |       |                  |       |       |       |       |       |       |       |       |     |        |      |        |                 |      |     |      |           |



Site No: 25032201

Site: Maidstone Road, Gillingham

DIRECTION: 1 North East Bound

|          |       |             | Count | Speed bins [mph] |       |       |       |       |       |       |       |       |     | v15    | vm   | v85    | Length bins [m] |       |     |      |           |
|----------|-------|-------------|-------|------------------|-------|-------|-------|-------|-------|-------|-------|-------|-----|--------|------|--------|-----------------|-------|-----|------|-----------|
|          |       |             |       | 1-10             | 11-20 | 21-30 | 31-40 | 41-50 | 51-60 | 61-70 | 71-80 | 81-90 | >90 | 15%ile | mean | 85%ile | 1.5             | 6.5   | 8.5 | 10.5 | 14.0      |
| Date     | Time  |             |       |                  |       |       |       |       |       |       |       |       |     |        |      |        | P/C Bike        | Car   | MGV | HGV  | Artic/Bus |
| Friday   | From  | To          |       |                  |       |       |       |       |       |       |       |       |     |        |      |        |                 |       |     |      |           |
| 01/04/22 | 00:00 | 01:00       | 3     | 0                | 0     | 1     | 2     | 0     | 0     | 0     | 0     | 0     | 0   | 22     | 29   | 34     | 0               | 3     | 0   | 0    | 0         |
| 01/04/22 | 01:00 | 02:00       | 2     | 0                | 0     | 0     | 2     | 0     | 0     | 0     | 0     | 0     | 0   | 32     | 34   | 35     | 0               | 2     | 0   | 0    | 0         |
| 01/04/22 | 02:00 | 03:00       | 2     | 0                | 1     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 19     | 24   | 29     | 0               | 2     | 0   | 0    | 0         |
| 01/04/22 | 03:00 | 04:00       | 5     | 0                | 0     | 2     | 3     | 0     | 0     | 0     | 0     | 0     | 0   | 27     | 31   | 32     | 0               | 5     | 0   | 0    | 0         |
| 01/04/22 | 04:00 | 05:00       | 1     | 0                | 0     | 0     | 1     | 0     | 0     | 0     | 0     | 0     | 0   | 36     | 36   | 36     | 0               | 1     | 0   | 0    | 0         |
| 01/04/22 | 05:00 | 06:00       | 22    | 0                | 1     | 8     | 11    | 2     | 0     | 0     | 0     | 0     | 0   | 26     | 32   | 39     | 0               | 22    | 0   | 0    | 0         |
| 01/04/22 | 06:00 | 07:00       | 55    | 0                | 0     | 34    | 20    | 1     | 0     | 0     | 0     | 0     | 0   | 26     | 30   | 35     | 0               | 53    | 0   | 2    | 0         |
| 01/04/22 | 07:00 | 08:00       | 171   | 0                | 6     | 112   | 52    | 1     | 0     | 0     | 0     | 0     | 0   | 26     | 29   | 33     | 1               | 161   | 8   | 1    | 0         |
| 01/04/22 | 08:00 | 09:00       | 287   | 0                | 4     | 212   | 67    | 4     | 0     | 0     | 0     | 0     | 0   | 24     | 28   | 32     | 0               | 279   | 6   | 1    | 1         |
| 01/04/22 | 09:00 | 10:00       | 195   | 0                | 7     | 118   | 69    | 1     | 0     | 0     | 0     | 0     | 0   | 25     | 29   | 33     | 0               | 183   | 9   | 3    | 0         |
| 01/04/22 | 10:00 | 11:00       | 170   | 0                | 4     | 113   | 53    | 0     | 0     | 0     | 0     | 0     | 0   | 24     | 28   | 32     | 0               | 162   | 7   | 1    | 0         |
| 01/04/22 | 11:00 | 12:00       | 171   | 0                | 1     | 100   | 69    | 1     | 0     | 0     | 0     | 0     | 0   | 26     | 30   | 34     | 0               | 164   | 6   | 1    | 0         |
| 01/04/22 | 12:00 | 13:00       | 215   | 0                | 5     | 143   | 66    | 1     | 0     | 0     | 0     | 0     | 0   | 24     | 29   | 32     | 0               | 203   | 8   | 3    | 1         |
| 01/04/22 | 13:00 | 14:00       | 226   | 0                | 1     | 136   | 86    | 3     | 0     | 0     | 0     | 0     | 0   | 27     | 30   | 33     | 0               | 219   | 5   | 2    | 0         |
| 01/04/22 | 14:00 | 15:00       | 299   | 0                | 2     | 181   | 116   | 0     | 0     | 0     | 0     | 0     | 0   | 26     | 29   | 32     | 0               | 284   | 13  | 2    | 0         |
| 01/04/22 | 15:00 | 16:00       | 313   | 0                | 11    | 215   | 86    | 1     | 0     | 0     | 0     | 0     | 0   | 24     | 28   | 32     | 1               | 301   | 10  | 1    | 0         |
| 01/04/22 | 16:00 | 17:00       | 480   | 6                | 36    | 308   | 130   | 0     | 0     | 0     | 0     | 0     | 0   | 23     | 27   | 32     | 1               | 463   | 14  | 2    | 0         |
| 01/04/22 | 17:00 | 18:00       | 533   | 19               | 65    | 346   | 102   | 1     | 0     | 0     | 0     | 0     | 0   | 20     | 26   | 31     | 0               | 529   | 3   | 1    | 0         |
| 01/04/22 | 18:00 | 19:00       | 342   | 3                | 8     | 244   | 86    | 1     | 0     | 0     | 0     | 0     | 0   | 24     | 28   | 32     | 2               | 334   | 5   | 1    | 0         |
| 01/04/22 | 19:00 | 20:00       | 168   | 0                | 2     | 101   | 62    | 2     | 1     | 0     | 0     | 0     | 0   | 26     | 30   | 34     | 0               | 164   | 4   | 0    | 0         |
| 01/04/22 | 20:00 | 21:00       | 97    | 0                | 2     | 54    | 41    | 0     | 0     | 0     | 0     | 0     | 0   | 25     | 29   | 33     | 2               | 91    | 3   | 1    | 0         |
| 01/04/22 | 21:00 | 22:00       | 56    | 1                | 3     | 24    | 25    | 3     | 0     | 0     | 0     | 0     | 0   | 26     | 30   | 36     | 0               | 55    | 1   | 0    | 0         |
| 01/04/22 | 22:00 | 23:00       | 65    | 0                | 3     | 38    | 24    | 0     | 0     | 0     | 0     | 0     | 0   | 24     | 29   | 32     | 0               | 65    | 0   | 0    | 0         |
| 01/04/22 | 23:00 | 24:00       | 55    | 0                | 1     | 40    | 14    | 0     | 0     | 0     | 0     | 0     | 0   | 25     | 29   | 34     | 0               | 54    | 1   | 0    | 0         |
|          |       |             |       |                  |       |       |       |       |       |       |       |       |     |        |      |        |                 |       |     |      |           |
| 01/04/22 |       | 06:00-09:00 | 513   | 0                | 10    | 358   | 139   | 6     | 0     | 0     | 0     | 0     | 0   | 25     | 29   | 33     | 1               | 493   | 14  | 4    | 1         |
| 01/04/22 |       | 15:00-19:00 | 1668  | 28               | 120   | 1113  | 404   | 3     | 0     | 0     | 0     | 0     | 0   | 23     | 27   | 32     | 4               | 1627  | 32  | 5    | 0         |
| 01/04/22 |       | 06:00-22:00 | 3778  | 29               | 157   | 2441  | 1130  | 20    | 1     | 0     | 0     | 0     | 0   | 25     | 29   | 33     | 7               | 3645  | 102 | 22   | 2         |
| 01/04/22 |       | 00:00-24:00 | 3933  | 29               | 163   | 2531  | 1187  | 22    | 1     | 0     | 0     | 0     | 0   | 25     | 29   | 33     | 7               | 3799  | 103 | 22   | 2         |
|          |       |             |       |                  |       |       |       |       |       |       |       |       |     |        |      |        |                 |       |     |      |           |
| Total    |       |             | 24102 | 203              | 998   | 15602 | 7141  | 149   | 9     | 0     | 0     | 0     | 0   | 25     | 29   | 33     | 98              | 23272 | 567 | 155  | 10        |





Site No: 25032201

Site: Maidstone Road, Gillingham

DIRECTION: 2 South West Bound

|          |       |             | Count | Speed bins [mph] |       |       |       |       |       |       |       |       |     | v15    | vm   | v85    | Length bins [m] |      |     |      |           |
|----------|-------|-------------|-------|------------------|-------|-------|-------|-------|-------|-------|-------|-------|-----|--------|------|--------|-----------------|------|-----|------|-----------|
|          |       |             |       | 1-10             | 11-20 | 21-30 | 31-40 | 41-50 | 51-60 | 61-70 | 71-80 | 81-90 | >90 | 15%ile | mean | 85%ile | 1.5             | 6.5  | 8.5 | 10.5 | 14.0      |
| Date     | Time  |             |       |                  |       |       |       |       |       |       |       |       |     |        |      |        | P/C Bike        | Car  | MGV | HGV  | Artic/Bus |
| Saturday | From  | To          |       |                  |       |       |       |       |       |       |       |       |     |        |      |        |                 |      |     |      |           |
| 26/03/22 | 00:00 | 01:00       | 25    | 0                | 0     | 7     | 15    | 1     | 2     | 0     | 0     | 0     | 0   | 29     | 35   | 37     | 0               | 25   | 0   | 0    | 0         |
| 26/03/22 | 01:00 | 02:00       | 9     | 0                | 0     | 4     | 4     | 1     | 0     | 0     | 0     | 0     | 0   | 28     | 31   | 34     | 0               | 9    | 0   | 0    | 0         |
| 26/03/22 | 02:00 | 03:00       | 4     | 0                | 0     | 3     | 1     | 0     | 0     | 0     | 0     | 0     | 0   | 27     | 28   | 27     | 0               | 4    | 0   | 0    | 0         |
| 26/03/22 | 03:00 | 04:00       | 2     | 0                | 0     | 1     | 1     | 0     | 0     | 0     | 0     | 0     | 0   | 29     | 31   | 32     | 0               | 2    | 0   | 0    | 0         |
| 26/03/22 | 04:00 | 05:00       | 9     | 0                | 0     | 5     | 4     | 0     | 0     | 0     | 0     | 0     | 0   | 27     | 32   | 39     | 0               | 9    | 0   | 0    | 0         |
| 26/03/22 | 05:00 | 06:00       | 22    | 0                | 0     | 6     | 16    | 0     | 0     | 0     | 0     | 0     | 0   | 28     | 33   | 37     | 0               | 22   | 0   | 0    | 0         |
| 26/03/22 | 06:00 | 07:00       | 38    | 0                | 3     | 9     | 26    | 0     | 0     | 0     | 0     | 0     | 0   | 28     | 31   | 35     | 3               | 35   | 0   | 0    | 0         |
| 26/03/22 | 07:00 | 08:00       | 126   | 0                | 8     | 41    | 74    | 2     | 1     | 0     | 0     | 0     | 0   | 27     | 31   | 36     | 5               | 116  | 5   | 0    | 0         |
| 26/03/22 | 08:00 | 09:00       | 182   | 0                | 8     | 72    | 97    | 4     | 1     | 0     | 0     | 0     | 0   | 27     | 31   | 36     | 3               | 174  | 3   | 2    | 0         |
| 26/03/22 | 09:00 | 10:00       | 223   | 0                | 4     | 91    | 122   | 6     | 0     | 0     | 0     | 0     | 0   | 28     | 31   | 36     | 4               | 216  | 2   | 1    | 0         |
| 26/03/22 | 10:00 | 11:00       | 273   | 0                | 10    | 118   | 137   | 7     | 1     | 0     | 0     | 0     | 0   | 27     | 31   | 35     | 6               | 260  | 6   | 1    | 0         |
| 26/03/22 | 11:00 | 12:00       | 350   | 0                | 0     | 130   | 209   | 11    | 0     | 0     | 0     | 0     | 0   | 28     | 32   | 35     | 4               | 339  | 4   | 3    | 0         |
| 26/03/22 | 12:00 | 13:00       | 326   | 0                | 4     | 146   | 167   | 8     | 1     | 0     | 0     | 0     | 0   | 27     | 31   | 35     | 3               | 321  | 0   | 2    | 0         |
| 26/03/22 | 13:00 | 14:00       | 321   | 0                | 2     | 123   | 187   | 8     | 1     | 0     | 0     | 0     | 0   | 28     | 31   | 36     | 4               | 313  | 4   | 0    | 0         |
| 26/03/22 | 14:00 | 15:00       | 235   | 0                | 0     | 97    | 129   | 8     | 1     | 0     | 0     | 0     | 0   | 28     | 32   | 36     | 1               | 232  | 2   | 0    | 0         |
| 26/03/22 | 15:00 | 16:00       | 178   | 0                | 0     | 75    | 94    | 9     | 0     | 0     | 0     | 0     | 0   | 28     | 32   | 36     | 4               | 170  | 3   | 1    | 0         |
| 26/03/22 | 16:00 | 17:00       | 206   | 0                | 0     | 85    | 113   | 8     | 0     | 0     | 0     | 0     | 0   | 28     | 32   | 36     | 3               | 200  | 2   | 1    | 0         |
| 26/03/22 | 17:00 | 18:00       | 183   | 0                | 2     | 66    | 110   | 5     | 0     | 0     | 0     | 0     | 0   | 27     | 31   | 36     | 2               | 177  | 4   | 0    | 0         |
| 26/03/22 | 18:00 | 19:00       | 133   | 1                | 2     | 44    | 81    | 5     | 0     | 0     | 0     | 0     | 0   | 28     | 32   | 36     | 2               | 131  | 0   | 0    | 0         |
| 26/03/22 | 19:00 | 20:00       | 96    | 0                | 0     | 43    | 50    | 3     | 0     | 0     | 0     | 0     | 0   | 26     | 31   | 34     | 2               | 94   | 0   | 0    | 0         |
| 26/03/22 | 20:00 | 21:00       | 68    | 0                | 0     | 30    | 35    | 3     | 0     | 0     | 0     | 0     | 0   | 28     | 31   | 36     | 0               | 68   | 0   | 0    | 0         |
| 26/03/22 | 21:00 | 22:00       | 53    | 0                | 0     | 28    | 21    | 4     | 0     | 0     | 0     | 0     | 0   | 28     | 32   | 37     | 0               | 52   | 1   | 0    | 0         |
| 26/03/22 | 22:00 | 23:00       | 45    | 0                | 0     | 26    | 18    | 0     | 1     | 0     | 0     | 0     | 0   | 26     | 31   | 34     | 0               | 45   | 0   | 0    | 0         |
| 26/03/22 | 23:00 | 24:00       | 47    | 0                | 1     | 18    | 25    | 2     | 1     | 0     | 0     | 0     | 0   | 27     | 31   | 35     | 0               | 47   | 0   | 0    | 0         |
|          |       |             |       |                  |       |       |       |       |       |       |       |       |     |        |      |        |                 |      |     |      |           |
| 26/03/22 |       | 06:00-09:00 | 346   | 0                | 19    | 122   | 197   | 6     | 2     | 0     | 0     | 0     | 0   | 27     | 31   | 36     | 11              | 325  | 8   | 2    | 0         |
| 26/03/22 |       | 15:00-19:00 | 700   | 1                | 4     | 270   | 398   | 27    | 0     | 0     | 0     | 0     | 0   | 28     | 32   | 36     | 11              | 678  | 9   | 2    | 0         |
| 26/03/22 |       | 06:00-22:00 | 2991  | 1                | 43    | 1198  | 1652  | 91    | 6     | 0     | 0     | 0     | 0   | 28     | 31   | 36     | 46              | 2898 | 36  | 11   | 0         |
| 26/03/22 |       | 00:00-24:00 | 3154  | 1                | 44    | 1268  | 1736  | 95    | 10    | 0     | 0     | 0     | 0   | 28     | 31   | 35     | 46              | 3061 | 36  | 11   | 0         |
|          |       |             |       |                  |       |       |       |       |       |       |       |       |     |        |      |        |                 |      |     |      |           |



Site No: 25032201

Site: Maidstone Road, Gillingham

DIRECTION: 2 South West Bound

|          |       |             | Count                         | Speed bins [mph] |       |       |       |       |       |       |       |       |     | v15    | vm   | v85    | Length bins [m] |      |     |      |           |
|----------|-------|-------------|-------------------------------|------------------|-------|-------|-------|-------|-------|-------|-------|-------|-----|--------|------|--------|-----------------|------|-----|------|-----------|
|          |       |             |                               | 1-10             | 11-20 | 21-30 | 31-40 | 41-50 | 51-60 | 61-70 | 71-80 | 81-90 | >90 | 15%ile | mean | 85%ile | 1.5             | 6.5  | 8.5 | 10.5 | 14.0      |
| Date     | Time  |             |                               |                  |       |       |       |       |       |       |       |       |     |        |      |        | P/C Bike        | Car  | MGV | HGV  | Artic/Bus |
| 27/03/22 | 00:00 | 01:00       | 29                            | 0                | 1     | 17    | 10    | 1     | 0     | 0     | 0     | 0     | 0   | 25     | 29   | 33     | 2               | 27   | 0   | 0    | 0         |
| 27/03/22 | 01:00 | 02:00       | Daylight saving time (+1hour) |                  |       |       |       |       |       |       |       |       |     |        |      |        |                 |      |     |      |           |
| 27/03/22 | 02:00 | 03:00       | 15                            | 0                | 0     | 9     | 6     | 0     | 0     | 0     | 0     | 0     | 0   | 27     | 30   | 31     | 0               | 15   | 0   | 0    | 0         |
| 27/03/22 | 03:00 | 04:00       | 6                             | 0                | 0     | 3     | 3     | 0     | 0     | 0     | 0     | 0     | 0   | 27     | 30   | 32     | 0               | 6    | 0   | 0    | 0         |
| 27/03/22 | 04:00 | 05:00       | 10                            | 0                | 0     | 8     | 2     | 0     | 0     | 0     | 0     | 0     | 0   | 27     | 28   | 31     | 0               | 9    | 1   | 0    | 0         |
| 27/03/22 | 05:00 | 06:00       | 5                             | 0                | 0     | 1     | 4     | 0     | 0     | 0     | 0     | 0     | 0   | 31     | 31   | 34     | 0               | 5    | 0   | 0    | 0         |
| 27/03/22 | 06:00 | 07:00       | 20                            | 0                | 0     | 9     | 11    | 0     | 0     | 0     | 0     | 0     | 0   | 28     | 31   | 36     | 0               | 20   | 0   | 0    | 0         |
| 27/03/22 | 07:00 | 08:00       | 42                            | 0                | 4     | 13    | 24    | 1     | 0     | 0     | 0     | 0     | 0   | 27     | 30   | 36     | 3               | 38   | 1   | 0    | 0         |
| 27/03/22 | 08:00 | 09:00       | 61                            | 0                | 4     | 22    | 34    | 1     | 0     | 0     | 0     | 0     | 0   | 27     | 30   | 35     | 2               | 59   | 0   | 0    | 0         |
| 27/03/22 | 09:00 | 10:00       | 130                           | 0                | 3     | 66    | 59    | 2     | 0     | 0     | 0     | 0     | 0   | 26     | 30   | 34     | 4               | 122  | 3   | 1    | 0         |
| 27/03/22 | 10:00 | 11:00       | 177                           | 0                | 13    | 59    | 104   | 1     | 0     | 0     | 0     | 0     | 0   | 27     | 30   | 35     | 2               | 171  | 3   | 0    | 1         |
| 27/03/22 | 11:00 | 12:00       | 218                           | 0                | 1     | 82    | 128   | 7     | 0     | 0     | 0     | 0     | 0   | 28     | 31   | 35     | 0               | 217  | 1   | 0    | 0         |
| 27/03/22 | 12:00 | 13:00       | 250                           | 0                | 1     | 113   | 130   | 6     | 0     | 0     | 0     | 0     | 0   | 28     | 31   | 35     | 1               | 244  | 3   | 2    | 0         |
| 27/03/22 | 13:00 | 14:00       | 229                           | 0                | 1     | 90    | 131   | 7     | 0     | 0     | 0     | 0     | 0   | 28     | 32   | 36     | 0               | 228  | 0   | 1    | 0         |
| 27/03/22 | 14:00 | 15:00       | 211                           | 0                | 3     | 82    | 122   | 4     | 0     | 0     | 0     | 0     | 0   | 28     | 31   | 36     | 6               | 203  | 2   | 0    | 0         |
| 27/03/22 | 15:00 | 16:00       | 155                           | 0                | 0     | 64    | 84    | 7     | 0     | 0     | 0     | 0     | 0   | 28     | 32   | 36     | 1               | 153  | 1   | 0    | 0         |
| 27/03/22 | 16:00 | 17:00       | 152                           | 0                | 0     | 60    | 91    | 1     | 0     | 0     | 0     | 0     | 0   | 28     | 32   | 36     | 0               | 152  | 0   | 0    | 0         |
| 27/03/22 | 17:00 | 18:00       | 136                           | 0                | 1     | 54    | 77    | 4     | 0     | 0     | 0     | 0     | 0   | 28     | 32   | 36     | 2               | 132  | 1   | 1    | 0         |
| 27/03/22 | 18:00 | 19:00       | 99                            | 0                | 0     | 40    | 56    | 3     | 0     | 0     | 0     | 0     | 0   | 28     | 32   | 36     | 0               | 98   | 1   | 0    | 0         |
| 27/03/22 | 19:00 | 20:00       | 88                            | 0                | 0     | 30    | 53    | 5     | 0     | 0     | 0     | 0     | 0   | 28     | 32   | 37     | 0               | 87   | 1   | 0    | 0         |
| 27/03/22 | 20:00 | 21:00       | 58                            | 0                | 0     | 25    | 31    | 2     | 0     | 0     | 0     | 0     | 0   | 28     | 31   | 34     | 0               | 56   | 2   | 0    | 0         |
| 27/03/22 | 21:00 | 22:00       | 47                            | 0                | 0     | 20    | 25    | 2     | 0     | 0     | 0     | 0     | 0   | 27     | 31   | 36     | 0               | 45   | 1   | 1    | 0         |
| 27/03/22 | 22:00 | 23:00       | 15                            | 0                | 0     | 4     | 9     | 2     | 0     | 0     | 0     | 0     | 0   | 29     | 34   | 39     | 0               | 15   | 0   | 0    | 0         |
| 27/03/22 | 23:00 | 24:00       | 6                             | 0                | 1     | 3     | 2     | 0     | 0     | 0     | 0     | 0     | 0   | 30     | 30   | 34     | 0               | 6    | 0   | 0    | 0         |
|          |       |             |                               |                  |       |       |       |       |       |       |       |       |     |        |      |        |                 |      |     |      |           |
| 27/03/22 |       | 06:00-09:00 | 123                           | 0                | 8     | 44    | 69    | 2     | 0     | 0     | 0     | 0     | 0   | 27     | 31   | 36     | 5               | 117  | 1   | 0    | 0         |
| 27/03/22 |       | 15:00-19:00 | 542                           | 0                | 1     | 218   | 308   | 15    | 0     | 0     | 0     | 0     | 0   | 28     | 32   | 36     | 3               | 535  | 3   | 1    | 0         |
| 27/03/22 |       | 06:00-22:00 | 2073                          | 0                | 31    | 829   | 1160  | 53    | 0     | 0     | 0     | 0     | 0   | 28     | 31   | 36     | 21              | 2025 | 20  | 6    | 1         |
| 27/03/22 |       | 00:00-24:00 | 2159                          | 0                | 33    | 874   | 1196  | 56    | 0     | 0     | 0     | 0     | 0   | 28     | 31   | 35     | 23              | 2108 | 21  | 6    | 1         |
|          |       |             |                               |                  |       |       |       |       |       |       |       |       |     |        |      |        |                 |      |     |      |           |



Site No: 25032201

Site: Maidstone Road, Gillingham

DIRECTION: 2 South West Bound

|          |       |             | Count | Speed bins [mph] |       |       |       |       |       |       |       |       |     | v15    | vm   | v85    | Length bins [m] |      |     |      |           |
|----------|-------|-------------|-------|------------------|-------|-------|-------|-------|-------|-------|-------|-------|-----|--------|------|--------|-----------------|------|-----|------|-----------|
|          |       |             |       | 1-10             | 11-20 | 21-30 | 31-40 | 41-50 | 51-60 | 61-70 | 71-80 | 81-90 | >90 | 15%ile | mean | 85%ile | 1.5             | 6.5  | 8.5 | 10.5 | 14.0      |
| Date     | Time  |             |       |                  |       |       |       |       |       |       |       |       |     |        |      |        | P/C Bike        | Car  | MGV | HGV  | Artic/Bus |
| Monday   | From  | To          |       |                  |       |       |       |       |       |       |       |       |     |        |      |        |                 |      |     |      |           |
| 28/03/22 | 00:00 | 01:00       | 5     | 0                | 0     | 1     | 3     | 1     | 0     | 0     | 0     | 0     | 0   | 32     | 35   | 37     | 0               | 5    | 0   | 0    | 0         |
| 28/03/22 | 01:00 | 02:00       | 2     | 0                | 0     | 0     | 1     | 1     | 0     | 0     | 0     | 0     | 0   | 38     | 40   | 41     | 0               | 2    | 0   | 0    | 0         |
| 28/03/22 | 02:00 | 03:00       | 3     | 0                | 0     | 2     | 1     | 0     | 0     | 0     | 0     | 0     | 0   | 28     | 31   | 36     | 0               | 3    | 0   | 0    | 0         |
| 28/03/22 | 03:00 | 04:00       | 1     | 0                | 0     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 29     | 29   | 29     | 0               | 1    | 0   | 0    | 0         |
| 28/03/22 | 04:00 | 05:00       | 12    | 0                | 0     | 7     | 5     | 0     | 0     | 0     | 0     | 0     | 0   | 28     | 31   | 36     | 0               | 10   | 2   | 0    | 0         |
| 28/03/22 | 05:00 | 06:00       | 44    | 0                | 1     | 11    | 31    | 1     | 0     | 0     | 0     | 0     | 0   | 29     | 32   | 36     | 1               | 41   | 2   | 0    | 0         |
| 28/03/22 | 06:00 | 07:00       | 157   | 0                | 1     | 61    | 92    | 3     | 0     | 0     | 0     | 0     | 0   | 28     | 31   | 36     | 2               | 150  | 4   | 1    | 0         |
| 28/03/22 | 07:00 | 08:00       | 384   | 0                | 6     | 141   | 235   | 2     | 0     | 0     | 0     | 0     | 0   | 28     | 31   | 35     | 5               | 370  | 5   | 4    | 0         |
| 28/03/22 | 08:00 | 09:00       | 441   | 0                | 4     | 161   | 272   | 4     | 0     | 0     | 0     | 0     | 0   | 28     | 32   | 36     | 7               | 419  | 13  | 1    | 1         |
| 28/03/22 | 09:00 | 10:00       | 245   | 0                | 3     | 121   | 118   | 3     | 0     | 0     | 0     | 0     | 0   | 27     | 31   | 34     | 1               | 226  | 14  | 4    | 0         |
| 28/03/22 | 10:00 | 11:00       | 175   | 2                | 7     | 77    | 88    | 1     | 0     | 0     | 0     | 0     | 0   | 27     | 30   | 34     | 2               | 163  | 8   | 2    | 0         |
| 28/03/22 | 11:00 | 12:00       | 199   | 0                | 1     | 90    | 107   | 1     | 0     | 0     | 0     | 0     | 0   | 27     | 31   | 35     | 1               | 187  | 8   | 2    | 1         |
| 28/03/22 | 12:00 | 13:00       | 183   | 0                | 1     | 83    | 96    | 3     | 0     | 0     | 0     | 0     | 0   | 27     | 31   | 34     | 4               | 175  | 3   | 1    | 0         |
| 28/03/22 | 13:00 | 14:00       | 200   | 0                | 1     | 90    | 105   | 4     | 0     | 0     | 0     | 0     | 0   | 27     | 31   | 35     | 0               | 196  | 3   | 1    | 0         |
| 28/03/22 | 14:00 | 15:00       | 186   | 0                | 1     | 79    | 103   | 3     | 0     | 0     | 0     | 0     | 0   | 27     | 31   | 36     | 0               | 179  | 5   | 2    | 0         |
| 28/03/22 | 15:00 | 16:00       | 262   | 0                | 1     | 107   | 148   | 5     | 1     | 0     | 0     | 0     | 0   | 28     | 32   | 36     | 1               | 249  | 7   | 5    | 0         |
| 28/03/22 | 16:00 | 17:00       | 284   | 0                | 1     | 109   | 170   | 4     | 0     | 0     | 0     | 0     | 0   | 28     | 32   | 36     | 2               | 275  | 6   | 1    | 0         |
| 28/03/22 | 17:00 | 18:00       | 220   | 0                | 1     | 67    | 144   | 8     | 0     | 0     | 0     | 0     | 0   | 28     | 33   | 37     | 2               | 216  | 1   | 1    | 0         |
| 28/03/22 | 18:00 | 19:00       | 167   | 0                | 1     | 60    | 97    | 9     | 0     | 0     | 0     | 0     | 0   | 28     | 32   | 36     | 1               | 163  | 3   | 0    | 0         |
| 28/03/22 | 19:00 | 20:00       | 102   | 0                | 0     | 37    | 61    | 4     | 0     | 0     | 0     | 0     | 0   | 28     | 32   | 36     | 0               | 100  | 2   | 0    | 0         |
| 28/03/22 | 20:00 | 21:00       | 69    | 0                | 2     | 32    | 33    | 2     | 0     | 0     | 0     | 0     | 0   | 27     | 31   | 36     | 1               | 67   | 1   | 0    | 0         |
| 28/03/22 | 21:00 | 22:00       | 41    | 0                | 0     | 16    | 24    | 1     | 0     | 0     | 0     | 0     | 0   | 27     | 32   | 36     | 0               | 41   | 0   | 0    | 0         |
| 28/03/22 | 22:00 | 23:00       | 23    | 0                | 0     | 11    | 11    | 1     | 0     | 0     | 0     | 0     | 0   | 28     | 31   | 37     | 1               | 21   | 1   | 0    | 0         |
| 28/03/22 | 23:00 | 24:00       | 10    | 0                | 0     | 4     | 3     | 3     | 0     | 0     | 0     | 0     | 0   | 27     | 33   | 42     | 0               | 10   | 0   | 0    | 0         |
|          |       |             |       |                  |       |       |       |       |       |       |       |       |     |        |      |        |                 |      |     |      |           |
| 28/03/22 |       | 06:00-09:00 | 982   | 0                | 11    | 363   | 599   | 9     | 0     | 0     | 0     | 0     | 0   | 28     | 31   | 36     | 14              | 939  | 22  | 6    | 1         |
| 28/03/22 |       | 15:00-19:00 | 933   | 0                | 4     | 343   | 559   | 26    | 1     | 0     | 0     | 0     | 0   | 28     | 32   | 36     | 6               | 903  | 17  | 7    | 0         |
| 28/03/22 |       | 06:00-22:00 | 3315  | 2                | 31    | 1331  | 1893  | 57    | 1     | 0     | 0     | 0     | 0   | 28     | 31   | 36     | 29              | 3176 | 83  | 25   | 2         |
| 28/03/22 |       | 00:00-24:00 | 3415  | 2                | 32    | 1368  | 1948  | 64    | 1     | 0     | 0     | 0     | 0   | 28     | 32   | 36     | 31              | 3269 | 88  | 25   | 2         |
|          |       |             |       |                  |       |       |       |       |       |       |       |       |     |        |      |        |                 |      |     |      |           |



Site No: 25032201

Site: Maidstone Road, Gillingham

DIRECTION: 2 South West Bound

|          |       |             | Count | Speed bins [mph] |       |       |       |       |       |       |       |       |     | v15    | vm   | v85    | Length bins [m] |      |     |      |           |
|----------|-------|-------------|-------|------------------|-------|-------|-------|-------|-------|-------|-------|-------|-----|--------|------|--------|-----------------|------|-----|------|-----------|
|          |       |             |       | 1-10             | 11-20 | 21-30 | 31-40 | 41-50 | 51-60 | 61-70 | 71-80 | 81-90 | >90 | 15%ile | mean | 85%ile | 1.5             | 6.5  | 8.5 | 10.5 | 14.0      |
| Date     | Time  |             |       |                  |       |       |       |       |       |       |       |       |     |        |      |        | P/C Bike        | Car  | MGV | HGV  | Artic/Bus |
| Tuesday  | From  | To          |       |                  |       |       |       |       |       |       |       |       |     |        |      |        |                 |      |     |      |           |
| 29/03/22 | 00:00 | 01:00       | 3     | 0                | 0     | 2     | 1     | 0     | 0     | 0     | 0     | 0     | 0   | 28     | 31   | 37     | 0               | 3    | 0   | 0    | 0         |
| 29/03/22 | 01:00 | 02:00       | 5     | 0                | 0     | 2     | 3     | 0     | 0     | 0     | 0     | 0     | 0   | 29     | 32   | 34     | 0               | 5    | 0   | 0    | 0         |
| 29/03/22 | 02:00 | 03:00       | 3     | 0                | 0     | 1     | 2     | 0     | 0     | 0     | 0     | 0     | 0   | 26     | 30   | 33     | 0               | 3    | 0   | 0    | 0         |
| 29/03/22 | 03:00 | 04:00       | 2     | 0                | 0     | 1     | 1     | 0     | 0     | 0     | 0     | 0     | 0   | 29     | 30   | 31     | 0               | 2    | 0   | 0    | 0         |
| 29/03/22 | 04:00 | 05:00       | 13    | 0                | 0     | 6     | 7     | 0     | 0     | 0     | 0     | 0     | 0   | 28     | 31   | 33     | 0               | 13   | 0   | 0    | 0         |
| 29/03/22 | 05:00 | 06:00       | 46    | 0                | 0     | 13    | 32    | 1     | 0     | 0     | 0     | 0     | 0   | 28     | 33   | 37     | 0               | 41   | 4   | 1    | 0         |
| 29/03/22 | 06:00 | 07:00       | 151   | 0                | 0     | 46    | 101   | 3     | 1     | 0     | 0     | 0     | 0   | 28     | 33   | 37     | 0               | 144  | 6   | 0    | 1         |
| 29/03/22 | 07:00 | 08:00       | 438   | 0                | 7     | 151   | 276   | 4     | 0     | 0     | 0     | 0     | 0   | 28     | 31   | 35     | 8               | 416  | 10  | 4    | 0         |
| 29/03/22 | 08:00 | 09:00       | 443   | 0                | 5     | 174   | 252   | 12    | 0     | 0     | 0     | 0     | 0   | 28     | 31   | 36     | 2               | 432  | 5   | 4    | 0         |
| 29/03/22 | 09:00 | 10:00       | 258   | 1                | 4     | 148   | 102   | 3     | 0     | 0     | 0     | 0     | 0   | 26     | 29   | 34     | 1               | 244  | 7   | 6    | 0         |
| 29/03/22 | 10:00 | 11:00       | 195   | 0                | 1     | 100   | 93    | 1     | 0     | 0     | 0     | 0     | 0   | 27     | 30   | 34     | 1               | 181  | 13  | 0    | 0         |
| 29/03/22 | 11:00 | 12:00       | 200   | 0                | 2     | 87    | 106   | 5     | 0     | 0     | 0     | 0     | 0   | 27     | 31   | 35     | 5               | 183  | 9   | 3    | 0         |
| 29/03/22 | 12:00 | 13:00       | 188   | 0                | 6     | 76    | 104   | 2     | 0     | 0     | 0     | 0     | 0   | 27     | 31   | 34     | 2               | 180  | 6   | 0    | 0         |
| 29/03/22 | 13:00 | 14:00       | 191   | 0                | 0     | 94    | 91    | 6     | 0     | 0     | 0     | 0     | 0   | 27     | 31   | 36     | 2               | 184  | 3   | 2    | 0         |
| 29/03/22 | 14:00 | 15:00       | 191   | 0                | 4     | 85    | 97    | 5     | 0     | 0     | 0     | 0     | 0   | 27     | 31   | 36     | 1               | 182  | 4   | 3    | 1         |
| 29/03/22 | 15:00 | 16:00       | 309   | 0                | 0     | 97    | 202   | 9     | 1     | 0     | 0     | 0     | 0   | 28     | 32   | 36     | 7               | 290  | 11  | 1    | 0         |
| 29/03/22 | 16:00 | 17:00       | 230   | 0                | 0     | 72    | 148   | 10    | 0     | 0     | 0     | 0     | 0   | 28     | 33   | 37     | 4               | 219  | 6   | 1    | 0         |
| 29/03/22 | 17:00 | 18:00       | 214   | 1                | 5     | 84    | 120   | 4     | 0     | 0     | 0     | 0     | 0   | 27     | 31   | 36     | 7               | 205  | 2   | 0    | 0         |
| 29/03/22 | 18:00 | 19:00       | 157   | 0                | 1     | 48    | 102   | 4     | 2     | 0     | 0     | 0     | 0   | 28     | 32   | 37     | 3               | 152  | 1   | 1    | 0         |
| 29/03/22 | 19:00 | 20:00       | 98    | 0                | 0     | 40    | 53    | 5     | 0     | 0     | 0     | 0     | 0   | 28     | 32   | 36     | 0               | 97   | 1   | 0    | 0         |
| 29/03/22 | 20:00 | 21:00       | 62    | 0                | 2     | 17    | 40    | 3     | 0     | 0     | 0     | 0     | 0   | 28     | 33   | 37     | 0               | 60   | 2   | 0    | 0         |
| 29/03/22 | 21:00 | 22:00       | 46    | 0                | 1     | 18    | 24    | 3     | 0     | 0     | 0     | 0     | 0   | 27     | 32   | 36     | 0               | 45   | 1   | 0    | 0         |
| 29/03/22 | 22:00 | 23:00       | 26    | 0                | 0     | 13    | 13    | 0     | 0     | 0     | 0     | 0     | 0   | 27     | 30   | 33     | 0               | 26   | 0   | 0    | 0         |
| 29/03/22 | 23:00 | 24:00       | 14    | 0                | 1     | 6     | 7     | 0     | 0     | 0     | 0     | 0     | 0   | 26     | 29   | 33     | 1               | 13   | 0   | 0    | 0         |
|          |       |             |       |                  |       |       |       |       |       |       |       |       |     |        |      |        |                 |      |     |      |           |
| 29/03/22 |       | 06:00-09:00 | 1032  | 0                | 12    | 371   | 629   | 19    | 1     | 0     | 0     | 0     | 0   | 28     | 32   | 36     | 10              | 992  | 21  | 8    | 1         |
| 29/03/22 |       | 15:00-19:00 | 910   | 1                | 6     | 301   | 572   | 27    | 3     | 0     | 0     | 0     | 0   | 28     | 32   | 37     | 21              | 866  | 20  | 3    | 0         |
| 29/03/22 |       | 06:00-22:00 | 3371  | 2                | 38    | 1337  | 1911  | 79    | 4     | 0     | 0     | 0     | 0   | 27     | 31   | 36     | 43              | 3214 | 87  | 25   | 2         |
| 29/03/22 |       | 00:00-24:00 | 3483  | 2                | 39    | 1381  | 1977  | 80    | 4     | 0     | 0     | 0     | 0   | 28     | 31   | 35     | 44              | 3320 | 91  | 26   | 2         |
|          |       |             |       |                  |       |       |       |       |       |       |       |       |     |        |      |        |                 |      |     |      |           |



Site No: 25032201

Site: Maidstone Road, Gillingham

DIRECTION: 2 South West Bound

|           |       |             | Count | Speed bins [mph] |       |       |       |       |       |       |       |       |     | v15    | vm   | v85    | Length bins [m] |      |     |      |           |
|-----------|-------|-------------|-------|------------------|-------|-------|-------|-------|-------|-------|-------|-------|-----|--------|------|--------|-----------------|------|-----|------|-----------|
|           |       |             |       | 1-10             | 11-20 | 21-30 | 31-40 | 41-50 | 51-60 | 61-70 | 71-80 | 81-90 | >90 | 15%ile | mean | 85%ile | 1.5             | 6.5  | 8.5 | 10.5 | 14.0      |
| Date      | Time  |             |       |                  |       |       |       |       |       |       |       |       |     |        |      |        | P/C Bike        | Car  | MGV | HGV  | Artic/Bus |
| Wednesday | From  | To          |       |                  |       |       |       |       |       |       |       |       |     |        |      |        |                 |      |     |      |           |
| 30/03/22  | 00:00 | 01:00       | 3     | 0                | 0     | 1     | 2     | 0     | 0     | 0     | 0     | 0     | 0   | 27     | 32   | 37     | 0               | 3    | 0   | 0    | 0         |
| 30/03/22  | 01:00 | 02:00       | 5     | 0                | 0     | 3     | 2     | 0     | 0     | 0     | 0     | 0     | 0   | 27     | 30   | 33     | 0               | 5    | 0   | 0    | 0         |
| 30/03/22  | 02:00 | 03:00       | 1     | 0                | 0     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 30     | 30   | 30     | 0               | 1    | 0   | 0    | 0         |
| 30/03/22  | 03:00 | 04:00       | 0     | 0                | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | --     | --   | --     | 0               | 0    | 0   | 0    | 0         |
| 30/03/22  | 04:00 | 05:00       | 12    | 0                | 0     | 7     | 5     | 0     | 0     | 0     | 0     | 0     | 0   | 27     | 31   | 36     | 0               | 12   | 0   | 0    | 0         |
| 30/03/22  | 05:00 | 06:00       | 50    | 0                | 0     | 14    | 35    | 1     | 0     | 0     | 0     | 0     | 0   | 29     | 33   | 37     | 0               | 48   | 2   | 0    | 0         |
| 30/03/22  | 06:00 | 07:00       | 149   | 0                | 1     | 63    | 84    | 1     | 0     | 0     | 0     | 0     | 0   | 28     | 31   | 34     | 0               | 144  | 5   | 0    | 0         |
| 30/03/22  | 07:00 | 08:00       | 427   | 0                | 6     | 181   | 235   | 5     | 0     | 0     | 0     | 0     | 0   | 28     | 31   | 35     | 6               | 413  | 5   | 3    | 0         |
| 30/03/22  | 08:00 | 09:00       | 465   | 0                | 1     | 237   | 225   | 2     | 0     | 0     | 0     | 0     | 0   | 27     | 30   | 34     | 5               | 448  | 12  | 0    | 0         |
| 30/03/22  | 09:00 | 10:00       | 271   | 0                | 0     | 129   | 141   | 1     | 0     | 0     | 0     | 0     | 0   | 27     | 31   | 34     | 2               | 254  | 11  | 4    | 0         |
| 30/03/22  | 10:00 | 11:00       | 199   | 0                | 3     | 115   | 81    | 0     | 0     | 0     | 0     | 0     | 0   | 26     | 30   | 33     | 1               | 189  | 7   | 2    | 0         |
| 30/03/22  | 11:00 | 12:00       | 166   | 1                | 3     | 78    | 76    | 8     | 0     | 0     | 0     | 0     | 0   | 26     | 30   | 36     | 1               | 158  | 4   | 2    | 1         |
| 30/03/22  | 12:00 | 13:00       | 189   | 0                | 0     | 81    | 105   | 3     | 0     | 0     | 0     | 0     | 0   | 28     | 31   | 35     | 3               | 176  | 6   | 4    | 0         |
| 30/03/22  | 13:00 | 14:00       | 212   | 0                | 5     | 108   | 95    | 4     | 0     | 0     | 0     | 0     | 0   | 26     | 30   | 34     | 6               | 195  | 8   | 3    | 0         |
| 30/03/22  | 14:00 | 15:00       | 218   | 0                | 1     | 105   | 110   | 2     | 0     | 0     | 0     | 0     | 0   | 27     | 31   | 36     | 0               | 213  | 4   | 1    | 0         |
| 30/03/22  | 15:00 | 16:00       | 305   | 0                | 1     | 134   | 168   | 2     | 0     | 0     | 0     | 0     | 0   | 28     | 31   | 35     | 4               | 291  | 7   | 3    | 0         |
| 30/03/22  | 16:00 | 17:00       | 254   | 1                | 7     | 98    | 141   | 7     | 0     | 0     | 0     | 0     | 0   | 27     | 31   | 35     | 0               | 246  | 7   | 1    | 0         |
| 30/03/22  | 17:00 | 18:00       | 236   | 0                | 3     | 85    | 144   | 4     | 0     | 0     | 0     | 0     | 0   | 27     | 31   | 36     | 7               | 221  | 7   | 1    | 0         |
| 30/03/22  | 18:00 | 19:00       | 191   | 4                | 4     | 95    | 83    | 5     | 0     | 0     | 0     | 0     | 0   | 26     | 30   | 35     | 4               | 183  | 2   | 1    | 1         |
| 30/03/22  | 19:00 | 20:00       | 107   | 0                | 2     | 33    | 72    | 0     | 0     | 0     | 0     | 0     | 0   | 28     | 31   | 35     | 0               | 103  | 3   | 1    | 0         |
| 30/03/22  | 20:00 | 21:00       | 80    | 7                | 6     | 32    | 35    | 0     | 0     | 0     | 0     | 0     | 0   | 19     | 28   | 34     | 5               | 74   | 1   | 0    | 0         |
| 30/03/22  | 21:00 | 22:00       | 45    | 0                | 0     | 15    | 30    | 0     | 0     | 0     | 0     | 0     | 0   | 29     | 32   | 36     | 0               | 45   | 0   | 0    | 0         |
| 30/03/22  | 22:00 | 23:00       | 25    | 0                | 0     | 10    | 15    | 0     | 0     | 0     | 0     | 0     | 0   | 28     | 31   | 34     | 0               | 25   | 0   | 0    | 0         |
| 30/03/22  | 23:00 | 24:00       | 12    | 1                | 0     | 5     | 6     | 0     | 0     | 0     | 0     | 0     | 0   | 24     | 28   | 34     | 0               | 12   | 0   | 0    | 0         |
|           |       |             |       |                  |       |       |       |       |       |       |       |       |     |        |      |        |                 |      |     |      |           |
| 30/03/22  |       | 06:00-09:00 | 1041  | 0                | 8     | 481   | 544   | 8     | 0     | 0     | 0     | 0     | 0   | 28     | 31   | 34     | 11              | 1005 | 22  | 3    | 0         |
| 30/03/22  |       | 15:00-19:00 | 986   | 5                | 15    | 412   | 536   | 18    | 0     | 0     | 0     | 0     | 0   | 27     | 31   | 35     | 15              | 941  | 23  | 6    | 1         |
| 30/03/22  |       | 06:00-22:00 | 3514  | 13               | 43    | 1589  | 1825  | 44    | 0     | 0     | 0     | 0     | 0   | 27     | 31   | 35     | 44              | 3353 | 89  | 26   | 2         |
| 30/03/22  |       | 00:00-24:00 | 3622  | 14               | 43    | 1630  | 1890  | 45    | 0     | 0     | 0     | 0     | 0   | 27     | 31   | 35     | 44              | 3459 | 91  | 26   | 2         |
|           |       |             |       |                  |       |       |       |       |       |       |       |       |     |        |      |        |                 |      |     |      |           |





Site No: 25032201

Site: Maidstone Road, Gillingham

DIRECTION: 2 South West Bound

|          |       |             | Count | Speed bins [mph] |       |       |       |       |       |       |       |       |     | v15    | vm   | v85    | Length bins [m] |      |     |      |           |
|----------|-------|-------------|-------|------------------|-------|-------|-------|-------|-------|-------|-------|-------|-----|--------|------|--------|-----------------|------|-----|------|-----------|
|          |       |             |       | 1-10             | 11-20 | 21-30 | 31-40 | 41-50 | 51-60 | 61-70 | 71-80 | 81-90 | >90 | 15%ile | mean | 85%ile | 1.5             | 6.5  | 8.5 | 10.5 | 14.0      |
| Date     | Time  |             |       |                  |       |       |       |       |       |       |       |       |     |        |      |        | P/C Bike        | Car  | MGV | HGV  | Artic/Bus |
| Thursday | From  | To          |       |                  |       |       |       |       |       |       |       |       |     |        |      |        |                 |      |     |      |           |
| 31/03/22 | 00:00 | 01:00       | 4     | 0                | 0     | 2     | 2     | 0     | 0     | 0     | 0     | 0     | 0   | 29     | 29   | 31     | 0               | 4    | 0   | 0    | 0         |
| 31/03/22 | 01:00 | 02:00       | 4     | 0                | 0     | 3     | 1     | 0     | 0     | 0     | 0     | 0     | 0   | 28     | 29   | 28     | 0               | 4    | 0   | 0    | 0         |
| 31/03/22 | 02:00 | 03:00       | 3     | 0                | 0     | 3     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 26     | 28   | 29     | 0               | 3    | 0   | 0    | 0         |
| 31/03/22 | 03:00 | 04:00       | 1     | 0                | 0     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 29     | 29   | 29     | 0               | 1    | 0   | 0    | 0         |
| 31/03/22 | 04:00 | 05:00       | 14    | 0                | 0     | 6     | 8     | 0     | 0     | 0     | 0     | 0     | 0   | 27     | 30   | 34     | 0               | 13   | 1   | 0    | 0         |
| 31/03/22 | 05:00 | 06:00       | 43    | 0                | 0     | 9     | 34    | 0     | 0     | 0     | 0     | 0     | 0   | 29     | 32   | 36     | 0               | 41   | 2   | 0    | 0         |
| 31/03/22 | 06:00 | 07:00       | 153   | 0                | 0     | 54    | 99    | 0     | 0     | 0     | 0     | 0     | 0   | 28     | 32   | 36     | 3               | 144  | 6   | 0    | 0         |
| 31/03/22 | 07:00 | 08:00       | 419   | 0                | 3     | 166   | 247   | 3     | 0     | 0     | 0     | 0     | 0   | 28     | 31   | 35     | 2               | 398  | 18  | 1    | 0         |
| 31/03/22 | 08:00 | 09:00       | 482   | 0                | 3     | 164   | 312   | 3     | 0     | 0     | 0     | 0     | 0   | 28     | 31   | 35     | 5               | 468  | 6   | 3    | 0         |
| 31/03/22 | 09:00 | 10:00       | 235   | 0                | 9     | 100   | 124   | 2     | 0     | 0     | 0     | 0     | 0   | 27     | 30   | 35     | 3               | 219  | 9   | 4    | 0         |
| 31/03/22 | 10:00 | 11:00       | 225   | 0                | 7     | 121   | 94    | 3     | 0     | 0     | 0     | 0     | 0   | 26     | 30   | 34     | 1               | 215  | 7   | 2    | 0         |
| 31/03/22 | 11:00 | 12:00       | 199   | 0                | 0     | 101   | 98    | 0     | 0     | 0     | 0     | 0     | 0   | 26     | 30   | 34     | 3               | 183  | 9   | 4    | 0         |
| 31/03/22 | 12:00 | 13:00       | 196   | 1                | 5     | 97    | 90    | 3     | 0     | 0     | 0     | 0     | 0   | 27     | 30   | 34     | 2               | 185  | 7   | 2    | 0         |
| 31/03/22 | 13:00 | 14:00       | 187   | 0                | 0     | 92    | 90    | 5     | 0     | 0     | 0     | 0     | 0   | 27     | 31   | 36     | 1               | 179  | 6   | 1    | 0         |
| 31/03/22 | 14:00 | 15:00       | 194   | 0                | 1     | 80    | 109   | 4     | 0     | 0     | 0     | 0     | 0   | 27     | 31   | 36     | 0               | 186  | 5   | 3    | 0         |
| 31/03/22 | 15:00 | 16:00       | 262   | 0                | 1     | 107   | 148   | 6     | 0     | 0     | 0     | 0     | 0   | 28     | 31   | 36     | 4               | 247  | 8   | 3    | 0         |
| 31/03/22 | 16:00 | 17:00       | 239   | 0                | 1     | 86    | 151   | 1     | 0     | 0     | 0     | 0     | 0   | 28     | 32   | 36     | 3               | 231  | 4   | 1    | 0         |
| 31/03/22 | 17:00 | 18:00       | 200   | 0                | 0     | 62    | 134   | 4     | 0     | 0     | 0     | 0     | 0   | 29     | 33   | 36     | 2               | 191  | 5   | 2    | 0         |
| 31/03/22 | 18:00 | 19:00       | 163   | 0                | 1     | 59    | 96    | 7     | 0     | 0     | 0     | 0     | 0   | 28     | 32   | 37     | 5               | 154  | 4   | 0    | 0         |
| 31/03/22 | 19:00 | 20:00       | 113   | 0                | 1     | 46    | 60    | 6     | 0     | 0     | 0     | 0     | 0   | 27     | 32   | 37     | 1               | 112  | 0   | 0    | 0         |
| 31/03/22 | 20:00 | 21:00       | 63    | 0                | 1     | 24    | 38    | 0     | 0     | 0     | 0     | 0     | 0   | 27     | 31   | 35     | 0               | 63   | 0   | 0    | 0         |
| 31/03/22 | 21:00 | 22:00       | 52    | 0                | 0     | 24    | 26    | 2     | 0     | 0     | 0     | 0     | 0   | 27     | 31   | 35     | 0               | 52   | 0   | 0    | 0         |
| 31/03/22 | 22:00 | 23:00       | 25    | 0                | 0     | 15    | 10    | 0     | 0     | 0     | 0     | 0     | 0   | 27     | 30   | 34     | 0               | 25   | 0   | 0    | 0         |
| 31/03/22 | 23:00 | 24:00       | 23    | 0                | 1     | 6     | 15    | 1     | 0     | 0     | 0     | 0     | 0   | 28     | 32   | 37     | 0               | 22   | 1   | 0    | 0         |
|          |       |             |       |                  |       |       |       |       |       |       |       |       |     |        |      |        |                 |      |     |      |           |
| 31/03/22 |       | 06:00-09:00 | 1054  | 0                | 6     | 384   | 658   | 6     | 0     | 0     | 0     | 0     | 0   | 28     | 32   | 35     | 10              | 1010 | 30  | 4    | 0         |
| 31/03/22 |       | 15:00-19:00 | 864   | 0                | 3     | 314   | 529   | 18    | 0     | 0     | 0     | 0     | 0   | 28     | 32   | 36     | 14              | 823  | 21  | 6    | 0         |
| 31/03/22 |       | 06:00-22:00 | 3382  | 1                | 33    | 1383  | 1916  | 49    | 0     | 0     | 0     | 0     | 0   | 27     | 31   | 35     | 35              | 3227 | 94  | 26   | 0         |
| 31/03/22 |       | 00:00-24:00 | 3499  | 1                | 34    | 1428  | 1986  | 50    | 0     | 0     | 0     | 0     | 0   | 28     | 31   | 34     | 35              | 3340 | 98  | 26   | 0         |
|          |       |             |       |                  |       |       |       |       |       |       |       |       |     |        |      |        |                 |      |     |      |           |



Site No: 25032201

Site: Maidstone Road, Gillingham

DIRECTION: 2 South West Bound

|          |       |             | Count | Speed bins [mph] |       |       |       |       |       |       |       |       |     | v15    | vm   | v85    | Length bins [m] |       |     |      |           |
|----------|-------|-------------|-------|------------------|-------|-------|-------|-------|-------|-------|-------|-------|-----|--------|------|--------|-----------------|-------|-----|------|-----------|
|          |       |             |       | 1-10             | 11-20 | 21-30 | 31-40 | 41-50 | 51-60 | 61-70 | 71-80 | 81-90 | >90 | 15%ile | mean | 85%ile | 1.5             | 6.5   | 8.5 | 10.5 | 14.0      |
| Date     | Time  |             |       |                  |       |       |       |       |       |       |       |       |     |        |      |        | P/C Bike        | Car   | MGV | HGV  | Artic/Bus |
| Friday   | From  | To          |       |                  |       |       |       |       |       |       |       |       |     |        |      |        |                 |       |     |      |           |
| 01/04/22 | 00:00 | 01:00       | 4     | 0                | 0     | 3     | 1     | 0     | 0     | 0     | 0     | 0     | 0   | 28     | 29   | 30     | 0               | 4     | 0   | 0    | 0         |
| 01/04/22 | 01:00 | 02:00       | 3     | 0                | 0     | 3     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 24     | 25   | 28     | 0               | 3     | 0   | 0    | 0         |
| 01/04/22 | 02:00 | 03:00       | 2     | 0                | 0     | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 24     | 27   | 30     | 0               | 2     | 0   | 0    | 0         |
| 01/04/22 | 03:00 | 04:00       | 2     | 0                | 0     | 1     | 1     | 0     | 0     | 0     | 0     | 0     | 0   | 27     | 30   | 32     | 0               | 2     | 0   | 0    | 0         |
| 01/04/22 | 04:00 | 05:00       | 18    | 0                | 0     | 7     | 10    | 1     | 0     | 0     | 0     | 0     | 0   | 28     | 32   | 35     | 0               | 17    | 1   | 0    | 0         |
| 01/04/22 | 05:00 | 06:00       | 39    | 0                | 0     | 14    | 25    | 0     | 0     | 0     | 0     | 0     | 0   | 28     | 32   | 36     | 0               | 38    | 0   | 1    | 0         |
| 01/04/22 | 06:00 | 07:00       | 143   | 0                | 1     | 47    | 92    | 3     | 0     | 0     | 0     | 0     | 0   | 28     | 32   | 36     | 1               | 137   | 4   | 1    | 0         |
| 01/04/22 | 07:00 | 08:00       | 377   | 0                | 1     | 148   | 227   | 1     | 0     | 0     | 0     | 0     | 0   | 28     | 31   | 35     | 4               | 359   | 13  | 1    | 0         |
| 01/04/22 | 08:00 | 09:00       | 395   | 0                | 6     | 161   | 225   | 3     | 0     | 0     | 0     | 0     | 0   | 28     | 31   | 35     | 4               | 386   | 5   | 0    | 0         |
| 01/04/22 | 09:00 | 10:00       | 232   | 0                | 0     | 108   | 123   | 1     | 0     | 0     | 0     | 0     | 0   | 27     | 31   | 35     | 0               | 218   | 10  | 4    | 0         |
| 01/04/22 | 10:00 | 11:00       | 201   | 0                | 6     | 95    | 94    | 6     | 0     | 0     | 0     | 0     | 0   | 27     | 30   | 34     | 1               | 191   | 7   | 2    | 0         |
| 01/04/22 | 11:00 | 12:00       | 166   | 0                | 2     | 78    | 86    | 0     | 0     | 0     | 0     | 0     | 0   | 26     | 31   | 36     | 2               | 157   | 3   | 4    | 0         |
| 01/04/22 | 12:00 | 13:00       | 213   | 0                | 1     | 92    | 119   | 1     | 0     | 0     | 0     | 0     | 0   | 28     | 31   | 35     | 1               | 204   | 8   | 0    | 0         |
| 01/04/22 | 13:00 | 14:00       | 222   | 0                | 1     | 75    | 140   | 6     | 0     | 0     | 0     | 0     | 0   | 28     | 32   | 36     | 3               | 215   | 3   | 1    | 0         |
| 01/04/22 | 14:00 | 15:00       | 242   | 0                | 2     | 90    | 147   | 3     | 0     | 0     | 0     | 0     | 0   | 28     | 32   | 36     | 4               | 228   | 8   | 2    | 0         |
| 01/04/22 | 15:00 | 16:00       | 225   | 1                | 4     | 84    | 129   | 7     | 0     | 0     | 0     | 0     | 0   | 27     | 31   | 37     | 2               | 216   | 5   | 2    | 0         |
| 01/04/22 | 16:00 | 17:00       | 311   | 0                | 0     | 113   | 193   | 5     | 0     | 0     | 0     | 0     | 0   | 28     | 32   | 36     | 3               | 299   | 8   | 1    | 0         |
| 01/04/22 | 17:00 | 18:00       | 248   | 0                | 0     | 88    | 153   | 7     | 0     | 0     | 0     | 0     | 0   | 28     | 32   | 36     | 7               | 231   | 8   | 2    | 0         |
| 01/04/22 | 18:00 | 19:00       | 187   | 0                | 0     | 69    | 115   | 3     | 0     | 0     | 0     | 0     | 0   | 27     | 32   | 36     | 3               | 179   | 4   | 1    | 0         |
| 01/04/22 | 19:00 | 20:00       | 150   | 0                | 6     | 52    | 89    | 3     | 0     | 0     | 0     | 0     | 0   | 27     | 31   | 37     | 1               | 146   | 3   | 0    | 0         |
| 01/04/22 | 20:00 | 21:00       | 91    | 0                | 2     | 38    | 46    | 4     | 1     | 0     | 0     | 0     | 0   | 27     | 31   | 36     | 0               | 86    | 5   | 0    | 0         |
| 01/04/22 | 21:00 | 22:00       | 56    | 0                | 0     | 29    | 27    | 0     | 0     | 0     | 0     | 0     | 0   | 25     | 30   | 35     | 0               | 55    | 1   | 0    | 0         |
| 01/04/22 | 22:00 | 23:00       | 36    | 0                | 0     | 17    | 18    | 1     | 0     | 0     | 0     | 0     | 0   | 27     | 31   | 36     | 0               | 36    | 0   | 0    | 0         |
| 01/04/22 | 23:00 | 24:00       | 27    | 0                | 0     | 16    | 10    | 1     | 0     | 0     | 0     | 0     | 0   | 27     | 31   | 34     | 0               | 27    | 0   | 0    | 0         |
|          |       |             |       |                  |       |       |       |       |       |       |       |       |     |        |      |        |                 |       |     |      |           |
| 01/04/22 |       | 06:00-09:00 | 915   | 0                | 8     | 356   | 544   | 7     | 0     | 0     | 0     | 0     | 0   | 28     | 31   | 35     | 9               | 882   | 22  | 2    | 0         |
| 01/04/22 |       | 15:00-19:00 | 971   | 1                | 4     | 354   | 590   | 22    | 0     | 0     | 0     | 0     | 0   | 28     | 32   | 36     | 15              | 925   | 25  | 6    | 0         |
| 01/04/22 |       | 06:00-22:00 | 3459  | 1                | 32    | 1367  | 2005  | 53    | 1     | 0     | 0     | 0     | 0   | 27     | 31   | 36     | 36              | 3307  | 95  | 21   | 0         |
| 01/04/22 |       | 00:00-24:00 | 3590  | 1                | 32    | 1430  | 2070  | 56    | 1     | 0     | 0     | 0     | 0   | 27     | 31   | 35     | 36              | 3436  | 96  | 22   | 0         |
|          |       |             |       |                  |       |       |       |       |       |       |       |       |     |        |      |        |                 |       |     |      |           |
| Total    |       |             | 22922 | 21               | 257   | 9379  | 12803 | 446   | 16    | 0     | 0     | 0     | 0   | 28     | 31   | 35     | 259             | 21993 | 521 | 142  | 7         |

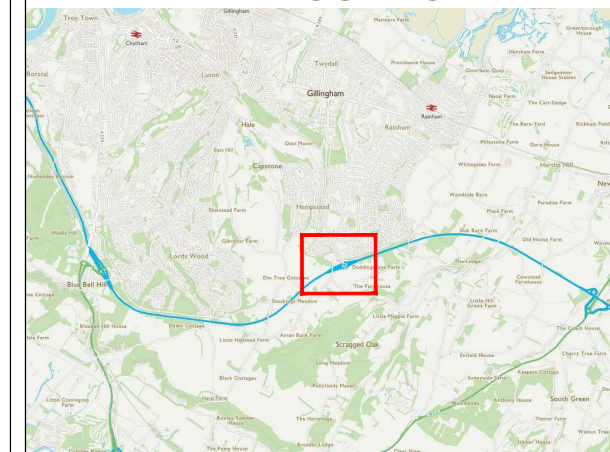
## Appendix G

### Highway Boundary





# SITE LOCATION



- REDLINE
- FORWARD VISIBILITY 70m  
SSD FOR 30mph, DMRB
- FORWARD VISIBILITY 215m  
SSD FOR 60mph, DMRB
- HIGHWAY BOUNDARY -  
CURRENT
- HIGHWAY BOUNDARY -  
AMENDED
- HIGHWAY FURNITURE -  
TRAFFIC SIGN / LAMP POST
- MANHOLE COVER
- WOODEN FENCE / PILLARS
- DRAINAGE DUCT

|      |              |     |          |
|------|--------------|-----|----------|
| -    | FIRST ISSUE  | AF  | 04/03/21 |
| REV: | DESCRIPTION: | BY: | DATE:    |

STATUS: **FOR INFORMATION**

CLIENT: **CHARTERHOUSE  
STRATEGIC LAND LIMITED**

SITE: **COPPERPENNY DRIVE,  
HEMPSTEAD, KENT**

TITLE: **HIGHWAY BOUNDARY**



|                          |                     |                |                |
|--------------------------|---------------------|----------------|----------------|
| SCALE AT A2:<br>1:500    | DATE:<br>04/03/21   | DRAWN:<br>AF   | CHECKED:<br>SC |
| PROJECT NO:<br>21-202-20 | DRAWING NO:<br>SK01 | REVISION:<br>- |                |



## Appendix H

### RSA1



**Land at Blowers Wood  
Hempstead  
Medway**

## **PROPOSED SITE ACCESS / DEVELOPMENT**

### **STAGE 1 ROAD SAFETY AUDIT**

Report No. EC/2022/09/GTA3

September 2022



**Prepared by:**

**EC ROAD SAFETY LIMITED**

Tall Trees, Down Road  
Keston, Bromley, Kent  
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**AUTHORISATION SHEET**

**Client:** Eleanor Parton - GTA Civils & Transport Limited

**Project:** Land at Blowers Wood

**Address:** Blowers Wood  
Hempstead  
Medway

**PREPARED BY**

**Name:** Paul Nevard  
**Position:** Director – EC Road Safety Limited  
**Date:** 28 September 2022

**AGREED BY**

**Name:** Vinny Rey  
**Position:** Traffic Engineer / Road Safety Auditor  
**Date:** 28 September 2022

**AUTHORISED FOR ISSUE**

**Name:** Paul Nevard  
**Position:** Director – EC Road Safety Limited  
**Date:** 29 September 2022

**DISTRIBUTION**

| Issue No. | Issued To                                       | Date Issued |
|-----------|-------------------------------------------------|-------------|
| 1.        | Eleanor Parton – GTA Civils & Transport Limited | 29/09/2022  |
| 2.        | Office Copy                                     | 29/09/2022  |

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## **1. INTRODUCTION**

### **1.1 General**

1.1.1 EC Road Safety Limited has been commissioned by GTA Civils & Transport Limited to undertake a Stage 1 Road Safety Audit on the proposed site access onto Maidstone Road. The development will consist of approximately 88 new dwellings. The site is located on the edge of Hempstead. The access is obtained from the south of the site to the west of Hoath Way (A278) to the north of the M2.

1.1.2 The scope of the Audit is to assess the proposed access arrangements associated with the site in terms of road safety and the likely impact on the public highway network.

1.1.3 The proposed access arrangements consist of a new vehicular access onto Maidstone Road. Footways and street lighting are present. The Transport Statement indicates that this section of Maidstone Road is subject to a 30mph speed limit. Maidstone Road runs along the southern boundary of the site connecting to a roundabout junction approximately 100m east of the site, joining Wigmore Road heading north, which joins Hoath Way (A278) approximately 800m of the site access. Hoath Way continues north to serve Hempstead approximately 800m from the site access and Gillingham a further 3km north of the site access. Travelling south along Hoath way provides direct access to the M2 trunk road. The M2 runs from Strood to Brenley Corner, bypassing the Medway Towns.

1.1.4 The Road Safety Audit Team (approved by Eleanor Patron - GTA Civils & Transport Limited) consisted of:

**Paul Nevard**  
**MSc, BA (Hons) CMILT, MCIHT, MSoRSA**  
**RSA, Cert. Comp**

Director – EC Road Safety Ltd  
Principal Traffic Engineer  
Road Safety Audit Team Leader

**Vinny Rey**  
**BEng (Hons) MCIHT, MSoRSA**  
**RSA, Cert. Comp**

Traffic Engineer  
Road Safety Audit Team Member

1.1.5 The Road Safety Audit Brief issued by Eleanor Parton (GTA Civils & Transport Ltd) to the Audit Team and subsequently accepted by the Audit Team consisted of the following:

- **10745-FPCR-ZZ-XX-DR-A-0001-P13 Site Layout**
- **11977\_2100\_Access Plan**
- **11977 TA\_TP Framework\_Blowers\_Wood\_Maidstone\_Kent**

1.1.6 The Audit Team examined the Audit Brief and plans, and the site was subsequently examined by Paul Nevard and Vinny Rey together on Tuesday 27<sup>th</sup> September 2022 between 18.20 and 18.55 hours. The weather during the daytime site visit was overcast but dry. Traffic flows were moderate and vehicle speeds were observed as also being moderate.

1.1.7 No details of drainage, or strategic signage have been provided. These issues are not, therefore, considered further in this report except where it is considered that the absence of them could contribute to a road safety concern.

- 1.1.8 The Road Safety Audit also comprised of an examination of the documents forming the Audit Brief supplied to the Road Safety Audit Team and are referenced in Appendix A of this report. The location of any problems raised can be found within the report, photographed for reference, or referenced in Appendix B of this report. If no problems are identified, only a location plan will be provided for reference in Appendix B.
- 1.1.9 The terms of reference of the Road Safety Audit are as described in the Highways England General Principles and Scheme Governance General information GG 119 Road Safety Audit. The Road Safety Audit Team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria. This Road Safety Audit has not considered structural safety or checked for compliance to standards. This safety audit does not perform any "Technical Check" function on these proposals. It is assumed that the Project Sponsor is satisfied that such a "Technical Check" has been successfully completed prior to requesting this safety audit.
- 1.1.10 This Road Safety Audit has been undertaken based on the Road Safety Audit Team's previous experience and knowledge in undertaking Accident Investigation, Road Safety Engineering and Road Safety Audits. No member of the Road Safety Audit Team has had any previous input to the design of the scheme. The audit has been carried out with the sole purpose of identifying any features of the design that could be removed or modified to improve the safety of the scheme. The problems identified have been noted in this report together with suggestions for safety improvements, which we recommend should be studied for implementation.
- 1.2 Purpose of Scheme**
- 1.2.1 The purpose of the scheme is to provide an access onto the public highway in association with the proposed site, which will include a new residential development.



## **2. PROBLEMS IDENTIFIED IN PREVIOUS ROAD SAFETY AUDITS**

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

### **3. PROBLEMS IDENTIFIED AT THIS STAGE 1 ROAD SAFETY AUDIT**

#### **3.1 General**

No problems identified in this category at this stage.

## **3.2 Local Alignment**

No problems identified in this category at this stage.

### **3.3**

#### **Junctions**

No problems identified in this category at this stage.

### **3.4**

#### **Non-Motorised User Provision**

No Problems identified in this category at this Stage.



### **3.5 Road Signs, Carriageway Markings & Street Lighting**

No Problems identified in this category at this Stage.

[End of list of Problems identified and Recommendations offered in this Stage 1 Audit](#)

**4. AUDIT TEAM STATEMENT**

We certify that this audit has been carried out in accordance with GG119.

**AUDIT TEAM LEADER**

Paul Nevard

Signed:



Date: 29/09/2022

**AUDIT TEAM MEMBER**

Vinny Rey

Signed:



Date: 29/09/2022

Tel: 07508 76 76 96

Email: [audits@ecroadsafety.co.uk](mailto:audits@ecroadsafety.co.uk)

## **APPENDIX A**

List of documents and plans considered during this Stage 1 Road Safety Audit:

- **10745-FPCR-ZZ-XX-DR-A-0001-P13 Site Layout**
- **11977\_2100\_Access Plan**
- **11977 TA\_TP Framework\_Blowers\_Wood\_Maidstone\_Kent**

## APPENDIX B

Location plan from this Stage 1 Road Safety Audit:



**EC ROAD SAFETY LIMITED**

Tall Trees, Downe Road  
Keston, Kent, BR2 6AD  
07508 76 76 96

[www.ecroadsafety.co.uk](http://www.ecroadsafety.co.uk)



m/r  
y/r EC.2022.09.GTA3

Email audits@ecroadsafety.co.uk  
Date 25 November2022

The person dealing with this matter is: Paul Nevard

---

Dear Ms Parton

**RE: EC/2022/09/GTA3 – BLOWERS WOOD, HEMPSTEAD, MEDWAY**

Thank you for sending through additional plans in relation to the above site where a Road Safety Audit was carried out – EC.2022.09.GTA3

I can confirm that the Audit Team has assessed the additional plans in relation to the above Road Safety Audit.

- **10745-FPCR-ZZ-XX-DR-A-0001-P21 Site Layout**
- **10745 Site Layout 15 11 22**

I can confirm that no concerns have been raised regarding the additional plans and as such the Road Safety Audit has not been revised.

Kind Regards

Paul Nevard  
Director  
MSc, BA (Hons), CMILT, MCIHT, MSoRSA, HA RSA Cert. Comp.

**EC Road Safety Limited**

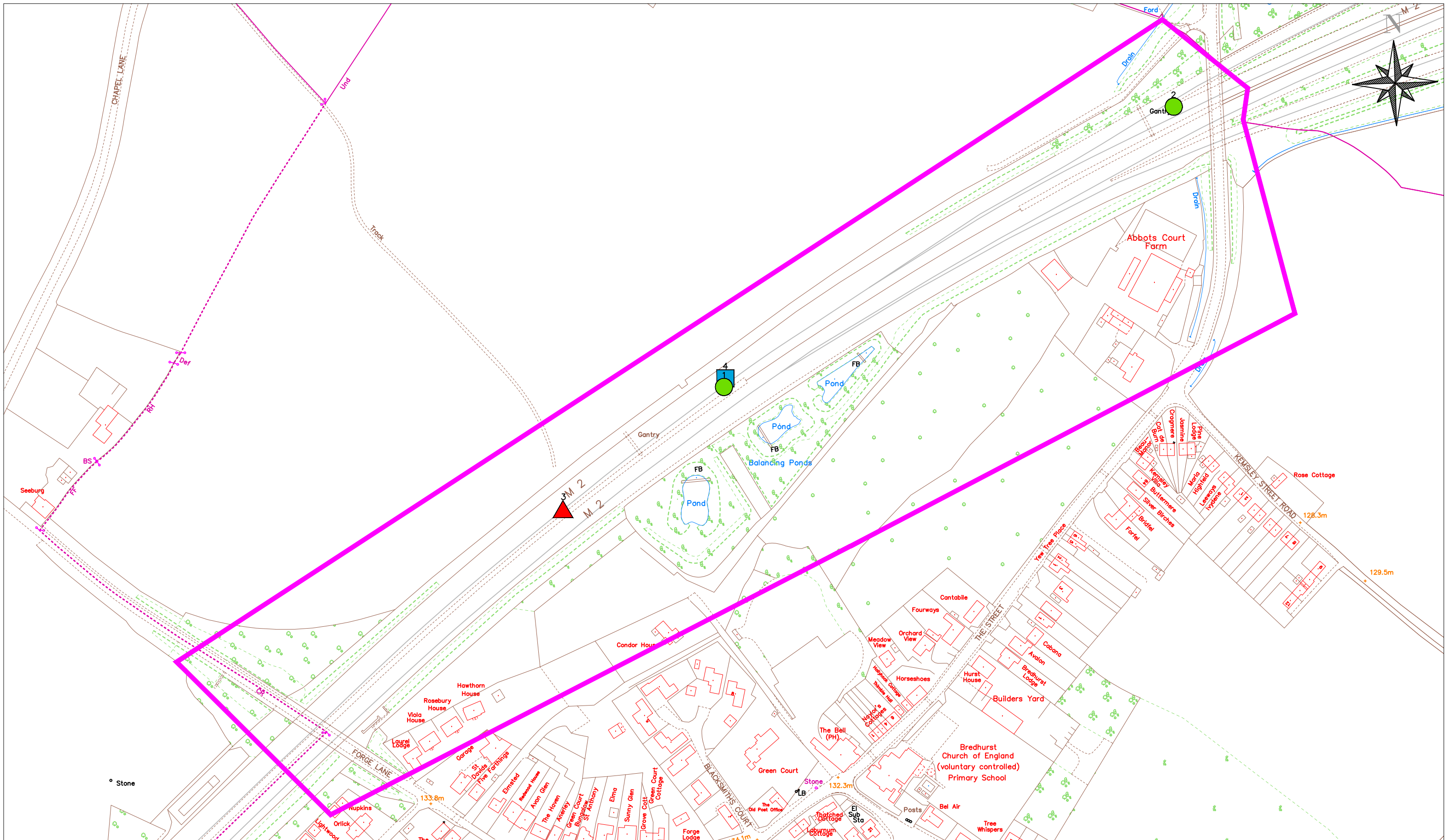
Tall Trees, Downe Road  
Keston, Kent, BR2 6AD

Tel: +44 (0)7508 76 76 96 Email: [audits@ecroadsafety.co.uk](mailto:audits@ecroadsafety.co.uk)  
Web: [www.ecroadsafety.co.uk](http://www.ecroadsafety.co.uk)

## Appendix I

### STATS-19 Report





Location: M2, J4 Bredhurst

5 years personal injury crash data up to 30/06/2022

KCC Ref number: EXT/209/22

This map is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty’s Stationery Office  
© Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. 100019238 (2015)

Crash Severity

Slight

Serious

Fatal

Kent  
County  
Council

kent.gov.uk

Date: 02 November 2022

Time: 08:51:36

Title:

Requested output: **F- Print (Full print) Crash Report**

Date: 02 November 2022

There were 23 reported crashes resulting in injury

## F - Print Crash Report

Date: 02 November 2022

Time: 8:51

|                                                  |                                                                                                                                                                                                        |                                                                 |                          |                                  |                   |
|--------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------|--------------------------|----------------------------------|-------------------|
| <b>No.1</b>                                      |                                                                                                                                                                                                        | Road <b>M2</b> Section                                          | Map ref: E580955 N163180 | Parish:                          |                   |
| Location                                         | <b>M2</b><br>District: Medway                                                                                                                                                                          |                                                                 |                          |                                  |                   |
| Description                                      | V1 slowed causing V3 to slow, V2 failed to slow in time in rainy weather and collided with the rear of V3, which went into central reservation barrier. V2 then went into lane 1 and collided with V4. |                                                                 |                          |                                  |                   |
| Severity SLIGHT                                  | V1 driver/owner DOB - unknown.<br>V4 owner - DOB - N/A.<br>Property owner - DOB - N/A.                                                                                                                 |                                                                 |                          |                                  |                   |
|                                                  | Date: 13/05/2021 Thu 12:27                                                                                                                                                                             | Daylight                                                        |                          | Road Surface Wet<br>Weather Rain | Speed limit 70mph |
| Dual carriageway                                 |                                                                                                                                                                                                        | Not at or within 20m of junction<br>No Human control within 50m |                          |                                  |                   |
| Contributory Factors: 405V002A 308V002B 307V002B |                                                                                                                                                                                                        |                                                                 |                          |                                  |                   |

| Vehicle details           |                                      |                   |                |       |           |
|---------------------------|--------------------------------------|-------------------|----------------|-------|-----------|
| Crash involved 4 vehicles |                                      |                   |                |       |           |
| vehicle type              | location                             | movement          |                | dir   | veh hit   |
| registration              |                                      | b-test            | 1st hit        |       | sex       |
| 1 car                     | not at junction                      | stopping          |                | E → W | 0         |
|                           | did not leave c'way                  | not contacted     | did not impact |       | not known |
| 2 car                     | not at junction                      | stopping          |                | E → W | 0         |
|                           | did not leave c'way                  | negative          | front          |       | male      |
| 3 car                     | not at junction                      | going ahead other |                | E → W | 0         |
|                           | left c'way offside onto central res. | negative          | back           |       | female    |
| 4 goods > 7.5t            | not at junction                      | going ahead other |                | E → W | 0         |
|                           | did not leave c'way                  | negative          | offside        |       | 28        |
|                           |                                      |                   |                |       | 45        |

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| Casualty details             |          |                     |             |           |                  |        |    |
|------------------------------|----------|---------------------|-------------|-----------|------------------|--------|----|
| Crash resulted in 1 casualty |          |                     |             |           |                  |        |    |
| class                        | severity | pedestrian location | dir         | seat belt | PSV passenger    | sex    |    |
|                              |          | pedestrian movement | school name |           | **to/from school | age    |    |
| passenger in veh 2           | SLIGHT   |                     |             |           |                  | female | 20 |

|                                |                                                                                                                                                                                                                          |                                                                 |                          |                                  |
|--------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------|--------------------------|----------------------------------|
| No.2                           |                                                                                                                                                                                                                          | Road M2 Section                                                 | Map ref: E579984 N162793 | Parish:                          |
| Location                       | M2                                                                                                                                                                                                                       |                                                                 |                          |                                  |
| Description                    | V1 travelling Coastbound between J1-J2. V1 has drifted towards central reservation, driver has then lost control after over correcting.<br>V1 has hit central reservation. No other vehicles hit, damage to front of V1. |                                                                 |                          |                                  |
| Severity SLIGHT                | Date: 26/08/2021 Thu 14:45                                                                                                                                                                                               |                                                                 | Daylight                 | Road Surface Dry<br>Weather Fine |
| Dual carriageway               |                                                                                                                                                                                                                          | Not at or within 20m of junction<br>No Human control within 50m |                          |                                  |
| Contributory Factors: 410V001A |                                                                                                                                                                                                                          |                                                                 |                          |                                  |

| Vehicle details          |                                              |                   |         |     |         |        |  |
|--------------------------|----------------------------------------------|-------------------|---------|-----|---------|--------|--|
| Crash involved 1 vehicle |                                              |                   |         |     |         |        |  |
| vehicle type             | location                                     | movement          |         | dir | veh hit | sex    |  |
| registration             |                                              | b-test            | 1st hit |     | damaged | age    |  |
| 1 car                    | not at junction                              | going ahead other | NE → SW | 0   |         | female |  |
|                          | left c'way offside onto central res. & reboi | negative          | front   |     |         | 30     |  |

| Casualty details             |          |                     |             |           |                  |        |    |
|------------------------------|----------|---------------------|-------------|-----------|------------------|--------|----|
| Crash resulted in 1 casualty |          |                     |             |           |                  |        |    |
| class                        | severity | pedestrian location | dir         | seat belt | PSV passenger    | sex    |    |
|                              |          | pedestrian movement | school name |           | **to/from school | age    |    |
| driver/rider in veh 1        | SLIGHT   |                     |             |           |                  | female | 30 |

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|                                         |                                                                          |                                                                 |                                  |                   |
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| <b>No.3</b>                             |                                                                          | Road <b>M2</b> Section                                          | Map ref: E580010 N162795         | Parish:           |
| Location                                | <b>M2 JUNCTION 4</b><br>District: Medway                                 |                                                                 |                                  |                   |
| Description                             | V2 TRAVELLING COASTBOUND PULLED OUT TO OVERTAKE LORRY AND WAS HIT BY V1. |                                                                 |                                  |                   |
| Severity SLIGHT                         | Date: 26/09/2021 Sun 17:20                                               | Daylight                                                        | Road Surface Dry<br>Weather Fine | Speed limit 70mph |
| Dual carriageway                        |                                                                          | Not at or within 20m of junction<br>No Human control within 50m |                                  |                   |
| Contributory Factors: 602V001B 306V001B |                                                                          |                                                                 |                                  |                   |

| Vehicle details           |                                              |                        |         |     |         |
|---------------------------|----------------------------------------------|------------------------|---------|-----|---------|
| Crash involved 2 vehicles |                                              |                        |         |     |         |
| vehicle type              | location                                     | movement               |         | dir | veh hit |
| registration              |                                              | b-test                 | 1st hit |     | sex     |
| 1 car                     | not at junction                              | going ahead other      | E → W   | 2   | male    |
|                           | did not leave c'way                          | negative               | front   |     | 20      |
| 2 car                     | not at junction                              | changing lane to right | E → W   | 1   | male    |
|                           | left c'way offside onto central res. & reboi | negative               | back    |     | 29      |

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| Casualty details      Crash resulted in 5 casualties |          |                     |     |             |                  |              |
|------------------------------------------------------|----------|---------------------|-----|-------------|------------------|--------------|
| class                                                | severity | pedestrian location | dir | seat belt   | PSV passenger    | sex          |
|                                                      |          | pedestrian movement |     | school name | **to/from school | age          |
| driver/rider<br>in veh 1                             | SLIGHT   |                     |     |             |                  | male<br>20   |
| driver/rider<br>in veh 2                             | SLIGHT   |                     |     |             |                  | male<br>29   |
| passenger<br>in veh 1                                | SLIGHT   |                     |     |             |                  | female<br>17 |
| passenger<br>in veh 1                                | SLIGHT   |                     |     |             |                  | female<br>17 |
| passenger<br>in veh 1                                | SLIGHT   |                     |     |             |                  | female<br>20 |



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| <b>No.4</b>                             |                                                                                                                                                                                                 | Road <b>M2</b> Section | Map ref: E580067 N162869         | Parish:           |
| Location                                | <b>M2 SLIP ROAD NEAR JUNCTION A278, GILLINGHAM</b>                                                                                                                                              |                        |                                  | District: Medway  |
| Description                             | V1 was on the sliproad after coming off the M2 London Bound. V2 was stationary at the junction from the sliproad onto Gillingham interchange roundabout when V1 then drove into the rear of V2. |                        |                                  |                   |
| Severity <b>SLIGHT</b>                  | Date: 18/11/2021 Thu 11:35                                                                                                                                                                      | Daylight               | Road Surface Dry<br>Weather Fine | Speed limit 30mph |
| Slip road                               | Roundabout<br>No Human control within 50m                                                                                                                                                       |                        |                                  |                   |
| Contributory Factors: 405V001B 406V001B |                                                                                                                                                                                                 |                        |                                  |                   |

| Vehicle details           |                                   |                                 |         |         |        |
|---------------------------|-----------------------------------|---------------------------------|---------|---------|--------|
| Crash involved 2 vehicles |                                   |                                 |         |         |        |
| vehicle type              | location                          | movement                        | dir     | veh hit | sex    |
| registration              |                                   | b-test                          | 1st hit | damaged | age    |
| 1 car                     | approaching or parked on approach | going ahead other               | W → E   | 2       | male   |
|                           | did not leave c'way               | not requested                   | front   |         | 38     |
| 2 car                     | approaching or parked on approach | waiting to go ahead but held up | W → E   | 1       | female |
|                           | did not leave c'way               | not requested                   | back    |         | 23     |

| Casualty details             |          |                     |             |           |                  |        |  |
|------------------------------|----------|---------------------|-------------|-----------|------------------|--------|--|
| Crash resulted in 1 casualty |          |                     |             |           |                  |        |  |
| class                        | severity | pedestrian location | dir         | seat belt | PSV passenger    | sex    |  |
|                              |          | pedestrian movement | school name |           | **to/from school | age    |  |
| driver/rider                 | SLIGHT   |                     |             |           |                  | female |  |
| in veh 2                     |          |                     |             |           |                  | 23     |  |

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| <b>No.5</b>                                      |                                                                                                                                                      | Road <b>A278</b> Section                                        | Map ref: E580056 N162935         | Parish:           |
| Location                                         | <b>HOATH WAY (A278) - 55 METRES JUNCTION A278, GILLINGHAM</b>                                                                                        |                                                                 |                                  |                   |
| Description                                      | V1 has been travelling along Hoath Way when V2 has braked suddenly causing V1 to collide into the rear of V2. This has caused both vehicles to spin. |                                                                 |                                  |                   |
| Severity SLIGHT                                  | Date: 30/01/2022 Sun 09:32                                                                                                                           | Daylight                                                        | Road Surface Wet<br>Weather Fine | Speed limit 50mph |
| Dual carriageway                                 |                                                                                                                                                      | Not at or within 20m of junction<br>No Human control within 50m |                                  |                   |
| Contributory Factors: 405V001A 602V001B 508V001B |                                                                                                                                                      |                                                                 |                                  |                   |

| Vehicle details           |                     |                   |         |         |        |
|---------------------------|---------------------|-------------------|---------|---------|--------|
| Crash involved 2 vehicles |                     |                   |         |         |        |
| vehicle type              | location            | movement          | dir     | veh hit | sex    |
| registration              |                     | b-test            | 1st hit | damaged | age    |
| 1 car                     | not at junction     | going ahead other | E → W   | 2       | male   |
|                           | did not leave c'way | negative          | front   |         | 36     |
| 2 car                     | not at junction     | stopping          | E → W   | 1       | female |
|                           | did not leave c'way | not requested     | back    |         | 49     |

| Casualty details               |          |                     |             |           |                  |        |  |
|--------------------------------|----------|---------------------|-------------|-----------|------------------|--------|--|
| Crash resulted in 2 casualties |          |                     |             |           |                  |        |  |
| class                          | severity | pedestrian location | dir         | seat belt | PSV passenger    | sex    |  |
|                                |          | pedestrian movement | school name |           | **to/from school | age    |  |
| driver/rider                   | SLIGHT   |                     |             |           |                  | male   |  |
| in veh 1                       |          |                     |             |           |                  | 36     |  |
| driver/rider                   | SLIGHT   |                     |             |           |                  | female |  |
| in veh 2                       |          |                     |             |           |                  | 49     |  |

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| <b>No.6</b>                                      |                                                                                                                                                                                                                           | Road <b>M2</b> Section <b>059</b> | Map ref: E580527 N163012         | Parish: 0         |
| Location                                         | (m/p 59/1 A Carriageway) M2, Medway Main Roads                                                                                                                                                                            |                                   |                                  |                   |
| Description                                      | STOP/START IN HEAVY TRAFFIC ON THE MOTORWAY. V2 AND V3 MANAGED TO STOP IN TIME DURING A SUDDEN SHOCK BRAKING PATTERN. V1 WAS UNABLE TO STOP IN TIME AND COLLIDED INTO THE REAR OF V2 SHUNTING IT FORWARD INTO REAR OF V3. |                                   |                                  |                   |
| Severity SLIGHT                                  | Date: 21/07/2017 Fri 17:10                                                                                                                                                                                                | Daylight                          | Road Surface Dry<br>Weather Fine | Speed limit 70mph |
| Dual carriageway                                 | Not at or within 20m of junction<br>No Human control within 50m                                                                                                                                                           |                                   |                                  |                   |
| Contributory Factors: 308V001B 405V001B 408V001B |                                                                                                                                                                                                                           |                                   |                                  |                   |

| Vehicle details           |                     |                   |         |         |        |
|---------------------------|---------------------|-------------------|---------|---------|--------|
| Crash involved 3 vehicles |                     |                   |         |         |        |
| vehicle type              | location            | movement          | dir     | veh hit | sex    |
| registration              |                     | b-test            | 1st hit | damaged | age    |
| 1 car                     | not at junction     | going ahead other | SW → NE | 2       | male   |
|                           | did not leave c'way | negative          | front   |         | 19     |
| 2 car                     | not at junction     | stopping          | SW → NE | 1       | male   |
|                           | did not leave c'way | not contacted     | back    |         | 52     |
| 3 car                     | not at junction     | stopping          | SW → NE | 2       | female |
|                           | did not leave c'way | negative          | back    |         | 51     |

| Casualty details             |          |                     |             |           |                  |        |  |
|------------------------------|----------|---------------------|-------------|-----------|------------------|--------|--|
| Crash resulted in 1 casualty |          |                     |             |           |                  |        |  |
| class                        | severity | pedestrian location | dir         | seat belt | PSV passenger    | sex    |  |
|                              |          | pedestrian movement | school name |           | **to/from school | age    |  |
| driver/rider                 | SLIGHT   |                     |             |           |                  | female |  |
| in veh 3                     |          |                     |             |           |                  | 51     |  |

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| <b>No.7</b>                                      |                                                                                                                                                                                          | Road <b>M2</b> Section   | Map ref: E580596 N163041         | Parish:           |
| Location                                         | <b>(M/P 592) M2, Medway Main Roads</b>                                                                                                                                                   |                          |                                  | District: Medway  |
| Description                                      | V2 in lane 1, another vehicle ahead travelling at a slower speed. V2 intended to overtake but V1 collided with the rear of V2. V1 did not anticipate the slower speed of the cars ahead. |                          |                                  |                   |
| Severity <b>SLIGHT</b>                           | Date: 24/09/2017 Sun 00:47                                                                                                                                                               | Dark: no street lighting | Road Surface Dry<br>Weather Fine | Speed limit 70mph |
| Dual carriageway                                 | Not at or within 20m of junction<br>No Human control within 50m                                                                                                                          |                          |                                  |                   |
| Contributory Factors: 405V001A 406V001A 308V001A |                                                                                                                                                                                          |                          |                                  |                   |

| Vehicle details           |                     |                   |         |         |        |
|---------------------------|---------------------|-------------------|---------|---------|--------|
| Crash involved 2 vehicles |                     |                   |         |         |        |
| vehicle type              | location            | movement          | dir     | veh hit | sex    |
| registration              |                     | b-test            | 1st hit | damaged | age    |
| 1 goods < 3.5t            | not at junction     | going ahead other | SW → NE | 2       | male   |
|                           | did not leave c'way | negative          | front   |         | 40     |
| 2 car                     | not at junction     | stopping          | SW → NE | 1       | female |
|                           | did not leave c'way | negative          | back    |         | 38     |

| Casualty details               |          |                     |             |           |                  |        |
|--------------------------------|----------|---------------------|-------------|-----------|------------------|--------|
| Crash resulted in 2 casualties |          |                     |             |           |                  |        |
| class                          | severity | pedestrian location | dir         | seat belt | PSV passenger    | sex    |
|                                |          | pedestrian movement | school name |           | **to/from school | age    |
| driver/rider                   | SLIGHT   |                     |             |           |                  | female |
| in veh 2                       |          |                     |             |           |                  | 38     |
| passenger                      | SLIGHT   |                     |             |           |                  | male   |
| in veh 2                       |          |                     |             |           |                  | 29     |

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|--------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------|----------------------------------|-------------------|
| <b>No.8</b>                                      |                                                                                                                                                                                                                                                                                                                                                                               | Road <b>M2</b> Section                   | Map ref: E580321 N162951         | Parish:           |
| Location                                         | (m/p 59/6 ) M2 Junction 4 To Junction 5 at Junction with Slip, Gillingham                                                                                                                                                                                                                                                                                                     |                                          |                                  |                   |
| Description                                      | 4 vehicle RTC which occurred on the slip road at jct 4 coast bound on the M2. V1 has slowed to almost a complete stop at the end of the slip road while she waited for gap to join the motorway. V2 has clipped the rear of V1, overturned and skidded down the carriageway. V3 was unable to brake in time to avoid hitting the rear of V4, who has braked to avoid the RTC. |                                          |                                  |                   |
| Severity <b>SERIOUS</b>                          | Date: 01/11/2017 Wed 09:23                                                                                                                                                                                                                                                                                                                                                    | Daylight                                 | Road Surface Dry<br>Weather Fine | Speed limit 70mph |
| Slip road                                        |                                                                                                                                                                                                                                                                                                                                                                               | Slip Road<br>No Human control within 50m |                                  |                   |
| Contributory Factors: 403V001B 604V001A 408V004B |                                                                                                                                                                                                                                                                                                                                                                               |                                          |                                  |                   |

| Vehicle details           |                         |                        |         |         |         |
|---------------------------|-------------------------|------------------------|---------|---------|---------|
| Crash involved 4 vehicles |                         |                        |         |         |         |
| vehicle type              | location                | movement               |         | dir     | veh hit |
| registration              |                         | b-test                 | 1st hit | damaged | sex     |
| 1 car                     | entering from slip road | stopping               | W → E   | 2       | female  |
|                           | did not leave c'way     | negative               | back    |         | 75      |
| 2 car                     | entering from slip road | going ahead other      | W → E   | 1       | female  |
|                           | did not leave c'way     | negative               | front   |         | 78      |
| 3 car                     | mid junction            | changing lane to right | W → E   | 4       | female  |
|                           | did not leave c'way     | negative               | front   |         | 55      |
| 4 goods < 3.5t            | mid junction            | going ahead other      | W → E   | 3       | male    |
|                           | did not leave c'way     | negative               | back    |         | 40      |

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| Casualty details               |          |                     |     |             |                  |        |
|--------------------------------|----------|---------------------|-----|-------------|------------------|--------|
| Crash resulted in 3 casualties |          |                     |     |             |                  |        |
| class                          | severity | pedestrian location | dir | seat belt   | PSV passenger    | sex    |
|                                |          | pedestrian movement |     | school name | **to/from school | age    |
| driver/rider                   | SLIGHT   |                     |     |             |                  | female |
| in veh 1                       |          |                     |     |             |                  | 75     |
| driver/rider                   | SERIOUS  |                     |     |             |                  | female |
| in veh 2                       |          |                     |     |             |                  | 78     |
| driver/rider                   | SLIGHT   |                     |     |             |                  | male   |
| in veh 4                       |          |                     |     |             |                  | 40     |



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|--------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------|----------------------------------|-------------------|
| <b>No.9</b>                    |                                                                                                                                                                                                                                                                                                  | Road <b>M2</b> Section                                          | Map ref: E579759 N162705         | Parish:           |
| Location                       | 58/0 A Carriageway M2 near Junction with A278                                                                                                                                                                                                                                                    |                                                                 |                                  |                   |
| Description                    | V1 has suffered a rear near side tyre blow out whilst travelling along M2 A carriageway. D1 has braked causing V1 to lose control and swerve into the central reservation. V1 has come to a stop after spinning along in lane 2, facing the wrong direction and has then been hit head on by V2. |                                                                 |                                  |                   |
| Severity <b>SERIOUS</b>        | Date: 01/04/2018 Sun 21:10                                                                                                                                                                                                                                                                       | Dark: street lights present, unlit                              | Road Surface Wet<br>Weather Fine | Speed limit 70mph |
| Dual carriageway               |                                                                                                                                                                                                                                                                                                  | Not at or within 20m of junction<br>No Human control within 50m |                                  |                   |
| Contributory Factors: 999V001A |                                                                                                                                                                                                                                                                                                  |                                                                 |                                  |                   |

| Vehicle details      Crash involved 2 vehicles |                                             |                   |         |         |        |
|------------------------------------------------|---------------------------------------------|-------------------|---------|---------|--------|
| vehicle type                                   | location                                    | movement          | dir     | veh hit | sex    |
| registration                                   |                                             | b-test            | 1st hit | damaged | age    |
| 1 car                                          | not at junction                             | going ahead other | W → E   | 2       | female |
|                                                | left c'way offside onto central res. & rebo | not contacted     | front   |         | 23     |
| 2 car                                          | not at junction                             | going ahead other | W → E   | 1       | male   |
|                                                | did not leave c'way                         | negative          | front   |         | 27     |

| Casualty details      Crash resulted in 3 casualties |          |                     |     |             |                  |        |
|------------------------------------------------------|----------|---------------------|-----|-------------|------------------|--------|
| class                                                | severity | pedestrian location | dir | seat belt   | PSV passenger    | sex    |
|                                                      |          | pedestrian movement |     | school name | **to/from school | age    |
| driver/rider                                         | SERIOUS  |                     |     |             |                  | female |
| in veh 1                                             |          |                     |     |             |                  | 23     |
| driver/rider                                         | SLIGHT   |                     |     |             |                  | male   |
| in veh 2                                             |          |                     |     |             |                  | 27     |
| passenger                                            | SLIGHT   |                     |     |             |                  | female |
| in veh 2                                             |          |                     |     |             |                  | 22     |

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| <b>No.10</b>                            |                                                                                                                                                                                                               | Road <b>M2</b> Section <b>001</b> | Map ref: E580092 N162795         | Parish: 0         |
| Location                                | <b>M2, at its Junction with A278 (J4) WESTBOUND EXIT FROM ROUNDABOUT</b>                                                                                                                                      |                                   |                                  | District: Medway  |
| Description                             | Minor RTC, V1 exiting roundabout, hit a wet patch, back wheel slid out from under the Bike. Rider hit crash barrier, no damage to crash barrier, minor injuries to rider. (POSTCODE FOR C1/V1 NOT AVAILABLE). |                                   |                                  |                   |
| Severity <b>SLIGHT</b>                  | Date: 31/10/2018 Wed 11:22                                                                                                                                                                                    | Daylight                          | Road Surface Wet<br>Weather Fine | Speed limit 70mph |
| Slip road                               | Roundabout<br>No Human control within 50m                                                                                                                                                                     |                                   |                                  |                   |
| Contributory Factors: 103V001A 410V001A |                                                                                                                                                                                                               |                                   |                                  |                   |

| Vehicle details      Crash involved 1 vehicle |                      |              |          |         |      |
|-----------------------------------------------|----------------------|--------------|----------|---------|------|
| vehicle type                                  | location             | movement     | dir      | veh hit | sex  |
| registration                                  |                      | b-test       | 1st hit  | damaged | age  |
| 1 m/cycle > 500cc                             | leaving roundabout   | turning left | NE → SW  | 0       | male |
|                                               | left c'way near-side | negative     | nearside |         | 40   |

| Casualty details      Crash resulted in 1 casualty |          |                     |     |             |                  |      |
|----------------------------------------------------|----------|---------------------|-----|-------------|------------------|------|
| class                                              | severity | pedestrian location | dir | seat belt   | PSV passenger    | sex  |
|                                                    |          | pedestrian movement |     | school name | **to/from school | age  |
| driver/rider                                       | SLIGHT   |                     |     |             |                  | male |
| in veh 1                                           |          |                     |     |             |                  | 40   |

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|--------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------|----------------------------------|-------------------|
| <b>No.11</b>                   |                                                                                                                                                                                 | Road <b>M2</b> Section <b>058</b> | Map ref: E580285 N162920         | Parish: 0         |
| Location                       | <b>M2, B CARRIAGEWAY, NEAR MARKER POST 57/6, J4, BREDHURST.</b>                                                                                                                 |                                   |                                  |                   |
| Description                    | V1 TRAVELLING IN LANE 1 WHEN THEY STRUCK A WHEEL/TYRE WHICH WAS IN LANE 1. VEHICLE LOST CONTROL AND HIT CENTRAL RESERVATION BEFORE COMING BACK INTO CARRIAGEWAY AND HITTING V2. |                                   |                                  |                   |
| Severity <b>SLIGHT</b>         | Date: 31/10/2018 Wed 16:00                                                                                                                                                      | Daylight                          | Road Surface Wet<br>Weather Fine | Speed limit 70mph |
| Dual carriageway               | Not at or within 20m of junction<br>No Human control within 50m                                                                                                                 |                                   |                                  |                   |
| Contributory Factors: 109V001A |                                                                                                                                                                                 |                                   |                                  |                   |

| Vehicle details           |                                      |                   |         |         |      |
|---------------------------|--------------------------------------|-------------------|---------|---------|------|
| Crash involved 2 vehicles |                                      |                   |         |         |      |
| vehicle type              | location                             | movement          | dir     | veh hit | sex  |
| registration              |                                      | b-test            | 1st hit | damaged | age  |
| 1 car                     | not at junction                      | going ahead other | NE → SW | 2       | male |
|                           | left c'way offside onto central res. | not contacted     | front   |         | 74   |
| 2 car                     | not at junction                      | going ahead other | NE → SW | 1       | male |
|                           | did not leave c'way                  | not contacted     | front   |         | 46   |

| Casualty details             |          |                     |             |           |                  |      |
|------------------------------|----------|---------------------|-------------|-----------|------------------|------|
| Crash resulted in 1 casualty |          |                     |             |           |                  |      |
| class                        | severity | pedestrian location | dir         | seat belt | PSV passenger    | sex  |
|                              |          | pedestrian movement | school name |           | **to/from school | age  |
| driver/rider                 | SLIGHT   |                     |             |           |                  | male |
| in veh 1                     |          |                     |             |           |                  | 74   |

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|                                         |                                                                                                                                                                                                                         |                                  |                                       |                   |
|-----------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------|---------------------------------------|-------------------|
| <b>No.12</b>                            |                                                                                                                                                                                                                         | Road <b>M2</b> Section           | Map ref: E580237 N162885              | Parish:           |
| Location                                | <b>M2</b>                                                                                                                                                                                                               |                                  |                                       |                   |
| Description                             | V1 TRAVELLING SOUTH WEST IN LANE TWO OF THE LONDON BOUND CARRIAGEWAY OF THE M2, GILLINGHAM.<br>V2 DIRECTLY IN FRONT OF V1.<br>SLOWING TRAFFIC OWING TO A LANE ONE CLOSURE RESULTED IN V1 COLLIDING INTO THE REAR OF V2. |                                  |                                       |                   |
| Severity <b>SERIOUS</b>                 | Date: 16/03/2019 Sat 18:28                                                                                                                                                                                              | Dark: street lights present, lit | Road Surface Wet<br>Weather Fine Wind | Speed limit 70mph |
| Dual carriageway                        | Not at or within 20m of junction<br>No Human control within 50m                                                                                                                                                         |                                  |                                       |                   |
| Contributory Factors: 308V001A 605V001A |                                                                                                                                                                                                                         |                                  |                                       |                   |

| Vehicle details           |                     |                   |         |         |      |
|---------------------------|---------------------|-------------------|---------|---------|------|
| Crash involved 2 vehicles |                     |                   |         |         |      |
| vehicle type              | location            | movement          | dir     | veh hit | sex  |
| registration              |                     | b-test            | 1st hit | damaged | age  |
| 1 car                     | not at junction     | going ahead other | NE → SW | 2       | male |
|                           | did not leave c'way | not requested     | front   |         | 26   |
| 2 car                     | not at junction     | stopping          | NE → SW | 1       | male |
|                           | did not leave c'way | not requested     | back    |         | 38   |

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| Casualty details               |          |                     |     |             |                  |        |
|--------------------------------|----------|---------------------|-----|-------------|------------------|--------|
| Crash resulted in 4 casualties |          |                     |     |             |                  |        |
| class                          | severity | pedestrian location | dir | seat belt   | PSV passenger    | sex    |
|                                |          | pedestrian movement |     | school name | **to/from school | age    |
| driver/rider                   | SLIGHT   |                     |     |             |                  | male   |
| in veh 1                       |          |                     |     |             |                  | 26     |
| driver/rider                   | SLIGHT   |                     |     |             |                  | male   |
| in veh 2                       |          |                     |     |             |                  | 38     |
| passenger                      | SERIOUS  |                     |     |             |                  | female |
| in veh 1                       |          |                     |     |             |                  | 16     |
| passenger                      | SLIGHT   |                     |     |             |                  | female |
| in veh 2                       |          |                     |     |             |                  | 36     |

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|                                |                                                                                                                                                                                                                                                                        |                                                                 |                                  |                   |
|--------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------|----------------------------------|-------------------|
| <b>No.13</b>                   |                                                                                                                                                                                                                                                                        | Road <b>M2</b> Section                                          | Map ref: E580862 N163139         | Parish:           |
| Location                       | District: Medway                                                                                                                                                                                                                                                       |                                                                 |                                  |                   |
|                                | <b>M2</b>                                                                                                                                                                                                                                                              |                                                                 |                                  |                   |
| Description                    | V2 overtaking V1 on M2 coast bound. V1 has moved into lane 2 hitting cab of V2 causing damage. V1 has continued on its journey. V2 has indicated at V1 to stop but failed to do so. V1 was inspected at port of Dover. Minor scuff to trailer curtain likely from RTC. |                                                                 |                                  |                   |
| Severity SLIGHT                | Date: 28/03/2019 Thu 06:45                                                                                                                                                                                                                                             | Daylight                                                        | Road Surface Dry<br>Weather Fine | Speed limit 70mph |
| Dual carriageway               |                                                                                                                                                                                                                                                                        | Not at or within 20m of junction<br>No Human control within 50m |                                  |                   |
| Contributory Factors: 405V001B |                                                                                                                                                                                                                                                                        |                                                                 |                                  |                   |

| Vehicle details      Crash involved 2 vehicles |                     |                               |          |         |      |
|------------------------------------------------|---------------------|-------------------------------|----------|---------|------|
| vehicle type                                   | location            | movement                      | dir      | veh hit | sex  |
| registration                                   |                     | b-test                        | 1st hit  | damaged | age  |
| 1 goods > 7.5t                                 | not at junction     | going ahead other             | NW → SE  | 2       | male |
|                                                | did not leave c'way | negative                      | offside  |         | 40   |
| 2 car                                          | not at junction     | o/t moving vehicle on its O/S | NW → SE  | 1       | male |
|                                                | did not leave c'way | not contacted                 | nearside |         | 22   |

| Casualty details      Crash resulted in 1 casualty |          |                     |             |           |                  |      |  |
|----------------------------------------------------|----------|---------------------|-------------|-----------|------------------|------|--|
| class                                              | severity | pedestrian location | dir         | seat belt | PSV passenger    | sex  |  |
|                                                    |          | pedestrian movement | school name |           | **to/from school | age  |  |
| passenger                                          | SLIGHT   |                     |             |           |                  | male |  |
| in veh 2                                           |          |                     |             |           |                  | 21   |  |



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|                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                 |                                  |                   |
|--------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------|----------------------------------|-------------------|
| <b>No.14</b>                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Road <b>M2</b> Section                                          | Map ref: E580550 N163025         | Parish:           |
| Location                                         | <b>M2 - 168 METRES JUNCTION M2</b>                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                 |                                  |                   |
| Description                                      | V2 travelling on the M2 coast bound in Lane 3. V2 indicated to move from Lane 3 in to Lane 2 which appeared clear. While V2 moved in to Lane 2 driver noticed V1 moving from Lane 1 in to Lane 2. V2 avoided a collision by pulling the steering hard over but in doing so caused vehicle to lose control and enter in to a spin hitting the Armco barrier and crashing. V1 did not stop. V2 crashed into Lane 1 and hard shoulder. Unknown identity of V1. |                                                                 |                                  |                   |
| Severity SLIGHT                                  | Date: 04/05/2019 Sat 13:10                                                                                                                                                                                                                                                                                                                                                                                                                                  | Daylight                                                        | Road Surface Dry<br>Weather Fine | Speed limit 70mph |
| Dual carriageway                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Not at or within 20m of junction<br>No Human control within 50m |                                  |                   |
| Contributory Factors: 405V001B 405V002B 409V002A |                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                 |                                  |                   |

| Vehicle details           |                                              |                        |                |         |           |
|---------------------------|----------------------------------------------|------------------------|----------------|---------|-----------|
| Crash involved 2 vehicles |                                              |                        |                |         |           |
| vehicle type              | location                                     | movement               | dir            | veh hit | sex       |
| registration              |                                              | b-test                 | 1st hit        | damaged | age       |
| 1 car                     | not at junction                              | changing lane to right | W → E          | 2       | not known |
|                           | did not leave c'way                          | not contacted          | did not impact |         | ?         |
| 2 car                     | not at junction                              | changing lane to left  | W → E          | 1       | female    |
|                           | left c'way offside onto central res. & reboi | not contacted          | offside        |         | 47        |

| Casualty details             |          |                     |             |           |                  |        |
|------------------------------|----------|---------------------|-------------|-----------|------------------|--------|
| Crash resulted in 1 casualty |          |                     |             |           |                  |        |
| class                        | severity | pedestrian location | dir         | seat belt | PSV passenger    | sex    |
|                              |          | pedestrian movement | school name |           | **to/from school | age    |
| driver/rider                 | SLIGHT   |                     |             |           |                  | female |
| in veh 2                     |          |                     |             |           |                  | 47     |

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|                                                           |                                                                                                                                                                                                                                                                                      |                        |                                  |                   |
|-----------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|----------------------------------|-------------------|
| <b>No.15</b>                                              |                                                                                                                                                                                                                                                                                      | Road <b>M2</b> Section | Map ref: E580709 N163089         | Parish:           |
| Location                                                  | <b>M2, junction 4</b>                                                                                                                                                                                                                                                                |                        |                                  |                   |
| Description                                               | V1 was travelling on the M2 in Lane 2 of 2 and failed to recognise the slowing traffic ahead. V1 swerved from Lane 2 towards Lane 1 to try and miss V2 but caught the rear nearside of V2 with his offside front. It is believed that V1 was not paying attention to the road ahead. |                        |                                  |                   |
| Severity SLIGHT                                           | Date: 14/06/2019 Fri 15:45                                                                                                                                                                                                                                                           | Daylight               | Road Surface Dry<br>Weather Fine | Speed limit 70mph |
| Dual carriageway                                          | Not at or within 20m of junction<br>No Human control within 50m                                                                                                                                                                                                                      |                        |                                  |                   |
| Contributory Factors: 405V001A 509V001A 405V001A 509V001A |                                                                                                                                                                                                                                                                                      |                        |                                  |                   |

| Vehicle details           |                     |                   |         |         |      |
|---------------------------|---------------------|-------------------|---------|---------|------|
| Crash involved 2 vehicles |                     |                   |         |         |      |
| vehicle type              | location            | movement          | dir     | veh hit | sex  |
| registration              |                     | b-test            | 1st hit | damaged | age  |
| 1 car                     | not at junction     | going ahead other | W → E   | 0       | male |
|                           | did not leave c'way | negative          | front   |         | 22   |
| 2 car                     | not at junction     | stopping          | W → E   | 0       | male |
|                           | did not leave c'way | negative          | back    |         | 36   |

| Casualty details             |          |                     |             |           |                  |        |
|------------------------------|----------|---------------------|-------------|-----------|------------------|--------|
| Crash resulted in 1 casualty |          |                     |             |           |                  |        |
| class                        | severity | pedestrian location | dir         | seat belt | PSV passenger    | sex    |
|                              |          | pedestrian movement | school name |           | **to/from school | age    |
| passenger                    | SLIGHT   |                     |             |           |                  | female |
| in veh 2                     |          |                     |             |           |                  | 40     |

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|                                                           |                                                                                                                                                                                                                                         |                        |                                  |                   |
|-----------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|----------------------------------|-------------------|
| <b>No.16</b>                                              |                                                                                                                                                                                                                                         | Road <b>M2</b> Section | Map ref: E579904 N162733         | Parish:           |
| Location                                                  | <b>M2</b>                                                                                                                                                                                                                               |                        |                                  |                   |
| Description                                               | V2 STATIONARY WAITING TO JOIN TRAFFIC, V1 CAME FROM BEHIND AND COLLIDED INTO REAR OF V2 CAUSING DAMAGE AND SLIGHT INJURIES TO DRIVER AND 2 PASSENGERS OF V2. SECTION 170 COMPLIED AT SCENE BUT HAVE SINCE DISCOVERED V1 IS NOT INSURED. |                        |                                  |                   |
| Severity SLIGHT                                           | Date: 08/07/2019 Mon 08:30                                                                                                                                                                                                              | Daylight               | Road Surface Dry<br>Weather Fine | Speed limit 70mph |
| Slip road                                                 | Not at or within 20m of junction<br>No Human control within 50m                                                                                                                                                                         |                        |                                  |                   |
| Contributory Factors: 308V001A 307V001A 405V001B 406V001B |                                                                                                                                                                                                                                         |                        |                                  |                   |

| Vehicle details           |                     |                                 |         |         |        |
|---------------------------|---------------------|---------------------------------|---------|---------|--------|
| Crash involved 2 vehicles |                     |                                 |         |         |        |
| vehicle type              | location            | movement                        | dir     | veh hit | sex    |
| registration              |                     | b-test                          | 1st hit | damaged | age    |
| 1 car                     | not at junction     | going ahead other               | E → W   | 2       | female |
|                           | did not leave c'way | not contacted                   | front   |         | ?      |
| 2 car                     | not at junction     | waiting to go ahead but held up | E → W   | 1       | male   |
|                           | did not leave c'way | not contacted                   | back    |         | 30     |

| Casualty details               |          |                     |             |           |                  |        |
|--------------------------------|----------|---------------------|-------------|-----------|------------------|--------|
| Crash resulted in 3 casualties |          |                     |             |           |                  |        |
| class                          | severity | pedestrian location | dir         | seat belt | PSV passenger    | sex    |
|                                |          | pedestrian movement | school name |           | **to/from school | age    |
| driver/rider                   | SLIGHT   |                     |             |           |                  | male   |
| in veh 2                       |          |                     |             |           |                  | 30     |
| passenger                      | SLIGHT   |                     |             |           |                  | female |
| in veh 2                       |          |                     |             |           |                  | ?      |
| passenger                      | SLIGHT   |                     |             |           |                  | male   |
| in veh 1                       |          |                     |             |           |                  | ?      |

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|-----------------------------------------|----------------------------------------------------------------------------------------------------------------------|------------------------|----------------------------------|-------------------|
| <b>No.17</b>                            |                                                                                                                      | Road <b>M2</b> Section | Map ref: E580313 N162900         | Parish:           |
| Location                                | <b>M2 - 100 METRES JUNCTION M2</b>                                                                                   |                        |                                  | District: Medway  |
| Description                             | Informant reports V2 approaching M2 Junc 4 roundabout, slowing to stop. V1 hit V2 then failed to stop and drove off. |                        |                                  |                   |
| Severity SLIGHT                         | Date: 21/08/2019 Wed 07:30                                                                                           | Daylight               | Road Surface Dry<br>Weather Fine | Speed limit 70mph |
| Slip road                               | Not at or within 20m of junction<br>No Human control within 50m                                                      |                        |                                  |                   |
| Contributory Factors: 306V001B 406V001B |                                                                                                                      |                        |                                  |                   |

| Vehicle details           |                     |                   |         |         |           |
|---------------------------|---------------------|-------------------|---------|---------|-----------|
| Crash involved 2 vehicles |                     |                   |         |         |           |
| vehicle type              | location            | movement          | dir     | veh hit | sex       |
| registration              |                     | b-test            | 1st hit | damaged | age       |
| 1 car                     | not at junction     | going ahead other | E → W   | 2       | not known |
|                           | did not leave c'way | not requested     | front   |         | ?         |
| 2 goods unknown weight    | not at junction     | stopping          | E → W   | 1       | male      |
|                           | did not leave c'way | not requested     | back    |         | 48        |

| Casualty details             |          |                     |             |           |                  |      |  |
|------------------------------|----------|---------------------|-------------|-----------|------------------|------|--|
| Crash resulted in 1 casualty |          |                     |             |           |                  |      |  |
| class                        | severity | pedestrian location | dir         | seat belt | PSV passenger    | sex  |  |
|                              |          | pedestrian movement | school name |           | **to/from school | age  |  |
| driver/rider                 | SLIGHT   |                     |             |           |                  | male |  |
| in veh 2                     |          |                     |             |           |                  | 48   |  |

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|                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                        |                                  |                   |
|--------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|----------------------------------|-------------------|
| <b>No.18</b>                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Road <b>M2</b> Section | Map ref: E580176 N162820         | Parish:           |
| Location                       | <b>M2 NEAR JUNCTION A278, GILLINGHAM</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                        |                                  | District: Medway  |
| Description                    | <p>V2 had come off of the M2 at junction 4 and was sat at the junction to join the roundabout, waiting for a clear space to get round. Suddenly there was a force to the back of her car locking the seatbelt, and throwing V2s head against the headrest. The car had juttod forward slightly so she pulled forward out of the way of any oncoming traffic on the roundabout and put on her hazards to be able to get out and check the car and speak to the other driver. V2 got out and looked at the back of her car, V1 stayed put at the junction and made no attempt to get out of the car or put his hazards on. V2 didn't feel it was safe to cross the roundabout due to the roundabout being busy due to the time of day. V2 got back in the car to find a pen to be able to take down V1s registration plate and D1 drove off at speed.</p> |                        |                                  |                   |
| Severity <b>SERIOUS</b>        | Date: 10/09/2019 Tue 18:20                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Daylight               | Road Surface Dry<br>Weather Fine | Speed limit 50mph |
| Slip road                      | Roundabout<br>No Human control within 50m                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                        |                                  |                   |
| Contributory Factors: 406V001B |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                        |                                  |                   |

| Vehicle details           |                                   |                   |         |         |           |
|---------------------------|-----------------------------------|-------------------|---------|---------|-----------|
| Crash involved 2 vehicles |                                   |                   |         |         |           |
| vehicle type              | location                          | movement          | dir     | veh hit | sex       |
| registration              |                                   | b-test            | 1st hit | damaged | age       |
| 1 car                     | approaching or parked on approach | going ahead other | NE → SE | 2       | not known |
|                           | did not leave c'way               | not requested     | front   |         | ?         |
| 2 car                     | approaching or parked on approach | going ahead other | NE → SW | 1       | female    |
|                           | did not leave c'way               | not requested     | back    |         | 32        |

| Casualty details             |          |                     |             |           |                  |        |
|------------------------------|----------|---------------------|-------------|-----------|------------------|--------|
| Crash resulted in 1 casualty |          |                     |             |           |                  |        |
| class                        | severity | pedestrian location | dir         | seat belt | PSV passenger    | sex    |
|                              |          | pedestrian movement | school name |           | **to/from school | age    |
| driver/rider                 | SERIOUS  |                     |             |           |                  | female |
| in veh 2                     |          |                     |             |           |                  | 32     |

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|                                                                     |                                                                                                                                                                                                                                                                                                                                                                              |                                                                 |                                  |                   |
|---------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------|----------------------------------|-------------------|
| <b>No.19</b>                                                        |                                                                                                                                                                                                                                                                                                                                                                              | Road <b>M2</b> Section                                          | Map ref: E579976 N162798         | Parish:           |
| Location                                                            | <b>M2 Junction 4</b>                                                                                                                                                                                                                                                                                                                                                         |                                                                 |                                  |                   |
| Description                                                         | V1 has been travelling in lane 1 but has started to manoeuvre into lane 2. However V2 is travelling in lane 2 which V1 appears not to have seen. V2 has swerved to avoid a collision with V1. This has caused V3 in lane 3 to swerve to avoid a collision with V2. Due to swerving V3 has lost control and has started to spin hitting the central barrier and bouncing off. |                                                                 |                                  |                   |
| Severity SLIGHT                                                     | Date: 26/06/2020 Fri 07:31                                                                                                                                                                                                                                                                                                                                                   | Daylight                                                        | Road Surface Dry<br>Weather Fine | Speed limit 70mph |
| Dual carriageway                                                    |                                                                                                                                                                                                                                                                                                                                                                              | Not at or within 20m of junction<br>No Human control within 50m |                                  |                   |
| Contributory Factors: 403V001B 405V001B 409V002A 409V003A 710 V001A |                                                                                                                                                                                                                                                                                                                                                                              |                                                                 |                                  |                   |

| Vehicle details Crash involved 3 vehicles |                                              |                        |                |         |           |
|-------------------------------------------|----------------------------------------------|------------------------|----------------|---------|-----------|
| vehicle type                              | location                                     | movement               | dir            | veh hit | sex       |
| registration                              |                                              | b-test                 | 1st hit        | damaged | age       |
| 1 goods unknown weight                    | not at junction                              | changing lane to right | N → S          | 0       | not known |
|                                           | did not leave c'way                          | not requested          | did not impact |         | ?         |
| 2 car                                     | not at junction                              | going ahead other      | N → S          | 0       | not known |
|                                           | did not leave c'way                          | not requested          | did not impact |         | ?         |
| 3 car                                     | not at junction                              | going ahead other      | N → S          | 1       | female    |
|                                           | left c'way offside onto central res. & reboi | not requested          | offside        |         | 54        |

| Casualty details Crash resulted in 1 casualty |          |                     |             |           |                  |        |
|-----------------------------------------------|----------|---------------------|-------------|-----------|------------------|--------|
| class                                         | severity | pedestrian location | dir         | seat belt | PSV passenger    | sex    |
|                                               |          | pedestrian movement | school name |           | **to/from school | age    |
| driver/rider                                  | SLIGHT   |                     |             |           |                  | female |
| in veh 3                                      |          |                     |             |           |                  | 54     |



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| <b>No.20</b>                                              |                                                                                                                                                                                           | Road <b>M2</b> Section | Map ref: E580064 N162864         | Parish:           |
| Location                                                  | <b>M2 NEAR JUNCTION A278</b>                                                                                                                                                              |                        |                                  |                   |
| Description                                               | V1 had been approaching the on slip from the M2 towards the roundabout towards J4. V2 stopped to give way at the roundabout, however V1 did not realise and collided with the rear of V2. |                        |                                  |                   |
| Severity SLIGHT                                           | Date: 06/08/2020 Thu 10:34                                                                                                                                                                | Daylight               | Road Surface Dry<br>Weather Fine | Speed limit 50mph |
| Slip road                                                 | Roundabout<br>No Human control within 50m                                                                                                                                                 |                        |                                  |                   |
| Contributory Factors: 405V001A 406V001A 308V001A 408V002B |                                                                                                                                                                                           |                        |                                  |                   |

| Vehicle details           |                     |                                 |         |         |      |
|---------------------------|---------------------|---------------------------------|---------|---------|------|
| Crash involved 2 vehicles |                     |                                 |         |         |      |
| vehicle type              | location            | movement                        | dir     | veh hit | sex  |
| registration              |                     | b-test                          | 1st hit | damaged | age  |
| 1 car                     | entering roundabout | going ahead other               | W → E   | 2       | male |
|                           | did not leave c'way | negative                        | front   |         | 32   |
| 2 car                     | entering roundabout | waiting to go ahead but held up | W → E   | 1       | male |
|                           | did not leave c'way | negative                        | back    |         | 69   |

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| Casualty details      Crash resulted in 4 casualties |          |                     |     |             |                  |              |
|------------------------------------------------------|----------|---------------------|-----|-------------|------------------|--------------|
| class                                                | severity | pedestrian location | dir | seat belt   | PSV passenger    | sex          |
|                                                      |          | pedestrian movement |     | school name | **to/from school | age          |
| passenger<br>in veh 1                                | SLIGHT   |                     |     |             |                  | female<br>48 |
| passenger<br>in veh 1                                | SLIGHT   |                     |     |             |                  | female<br>78 |
| passenger<br>in veh 2                                | SLIGHT   |                     |     |             |                  | female<br>70 |
| driver/rider<br>in veh 2                             | SLIGHT   |                     |     |             |                  | male<br>69   |

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|                                         |                                                                                                           |                                  |                                  |                   |
|-----------------------------------------|-----------------------------------------------------------------------------------------------------------|----------------------------------|----------------------------------|-------------------|
| <b>No.21</b>                            |                                                                                                           | Road <b>A278</b> Section         | Map ref: E580076 N162889         | Parish:           |
| Location                                | <b>HOATH WAY (A278) JUNCTION A278, GILLINGHAM</b>                                                         |                                  |                                  | District: Medway  |
| Description                             | V2 was going round the roundabout to come off the Wigmore Junction. V1 has pulled out and knocked off V2. |                                  |                                  |                   |
| Severity <b>SLIGHT</b>                  | Date: 12/09/2020 Sat 20:05                                                                                | Dark: street lights present, lit | Road Surface Dry<br>Weather Fine | Speed limit 50mph |
| Dual carriageway                        | Roundabout<br>No Human control within 50m                                                                 |                                  |                                  |                   |
| Contributory Factors: 405V001B 202V002B |                                                                                                           |                                  |                                  |                   |

| Vehicle details           |                     |              |         |         |        |
|---------------------------|---------------------|--------------|---------|---------|--------|
| Crash involved 2 vehicles |                     |              |         |         |        |
| vehicle type              | location            | movement     | dir     | veh hit | sex    |
| registration              |                     | b-test       | 1st hit | damaged | age    |
| 1 car                     | entering roundabout | starting     | E → W   | 0       | female |
|                           | did not leave c'way | negative     | offside |         | 42     |
| 2 23                      | leaving roundabout  | turning left | S → N   | 1       | male   |
|                           | did not leave c'way | not provided | front   |         | 41     |

| Casualty details             |          |                     |             |           |                  |      |  |
|------------------------------|----------|---------------------|-------------|-----------|------------------|------|--|
| Crash resulted in 1 casualty |          |                     |             |           |                  |      |  |
| class                        | severity | pedestrian location | dir         | seat belt | PSV passenger    | sex  |  |
|                              |          | pedestrian movement | school name |           | **to/from school | age  |  |
| driver/rider                 | SLIGHT   |                     |             |           |                  | male |  |
| in veh 2                     |          |                     |             |           |                  | 41   |  |

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|                                                  |                                                                                                 |                                  |                                  |                   |
|--------------------------------------------------|-------------------------------------------------------------------------------------------------|----------------------------------|----------------------------------|-------------------|
| <b>No.22</b>                                     |                                                                                                 | Road <b>M2</b> Section           | Map ref: E580057 N162863         | Parish:           |
| Location                                         | <b>M2 - 21 METRES JUNCTION A278</b>                                                             |                                  |                                  | District: Medway  |
| Description                                      | VEHICLE LEFT CARRIAGEWAY NEARSIDE IN HEAVY RAIN. DRIVER DECAMPED AND LEFT VEHICLE IN LIVE LANE. |                                  |                                  |                   |
| Severity SLIGHT                                  | Date: 02/10/2020 Fri 22:50                                                                      | Dark: street lights present, lit | Road Surface Wet<br>Weather Rain | Speed limit 70mph |
| Dual carriageway                                 | Not at or within 20m of junction<br>No Human control within 50m                                 |                                  |                                  |                   |
| Contributory Factors: 502V001A 501V001A 307V001A |                                                                                                 |                                  |                                  |                   |

| Vehicle details          |                                  |                   |         |         |      |
|--------------------------|----------------------------------|-------------------|---------|---------|------|
| Crash involved 1 vehicle |                                  |                   |         |         |      |
| vehicle type             | location                         | movement          | dir     | veh hit | sex  |
| registration             |                                  | b-test            | 1st hit | damaged | age  |
| 1 car                    | not at junction                  | going ahead other | E → W   | 0       | male |
|                          | left c'way offside and rebounded | failed/refused    | front   |         | 26   |

| Casualty details             |          |                     |     |             |                  |      |
|------------------------------|----------|---------------------|-----|-------------|------------------|------|
| Crash resulted in 1 casualty |          |                     |     |             |                  |      |
| class                        | severity | pedestrian location | dir | seat belt   | PSV passenger    | sex  |
|                              |          | pedestrian movement |     | school name | **to/from school | age  |
| driver/rider                 | SLIGHT   |                     |     |             |                  | male |
| in veh 1                     |          |                     |     |             |                  | 26   |

# F - Print Crash Report

Date: 02 November 2022

Time: 8:51

|                                         |                                                                                                                                                                               |                        |                                  |                   |
|-----------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|----------------------------------|-------------------|
| <b>No.23</b>                            |                                                                                                                                                                               | Road <b>M2</b> Section | Map ref: E580391 N162964         | Parish:           |
| Location                                | <b>M2 JUNCTION 4</b>                                                                                                                                                          |                        |                                  |                   |
| Description                             | V1 entering M2 from junction 4. V3 in lane 1, V2 in lane 2, in main carriageway. V1 tried to enter main carriageway taking lane 2, collided with V2 and then span hitting V3. |                        |                                  |                   |
| Severity SLIGHT                         | Date: 27/09/2020 Sun 14:33                                                                                                                                                    | Daylight               | Road Surface Wet<br>Weather Fine | Speed limit 70mph |
| Dual carriageway                        | Slip Road<br>No Human control within 50m                                                                                                                                      |                        |                                  |                   |
| Contributory Factors: 405V001A 406V001A |                                                                                                                                                                               |                        |                                  |                   |

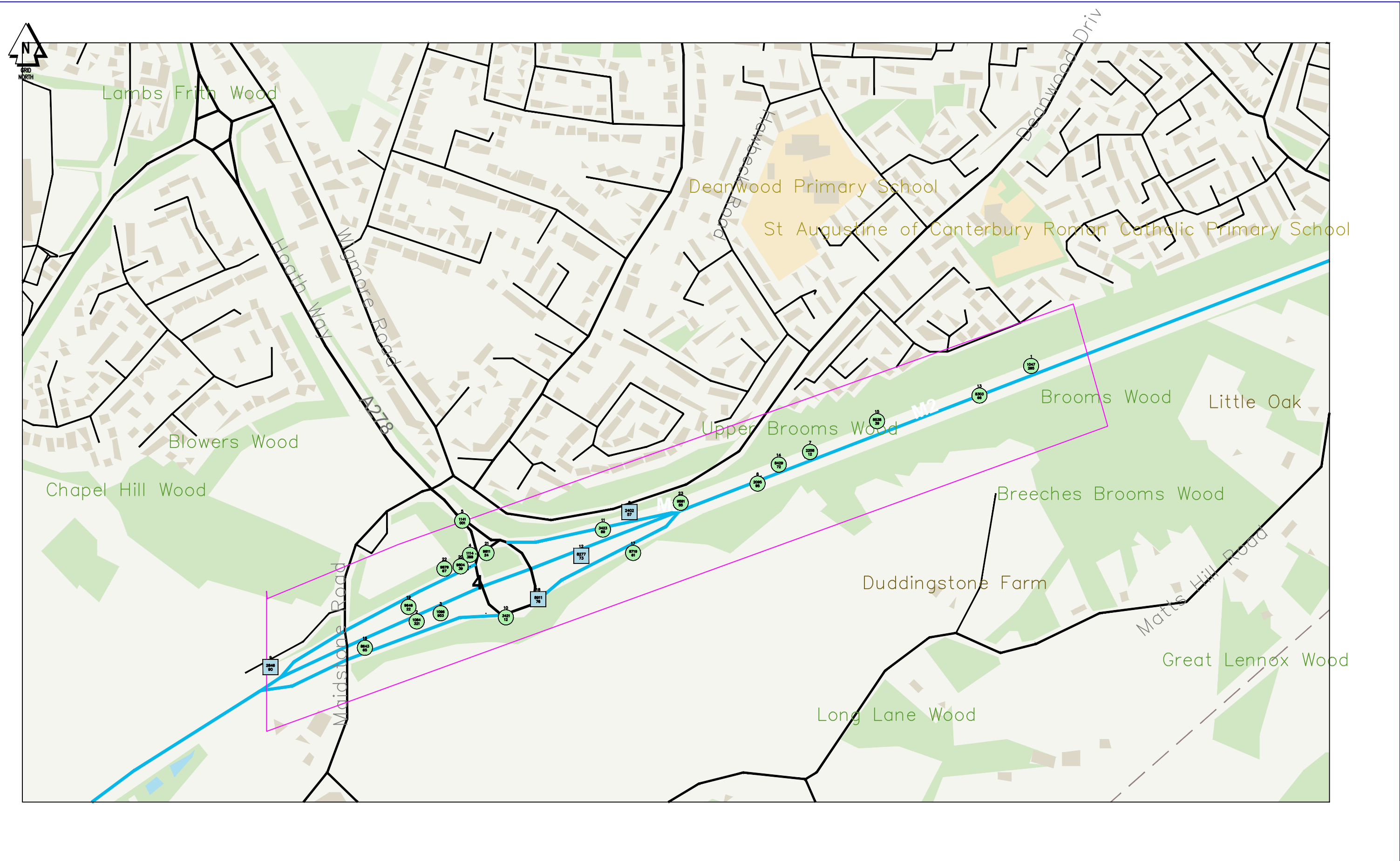
| Vehicle details           |                                             |                   |          |         |        |
|---------------------------|---------------------------------------------|-------------------|----------|---------|--------|
| Crash involved 3 vehicles |                                             |                   |          |         |        |
| vehicle type              | location                                    | movement          | dir      | veh hit | sex    |
| registration              |                                             | b-test            | 1st hit  | damaged | age    |
| 1 car                     | entering from slip road                     | going ahead other | W → E    | 2       | male   |
|                           | did not leave c'way                         | negative          | offside  |         | 21     |
| 2 car                     | cleared junction or parked at junction exit | going ahead other | W → E    | 3       | female |
|                           | did not leave c'way                         | negative          | nearside |         | 60     |
| 3 goods > 7.5t            | cleared junction or parked at junction exit | going ahead other | W → E    | 2       | male   |
|                           | did not leave c'way                         | negative          | offside  |         | 54     |

## F - Print Crash Report

Date: 02 November 2022

Time: 8:51

| Casualty details               |          |                     |     |             |                  |        |
|--------------------------------|----------|---------------------|-----|-------------|------------------|--------|
| Crash resulted in 3 casualties |          |                     |     |             |                  |        |
| class                          | severity | pedestrian location | dir | seat belt   | PSV passenger    | sex    |
|                                |          | pedestrian movement |     | school name | **to/from school | age    |
| driver/rider                   | SLIGHT   |                     |     |             |                  | male   |
| in veh 1                       |          |                     |     |             |                  | 21     |
| driver/rider                   | SLIGHT   |                     |     |             |                  | female |
| in veh 2                       |          |                     |     |             |                  | 60     |
| passenger                      | SLIGHT   |                     |     |             |                  | female |
| in veh 1                       |          |                     |     |             |                  | 53     |



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| Rev | Description | By | Date | Chk'd | Appr'd |
|-----|-------------|----|------|-------|--------|
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REGENERATION, CULTURE, ENVIRONMENT  
& TRANSFORMATION DIRECTORATE  
HIGHWAYS DESIGN AND ADOPTIONS  
GUN WHARF  
DOCK ROAD  
CHATHAM  
KENT  
ME4 4TR  
Tel. 01634 306000

|                                         |            |         |          |             |     |
|-----------------------------------------|------------|---------|----------|-------------|-----|
| Project                                 |            |         |          |             |     |
| M2 Junction 4                           |            |         |          |             |     |
| Title                                   |            |         |          |             | A3  |
| Collision Data 28.02.2017 to 31.03.2022 |            |         |          |             |     |
| Scale                                   | Drawn      | Checked | Approved | Drawing No. | Rev |
| NTS                                     | HJ         |         |          | —           | —   |
|                                         | Date       | Date    | Date     |             |     |
|                                         | 02/11/2022 |         |          |             |     |



Date: 19-October-2022

Time: 08:28:13

Title: **M2, J4 Bredhurst**

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

Date: 19-October-2022

Accident Date BETWEEN '01-Jul-2017' AND '30-Jun-2022'

There were 4 reported crashes resulting in injury

# D-PRINT CRASH REPORT

19-Oct-2022

08:28:13

M2, J4 Bredhurst

Accident Date BETWEEN '01-Jul-2017' AND '30-Jun-2022'

| No | Location                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Severity | Date       | Day | Time  | Street Lighting | Road Surface                                                             | Weather | Pedestrian Direction | Factors                | Involved |
|----|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|------------|-----|-------|-----------------|--------------------------------------------------------------------------|---------|----------------------|------------------------|----------|
| 1  | Road No M2<br>Section 058<br>Grid 579529E<br>Ref 162549N                                                                                                                                                                                                                                                                                                                                                                                                                                   | SLIGHT   | 06/04/2018 | 6   | 13:47 | L               | Dry                                                                      | Fine    |                      |                        | HGV      |
|    | M2 A CARRIAGEWAY MP 58/1, BREDHURST (ORIGINAL COORDS - 578937,161996)                                                                                                                                                                                                                                                                                                                                                                                                                      |          |            |     |       |                 |                                                                          |         | Maidstone            |                        |          |
|    | V2 WAS TRAVELLING IN LANE 2 OF 3. V1 WAS OVERTAKING V2 IN LANE 3. V1 CHANGED LANES TO LEFT AND IN DOING SO COLLIDED WITH V2 CAUSING V2 TO LOSE CONTROL.                                                                                                                                                                                                                                                                                                                                    |          |            |     |       |                 | Veh1, goods 3.5 - 7.5t, SW -> NE<br>Veh2, car, SW -> NE                  |         |                      | Casualties<br>Vehicles | 2<br>2   |
| 2  | Road No M2<br>Section 001<br>Grid 579842E<br>Ref 162744N                                                                                                                                                                                                                                                                                                                                                                                                                                   | SLIGHT   | 09/09/2020 | 4   | 11:00 | L               | Dry                                                                      | Fine    |                      | S.VEH                  |          |
|    | M2 J4 OFFSLIP, BREDHURST (MAPPED TO COORDS)                                                                                                                                                                                                                                                                                                                                                                                                                                                |          |            |     |       |                 |                                                                          |         | Maidstone            |                        |          |
|    | V1 was travelling northeast on the M2 when it suddenly malfunctioned, lost control and veered directly towards the barrier. V1 collided with the barrier before spinning in the road.                                                                                                                                                                                                                                                                                                      |          |            |     |       |                 | Veh1, car, E -> W                                                        |         |                      | Casualties<br>Vehicles | 1<br>1   |
| 3  | Road No M2<br>Section 057<br>Grid 579417E<br>Ref 162462N                                                                                                                                                                                                                                                                                                                                                                                                                                   | FATAL    | 16/02/2021 | 3   | 11:28 | L               | Wet/Damp                                                                 | Rain    |                      |                        | HGV      |
|    | M2 A J3-J4 NEAR MP 57/9, BREDHURST                                                                                                                                                                                                                                                                                                                                                                                                                                                         |          |            |     |       |                 |                                                                          |         | Maidstone            |                        |          |
|    | V1 was travelling Northbound on the M2 towards Medway when for reasons yet to be determined, has lost control, struck ARMCO to the off side before coming to rest facing oncoming traffic. V2 which was travelling in the same direction has collided head on with V1 before colliding with the ARMCO and coming to rest. V2 driver sustained fatal injuries and was declared deceased at scene. V3 has struck or been struck by debris causing minor damage to the off side. no injuries. |          |            |     |       |                 | Veh1, car, P -> P<br>Veh2, car, SW -> NE<br>Veh3, goods > 7.5t, SW -> NE |         |                      | Casualties<br>Vehicles | 2<br>3   |

## Key Involved

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

## Street Lighting

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

## FACTORS

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

## Special Conditions

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

# D-PRINT CRASH REPORT

19-Oct-2022

08:28:13

M2, J4 Bredhurst

Accident Date BETWEEN '01-Jul-2017' AND '30-Jun-2022'

| No | Location                                                                                                                                                                     | Severity | Date       | Day | Time  | Street Lighting | Road Surface        | Weather | Pedestrian Direction | Factors                    | Involved |
|----|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|------------|-----|-------|-----------------|---------------------|---------|----------------------|----------------------------|----------|
| 4  | Road No M2<br>Section<br>Grid 579530E<br>Ref 162555N                                                                                                                         | SERIOUS  | 07/02/2022 | 2   | 08:00 | L               | Dry                 | Fine    |                      | S.VEH                      |          |
|    | M2, A CARRIAGEWAY, BREDHURST (MAPPED TO COORDS)                                                                                                                              |          |            |     |       |                 |                     |         | Maidstone            |                            |          |
|    | V1 WAS TRAVELLING NORTHEAST ON THE M2 WHEN IT LOST CONTROL AND COLLIDED WITH THE CENTRAL RESERVATION, REBOUNDED AND LEFT THE CARRIAGEWAY TO THE NEARSIDE BEFORE OVERTURNING. |          |            |     |       |                 | Veh1, car, SW -> NE |         |                      | Casualties 1<br>Vehicles 1 |          |

## Key Involved

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

## Street Lighting

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

## FACTORS

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

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ATS DEF Traffic Lights Defective  
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RD WRKS Road Works  
Surface Road Surface Defective



## Civil Engineering - Transport Planning - Flood Risk

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