

Dover District Local Plan Examination in Public

Week 2 - Tuesday 21st November

Policy SAP23 – Sydney Nursery, Dover Road

Site – SAN019 – land at Sydney Nursery, Dover Road, Sandwich

Hearing Statement

Finn's, on behalf of Roses Beneficiaries Association

1.0 Introduction

1.1 Finn's is submitting this Hearing Statement to support the allocation of land south of Dover Road, Sandwich, on behalf of Roses Beneficiaries Association, Policy SAP23, Sydney Nursery, Dover Road in support of site SAN019, which proposes allocation of land fronting Dover Road for the erection of 10 dwellings. We are also seeking changes to the Plan to enlarge the allocation size and housing numbers in an effort to make a positively prepared Policy that is effective in helping meeting ongoing housing provision in Sandwich. Finn's are acting on behalf of the Landowners. Within this Statement we will address the Inspectors' questions set out on page 22 of the Matters, Issues and Questions published 30th August 2023.

2.0 Background Information

2.1 Land south of Dover Road, Sandwich was submitted to the Council's Call for Sites for residential development. The Council reviewed the land within their Housing and Economic Land Availability Assessment (HELAA) where it was identified by the LPA that a frontage development would be 'appropriate' although the only justification to this statement is a need for screening to 'mitigate landscape impact'. This is not elaborated upon within the HELAA and is somewhat unusual given the significant level of established screening to the site along its western, southern and eastern boundaries.

2.2 The HELAA referenced concern over a 'severe net impact on the highway network', based on utilising Dover Road as its access point and ruled out access onto Dover Road 'due to limited site frontage, need for a right turn lane. A Transport Statement is recommended.

2.3 It was put to the Council within the responses to the Regulation 19 Consultation that suitable access can be provided onto Deal Road following initial highway work on access and discussions with Kent Highways regarding the bus stop, located outside the site's Deal Road frontage. This would improve access to Dover Road and alleviate traffic bottlenecks in that road, including related to associated school traffic.

2.4 It was suggested that the site allocation be extended to include the whole of the available land and numbers of dwellings to be increased to 60 units. The site is in single family ownership and is available and deliverable within the first five years of the Plan. No changes to the Emerging Policy were made.

3.0 Changes to the Plan Sought

3.1 We are seeking a change to the size of the allocation to include the whole site down to Deal Road and an associated increase in the number of dwellings to reflect that change.

Q1 What is the justification for the type and scale of development proposed and the proposed site boundary? Is the allocation for 10 dwellings justified?

3.2 We consider the Local Planning Authority has not justified the reason for a frontage development only in this location or the limitation on the number of dwellings to 10 units. The Plan should be seeking the effective use of land and to make the best use of available land that is free of constraints in a Rural Centre settlement which has large areas of land subject to risk from flooding. Paragraph 3.45 of the Emerging Plan states that 'it has been a challenge to identify suitable and available sites in Deal and Sandwich', yet this larger site has been dismissed with only the site frontage being found suitable over concern suitable access could not be provided from Deal Road. However, suitable access can be provided to the A258 Deal Road.

3.3 We attach to this Hearing Statement a Scoping Note (Appendix A), Site Access Technical Note (Appendix B) and Kent Highways Pre-application response (Appendix C), all considering a range of sites and access points including proposed access point 2 to access the site reference SAP23 and wider land not currently included within the allocation. We also attach a specific access drawing (Appendix D) for access point 2 to this land off Deal Road together with further Kent Highways pre-application advice (Appendix E) which specifically address this point of access and the bus layby. These confirm that suitable and safe access into the land from Deal Road can be provided that would meet highway access requirements.

3.4 Paragraph 4.170 of the Emerging Plan states that limited sites have been identified in Sandwich due to constraints, however this site offers some 50-60 potential units, on land in a single ownership, outside any area identified as at risk of flooding and well screened with significant established landscaped boundaries. The land is well located to the existing built area of Sandwich and it is situated within easy walking distance of the station, junior and secondary schools and shops and other services and is a very logical location for new housing in Sandwich.

3.5 We consider that the Local Planning Authorities proposed allocation of just the site frontage is not justified, as the whole site could be better allocated and meet a housing

provision need within a highly sustainable location within Sandwich, with very limited landscape impact. The Local Planning Authority do not appear to have specified justifiable reasons for why only the site frontage is proposed for allocation here. The larger allocation would be a more effective Policy, by providing a higher number of units and at the same time addressing a highway issue around access in Dover Road, which narrows at points and creates restricted movements.

3.6 Initial indicative layout work for the whole site showed an indicative number of 53 dwellings, based on a higher number of 3, 4 and 5 bedroom dwellings and a low number of 1 and 2 bed dwellings. The proposed allocation number of 60 at site submission stage would reasonably need to be adjusted given the incoming Biodiversity Net Gain requirements, which were not in play at the time of Call for Sites, together with the results of tree shadowing across the site. However, with an adjusted mix of dwellings and an increased number of smaller units to create a more even spread of units, it is still envisaged the site could provide up to 50 dwellings.

3.7 We are seeking changes to the site allocation under the Policy to increase the allocation area to the whole site area and increase the number of units to 50.

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Policy SAP23 – Sydney Nursery, Dover Road

Site – SAN019 – land at Sydney Nursery, Dover Road, Sandwich

Appendix A – Scoping Note

Finn's, on behalf of Roses Beneficiaries Association

TECHNICAL NOTE

Job Name: Land at Deal Road, Sandwich

Job No: 332410796

Date: 27th May 2022

Prepared By: Gary Heard / Felicity Capon

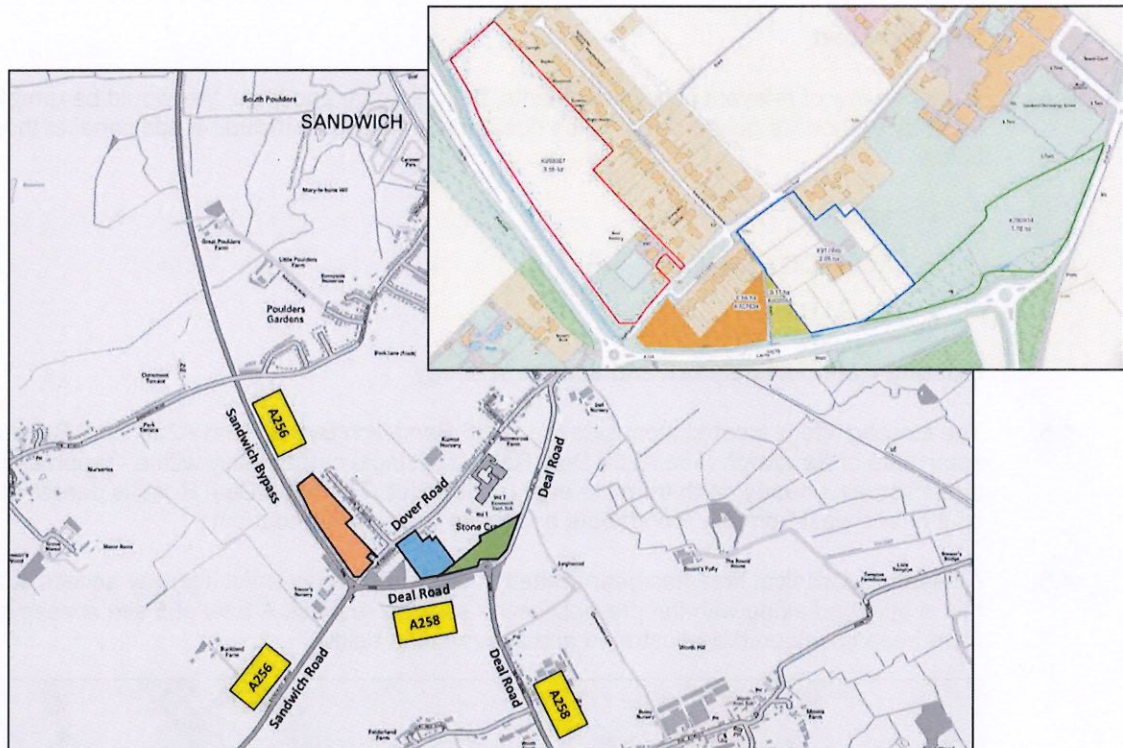
Subject: Scoping Note - TRANSPORT

1. Introduction

1.1. This Scoping Note has been prepared to set out the proposed scope and methodology of a transport assessment for a proposed planning application for a site at Deal Road in Sandwich.

2. Site location

2.1. The location of the site is shown in the plan below. The site comprises 3 parcels of land and these are identified by the red, green and blue lines in the figure below



3. Proposed development

3.1. A masterplan has not been developed for the site to date. However, the applicant is considering a development comprising a care home and residential units.

3.2. Although the development quantum is unknown at present, a combined site area of around 7Ha would suggest a development of perhaps around 100-200 residential units.

TECHNICAL NOTE

- 3.3. The development will fall across three parcels of land. It is proposed that access will be gained from the Sandwich bypass roundabout for the westernmost (red) parcel and from either the A258 Deal Road or Deal Road for the other two (blue and green) parcels.

4. Proposed scope of Transport Statement

- 4.1. This Scoping Note sets out the proposed scope and methodology of a Transport Assessment that would be provided to support a subsequent planning application. Scoping advice is sought from KCC officers with respect to the suitability of the proposed scope to meet officer needs in assessing a future application.

Introduction

- 4.2. Description of the background to the proposed development. A description of the site location and outline of the content and scope of the Transport Assessment.

Existing and proposed use

- 4.3. A description of the site, its current use and a description of the proposed development. This would include a review of local parking standards.

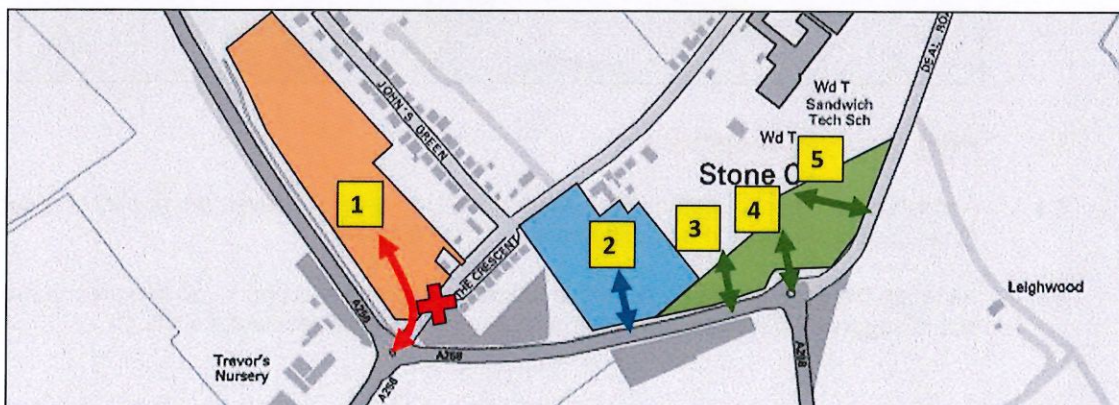
Policy context

- 4.4. A brief review of relevant policy documents, both national and local. We would be grateful for the highway authority's guidance on which documents we should include if additional to those listed below.

- NPPF
- Dover DC Local Plan
- KCC LPT4

Existing transport network and access strategy

- 4.5. The existing site is located alongside the A256 Sandwich Bypass and A258 Deal Road on the south side of Sandwich. The A258 Deal Road is a single carriageway with a 40mph speed restriction as it heads north from the east roundabout. The A258 Deal Road is derestricted (60mph) as it heads west from the roundabout and south from the roundabout.
- 4.6. A separate technical note has been written to describe the potential highway access strategy and this is attached along with the pre-application scoping request. A total of 5 site access locations have been considered as illustrated and summarised below:



TECHNICAL NOTE

- Access 1 – An additional arm to existing west roundabout to access the red parcel. This would include relocation of the existing barrier to prevent through traffic on Dover Road from the roundabout.
- Access 2 – A new priority junction on the A258 Deal Road to directly access the blue parcel with potential internal access to the green parcel
- Access 3 – A new priority junction on the A258 Deal Road to directly access the green parcel with potential internal access to the blue parcel
- Access 4 – An additional arm to the existing east roundabout to access the blue and green parcels
- Access 5 – A new priority junction on Deal Road to access the blue and green parcels

4.7. Hence, Access 1 would be promoted in combination with either Access 2, 3, 4 or 5 dependent upon technical acceptance by KCC and / or masterplan considerations. We request the view of the highway authority on the potential access junctions described within the accompanying "Site access options" technical note.

4.8. A statement would be provided regarding the existing access to the site by all transport modes including walk, cycle, bus, rail as well as a description of the local highway network. An accessibility isochrone plan will be produced to show distance of the site to various transport infrastructure and local amenities.

4.9. The Transport Assessment will demonstrate how the development would connect with the existing transport network, and if necessary upgrade this to support movement to and from the site.

Parking and servicing

4.10. Parking is proposed to be in line with local planning policy. Reference would be made to the adopted Core Strategy and KCC's IGN3 document to determine appropriate levels of parking.

4.11. A swept path analysis will be completed to demonstrate access and circulation (if masterplan is available) of the site by a refuse vehicle. We request that officers confirm the size of refuse vehicle needing to access the site, else we will adopt a large refuse vehicle model in Autotrack.

Crash Summary

4.12. A review of "crashmap.org" would be undertaken to quantify the number and severity of crashes within the local site vicinity for the previous 5 years. On this basis, any 'crash hotspot' locations will be identified.

Existing traffic conditions

4.13. We expect officers to request traffic survey data to be collected or sourced for the local highway network adjacent to the site. This may be complicated by the current (or change in) travel patterns as a result of the pandemic and work from home take up. The KCC website advises the following (as of February 2022) :

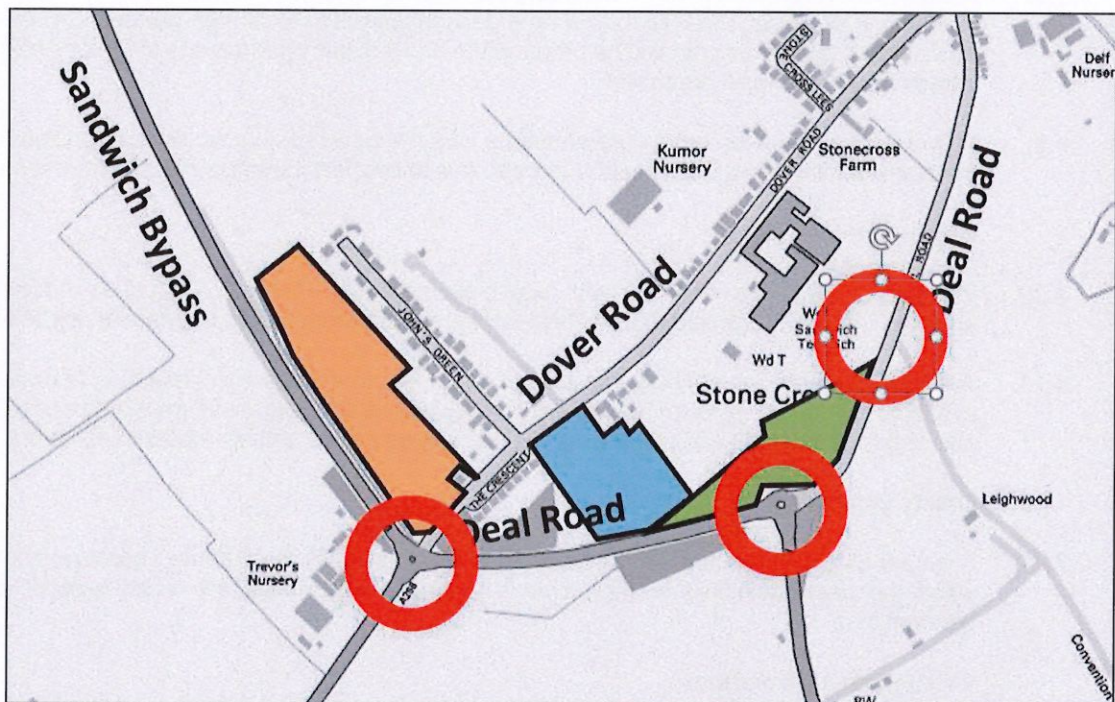
"We will, subject to local circumstances, consider traffic flow survey data obtained from our network where these are undertaken during 'neutral' time periods.

However, traffic flow distributions, such as turning movements, can be very different as a consequence of evolving working patterns and public transport journeys. Therefore all traffic flow surveys and future year forecasts based on these, must be accompanied by a commentary or adjustment factor, potentially based on pre-COVID surveys at the location.

TECHNICAL NOTE

Speed surveys and parking surveys will generally be accepted subject to local circumstances."

- 4.14. Hence, we would expect contemporary traffic count data collection to be accepted by KCC, albeit this may need to be adjusted to reflect previous traffic patterns and habits. We seek officer advice with respect to the need to collect traffic count data and the adjustment of this if required prior to use for assessment. Alternatively, officers may be able to advise of data already available at this location.
- 4.15. We propose the scope of junctions needing assessment as illustrated and listed below and hence propose to collect turning data at these locations if data collection is required.
- West roundabout (A256 / A258)
 - East roundabout (A258 / Deal Road)
 - Deal Road / Sandwich Technology School access (only if access is taken from Deal Road on the east side of the green parcel of land)



- 4.16. If data collection is required we would undertake manual classified counts at these locations for a weekday during school term time for the time periods 0700-1000 and 1600-1900.

Forecast baseline traffic

- 4.17. The base year traffic flows (morning and evening peak hours) will be factored to represent 2032 forecast background traffic flows through the use of TempPro factors. This assumes a 10 year horizon post planning application.
- 4.18. In order to determine the background growth between 2022 - 2032 a TEMPro growth factor will be applied to the traffic flows observed. The factor has been derived from TEMPro for Rural Principal roads within Sandwich. The resulting factors can be seen below and included at Appendix A.

TECHNICAL NOTE

	AM Peak	PM Peak
2022-2032	1.0970	1.1031

- 4.19. We request that KCC advise of any committed developments that they require to be explicitly added to the 2032 background traffic flows to derive the 2032 baseline traffic flows. We also request any known highway upgrades that are planned in the area local to the site.

Traffic Generation and Distribution

- 4.20. The potential traffic generation from the proposed development would be based upon a TRICS assessment.
- 4.21. The proposed development will include affordable homes provision and hence a mixed affordable / private housing trip rate has been extracted. A maximum survey size of 250 units has been selected and surveys only for south east England (excluding London) selected. Survey dates to the end of 2019 have been selected only.
- 4.22. With respect to the care facility the details of this are unknown at present. For the purposes of assessment TRICS data has been extracted for "Retirement and Care Community" land use for south and midlands regions in England (excluding London). Survey dates to the end of 2019 have been selected only.
- 4.23. The trip generation rates proposed to be adopted are summarised below and appended at Appendix B.

Trip rate (per unit)	0800-0900			1700-1800		
	In	Out	2 way	In	Out	2 way
Mixed private / affordable	0.133	0.380	0.513	0.343	0.171	0.514
Care facility	0.130	0.063	0.193	0.069	0.096	0.165

- 4.24. Whilst the masterplan and site capacity is yet to be determined, for the purpose of this scoping note an assumption of 150 residential units and care facility of 50 units has been assumed. On this basis the proposed development will generate the number of vehicular trips summarised below.

Trip generation	0800-0900			1700-1800		
	In	Out	2 way	In	Out	2 way
Mixed private / affordable	20	57	77	51	26	77
Care facility	7	3	10	3	5	8
Total	26	60	87	55	30	85

- 4.25. Hence, it is anticipated, based upon the assumptions above, that the proposed development may generate around 87 and 85 two-way trips in the AM and PM peak hours respectively.
- 4.26. The distribution of development trips on the network will be derived by either using 2011 journey to work census data or turning proportions / traffic flow proportions observed at the roundabouts and links surveyed.

TECHNICAL NOTE

Junction Capacity Assessments

- 4.27. Junction capacity assessments (using Junctions 10 software) will be undertaken for the surveyed junctions and site access junction(s). The turning flows will be the 2032 baseline traffic flows with the development traffic added to this.

Mitigation

- 4.28. Potential mitigation schemes will be developed and included in the Transport Assessment where capacity analysis indicates the inclusion of the proposed development causes a junction to exceed capacity.

Road safety audit

- 4.29. We seek officer advice with respect to the need for Road Safety Audit stage 1 at this stage (planning application stage).

Summary

- 4.30. Summary and conclusions of the Transport Assessment.

5. Need for a Framework Travel Plan

- 5.1. We request KCC officer confirmation as to whether the site would need to provide a Framework Travel Plan. Should this be the case then the structure below is proposed to provide a Framework Travel Plan.
- Introduction – Brief description of the development proposal and the reason for the Travel Plan
 - Site Accessibility - Description of the existing and proposed accessibility by all modes;
 - Aims and Objectives - An overall aim to encourage non car based travel to and from the site and the development of a number of objectives in order to achieve this aim
 - Targets – Challenging yet realistic mode share targets for the first and fifth years of the development will be indicated for all modes of transport – with final targets set through the Full Travel Plan.
 - Travel Plan Coordinator – A description of the role of the Travel Plan Coordinator and an outline of their duties.
 - Action Plan – A number of actions will be suggested for each transport mode, which will aim to encourage non car based trips to and from the site and encourage the use of more sustainable modes. The actions will be specific to the development and support the sustainable access strategy.
 - Monitoring and Review – Monitoring and review processes will be set out in line with Travel Plan Guidance.
 - Conclusion – Summary and conclusion of the Travel Plan

Appendix A
Tempo factors

Weekday AM peak period (0700 - 0959) ▾

Trip end type

- Production/Attraction
- Origin/Destination

Reset Selections

NTM Traffic Growth Calculations



1: Select NTM Dataset:

NTM Dataset Description	From	To
NTM AF15 Dataset	2010	2040
NTM AF09 Dataset	2003	2035
NTM AF08 Dataset	2003	2025

2: Select Areas to make up the geographic region:

- Dover 002 (E02005042)

3. Select area type:

- Urban
- Rural
- All

4. Select road type:

- Motorway
- Trunk
- Principal
- Minor
- All

5. Select which area it serves:

- Region
- England

Calculate the adjusted local growth figure

Results

Level	Area	Local Growth Figure
E02005042	Dover 002	1.0970

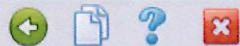
Weekday PM peak period (1600 - 1859)

Trip end type

- Production/Attraction
- Origin/Destination

Reset Selections

NTM Traffic Growth Calculations



1: Select NTM Dataset:

NTM Dataset Description	From	To
NTM AF15 Dataset	2010	2040
NTM AF09 Dataset	2003	2035
NTM AF08 Dataset	2003	2025

2: Select Areas to make up the geographic region:

Dover 002 (E02005042)

3. Select area type:

Urban
 Rural
 All

4. Select road type:

Motorway
 Trunk
 Principal
 Minor
 All

5. Select which area it serves:

Region
 England

Calculate the adjusted local growth figure

Results

Level	Area	Local Growth Figure
E02005042	Dover 002	1.1031

Appendix B
Trip generation rates

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Licence No: 706709

Filtering Summary

Land Use	03/O	RESIDENTIAL/RETIREMENT AND CARE COMMUNITY
Selected Trip Rate Calculation Parameter Range	35-327 DWELLS	
Actual Trip Rate Calculation Parameter Range	39-149 DWELLS	
Date Range	Minimum: 01/01/14	Maximum: 17/10/19
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	
Days of the week selected	Tuesday	2
	Wednesday	2
	Thursday	2
	Friday	3
Main Location Types selected	Suburban Area (PPS6 Out of Centre)	3
	Edge of Town	3
	Neighbourhood Centre (PPS6 Local Centre)	1
	Free Standing (PPS6 Out of Town)	2
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	5,001 to 10,000	3
	15,001 to 20,000	1
	20,001 to 25,000	2
	25,001 to 50,000	3
Population <5 Mile ranges selected	25,001 to 50,000	1
	50,001 to 75,000	1
	100,001 to 125,000	2
	125,001 to 250,000	3
	250,001 to 500,000	1
	500,001 or More	1
Car Ownership <5 Mile ranges selected	0.6 to 1.0	1
	1.1 to 1.5	8
PTAL Rating	No PTAL Present	9

Calculation Reference: AUDIT-706709-220523-0504

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : O - RETIREMENT AND CARE COMMUNITY

TOTAL VEHICLESSelected regions and areas:

02 SOUTH EAST		
HF	HERTFORDSHIRE	1 days
KC	KENT	1 days
OX	OXFORDSHIRE	1 days
SC	SURREY	1 days
03 SOUTH WEST		
BR	BRISTOL CITY	2 days
DV	DEVON	2 days
NS	NORTH SOMERSET	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: 39 to 149 (units:)
 Range Selected by User: 35 to 327 (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 17/10/19

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:

Tuesday	2 days
Wednesday	2 days
Thursday	2 days
Friday	3 days

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

Selected survey types:

Manual count	9 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	3
Neighbourhood Centre (PPS6 Local Centre)	1
Free Standing (PPS6 Out of Town)	2

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	7
Out of Town	2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories

Secondary Filtering selection:Use Class:

n/a 9 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

Population within 1 mile:

5,001 to 10,000	3 days
15,001 to 20,000	1 days
20,001 to 25,000	2 days
25,001 to 50,000	3 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	1 days
100,001 to 125,000	2 days
125,001 to 250,000	3 days
250,001 to 500,000	1 days
500,001 or More	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	8 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	1 days
No	8 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 9 days

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

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LIST OF SITES relevant to selection parameters (Cont.)

<p>8</p> <p>OX-03-O-01 RUSKIN ROAD BANBURY EASINGTON Edge of Town Residential Zone Total No of Dwellings: 70 Survey date: WEDNESDAY 11/11/15</p>	<p>RETIREMENT VILLAGE</p>	<p>OXFORDSHIRE</p>	<p>Survey Type: MANUAL</p>
<p>9</p> <p>SC-03-O-01 WESTFIELD ROAD WOKING Edge of Town Residential Zone Total No of Dwellings: 39 Survey date: WEDNESDAY 18/11/15</p>	<p>RETIREMENT VILLAGE</p>	<p>SURREY</p>	<p>Survey Type: MANUAL</p>

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/O - RETIREMENT AND CARE COMMUNITY

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	9	73	0.074	9	73	0.040	9	73	0.114
08:00 - 09:00	9	73	0.130	9	73	0.063	9	73	0.193
09:00 - 10:00	9	73	0.167	9	73	0.118	9	73	0.285
10:00 - 11:00	9	73	0.150	9	73	0.155	9	73	0.305
11:00 - 12:00	9	73	0.155	9	73	0.145	9	73	0.300
12:00 - 13:00	9	73	0.126	9	73	0.159	9	73	0.285
13:00 - 14:00	9	73	0.164	9	73	0.187	9	73	0.351
14:00 - 15:00	9	73	0.127	9	73	0.156	9	73	0.283
15:00 - 16:00	9	73	0.142	9	73	0.156	9	73	0.298
16:00 - 17:00	9	73	0.110	9	73	0.127	9	73	0.237
17:00 - 18:00	9	73	0.069	9	73	0.096	9	73	0.165
18:00 - 19:00	9	73	0.057	9	73	0.057	9	73	0.114
19:00 - 20:00	9	73	0.041	9	73	0.055	9	73	0.096
20:00 - 21:00	9	73	0.025	9	73	0.044	9	73	0.069
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.537			1.558			3.095

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: 39 - 149 (units:)
 Survey date date range: 01/01/14 - 17/10/19
 Number of weekdays (Monday-Friday): 9
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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Filtering Summary

Land Use	03/M	RESIDENTIAL/MIXED PRIVATE/AFFORDABLE HOUSING
Selected Trip Rate Calculation Parameter Range	16-250	DWELLS
Actual Trip Rate Calculation Parameter Range	16-238	DWELLS
Date Range	Minimum: 01/01/14	Maximum: 24/12/19
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	
Days of the week selected	Monday	2
	Tuesday	6
	Wednesday	8
	Thursday	13
	Friday	2
Main Location Types selected	Suburban Area (PPS6 Out of Centre)	7
	Edge of Town	18
	Neighbourhood Centre (PPS6 Local Centre)	6
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	1,000 or Less	2
	1,001 to 5,000	5
	5,001 to 10,000	8
	10,001 to 15,000	6
	15,001 to 20,000	3
	20,001 to 25,000	2
	25,001 to 50,000	5
Population <5 Mile ranges selected	25,001 to 50,000	6
	50,001 to 75,000	5
	75,001 to 100,000	6
	100,001 to 125,000	3
	125,001 to 250,000	9
	250,001 to 500,000	2
Car Ownership <5 Mile ranges selected	0.6 to 1.0	2
	1.1 to 1.5	25
	1.6 to 2.0	4
PTAL Rating	No PTAL Present	31

Calculation Reference: AUDIT-706709-220523-0514

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : M - MIXED PRIVATE/AFFORDABLE HOUSING

TOTAL VEHICLESSelected regions and areas:

02 SOUTH EAST		
ES	EAST SUSSEX	10 days
HC	HAMPSHIRE	5 days
KC	KENT	2 days
OX	OXFORDSHIRE	1 days
SC	SURREY	1 days
WS	WEST SUSSEX	12 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: 16 to 238 (units:)
 Range Selected by User: 16 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 24/12/19

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	2 days
Tuesday	6 days
Wednesday	8 days
Thursday	13 days
Friday	2 days

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

Selected survey types:

Manual count	31 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	7
Edge of Town	18
Neighbourhood Centre (PPS6 Local Centre)	6

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:

Industrial Zone	1
Residential Zone	22
Village	5
Out of Town	1
No Sub Category	2

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 31 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

Population within 1 mile:

1,000 or Less	2 days
1,001 to 5,000	5 days
5,001 to 10,000	8 days
10,001 to 15,000	6 days
15,001 to 20,000	3 days
20,001 to 25,000	2 days
25,001 to 50,000	5 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

25,001 to 50,000	6 days
50,001 to 75,000	5 days
75,001 to 100,000	6 days
100,001 to 125,000	3 days
125,001 to 250,000	9 days
250,001 to 500,000	2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	25 days
1.6 to 2.0	4 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	26 days
No	5 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	31 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

- | | | |
|---|---|--|
| 1 | <p>ES-03-M-05 HOUSES & FLATS
 A26 CROWBOROUGH RD
 NEAR UCKFIELD
 FIVE ASH DOWN VILLAGE
 Neighbourhood Centre (PPS6 Local Centre)
 Village
 Total No of Dwellings: 138
 <i>Survey date: MONDAY 30/06/14</i></p> | <p>EAST SUSSEX</p> <p style="text-align: right;"><i>Survey Type: MANUAL</i></p> |
| 2 | <p>ES-03-M-07 MIXED HOUSING
 SOUTH COAST ROAD
 PEACEHAVEN

 Edge of Town
 Residential Zone
 Total No of Dwellings: 188
 <i>Survey date: THURSDAY 12/11/15</i></p> | <p>EAST SUSSEX</p> <p style="text-align: right;"><i>Survey Type: MANUAL</i></p> |
| 3 | <p>ES-03-M-09 DETACHED/SEMI-DETACHED
 STATION ROAD
 NORTHAM

 Neighbourhood Centre (PPS6 Local Centre)
 Village
 Total No of Dwellings: 16
 <i>Survey date: WEDNESDAY 17/05/17</i></p> | <p>EAST SUSSEX</p> <p style="text-align: right;"><i>Survey Type: MANUAL</i></p> |
| 4 | <p>ES-03-M-10 MIXED HOUSES & FLATS
 DITTONS ROAD
 POLEGATE

 Edge of Town
 Residential Zone
 Total No of Dwellings: 108
 <i>Survey date: MONDAY 11/07/16</i></p> | <p>EAST SUSSEX</p> <p style="text-align: right;"><i>Survey Type: MANUAL</i></p> |
| 5 | <p>ES-03-M-12 MIXED HOUSES & FLATS
 PARK ROAD
 HAILSHAM

 Edge of Town
 Residential Zone
 Total No of Dwellings: 93
 <i>Survey date: THURSDAY 21/06/18</i></p> | <p>EAST SUSSEX</p> <p style="text-align: right;"><i>Survey Type: MANUAL</i></p> |
| 6 | <p>ES-03-M-13 MIXED HOUSES
 NORTH COMMON ROAD
 WIVELSFIELD GREEN

 Neighbourhood Centre (PPS6 Local Centre)
 Village
 Total No of Dwellings: 66
 <i>Survey date: FRIDAY 22/06/18</i></p> | <p>EAST SUSSEX</p> <p style="text-align: right;"><i>Survey Type: MANUAL</i></p> |
| 7 | <p>ES-03-M-14 MIXED HOUSES & FLATS
 KINGS DRIVE
 EASTBOURNE
 UPPERTON
 Edge of Town
 Residential Zone
 Total No of Dwellings: 119
 <i>Survey date: THURSDAY 15/11/18</i></p> | <p>EAST SUSSEX</p> <p style="text-align: right;"><i>Survey Type: MANUAL</i></p> |
| 8 | <p>ES-03-M-15 MIXED HOUSES
 FIELD END
 MARESFIELD

 Edge of Town
 Residential Zone
 Total No of Dwellings: 80
 <i>Survey date: WEDNESDAY 13/03/19</i></p> | <p>EAST SUSSEX</p> <p style="text-align: right;"><i>Survey Type: MANUAL</i></p> |

LIST OF SITES relevant to selection parameters (Cont.)

9	ES-03-M-16	MIXED HOUSES & FLATS	EAST SUSSEX
	BARNHORN ROAD		
	BEXHILL		
	LITTLE COMMON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	119	
	Survey date: WEDNESDAY	10/07/19	Survey Type: MANUAL
10	ES-03-M-17	MIXED HOUSES & FLATS	EAST SUSSEX
	NEW ROAD		
	HAILSHAM		
	AMBERSTONE		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	91	
	Survey date: THURSDAY	07/11/19	Survey Type: MANUAL
11	HC-03-M-05	HOUSES & FLATS	HAMPSHIRE
	WIMPSON LANE		
	SOUTHAMPTON		
	MAYBUSH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	62	
	Survey date: FRIDAY	03/10/14	Survey Type: MANUAL
12	HC-03-M-09	MIXED HOUSES & FLATS	HAMPSHIRE
	ROMSEY ROAD		
	WINCHESTER		
	STANMORE		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	157	
	Survey date: THURSDAY	07/06/18	Survey Type: MANUAL
13	HC-03-M-10	MIXED HOUSES & FLATS	HAMPSHIRE
	RAWLINGS LANE		
	ALTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	176	
	Survey date: TUESDAY	05/03/19	Survey Type: MANUAL
14	HC-03-M-11	MIXED HOUSES & FLATS	HAMPSHIRE
	ALDERMASTON ROAD		
	BASINGSTOKE		
	Edge of Town		
	No Sub Category		
	Total No of Dwellings:	238	
	Survey date: THURSDAY	07/03/19	Survey Type: MANUAL
15	HC-03-M-12	MIXED HOUSES & FLATS	HAMPSHIRE
	BARNFIELD WAY		
	NEAR SOUTHAMPTON		
	HEDGE END		
	Edge of Town		
	Out of Town		
	Total No of Dwellings:	181	
	Survey date: WEDNESDAY	23/10/19	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

16	KC-03-M-02	MIXED HOUSES AND FLATS	KENT
	HERMITAGE LANE MAIDSTONE BARMING Edge of Town No Sub Category Total No of Dwellings:	119	
	Survey date: TUESDAY	05/06/18	Survey Type: MANUAL
17	KC-03-M-03	MIXED HOUSES & FLATS	KENT
	BUNYARD WAY MAIDSTONE ALLINGTON Edge of Town Residential Zone Total No of Dwellings:	140	
	Survey date: TUESDAY	22/05/18	Survey Type: MANUAL
18	OX-03-M-01	MIXED HOUSES	OXFORDSHIRE
	WENMAN ROAD THAME Edge of Town Industrial Zone Total No of Dwellings:	100	
	Survey date: THURSDAY	28/06/18	Survey Type: MANUAL
19	SC-03-M-08	MIXED HOUSES & FLATS	SURREY
	CHOBHAM LANE LONGCROSS Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:	107	
	Survey date: TUESDAY	12/11/19	Survey Type: MANUAL
20	WS-03-M-04	HOUSES & FLATS	WEST SUSSEX
	SUMMERSDALE ROAD CHICHESTER Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	214	
	Survey date: THURSDAY	08/05/14	Survey Type: MANUAL
21	WS-03-M-05	MIXED HOUSING	WEST SUSSEX
	ELLIS ROAD WEST HORSHAM S BROADBRIDGE HEATH Edge of Town Residential Zone Total No of Dwellings:	92	
	Survey date: THURSDAY	23/10/14	Survey Type: MANUAL
22	WS-03-M-06	SEMI DETACHED/DETACHED	WEST SUSSEX
	SOUTHFIELDS CLOSE CHICHESTER Edge of Town Residential Zone Total No of Dwellings:	67	
	Survey date: TUESDAY	27/01/15	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

23	WS-03-M-07	HOUSES & FLATS	WEST SUSSEX
	ROSE GREEN ROAD BOGNOR REGIS ALDWICK Edge of Town Residential Zone Total No of Dwellings: 90 Survey date: WEDNESDAY 05/03/14		
			Survey Type: MANUAL
24	WS-03-M-10	MIXED FLATS & HOUSES	WEST SUSSEX
	BROYLE ROAD CHICHESTER Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 194 Survey date: WEDNESDAY 23/03/16		
			Survey Type: MANUAL
25	WS-03-M-12	HOUSES & FLATS	WEST SUSSEX
	UPPER SHOREHAM ROAD SHOREHAM BY SEA Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 192 Survey date: WEDNESDAY 27/04/16		
			Survey Type: MANUAL
26	WS-03-M-13	TERRACED & FLATS	WEST SUSSEX
	IRENE AVENUE WORTHING LANCING Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 23 Survey date: TUESDAY 21/06/16		
			Survey Type: MANUAL
27	WS-03-M-17	MIXED HOUSES & FLATS	WEST SUSSEX
	STANE STREET CHICHESTER WESTHAMPNETT Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 99 Survey date: WEDNESDAY 03/10/18		
			Survey Type: MANUAL
28	WS-03-M-18	MIXED HOUSES & FLATS	WEST SUSSEX
	WESTLOATS LANE BOGNOR REGIS NORTH BERSTED Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 86 Survey date: THURSDAY 17/10/19		
			Survey Type: MANUAL
29	WS-03-M-19	MIXED HOUSES & FLATS	WEST SUSSEX
	ADLINGTON GARDENS BOGNOR REGIS Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 32 Survey date: THURSDAY 17/10/19		
			Survey Type: MANUAL
30	WS-03-M-20	MIXED HOUSES & FLATS	WEST SUSSEX
	OLD GUILDFORD ROAD HORSHAM BROADBRIDGE HEATH Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 121 Survey date: THURSDAY 24/10/19		
			Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

31	WS-03-M-21	MIXED HOUSES	WEST SUSSEX
	CLAPPERS LANE		
	BRACKLESHAM BAY		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	57	
	Survey date: THURSDAY	14/11/19	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/M - MIXED PRIVATE/AFFORDABLE HOUSING

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	31	115	0.092	31	115	0.293	31	115	0.385
08:00 - 09:00	31	115	0.133	31	115	0.380	31	115	0.513
09:00 - 10:00	31	115	0.143	31	115	0.170	31	115	0.313
10:00 - 11:00	31	115	0.128	31	115	0.145	31	115	0.273
11:00 - 12:00	31	115	0.138	31	115	0.141	31	115	0.279
12:00 - 13:00	31	115	0.155	31	115	0.144	31	115	0.299
13:00 - 14:00	31	115	0.150	31	115	0.151	31	115	0.301
14:00 - 15:00	31	115	0.133	31	115	0.180	31	115	0.313
15:00 - 16:00	31	115	0.250	31	115	0.184	31	115	0.434
16:00 - 17:00	31	115	0.248	31	115	0.159	31	115	0.407
17:00 - 18:00	31	115	0.343	31	115	0.171	31	115	0.514
18:00 - 19:00	31	115	0.289	31	115	0.162	31	115	0.451
19:00 - 20:00	1	119	0.126	1	119	0.008	1	119	0.134
20:00 - 21:00	1	119	0.101	1	119	0.017	1	119	0.118
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.429			2.305			4.734

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: 16 - 238 (units:)
 Survey date date range: 01/01/14 - 24/12/19
 Number of weekdays (Monday-Friday): 31
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 8
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Dover District Local Plan Examination in Public

Week 2 - Thursday 21st November

Policy SAP23 – Sydney Nursery, Dover Road

Site – SAN019 – land at Sydney Nursery, Dover Road, Sandwich

Appendix B – Site Access Technical Note

Finn's, on behalf of Roses Beneficiaries Association

TECHNICAL NOTE

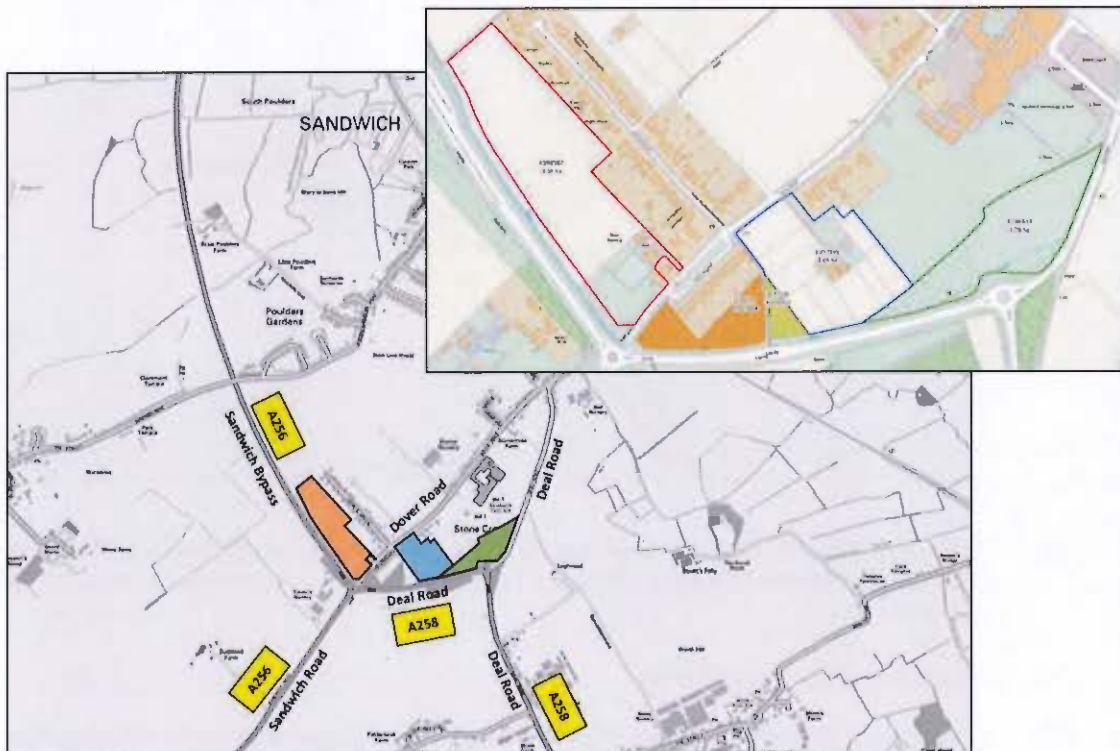
Job Name: Land at Deal Road, Sandwich
Job No: 332410796
Date: 27th May 2022
Prepared By: Gary Heard / Felicity Capon
Subject: Site access options

1. Introduction

- 1.1. Stantec UK have been appointed by Finn's to provide transport support in relation to a potential planning application for a site at Deal Road in Sandwich.
- 1.2. The purpose of this technical note is to review the potential options for site highway access.

2. Site location

- 2.1. The location of the site is shown in the plan below. The site comprises 3 parcels of land and these are identified by the red, green and blue lines in the figure below



3. Existing highway network

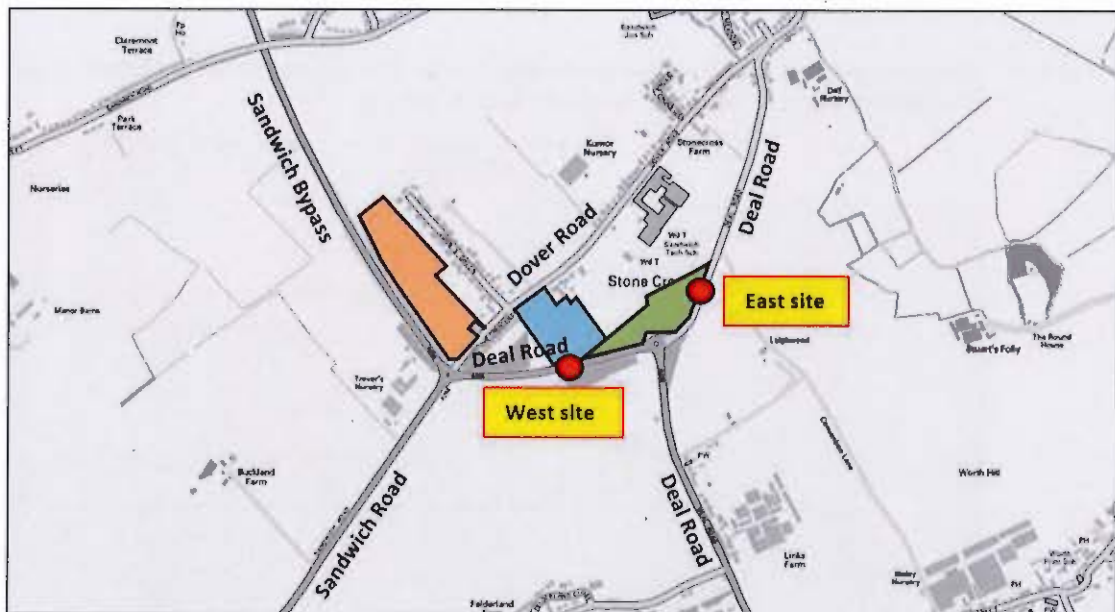
- 3.1. The existing site is located alongside the A256 Sandwich Bypass and A258 Deal Road on the south side of Sandwich. The A258 Deal Road is a single carriageway with a 40mph speed restriction as it heads north from the east roundabout. The A258 Deal Road is derestricted (60mph) as it heads west from the roundabout and south from the roundabout.

TECHNICAL NOTE

- 3.2. The A256 is a single carriageway and is derestricted (60mph) as it heads south and north from the west roundabout
- 3.3. The west roundabout is a four arm junction with the east arm forming the A258 Deal Road and the south and north west arms forming the A258. A west arm is provided as a private road that allows access to a wildlife park. An additional arm appears to be provided on the north side of the roundabout that connects with Dover Road further north. This is a gated access route that does not appear to be used by vehicles.
- 3.4. The east roundabout is a three arm junction with the west and south arms forming the A258 Deal Road. The east arm is also called Deal Road.

4. Survey data collection

- 4.1. To analyse the potential location for a site access, two Automatic Traffic Counter tubes (ATC) were placed on Deal Road, one to the north east and one between the two roundabouts as illustrated by the red dots in the figure below.

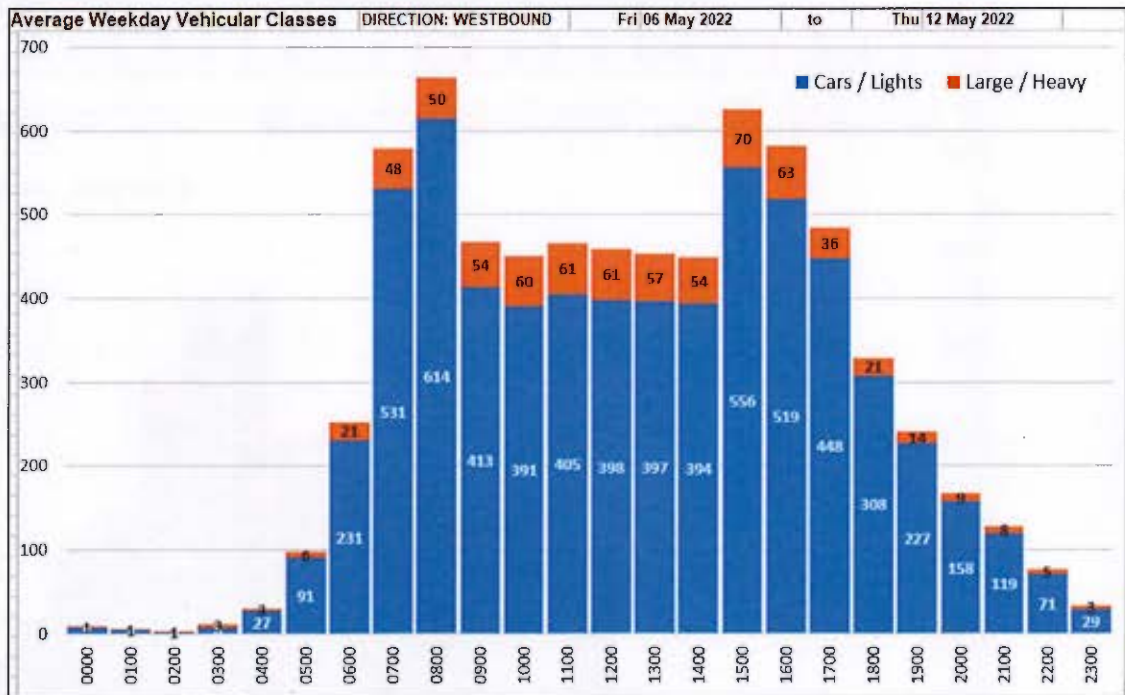
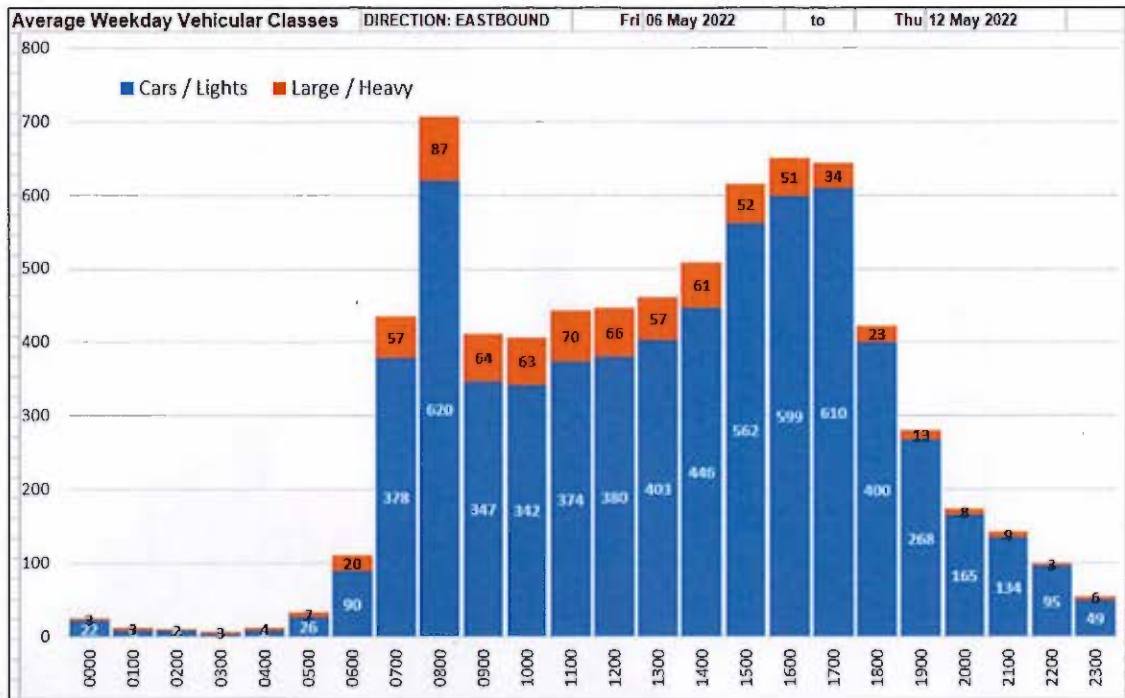


- 4.2. Data was collected for a one week period at both locations spanning between Thursday 6th May 2022 to Wednesday 19th May 2022. The full output of this survey has been provided within Appendix A.

5. Volume data – west site

- 5.1. Over the course of the survey period, the vehicle classifications and volumes were recorded and has been summarised and shown within the graphs below.

TECHNICAL NOTE



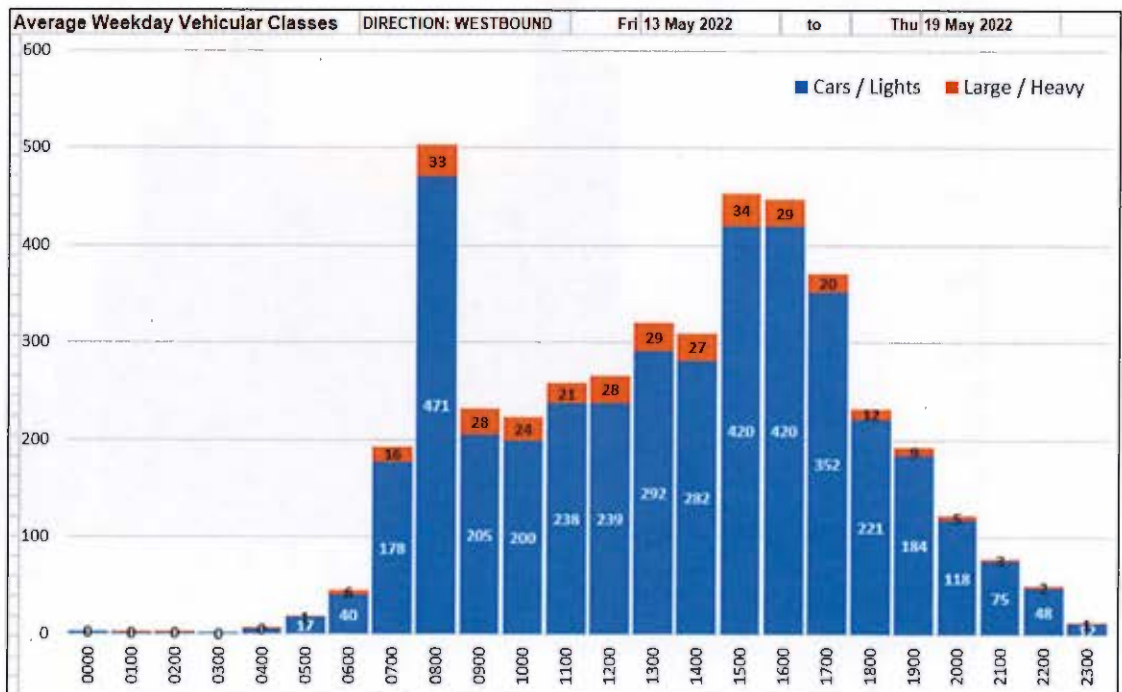
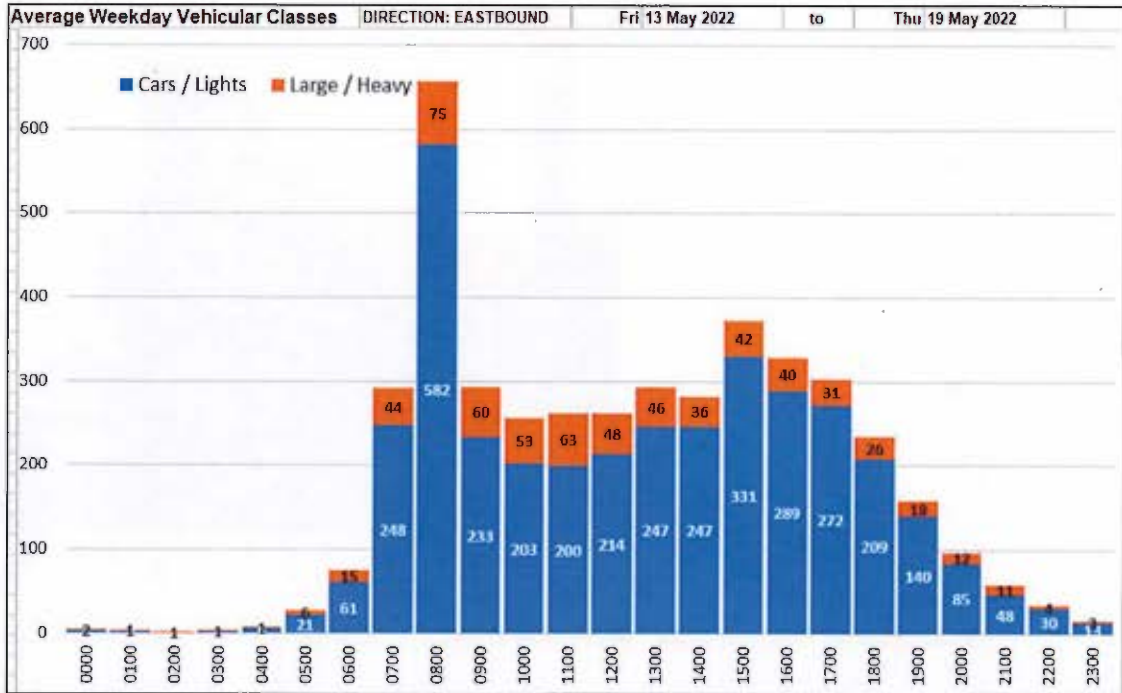
5.2. As can be seen in the graphs above

- The volume of vehicles using Deal Road peaks at 0800-0900 during the morning period and a less pronounced peak between 1500-1800 during the evening period.
- The maximum flows are around 600 to 700 vehicles per hour in one direction.

TECHNICAL NOTE

6. Volume data – east site

6.1. Over the course of the survey period, the vehicle classifications and volumes were recorded and has been summarised and shown within the graphs below.



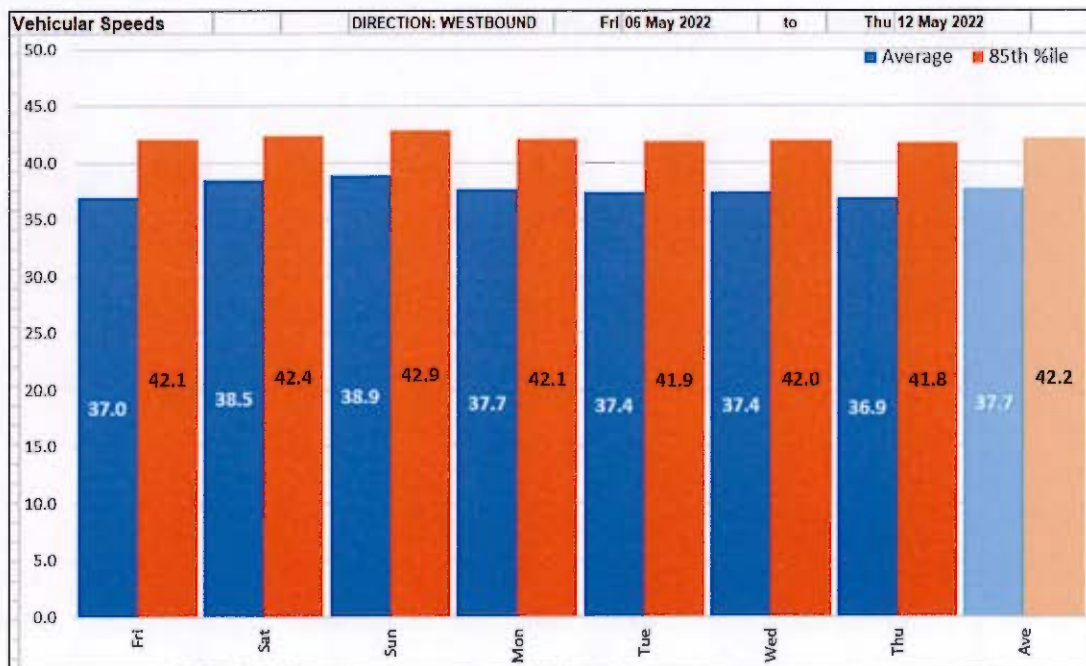
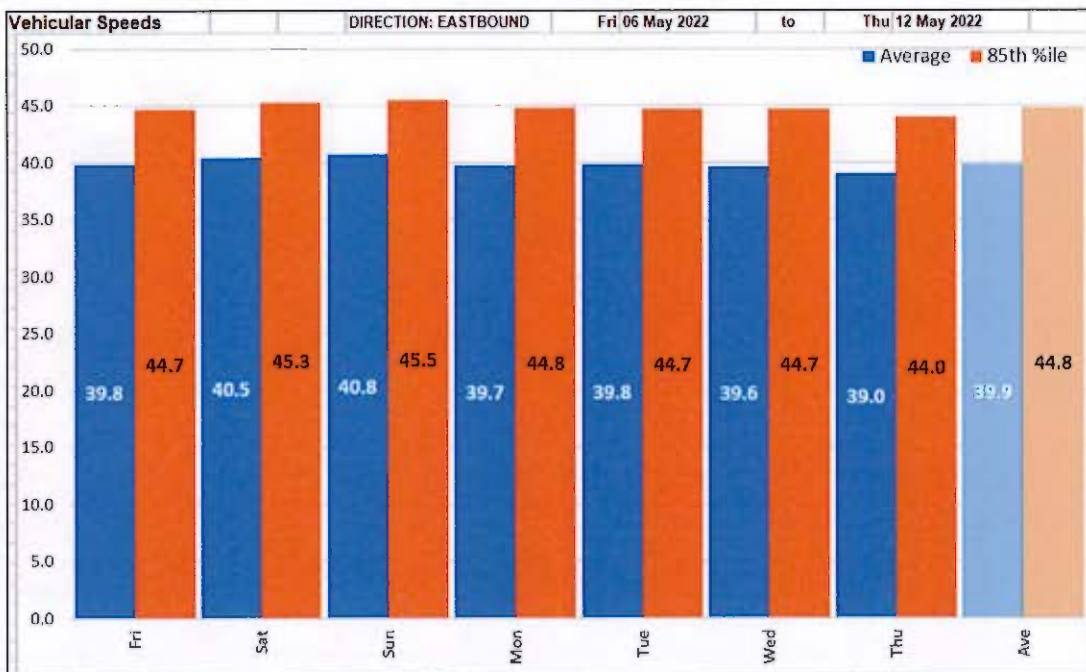
6.2. As can be seen in the graphs above

TECHNICAL NOTE

- The volume of vehicles using Deal Road peaks at 0800-0900 during the morning period and a less pronounced peak between 1500-1800 during the evening period.
- The maximum flows are around 500 to 650 vehicles per hour in one direction during the morning and around 350 to 450 vehicles per hour in one direction during the evening.

7. Speed data – west site

7.1. Over the course of the survey period, the vehicle speeds were recorded and an average 85th percentile speed was calculated in both directions. The speed data has been summarised and shown within the graph below.



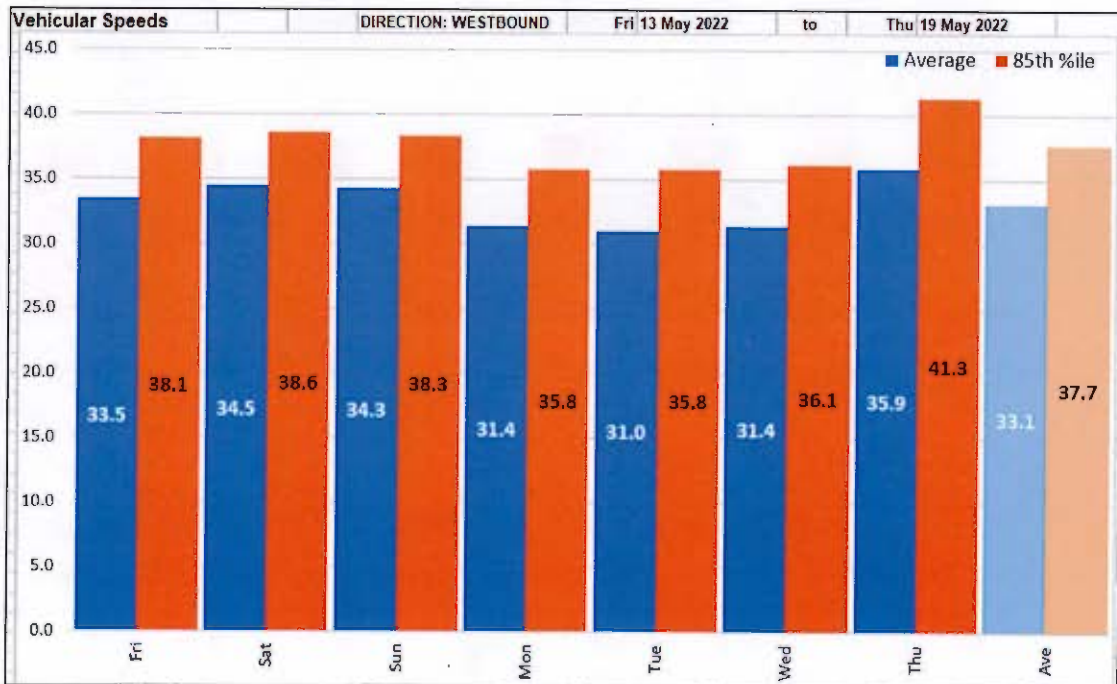
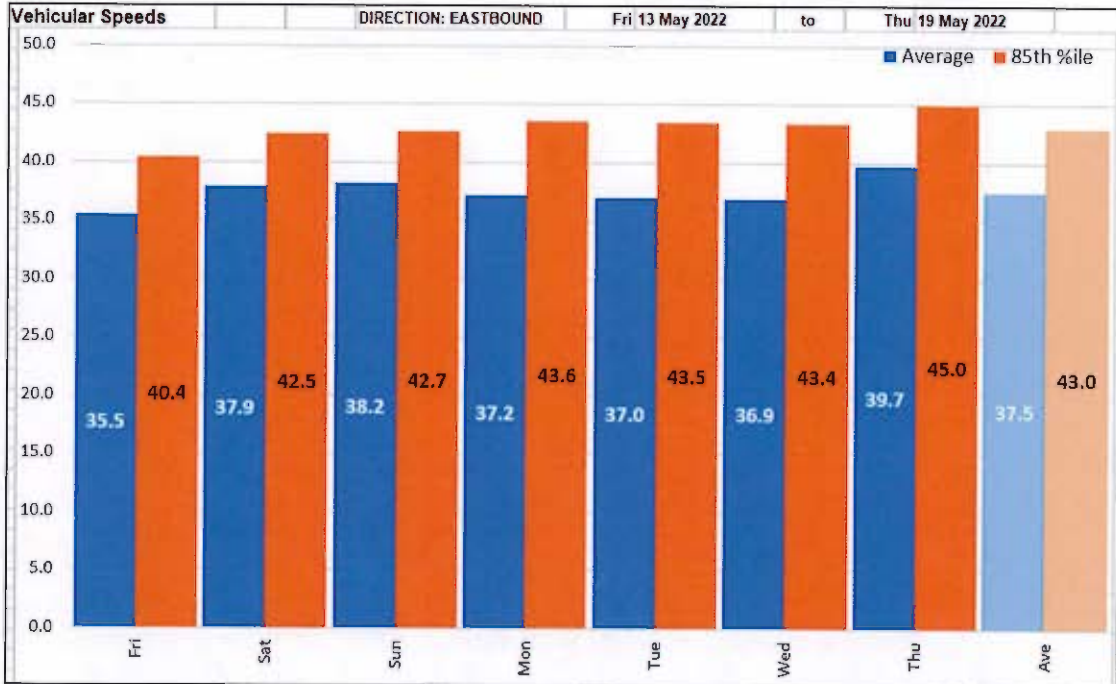
TECHNICAL NOTE

7.2. From the graphs above it is noted that :

- The average 85th percentile speeds are 45mph and 42mph for eastbound and westbound traffic respectively on Deal Road.

8. Speed data – east site

8.1. Over the course of the survey period, the vehicle speeds were recorded and an average 85th percentile speed was calculated in both directions. The speed data has been summarised and shown within the graph below.



TECHNICAL NOTE

8.2. From the graphs above it is noted that :

- The average 85th percentile speeds are 43mph and 38mph for eastbound and westbound traffic respectively on Deal Road.

9. Visibility splays

9.1. There are two methods of determining visibility splay lengths, either using DMRB or using Manual for Streets 2.

DMRB

9.2. The table below is extracted from the DMRB document "CD109 – Highway Link Design" and provides the parameters for the stopping site distance (visibility splay) against the design speeds on the top row.

Design speed kph	120	100	85	70	60	50
Stopping sight distance (metres)						
Desirable minimum	295	215	160	120	90	70
One step below desirable minimum	215	160	120	90	70	50

9.3. The measured 85th percentile speeds have been used, through interpolation of the design speeds above, to determine an appropriate stopping sight distance (visibility splay lengths). These are summarised below.

- East site – visibility to the left (wb traffic 38mph / 61kph) 93m (desirable minimum)
- East site – visibility to the right (eb traffic 43mph / 69kph) 117m (desirable minimum)
- West site – visibility to the left (wb traffic 42mph / 68kph) 114m (desirable minimum)
- West site – visibility to the right (eb traffic 45mph / 72kph) 125m (desirable minimum)

Manual for Streets 2

9.4. A Manual for Streets 2 calculation has been carried out using the following parameters for each visibility splay:

- Reaction Time = 2.0s
- Deceleration Rate = 0.375g
- Speed converted to m/s
- Gradient = 0%

9.5. By using the above information, and recorded 85th percentile speeds, the desirable minimum visibility splays have been calculated as follows :

- East site – visibility to the left (wb traffic 38mph / 61kph) 95m (desirable minimum)
- East site – visibility to the right (eb traffic 43mph / 69kph) 116m (desirable minimum)
- West site – visibility to the left (wb traffic 42mph / 68kph) 112m (desirable minimum)
- West site – visibility to the right (eb traffic 45mph / 72kph) 125m (desirable minimum)

TECHNICAL NOTE

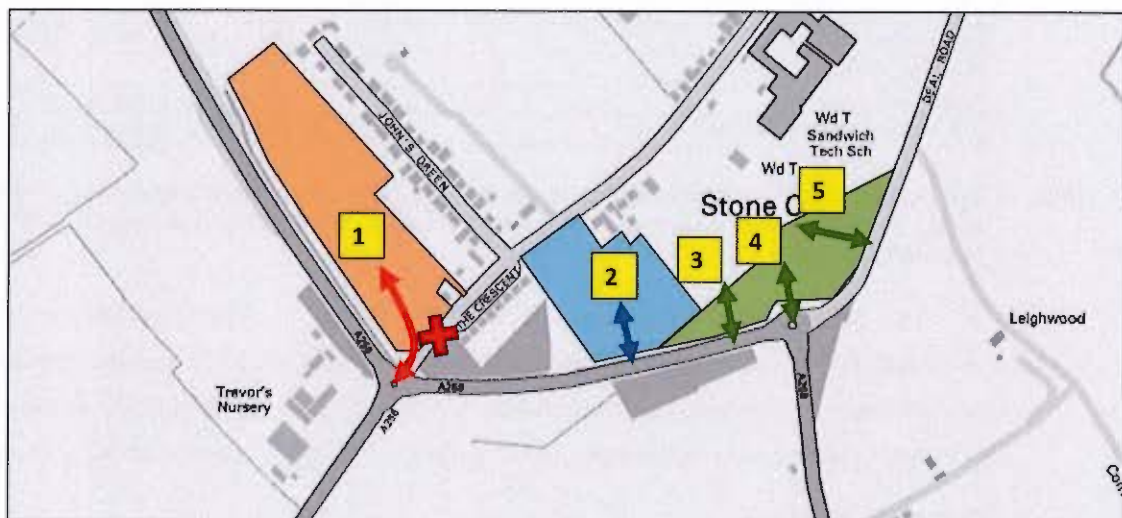
Assessment splays

9.6. It is noted that the two methods above derive similar distances. For the purposes of this exercise the greater number has been selected for each splay and these are summarised below.

- East site – visibility to the left (wb traffic 38mph / 61kph) 95m (desirable minimum)
- East site – visibility to the right (eb traffic 43mph / 69kph) 117m (desirable minimum)
- West site – visibility to the left (wb traffic 42mph / 68kph) 114m (desirable minimum)
- West site – visibility to the right (eb traffic 45mph / 72kph) 125m (desirable minimum)

10. Potential site access locations

10.1. A total of 4 site access locations have been considered as illustrated and summarised below:



- Access 1 – An additional arm to existing west roundabout to access the red parcel. This would include relocation of the existing barrier to prevent through traffic on Dover Road from the roundabout.
- Access 2 – A new priority junction on the A258 Deal Road to directly access the blue parcel with potential internal access to the green parcel
- Access 3 – A new priority junction on the A258 Deal Road to directly access the green parcel with potential internal access to the blue parcel
- Access 4 – An additional arm to the existing east roundabout to access the blue and green parcels
- Access 5 – A new priority junction on Deal Road to access the blue and green parcels

10.2. Hence, Access 1 would be promoted in combination with either Access 2, 3 4 or 5 dependent upon technical acceptance by KCC and / or masterplan considerations. Each of these access locations is considered in turn below.

11. Access 1

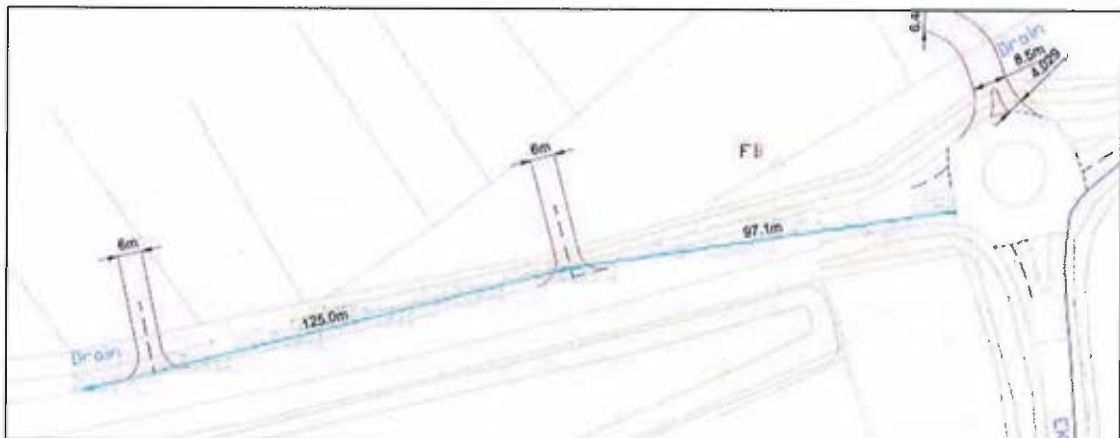
11.1. Access 1 would add a new arm to the west roundabout and this would provide access to the red parcel of land. The figure below illustrates the potential access arm and swept path analysis is included as Appendix B.

TECHNICAL NOTE

- 12.3. In accordance with the visibility splay results summarised at 9.6 above, a splay of 125m has been indicated to the right and 114m to the left. A set back of 2.4m has been adopted in accordance with Manual for Streets.
- 12.4. As demonstrated by the plan, the visibility splay calculated can be achieved within the site frontage and / or highway boundary. **TBC – AWAITING BOUNDARY DATA FROM KCC**
- 12.5. An existing bus layby exists on both sides of the carriageway immediately to the west of the blue boundary and this would need to be accommodated within any site access works. This may require relocation of the bus layby and footway works to provide continued access.

Access 3

- 12.6. Access 3 would introduce a new junction on the A258 Deal Road between the east and west roundabouts, within the site frontage of the green parcel of land. It is intended that, if provided, this would be a simple priority junction that would provide access to the green and blue parcels of land. The figure below illustrates the potential access and swept path analysis is included as Appendix B.



- 12.7. In accordance with the visibility splay results summarised at 9.6 above, a splay of 125m has been indicated to the right and to the roundabout exit to the left. A set back of 2.4m has been adopted in accordance with Manual for Streets.
- 12.8. As demonstrated by the plan, the visibility splay calculated can be achieved within the site frontage and / or highway boundary. **TBC – AWAITING BOUNDARY DATA FROM KCC**
- 12.9. An existing bus layby exists on both sides of the carriageway some distance to the west of the green boundary and this would need to be reviewed within any site access works. However, it is anticipated that this is far enough to the west to not require relocation.

Access 4

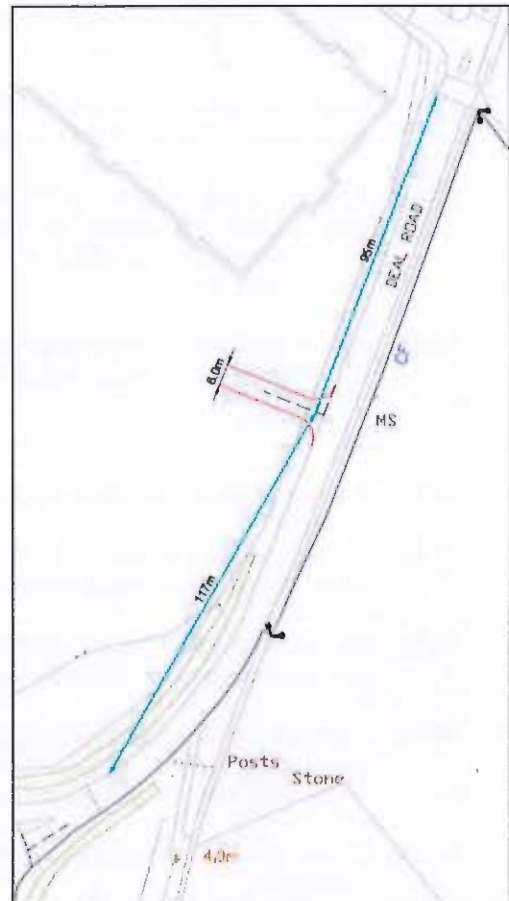
- 12.10. Access 4, if provided, would add a new arm to the east roundabout and this would provide access to the green and blue parcels of land. The figure below illustrates the potential access arm and swept path analysis is included as Appendix B.

TECHNICAL NOTE



Access 5

- 12.11. Access 5 would introduce a new junction on Deal Road to the north east of the east roundabout, within the site frontage of the green parcel of land. It is intended that, if provided, this would be a simple priority junction that would provide access to the green and blue parcels of land.
- 12.12. The figure opposite illustrates the potential access and swept path analysis is included as Appendix B.
- 12.13. In accordance with the visibility splay results summarised at 9.6 above, a splay of 117m has been indicated to the right and 95m to the left. A set back of 2.4m has been adopted in accordance with Manual for Streets.
- 12.14. Although the visibility to the left has been indicated to the nearside kerb, this is considered a worst case assessment as in practise it could be taken to the centre of the road due to the hatched ghost island at the entrance to the neighbouring school.



13. Highway boundary

- 13.1. The highway boundary information received from KCC is included as Appendix C (AWAITED) and this has also been interpreted on to the plans described above for reference.

14. Summary and findings

- 14.1. Stantec UK have been appointed to provide transport support in relation to a potential planning application for a site at Deal Road in Sandwich. The site comprises 3 parcels of land. The purpose of this technical note is to review the potential options for site highway access.
- 14.2. The existing site is located alongside the A256 Sandwich Bypass and A258 Deal Road on the south side of Sandwich.

TECHNICAL NOTE

- 14.3. To analyse the potential location for a site access, two ATC tubes were placed on Deal Road, one to the north east and one between the two roundabouts. Data was collected for a one week period at both locations.
- 14.4. The volume of vehicles using the A258 Deal Road peaks at 0800-0900 during the morning period and a less pronounced peak between 1500-1800 during the evening period. The maximum flows are around 600 to 700 vehicles per hour in one direction.
- 14.5. The volume of vehicles using Deal Road peaks at 0800-0900 during the morning period and a less pronounced peak between 1500-1800 during the evening period. The maximum flows are around 500 to 650 vehicles per hour in one direction during the morning and around 350 to 450 vehicles per hour in one direction during the evening.
- 14.6. The average 85th percentile speeds on the A258 Deal Road are 45mph and 42mph for eastbound and westbound traffic respectively.
- 14.7. The average 85th percentile speeds on Deal road are 43mph and 38mph for eastbound and westbound traffic respectively.
- 14.8. There are two methods of determining visibility splay lengths, either using DMRB or using Manual for Streets 2. The two methods derive similar splay lengths.
- 14.9. A total of 5 site access locations have been considered. These comprise an additional arm to the existing west roundabout, two new priority junctions on the A258 Deal Road, an additional arm to the existing east roundabout or a new priority junction on Deal Road. Layout and tracking have been shown for each.
- 14.10. Based upon the work summarised above, and observations made on a site visit, the following is noted for each potential junction.

Access 1

- 14.11. An additional arm would be added to the existing west roundabout to access the red parcel.
- 14.12. There is already an arm at this location although this would be upgraded and the existing barrier (gate) would be relocated further north to prevent through traffic on Dover Road.
- 14.13. Subject to detailed design confirmation of the highway boundary (awaited) it appears physically possible to provide the additional access arm.
- 14.14. Capacity modelling of the roundabout would be required to confirm the ability of the roundabout to serve development traffic and this would be completed as part of the Transport Assessment needed for a planning application.
- 14.15. Officer comment would be sought for their technical opinion on providing an access from this location.
- 14.16. A Road Safety Audit would need to be completed to support a planning application.

Access 2 and Access 3

- 14.17. A new priority junction would be provided on the A258 Deal Road to directly access the blue parcel or green parcel of land with potential internal access between the two parcels.
- 14.18. Subject to detailed design and confirmation of the highway boundary (awaited) it appears physically possible to provide the access and visibility splays required at either location.

TECHNICAL NOTE

- 14.19. An existing bus layby exists either side of the carriageway and this would need to be accommodated within any site access works. This may require relocation of the bus layby and footway works to provide access to these if relocated.
- 14.20. There are a number of large trees on the north side of the carriageway and this would require a tree survey to determine whether these could be removed if needed (for access or visibility) or if they are to remain, what root protection area they require.
- 14.21. Capacity modelling of the roundabout would be required to confirm the ability of a new access junction at this location to serve development traffic and this would be completed as part of the Transport Assessment needed for a planning application
- 14.22. Officer comment would be sought for their technical opinion on providing an access from this location
- 14.23. A Road Safety Audit would need to be completed to support a planning application















Access 4

- 14.24. An additional arm would be added to the existing east roundabout to access the red parcel.
- 14.25. Subject to detailed design confirmation of the highway boundary (awaited) it appears physically possible to provide the additional access arm.
- 14.26. There are a number of large trees on the north side of the roundabout and this would require a tree survey to determine whether these could be removed to achieve an access arm from the roundabout.
- 14.27. Capacity modelling would be required to confirm the ability of the roundabout to serve development traffic and this would be completed as part of the Transport Assessment needed for a planning application.
- 14.28. Officer comment would be sought for their technical opinion on providing an access from this location.
- 14.29. A Road Safety Audit would need to be completed to support a planning application.

Access 5

- 14.30. A new priority junction would be provided on Deal Road to directly access the green parcel of land with potential internal access to the blue parcel.
- 14.31. Subject to detailed design and confirmation of the highway boundary (awaited) it appears physically possible to provide the access and visibility splays required at this location
- 14.32. There are a number of trees on the west side of the carriageway and this would require a tree survey to determine whether these could be removed if needed (for access or visibility) or if they are to remain, what root protection area they require.
- 14.33. Capacity modelling would be required to confirm the ability of a new access junction at this location to serve development traffic and this would be completed as part of the Transport Assessment needed for a planning application
- 14.34. Officer comment would be sought for their technical opinion on providing an access from this location.
- 14.35. A Road Safety Audit would need to be completed to support a planning application

Appendix A
ATC survey data

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

K&M TRAFFIC SURVEYS

SITE: EAST SITE - Deal Rd Sandwich (Reinstalled)

LOCATION: Attached to lamppost

GRID REFERENCE: 51.262775, 1.336688

DIRECTION: EASTBOUND

SPEED LIMIT: 40

13 May 2022

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 88	
0700	157	134	1	20	0	0	0	0	0	0	0	0	0	0	1	1	34.8	38.7
0800	664	608	2	43	2	2	0	1	0	1	0	0	0	0	3	2	32.7	36.6
0900	299	253	1	38	0	2	0	0	0	1	0	0	0	2	2	35.2	40.3	
1000	286	239	3	37	1	1	0	1	0	0	0	0	0	2	2	35.7	40	
1100	277	233	6	29	3	1	1	0	0	0	0	0	0	2	2	36.3	40.6	
1200	256	218	1	30	0	1	1	1	0	0	0	0	0	2	2	36.6	41.1	
1300	273	248	0	18	0	2	1	0	0	0	0	0	0	2	2	35.5	40.5	
1400	314	274	4	32	1	0	1	0	0	0	0	0	0	2	0	35.6	39.5	
1500	393	350	1	36	0	0	0	2	0	0	0	0	0	4	0	31.5	37.2	
1600	314	282	3	21	0	1	0	1	0	0	0	0	0	4	2	36.4	40.7	
1700	306	284	0	16	0	0	0	0	0	1	0	0	0	4	1	37.6	42.1	
1800	255	238	3	12	0	0	0	0	0	0	0	0	0	1	1	37.2	41.6	
1900	170	158	0	8	0	0	0	0	0	1	0	0	0	3	0	39.3	44	
2000	107	100	0	7	0	0	0	0	0	0	0	0	0	0	0	37.9	42.9	
2100	65	54	0	11	0	0	0	0	0	0	0	0	0	0	0	39	44.3	
2200	61	58	0	2	0	0	0	0	0	0	0	0	0	1	0	39.2	43.6	
2300	26	23	0	3	0	0	0	0	0	0	0	0	0	0	0	39.6	44.9	
07-19	3794	3361	25	332	7	10	4	6	0	4	0	0	0	29	17	35.1	39.9	
06-22	4136	3673	25	358	7	10	4	6	0	4	0	0	0	32	17	35.4	40.3	
06-00	4223	3754	25	363	7	10	4	6	0	4	0	0	0	33	17	35.5	40.4	
00-00	4223	3754	25	363	7	10	4	6	0	4	0	0	0	33	17	35.5	40.4	

14 May 2022

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 88
0000	14	13	0	1	0	0	0	0	0	0	0	0	0	0	0	39.8	45.4

0100	6	4	0	2	0	0	0	0	0	0	0	0	0	0	0	0	38.3	-
0200	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.2	-
0300	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	44.5	-
0400	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48.4	-
0500	13	9	0	2	0	0	0	0	1	0	0	0	0	0	1	38	45.6	
0600	30	24	1	3	0	1	0	1	0	0	0	0	0	0	0	38.8	45	
0700	104	88	1	12	0	0	0	0	0	0	0	0	0	2	1	38.8	45.3	
0800	173	150	1	17	1	1	0	0	0	0	0	0	0	2	1	38.4	43.9	
0900	275	240	1	25	0	0	0	1	0	0	0	0	0	7	1	36.7	41.1	
1000	271	247	2	18	0	0	0	0	0	0	0	0	0	1	3	36.9	41.4	
1100	299	271	2	24	0	0	0	0	0	0	0	0	0	2	0	36.8	40.6	
1200	290	270	1	13	1	0	0	0	0	0	0	0	0	3	2	37.1	41.3	
1300	294	272	2	16	0	0	0	1	0	0	0	0	0	2	1	36.2	40.7	
1400	248	229	0	13	0	0	0	0	0	0	0	0	0	6	0	37.7	42	
1500	216	201	0	10	0	1	0	0	0	0	0	0	0	4	0	37.7	42.6	
1600	242	226	0	13	0	0	0	1	0	0	0	0	0	1	1	38.4	43	
1700	168	153	0	11	2	0	0	0	0	0	0	0	0	2	0	39.4	43.9	
1800	173	162	0	9	0	0	0	0	0	0	0	0	0	2	0	39.1	43	
1900	138	126	1	9	0	0	0	0	0	0	0	0	0	2	0	39.4	44.4	
2000	107	100	0	7	0	0	0	0	0	0	0	0	0	0	0	41.1	45.7	
2100	63	58	0	4	0	0	0	0	0	0	0	0	0	1	0	39.7	45.1	
2200	54	52	0	1	1	0	0	0	0	0	0	0	0	0	0	40.9	44.5	
2300	29	26	0	3	0	0	0	0	0	0	0	0	0	0	0	37.8	44.4	
07-19	2753	2509	10	181	4	2	0	3	0	0	0	0	0	34	10	37.5	42.1	
06-22	3091	2817	12	204	4	3	0	4	0	0	0	0	0	37	10	37.8	42.4	
06-00	3174	2895	12	208	5	3	0	4	0	0	0	0	0	37	10	37.9	42.5	
00-00	3220	2933	12	214	5	3	0	4	1	0	0	0	0	37	11	37.9	42.5	

15 May 2022

Time [-]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	21	20	0	1	0	0	0	0	0	0	0	0	0	0	0	41.1	45.8
0100	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	40.2	52.5
0200	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	44.6	-
0300	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	44.1	-
0400	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	42.4	-
0500	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	38.6	-
0600	26	24	0	2	0	0	0	0	0	0	0	0	0	0	0	39.2	45.1

0700	59	52	0	6	0	0	0	1	0	0	0	0	0	0	0	0	40.2	46.5
0800	102	91	0	10	1	0	0	0	0	0	0	0	0	0	0	0	39.6	44.7
0900	181	164	3	10	1	0	1	0	0	1	0	0	0	0	1	0	36.3	40.7
1000	214	195	1	15	1	0	0	0	0	0	0	0	0	0	1	1	36.9	41.2
1100	239	221	2	15	0	0	0	0	0	0	0	0	0	0	0	1	36.4	40.8
1200	295	275	1	16	1	1	0	0	0	0	0	0	0	0	1	0	37	40.8
1300	233	213	1	18	0	0	0	0	0	0	0	0	0	0	1	0	37.1	40.8
1400	189	181	1	6	0	0	0	0	0	0	0	0	0	0	1	0	38.1	42.7
1500	200	184	2	9	0	0	0	1	0	0	0	0	0	0	3	1	38.3	42.8
1600	160	148	0	8	0	1	0	0	0	0	0	0	0	0	3	0	38.8	43.1
1700	140	127	0	12	0	0	0	0	0	0	0	0	0	0	1	0	39.9	45.1
1800	131	124	0	6	0	0	0	0	0	0	0	0	0	0	1	0	40.2	44.2
1900	100	93	0	4	1	0	0	0	0	0	0	0	0	0	2	0	40.3	46.7
2000	56	51	0	5	0	0	0	0	0	0	0	0	0	0	0	0	41.4	48
2100	48	45	1	2	0	0	0	0	0	0	0	0	0	0	0	0	40.3	44.8
2200	19	17	0	0	1	0	0	0	1	0	0	0	0	0	0	0	39	44.1
2300	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.8	42.5
07-19	2143	1975	11	131	4	2	1	2	0	1	0	0	0	0	13	3	37.8	42.2
06-22	2373	2188	12	144	5	2	1	2	0	1	0	0	0	0	15	3	38.1	42.6
06-00	2403	2216	12	144	6	2	1	2	1	1	0	0	0	0	15	3	38.1	42.6
00-00	2451	2261	12	147	6	2	1	2	1	1	0	0	0	0	15	3	38.2	42.7

16 May 2022

Time [-]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	38.5	-
0100	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	39.9	-
0200	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	32.3	-
0300	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	41.1	-
0400	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	44.9	-
0500	31	26	0	5	0	0	0	0	0	0	0	0	0	0	0	0	40.7	45
0600	75	58	0	11	2	0	0	1	0	1	0	0	0	2	0	0	38.9	44.7
0700	319	271	3	38	1	2	0	0	0	0	0	0	0	3	1	0	36.9	42.1
0800	657	585	7	58	0	1	2	1	0	1	0	0	0	2	0	0	31.5	37.6
0900	275	215	6	52	0	1	0	0	0	0	0	0	0	1	0	0	38.8	44.2
1000	227	156	1	67	1	0	0	0	0	1	0	0	0	0	1	0	41.2	46.6
1100	260	180	5	72	1	0	0	0	0	0	0	0	0	2	0	0	40.3	45.4
1200	260	208	2	47	0	2	0	0	0	0	0	0	0	0	1	0	38.4	43.5

1300	281	222	2	50	1	1	0	1	0	0	0	0	0	0	4	36.4	42.2
1400	290	242	3	42	1	2	0	0	0	0	0	0	0	0	0	37.9	42.9
1500	394	350	1	42	0	1	0	0	0	0	0	0	0	0	0	31.5	37.6
1600	334	293	0	39	0	0	0	1	0	0	0	0	0	0	1	36.9	41.8
1700	315	268	0	42	1	0	0	1	0	0	0	0	0	2	1	39.5	44.7
1800	225	189	0	33	0	0	0	1	0	0	0	0	0	2	0	41.7	47.3
1900	167	136	0	28	0	0	0	0	0	0	0	0	0	2	1	41.2	49.2
2000	93	76	0	15	0	0	0	0	0	0	0	0	0	2	0	42.9	52.5
2100	47	37	1	8	1	0	0	0	0	0	0	0	0	0	0	41	45.1
2200	21	17	1	3	0	0	0	0	0	0	0	0	0	0	0	40.3	48.5
2300	11	8	0	3	0	0	0	0	0	0	0	0	0	0	0	42	46.6
07-19	3837	3179	30	582	6	10	2	5	0	2	0	0	0	12	9	36.7	42.9
06-22	4219	3486	31	644	9	10	2	6	0	3	0	0	0	18	10	37.1	43.5
06-00	4251	3511	32	650	9	10	2	6	0	3	0	0	0	18	10	37.1	43.5
00-00	4297	3547	34	658	9	10	2	6	0	3	0	0	0	18	10	37.2	43.6

17 May 2022

Time [-]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	48.6	-
0100	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	42.6	-
0200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	43.6	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	6	5	1	0	0	0	0	0	0	0	0	0	0	0	0	43	-
0500	24	21	0	2	0	0	1	0	0	0	0	0	0	0	0	42	44.7
0600	74	53	0	16	2	0	0	1	0	0	0	0	0	2	0	40.5	47.7
0700	348	289	3	41	3	1	0	0	1	0	0	0	0	7	3	37.2	43.3
0800	653	574	4	70	0	2	0	1	0	0	0	0	0	0	2	31.9	38.4
0900	328	256	3	62	0	3	0	1	0	0	0	0	0	2	1	38.3	44.4
1000	262	205	1	52	2	0	0	0	0	0	0	0	0	1	1	38.7	44
1100	270	184	3	73	4	0	1	2	0	0	0	0	0	3	0	38.9	45.3
1200	260	210	2	45	1	0	0	0	0	0	0	0	0	1	1	38.8	43.6
1300	266	208	3	51	1	0	1	0	0	0	0	0	0	2	0	37.9	43.7
1400	283	246	2	30	1	0	0	0	0	0	0	0	0	3	1	35.6	41.5
1500	401	347	1	48	0	2	0	0	0	0	0	0	0	3	0	31.1	38.3
1600	347	291	0	51	0	0	0	0	1	0	0	0	0	2	2	38	43.8
1700	336	298	2	29	2	0	0	0	0	0	0	0	0	5	0	38.9	44.3
1800	210	171	1	38	0	0	0	0	0	0	0	0	0	0	0	39.8	45.4

1900	148	123	0	24	1	0	0	0	0	0	0	0	0	0	0	0	41.2	46.9
2000	93	77	1	15	0	0	0	0	0	0	0	0	0	0	0	0	42.3	48.6
2100	53	35	0	17	0	0	0	0	0	0	0	0	0	1	0	45.2	54.5	
2200	25	18	0	7	0	0	0	0	0	0	0	0	0	0	0	42.5	51.9	
2300	10	6	0	3	0	0	1	0	0	0	0	0	0	0	0	44.6	-	
07-19	3964	3279	25	590	14	8	2	4	1	1	0	0	0	29	11	36.4	42.9	
06-22	4332	3567	26	662	17	8	2	5	1	1	0	0	0	32	11	36.9	43.4	
06-00	4367	3591	26	672	17	8	3	5	1	1	0	0	0	32	11	36.9	43.4	
00-00	4406	3625	27	676	17	8	4	5	1	1	0	0	0	32	11	37	43.5	

18 May 2022

Time [-]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vop 85
0000	10	3	0	7	0	0	0	0	0	0	0	0	0	0	0	47.6	-
0100	5	1	1	3	0	0	0	0	0	0	0	0	0	0	0	42.2	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	64.8	-
0400	9	7	2	0	0	0	0	0	0	0	0	0	0	0	0	43.9	-
0500	27	18	0	8	1	0	0	0	0	0	0	0	0	0	0	42.6	46.6
0600	76	61	0	13	1	0	0	0	0	0	0	0	0	1	0	43.2	48.5
0700	362	287	2	67	0	0	0	0	0	1	0	0	0	4	1	39.2	46.3
0800	661	546	2	107	1	1	2	1	0	1	0	0	0	0	0	32.4	39.3
0900	279	198	1	73	3	0	3	1	0	0	0	0	0	0	0	40.3	45.9
1000	259	205	3	47	0	0	1	1	0	0	0	0	0	2	0	39	45.3
1100	251	186	1	62	1	0	0	0	0	0	0	0	0	1	0	40.2	44.1
1200	280	209	6	63	1	0	0	0	0	0	0	0	0	0	1	38.2	44.7
1300	367	301	2	54	0	2	0	1	0	1	0	0	0	4	2	29.1	37.6
1400	249	215	1	32	0	0	0	0	0	0	0	0	0	0	1	37	42
1500	311	271	1	38	0	0	0	0	0	0	0	0	0	0	1	35.8	40.6
1600	332	283	3	46	0	0	0	0	0	0	0	0	0	0	0	37.2	41.5
1700	273	233	4	31	0	0	0	1	0	1	0	0	0	2	1	37.9	43.7
1800	257	233	1	18	0	1	0	0	0	0	0	0	0	1	3	38.3	43.7
1900	162	142	1	11	0	0	0	0	0	0	0	0	0	7	1	39.7	45.5
2000	102	84	0	10	0	0	0	0	0	0	0	0	0	8	0	39.5	43.9
2100	70	63	0	7	0	0	0	0	0	0	0	0	0	0	0	39.3	44.8
2200	29	27	0	2	0	0	0	0	0	0	0	0	0	0	0	40.9	46.4
2300	17	15	0	2	0	0	0	0	0	0	0	0	0	0	0	41.8	47.8
07-19	3881	3167	27	638	6	4	6	6	0	4	0	0	0	14	10	36.4	42.9

06-22	4291	3517	28	679	7	4	6	5	0	4	0	0	0	30	11	36.8	43.3
06-00	4337	3559	28	683	7	4	6	5	0	4	0	0	0	30	11	36.8	43.3
00-00	4389	3588	31	702	8	4	6	5	0	4	0	0	0	30	11	36.9	43.4

19 May 2022

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	41.9	-
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	35.6	-
0200	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	42.9	-
0300	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	41	-
0400	7	4	0	2	1	0	0	0	0	0	0	0	0	0	0	40.5	-
0500	27	20	0	5	0	0	0	0	0	0	0	0	0	1	1	38.6	44.9
0600	85	71	1	9	1	0	0	1	0	0	0	0	0	2	0	39.9	44.4
07-19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06-22	85	71	1	9	1	0	0	1	0	0	0	0	0	2	0	39.9	44.4
06-00	85	71	1	9	1	0	0	1	0	0	0	0	0	2	0	39.9	44.4
00-00	129	104	1	17	2	0	0	1	0	0	0	0	0	3	1	39.7	45

K&M TRAFFIC SURVEYS

SITE: EAST SITE - Deal Rd Sandwich (Reinstalled)

LOCATION: Attached to lamppost

GRID REFERENCE: 51.262775, 1.336688

DIRECTION: EASTBOUND

SPEED LIMIT: 40

13 May 2022

Time [--]	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0700	157	0	1	0	24	90	39	3	0	0	0	0	0	0	0	0	34.8	38.7
0800	664	0	2	7	239	334	76	5	0	1	0	0	0	0	0	0	32.7	36.6
0900	299	1	2	9	37	143	97	9	1	0	0	0	0	0	0	0	35.2	40.3
1000	286	1	1	1	41	138	93	10	1	0	0	0	0	0	0	0	35.7	40
1100	277	0	5	1	18	146	90	12	3	2	0	0	0	0	0	0	36.3	40.6
1200	256	0	2	2	16	123	94	16	3	0	0	0	0	0	0	0	36.6	41.1
1300	273	1	2	3	28	148	73	17	1	0	0	0	0	0	0	0	35.5	40.5
1400	314	0	1	4	29	185	82	13	0	0	0	0	0	0	0	0	35.6	39.5
1500	383	4	11	38	116	166	53	5	0	0	0	0	0	0	0	0	31.5	37.2
1600	314	1	3	3	25	135	134	11	1	0	1	0	0	0	0	0	36.4	40.7
1700	306	0	1	1	17	123	135	23	4	2	0	0	0	0	0	0	37.6	42.1
1800	255	1	0	0	17	119	97	17	4	0	0	0	0	0	0	0	37.2	41.6
1900	170	0	0	0	8	51	83	18	10	0	0	0	0	0	0	0	39.3	44
2000	107	0	0	0	11	40	43	10	2	1	0	0	0	0	0	0	37.9	42.9
2100	65	0	0	0	4	24	24	10	3	0	0	0	0	0	0	0	39	44.3
2200	61	0	0	0	3	21	27	7	1	1	1	0	0	0	0	0	39.2	43.6
2300	26	0	0	0	0	10	10	5	1	0	0	0	0	0	0	0	39.6	44.9
07-19	3794	9	31	69	607	1850	1063	141	18	5	1	0	0	0	0	0	35.1	39.9
06-22	4136	9	31	69	630	1965	1213	179	33	6	1	0	0	0	0	0	35.4	40.3
06-00	4223	9	31	69	633	1996	1250	191	35	7	2	0	0	0	0	0	35.5	40.4
00-00	4223	9	31	69	633	1996	1250	191	35	7	2	0	0	0	0	0	35.5	40.4

14 May 2022

Time [--]	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	14	0	0	0	1	3	8	1	1	0	0	0	0	0	0	0	39.8	45.4

0100	6	0	0	0	0	2	4	0	0	0	0	0	0	0	0	0	0	38.3	-
0200	6	0	0	0	0	1	5	0	0	0	0	0	0	0	0	0	0	39.2	-
0300	3	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	44.5	-
0400	4	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	48.4	-
0500	13	0	0	2	0	3	5	3	0	0	0	0	0	0	0	0	0	38	45.6
0600	30	0	0	0	5	5	13	7	0	0	0	0	0	0	0	0	0	38.8	45
0700	104	0	1	0	4	38	39	20	1	0	1	0	0	0	0	0	0	38.8	45.3
0800	173	0	2	4	7	61	70	21	6	1	0	1	0	0	0	0	0	38.4	43.9
0900	275	0	2	2	20	140	86	23	0	1	1	0	0	0	0	0	0	36.7	41.1
1000	271	2	1	2	19	119	107	19	2	0	0	0	0	0	0	0	0	36.9	41.4
1100	299	0	0	0	14	161	112	11	1	0	0	0	0	0	0	0	0	36.8	40.6
1200	290	2	1	2	12	131	121	19	2	0	0	0	0	0	0	0	0	37.1	41.3
1300	294	0	1	3	26	145	103	15	1	0	0	0	0	0	0	0	0	36.2	40.7
1400	248	0	0	0	12	106	111	14	5	0	0	0	0	0	0	0	0	37.7	42
1500	216	0	0	1	9	105	74	24	3	0	0	0	0	0	0	0	0	37.7	42.6
1600	242	1	0	0	14	86	110	23	6	2	0	0	0	0	0	0	0	38.4	43
1700	168	0	0	0	8	52	81	19	5	3	0	0	0	0	0	0	0	39.4	43.9
1800	173	0	0	0	8	47	96	18	3	1	0	0	0	0	0	0	0	39.1	43
1900	138	0	0	0	6	42	66	20	2	0	2	0	0	0	0	0	0	39.4	44.4
2000	107	0	0	0	1	23	55	23	4	0	0	0	1	0	0	0	0	41.1	45.7
2100	63	0	0	0	2	19	28	10	4	0	0	0	0	0	0	0	0	39.7	45.1
2200	54	0	0	0	0	12	30	9	1	2	0	0	0	0	0	0	0	40.9	44.5
2300	29	0	0	0	2	16	6	5	0	0	0	0	0	0	0	0	0	37.8	44.4
07-19	2753	5	8	14	153	1191	1110	226	35	8	2	1	0	0	0	0	0	37.5	42.1
06-22	3091	5	8	14	167	1280	1272	286	45	8	4	1	1	0	0	0	0	37.8	42.4
06-00	3174	5	8	14	169	1308	1308	300	46	10	4	1	1	0	0	0	0	37.9	42.5
00-00	3220	5	8	16	170	1318	1330	307	50	10	4	1	1	0	0	0	0	37.9	42.5

15 May 2022

Time [-]	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 69	Vbin 69 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	21	0	0	0	1	4	8	7	1	0	0	0	0	0	0	0	41.1	45.8
0100	11	0	0	0	1	3	5	0	2	0	0	0	0	0	0	0	40.2	52.5
0200	5	0	0	0	0	1	1	2	1	0	0	0	0	0	0	0	44.6	-
0300	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	44.1	-
0400	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	42.4	-
0500	7	0	0	0	0	2	5	0	0	0	0	0	0	0	0	0	38.6	-
0600	26	0	0	0	0	11	9	6	0	0	0	0	0	0	0	0	39.2	45.1

0700	59	0	0	0	1	16	26	15	1	0	0	0	0	0	0	0	0	40.2	46.5
0800	102	0	0	0	4	30	51	11	6	0	0	0	0	0	0	0	0	39.6	44.7
0900	181	0	1	8	11	74	77	7	1	2	0	0	0	0	0	0	0	36.3	40.7
1000	214	0	1	1	8	110	83	11	0	0	0	0	0	0	0	0	0	36.9	41.2
1100	239	1	0	1	21	110	97	9	0	0	0	0	0	0	0	0	0	36.4	40.8
1200	295	0	1	4	16	126	134	10	2	2	0	0	0	0	0	0	0	37	40.8
1300	233	0	0	0	17	101	103	11	0	1	0	0	0	0	0	0	0	37.1	40.8
1400	189	0	0	1	7	81	79	15	6	0	0	0	0	0	0	0	0	38.1	42.7
1500	200	0	1	1	9	65	103	18	2	1	0	0	0	0	0	0	0	38.3	42.8
1600	160	0	1	0	6	54	81	15	1	1	1	0	0	0	0	0	0	38.8	43.1
1700	140	0	0	0	7	41	61	25	5	1	0	0	0	0	0	0	0	39.9	45.1
1800	131	0	0	0	1	28	77	21	3	1	0	0	0	0	0	0	0	40.2	44.2
1900	100	0	0	0	4	24	45	22	4	1	0	0	0	0	0	0	0	40.3	46.7
2000	56	0	0	0	0	11	33	7	3	1	0	1	0	0	0	0	0	41.4	48
2100	48	0	0	0	1	12	24	10	1	0	0	0	0	0	0	0	0	40.3	44.8
2200	19	0	0	1	1	5	9	2	1	0	0	0	0	0	0	0	0	39	44.1
2300	11	0	0	0	0	3	8	0	0	0	0	0	0	0	0	0	0	38.8	42.5
07-19	2143	1	5	16	108	836	972	168	27	9	1	0	0	0	0	0	0	37.8	42.2
06-22	2373	1	5	16	113	894	1083	213	35	11	1	1	0	0	0	0	0	38.1	42.6
06-00	2403	1	5	17	114	902	1100	215	36	11	1	1	0	0	0	0	0	38.1	42.6
00-00	2451	1	5	17	116	913	1120	226	40	11	1	1	0	0	0	0	0	38.2	42.7

16 May 2022

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85	
0000	3	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	38.5	-
0100	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	39.9	-
0200	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	32.3	-
0300	3	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	41.1	-
0400	5	0	0	0	0	1	1	2	1	0	0	0	0	0	0	0	0	44.9	-
0500	31	0	0	0	0	7	14	8	2	0	0	0	0	0	0	0	0	40.7	45
0600	75	0	0	0	3	32	28	9	2	1	0	0	0	0	0	0	0	38.9	44.7
0700	319	0	1	8	23	137	114	32	4	0	0	0	0	0	0	0	0	36.9	42.1
0800	657	13	33	34	182	293	89	9	3	1	0	0	0	0	0	0	0	31.5	37.6
0900	275	0	0	1	18	91	120	38	6	1	0	0	0	0	0	0	0	38.8	44.2
1000	227	0	0	0	6	45	104	58	12	1	0	1	0	0	0	0	0	41.2	46.6
1100	260	0	0	1	9	66	117	50	10	3	2	0	0	0	0	0	0	40.3	45.4
1200	260	0	0	1	15	103	103	29	7	2	0	0	0	0	0	0	0	38.4	43.5

1300	281	0	3	4	44	111	88	28	2	1	0	0	0	0	0	0	0	36.4	42.2
1400	290	0	1	4	19	112	115	30	8	1	0	0	0	0	0	0	0	37.9	42.9
1500	394	10	15	34	115	157	52	8	1	0	0	0	2	0	0	0	0	31.5	37.6
1600	334	0	1	6	31	137	128	25	3	1	1	1	0	0	0	0	0	36.9	41.8
1700	315	0	1	0	10	102	136	55	9	1	0	1	0	0	0	0	0	39.5	44.7
1800	225	0	0	0	1	63	93	45	14	4	2	1	1	1	0	0	0	41.7	47.3
1900	167	0	1	3	2	44	62	33	18	3	1	0	0	0	0	0	0	41.2	49.2
2000	93	0	0	1	2	21	31	22	7	7	1	1	0	0	0	0	0	42.9	52.5
2100	47	0	0	0	0	11	24	11	0	0	0	1	0	0	0	0	0	41	45.1
2200	21	0	0	0	1	8	4	6	2	0	0	0	0	0	0	0	0	40.3	48.5
2300	11	0	0	0	0	2	7	1	1	0	0	0	0	0	0	0	0	42	46.6
07-19	3837	23	55	93	473	1419	1259	407	79	16	5	4	3	1	0	0	0	36.7	42.9
06-22	4219	23	56	97	480	1527	1404	482	106	27	7	6	3	1	0	0	0	37.1	43.5
06-00	4251	23	56	97	481	1537	1415	489	109	27	7	6	3	1	0	0	0	37.1	43.5
00-00	4297	23	56	97	481	1548	1436	500	112	27	7	6	3	1	0	0	0	37.2	43.6

17 May 2022

Time [-]	Total	Vbin 6 12	Vbin 12 19	Vbin 19 26	Vbin 26 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85	
0000	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	48.6	-
0100	5	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	42.6	-
0200	3	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	43.6	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	6	0	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0	43	-
0500	24	0	0	0	0	1	17	5	0	1	0	0	0	0	0	0	0	42	44.7
0600	74	0	0	0	4	21	27	17	4	1	0	0	0	0	0	0	0	40.5	47.7
0700	348	0	3	10	39	127	119	39	8	2	1	0	39	0	0	0	0	37.2	43.3
0800	653	7	44	38	161	275	110	15	3	0	0	0	0	0	0	0	0	31.9	38.4
0900	328	0	1	9	12	128	119	56	3	0	0	0	0	0	0	0	0	38.3	44.4
1000	262	0	0	3	11	97	106	36	7	1	0	0	0	0	1	0	0	38.7	44
1100	270	0	2	7	17	88	96	45	10	4	0	1	0	0	0	0	0	38.9	45.3
1200	260	0	1	2	9	86	122	33	6	0	1	0	0	0	0	0	0	38.8	43.6
1300	266	0	0	7	22	97	98	34	7	1	0	0	0	0	0	0	0	37.9	43.7
1400	283	0	6	6	33	128	90	17	3	0	0	0	0	0	0	0	0	35.6	41.5
1500	401	10	19	44	102	149	67	8	2	0	0	0	0	0	0	0	0	31.1	38.3
1600	347	0	2	0	24	142	126	42	7	2	0	2	0	0	0	0	0	38	43.8
1700	336	0	2	5	17	104	145	48	15	0	0	0	0	0	0	0	0	38.9	44.3
1800	210	0	1	1	8	66	82	36	14	2	0	0	0	0	0	0	0	39.8	45.4

1900	148	0	0	1	2	36	73	22	7	6	0	1	0	0	0	0	41.2	46.9
2000	93	0	0	0	1	22	33	27	7	1	0	2	0	0	0	0	42.3	48.6
2100	53	0	0	0	0	4	23	12	10	4	0	0	0	0	0	0	45.2	54.5
2200	25	0	0	0	0	5	12	4	3	1	0	0	0	0	0	0	42.5	51.9
2300	10	0	0	0	0	1	3	4	2	0	0	0	0	0	0	0	44.6	-
07-19	3964	17	81	132	455	1487	1280	409	85	12	2	3	0	0	1	0	36.4	42.9
06-22	4332	17	81	133	462	1570	1436	487	113	24	2	6	0	0	1	0	36.9	43.4
06-00	4367	17	81	133	462	1576	1451	495	118	25	2	6	0	0	1	0	36.9	43.4
00-00	4406	17	81	133	462	1577	1476	506	119	26	2	6	0	0	1	0	37	43.5

18 May 2022

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	10	0	0	0	0	0	2	6	2	0	0	0	0	0	0	0	47.5	-
0100	5	0	0	0	0	0	4	0	1	0	0	0	0	0	0	0	42.2	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	64.8	-
0400	9	0	0	0	0	1	3	3	2	0	0	0	0	0	0	0	43.9	-
0500	27	0	0	0	0	3	13	10	1	0	0	0	0	0	0	0	42.6	46.6
0600	76	0	0	0	2	7	34	24	8	1	0	0	0	0	0	0	43.2	48.5
0700	362	0	1	3	31	102	142	61	18	4	0	0	0	0	0	0	39.2	46.3
0800	661	27	35	22	121	291	128	31	5	1	0	0	0	0	0	0	32.4	39.3
0900	279	0	0	1	12	59	138	54	11	3	0	1	0	0	0	0	40.3	45.9
1000	259	1	0	2	13	88	102	43	9	1	0	0	0	0	0	0	39	45.3
1100	251	0	0	0	5	69	127	37	9	3	1	0	0	0	0	0	40.2	44.1
1200	280	0	2	4	24	99	102	36	8	3	1	0	0	1	0	0	38.2	44.7
1300	367	16	38	58	79	117	50	7	2	0	0	0	0	0	0	0	29.1	37.6
1400	249	0	0	1	26	112	83	24	1	2	0	0	0	0	0	0	37	42
1500	311	4	0	3	29	159	98	18	0	0	0	0	0	0	0	0	35.8	40.6
1600	332	0	0	1	23	137	150	18	3	0	0	0	0	0	0	0	37.2	41.5
1700	273	2	1	6	18	87	113	44	2	0	0	0	0	0	0	0	37.9	43.7
1800	257	1	3	1	13	87	111	33	7	0	1	0	0	0	0	0	38.3	43.7
1900	162	0	1	0	3	58	64	19	11	5	1	0	0	0	0	0	39.7	45.5
2000	102	0	0	0	6	35	44	10	4	1	1	0	1	0	0	0	39.5	43.9
2100	70	0	0	0	2	26	26	13	3	0	0	0	0	0	0	0	39.3	44.8
2200	29	0	0	0	0	7	14	7	1	0	0	0	0	0	0	0	40.9	46.4
2300	17	0	0	0	0	4	7	6	0	0	0	0	0	0	0	0	41.8	47.8
07-19	3881	51	80	102	394	1407	1344	406	75	17	3	1	0	1	0	0	36.4	42.9

06-22	4291	51	81	102	407	1533	1512	472	101	24	5	1	1	1	0	0	36.8	43.3
05-00	4337	51	81	102	407	1544	1533	485	102	24	5	1	1	1	0	0	36.8	43.3
00-00	4389	51	81	102	407	1548	1555	504	108	24	6	1	1	1	0	0	36.9	43.4

19 May 2022

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 58	Vbin 58 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85	
0000	5	0	0	0	0	1	3	0	1	0	0	0	0	0	0	0	0	41.9	-
0100	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	35.6	-
0200	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	42.9	-
0300	3	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	41	-
0400	7	0	0	1	0	1	2	1	1	0	0	0	0	0	0	0	0	40.5	-
0500	27	0	1	0	1	7	12	6	0	0	0	0	0	0	0	0	0	38.6	44.9
0600	85	0	0	0	5	21	39	18	2	0	0	0	0	0	0	0	0	39.9	44.4
07-19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06-22	85	0	0	0	5	21	39	18	2	0	0	0	0	0	0	0	0	39.9	44.4
06-00	85	0	0	0	5	21	39	18	2	0	0	0	0	0	0	0	0	39.9	44.4
00-00	129	0	1	1	6	32	58	26	5	0	0	0	0	0	0	0	0	39.7	45

Grand Total

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 58	Vbin 58 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
--	23115	106	263	435	2275	8932	8225	2260	469	105	22	15	5	2	1	0	37	42.7

K&M TRAFFIC SURVEYS

SITE: EAST SITE - Deal Rd Sandwich (Reinstalled)

LOCATION: Attached to lamppost

GRID REFERENCE: 51.262775, 1.336688

DIRECTION: EASTBOUND

SPEED LIMIT: 40

Hour	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Averages	
	13-May	14-May	15-May	16-May	17-May	18-May	19-May	1-5.	1-7.
0000-0100 *		14	21	3	1	10	5	4.8	9
0100-0200 *		6	11	3	5	5	1	3.5	5.2
0200-0300 *		6	5	1	3	0	1	1.3	2.7
0300-0400 *		3	2	3	0	1	3	1.8	2
0400-0500 *		4	2	5	6	9	7	6.8	5.5
0500-0600 *		13	7	31	24	27	27	27.3	21.5
0600-0700 *		30	26	75	74	76	85	77.5	61
0700-0800	157	104	59	319	348	362 *		296.5	224.8
0800-0900	664	173	102	657	653	661 *		658.8	485
0900-1000	299	275	181	275	328	279 *		295.3	272.8
1000-1100	286	271	214	227	262	259 *		258.5	253.2
1100-1200	277	299	239	260	270	251 *		264.5	266
1200-1300	256	290	295	260	260	280 *		264	273.5
1300-1400	273	294	233	281	266	367 *		296.8	285.7
1400-1500	314	248	189	290	283	249 *		284	262.2
1500-1600	393	216	200	394	401	311 *		374.8	319.2
1600-1700	314	242	160	334	347	332 *		331.8	288.2
1700-1800	306	168	140	315	336	273 *		307.5	256.3
1800-1900	255	173	131	225	210	257 *		236.8	208.5
1900-2000	170	138	100	167	148	162 *		161.8	147.5
2000-2100	107	107	56	93	93	102 *		98.8	93
2100-2200	65	63	48	47	53	70 *		58.8	57.7
2200-2300	61	54	19	21	25	29 *		34	34.8
2300-2400	26	29	11	11	10	17 *		16	17.3
Totals									
0700-1900	3794	2753	2143	3837	3964	3881 *		3869	3395.3
0600-2200 *		3091	2373	4219	4332	4291 *		4265.8	3754.5
0600-0000 *		3174	2403	4251	4367	4337 *		4315.8	3806.7
0000-0000 *		3220	2451	4297	4406	4389 *		4361	3852.5
AM Peak *		1100	1100	800	800	800 *			
*		299	239	657	653	661 *			
PM Peak	1500	1300	1200	1500	1500	1300 *			
	393	294	295	394	401	367 *			

K&M TRAFFIC SURVEYS

SITE: EAST SITE - Deal Rd Sandwich (Reinstalled) LOCATION: Attached to lamppost

GRID REFERENCE: 51.262775, 1.336688 DIRECTION: WESTBOUND SPEED LIMIT: 40

13 May 2022

Time [-]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0700	87	83	0	3	1	0	0	0	0	0	0	0	0	0	0	36.4	40.5	
0800	503	460	1	38	0	3	0	0	0	0	0	0	0	0	1	0	32.5	36.3
0900	282	229	3	43	2	2	1	1	0	0	0	0	0	0	1	34.9	38.7	
1000	259	220	3	32	0	1	0	0	0	0	0	0	0	1	2	34.4	37.8	
1100	290	253	4	24	2	2	0	1	0	0	0	0	0	3	1	33.1	37.5	
1200	292	250	1	34	1	4	0	0	0	0	0	0	0	2	0	33.1	37.7	
1300	315	273	0	35	2	3	0	0	0	0	0	0	0	2	0	33.3	36.9	
1400	323	292	2	23	0	0	0	0	0	0	0	0	0	6	0	33	36.8	
1500	514	474	0	28	0	1	0	2	0	0	0	0	0	7	2	28.5	33.9	
1600	439	393	4	33	1	1	1	0	0	1	0	0	0	1	4	34	38.7	
1700	371	342	0	18	2	0	0	0	0	0	0	0	0	6	3	35.7	39.9	
1800	238	219	0	13	3	0	0	0	1	0	0	0	0	2	0	36.4	40.8	
1900	185	176	0	7	0	0	0	1	0	0	0	0	0	1	0	36.6	41.3	
2000	127	119	0	5	2	0	0	0	0	0	0	0	0	1	0	35.7	39.2	
2100	93	86	0	4	2	0	0	0	0	0	0	0	0	1	0	33.6	38.2	
2200	71	68	0	1	1	0	0	0	0	0	0	0	0	1	0	33.6	38.5	
2300	25	22	0	1	1	0	0	0	0	0	0	0	0	1	0	33.3	39.4	
07-19	3913	3488	18	324	14	17	2	4	1	1	0	0	0	31	13	33.3	38	
06-22	4318	3869	18	340	18	17	2	5	1	1	0	0	0	34	13	33.5	38.1	
06-00	4414	3959	18	342	20	17	2	5	1	1	0	0	0	36	13	33.5	38.1	
00-00	4414	3959	18	342	20	17	2	5	1	1	0	0	0	36	13	33.5	38.1	

14 May 2022

Time [-]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	37	40.3

0100	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	-
0200	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.9	-
0300	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.3	-
0400	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.7	-
0500	13	12	0	1	0	0	0	0	0	0	0	0	0	0	0	0	37.6	41.2
0600	27	24	0	2	1	0	0	0	0	0	0	0	0	0	0	0	38.4	43.1
0700	80	68	-1	8	2	0	0	0	0	0	0	0	0	0	0	1	35.4	39.2
0800	155	136	0	14	3	0	0	0	0	0	0	0	0	0	2	0	36.1	40.6
0900	203	183	1	13	1	0	1	0	0	0	0	0	0	0	2	2	36	40.8
1000	281	256	3	18	0	0	0	0	0	0	0	0	0	0	2	2	34.7	38.1
1100	248	228	0	13	1	0	0	0	0	0	0	0	0	0	3	3	34.7	38.7
1200	292	270	0	15	2	1	0	0	0	0	0	0	0	0	1	3	33	38.3
1300	266	246	2	10	2	0	0	0	0	0	2	0	0	0	3	1	33.6	38
1400	280	259	2	8	5	0	0	0	0	0	0	0	0	0	5	1	34.3	37.5
1500	294	271	2	10	3	1	0	0	0	0	0	0	0	0	6	1	33.9	37.5
1600	239	223	1	7	5	0	1	0	0	0	0	0	0	0	1	1	34.3	37.9
1700	187	173	1	5	4	0	0	0	0	1	0	0	0	0	3	0	34.3	38.7
1800	172	161	0	7	4	0	0	0	0	0	0	0	0	0	0	0	35.6	40
1900	155	147	0	4	2	0	0	0	0	0	0	0	0	0	2	0	34.9	38.5
2000	97	90	0	1	3	0	0	0	0	0	0	0	0	0	3	0	34.8	38.5
2100	65	61	1	2	0	0	0	0	0	0	0	0	0	0	1	0	33.3	37.8
2200	69	64	0	1	4	0	0	0	0	0	0	0	0	0	0	0	33.8	38.5
2300	37	35	0	2	0	0	0	0	0	0	0	0	0	0	0	0	32.5	36.7
07-19	2697	2474	13	128	32	2	2	0	1	2	0	0	0	0	28	15	34.5	38.6
06-22	3041	2796	14	137	38	2	2	0	1	2	0	0	0	0	34	15	34.5	38.6
06-00	3147	2895	14	140	42	2	2	0	1	2	0	0	0	0	34	15	34.5	38.6
00-00	3192	2939	14	141	42	2	2	0	1	2	0	0	0	0	34	15	34.5	38.6

15 May 2022

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp
0000	29	29	0	0	0	0	0	0	0	0	0	0	0	0	0	34.9	38.1
0100	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	35.5	-
0200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	27	-
0300	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	35.8	-
0400	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	32.7	-
0500	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	34.6	-
0600	24	24	0	0	0	0	0	0	0	0	0	0	0	0	0	35.5	40.8

0700	49	45	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	36.5	41.3
0800	48	43	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	35.2	39.9
0900	157	148	1	3	5	0	0	0	0	0	0	0	0	0	0	0	0	34.7	38
1000	216	188	2	9	15	0	1	0	0	0	0	0	0	0	1	0	0	33.8	37.7
1100	242	221	1	6	13	1	0	0	0	0	0	0	0	0	0	0	0	33.9	38
1200	263	248	0	12	3	0	0	0	0	0	0	0	0	0	0	0	0	34.6	38
1300	219	200	2	6	6	0	0	0	0	0	0	0	0	0	5	0	0	34.9	38.8
1400	191	181	0	5	4	0	0	0	0	0	0	0	0	0	1	0	0	33.7	38.1
1500	233	215	3	8	5	0	0	1	0	0	0	0	0	0	1	0	0	33.9	37.8
1600	232	215	3	8	4	0	0	0	0	0	0	0	0	0	2	0	0	33.9	37.3
1700	160	148	0	7	3	0	0	1	0	0	0	0	0	0	1	0	0	34.5	38.3
1800	119	111	0	4	2	0	1	0	0	0	0	0	0	0	1	0	0	34.4	38.6
1900	91	87	0	1	2	0	0	0	0	0	0	0	0	0	1	0	0	35.3	39.3
2000	66	66	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.8	39.4
2100	36	33	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	33.9	39.1
2200	37	36	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.5	36.8
2300	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.8	-
07-19	2129	1963	13	69	67	1	2	2	0	0	0	0	0	0	12	0	0	34.3	38.1
06-22	2348	2173	13	72	70	1	2	2	0	0	0	0	0	0	13	0	0	34.3	38.3
06-00	2393	2219	14	72	70	1	2	2	0	0	0	0	0	0	13	0	0	34.3	38.3
00-00	2450	2275	14	73	70	1	2	2	0	0	0	0	0	0	13	0	0	34.3	38.3

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Time [-]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	25.9	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	30.2	-
0500	7	5	0	1	0	1	0	0	0	0	0	0	0	0	0	34	-
0600	46	42	1	2	1	0	0	0	0	0	0	0	0	0	0	35.1	39.3
0700	216	197	0	16	2	0	0	1	0	0	0	0	0	0	0	34.5	38.8
0800	492	462	0	27	0	1	1	0	0	0	0	0	0	1	0	31.3	34.8
0900	210	190	0	18	1	1	0	0	0	0	0	0	0	0	0	31.7	36
1000	181	154	2	18	0	6	0	0	0	0	0	0	0	0	1	29.8	33.7
1100	236	213	2	13	2	2	0	0	1	0	0	0	0	2	1	30.5	33.9
1200	214	191	0	19	2	2	0	0	0	0	0	0	0	0	0	31.6	35.3

1300	291	262	3	21	1	2	0	0	0	0	0	0	0	1	1	32.8	36.8
1400	299	267	2	22	1	6	0	0	0	0	0	0	0	1	0	30	35.2
1500	479	440	2	29	2	3	0	1	0	0	0	0	0	2	0	28.3	33.1
1600	464	434	3	21	1	3	0	1	0	0	0	0	0	1	0	31.1	35.5
1700	330	313	2	11	1	2	0	1	0	0	0	0	0	0	0	32.3	36.8
1800	242	229	0	11	1	0	0	0	0	0	0	0	0	0	1	32.5	36.4
1900	187	179	1	6	0	0	0	0	0	0	0	0	0	1	0	32.7	36.5
2000	131	125	0	2	0	0	0	0	0	0	0	0	0	3	1	32.8	36.9
2100	62	62	0	0	0	0	0	0	0	0	0	0	0	0	0	31.8	35.9
2200	45	44	0	1	0	0	0	0	0	0	0	0	0	0	0	32.6	36.8
2300	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	32.3	36.4
07-19	3654	3352	16	226	14	28	1	4	1	0	0	0	0	8	4	31.2	35.6
06-22	4080	3760	18	236	15	28	1	4	1	0	0	0	0	12	5	31.3	35.8
06-00	4136	3815	18	237	15	28	1	4	1	0	0	0	0	12	5	31.4	35.8
00-00	4146	3823	18	238	15	29	1	4	1	0	0	0	0	12	5	31.4	35.8

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Time [-]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	34.5	-
0100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	35.4	-
0200	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	37.2	-
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	32.7	-
0400	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	34.5	-
0500	16	14	0	1	0	0	0	0	0	0	0	0	0	0	1	31	36.5
0600	46	40	0	6	0	0	0	0	0	0	0	0	0	0	0	35.4	39.3
0700	232	211	0	17	2	0	0	1	0	0	0	0	0	1	0	33.4	37.4
0800	508	477	1	27	2	0	0	0	1	0	0	0	0	0	0	31.6	35.6
0900	236	213	0	19	0	0	1	0	0	0	0	0	0	2	1	31.7	34.8
1000	250	225	1	18	1	1	0	0	1	0	0	0	0	2	1	31.5	35.5
1100	235	215	0	11	4	3	0	0	0	0	0	0	0	1	1	29.5	33.2
1200	280	245	3	25	1	0	0	1	0	0	0	0	0	4	1	30.9	35.6
1300	307	277	1	24	2	2	0	0	0	0	0	0	0	0	1	31.9	36.1
1400	317	288	0	20	4	1	0	0	0	0	0	0	0	3	1	30.5	34.8
1500	455	420	2	26	1	2	1	0	0	1	0	0	0	2	0	26.9	32.2
1600	473	438	6	22	3	1	0	0	0	0	0	0	0	1	2	29.9	36.1
1700	419	392	1	20	0	1	0	0	0	0	0	0	0	3	2	32.1	36.8
1800	202	193	1	7	0	0	0	0	0	0	0	0	0	1	0	32.9	37.3

1900	218	205	0	7	0	0	0	0	0	0	0	0	0	5	1	32.6	36.8
2000	108	102	0	3	0	1	0	0	0	0	0	0	0	2	0	32	35.8
2100	72	72	0	0	0	0	0	0	0	0	0	0	0	0	0	30.5	34.1
2200	42	41	0	1	0	0	0	0	0	0	0	0	0	0	0	28.3	32.5
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	30.9	-
07-19	3914	3694	16	236	20	11	2	2	2	1	0	0	0	20	10	30.8	35.7
06-22	4358	4013	16	252	20	12	2	2	2	1	0	0	0	27	11	31	35.8
06-00	4401	4055	16	253	20	12	2	2	2	1	0	0	0	27	11	30.9	35.7
00-00	4432	4083	16	265	20	12	2	2	2	1	0	0	0	27	12	31	35.8

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Time [-]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	27.8	-
0100	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	26.7	-
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	38.9	-
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	37.5	-
0400	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	33.4	-
0500	24	23	0	0	0	1	0	0	0	0	0	0	0	0	0	34.3	39.3
0600	39	35	0	4	0	0	0	0	0	0	0	0	0	0	0	34.1	39.5
0700	241	220	0	18	0	0	1	0	0	0	0	0	0	2	0	32.6	36.8
0800	512	478	3	30	0	0	0	0	0	1	0	0	0	0	0	29.7	33.1
0900	207	185	0	20	1	0	0	0	0	0	0	0	0	1	0	30	33.8
1000	212	194	0	14	1	1	1	0	0	0	0	0	0	0	1	29.4	34.6
1100	282	263	1	14	2	1	0	0	0	0	0	0	0	1	0	29.5	33.3
1200	286	264	0	20	0	1	1	0	0	0	0	0	0	0	0	30.1	33.2
1300	374	350	0	22	2	0	0	0	0	0	0	0	0	0	0	26.7	32.4
1400	317	276	2	29	1	1	0	0	0	0	0	0	0	7	1	32.4	35.9
1500	382	341	1	37	0	0	0	0	0	0	0	0	0	2	1	31.4	36.1
1600	430	395	5	23	1	2	0	0	0	0	0	0	0	4	0	32.3	36.5
1700	388	355	2	19	2	0	0	1	0	0	0	0	0	7	2	33.5	37.8
1800	253	240	2	8	2	0	0	0	0	0	0	0	0	0	1	35.2	39.6
1900	191	175	1	9	2	2	0	1	0	0	0	0	0	1	0	34.5	39.1
2000	132	123	1	6	2	0	0	0	0	0	0	0	0	0	0	33.5	38.2
2100	85	81	0	3	0	1	0	0	0	0	0	0	0	0	0	33.9	36.6
2200	43	39	0	3	1	0	0	0	0	0	0	0	0	0	0	33.9	39
2300	14	12	0	0	1	0	0	0	0	0	0	0	0	0	1	32.9	39.3
07-19	3884	3561	16	254	12	6	3	1	0	1	0	0	0	24	6	31	35.7

K&M TRAFFIC SURVEYS

SITE: EAST SITE - Deal Rd Sandwich (Reinstalled) LOCATION: Attached to lamppost

GRID REFERENCE: 51.262775, 1.336688 DIRECTION: WESTBOUND SPEED LIMIT: 40

13 May 2022

Time [--]	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0700	87	0	0	0	11	41	33	1	1	0	0	0	0	0	0	0	36.4	40.5
0800	503	0	0	11	153	288	49	2	0	0	0	0	0	0	0	0	32.5	36.3
0900	282	1	0	2	45	155	75	4	0	0	0	0	0	0	0	0	34.9	38.7
1000	259	2	0	5	28	175	48	1	0	0	0	0	0	0	0	0	34.4	37.8
1100	290	0	6	5	73	160	40	6	0	0	0	0	0	0	0	0	33.1	37.5
1200	292	0	9	6	62	165	46	4	0	0	0	0	0	0	0	0	33.1	37.7
1300	315	0	0	8	74	190	40	3	0	0	0	0	0	0	0	0	33.3	36.9
1400	323	0	0	3	106	177	36	1	0	0	0	0	0	0	0	0	33	36.8
1500	514	2	21	114	192	165	18	1	1	0	0	0	0	0	0	0	28.5	33.9
1600	439	3	10	17	54	252	95	6	2	0	0	0	0	0	0	0	34	38.7
1700	371	0	3	1	38	195	122	12	0	0	0	0	0	0	0	0	35.7	39.9
1800	238	0	0	5	10	138	69	14	2	0	0	0	0	0	0	0	36.4	40.8
1900	185	0	0	0	14	93	66	10	2	0	0	0	0	0	0	0	36.6	41.3
2000	127	0	0	0	15	78	28	5	1	0	0	0	0	0	0	0	35.7	39.2
2100	93	0	0	3	27	46	13	3	0	1	0	0	0	0	0	0	33.6	38.2
2200	71	0	0	0	27	29	14	1	0	0	0	0	0	0	0	0	33.6	38.5
2300	25	0	0	1	5	13	6	0	0	0	0	0	0	0	0	0	33.3	39.4
07-19	3913	8	49	177	846	2101	671	55	6	0	0	0	0	0	0	0	33.3	38
06-22	4318	8	49	180	902	2318	778	73	9	1	0	0	0	0	0	0	33.5	38.1
06-00	4414	8	49	181	934	2360	798	74	9	1	0	0	0	0	0	0	33.5	38.1
00-00	4414	8	49	181	934	2360	798	74	9	1	0	0	0	0	0	0	33.5	38.1

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Time [--]	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	16	0	0	0	0	9	7	0	0	0	0	0	0	0	0	0	37	40.3

0100	5	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	36	-
0200	4	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	35.9	-
0300	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	34.3	-
0400	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	34.7	-
0500	13	0	0	0	0	8	4	1	0	0	0	0	0	0	0	0	0	37.6	41.2
0600	27	0	0	0	0	14	10	2	0	1	0	0	0	0	0	0	0	38.4	43.1
0700	80	0	1	1	10	38	27	2	1	0	0	0	0	0	0	0	0	35.4	39.2
0800	155	0	0	0	15	88	47	4	0	1	0	0	0	0	0	0	0	36.1	40.6
0900	203	0	0	1	15	119	63	4	1	0	0	0	0	0	0	0	0	36	40.8
1000	281	0	0	2	44	173	56	6	0	0	0	0	0	0	0	0	0	34.7	38.1
1100	248	0	4	0	30	153	59	2	0	0	0	0	0	0	0	0	0	34.7	38.7
1200	292	3	9	14	54	149	58	5	0	0	0	0	0	0	0	0	0	33	38.3
1300	266	1	0	4	67	146	44	3	1	0	0	0	0	0	0	0	0	33.6	38
1400	280	0	0	0	37	198	45	0	0	0	0	0	0	0	0	0	0	34.3	37.5
1500	294	0	1	1	67	176	46	3	0	0	0	0	0	0	0	0	0	33.9	37.5
1600	239	0	1	1	44	147	41	4	1	0	0	0	0	0	0	0	0	34.3	37.9
1700	187	0	0	0	38	108	35	6	0	0	0	0	0	0	0	0	0	34.3	38.7
1800	172	0	0	2	13	107	44	6	0	0	0	0	0	0	0	0	0	35.6	40
1900	155	0	0	0	32	83	35	3	1	0	1	0	0	0	0	0	0	34.9	38.5
2000	97	0	0	0	14	62	19	2	0	0	0	0	0	0	0	0	0	34.8	38.5
2100	65	0	1	0	15	37	10	2	0	0	0	0	0	0	0	0	0	33.3	37.8
2200	69	0	0	2	16	35	15	1	0	0	0	0	0	0	0	0	0	33.8	38.5
2300	37	0	0	0	13	20	4	0	0	0	0	0	0	0	0	0	0	32.5	36.7
07-19	2697	4	16	26	434	1602	565	45	4	1	0	0	0	0	0	0	0	34.5	38.6
06-22	3041	4	17	26	495	1798	639	54	5	2	1	0	0	0	0	0	0	34.5	38.6
06-00	3147	4	17	28	524	1853	658	55	5	2	1	0	0	0	0	0	0	34.5	38.6
00-00	3192	4	17	28	525	1882	672	56	5	2	1	0	0	0	0	0	0	34.5	38.6

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Time [h]	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	29	0	0	0	3	20	6	0	0	0	0	0	0	0	0	0	34.9	38.1
0100	9	0	0	0	2	3	4	0	0	0	0	0	0	0	0	0	35.5	-
0200	3	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	27	-
0300	3	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	35.8	-
0400	5	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	32.7	-
0500	8	0	0	0	1	5	2	0	0	0	0	0	0	0	0	0	34.6	-
0600	24	0	0	1	3	13	6	1	0	0	0	0	0	0	0	0	35.5	40.8

0700	49	0	0	0	3	27	17	2	0	0	0	0	0	0	0	0	0	38.5	41.3
0800	48	0	0	0	7	28	12	1	0	0	0	0	0	0	0	0	0	35.2	39.9
0900	157	0	0	0	23	104	26	4	0	0	0	0	0	0	0	0	0	34.7	38
1000	216	0	0	5	46	126	37	2	0	0	0	0	0	0	0	0	0	33.8	37.7
1100	242	0	4	7	40	142	47	2	0	0	0	0	0	0	0	0	0	33.9	38
1200	263	0	0	3	38	165	54	2	0	1	0	0	0	0	0	0	0	34.6	38
1300	219	0	0	0	32	135	45	7	0	0	0	0	0	0	0	0	0	34.9	38.8
1400	191	0	3	3	38	112	33	2	0	0	0	0	0	0	0	0	0	33.7	38.1
1500	233	0	0	3	52	131	43	4	0	0	0	0	0	0	0	0	0	33.9	37.8
1600	232	0	0	0	52	146	30	4	0	0	0	0	0	0	0	0	0	33.9	37.8
1700	160	0	0	0	28	98	28	5	1	0	0	0	0	0	0	0	0	34.5	38.3
1800	119	0	0	0	25	70	22	2	0	0	0	0	0	0	0	0	0	34.4	38.6
1900	91	0	0	0	8	61	19	2	1	0	0	0	0	0	0	0	0	35.3	39.3
2000	66	0	0	0	15	31	18	2	0	0	0	0	0	0	0	0	0	34.8	39.4
2100	36	0	0	0	10	17	8	1	0	0	0	0	0	0	0	0	0	33.9	39.1
2200	37	0	0	0	17	16	4	0	0	0	0	0	0	0	0	0	0	32.5	36.8
2300	10	0	0	0	4	3	3	0	0	0	0	0	0	0	0	0	0	32.8	-
07-19	2129	0	7	21	384	1284	394	37	1	1	0	0	0	0	0	0	0	34.3	38.1
06-22	2346	0	7	22	420	1406	445	43	2	1	0	0	0	0	0	0	0	34.3	38.3
06-00	2393	0	7	22	441	1425	452	43	2	1	0	0	0	0	0	0	0	34.3	38.3
00-00	2450	0	7	23	450	1458	466	43	2	1	0	0	0	0	0	0	0	34.3	38.3

16 May 2022

Time [-]	Total	Vbin 6	Vbin 12	Vbin 19	Vbin 25	Vbin 31	Vbin 37	Vbin 43	Vbin 50	Vbin 56	Vbin 62	Vbin 68	Vbin 75	Vbin 81	Vbin 87	Vbin 93	Vbin 99	Mean	Vpp 85
0000	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	25.9	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	30.2	-
0500	7	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	34	-
0600	46	0	0	1	5	30	9	0	1	0	0	0	0	0	0	0	0	35.1	39.3
0700	216	0	0	2	44	114	52	4	0	0	0	0	0	0	0	0	0	34.5	38.8
0800	492	1	1	17	204	249	19	1	0	0	0	0	0	0	0	0	0	31.3	34.8
0900	210	0	0	6	89	98	15	2	0	0	0	0	0	0	0	0	0	31.7	36
1000	181	1	2	10	107	53	7	1	0	0	0	0	0	0	0	0	0	29.8	33.7
1100	236	0	0	12	118	101	3	1	1	0	0	0	0	0	0	0	0	30.5	33.9
1200	214	0	2	7	79	110	15	1	0	0	0	0	0	0	0	0	0	31.6	35.3

1300	291	0	2	6	81	170	30	2	0	0	0	0	0	0	0	0	0	0	32.8	36.8
1400	299	7	14	16	123	119	18	2	0	0	0	0	0	0	0	0	0	0	30	35.2
1500	479	2	15	76	248	128	10	0	0	0	0	0	0	0	0	0	0	0	28.3	33.1
1600	464	1	3	43	153	239	23	1	1	0	0	0	0	0	0	0	0	0	31.1	35.5
1700	330	1	7	11	99	169	40	2	1	0	0	0	0	0	0	0	0	0	32.3	36.8
1800	242	0	5	5	74	134	23	1	0	0	0	0	0	0	0	0	0	0	32.5	36.4
1900	187	0	0	3	57	106	21	0	0	0	0	0	0	0	0	0	0	0	32.7	36.5
2000	131	0	0	2	44	67	17	1	0	0	0	0	0	0	0	0	0	0	32.8	36.9
2100	62	0	0	1	26	31	4	0	0	0	0	0	0	0	0	0	0	0	31.8	35.9
2200	45	0	0	2	13	25	5	0	0	0	0	0	0	0	0	0	0	0	32.6	36.8
2300	11	0	0	1	3	6	1	0	0	0	0	0	0	0	0	0	0	0	32.3	36.4
07-19	3654	13	51	211	1419	1684	255	18	3	0	0	0	0	0	0	0	0	0	31.2	35.6
06-22	4080	13	51	218	1551	1918	306	19	4	0	0	0	0	0	0	0	0	0	31.3	35.8
06-00	4136	13	51	221	1567	1949	312	19	4	0	0	0	0	0	0	0	0	0	31.4	35.8
00-00	4146	13	51	221	1569	1957	312	19	4	0	0	0	0	0	0	0	0	0	31.4	35.8

17 May 2022

Time [-]	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85	
0000	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	34.5	-
0100	2	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	35.4	-
0200	3	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	37.2	-
0300	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	32.7	-
0400	8	0	0	0	2	4	2	0	0	0	0	0	0	0	0	0	0	34.5	-
0500	16	1	0	1	4	9	1	0	0	0	0	0	0	0	0	0	0	31	36.5
0600	46	0	0	0	5	28	12	1	0	0	0	0	0	0	0	0	0	35.4	39.3
0700	232	0	0	2	64	130	33	3	0	0	0	0	0	0	0	0	0	33.4	37.4
0800	508	1	8	10	211	235	38	3	2	0	0	0	0	0	0	0	0	31.6	35.6
0900	236	0	0	9	82	134	10	1	0	0	0	0	0	0	0	0	0	31.7	34.8
1000	250	0	2	12	115	102	18	1	0	0	0	0	0	0	0	0	0	31.5	35.5
1100	235	2	5	14	127	82	5	0	0	0	0	0	0	0	0	0	0	29.5	33.2
1200	280	0	0	29	108	123	19	1	0	0	0	0	0	0	0	0	0	30.9	35.6
1300	307	0	1	13	111	151	28	3	0	0	0	0	0	0	0	0	0	31.9	36.1
1400	317	0	11	15	147	125	18	1	0	0	0	0	0	0	0	0	0	30.5	34.8
1500	455	3	24	129	208	82	9	0	0	0	0	0	0	0	0	0	0	28.9	32.2
1600	473	12	29	47	147	196	41	1	0	0	0	0	0	0	0	0	0	29.9	36.1
1700	419	0	14	31	97	226	44	7	0	0	0	0	0	0	0	0	0	32.1	36.8
1800	202	0	1	7	55	107	30	2	0	0	0	0	0	0	0	0	0	32.9	37.3

1900	218	0	0	6	74	114	23	1	0	0	0	0	0	0	0	0	0	32.6	36.8
2000	108	0	1	7	35	55	8	2	0	0	0	0	0	0	0	0	0	32	35.8
2100	72	0	0	2	39	29	2	0	0	0	0	0	0	0	0	0	0	30.5	34.1
2200	42	0	0	6	28	7	1	0	0	0	0	0	0	0	0	0	0	28.3	32.5
2300	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	30.9	-
07-19	3914	18	95	318	1472	1693	293	23	2	0	0	0	0	0	0	0	0	30.8	35.7
06-22	4358	18	96	333	1625	1919	338	27	2	0	0	0	0	0	0	0	0	31	35.8
06-00	4401	18	96	339	1654	1926	339	27	2	0	0	0	0	0	0	0	0	30.9	35.7
00-00	4432	19	96	340	1661	1943	343	28	2	0	0	0	0	0	0	0	0	31	35.8

18 May 2022

Time [--]	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	3	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	27.8	-
0100	3	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	26.7	-
0200	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	38.9	-
0300	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	37.5	-
0400	5	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	33.4	-
0500	24	0	0	1	3	15	4	1	0	0	0	0	0	0	0	0	34.3	39.3
0600	39	0	0	1	11	18	6	2	1	0	0	0	0	0	0	0	34.1	39.5
0700	241	0	0	7	79	126	28	1	0	0	0	0	0	0	0	0	32.6	36.8
0800	512	0	2	35	305	161	9	0	0	0	0	0	0	0	0	0	29.7	33.1
0900	207	1	0	18	100	79	8	1	0	0	0	0	0	0	0	0	30	33.8
1000	212	12	4	14	79	96	7	0	0	0	0	0	0	0	0	0	29.4	34.6
1100	282	1	0	24	157	99	1	0	0	0	0	0	0	0	0	0	29.5	33.3
1200	286	0	0	17	171	89	7	1	0	0	0	0	0	0	0	0	30.1	33.2
1300	374	3	5	137	151	66	12	0	0	0	0	0	0	0	0	0	26.7	32.4
1400	317	0	0	4	112	171	28	2	0	0	0	0	0	0	0	0	32.4	35.9
1500	382	0	6	28	125	186	36	1	0	0	0	0	0	0	0	0	31.4	36.1
1600	430	0	3	9	136	239	40	3	0	0	0	0	0	0	0	0	32.3	36.5
1700	388	1	5	7	77	230	58	10	0	0	0	0	0	0	0	0	33.5	37.8
1800	253	0	0	0	40	144	60	8	1	0	0	0	0	0	0	0	35.2	39.6
1900	191	0	1	6	25	107	44	8	0	0	0	0	0	0	0	0	34.5	39.1
2000	132	0	0	0	39	67	22	3	1	0	0	0	0	0	0	0	33.5	38.2
2100	85	0	0	4	22	41	15	1	0	2	0	0	0	0	0	0	33.9	38.6
2200	43	0	0	0	13	19	10	1	0	0	0	0	0	0	0	0	33.9	39
2300	14	0	1	0	3	6	3	1	0	0	0	0	0	0	0	0	32.9	39.3
07-19	3884	18	25	300	1532	1686	294	27	1	0	0	0	0	1	0	0	31	35.7

06-22	4331	18	26	311	1629	1919	381	41	3	2	0	0	0	1	0	0	31.3	36
06-00	4388	18	27	311	1645	1944	394	43	3	2	0	0	0	1	0	0	31.4	36.1
00-00	4425	18	27	313	1652	1964	401	44	3	2	0	0	0	1	0	0	31.4	36.1

19 May 2022

Time [--]	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 76	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85	
0000	4	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	37.3	-
0100	2	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	34.8	-
0200	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	38.6	-
0300	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	27.8	-
0400	6	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0	0	36.6	-
0500	27	0	0	1	4	18	4	0	0	0	0	0	0	0	0	0	0	34.1	37.8
0600	52	0	0	1	4	26	16	5	0	0	0	0	0	0	0	0	0	36.7	42.5
07-19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06-22	52	0	0	1	4	26	16	5	0	0	0	0	0	0	0	0	0	36.7	42.5
06-00	52	0	0	1	4	26	16	5	0	0	0	0	0	0	0	0	0	36.7	42.5
00-00	94	0	0	2	10	51	26	5	0	0	0	0	0	0	0	0	0	35.9	41.3

Grand Total

Time [--]	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 76	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
--	23153	62	247	1100	6801	11615	3018	269	25	6	1	0	0	1	0	0	32.5	37.1

K&M TRAFFIC SURVEYS

SITE: EAST SITE - Deal Rd Sandwich (Reinstalled)

LOCATION: Attached to lamppost

GRID REFERENCE: 51.262775, 1.336688

DIRECTION: WESTBOUND

SPEED LIMIT: 40

Hour	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Averages	
	13-May	14-May	15-May	16-May	17-May	18-May	19-May	1-5.	1-7.
0000-0100 *		16	29	1	1	3	4	2.3	9
0100-0200 *		5	9	0	2	3	2	1.8	3.5
0200-0300 *		4	3	0	3	1	2	1.5	2.2
0300-0400 *		4	3	0	1	1	1	0.8	1.7
0400-0500 *		3	5	2	8	5	6	5.3	4.8
0500-0600 *		13	8	7	16	24	27	18.5	15.8
0600-0700 *		27	24	46	46	39	52	45.8	39
0700-0800	87	80	49	216	232	241 *		194	150.8
0800-0900	503	155	48	492	508	512 *		503.8	369.7
0900-1000	282	203	157	210	236	207 *		233.8	215.8
1000-1100	259	281	216	181	250	212 *		225.5	233.2
1100-1200	290	248	242	236	235	282 *		260.8	255.5
1200-1300	292	292	263	214	280	286 *		268	271.2
1300-1400	315	266	219	291	307	374 *		321.8	295.3
1400-1500	323	280	191	299	317	317 *		314	287.8
1500-1600	514	294	233	479	455	382 *		457.5	392.8
1600-1700	439	239	232	464	473	430 *		451.5	379.5
1700-1800	371	187	160	330	419	388 *		377	309.2
1800-1900	238	172	119	242	202	253 *		233.8	204.3
1900-2000	185	155	91	187	218	191 *		195.3	171.2
2000-2100	127	97	66	131	108	132 *		124.5	110.2
2100-2200	93	65	36	62	72	85 *		78	68.8
2200-2300	71	69	37	45	42	43 *		50.3	51.2
2300-2400	25	37	10	11	1	14 *		12.8	16.3
Totals									
0700-1900	3913	2697	2129	3654	3914	3884 *		3841.3	3365.2
0600-2200 *		3041	2346	4080	4358	4331 *		4284.8	3754.3
0600-0000 *		3147	2393	4136	4401	4388 *		4347.8	3821.8
0000-0000 *		3192	2450	4146	4432	4425 *		4377.8	3858.8
AM Peak *		1000	1100	800	800	800 *			
*		281	242	492	508	512 *			
PM Peak	1500	1500	1200	1500	1600	1600 *			
	514	294	263	479	473	430 *			

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

K&M TRAFFIC SURVEYS

SITE: WEST SITE - Deal Rd Sandwich

LOCATION: Attached to lamppost

GRID REFERENCE: 51.262775, 1.336688

DIRECTION: EASTBOUND

SPEED LIMIT: NSL

06 May 2022

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	18	16	0	2	0	0	0	0	0	0	0	0	0	0	0	44.2	48.9
0100	19	18	0	1	0	0	0	0	0	0	0	0	0	0	0	43	51.7
0200	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	43.4	48.7
0300	10	5	0	4	0	0	0	0	0	1	0	0	0	0	0	45.1	-
0400	10	5	0	3	0	0	0	0	0	1	0	0	0	1	0	43.1	-
0500	48	39	0	5	2	1	0	0	0	0	0	0	0	1	0	41.1	46.5
0600	111	83	1	24	1	0	0	1	0	0	0	0	0	1	0	40.7	45.7
0700	411	344	1	49	5	3	1	2	1	1	1	0	0	3	0	39.3	44.1
0800	679	592	2	75	1	4	1	1	0	2	0	0	0	1	0	37.6	42.6
0900	449	372	0	70	2	1	0	1	0	1	0	0	0	2	0	40.3	45.5
1000	471	383	6	70	3	2	1	0	2	1	0	0	0	3	0	39.9	44.6
1100	476	388	6	71	4	3	0	0	0	0	0	0	0	4	0	39.4	44
1200	530	448	3	64	5	2	0	1	0	3	0	0	0	4	0	40.2	44.8
1300	506	429	4	63	0	2	1	3	1	2	0	0	0	1	0	40	44.1
1400	549	471	5	59	2	2	1	2	0	1	0	0	0	5	1	39.9	44.6
1500	669	600	0	59	1	3	0	0	0	2	0	0	0	3	1	36.7	42.2
1600	651	601	3	39	1	0	0	0	1	1	0	0	0	5	0	39.6	43.6
1700	632	605	1	24	0	0	0	0	0	0	0	0	0	2	0	39.5	43.7
1800	432	398	3	24	0	0	0	1	0	0	0	0	0	6	0	41.3	45.2
1900	299	286	1	8	0	0	0	0	0	0	0	0	0	2	0	42.2	47.1
2000	181	172	0	8	0	0	0	0	0	1	0	0	0	0	0	42.5	47.1
2100	177	167	0	10	0	0	0	0	0	0	0	0	0	0	0	41.5	46.8
2200	175	167	0	3	0	0	0	0	0	0	0	0	0	5	0	44	48.6
2300	103	96	0	7	0	0	0	0	0	0	0	0	0	0	0	43	47.7
07-19	6455	5631	34	667	24	22	5	11	5	14	1	0	0	39	2	39.3	44.1
06-22	7223	6341	36	717	25	22	5	12	5	15	1	0	0	42	2	39.6	44.5
06-00	7501	6604	36	727	25	22	5	12	5	15	1	0	0	47	2	39.8	44.7
00-00	7617	6698	36	742	27	23	5	12	5	17	1	0	0	49	2	39.8	44.7

07 May 2022

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	39	37	0	2	0	0	0	0	0	0	0	0	0	0	0	44.3	48.8
0100	29	28	0	1	0	0	0	0	0	0	0	0	0	0	0	46.1	52.2
0200	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	44.8	-
0300	8	6	0	2	0	0	0	0	0	0	0	0	0	0	0	38.6	-
0400	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	49.2	-
0500	14	12	0	2	0	0	0	0	0	0	0	0	0	0	0	41.4	45.7
0600	59	51	1	6	0	0	0	0	0	0	0	0	0	1	0	43.8	50.1
0700	179	151	1	24	1	0	1	0	0	0	0	0	0	0	1	41.9	47.3
0800	298	268	0	29	0	0	0	0	0	1	0	0	0	0	0	41.3	46.6
0900	359	322	0	32	1	0	0	1	0	0	0	0	0	2	1	40.5	45.4
1000	485	456	0	26	1	0	0	1	0	0	0	0	0	1	0	39.8	44
1100	502	472	2	19	1	0	1	1	0	0	0	0	0	5	1	39.5	44
1200	574	543	4	25	1	1	0	0	0	0	0	0	0	0	0	39.5	43.6
1300	574	551	4	14	0	1	0	0	2	0	0	0	0	2	0	39.3	43.7
1400	515	476	3	26	0	0	0	0	1	1	0	0	0	7	1	39.5	43.6
1500	443	416	1	19	0	0	0	0	0	0	1	0	0	6	0	40.2	44.4
1600	427	403	1	16	0	0	1	1	1	0	0	0	0	4	0	40.7	45.5
1700	354	334	1	15	0	0	0	1	0	0	0	0	0	3	0	40.1	45.3
1800	289	273	2	11	0	0	0	0	0	1	0	0	0	2	0	41.7	46.3
1900	235	223	0	10	0	0	0	0	1	0	0	0	0	1	0	42.7	49.3
2000	158	150	0	6	0	0	0	0	0	0	0	0	0	2	0	43	47.9
2100	122	114	0	8	0	0	0	0	0	0	0	0	0	0	0	42.8	47.9
2200	107	104	0	2	0	0	0	0	1	0	0	0	0	0	0	42.6	48
2300	67	61	0	5	0	0	0	0	1	0	0	0	0	0	0	43	48.4
07-19	4999	4665	19	256	5	2	3	5	4	3	1	0	0	32	4	40.1	44.6
06-22	5573	5203	20	286	5	2	3	5	5	3	1	0	0	36	4	40.4	45.1
06-00	5747	5368	20	293	5	2	3	5	7	3	1	0	0	36	4	40.5	45.2
00-00	5852	5465	20	301	5	2	3	5	7	3	1	0	0	36	4	40.5	45.3

08 May 2022

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	43	40	0	2	0	0	0	0	1	0	0	0	0	0	0	43.4	49
0100	23	22	0	1	0	0	0	0	0	0	0	0	0	0	0	47.4	52.5
0200	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	43.1	46.2
0300	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	46.2	55.7
0400	11	9	0	1	1	0	0	0	0	0	0	0	0	0	0	46.1	52.5
0500	20	16	0	2	0	0	0	0	0	0	0	0	0	0	2	44.6	51.1
0600	49	41	0	6	0	0	0	0	0	0	0	0	0	2	0	42.7	49.5
0700	94	83	0	8	0	0	0	1	0	0	0	0	0	1	1	42.3	48.3
0800	184	162	0	13	0	0	0	0	1	0	0	0	0	7	1	43.4	47.8
0900	254	228	0	20	0	0	0	0	1	0	0	0	0	5	0	41.7	45.7
1000	392	337	2	15	0	2	0	0	0	2	0	0	0	34	0	41.5	45.8
1100	473	425	4	25	1	0	0	0	1	0	0	0	0	17	0	39.7	44.5
1200	543	494	0	19	0	0	0	0	1	0	0	1	0	28	0	39.4	43.4
1300	480	442	4	21	0	0	0	1	2	1	0	0	0	9	0	39.2	43.2
1400	450	417	2	17	0	0	0	0	1	0	0	0	0	13	0	39.3	43.9
1500	450	426	3	19	0	0	0	0	0	0	0	0	0	2	0	39.7	44
1600	373	351	3	15	0	0	0	0	0	0	0	0	0	3	1	40.7	44.8
1700	299	284	1	11	0	0	0	0	0	0	0	0	0	3	0	41	45.7
1800	231	217	2	11	0	0	0	0	0	0	0	0	0	1	0	41.6	46.8
1900	179	167	1	11	0	0	0	0	0	0	0	0	0	0	0	42.8	47.7
2000	135	127	1	6	0	0	0	0	0	0	0	0	0	1	0	42.5	48.2
2100	106	102	0	4	0	0	0	0	0	0	0	0	0	0	0	43	48.2
2200	85	82	0	2	0	0	0	0	0	0	0	0	0	1	0	42.7	47.5
2300	25	23	0	2	0	0	0	0	0	0	0	0	0	0	0	45.7	54.7
07-19	4223	3866	21	194	1	2	0	2	7	3	0	1	0	123	3	40.4	44.9
06-22	4692	4303	23	221	1	2	0	2	7	3	0	1	0	126	3	40.6	45.3
06-00	4802	4408	23	225	1	2	0	2	7	3	0	1	0	127	3	40.7	45.4
00-00	4926	4522	23	231	2	2	0	2	8	3	0	1	0	129	3	40.8	45.5

09 May 2022

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	19	18	0	1	0	0	0	0	0	0	0	0	0	0	0	45.1	55.6
0100	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	40	
0200	11	7	0	3	0	0	0	0	0	0	0	1	0	0	0	45.8	55.9
0300	11	7	0	3	0	0	0	0	0	0	1	0	0	0	0	43	49.3
0400	15	11	0	2	1	0	0	0	0	0	0	0	0	1	0	43.7	49.1
0500	25	22	0	2	0	0	0	0	1	0	0	0	0	0	0	44.4	52
0600	107	88	0	15	1	0	0	1	0	1	0	0	0	1	0	41.4	46.3
0700	433	372	1	51	1	3	0	1	0	0	0	0	0	4	0	40.2	44.5
0800	712	605	12	86	1	1	2	2	0	1	0	0	0	1	1	35.4	42.1
0900	399	333	4	54	1	2	1	2	0	0	0	0	0	1	1	39.8	44.1
1000	375	312	1	53	3	0	0	0	1	0	0	0	0	5	0	40.3	44.6
1100	421	356	1	49	3	5	0	3	0	1	0	0	0	3	0	39.8	44.4
1200	397	329	4	56	2	0	0	1	0	1	0	0	0	4	0	39.9	44.8
1300	411	358	4	42	1	2	1	0	0	2	0	0	0	1	0	40.2	45
1400	507	445	2	52	0	4	0	0	1	1	0	0	0	2	0	38.7	43.5
1500	604	553	2	44	2	2	0	0	0	0	0	0	0	1	0	38.9	43.7
1600	655	595	0	57	0	0	0	0	0	1	0	0	0	2	0	39.4	43.8
1700	596	549	3	34	0	1	1	1	0	0	0	0	0	5	2	40.1	45
1800	397	379	0	14	0	0	0	0	0	1	0	0	0	3	0	41	46.6
1900	325	302	3	19	0	0	0	1	0	0	0	0	0	0	0	42.6	47.3
2000	176	166	0	7	0	0	0	0	0	0	0	0	0	3	0	43.8	49.4
2100	123	114	0	8	0	0	0	0	0	0	0	0	0	1	0	41.9	46.9
2200	76	69	0	3	0	0	0	1	1	0	0	0	0	2	0	42.8	48
2300	44	37	0	7	0	0	0	0	0	0	0	0	0	0	0	41.7	47.7
07-19	5907	5186	34	592	14	20	5	10	2	8	0	0	0	32	4	39.3	44.2
06-22	6638	5856	37	641	15	20	5	12	2	9	0	0	0	37	4	39.6	44.6
06-00	6758	5962	37	651	15	20	5	13	3	9	0	0	0	39	4	39.7	44.7
00-00	6845	6032	37	663	16	20	5	13	4	10	0	1	0	40	4	39.7	44.8

10 May 2022

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	25	24	0	1	0	0	0	0	0	0	0	0	0	0	0	44	50.1
0100	11	8	0	3	0	0	0	0	0	0	0	0	0	0	0	39.6	45.6
0200	7	6	0	0	0	0	0	0	1	0	0	0	0	0	0	52.3	-
0300	7	3	0	4	0	0	0	0	0	0	0	0	0	0	0	48.9	-
0400	10	8	0	0	0	1	0	0	0	0	0	0	0	1	0	44.4	-
0500	30	24	0	4	0	0	0	2	0	0	0	0	0	0	0	40.2	46.4
0600	108	85	1	17	2	0	0	1	0	1	0	0	0	1	0	41.9	47.5
0700	445	395	0	41	4	3	0	0	0	0	0	0	0	2	0	39.8	44.6
0800	741	647	4	83	1	1	0	2	1	1	0	1	0	0	0	36.9	42.2
0900	405	353	1	46	1	2	0	1	0	0	0	0	0	1	0	40.1	44.2
1000	369	308	1	49	2	0	0	1	1	1	0	1	0	5	0	39.6	44.2
1100	452	373	3	60	3	5	0	1	1	0	0	0	0	6	0	39.9	44.5
1200	387	337	1	42	1	3	0	1	0	0	0	0	0	1	1	39.6	43.9
1300	420	367	4	39	2	3	0	1	1	3	0	0	0	0	0	40	43.9
1400	494	421	1	59	4	1	0	2	3	1	0	0	0	2	0	39.4	44.2
1500	652	600	1	45	3	0	0	0	0	0	0	0	0	2	1	38.8	43.3
1600	688	630	3	49	0	0	0	1	0	0	0	0	0	5	0	39.5	44
1700	649	608	3	32	0	0	0	0	0	0	0	0	0	6	0	39.7	44.2
1800	423	394	1	26	0	0	0	0	0	0	0	0	0	2	0	41.2	46.2
1900	256	241	3	9	0	0	0	0	1	0	0	0	0	2	0	42.2	47.3
2000	167	155	1	5	0	0	0	0	0	1	0	0	0	5	0	43.3	48.6
2100	153	145	0	7	0	0	0	0	0	1	0	0	0	0	0	42	47.1
2200	82	77	0	4	0	0	0	0	0	0	0	0	0	1	0	43.6	48.8
2300	30	26	0	4	0	0	0	0	0	0	0	0	0	0	0	41.7	47.4
07-19	6125	5433	23	571	21	18	0	10	7	6	0	2	0	32	2	39.4	44.1
06-22	6809	6059	28	609	23	18	0	11	8	9	0	2	0	40	2	39.7	44.5
06-00	6921	6162	28	617	23	18	0	11	8	9	0	2	0	41	2	39.7	44.6
00-00	7011	6235	28	629	23	19	0	13	9	9	0	2	0	42	2	39.8	44.7

11 May 2022

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	22	17	0	4	0	0	0	0	0	0	0	0	0	1	0	43.8	50.4
0100	11	8	0	3	0	0	0	0	0	0	0	0	0	0	0	48.2	51.8
0200	8	7	0	0	0	0	0	0	1	0	0	0	0	0	0	44.9	-
0300	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	45	-
0400	13	6	0	5	1	0	0	0	0	0	0	0	0	1	0	44.8	50
0500	32	24	0	5	1	0	0	0	0	1	0	0	0	1	0	42.7	50.2
0600	114	97	0	15	0	0	0	0	0	0	0	0	0	2	0	41.7	48.2
0700	462	394	2	55	3	1	0	1	0	1	0	1	0	4	0	39.4	44.4
0800	692	600	7	72	1	1	1	2	1	2	0	0	0	4	1	33.4	41.3
0900	434	349	2	76	1	3	0	0	0	0	0	0	0	3	0	40.4	44.7
1000	403	331	3	63	1	3	0	0	0	0	0	0	0	2	0	40	44.6
1100	412	346	0	55	0	5	1	0	0	1	0	0	0	4	0	40.5	44.7
1200	465	392	1	56	2	4	1	0	3	0	0	0	0	6	0	39.8	44.1
1300	512	446	4	52	0	3	0	3	1	0	0	0	0	3	0	38.9	43.5
1400	479	426	4	40	0	7	0	0	0	1	0	0	0	1	0	39.8	43.8
1500	533	486	2	38	0	4	0	0	1	0	0	0	0	2	0	38.5	43.1
1600	663	598	2	53	1	1	0	0	0	4	0	0	0	4	0	39.4	44.2
1700	657	617	2	34	0	0	0	0	0	0	0	0	0	3	1	40.4	44.6
1800	433	400	1	29	0	0	0	0	1	0	0	0	0	2	0	41.1	45.7
1900	261	241	1	16	0	0	0	0	0	1	0	0	0	2	0	42.6	47.2
2000	188	161	0	7	0	0	0	0	0	0	0	0	0	0	0	43.4	48.9
2100	137	122	1	12	0	0	0	0	0	0	0	0	0	2	0	42.1	47.2
2200	77	71	0	3	0	0	0	0	0	0	0	0	0	3	0	44.8	49.4
2300	54	47	0	6	0	0	0	0	0	0	0	0	0	1	0	44.6	49
07-19	6145	5385	30	623	9	32	3	6	7	9	0	1	0	38	2	39.1	44.1
06-22	6825	6006	32	673	9	32	3	6	7	10	0	1	0	44	2	39.4	44.5
06-00	6956	6124	32	682	9	32	3	6	7	10	0	1	0	48	2	39.5	44.7
00-00	7044	6187	32	700	11	32	3	6	8	11	0	1	0	51	2	39.6	44.7

12 May 2022

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	40	33	0	6	0	0	0	0	1	0	0	0	0	0	0	44.8	50.7
0100	12	7	0	5	0	0	0	0	0	0	0	0	0	0	0	44.8	52.1
0200	14	11	0	1	0	0	0	0	2	0	0	0	0	0	0	44.2	51.8
0300	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	41.9	
0400	18	11	0	4	1	0	0	1	0	0	0	0	0	1	0	44.1	52.7
0500	30	19	0	10	1	0	0	0	0	0	0	0	0	0	0	42.7	46.9
0600	115	93	1	18	0	1	0	1	0	0	0	0	0	1	0	40.6	45.9
0700	437	380	2	50	0	3	0	0	1	0	0	0	0	1	0	39.1	44.5
0800	719	627	3	75	1	3	3	3	1	0	1	0	0	2	0	37.1	42.1
0900	378	318	3	48	1	5	0	0	0	1	0	0	0	2	0	39.7	44
1000	426	362	5	52	1	3	0	0	2	1	0	0	0	0	0	38.9	43.1
1100	481	391	5	64	1	5	0	1	5	2	0	0	0	7	0	38.4	43.2
1200	471	386	1	68	3	5	2	1	2	1	0	0	0	1	1	39.2	44.1
1300	466	395	5	50	3	3	0	2	0	1	0	0	0	7	0	38.9	44
1400	524	452	4	53	3	5	1	0	2	0	0	0	0	3	1	39.3	43.2
1500	626	563	3	49	0	4	1	1	1	0	0	1	0	3	0	37.2	41.9
1600	612	558	4	41	1	3	0	1	0	1	0	0	0	3	0	38.8	43.3
1700	711	660	0	44	0	0	0	0	0	0	0	0	0	7	0	37.8	42.8
1800	447	422	1	18	0	0	0	0	0	0	0	0	0	6	0	39.9	45.1
1900	271	259	0	11	0	0	0	0	0	0	0	0	0	1	0	42	47.5
2000	184	168	0	11	0	0	0	0	0	1	0	0	0	4	0	42.9	48.7
2100	128	122	0	6	0	0	0	0	0	0	0	0	0	0	0	42.5	47.9
2200	96	93	0	2	0	0	0	0	0	0	0	0	0	1	0	42.8	48.8
2300	43	37	0	6	0	0	0	0	0	0	0	0	0	0	0	44	51.3
07-19	6298	5514	36	612	14	39	7	9	14	7	1	1	0	42	2	38.5	43.3
06-22	6996	6156	37	658	14	40	7	10	14	8	1	1	0	48	2	38.9	43.8
06-00	7135	6286	37	666	14	40	7	10	14	8	1	1	0	49	2	39	43.9
00-00	7256	6373	37	693	16	40	7	11	17	8	1	1	0	50	2	39	44

K&M TRAFFIC SURVEYS

SITE: WEST SITE - Deal Rd Sandwich

LOCATION: Attached to lamppost

GRID REFERENCE: 51.262775, 1.336688

DIRECTION: EASTBOUND

SPEED LIMIT: NSL

06 May 2022

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 69	Vbin 69 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	18	0	0	0	0	2	7	7	1	0	1	0	0	0	0	0	44.2	48.9
0100	19	0	0	0	1	1	10	4	3	0	0	0	0	0	0	0	43	51.7
0200	11	0	0	0	0	1	4	5	0	1	0	0	0	0	0	0	43.4	48.7
0300	10	0	0	0	0	1	3	4	2	0	0	0	0	0	0	0	45.1	-
0400	10	0	0	0	0	2	3	3	2	0	0	0	0	0	0	0	43.1	-
0500	48	0	0	0	1	6	27	13	1	0	0	0	0	0	0	0	41.1	46.5
0600	111	0	0	0	1	30	48	26	4	2	0	0	0	0	0	0	40.7	45.7
0700	411	1	1	0	14	114	208	58	13	2	0	0	0	0	0	0	39.3	44.1
0800	679	0	0	5	61	251	279	78	4	1	0	0	0	0	0	0	37.6	42.6
0900	449	0	0	0	7	115	218	93	15	1	0	0	0	0	0	0	40.3	45.5
1000	471	0	0	2	7	122	243	89	7	1	0	0	0	0	0	0	39.9	44.6
1100	476	0	0	3	18	134	229	85	7	0	0	0	0	0	0	0	39.4	44
1200	530	0	0	1	6	133	266	112	11	0	1	0	0	0	0	0	40.2	44.8
1300	506	0	0	0	5	120	293	80	8	0	0	0	0	0	0	0	40	44.1
1400	549	0	1	1	6	139	288	105	8	1	0	0	0	0	0	0	39.9	44.6
1500	669	5	3	8	79	254	250	62	7	1	0	0	0	0	0	0	36.7	42.2
1600	651	0	0	0	15	184	347	94	8	1	2	0	0	0	0	0	39.6	43.6
1700	632	0	0	0	11	197	317	95	12	0	0	0	0	0	0	0	39.5	43.7
1800	432	0	0	0	2	77	235	98	15	5	0	0	0	0	0	0	41.3	45.2
1900	299	0	1	3	1	34	135	104	21	0	0	0	0	0	0	0	42.2	47.1
2000	181	0	0	0	0	18	102	49	8	3	0	1	0	0	0	0	42.5	47.1
2100	177	0	0	0	8	38	66	50	12	3	0	0	0	0	0	0	41.5	46.8
2200	175	0	0	0	2	11	72	71	15	3	0	1	0	0	0	0	44	48.6
2300	103	0	0	0	1	9	48	38	6	1	0	0	0	0	0	0	43	47.7
07-19	6455	6	5	20	231	1840	3173	1049	115	13	3	0	0	0	0	0	39.3	44.1
06-22	7223	6	6	23	241	1960	3524	1278	160	21	3	1	0	0	0	0	39.6	44.5
06-00	7501	6	6	23	244	1980	3644	1387	181	25	3	2	0	0	0	0	39.8	44.7
00-00	7617	6	6	23	246	1993	3698	1423	190	26	4	2	0	0	0	0	39.8	44.7

07 May 2022

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Upp 85
0000	39	0	0	0	1	0	16	18	2	2	0	0	0	0	0	0	44.3	48.8
0100	29	0	0	0	0	3	5	15	3	3	0	0	0	0	0	0	46.1	52.2
0200	8	0	0	0	0	0	4	2	2	0	0	0	0	0	0	0	44.8	-
0300	8	0	0	0	2	1	2	3	0	0	0	0	0	0	0	0	38.6	-
0400	7	0	0	0	0	0	1	4	0	2	0	0	0	0	0	0	49.2	-
0500	14	0	0	0	0	2	8	4	0	0	0	0	0	0	0	0	41.4	45.7
0600	59	0	0	0	1	4	29	16	7	2	0	0	0	0	0	0	43.8	50.1
0700	179	0	1	0	7	27	79	52	9	4	0	0	0	0	0	0	41.9	47.3
0800	298	0	1	1	4	52	153	72	15	1	0	0	0	0	0	0	41.3	46.6
0900	359	0	1	0	0	82	196	71	6	2	1	0	0	0	0	0	40.5	45.4
1000	485	0	0	1	10	112	274	75	12	1	0	0	0	0	0	0	39.8	44
1100	502	0	1	0	8	148	262	71	12	0	0	0	0	0	0	0	39.5	44
1200	574	0	0	1	14	150	321	78	8	2	0	0	0	0	0	0	39.5	43.6
1300	574	0	1	1	24	150	305	85	5	2	0	1	0	0	0	0	39.3	43.7
1400	515	0	1	0	15	135	286	66	10	1	1	0	0	0	0	0	39.5	43.6
1500	443	0	0	2	7	97	243	80	12	1	1	0	0	0	0	0	40.2	44.4
1600	427	0	0	1	7	84	225	99	11	0	0	0	0	0	0	0	40.7	45.5
1700	354	0	0	0	19	72	183	67	12	1	0	0	0	0	0	0	40.1	45.3
1800	289	0	0	0	4	38	157	72	14	4	0	0	0	0	0	0	41.7	46.3
1900	235	0	4	0	5	32	90	71	27	4	0	1	1	0	0	0	42.7	49.3
2000	158	0	0	0	1	17	74	54	10	1	1	0	0	0	0	0	43	47.9
2100	122	0	0	0	0	11	61	39	11	0	0	0	0	0	0	0	42.8	47.9
2200	107	0	0	0	0	12	59	25	11	0	0	0	0	0	0	0	42.6	48
2300	67	0	0	0	0	10	33	17	6	1	0	0	0	0	0	0	43	48.4
07-19	4999	0	5	7	119	1147	2684	888	126	19	3	1	0	0	0	0	40.1	44.6
06-22	5573	0	9	7	126	1211	2938	1068	181	26	4	2	1	0	0	0	40.4	45.1
06-00	5747	0	9	7	126	1233	3030	1110	198	27	4	2	1	0	0	0	40.5	45.2
00-00	5852	0	9	7	129	1239	3066	1156	205	34	4	2	1	0	0	0	40.5	45.3

08 May 2022

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	43	0	0	0	0	5	21	13	4	0	0	0	0	0	0	0	43.4	49
0100	23	0	0	0	0	0	6	11	4	2	0	0	0	0	0	0	47.4	52.5
0200	14	0	0	0	0	2	4	7	1	0	0	0	0	0	0	0	43.1	46.2
0300	13	0	0	0	0	1	3	6	2	1	0	0	0	0	0	0	46.2	55.7
0400	11	0	0	0	0	1	3	4	2	1	0	0	0	0	0	0	46.1	52.5
0500	20	0	0	0	0	5	4	6	3	1	1	0	0	0	0	0	44.6	51.1
0600	49	0	0	0	1	9	18	14	6	1	0	0	0	0	0	0	42.7	49.5
0700	94	0	0	1	4	10	41	29	8	1	0	0	0	0	0	0	42.3	48.3
0800	184	0	1	0	2	16	76	70	17	1	1	0	0	0	0	0	43.4	47.8
0900	254	0	0	0	0	36	130	81	7	0	0	0	0	0	0	0	41.7	45.7
1000	392	0	0	0	5	74	197	97	12	5	2	0	0	0	0	0	41.5	45.8
1100	473	0	0	1	11	138	231	78	14	0	0	0	0	0	0	0	39.7	44.5
1200	543	0	0	0	17	144	304	67	7	1	2	1	0	0	0	0	39.4	43.4
1300	480	0	0	0	10	139	271	52	8	0	0	0	0	0	0	0	39.2	43.2
1400	450	0	0	0	11	139	226	66	7	1	0	0	0	0	0	0	39.3	43.9
1500	450	0	0	0	9	121	242	72	6	0	0	0	0	0	0	0	39.7	44
1600	373	1	1	0	3	64	212	82	10	0	0	0	0	0	0	0	40.7	44.8
1700	299	0	0	0	4	56	156	73	9	1	0	0	0	0	0	0	41	45.7
1800	231	0	0	0	2	45	113	53	15	3	0	0	0	0	0	0	41.6	46.8
1900	179	0	0	0	1	23	78	60	14	3	0	0	0	0	0	0	42.8	47.7
2000	135	0	0	0	0	24	58	42	9	2	0	0	0	0	0	0	42.5	48.2
2100	106	0	0	0	0	16	46	34	9	0	1	0	0	0	0	0	43	48.2
2200	85	0	0	0	1	11	38	25	9	0	0	0	0	0	0	0	42.7	47.5
2300	25	0	0	0	0	2	9	7	4	3	0	0	0	0	0	0	45.7	54.7
07-19	4223	1	2	2	78	982	2199	820	120	13	5	1	0	0	0	0	40.4	44.9
06-22	4692	1	2	2	80	1054	2399	970	158	19	6	1	0	0	0	0	40.6	45.3
06-00	4802	1	2	2	81	1067	2446	1003	171	22	6	1	0	0	0	0	40.7	45.4
00-00	4926	1	2	2	81	1081	2487	1050	187	27	7	1	0	0	0	0	40.8	45.5

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Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 55	Vbin 55 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	19	0	0	0	0	3	7	4	4	0	1	0	0	0	0	0	45.1	55.6
0100	6	0	0	0	0	2	3	0	1	0	0	0	0	0	0	0	40	
0200	11	0	0	0	0	1	2	6	1	1	0	0	0	0	0	0	45.8	55.9
0300	11	0	0	0	1	1	4	4	0	1	0	0	0	0	0	0	43	49.3
0400	15	0	0	0	0	1	6	7	1	0	0	0	0	0	0	0	43.7	49.1
0500	25	0	0	0	0	3	9	8	5	0	0	0	0	0	0	0	44.4	52
0600	107	0	0	0	3	22	47	27	6	2	0	0	0	0	0	0	41.4	46.3
0700	433	0	0	0	8	89	246	79	11	0	0	0	0	0	0	0	40.2	44.5
0800	712	15	11	50	55	267	246	66	2	0	0	0	0	0	0	0	35.4	42.1
0900	399	0	1	7	10	81	224	72	3	1	0	0	0	0	0	0	39.8	44.1
1000	375	0	0	0	3	83	209	68	11	1	0	0	0	0	0	0	40.3	44.6
1100	421	0	0	0	6	124	209	71	11	0	0	0	0	0	0	0	39.8	44.4
1200	397	0	0	0	3	118	199	68	9	0	0	0	0	0	0	0	39.9	44.8
1300	411	0	0	2	8	95	213	76	16	1	0	0	0	0	0	0	40.2	45
1400	507	0	2	9	17	161	244	64	10	0	0	0	0	0	0	0	38.7	43.5
1500	604	0	0	7	21	180	300	84	11	1	0	0	0	0	0	0	38.9	43.7
1600	655	0	0	1	25	176	337	105	10	1	0	0	0	0	0	0	39.4	43.8
1700	596	0	1	1	18	150	280	129	13	3	1	0	0	0	0	0	40.1	45
1800	397	0	0	0	18	71	186	106	13	3	0	0	0	0	0	0	41	46.6
1900	325	0	0	0	0	46	157	95	20	5	2	0	0	0	0	0	42.6	47.3
2000	176	0	0	0	0	16	81	54	20	4	1	0	0	0	0	0	43.8	49.4
2100	123	0	0	0	1	25	49	40	6	2	0	0	0	0	0	0	41.9	46.9
2200	76	0	0	0	1	13	29	24	7	1	0	1	0	0	0	0	42.8	48
2300	44	0	0	0	0	11	17	14	2	0	0	0	0	0	0	0	41.7	47.7
07-19	5907	15	15	77	192	1695	2893	988	120	11	1	0	0	0	0	0	39.3	44.2
06-22	6638	15	15	77	196	1704	3227	1204	172	24	4	0	0	0	0	0	39.6	44.6
06-00	6758	15	15	77	197	1728	3273	1242	181	25	4	1	0	0	0	0	39.7	44.7
00-00	6845	15	15	77	198	1739	3304	1271	193	27	5	1	0	0	0	0	39.7	44.8

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Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	25	0	0	0	0	1	13	7	4	0	0	0	0	0	0	0	44	50.1
0100	11	0	0	0	0	4	4	3	0	0	0	0	0	0	0	0	39.6	45.6
0200	7	0	0	0	0	1	1	1	1	1	2	0	0	0	0	0	52.3	-
0300	7	0	0	0	0	0	3	1	2	0	1	0	0	0	0	0	48.9	-
0400	10	0	0	0	0	0	5	3	1	1	0	0	0	0	0	0	44.4	-
0500	30	0	0	1	2	7	10	8	2	0	0	0	0	0	0	0	40.2	46.4
0600	108	0	0	2	2	14	48	32	8	2	0	0	0	0	0	0	41.9	47.5
0700	445	2	0	1	12	97	234	94	5	0	0	0	0	0	0	0	39.8	44.6
0800	741	7	3	10	52	304	296	64	5	0	0	0	0	0	0	0	36.9	42.2
0900	405	0	0	10	7	88	216	73	9	0	2	0	0	0	0	0	40.1	44.2
1000	369	0	0	1	8	96	193	64	7	0	0	0	0	0	0	0	39.6	44.2
1100	452	0	0	1	4	126	228	83	8	2	0	0	0	0	0	0	39.9	44.5
1200	387	0	0	1	2	118	203	54	9	0	0	0	0	0	0	0	39.6	43.9
1300	420	0	0	0	2	106	236	66	9	1	0	0	0	0	0	0	40	43.9
1400	494	0	0	0	16	150	243	70	11	4	0	0	0	0	0	0	39.4	44.2
1500	652	0	2	1	26	199	336	79	7	2	0	0	0	0	0	0	38.8	43.3
1600	688	0	0	0	17	205	340	107	17	2	0	0	0	0	0	0	39.5	44
1700	649	0	0	1	14	191	320	103	18	2	0	0	0	0	0	0	39.7	44.2
1800	423	0	0	3	11	69	208	108	21	2	1	0	0	0	0	0	41.2	46.2
1900	256	0	0	0	5	32	130	68	18	3	0	0	0	0	0	0	42.2	47.3
2000	167	0	0	0	3	22	73	50	12	7	0	0	0	0	0	0	43.3	48.6
2100	153	0	0	0	3	26	61	54	7	2	0	0	0	0	0	0	42	47.1
2200	82	0	0	0	0	8	34	30	10	0	0	0	0	0	0	0	43.6	48.8
2300	30	0	0	0	0	6	14	7	2	1	0	0	0	0	0	0	41.7	47.4
07-19	6125	9	5	29	171	1749	3053	965	126	15	3	0	0	0	0	0	39.4	44.1
06-22	6809	9	5	31	184	1843	3365	1169	171	29	3	0	0	0	0	0	39.7	44.5
06-00	6921	9	5	31	184	1857	3413	1206	193	30	3	0	0	0	0	0	39.7	44.6
00-00	7011	9	5	32	186	1870	3449	1229	193	32	6	0	0	0	0	0	39.8	44.7

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Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	22	0	0	0	0	2	9	7	4	0	0	0	0	0	0	0	43.8	50.4
0100	11	0	0	0	0	0	1	8	1	1	0	0	0	0	0	0	48.2	51.8
0200	8	0	0	0	0	0	3	4	1	0	0	0	0	0	0	0	44.9	
0300	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	45	
0400	13	0	0	0	0	0	7	3	3	0	0	0	0	0	0	0	44.8	50
0500	32	0	0	0	1	4	14	8	5	0	0	0	0	0	0	0	42.7	50.2
0600	114	0	0	0	5	20	50	27	12	0	0	0	0	0	0	0	41.7	48.2
0700	462	0	0	3	15	134	215	85	9	1	0	0	0	0	0	0	39.4	44.4
0800	692	46	36	26	73	245	217	43	6	0	0	0	0	0	0	0	33.4	41.3
0900	434	0	0	0	0	100	240	84	9	0	1	0	0	0	0	0	40.4	44.7
1000	403	0	0	0	13	97	214	69	7	3	0	0	0	0	0	0	40	44.6
1100	412	0	1	0	3	84	238	74	12	0	0	0	0	0	0	0	40.5	44.7
1200	465	0	0	0	4	127	249	76	9	0	0	0	0	0	0	0	39.8	44.1
1300	512	0	0	0	22	168	245	69	8	0	0	0	0	0	0	0	38.9	43.5
1400	479	0	0	0	5	135	255	75	6	2	0	1	0	0	0	0	39.8	43.8
1500	533	0	0	4	26	188	252	55	7	1	0	0	0	0	0	0	38.5	43.1
1600	663	2	0	2	23	182	329	107	16	2	0	0	0	0	0	0	39.4	44.2
1700	657	0	0	1	3	135	367	141	9	0	1	0	0	0	0	0	40.4	44.6
1800	433	0	0	0	4	92	206	111	18	1	0	1	0	0	0	0	41.1	45.7
1900	261	0	0	0	0	31	124	88	14	3	1	0	0	0	0	0	42.6	47.2
2000	168	0	0	0	1	11	84	51	19	2	0	0	0	0	0	0	43.4	48.9
2100	137	0	0	0	3	14	68	46	6	0	0	0	0	0	0	0	42.1	47.2
2200	77	0	0	0	0	3	32	32	9	1	0	0	0	0	0	0	44.8	49.4
2300	54	0	0	0	1	1	21	25	6	0	0	0	0	0	0	0	44.6	49
07-19	6145	48	37	36	191	1687	3027	989	116	10	2	2	0	0	0	0	39.1	44.1
06-22	6825	48	37	36	200	1763	3353	1201	167	15	3	2	0	0	0	0	39.4	44.5
06-00	6956	48	37	36	201	1767	3406	1258	182	16	3	2	0	0	0	0	39.6	44.7
00-00	7044	48	37	36	202	1773	3440	1290	196	17	3	2	0	0	0	0	39.6	44.7

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Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	40	0	0	0	0	3	13	18	4	1	1	0	0	0	0	0	44.8	50.7
0100	12	0	0	0	1	1	3	4	3	0	0	0	0	0	0	0	44.8	52.1
0200	14	0	0	0	0	1	8	1	4	0	0	0	0	0	0	0	44.2	51.8
0300	7	0	0	0	0	0	5	2	0	0	0	0	0	0	0	0	41.9	
0400	18	0	0	1	0	2	4	7	3	1	0	0	0	0	0	0	44.1	52.7
0500	30	0	0	0	1	3	12	11	3	0	0	0	0	0	0	0	42.7	46.9
0600	115	0	0	0	6	25	49	28	6	1	0	0	0	0	0	0	40.6	45.9
0700	437	2	1	4	21	114	211	79	3	1	1	0	0	0	0	0	39.1	44.5
0800	719	0	0	1	73	306	276	58	5	0	0	0	0	0	0	0	37.1	42.1
0900	378	0	0	0	9	101	201	61	6	0	0	0	0	0	0	0	39.7	44
1000	426	0	0	6	15	121	227	55	2	0	0	0	0	0	0	0	38.9	43.1
1100	481	0	0	4	26	167	217	59	8	0	0	0	0	0	0	0	38.4	43.2
1200	471	0	1	4	18	122	243	72	10	1	0	0	0	0	0	0	39.2	44.1
1300	466	0	0	1	19	150	219	64	13	0	0	0	0	0	0	0	38.9	44
1400	524	0	1	0	10	150	294	63	5	1	0	0	0	0	0	0	39.3	43.2
1500	626	2	7	16	29	246	275	47	3	1	0	0	0	0	0	0	37.2	41.9
1600	612	0	1	7	18	200	298	82	6	0	0	0	0	0	0	0	38.8	43.3
1700	711	5	13	15	36	208	351	76	6	1	0	0	0	0	0	0	37.8	42.8
1800	447	0	6	8	7	105	215	87	17	0	0	2	0	0	0	0	39.9	45.1
1900	271	0	0	0	7	30	142	71	18	2	0	1	0	0	0	0	42	47.5
2000	184	0	0	0	1	27	76	61	16	2	1	0	0	0	0	0	42.9	48.7
2100	128	0	0	0	1	15	66	34	10	1	0	1	0	0	0	0	42.5	47.9
2200	96	0	0	0	1	15	45	24	5	5	1	0	0	0	0	0	42.8	48.8
2300	43	0	0	0	0	4	18	12	7	2	0	0	0	0	0	0	44	51.3
07-19	6298	9	30	66	281	1990	3027	803	84	5	1	2	0	0	0	8	38.5	43.3
06-22	6996	9	30	66	296	2087	3360	997	134	11	2	4	0	0	0	0	38.9	43.8
06-00	7135	9	30	66	297	2106	3423	1033	146	18	3	4	0	0	0	0	39	43.9
00-00	7256	9	30	67	299	2116	3468	1076	163	20	4	4	0	0	0	0	39	44

Grand Total

Time	Total	Vbin 6	Vbin 12	Vbin 19	Vbin 25	Vbin 31	Vbin 37	Vbin 43	Vbin 50	Vbin 56	Vbin 62	Vbin 68	Vbin 75	Vbin 81	Vbin 87	Vbin 93	Mean	Vpp 85
..	46551	88	104	244	1341	11811	22912	8495	1327	183	33	12	1	0	0	0	39.8	44.8

K&M TRAFFIC SURVEYS

SITE: WEST SITE - Deal Rd Sandwich

LOCATION: Attached to lamppost

GRID REFERENCE: 51.262775, 1.336688

DIRECTION: EASTBOUND

	Fri	Sat	Sun	Mon	Tue	Wed	Thu
	06-May	07-May	08-May	09-May	10-May	11-May	12-May
Hour							
0000-0100	18	39	43	19	25	22	40
0100-0200	19	29	23	6	11	11	12
0200-0300	11	8	14	11	7	8	14
0300-0400	10	8	13	11	7	2	7
0400-0500	10	7	11	15	10	13	18
0500-0600	48	14	20	25	30	32	30
0600-0700	111	59	49	107	108	114	115
0700-0800	411	179	94	433	445	462	437
0800-0900	679	298	184	712	741	692	719
0900-1000	449	359	254	399	405	434	378
1000-1100	471	485	392	375	369	403	426
1100-1200	476	502	473	421	452	412	481
1200-1300	530	574	543	397	387	465	471
1300-1400	506	574	480	411	420	512	466
1400-1500	549	515	450	507	494	479	524
1500-1600	669	443	450	604	652	533	626
1600-1700	651	427	373	655	688	663	612
1700-1800	632	354	299	596	649	657	711
1800-1900	432	289	231	397	423	433	447
1900-2000	299	235	179	325	256	261	271
2000-2100	181	158	135	176	167	168	184
2100-2200	177	122	106	123	153	137	128
2200-2300	175	107	85	76	82	77	96
2300-2400	103	67	25	44	30	54	43
Totals							
0700-1900	6455	4999	4223	5907	6125	6145	6298
0600-2200	7223	5573	4692	6638	6809	6825	6996
0600-0000	7501	5747	4802	6758	6921	6956	7135
0000-0000	7617	5852	4926	6845	7011	7044	7256
AM Peak	800	1100	1100	800	800	800	800
	679	502	473	712	741	692	719
PM Peak	1500	1300	1200	1600	1600	1600	1700
	669	574	543	655	688	663	711

SPEED LIMIT: NSL

Averages

1-5.	1-7.
24.8	29.4
11.8	15.9
10.2	10.4
7.4	8.3
13.2	12
33	28.4
111	94.7
437.6	351.6
708.6	575
413	382.6
408.8	417.3
448.4	459.6
450	481
463	481.3
510.6	502.6
616.8	568.1
653.8	581.3
649	556.9
426.4	378.9
282.4	260.9
175.2	167
143.6	135.1
101.2	99.7
54.8	52.3

6186	5736
6898.2	6393.7
7054.2	6545.7
7154.6	6650.1

K&M TRAFFIC SURVEYS

SITE: WEST SITE - Deal Rd Sandwich

LOCATION: Attached to lamppost

GRID REFERENCE: 51.262775, 1.336688

DIRECTION: WESTBOUND

SPEED LIMIT: NSL

06 May 2022

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	12	11	0	1	0	0	0	0	0	0	0	0	0	0	0	43.1	50.4
0100	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	46.6	-
0200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	39.1	-
0300	9	7	0	1	0	0	0	0	0	0	0	0	0	1	0	42.3	-
0400	26	20	0	2	0	0	0	0	0	0	0	0	0	4	0	43.4	48.9
0500	97	88	0	4	1	1	0	0	0	1	0	0	0	2	0	41.5	45.9
0600	241	215	0	14	7	0	0	0	1	1	0	0	0	3	0	39.3	43
0700	521	464	3	46	6	0	0	0	0	0	0	0	0	2	0	32.7	41.3
0800	682	617	2	54	1	3	0	2	2	0	0	0	0	0	1	36.8	41.1
0900	519	461	6	40	4	2	1	0	2	2	0	0	0	1	0	37.8	41.9
1000	476	420	2	39	2	4	1	0	1	4	0	0	0	2	1	37.9	41.7
1100	499	423	3	62	3	0	1	1	0	0	0	0	0	6	0	37.9	41.7
1200	479	403	3	60	3	3	1	0	0	1	0	0	0	5	0	38	41.9
1300	476	404	3	59	5	4	0	0	0	0	0	0	0	1	0	37.8	41.6
1400	501	446	2	43	4	2	0	0	1	0	0	0	0	3	0	38.3	42
1500	645	579	1	49	2	3	1	2	4	0	0	1	0	2	1	28.1	40.2
1600	565	500	3	52	1	2	0	2	0	1	0	0	0	4	0	37.5	41.7
1700	506	462	5	31	1	2	0	0	0	0	0	0	0	5	0	38.3	42.6
1800	337	317	1	14	1	1	0	0	0	0	0	0	0	3	0	39.3	43.1
1900	252	237	1	13	1	0	0	0	0	0	0	0	0	0	0	39.6	43.3
2000	168	156	0	9	2	0	0	0	0	1	0	0	0	0	0	39.8	44.1
2100	158	147	0	10	1	0	0	0	0	0	0	0	0	0	0	39.6	43.7
2200	115	107	0	6	0	0	0	1	0	0	0	0	0	1	0	39.2	44.1
2300	80	74	0	5	0	0	0	0	0	0	0	0	0	1	0	41.3	46.7
07-19	6206	5496	34	549	33	26	5	7	10	8	0	1	0	34	3	36.4	41.7
06-22	7025	6251	35	595	44	26	5	7	11	10	0	1	0	37	3	36.8	41.9
06-00	7220	6432	35	606	44	26	5	8	11	10	0	1	0	39	3	36.9	42
00-00	7371	6564	35	616	45	27	5	8	11	11	0	1	0	46	3	37	42.1

07 May 2022

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	43	41	0	2	0	0	0	0	0	0	0	0	0	0	0	41.9	49.1
0100	33	28	0	1	1	0	0	0	0	0	0	0	0	3	0	43.6	53.7
0200	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	43.9	-
0300	6	4	0	0	1	0	0	0	0	1	0	0	0	0	0	36.3	-
0400	15	13	0	1	0	0	0	0	0	0	0	0	0	1	0	42.8	46.4
0500	44	44	0	0	0	0	0	0	0	0	0	0	0	0	0	42.1	47.6
0600	112	103	3	5	0	0	0	0	0	0	0	0	0	1	0	39.2	43.6
0700	176	153	2	18	0	0	0	0	0	1	0	0	0	1	1	39	43.3
0800	325	300	2	18	1	1	0	0	1	0	0	0	0	2	0	38.3	42.3
0900	457	427	1	23	1	0	1	1	0	0	0	0	0	3	0	38.7	41.7
1000	507	474	1	23	4	0	0	0	0	0	0	0	0	5	0	37	40.8
1100	524	487	2	29	1	4	0	0	0	0	0	0	0	1	0	37.3	40.7
1200	539	509	3	20	0	0	1	0	2	0	0	0	0	3	1	37.8	41.6
1300	529	497	2	20	3	0	0	0	0	0	0	0	0	7	0	38.8	42.6
1400	497	472	1	16	2	1	0	0	0	0	0	0	0	5	0	38	41.8
1500	497	465	0	24	1	0	1	1	1	1	0	0	0	3	0	37.9	41.4
1600	431	394	4	28	1	0	0	1	2	0	0	0	0	1	0	38.9	42.8
1700	360	339	3	11	1	2	0	1	0	1	0	0	0	2	0	38.4	42.2
1800	271	256	0	10	0	1	0	0	0	0	0	0	0	4	0	38.4	42.8
1900	208	193	1	12	1	0	0	0	0	1	0	0	0	0	0	40	43.8
2000	139	129	1	7	1	1	0	0	0	0	0	0	0	0	0	40.6	44.6
2100	110	103	0	5	0	0	0	0	0	0	0	0	0	2	0	41.1	45.7
2200	82	78	2	2	0	0	0	0	0	0	0	0	0	0	0	40.3	44.7
2300	66	63	0	3	0	0	0	0	0	0	0	0	0	0	0	40.9	45.2
07-19	5113	4773	21	240	15	9	3	4	6	3	0	0	0	37	2	38.1	41.9
06-22	5682	5301	26	269	17	10	3	4	6	4	0	0	0	40	2	38.3	42.2
06-00	5830	5442	28	274	17	10	3	4	6	4	0	0	0	40	2	38.4	42.3
00-00	5980	5581	28	278	19	10	3	4	6	5	0	0	0	44	2	38.5	42.4

08 May 2022

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	29	28	0	1	0	0	0	0	0	0	0	0	0	0	0	42	47.3
0100	21	20	0	1	0	0	0	0	0	0	0	0	0	0	0	42.7	47.9
0200	13	12	0	1	0	0	0	0	0	0	0	0	0	0	0	42.7	47.9
0300	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	40.3	44.8
0400	14	11	0	2	1	0	0	0	0	0	0	0	0	0	0	40.1	48.5
0500	43	41	0	2	0	0	0	0	0	0	0	0	0	0	0	40.4	45
0600	70	66	1	2	0	0	0	0	0	0	0	0	0	1	0	39.7	44.5
0700	99	93	1	5	0	0	0	0	0	0	0	0	0	0	0	40.1	44.8
0800	178	164	1	10	0	0	0	1	0	0	0	0	0	2	0	39.6	43.2
0900	309	286	2	14	0	0	0	0	0	0	0	0	0	7	0	39.3	42.9
1000	466	437	4	14	0	1	0	0	1	0	0	0	0	9	0	38.5	42.4
1100	503	450	5	22	0	0	0	0	0	0	0	0	0	26	0	38.3	42
1200	555	487	3	30	0	1	0	0	0	0	0	0	0	34	0	38.9	42.1
1300	494	454	2	18	0	1	0	0	0	0	0	0	0	19	0	37.8	41.6
1400	409	388	0	10	0	0	0	0	0	0	0	0	0	10	1	38.6	42.8
1500	411	375	1	19	0	1	0	0	0	0	0	0	0	14	1	38.2	42.3
1600	369	344	2	14	0	1	0	0	0	0	0	0	0	8	0	38.4	42.3
1700	367	339	1	19	0	0	0	0	1	0	0	0	0	7	0	38.5	42.6
1800	245	233	1	8	2	0	0	0	0	1	0	0	0	0	0	39.1	43.4
1900	224	209	0	10	2	0	0	0	0	0	0	0	0	3	0	40.3	43.6
2000	148	143	0	5	0	0	0	0	0	0	0	0	0	0	0	40.4	44.7
2100	81	78	1	2	0	0	0	0	0	0	0	0	0	0	0	40.9	47.2
2200	50	47	1	2	0	0	0	0	0	0	0	0	0	0	0	40.2	46.1
2300	25	23	0	2	0	0	0	0	0	0	0	0	0	0	0	43.2	50.5
07-19	4405	4050	23	183	2	5	0	1	2	1	0	0	0	136	2	38.6	42.4
06-22	4928	4546	25	202	4	5	0	1	2	1	0	0	0	140	2	38.8	42.7
06-00	5003	4616	26	206	4	5	0	1	2	1	0	0	0	140	2	38.8	42.7
00-00	5137	4742	26	213	5	5	0	1	2	1	0	0	0	140	2	38.9	42.9

09 May 2022

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	42	-
0100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	41.7	-
0200	7	4	0	3	0	0	0	0	0	0	0	0	0	0	0	38.6	-
0300	21	16	0	3	0	0	0	0	0	1	0	0	0	1	0	39.8	44.9
0400	33	28	0	3	1	0	0	0	0	1	0	0	0	0	0	39.5	45.1
0500	96	90	1	4	0	0	0	0	0	1	0	0	0	0	0	41.2	45.2
0600	257	238	2	13	0	0	0	0	0	1	0	0	0	3	0	40	43.3
0700	573	534	2	28	5	1	0	0	0	0	0	0	0	3	0	34.8	41.4
0800	658	605	2	40	2	2	1	2	1	0	0	0	0	2	1	36.8	40.9
0900	403	346	4	45	2	5	0	1	0	0	0	0	0	0	0	37.9	41.6
1000	426	357	2	56	2	2	1	2	0	0	0	0	0	4	0	37.5	41.9
1100	434	369	1	53	4	2	0	0	0	0	0	0	0	5	0	37.2	41.3
1200	400	343	4	47	0	1	0	1	1	0	0	0	0	3	0	37.9	41.8
1300	417	350	1	45	8	1	1	0	1	2	0	0	0	8	0	37.9	41.9
1400	412	347	2	50	2	5	0	0	0	1	0	0	0	5	0	37.5	41.6
1500	634	560	0	65	2	1	1	0	1	0	0	0	0	4	0	36.7	40.8
1600	584	510	1	64	0	2	1	1	1	0	0	0	0	4	0	37.7	41.9
1700	428	392	2	24	0	2	0	1	0	2	0	0	0	4	1	38.3	42.4
1800	352	327	0	24	0	0	0	0	0	0	0	0	0	1	0	38.9	42.9
1900	224	209	0	12	1	1	0	1	0	0	0	0	0	0	0	39.8	44.6
2000	177	163	2	12	0	0	0	0	0	0	0	0	0	0	0	40.6	45.5
2100	126	115	2	7	0	0	0	0	0	1	0	0	0	1	0	40.7	45.8
2200	72	66	0	3	1	0	0	0	1	0	0	0	0	1	0	40.4	44.2
2300	15	13	0	1	0	0	0	0	1	0	0	0	0	0	0	39.1	48.1
07-19	5721	5040	21	541	27	24	5	8	5	5	0	0	0	43	2	37.3	41.6
06-22	6505	5765	27	585	28	25	5	9	5	7	0	0	0	47	2	37.6	41.9
06-00	6592	5844	27	589	29	25	5	9	7	7	0	0	0	48	2	37.7	42
00-00	6760	5992	28	603	30	25	5	9	7	10	0	0	0	49	2	37.7	42.1

10 May 2022

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	42	-
0100	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	42.1	-
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	58	-
0300	10	6	0	2	0	0	0	0	0	1	0	0	0	1	0	40.8	-
0400	30	27	0	3	0	0	0	0	0	0	0	0	0	0	0	40.3	46.1
0500	104	94	1	6	0	0	0	0	0	0	0	0	0	3	0	41.2	46.2
0600	242	214	2	21	1	0	0	0	0	0	0	0	0	4	0	39.7	43.6
0700	598	550	4	36	3	0	0	1	0	0	0	1	0	3	0	33.4	40.4
0800	659	607	1	41	5	1	0	0	0	0	0	0	0	4	0	37.7	41.8
0900	478	431	2	43	0	1	1	0	0	0	0	0	0	0	0	37.9	41.3
1000	447	371	2	58	9	2	0	1	1	1	0	0	0	2	0	36.9	40.6
1100	466	417	1	42	1	3	1	0	0	0	0	0	0	1	0	37.5	41
1200	451	388	3	46	2	3	0	0	1	1	0	0	0	6	1	37.9	41.7
1300	384	334	1	47	0	1	0	0	0	0	0	0	0	1	0	37.7	41.5
1400	453	400	1	38	5	5	0	0	0	1	0	0	0	3	0	37.2	41.3
1500	631	561	5	51	3	3	0	1	1	1	0	0	0	3	2	34.3	39.7
1600	590	527	1	56	0	1	0	2	0	0	0	0	0	3	0	37.1	41.4
1700	518	471	2	37	0	0	0	0	0	1	0	0	0	7	0	39	43.1
1800	318	291	2	23	1	0	0	0	0	0	0	0	0	0	1	39	43.3
1900	255	240	0	13	1	0	0	0	0	0	0	0	0	1	0	39.7	43.7
2000	158	153	0	5	0	0	0	0	0	0	0	0	0	0	0	40	43.7
2100	87	81	0	5	0	0	0	0	0	0	0	0	0	1	0	40.1	45.7
2200	57	50	0	6	0	0	0	0	0	0	0	0	0	1	0	40.6	45.8
2300	18	13	0	4	0	0	0	0	0	1	0	0	0	0	0	39.3	46.5
07-19	5993	5348	25	518	29	20	2	5	3	5	0	1	0	33	4	36.9	41.4
06-22	6735	6036	27	562	31	20	2	5	3	5	0	1	0	39	4	37.3	41.8
06-00	6810	6099	27	572	31	20	2	5	3	6	0	1	0	40	4	37.3	41.8
00-00	6968	6239	28	584	31	20	2	5	3	7	0	1	0	44	4	37.4	41.9

11 May 2022

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	42.9	-
0100	7	5	0	2	0	0	0	0	0	0	0	0	0	0	0	42.2	-
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	41	-
0300	8	4	0	3	1	0	0	0	0	0	0	0	0	0	0	39.6	-
0400	34	31	0	2	0	0	0	0	0	0	0	0	0	1	0	41.8	46.6
0500	90	84	0	6	0	0	0	0	0	0	0	0	0	0	0	41.2	45.4
0600	280	247	2	23	0	1	0	0	0	0	0	0	0	6	1	39.9	43.7
0700	633	565	3	54	4	1	0	1	0	1	0	1	0	2	1	34.1	40.7
0800	671	622	3	30	4	6	0	0	1	1	0	0	0	2	2	35.1	40.4
0900	466	398	1	54	1	2	0	1	1	1	0	0	0	7	0	37.3	41.2
1000	461	390	5	53	2	4	0	1	0	0	0	1	0	5	0	37.1	41.4
1100	471	396	2	60	3	6	0	2	0	0	0	0	0	2	0	37.5	41.3
1200	487	425	3	52	0	3	0	0	1	1	0	0	0	2	0	37.7	41.6
1300	527	475	3	38	5	2	0	0	2	0	0	0	0	2	0	35.7	40.7
1400	439	389	1	41	1	3	0	1	0	0	0	0	0	3	0	37.4	41
1500	620	525	9	71	1	7	0	1	0	0	0	0	0	6	0	37.2	41.3
1600	601	526	3	63	2	2	0	3	0	0	0	0	0	2	0	36.9	41.7
1700	488	446	4	35	1	0	0	0	0	0	0	1	0	1	0	39.3	42.8
1800	305	284	1	17	0	0	0	0	0	0	0	0	0	3	0	39.6	44.4
1900	235	219	1	11	2	0	0	0	0	1	1	0	0	0	0	39.8	43.5
2000	153	146	0	7	0	0	0	0	0	0	0	0	0	0	0	40.5	44.2
2100	125	111	0	11	1	0	0	0	0	0	0	0	0	2	0	40.5	44.7
2200	57	52	0	4	0	0	0	0	1	0	0	0	0	0	0	41.8	47.8
2300	27	25	0	2	0	0	0	0	0	0	0	0	0	0	0	40.2	44.6
07-19	6169	5441	38	568	24	36	0	10	5	4	0	3	0	37	3	36.9	41.5
06-22	6962	6164	41	620	27	37	0	10	5	5	1	3	0	45	4	37.2	41.8
06-00	7046	6241	41	626	27	37	0	10	6	5	1	3	0	45	4	37.3	41.9
00-00	7193	6373	41	639	28	37	0	10	6	5	1	3	0	46	4	37.4	42

12 May 2022

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	44.9	-
0100	10	8	0	2	0	0	0	0	0	0	0	0	0	0	0	46.3	-
0200	3	1	0	1	0	1	0	0	0	0	0	0	0	0	0	32.6	-
0300	11	8	0	1	0	2	0	0	0	0	0	0	0	0	0	42.1	48.9
0400	33	29	0	2	1	0	0	0	0	0	0	0	0	1	0	42.6	49.9
0500	108	99	0	7	0	0	0	0	0	0	0	0	0	2	0	41.1	45.4
0600	261	236	1	19	1	0	0	0	0	0	0	0	0	4	0	39.3	43.1
0700	583	526	4	43	2	2	1	2	0	0	0	0	0	3	0	33.1	40.9
0800	662	610	1	43	0	3	0	0	1	2	0	0	0	2	0	36.7	41.1
0900	480	417	1	49	4	7	0	0	0	1	0	0	0	1	0	37.4	41.8
1000	462	401	4	43	5	3	0	0	1	1	0	0	0	3	1	37.2	41.4
1100	478	407	6	50	2	5	1	2	2	0	0	0	0	3	0	35.8	40.4
1200	500	419	1	63	2	5	0	0	1	3	0	1	0	5	0	36.4	40.6
1300	482	411	3	47	3	7	1	3	2	0	0	0	0	5	0	35.4	40.2
1400	453	382	1	60	1	4	1	0	1	0	0	0	0	3	0	37.7	42
1500	621	534	5	68	3	5	2	2	0	0	0	0	0	1	1	33.7	40.3
1600	588	521	2	54	0	4	0	1	0	1	0	1	0	4	0	36.8	40.8
1700	499	448	8	37	1	1	0	0	0	1	0	0	0	3	0	38	41.6
1800	343	316	1	24	0	0	0	0	0	0	0	0	0	2	0	39.5	43.5
1900	242	229	0	8	1	1	0	0	0	0	0	0	0	3	0	40.1	44.2
2000	180	169	0	9	0	0	0	0	0	0	0	0	0	2	0	40.5	45
2100	145	139	0	3	2	0	0	0	0	1	0	0	0	0	0	39.3	43.5
2200	83	80	0	3	0	0	0	0	0	0	0	0	0	0	0	40	45.3
2300	25	22	0	3	0	0	0	0	0	0	0	0	0	0	0	41.3	47
07-19	6151	5392	37	581	23	46	6	10	8	9	0	2	0	35	2	36.3	41.2
06-22	6979	6165	38	620	27	47	6	10	8	10	0	2	0	44	2	36.7	41.6
05-00	7087	6267	38	626	27	47	6	10	8	10	0	2	0	44	2	36.8	41.7
00-00	7257	6416	38	640	28	50	6	10	8	10	0	2	0	47	2	36.9	41.8

K&M TRAFFIC SURVEYS

SITE: WEST SITE - Deal Rd Sandwich

LOCATION: Attached to lamppost

GRID REFERENCE: 51.262775, 1.336688

DIRECTION: WESTBOUND

SPEED LIMIT: NSL

06 May 2022

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 55	Vbin 55 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	12	0	0	0	0	1	7	2	1	1	0	0	0	0	0	0	43.1	50.4
0100	5	0	0	0	0	0	1	3	1	0	0	0	0	0	0	0	46.6	-
0200	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	39.1	-
0300	9	0	0	0	0	1	5	3	0	0	0	0	0	0	0	0	42.3	-
0400	26	0	0	0	1	2	15	6	0	1	0	0	1	0	0	0	43.4	48.9
0500	97	0	0	0	2	16	50	25	1	3	0	0	0	0	0	0	41.5	45.9
0600	241	0	0	0	5	62	146	24	3	1	0	0	0	0	0	0	39.3	43
0700	521	72	17	10	20	164	197	37	4	0	0	0	0	0	0	0	32.7	41.3
0800	682	1	0	1	56	322	267	32	3	0	0	0	0	0	0	0	35.8	41.1
0900	519	0	0	1	27	206	247	38	0	0	0	0	0	0	0	0	37.8	41.9
1000	476	0	1	1	15	192	231	33	1	2	0	0	0	0	0	0	37.9	41.7
1100	499	0	0	4	24	191	240	34	5	1	0	0	0	0	0	0	37.9	41.7
1200	479	0	0	0	21	188	233	32	4	0	1	0	0	0	0	0	38	41.9
1300	476	0	0	0	19	208	212	34	3	0	0	0	0	0	0	0	37.8	41.6
1400	501	0	0	1	17	164	277	38	2	1	1	0	0	0	0	0	38.3	42
1500	645	154	52	24	45	171	170	23	5	1	0	0	0	0	0	0	28.1	40.2
1600	565	0	3	4	26	246	235	46	3	0	1	0	1	0	0	0	37.5	41.7
1700	506	0	0	4	28	154	260	48	10	2	0	0	0	0	0	0	38.3	42.6
1800	337	0	0	0	2	103	190	35	6	1	0	0	0	0	0	0	39.3	43.1
1900	252	0	0	0	1	76	138	32	4	1	0	0	0	0	0	0	39.6	43.3
2000	168	0	0	0	2	51	85	23	5	2	0	0	0	0	0	0	39.8	44.1
2100	158	0	0	0	4	45	81	23	4	1	0	0	0	0	0	0	39.6	43.7
2200	115	0	0	0	3	37	56	14	5	0	0	0	0	0	0	0	39.2	44.1
2300	80	0	0	0	0	20	39	15	2	4	0	0	0	0	0	0	41.3	46.7
07-19	6206	227	73	50	300	2309	2759	430	46	8	3	0	1	0	0	0	36.4	41.7
06-22	7025	227	73	50	312	2543	3209	532	62	13	3	0	1	0	0	0	36.8	41.9
06-00	7220	227	73	50	315	2600	3304	561	69	17	3	0	1	0	0	0	36.9	42
00-00	7371	227	73	50	318	2621	3383	600	72	22	3	0	2	0	0	0	37	42.1

07 May 2022

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	43	0	0	0	1	8	22	6	5	1	0	0	0	0	0	0	41.9	49.1
0100	33	0	0	1	0	10	10	3	5	2	1	0	1	0	0	0	43.6	53.7
0200	9	0	0	0	0	0	3	6	0	0	0	0	0	0	0	0	43.9	-
0300	6	0	0	0	1	3	1	0	1	0	0	0	0	0	0	0	36.3	-
0400	15	0	0	0	0	0	8	7	0	0	0	0	0	0	0	0	42.8	46.4
0500	44	0	0	0	0	7	22	9	5	1	0	0	0	0	0	0	42.1	47.6
0600	112	0	0	0	3	30	61	17	1	0	0	0	0	0	0	0	39.2	43.6
0700	176	0	1	0	2	63	85	21	3	1	0	0	0	0	0	0	39	43.3
0800	325	0	0	1	15	118	161	27	3	0	0	0	0	0	0	0	38.3	42.3
0900	457	0	0	0	2	151	268	32	3	1	0	0	0	0	0	0	38.7	41.7
1000	507	0	0	1	33	242	207	21	2	1	0	0	0	0	0	0	37	40.8
1100	524	0	0	0	28	225	240	28	3	0	0	0	0	0	0	0	37.3	40.7
1200	539	0	4	3	15	200	280	33	2	1	1	0	0	0	0	0	37.8	41.6
1300	529	0	1	0	6	186	274	57	3	1	0	1	0	0	0	0	38.8	42.6
1400	497	0	0	3	12	217	219	41	4	1	0	0	0	0	0	0	38	41.8
1500	497	0	0	0	11	212	244	27	2	0	0	1	0	0	0	0	37.9	41.4
1600	431	0	0	0	10	128	244	45	1	3	0	0	0	0	0	0	38.9	42.8
1700	360	0	0	1	15	120	190	27	6	0	0	1	0	0	0	0	38.4	42.2
1800	271	0	0	2	15	101	121	25	5	2	0	0	0	0	0	0	38.4	42.8
1900	208	0	0	0	2	59	110	31	5	0	1	0	0	0	0	0	40	43.8
2000	139	0	0	0	0	36	78	15	6	3	1	0	0	0	0	0	40.6	44.6
2100	110	0	0	0	1	20	65	16	7	1	0	0	0	0	0	0	41.1	45.7
2200	82	0	0	0	0	22	42	17	0	1	0	0	0	0	0	0	40.3	44.7
2300	66	0	0	0	1	14	27	24	0	0	0	0	0	0	0	0	40.9	45.2
07-19	5113	0	6	11	164	1963	2533	384	37	11	1	3	0	0	0	0	38.1	41.9
06-22	5682	0	6	11	170	2108	2847	463	56	15	3	3	0	0	0	0	38.3	42.2
06-00	5830	0	6	11	171	2144	2916	504	56	16	3	3	0	0	0	0	38.4	42.3
00-00	5980	0	6	12	173	2172	2982	535	72	20	4	3	1	0	0	0	38.5	42.4

08 May 2022

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	29	0	0	0	1	5	12	9	1	1	0	0	0	0	0	0	42	47.3
0100	21	0	0	0	0	2	11	6	2	0	0	0	0	0	0	0	42.7	47.9
0200	13	0	0	0	0	2	6	4	1	0	0	0	0	0	0	0	42.7	47.9
0300	14	0	0	0	1	2	7	4	0	0	0	0	0	0	0	0	40.3	44.8
0400	14	0	0	0	2	2	7	3	0	0	0	0	0	0	0	0	40.1	48.5
0500	43	0	0	0	3	8	20	9	2	1	0	0	0	0	0	0	40.4	45
0600	70	0	0	0	1	21	35	11	1	1	0	0	0	0	0	0	39.7	44.5
0700	99	0	0	0	1	23	57	14	2	2	0	0	0	0	0	0	40.1	44.8
0800	178	0	0	1	1	48	105	19	2	2	0	0	0	0	0	0	39.6	43.2
0900	309	0	0	0	7	87	182	25	5	2	1	0	0	0	0	0	39.3	42.9
1000	466	0	0	0	10	165	249	36	1	5	0	0	0	0	0	0	38.5	42.4
1100	503	0	0	0	17	203	235	35	11	2	0	0	0	0	0	0	38.3	42
1200	555	0	0	0	7	202	294	38	5	6	0	1	2	0	0	0	38.9	42.1
1300	494	0	0	0	25	200	233	34	2	0	0	0	0	0	0	0	37.8	41.6
1400	409	0	0	2	16	137	207	40	6	1	0	0	0	0	0	0	38.6	42.8
1500	411	0	0	0	17	159	192	36	6	1	0	0	0	0	0	0	38.2	42.3
1600	369	0	2	1	12	122	195	33	4	0	0	0	0	0	0	0	38.4	42.3
1700	367	0	0	0	9	147	167	37	3	3	1	0	0	0	0	0	38.5	42.6
1800	245	0	0	0	6	76	127	34	2	0	0	0	0	0	0	0	39.1	43.4
1900	224	0	0	0	2	47	141	27	3	3	1	0	0	0	0	0	40.3	43.6
2000	148	0	0	0	1	34	80	29	2	1	0	1	0	0	0	0	40.4	44.7
2100	81	0	0	0	0	17	42	21	1	0	0	0	0	0	0	0	40.8	47.2
2200	50	0	0	0	2	15	22	6	4	1	0	0	0	0	0	0	40.2	46.1
2300	25	0	0	0	0	2	12	7	4	0	0	0	0	0	0	0	43.2	50.5
07-19	4405	0	2	4	128	1569	2243	381	49	24	2	1	2	0	0	0	38.6	42.4
06-22	4928	0	2	4	132	1688	2541	469	56	29	3	2	2	0	0	0	38.8	42.7
06-00	5003	0	2	4	134	1705	2575	482	64	30	3	2	2	0	0	0	38.8	42.7
00-00	5137	0	2	4	141	1726	2638	517	70	32	3	2	2	0	0	0	38.9	42.9

09 May 2022

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	9	0	0	0	0	1	5	3	0	0	0	0	0	0	0	0	42	-
0100	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	41.7	-
0200	7	0	0	0	0	2	4	1	0	0	0	0	0	0	0	0	38.6	-
0300	21	0	0	0	2	2	13	4	0	0	0	0	0	0	0	0	39.8	44.9
0400	33	0	0	0	5	7	14	6	1	0	0	0	0	0	0	0	39.5	45.1
0500	96	0	0	0	0	13	52	30	1	0	0	0	0	0	0	0	41.2	45.2
0600	257	0	0	0	3	44	177	30	3	0	0	0	0	0	0	0	40	43.3
0700	573	22	21	23	43	204	223	35	2	0	0	0	0	0	0	0	34.8	41.4
0800	658	3	3	3	49	304	257	36	2	1	0	0	0	0	0	0	36.8	40.9
0900	403	0	0	0	27	143	207	22	4	0	0	0	0	0	0	0	37.9	41.6
1000	426	0	0	0	25	189	175	33	4	0	0	0	0	0	0	0	37.5	41.9
1100	434	0	0	5	36	175	189	27	2	0	0	0	0	0	0	0	37.2	41.3
1200	400	0	0	1	30	133	208	25	3	0	0	0	0	0	0	0	37.9	41.8
1300	417	0	0	2	17	163	203	28	3	1	0	0	0	0	0	0	37.9	41.9
1400	412	0	1	1	28	165	189	23	5	0	0	0	0	0	0	0	37.5	41.6
1500	634	0	0	0	56	311	232	34	0	1	0	0	0	0	0	0	36.7	40.8
1600	584	0	1	3	28	234	268	44	3	3	0	0	0	0	0	0	37.7	41.9
1700	428	0	1	0	19	174	183	41	7	1	1	1	0	0	0	0	38.3	42.4
1800	352	0	0	0	8	113	191	34	5	1	0	0	0	0	0	0	38.9	42.9
1900	224	0	0	0	3	67	111	35	8	0	0	0	0	0	0	0	39.8	44.6
2000	177	0	0	0	0	47	89	32	6	3	0	0	0	0	0	0	40.6	45.5
2100	126	0	0	0	2	31	68	15	5	3	1	1	0	0	0	0	40.7	45.8
2200	72	0	0	0	0	16	43	11	1	1	0	0	0	0	0	0	40.4	44.2
2300	15	0	0	0	0	9	3	2	1	0	0	0	0	0	0	0	39.1	48.1
07-19	5721	25	27	38	366	2308	2525	382	40	8	1	1	0	0	0	0	37.3	41.6
06-22	6505	25	27	38	374	2497	2970	494	62	14	2	2	0	0	0	0	37.6	41.9
06-00	6592	25	27	38	374	2522	3016	507	64	15	2	2	0	0	0	0	37.7	42
00-00	6760	25	27	38	381	2547	3106	551	66	15	2	2	0	0	0	0	37.7	42.1

10 May 2022

Time	Total	Vbin 6	Vbin 12	Vbin 19	Vbin 25	Vbin 31	Vbin 37	Vbin 43	Vbin 50	Vbin 56	Vbin 62	Vbin 68	Vbin 75	Vbin 81	Vbin 87	Vbin 93	Vbin 99	Mean	Vpp 85
0000	9	0	0	0	0	0	0	6	3	0	0	0	0	0	0	0	0	42	-
0100	4	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	42.1	-
0200	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	58	-
0300	10	0	0	0	1	2	2	4	1	0	0	0	0	0	0	0	0	40.8	-
0400	30	0	0	0	1	6	16	5	2	0	0	0	0	0	0	0	0	40.3	46.1
0500	104	0	0	0	4	21	47	28	3	0	1	0	0	0	0	0	0	41.2	46.2
0600	242	0	0	0	3	70	132	32	3	2	0	0	0	0	0	0	0	39.7	43.6
0700	598	51	18	19	40	238	202	28	1	1	0	0	0	0	0	0	0	33.4	40.4
0800	659	0	0	3	27	283	299	40	6	1	0	0	0	0	0	0	0	37.7	41.8
0900	478	0	0	0	14	188	248	24	3	0	1	0	0	0	0	0	0	37.9	41.3
1000	447	0	0	0	33	204	191	17	2	0	0	0	0	0	0	0	0	36.9	40.6
1100	466	0	0	0	30	193	220	20	2	1	0	0	0	0	0	0	0	37.5	41
1200	451	0	1	1	15	189	210	28	6	1	0	0	0	0	0	0	0	37.9	41.7
1300	384	0	0	0	18	168	168	23	5	2	0	0	0	0	0	0	0	37.7	41.5
1400	453	0	1	0	30	208	182	30	2	0	0	0	0	0	0	0	0	37.2	41.3
1500	631	1	4	30	133	274	163	24	1	1	0	0	0	0	0	0	0	34.3	39.7
1600	590	0	8	15	18	232	278	36	2	1	0	0	0	0	0	0	0	37.1	41.4
1700	518	0	0	0	20	156	279	52	11	0	0	0	0	0	0	0	0	39	43.1
1800	318	0	1	0	18	81	173	39	5	1	0	0	0	0	0	0	0	39	43.3
1900	255	0	0	0	2	74	140	32	4	3	0	0	0	0	0	0	0	39.7	43.7
2000	158	0	0	0	2	37	93	22	4	0	0	0	0	0	0	0	0	40	43.7
2100	87	0	0	1	0	26	36	19	3	2	0	0	0	0	0	0	0	40.1	45.7
2200	57	0	0	0	0	13	28	14	2	0	0	0	0	0	0	0	0	40.6	45.8
2300	18	0	0	1	1	4	6	6	0	0	0	0	0	0	0	0	0	39.3	46.5
07-19	6993	52	33	68	396	2414	2613	361	46	9	1	0	0	0	0	0	0	36.9	41.4
06-22	6735	52	33	69	403	2621	3014	466	60	16	1	0	0	0	0	0	0	37.3	41.8
06-00	6810	52	33	70	404	2638	3048	486	62	16	1	0	0	0	0	0	0	37.3	41.8
00-00	6968	52	33	70	410	2668	3120	528	68	17	2	0	0	0	0	0	0	37.4	41.9

11 May 2022

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	7	0	0	0	0	1	2	4	0	0	0	0	0	0	0	0	42.9	-
0100	7	0	0	0	0	1	4	2	0	0	0	0	0	0	0	0	42.2	-
0200	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	41	-
0300	8	0	0	0	0	4	1	3	0	0	0	0	0	0	0	0	39.6	-
0400	34	0	0	0	0	5	17	11	1	0	0	0	0	0	0	0	41.8	46.6
0500	90	0	0	0	0	11	55	21	3	0	0	0	0	0	0	0	41.2	45.4
0600	280	0	0	0	3	67	167	37	6	0	0	0	0	0	0	0	39.9	43.7
0700	633	7	12	48	109	222	206	24	4	1	0	0	0	0	0	0	34.1	40.7
0800	671	3	6	26	96	301	207	30	2	0	0	0	0	0	0	0	35.1	40.4
0900	466	0	0	4	28	204	199	25	5	1	0	0	0	0	0	0	37.3	41.2
1000	461	0	4	4	28	197	193	33	2	0	0	0	0	0	0	0	37.1	41.4
1100	471	0	0	1	31	180	224	34	1	0	0	0	0	0	0	0	37.5	41.3
1200	487	0	0	0	21	195	237	32	2	0	0	0	0	0	0	0	37.7	41.6
1300	527	0	12	15	50	248	176	19	6	1	0	0	0	0	0	0	35.7	40.7
1400	439	0	0	0	20	199	199	20	0	1	0	0	0	0	0	0	37.4	41
1500	620	0	0	8	40	263	268	37	1	2	0	1	0	0	0	0	37.2	41.3
1600	601	1	0	31	27	224	269	48	1	0	0	0	0	0	0	0	36.9	41.7
1700	488	0	0	0	7	130	292	56	1	1	1	0	0	0	0	0	39.3	42.8
1800	305	0	0	0	6	94	145	55	5	0	0	0	0	0	0	0	39.6	44.4
1900	235	0	0	0	2	54	144	30	5	0	0	0	0	0	0	0	39.8	43.5
2000	153	0	0	0	3	33	83	27	7	0	0	0	0	0	0	0	40.5	44.2
2100	125	0	0	0	1	27	70	22	5	0	0	0	0	0	0	0	40.5	44.7
2200	57	0	0	0	1	11	29	10	2	3	1	0	0	0	0	0	41.8	47.8
2300	27	0	0	0	0	5	17	5	0	0	0	0	0	0	0	0	40.2	44.6
07-19	6169	11	34	137	463	2457	2615	413	30	7	1	1	0	0	0	0	36.9	41.5
06-22	6962	11	34	137	472	2638	3079	529	53	7	1	1	0	0	0	0	37.2	41.8
06-00	7046	11	34	137	473	2654	3125	544	55	10	2	1	0	0	0	0	37.3	41.9
00-00	7193	11	34	137	473	2676	3205	585	59	10	2	1	0	0	0	0	37.4	42

12 May 2022

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	5	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	44.9	-
0100	10	0	0	0	0	0	2	5	3	0	0	0	0	0	0	0	46.3	-
0200	3	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	32.6	-
0300	11	0	0	0	1	1	3	5	1	0	0	0	0	0	0	0	42.1	48.9
0400	33	0	0	0	0	7	13	8	4	1	0	0	0	0	0	0	42.6	49.9
0500	108	0	0	0	0	20	65	16	5	2	0	0	0	0	0	0	41.1	45.4
0600	261	0	0	0	11	58	158	31	3	0	0	0	0	0	0	0	39.3	43.1
0700	583	31	30	32	67	202	185	34	2	0	0	0	0	0	0	0	33.1	40.9
0800	662	0	0	4	61	307	263	26	1	0	0	0	0	0	0	0	36.7	41.1
0900	480	0	0	8	33	181	220	35	3	0	0	0	0	0	0	0	37.4	41.8
1000	462	0	0	8	33	197	191	29	2	1	1	0	0	0	0	0	37.2	41.4
1100	478	0	0	8	59	218	170	21	2	0	0	0	0	0	0	0	35.8	40.4
1200	500	0	0	8	46	234	182	29	1	0	0	0	0	0	0	0	36.4	40.6
1300	482	1	6	9	75	189	183	17	2	0	0	0	0	0	0	0	35.4	40.2
1400	453	0	0	0	21	203	194	28	5	2	0	0	0	0	0	0	37.7	42
1500	621	29	21	30	76	232	203	27	2	0	0	1	0	0	0	0	33.7	40.3
1600	588	0	0	7	63	245	242	24	5	1	0	1	0	0	0	0	36.8	40.8
1700	499	0	0	0	26	189	246	27	10	1	0	0	0	0	0	0	38	41.6
1800	343	0	0	0	7	106	178	42	8	1	0	0	1	0	0	0	39.5	43.5
1900	242	0	0	0	2	64	133	33	8	0	2	0	0	0	0	0	40.1	44.2
2000	180	0	0	0	4	37	96	36	4	2	1	0	0	0	0	0	40.5	45
2100	145	0	0	1	2	42	79	17	3	0	1	0	0	0	0	0	39.3	43.5
2200	83	0	0	0	1	28	34	17	2	0	1	0	0	0	0	0	40	45.3
2300	25	0	0	0	1	4	13	5	2	0	0	0	0	0	0	0	41.3	47
07-19	6151	61	57	114	567	2503	2457	339	43	6	1	2	1	0	0	0	36.3	41.2
06-22	6979	61	57	115	586	2704	2923	456	61	8	5	2	1	0	0	0	36.7	41.6
05-00	7087	61	57	115	588	2736	2970	478	65	8	5	2	1	0	0	0	36.8	41.7
00-00	7257	61	57	115	590	2766	3054	516	78	11	6	2	1	0	0	0	36.9	41.8

Grand Total

Time	Total	Vbin 6	Vbin 12	Vbin 19	Vbin 25	Vbin 31	Vbin 37	Vbin 43	Vbin 50	Vbin 55	Vbin 62	Vbin 68	Vbin 75	Vbin 81	Vbin 87	Vbin 93	Mean	Vpp 85
	46666	376	232	426	2486	17176	21488	3832	485	127	22	10	6	0	0	0	37.6	42.2

K&M TRAFFIC SURVEYS

SITE: WEST SITE - Deal Rd Sandwich

LOCATION: Attached to lamppost

GRID REFERENCE: 51.262775, 1.336688

DIRECTION: WESTBOUND

Hour	Fri 06-May	Sat 07-May	Sun 08-May	Mon 09-May	Tue 10-May	Wed 11-May	Thu 12-May
0000-0100	12	43	29	9	9	7	5
0100-0200	5	33	21	2	4	7	10
0200-0300	2	9	13	7	1	1	3
0300-0400	9	6	14	21	10	8	11
0400-0500	26	15	14	33	30	34	33
0500-0600	97	44	43	96	104	90	108
0600-0700	241	112	70	257	242	280	261
0700-0800	521	176	99	573	598	633	583
0800-0900	682	325	178	658	659	671	662
0900-1000	519	457	309	403	478	466	480
1000-1100	476	507	466	426	447	461	462
1100-1200	499	524	503	434	466	471	478
1200-1300	479	539	555	400	451	487	500
1300-1400	476	529	494	417	384	527	482
1400-1500	501	497	409	412	453	439	453
1500-1600	645	497	411	634	631	620	621
1600-1700	565	431	369	584	590	601	588
1700-1800	506	360	367	428	518	488	499
1800-1900	337	271	245	352	318	305	343
1900-2000	252	208	224	224	255	235	242
2000-2100	168	139	148	177	158	153	180
2100-2200	158	110	81	126	87	125	145
2200-2300	115	82	50	72	57	57	83
2300-2400	80	66	25	15	18	27	25
Totals							
0700-1900	6206	5113	4405	5721	5993	6169	6151
0600-2200	7025	5682	4928	6505	6735	6962	6979
0600-0000	7220	5830	5003	6592	6810	7046	7087
0000-0000	7371	5980	5137	6760	6968	7193	7257
AM Peak	800	1100	1100	800	800	800	800
	682	524	503	658	659	671	662
PM Peak	1500	1200	1200	1500	1500	1500	1500
	645	539	555	634	631	620	621

SPEED LIMIT: NSL

Averages

1-5.	1-7
8.4	16.3
5.6	11.7
2.8	5.1
11.8	11.3
31.2	26.4
99	83.1
256.2	209
581.6	454.7
666.4	547.9
469.2	444.6
454.4	463.6
469.6	482.1
463.4	487.3
457.2	472.7
451.6	452
630.2	579.9
585.6	532.6
487.8	452.3
331	310.1
241.6	234.3
167.2	160.4
128.2	118.9
76.8	73.7
33	36.6

6048	5679.7
6841.2	6402.3
6951	6512.6
7109.8	6666.6

Appendix B
Visibility splays and swept paths



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NO.	REVISION	BY	DATE	APP'D
1	Issue	EC	10/10/20	AS/FC/10/20
2	Revised	EC	10/10/20	AS/FC/10/20

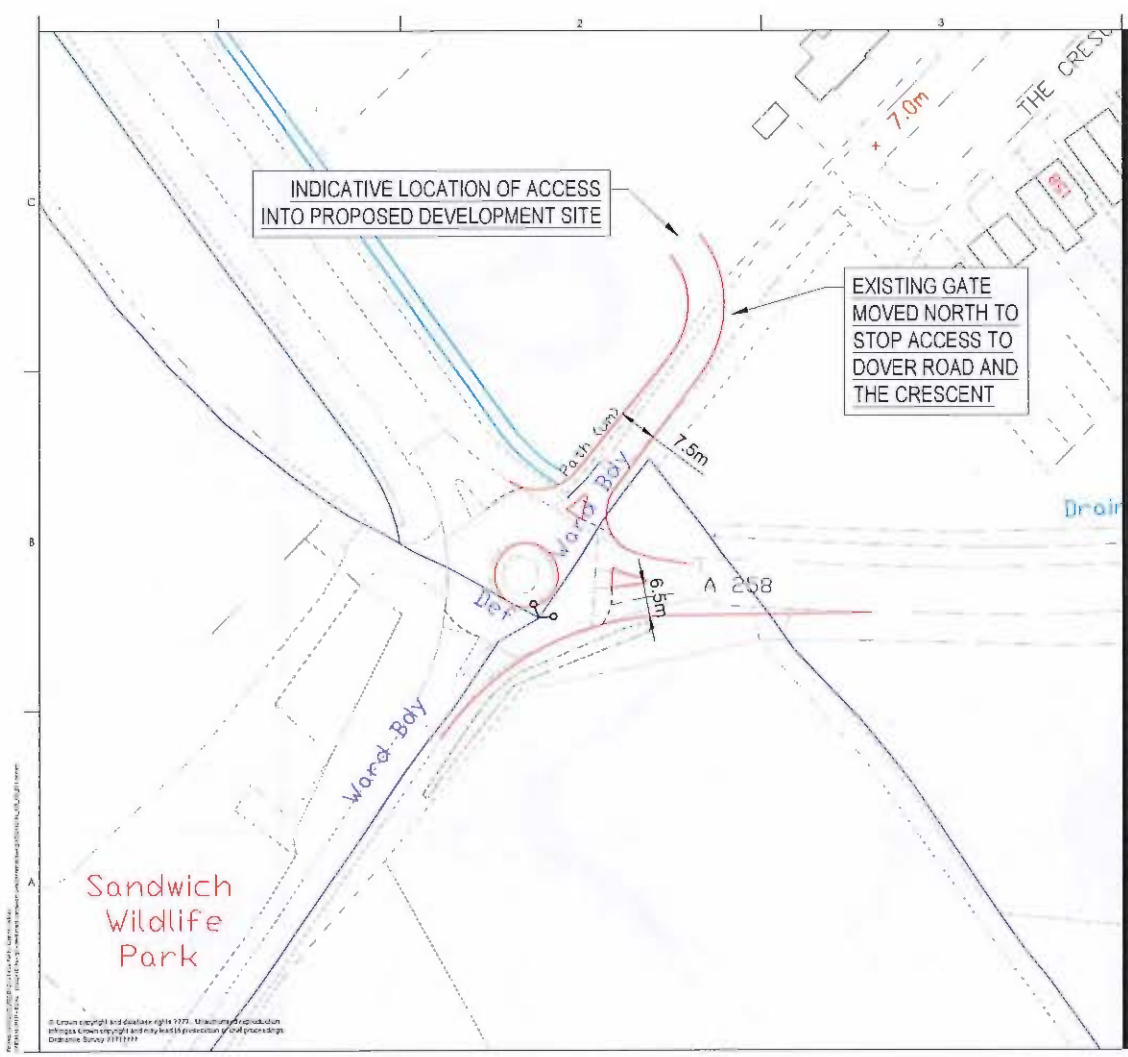
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 Revision Drawing No. 332410796/100.100/001



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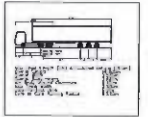
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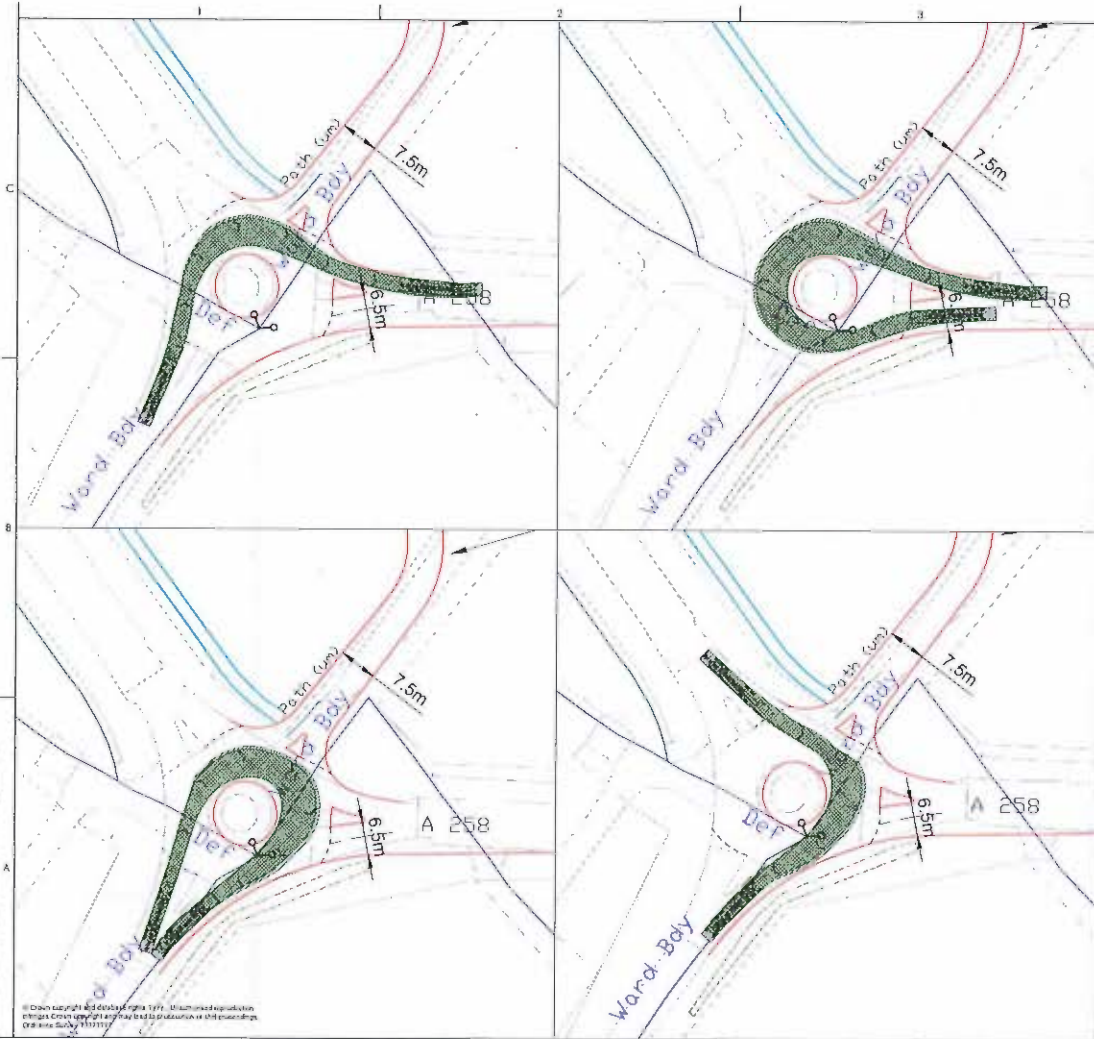


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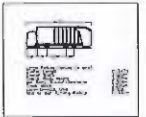
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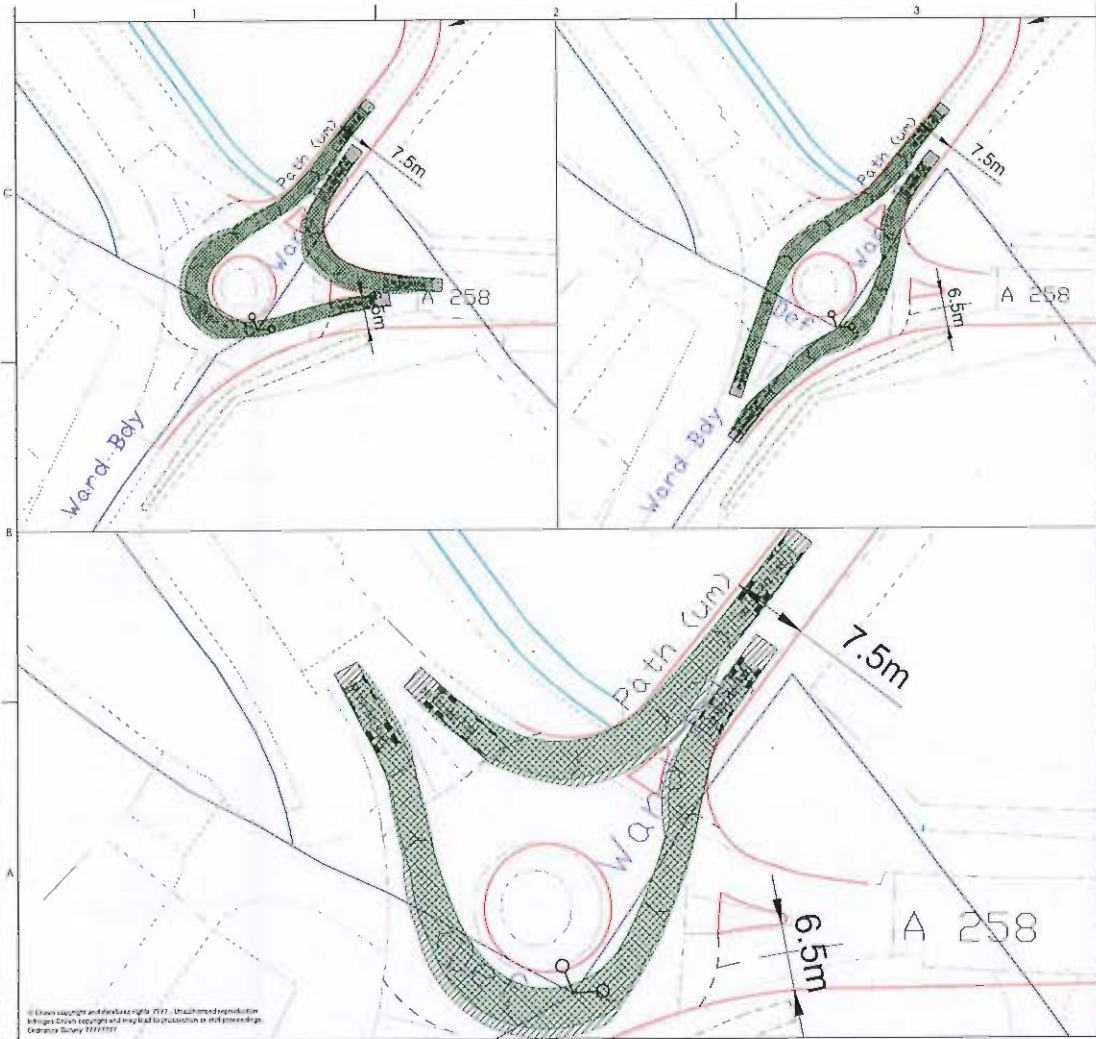


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LAND AT DEAL ROAD, SANDWICH

ACCESS DESIGN OPTION - REFUSE VEHICLE TRACKING

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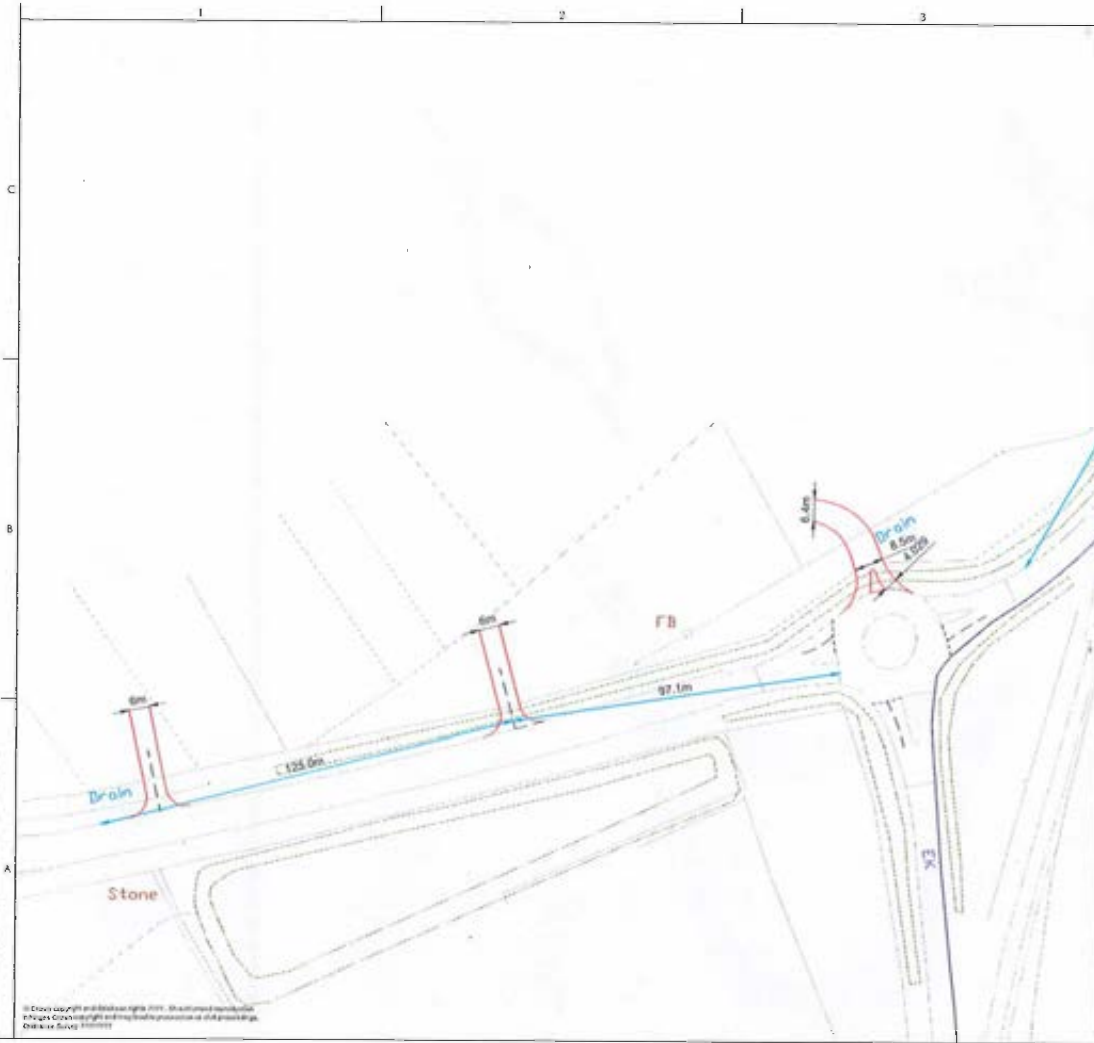
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ACCESS DESIGN OPTION

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 Scale 1:500

Revision Drawing No. 332410796/100.100/001

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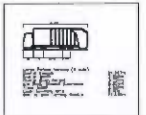
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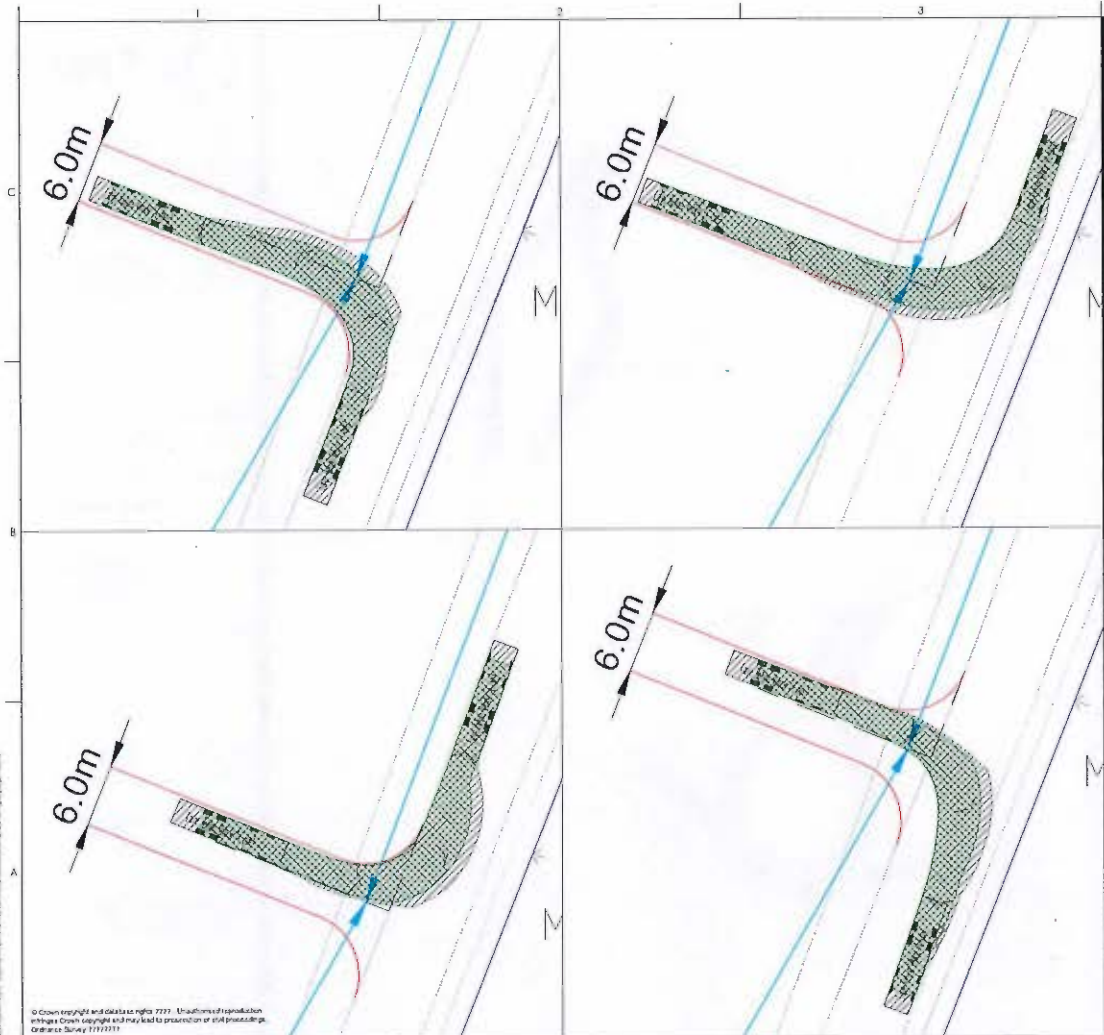
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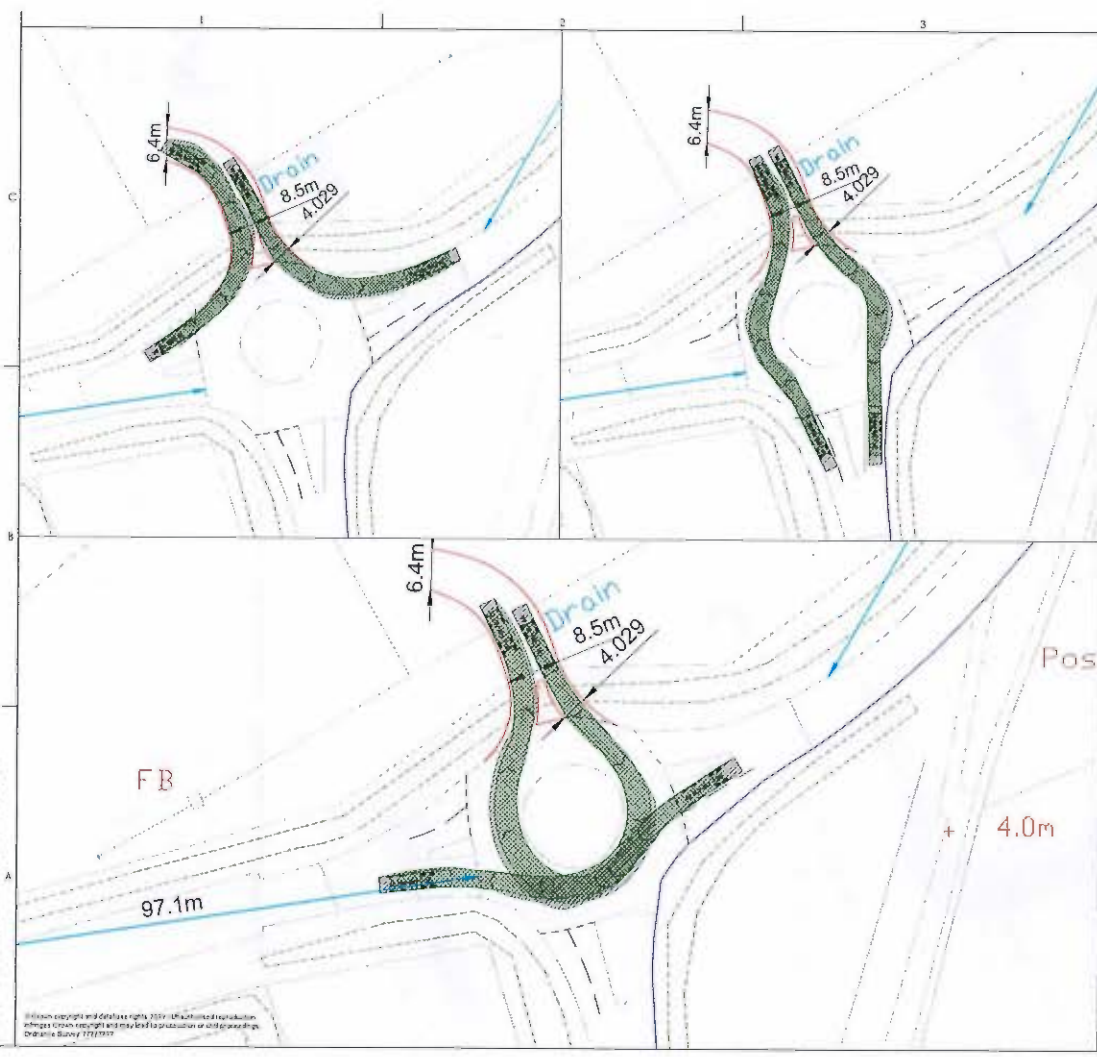
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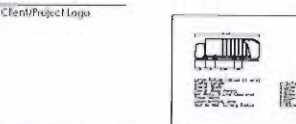
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Scale

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2. All dimensions are in meters unless otherwise specified.
3. The client is responsible for providing accurate site information.

Scale
North Arrow

FOR INFORMATION

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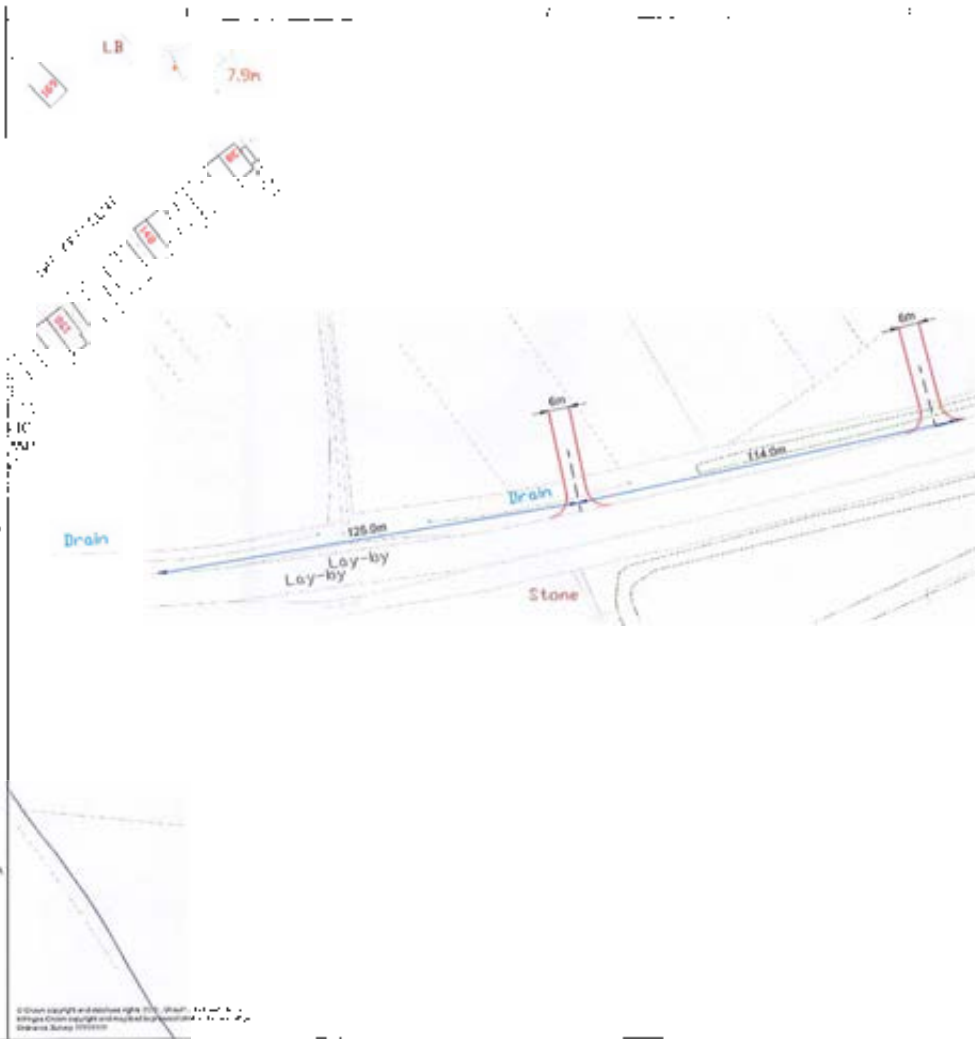
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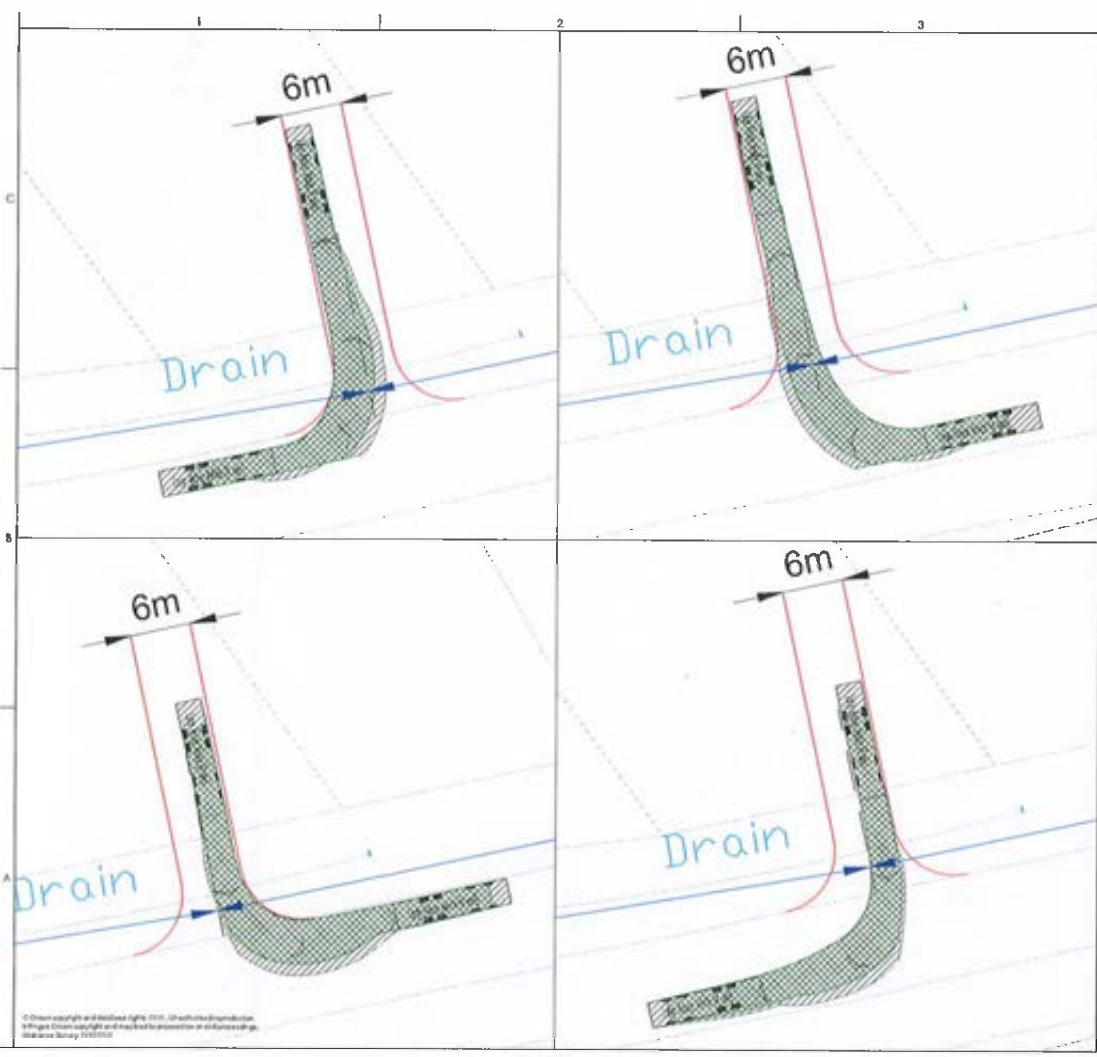
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Client Name

Address

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North Arrow
Project No.
Date
Client Name





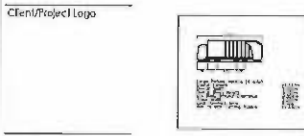
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Client/Project
FINNS
 LAND AT DEAL ROAD, SANDWICH

Title
**ACCESS DESIGN OPTION - REFUSE
 VEHICLE TRACKING**

Project No. 332410796 Scale 1:500
 Revision Drawing No. 332410796/100.100/001

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Appendix C
Highway boundary

Dover District Local Plan Examination in Public

Week 2 - Thursday 21st November

Policy SAP23 – Sydney Nursery, Dover Road

Site – SAN019 – land at Sydney Nursery, Dover Road, Sandwich

Appendix C – Kent Highways Pre-application response

Finn's, on behalf of Roses Beneficiaries Association



Gary Heard
Stantec

Highways and Transportation
Ashford Highway Depot
4 Javelin Way
Ashford
TN24 8AD

Tel: 03000 418181

Date: 18 August 2022

Our Ref:

By email: gary.heard@stantec.com

Application - PAP/2022/42

Location - Deal Road, Sandwich, Kent, CT13 0DF

Proposal - Potential development of c. 150 homes on land to the south of Deal Road in Sandwich.

Dear Gary

Thank you for your recent request for pre-application advice in relation to land south of Deal Road, Sandwich. To enable me to assess the site, I am in receipt of a Transport Scoping Note and a Site Access Technical Note.

Scoping Note

The site comprises three parcels of land which are considered for a care home and residential use.

The Scoping Note seeks to outline the basis of a Transport Assessment (TA) submission.

Access is proposed via the Sandwich Bypass roundabout for parcel one (red), and either Deal Road A258 or Deal Road for parcel two and three (blue and green).

Kent Design Interim Guidance Note 3 and Supplementary Planning Guidance 4 should be included in any policy review.

IGN3 should be assessed in relation to proposed parking standards for the residential use, and SPG4 reviewed for the proposed care home use. Both uses should provide suitable cycle parking standards as outlined in SPG4. The care home should provide suitable parking provision for staff and visitors, alongside residents. An ambulance space should also be provided as part of any proposal. Suitable provision for servicing and deliveries for a care home should be clearly outlined as part of any TA submission.

Tracking should be provided for an 11.3 metre refuse freighter. If an outline application is sought, it is suggested that a full access strategy is outlined at application stage.

Dependent on the quantum of development on each of the parcels, an emergency access may be deemed appropriate based on guidance set out in Kent Design Guide.

It is understood that the 3 parcels will incorporate 5 accesses, which are outlined in a separate

access strategy.

Crash data is to be obtained, whereby I suggest a 500 metre radius is assessed to encompass the Deal Road A258 roundabout.

Traffic count data will be required to reflect traffic patterns. Despite previous Covid restrictions and working from home guidance, it is considered that traffic patterns are returning to previous levels. In some regards it may be considered that figures may be higher due to a reduction in public transport use since the pandemic, although this is also considered to be returning to pre-pandemic levels. Therefore, it is considered that no adjustment of traffic count data is currently required.

Junction assessments are proposed at the following:

- West roundabout (A256 / A258)
- East roundabout (A258 / Deal Road)
- Deal Road / Sandwich Technology School access (only if access is taken from Deal Road on the east side of the green parcel of land)

I suggest that data collection for the PM peak is extended to 1500-1900 to include school pick up trips.

The committed developments required in order to establish a robust forecast is likely to require site beyond the immediate vicinity, encompassing development at Deal and Whitfield. It is clear, as indicated during traffic counts, that the A256 and A258 are extremely busy in terms of traffic flows. Any committed development will need to have consideration of the impact on the existing road infrastructure. We would welcome further discussions regarding these parameters.

Development directly accessed via Deal Road will need to consider mitigation and ensure that this busy section of the network is not disrupted.

TRICS has been interrogated to establish the potential trip generation associated with the site. The proposed residential use sees 77 two way movements in the AM and PM peak periods, with an additional 10 two way trips in the AM and 8 two way trips in the PM peaks for the proposed care facility.

I suggest turning proportions / traffic flow observations alongside Census data is utilised to establish trip distributions. The full methodology and data set should be included as part of a TA submission.

Following junction capacity assessments, as outlined, mitigation may be required where junctions exceed capacity as a result of the development.

A Stage 1 Safety Audit will be required for access arrangements and any alterations to the highway at application stage.

A Travel Plan will be required for both the residential proposal and care home facilities. The TP will be subject to a monitoring fee of £948 for residential and £948 for a care home with between 100-149 spaces. The proposed care home is likely to be significantly smaller, whereby any monitoring fees will need to be established.

Access Strategy

The A258 Deal Road has a 40mph speed limit as it heads north from the east roundabout, and a 60mph speed limit heading west and south from the roundabout. The A256 has a 60mph

speed limit heading north from the western roundabout.

ATC data has been collected between Thursday to 6-19 May 2022, which is neutral and considered acceptable.

Vehicle flows are indicated between 500-600 vehicles per hour in one direction during the AM and 350-450 vehicles per hour during the PM peaks for the eastern site (Deal Road north of the east roundabout). Maximum flows are indicated between 600-700 vehicles per hour in one direction for the west site (Deal Road, west of the east roundabout).

Vehicle speeds have been measured and the 85th percentile speeds calculated as 45mph eastbound and 42mph westbound on Deal Road (west site), and 43mph eastbound and 38mph westbound on Deal Road (east site).

Both DMRB and Manual for Streets 2 have been assessed to calculate the visibility splays. Both produce similar figures, where the slightly higher has been used.

Deal Road (east site) westbound 38mph - 95 metres / eastbound 43mph - 117 metres

Deal Road (west site) westbound 42mph - 114 metres / eastbound 45mph - 125 metres

This is considered acceptable where the splays should encompass land within the ownership of the applicant or KCC Highways. There should be no obstruction above 1 metres within the splays. It is noted that highway boundary plans are being sought.

The following has been included to outline the proposed accesses:

- Access 1 – An additional arm to existing west roundabout to access the red parcel. This would include relocation of the existing barrier to prevent through traffic on Dover Road from the roundabout.

The carriageway is currently stopped up by a gate, which is proposed to be moved to prevent vehicles utilising the access for Dover Road / The Crescent / Johns Green. Tracking for an 11.3 metres refuse freighter has been outlined which demonstrates that larger vehicles can navigate the access from the roundabout without conflict. Further tracking will be required into the site, ensuring vehicles can enter and exit in a forward gear.

The carriageway is indicated as 7.5 metres in width at this location, which may be considered excessive.

- Access 2 – A new priority junction on the A258 Deal Road to directly access the blue parcel with potential internal access to the green parcel

The highway is indicated as 6 metres in width. Tracking indicates that vehicle existing the right would need to enter the opposing traffic. Given the high volumes of traffic, this should be resisted, and slight alterations to the radii may be appropriate.

Any relocation of a bus layby will require consultation with KCC Public Transport.

- Access 3 – A new priority junction on the A258 Deal Road to directly access the green parcel with potential internal access to the blue parcel

Due to the width of the access, the same comments for Access 2 apply.

- Access 4 – An additional arm to the existing east roundabout to access the blue and green parcels

The proposed highway measures 8.5 metres inwards of the access with an additional splitter island. It is noted that the highway narrows to 6.4 metres further within the site access.

- Access 5 – A new priority junction on Deal Road to access the blue and green parcel

Due to the width of the access, the same comments for Access 2 apply.

While the tracking appears appropriate at this stage, the number of vehicles utilising the access will need to be established. It is mentioned that some through route to neighbouring parcels may be incorporated, which will need to be clearly identified. It is assumed that an emergency access will not be required, but the layout and quantum of development needs to be established to assess this fully.

Full details of pedestrian and cycle access from each of the parcels will need to be demonstrated. This will include access to the bus stops and the surrounding facilities.

I hope that the information provided in this note proves useful at this stage. I would welcome any further discussions as the site progresses.

Yours sincerely,

Laura McDonald
Senior Development Planner

Important Notes

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

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

Kent County Council has now introduced a formal technical approval process for new or altered highway assets, with the aim of improving future maintainability. This process applies to all development works affecting the public highway other than applications for vehicle crossings, which are covered by a separate approval process. To assist developers and designers, KCC offer a free outline technical review of proposals affecting highway assets. This is separate from the planning process but will help ensure that your proposals will be acceptable to the highway

authority at the implementation stage. To find out more and request an application form, email: assetmanagement@kent.gov.uk

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

Dover District Local Plan Examination in Public

Week 2 - Thursday 21st November

Policy SAP23 – Sydney Nursery, Dover Road

Site – SAN019 – land at Sydney Nursery, Dover Road, Sandwich

Appendix D – Site access drawing

Finn's, on behalf of Roses Beneficiaries Association

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	Issued/Revision	By	Appd	YYYY.MM.DD
		FC	GH	2023.04.18
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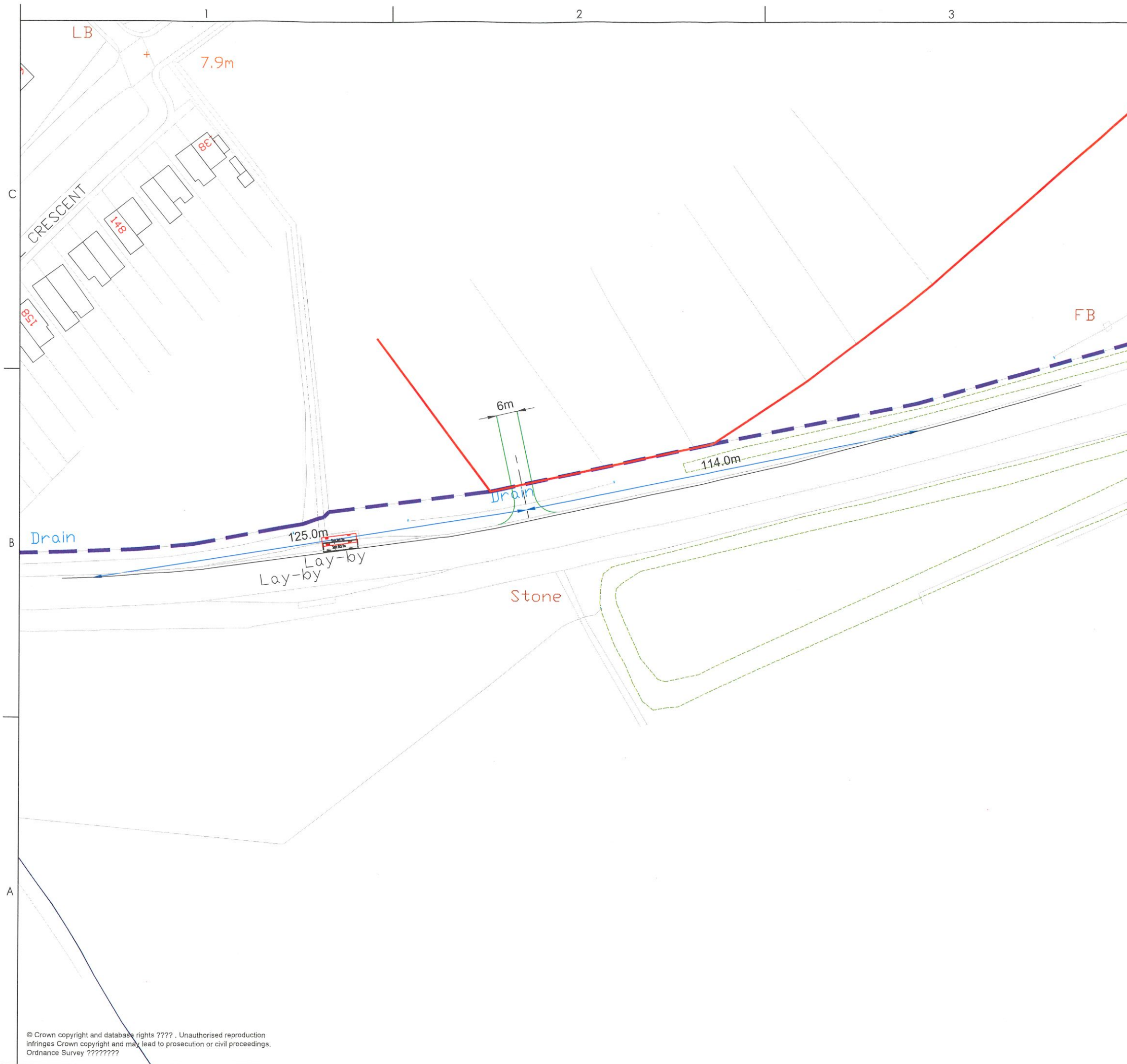
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LAND AT DEAL ROAD, SANDWICH

Title

ACCESS DESIGN OPTION

Project No.	332410796	Scale	1:750
Revision	P01	Drawing No.	332410796/100.100/002



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	Issued/Revision	By	Appd	YYYY.MM.DD
		FC	GH	2023.04.18
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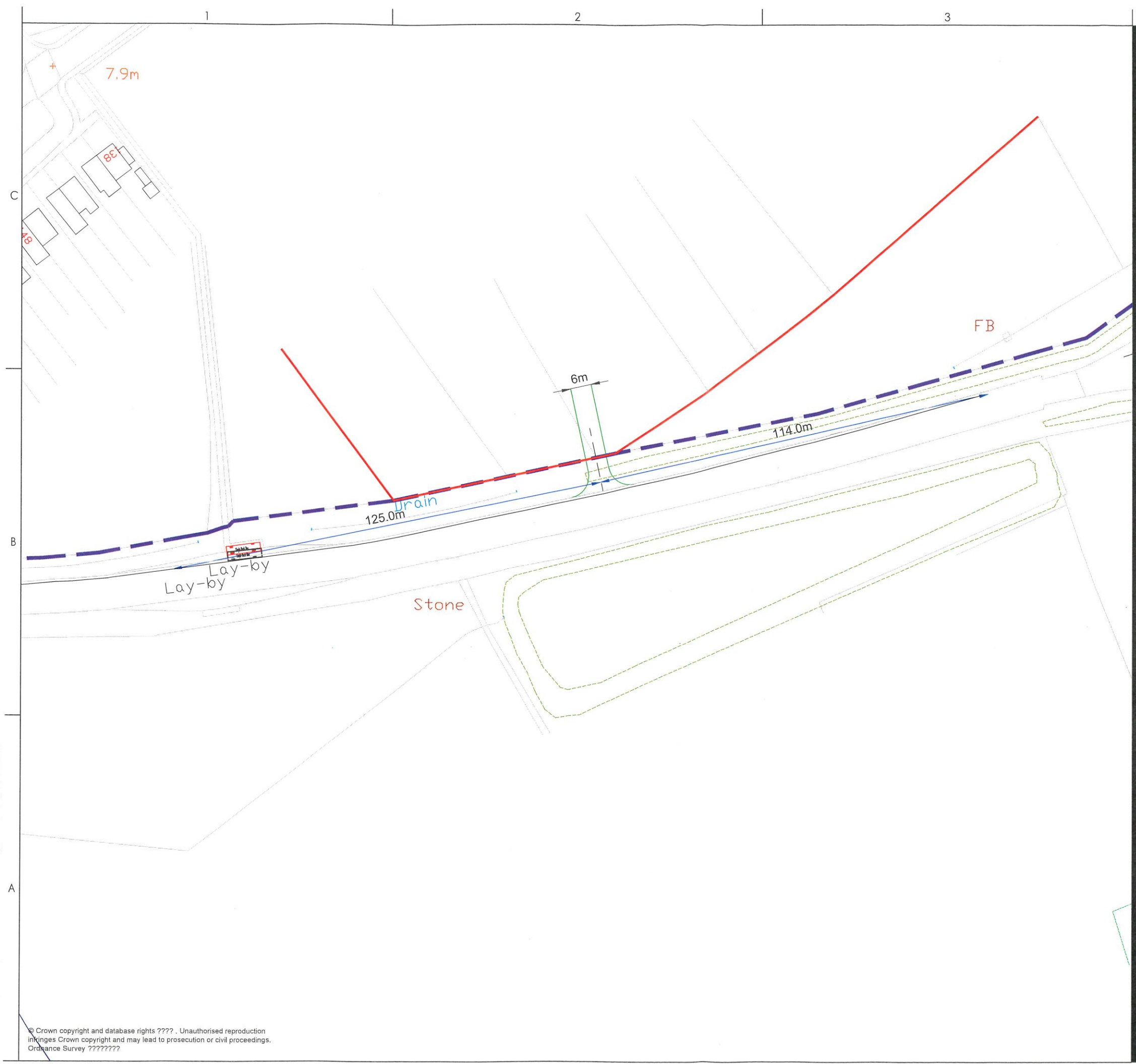
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LAND AT DEAL ROAD, SANDWICH

Title
 ACCESS DESIGN OPTION

Project No.	Scale
332410796	1:750
Revision	Drawing No.
P01	332410796/100.100/002



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Dover District Local Plan Examination in Public

Week 2 - Thursday 21st November

Policy SAP23 – Sydney Nursery, Dover Road

Site – SAN019 – land at Sydney Nursery, Dover Road, Sandwich

Appendix E – Kent Highway pre-application advice

Finn's, on behalf of Roses Beneficiaries Association



Gary Heard
Stantec

Highways and Transportation
Kroner House
Eurogate Business Park
Ashford

TN24 8XU

Tel: 03000 418181

Date: 16 August 2023

Our Ref: LM PAP/2022/42

By email: gary.heard@stantec.com

Application - PAP/2022/42

Location - Deal Road, Sandwich, Kent, CT13 0DF

Proposal - Potential development of c. 150 homes on land to the south of Deal Road in Sandwich.

Dear Gary

Further to previous comments dated 18 August 2022, it is noted that alternative options for the access are being considered.

The previous proposal outlined 5 separate accesses whereby concerns were expressed introducing such a number on a busy and constrained section of the network.

The current submission seeks to provide an access on the A258, whereby visibility splays have been illustrated in line with previously submitted speed survey data.

Splays of 125m has been indicated to the right and 114m to the left. A set back of 2.4m has been adopted in accordance with Manual for Streets.

Two access options have been outlined, the first to the eastern boundary and the second at the western boundary. The western splay passes through an existing bus stop, where it is acknowledged that this does not present any potential problems with visibility. KCC Public Transport colleagues have been consulted to establish whether there are any bus network issues the access arrangements may present at this stage.

The bus stop currently has a layby so the bus itself is stops off the road; which should provide a clear view of traffic for vehicles on the A road and vehicles using the new junction.

Currently the bus stop is not particularly busy, although there will be an increase in patronage due to the proposed development. I suggest a pedestrian footway from the development access to the bus stop is provided. Currently pedestrians use a pathway to the rear of the verge. Potential passengers should not be encouraged to walk in an A road.

A full Stage 1 Road Safety Audit will be required, specifically taking the bus stop into account.

At this stage, I suggest the eastern access arrangements are more appropriate in terms of the visibility splays and the vicinity to the bus stop.

I hope the information proves useful at this stage.

Yours sincerely,

Laura McDonald
Senior Development Planner

Important Notes

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