



Transport Statement

King Farm, Redbrook St

November 2025

Prepared for:
Hopes Grove Nurseries

Prepared by:
Gareth Elphick

Project Number:
332612358

**King Farm, Redbrook St
Transport Statement**

Revision	Description	Author	Date	Quality Check	Date	Independent Review	Date



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Prepared by:

Signature
Gareth Elphick

Printed Name

Reviewed by:

Signature
Gary Heard

Printed Name

Approved by:

Signature
Gary Heard

Printed Name



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1 Introduction

- 1.1.1 Stantec have been appointed by Hopes Grove Nurseries to undertake Transport work with relation to a planning proposal with regards a change of access arrangements at the proposal site King Farm, Redbrook St
- 1.1.2 The proposal site is on the rural road network south of the A28 and north of B2067 in the area bounded by Tenterden, High Halden, Ashford and Hamstreet.
- 1.1.3 The planning description is 'Reinstatement and Alteration to Former Farm Access '

1.2 Site location

- 1.2.1 The site location is shown below.



Figure 1-1: Site location

1.3 Scoping

- 1.3.1 A highways pre-app was undertaken with KCC Highways. An e-mail was sent by an officer 21 February 2025. This documentation is appended.
- 1.3.2 In summary KCC Highways see the proposal as acceptable.

1.4 This document

- 1.4.1 This document has been written to provide further supporting information in promoting the proposed site. It is intended that this document will demonstrate there are no key Transport issues to object to the proposal.
- 1.4.2 It is an abridged transport statement, substantively revisiting the topic covered by the highways pre-app. As the proposal only relates to access arrangements, and there is no intensification of the site, chapters such as parking and trip development can be omitted.
- 1.4.3 This document follows the structure summarised below.
 - Section 2 reviews relevant transport policy context when considering proposals for the development of the site.



King Farm, Redbrook St Transport Statement

- Section 3 provides a summary of the existing transport network serving the site and the proposed development
- Section 4 summarises the report and its findings.



2 Policy context

2.1 Introduction

2.1.1 The following paragraphs consider policy and guidance at the national, regional, and local level as set out under the headings below.

2.2 National Planning Policy Framework (February 2025)

2.2.1 The National Planning Policy Framework (NPPF) was published in March 2012 and most recently updated in February 2025 and is the current over-arching planning framework for Local Planning Authorities.

2.2.2 The NPPF highlights that sustainable development is made up of three elements that are mutually dependent on each other – economic, social and environmental. It further states that:

“Planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area.”

2.2.3 In terms of transport, the key theme of the NPPF is to promote sustainable modes of transport, with development sustainably located and notes that smarter use of technologies can reduce the need to travel.

2.2.4 Paragraph 109 of the NPPF states that transport issues should be considered from the earliest stages of development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places.

2.2.5 This document demonstrates early consideration of transport planning matters in supporting the promotion of the site for allocation. Opportunities for accessing the development by means other than the private car are described. A vision-led approach is defined by the NPPF Glossary as:

“An approach to transport planning based on setting outcomes for a development based on achieving well-designed, sustainable and popular places, and providing the transport solutions to deliver those outcomes as opposed to predicting future demand to provide capacity (often referred to as ‘predict and provide’).”

2.2.6 Paragraph 110 of the NPPF does recognise that different policies should be applied in different communities in order to achieve this balance and that opportunities to maximise sustainable modes of transport will vary between urban and rural areas.

2.2.7 Paragraph 115 lists a number of considerations for planning authorities to apply in their decision making when reviewing Transport aspects of sites. These include the need to consider that opportunities for sustainable transport have been taken up, if the access arrangements are safe and suitable and if there are cost effective improvements to the transport network that could be made.

2.2.8 Paragraph 116 of the NPPF states that:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe. Taking into account all reasonable future scenarios.”



2.3 Ashford Borough Council Local Plan

- 2.3.1 Ashford Borough Council Local Plan was adopted in February 2019 and sets out 'the land that needs to be provided in the Borough to accommodate new homes and jobs up to 2030'. The document replaces the previous Local Plan and the 2008 Core Strategy.
- 2.3.2 The Plan sets out the spatial implications of economic, social and environmental change and identifies opportunities for development within the borough.
- 2.3.3 The overall transport approach included in this plan aims to encourage alternative modes of transport wherever possible. Public Transport can significantly reduce carbon emissions and ease congestion on road networks, whereas cycling and walking achieves this aim with the added benefit of promoting a healthier lifestyle.
- 2.3.4 The most relevant policies in this document are described below:
- TRA3a Parking Standards for Residential Development Page 257
- TRA3b Parking Standards for Non Residential Development Page 257
- TRA4 Promoting the local bus network Page 259
- TRA5 Planning for Pedestrians Page 260
- TRA6 Provision for Cycling Page 261
- TRA7 The Road Network and Development Page 262
- TRA8 Travel Plans, Assessments and Statements Page 263.
- 2.3.5 Policy TRA8 - Travel Plans, Assessments and Statements states that 'Planning applications will be supported by either a Transport Statement, a Transport Assessment or a Travel Plan depending on the nature and scale of the proposal and the level of significant transport movements generated. Where appropriate, the Council will liaise with the relevant authority in relation to what sort of evidence is required'.
- 2.3.6 An emerging update Local Plan is noted but is not substantive for this report.

2.4 KCC Design Guide / Manual for Streets

- 2.4.1 KCC Design Guidance and Manual for Streets (MfS) are referenced
- 2.4.2 KCC Design is being updated, with new Parking Standards being present from Jan 2025 and updated Transport Assessment Guidance also issued.

2.5 Response to Policy

This Transport Statement demonstrates that the proposed development will integrate with the existing transport network.



3 Existing transport network / Development Proposal

3.1 Local network

- 3.1.1 Redbrook Street is a lightly trafficked rural road, south of Plurenden Road which connects High Halden (A28) to Shadoxhurst and beyond to the old A2070 (Kingsnorth to Hamstreet)
- 3.1.2 A site plan and red-line boundary for the proposal is appended.

3.2 Collision record

- 3.2.1 Crashmap.co.uk has been referred. No concerns are noted. It is also noted KCC Highways did not comment on any issue in their letter.

3.3 ATC

- 3.3.1 An automatic traffic counter was deployed in advance of the Highways pre-app so KCC Highways were informed of speed and flow information in advance of the request for comments. This data is appended.

3.4 Proposed Access

- 3.4.1 The new re-instated access is slightly to the west of the current vehicular access to the site(farmyard). That access is not seen as suitable for on-site movements due to the tight movements for larger vehicles to navigate the space between buildings.
- 3.4.2 It is proposed to 'stop-off' that internal road where it meets the main farmyard, to be reached by new access.
- 3.4.3 A formalised version of the visibility splay provided for the Highways pre-app is appended. This visibility splay was based on observed speeds from a recent traffic survey, which KCC Highways have acknowledged in their response.
- 3.4.4 A swept-path analysis of a refuse freighter is shown at the access.

3.5 Parking / Trip Generation

- 3.5.1 As the application is only for the re-instatement of the farm access, this proposal does not need to consider parking provision nor trip generation as these elements are remaining unchanged.



4 Summary and conclusion

- 4.1.1 Stantec has been appointed by Hopes Grove Nurseries to provide transport planning support for the reinstatement of the current vehicular access. This is in the form of an abridged Transport Statement (TS) for an intended planning application regarding this change of access.
- 4.1.2 Planning and Transport policy and guidance has been considered at the national, regional, and local level. in accordance with national and local policy.
- 4.1.3 A Highways pre-app was undertaken and the comments appended.
- 4.1.4 This TS demonstrates that the proposal provides a suitable access strategy.
- 4.1.5 Based on the information provided in this TS, the proposed development would not result in unacceptable adverse impacts on the surrounding transport network in terms of highway amenity.



Appendix A KCC Highways correspondence



From: [REDACTED]
To: [Elphick, Gareth](#)
Subject: RE: PAP/2024/153
Date: 21 February 2025 13:30:57
Attachments: [image001.png](#)

Good Afternoon Gareth,

Thank you for your request for Pre Application advice regarding a new access and vehicle crossing on Redbrook Street in Woodchurch. Please find my comments below.

The visibility splays shown on the 'Highways sight line check' are acceptable in line with the 85th mile driven speeds as indicated in the ATC speed survey results. 42mph westbound - 112m sight line required and 39mph eastbound - 99m sightline required. Visibility splays should be kept clear of obstructions over 1.05m, therefore any vegetation on land under the applicant's control, within the splays should be cut back and maintained accordingly.

If the new access is proposed to be gated, the gates should open away from the highway and be setback 6m from the carriageway edge, this is to enable vehicles to fully exit the highway to open the gate. The first 5m metres of the access will need to be hardstanding to ensure no loose debris, such as gravel, is dragged out onto the highway.

There is a telegraph pole shown in some of the site photos provided, if the new access is proposed to be within 0.5m of the telegraph pole, it will need to be repositioned which will be at the applicant's cost.

Should the proposal proceed to formal application stage, a statutory licence must be obtained by the applicant for construction of the required vehicular crossing, or any other works within the highway. Applicants should contact Kent County Council - Highways and Transportation (web: www.kent.gov.uk/roads_and_transport.aspx or telephone: 03000 418181) in order to obtain the necessary Application Pack.

Detailed scalable plans will be required at formal application stage, which show the proposed new access, as well as any new parking spaces, or structures proposed within the site, the plans will also need to demonstrate that vehicles can exit the highway, manoeuvre within the site and egress back onto the highway in a forward gear, therefore swept path drawings may be required.

Assuming the above information can be provided to our satisfaction, I do not foresee any reason why such a proposal would warrant any highway objections.

Important Notes

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

The final decision on any application that you may then make can only be taken after the Planning

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

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

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

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

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

Please let me know if you have any queries.

Thank you



 | Transport & Development Planner | Ashford, Folkestone & Hythe and Swale | Transport & Development Planning | Highways & Transportation | Kent County Council | Ashford Highway Depot, Henwood Industrial Estate, Javelin Way, Ashford, TN24 8AD | 03000 41 81 81 | www.kent.gov.uk/highways



@KentHighways

Please consider the environment before printing this email

Please Note:

If you wish to make a representation in relation to highways matters associated with a planning application, please make these directly to the Local Planning Authority (LPA) for their consideration.

As Local Highway Authority, KCC provide a technical review of planning applications upon receipt of a formal request from the LPA. All planning application consultation requests and information relating to live applications must be made following this formal process via the Local Planning Authority. KCC Highways will aim to provide a response to such requests within 21 days.

If we are unable to meet this deadline, we will contact the planning case officer to agree an extension. If a quicker response is required, we will try to accommodate such requests, but cannot guarantee prioritisation.

If you are requesting pre-application advice and you have completed the application form, provided evidence of the fee payment and all of the required scoping information we will aim to provide a respond within 21 days.

From: Elphick, Gareth [REDACTED]
Sent: 21 February 2025 09:33
To: [REDACTED] GT TRA [REDACTED]
Subject: RE: PAP/2024/153

You don't often get email from [REDACTED]. [Learn why this is important](#)
Morning [REDACTED]

Just wondering if you could give a time frame.

Regards

Gareth Elphick

Senior Transport Planner
Connect 38, 1 Dover Place, Ashford, Kent, TN23 1FB
United Kingdom
Direct: +44 1233 527256
[REDACTED]
Stantec



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From: Elphick, Gareth
Sent: 18 February 2025 15:02
To: [REDACTED]
Subject: RE: PAP/2024/153

Thanks Lily.

From: [REDACTED]
Sent: 18 February 2025 15:00
To: Elphick, Gareth [REDACTED]
Subject: FW: PAP/2024/153

You don't often get email from [REDACTED]. [Learn why this is important](#)
Good Afternoon Gareth,

Thank you for your email.

I will put together a written response initially; should there be any follow up queries, we can discuss via email or call.

Thank you



██████████ | Transport & Development Planner | Ashford, Folkestone & Hythe and Swale | Transport & Development Planning | Highways & Transportation | Kent County Council | Ashford Highway Depot, Henwood Industrial Estate, Javelin Way, Ashford, TN24 8AD | 03000 41 81 81 | www.kent.gov.uk/highways



@KentHighways

Please consider the environment before printing this email

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If we are unable to meet this deadline, we will contact the planning case officer to agree an extension. If a quicker response is required, we will try to accommodate such requests, but cannot guarantee prioritisation.

If you are requesting pre-application advice and you have completed the application form, provided evidence of the fee payment and all of the required scoping information we will aim to provide a respond within 21 days.

From: Elphick, Gareth ██████████
Sent: 17 February 2025 13:33
To: ██████████ - GT TRA ██████████
Cc: HTW Development Planning East Kent - GT <DevelopmentPlanningEast@kent.gov.uk>
Subject: RE: PAP/2024/153



Apologies to come via yourself. But as yet we do not know ██████████ surname.

Do you know if we are likely to need a meeting or do you anticipate a letter only?

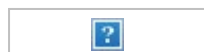
Regards

Gareth Elphick

Senior Transport Planner
Connect 38, 1 Dover Place, Ashford, Kent, TN23 1FB
United Kingdom
Direct: +44 1233 527256



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From: Elphick, Gareth
Sent: 12 February 2025 13:00
To: [REDACTED]
Cc: DevelopmentPlanningEast@kent.gov.uk
Subject: RE: PAP/2024/153

Thanks [REDACTED] Await to hear from [REDACTED]

I also attach the confirmation of payment (to speed up your notification)

From: [REDACTED]
Sent: 11 February 2025 15:21
To: Elphick, Gareth [REDACTED]
Subject: RE: PAP/2024/153

Thanks Gareth.

This one will go to [REDACTED] as it's only a small proposal. She'll come back to you soon.

Kind regards

[REDACTED] | Senior Development Planner | Highways and Transportation | Kent County Council | Kroner House, Eurogate Business Park, Ashford, Kent, TN24 8XD 03000 41 81 81 | www.kent.gov.uk

All planning application consultation requests and information relating to live applications must be made via the Local Planning Authority following formal process. KCC Highways will aim to provide a response to such requests within 21 days. If we are unable to meet this deadline, we will contact the planning case officer to agree an extension. If a quicker response is required, we will try to accommodate such requests, but cannot guarantee prioritisation.

From: Elphick, Gareth [REDACTED]
Sent: 10 February 2025 09:39
To: [REDACTED] GT TRA <[REDACTED]>
Subject: RE: PAP/2024/153

Thanks [REDACTED]

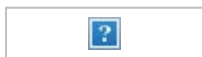
There has been another e-mail sent to your admin team (attached) so you may get it twice.

I will see if the client has already paid.

Regards

Gareth Elphick
Senior Transport Planner

Connect 38, 1 Dover Place, Ashford, Kent, TN23 1FB
United Kingdom
Direct: +44 1233 527256
[REDACTED]
Stantec



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From: [REDACTED]
Sent: 07 February 2025 17:01
To: Elphick, Gareth [REDACTED]
Subject: FW: PAP/2024/153

Hi Gareth,

This one will come to me once it's been paid.
Feel free to send over what you have.

Kind regards

[REDACTED] | Senior Development Planner | Highways and Transportation | Kent
County Council | Kroner House, Eurogate Business Park, Ashford, Kent, TN24
8XD 03000 41 81 81 | www.kent.gov.uk

All planning application consultation requests and information relating to live applications must be made via the Local Planning Authority following formal process. KCC Highways will aim to provide a response to such requests within 21 days. If we are unable to meet this deadline, we will contact the planning case officer to agree an extension. If a quicker response is required, we will try to accommodate such requests, but cannot guarantee prioritisation.

From: Elphick, Gareth [REDACTED]
Sent: 03 February 2025 12:41
To: HTW Development Planning East Kent - GT <DevelopmentPlanningEast@kent.gov.uk>
Subject: PAP/2024/153

Thankyou [REDACTED]

Wondering if the officer has been assigned yet. I was hoping to share a Speed Survey and other information so that we can get conversation started.

I realise there is some limit to what response we can get until the invoice/payment process is completed.

Regards

Gareth Elphick

Senior Transport Planner
Connect 38, 1 Dover Place, Ashford, Kent, TN23 1FB
United Kingdom
Direct: +44 1233 527256

[REDACTED]
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From: DevelopmentPlanningEast@kent.gov.uk <DevelopmentPlanningEast@kent.gov.uk>

Sent: 31 January 2025 12:33

To: Elphick, Gareth [REDACTED] DevelopmentPlanningEast@kent.gov.uk

Subject: RE: Request

Good afternoon,

Thank you for the Pre-application advice request and requested information this is now in process.

The Ref No is PAP/2024/153 please use this in all future correspondence.

The invoice has been requested, once raised, it will be emailed directly from our finance team to, [REDACTED] grovenurseries.co.uk as directed.

Payment options are detailed on the invoice.

Once the payment is received and all necessary information has been submitted (you will be contacted if any further information is required), the allocated Planning Officer will be in contact and they aim to formerly respond within 21 days, depending on the size and scale of the project.

Many thanks

Kindest regards

[REDACTED]

[REDACTED] - Technical Support Officer | Development and Transport Planning | Kent County Council | Highways & Transportation | KCC Depot, Kroner House, Eurogate Business Park, Ashford, TN24 8XU | Tel: External 03000 418181 | Internal 03000 412654 www.kent.gov.uk | Follow us on Twitter @kent_cc

The replies are given on the understanding that the council does not warrant the accuracy of any of the replies and on the basis that neither the council nor any officer, servant or agent of the council is legally responsible, either in contract or tort; with the exception of negligence, for any inaccuracies, errors or omissions herein contained. Any liability for negligence will extend to the person who raised the enquiries and the person on whose behalf they were raised

From: Elphick, Gareth [REDACTED]
Sent: 27 January 2025 10:39
To: HTW Development Planning East Kent - GT <DevelopmentPlanningEast@kent.gov.uk>
Subject: RE: Request

Thankyou [REDACTED]

If you generate the invoice and share with the names on application form. Either the Agent (obo Applicant) or Applicant themselves will arrange payment.

We at Stantec will the liaison with the officer once allocated. If you could let us know whom it will be.

Regards

Gareth Elphick

Senior Transport Planner
Connect 38, 1 Dover Place, Ashford, Kent, TN23 1FB
United Kingdom
Direct: +44 1233 527256
[REDACTED]

Stantec



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From: DevelopmentPlanningEast@kent.gov.uk <DevelopmentPlanningEast@kent.gov.uk>
Sent: 24 January 2025 14:29
To: Elphick, Gareth [REDACTED] DevelopmentPlanningEast@kent.gov.uk
Subject: RE: Request

Good afternoon,

Thank you for the email, I can confirm that if it is purely an additional access with no new development being served from it, the fee is [REDACTED] lus VAT.

Please amend and update the form with the required information, please include all the correct invoice details as follows:

- Company/Customer legal name and postal address
- A contact, name, and contact number.
- The Email Address to send the invoice to for payment.

Once we receive the amended form the pre-app will be processed, and you will receive a reference number.

Once payment is received, the allocated Planning Officer will be in contact and they aim to formerly respond within 21 days, depending on the size and scale of the project. Please note any meetings can only go ahead once payment is received.

Thank you
Kind regards

[REDACTED] Technical Support Officer | Development and Transport Planning | Kent County Council | Highways & Transportation | KCC Depot, Kroner House, Eurogate Business Park, Ashford, TN24 8XU | Tel: External 03000 418181 | Internal 03000 412654 www.kent.gov.uk | Follow us on Twitter @kent_cc

The replies are given on the understanding that the council does not warrant the accuracy of any of the replies and on the basis that neither the council nor any officer, servant or agent of the council is legally responsible, either in contract or tort; with the exception of negligence, for any inaccuracies, errors or omissions herein contained. Any liability for negligence will extend to the person who raised the enquiries and the person on whose behalf they were raised

From: Elphick, Gareth [REDACTED]
Sent: 21 January 2025 13:16
To: HTW Development Planning East Kent - GT <DevelopmentPlanningEast@kent.gov.uk>
Subject: Request

Good afternoon.

We would like to ascertain the required fee for the attached. The application is substantively to discuss a new access for an existing site, albeit I understand that you do not offer an access-only highways pre-app anymore.

Once we can confirm the fee the agent/client can complete and sign the form and arrange payment.

Hoping you can provide a reference number and also seek to confirm whether a meeting can be diarised or whether the officer (once allocated) will provide a letter initially with a meeting to follow if required.

We can provide the officer with a speed survey undertaken at the proposed site access.

Regards

Gareth Elphick

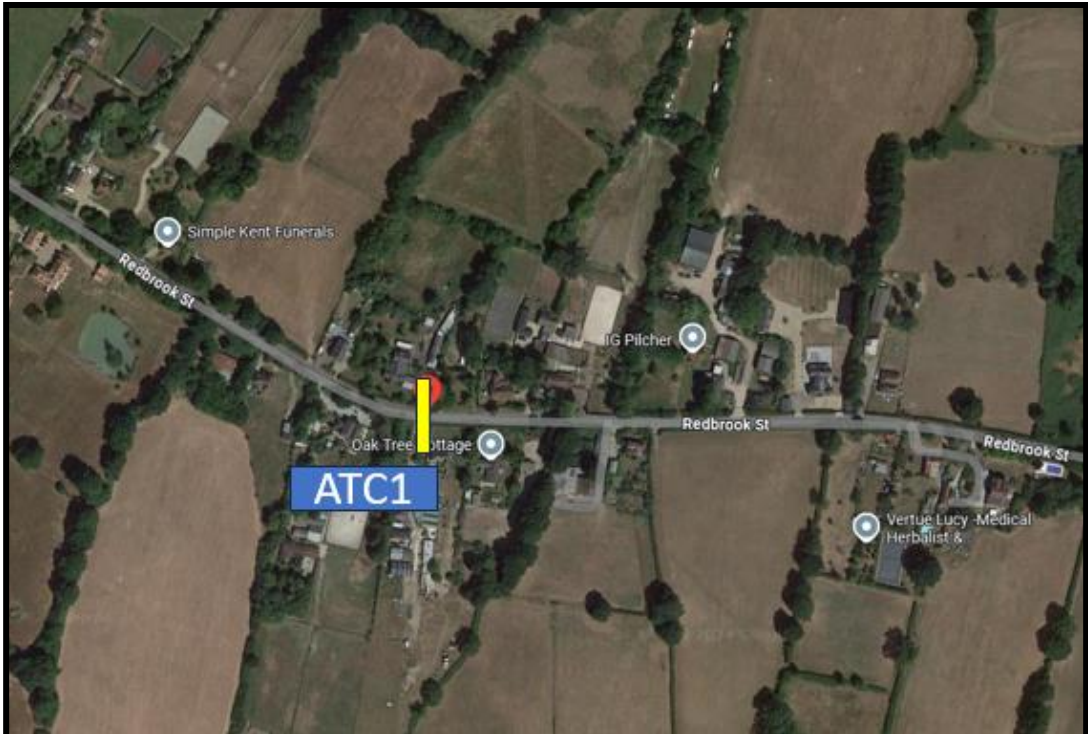
Senior Transport Planner
Connect 38, 1 Dover Place, Ashford, Kent, TN23 1FB
United Kingdom
Direct: +44 1233 527256










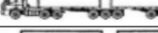

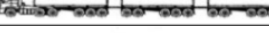


[REDACTED]
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Class		Axles	Groups	Description	Parameters	Dominant Vehicle	Aggregate
1	SV	2	1 OR 2	Short - Car, light Van	$d(1) > 1.7m, d(1) \leq 3.2m$ & axles=2		Light
2	SVT	3, 4 OR 5	3	Short Towing - Trailer, Caravan, Boat, etc.	groups=3, $d(1) \geq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

K&M TRAFFIC SURVEYS

SITE: REDBROOK STREET, ASHFORD

LOCATION: Attached to telegraph pole

GRID REFERENCE: 51.090790, 0.762227

DIRECTION: EASTBOUND

SPEED LIMIT: 40

08 January 2025

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	36.2	-
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	45.8	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	41.4	-
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	40	-
0500	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	29.3	-
0600	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	41.8	-
0700	29	20	0	8	0	0	0	0	1	0	0	0	0	0	0	36.3	42
0800	39	35	0	4	0	0	0	0	0	0	0	0	0	0	0	36.1	41.7
0900	27	24	1	2	0	0	0	0	0	0	0	0	0	0	0	36.2	41.5
1000	28	26	0	1	1	0	0	0	0	0	0	0	0	0	0	37.8	43.1
1100	30	27	0	3	0	0	0	0	0	0	0	0	0	0	0	39.6	44.2
1200	42	38	0	3	1	0	0	0	0	0	0	0	0	0	0	38	41.7
1300	25	23	0	2	0	0	0	0	0	0	0	0	0	0	0	38.6	47.7
1400	31	25	0	5	0	0	0	0	0	1	0	0	0	0	0	38.1	43
1500	44	38	0	5	1	0	0	0	0	0	0	0	0	0	0	40.4	45.5
1600	42	37	1	4	0	0	0	0	0	0	0	0	0	0	0	34.5	40.2
1700	36	35	0	1	0	0	0	0	0	0	0	0	0	0	0	31.5	36.1
1800	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	34.9	41.3
1900	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	33.7	-
2000	13	12	0	1	0	0	0	0	0	0	0	0	0	0	0	35.3	39.2
2100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	34.1	-
2200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	36.9	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	385	340	2	38	3	0	0	0	1	1	0	0	0	0	0	36.9	42.5
06-22	414	368	2	39	3	0	0	0	1	1	0	0	0	0	0	36.8	42.5
06-00	416	370	2	39	3	0	0	0	1	1	0	0	0	0	0	36.8	42.5

00-00	421	374	2	40	3	0	0	0	1	1	0	0	0	0	0	36.9	42.5
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09 January 2025

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	34.2	-
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	26.8	-
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	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	42.8	-
0500	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	42.9	-
0600	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	43.1	-
0700	30	25	0	4	0	0	0	0	1	0	0	0	0	0	0	35.4	43.6
0800	42	37	1	4	0	0	0	0	0	0	0	0	0	0	0	40.4	45.5
0900	32	27	0	5	0	0	0	0	0	0	0	0	0	0	0	37.6	43.2
1000	38	28	1	8	1	0	0	0	0	0	0	0	0	0	0	38.3	43
1100	24	18	1	5	0	0	0	0	0	0	0	0	0	0	0	37.1	42.5
1200	26	22	0	4	0	0	0	0	0	0	0	0	0	0	0	38.9	43.5
1300	27	21	0	4	0	0	0	0	0	1	0	0	0	0	1	37.3	44.2
1400	30	26	0	4	0	0	0	0	0	0	0	0	0	0	0	41.1	47.1
1500	43	39	2	2	0	0	0	0	0	0	0	0	0	0	0	40.4	46.6
1600	65	57	0	7	1	0	0	0	0	0	0	0	0	0	0	38.7	44.7
1700	37	36	1	0	0	0	0	0	0	0	0	0	0	0	0	38.5	45.1
1800	24	21	0	3	0	0	0	0	0	0	0	0	0	0	0	39.9	46.1
1900	19	16	0	3	0	0	0	0	0	0	0	0	0	0	0	39.9	46
2000	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	44	-
2100	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	41.2	-
2200	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	42.7	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	418	357	6	50	2	0	0	0	1	1	0	0	0	0	1	38.8	44.9
06-22	455	390	6	54	2	0	0	0	1	1	0	0	0	0	1	39	45.1
06-00	460	395	6	54	2	0	0	0	1	1	0	0	0	0	1	39	45.2
00-00	464	399	6	54	2	0	0	0	1	1	0	0	0	0	1	39	45.1

10 January 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.3
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0400	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	39.8
0500	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45.3
0600	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37.9
0700	25	22	0	2	0	0	0	0	1	0	0	0	0	0	0	0	35.6
0800	37	29	1	5	1	1	0	0	0	0	0	0	0	0	0	0	40.5
0900	34	27	0	7	0	0	0	0	0	0	0	0	0	0	0	0	40
1000	28	22	2	3	1	0	0	0	0	0	0	0	0	0	0	0	41.8
1100	36	33	0	3	0	0	0	0	0	0	0	0	0	0	0	0	42.4
1200	53	44	1	8	0	0	0	0	0	0	0	0	0	0	0	0	40.3
1300	33	30	1	2	0	0	0	0	0	0	0	0	0	0	0	0	40.8
1400	34	29	1	4	0	0	0	0	0	0	0	0	0	0	0	0	41.7
1500	41	36	1	4	0	0	0	0	0	0	0	0	0	0	0	0	45.9
1600	46	41	0	5	0	0	0	0	0	0	0	0	0	0	0	0	44.3
1700	28	27	0	1	0	0	0	0	0	0	0	0	0	0	0	0	38
1800	19	18	0	1	0	0	0	0	0	0	0	0	0	0	0	0	43.4
1900	11	10	0	1	0	0	0	0	0	0	0	0	0	0	0	0	48.9
2000	8	7	0	0	0	0	0	0	1	0	0	0	0	0	0	0	39.8
2100	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	44.2
2200	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.3
2300	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.2
07-19	414	358	7	45	2	1	0	0	1	0	0	0	0	0	0	0	37.1
06-22	447	388	7	47	2	1	0	1	1	0	0	0	0	0	0	0	42.4
06-00	458	399	7	47	2	1	0	1	1	0	0	0	0	0	0	0	42.6
00-00	461	401	7	48	2	1	0	1	1	0	0	0	0	0	0	0	42.6

11 January 2025

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
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0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	26.3	-
0700	5	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	33.8	-
0800	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	29.3	-
0900	18	16	0	2	0	0	0	0	0	0	0	0	0	0	0	0	31.5	36.4
1000	27	24	0	2	0	1	0	0	0	0	0	0	0	0	0	0	32.3	37.3
1100	24	21	0	2	0	0	0	1	0	0	0	0	0	0	0	0	34	38.9
1200	24	22	1	0	0	0	0	0	0	0	0	0	0	0	0	1	27.6	33.5
1300	25	23	0	2	0	0	0	0	0	0	0	0	0	0	0	0	31.9	34.9
1400	23	21	0	2	0	0	0	0	0	0	0	0	0	0	0	0	33.8	39.5
1500	21	19	1	1	0	0	0	0	0	0	0	0	0	0	0	0	33.9	37.2
1600	17	15	0	0	1	0	0	0	0	0	0	0	0	0	1	0	28	36
1700	17	10	0	5	2	0	0	0	0	0	0	0	0	0	0	0	30.9	33.3
1800	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	30.9	-
1900	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.4	-
2000	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	34.2	-
2100	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.4	-
2200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.1	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	216	188	2	18	4	1	0	1	0	0	0	0	0	1	1	31.6	35.9	
06-22	239	209	2	20	4	1	0	1	0	0	0	0	0	1	1	31.8	36.1	
06-00	241	211	2	20	4	1	0	1	0	0	0	0	0	1	1	31.8	36.1	
00-00	243	213	2	20	4	1	0	1	0	0	0	0	0	1	1	31.8	36.2	

13 January 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.1	-
0600	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	39.9	-
0700	32	28	0	3	0	0	0	0	1	0	0	0	0	0	0	0	33.6	38.5

0800	59	51	0	6	1	0	0	1	0	0	0	0	0	0	0	35.9	40.9
0900	37	33	0	4	0	0	0	0	0	0	0	0	0	0	0	37.6	42.1
1000	46	39	0	4	2	1	0	0	0	0	0	0	0	0	0	38.4	42.6
1100	37	33	0	4	0	0	0	0	0	0	0	0	0	0	0	37.2	42.7
1200	29	27	1	1	0	0	0	0	0	0	0	0	0	0	0	37.1	43.5
1300	42	33	1	7	0	0	0	0	0	0	0	0	0	0	1	37.9	42.5
1400	47	43	0	3	0	0	0	0	0	1	0	0	0	0	0	39.2	44.5
1500	53	43	0	9	1	0	0	0	0	0	0	0	0	0	0	40.2	44.8
1600	59	52	1	6	0	0	0	0	0	0	0	0	0	0	0	38.6	44.2
1700	45	40	0	4	0	0	0	1	0	0	0	0	0	0	0	36.9	42.8
1800	23	21	0	1	0	1	0	0	0	0	0	0	0	0	0	38	41.2
1900	23	21	0	2	0	0	0	0	0	0	0	0	0	0	0	36	41.8
2000	23	22	0	1	0	0	0	0	0	0	0	0	0	0	0	39	45.8
2100	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	38.3	-
2200	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	40	-
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	33.8	-
07-19	509	443	3	52	4	2	0	2	1	1	0	0	0	1	0	37.7	42.7
06-22	567	497	3	56	4	2	0	2	1	1	0	0	0	1	0	37.7	42.7
06-00	574	503	3	57	4	2	0	2	1	1	0	0	0	1	0	37.7	42.7
00-00	575	504	3	57	4	2	0	2	1	1	0	0	0	1	0	37.7	42.7

14 January 2025

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	30	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	35.3	-
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	34.9	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0500	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	33.7	-
0600	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	37.2	-
0700	40	31	0	8	0	0	0	0	0	1	0	0	0	0	0	36.9	42.9
0800	67	59	0	7	0	0	0	0	1	0	0	0	0	0	0	38.2	43.6
0900	54	45	1	7	0	0	0	0	0	0	0	0	0	1	0	36.6	42.1
1000	43	39	1	2	0	0	0	0	0	0	0	0	0	0	1	39.8	46.7
1100	29	27	0	2	0	0	0	0	0	0	0	0	0	0	0	36.6	41.7

1200	41	37	0	1	0	0	2	0	0	0	0	0	0	0	1	36.5	41.2
1300	39	35	0	3	0	0	0	0	0	0	0	0	0	0	1	39.3	44.2
1400	44	37	0	4	1	0	0	0	0	0	0	0	0	0	2	38.8	45.5
1500	57	49	1	6	0	0	0	0	0	1	0	0	0	0	0	38.7	43.3
1600	69	60	1	6	1	0	0	0	0	0	0	0	0	0	1	38.3	44.6
1700	52	43	0	9	0	0	0	0	0	0	0	0	0	0	0	40.6	45.5
1800	32	27	0	5	0	0	0	0	0	0	0	0	0	0	0	37.9	43.1
1900	26	25	0	0	0	0	0	0	0	0	0	0	0	1	0	39.4	44.6
2000	16	15	0	1	0	0	0	0	0	0	0	0	0	0	0	42.5	48.4
2100	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	42.6	-
2200	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	46.1	-
2300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	46.2	-
07-19	567	489	4	60	2	0	2	1	0	2	0	0	0	1	6	38.2	43.8
06-22	625	544	4	62	2	0	2	1	0	2	0	0	0	2	6	38.5	44
06-00	635	554	4	62	2	0	2	1	0	2	0	0	0	2	6	38.6	44.1
00-00	640	558	5	62	2	0	2	1	0	2	0	0	0	2	6	38.5	44.1

K&M TRAFFIC SURVEYS

SITE: REDBROOK STREET, ASHFORD

LOCATION: Attached to telegraph pole

GRID REFERENCE: 51.090790, 0.762227

DIRECTION: EASTBOUND

SPEED LIMIT: 40

08 January 2025

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	36.2	-
0100	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	45.8	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	41.4	-
0400	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	40	-
0500	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	29.3	-
0600	5	0	0	0	0	1	2	2	0	0	0	0	0	0	0	0	41.8	-
0700	29	0	0	1	3	12	11	2	0	0	0	0	0	0	0	0	36.3	42
0800	39	0	0	3	3	14	15	4	0	0	0	0	0	0	0	0	36.1	41.7
0900	27	0	0	0	6	6	14	1	0	0	0	0	0	0	0	0	36.2	41.5
1000	28	0	0	0	4	8	14	1	1	0	0	0	0	0	0	0	37.8	43.1
1100	30	0	0	0	1	8	16	4	1	0	0	0	0	0	0	0	39.6	44.2
1200	42	0	1	0	0	16	22	2	1	0	0	0	0	0	0	0	38	41.7
1300	25	0	0	3	1	6	8	6	1	0	0	0	0	0	0	0	38.6	47.7
1400	31	0	0	1	2	8	16	4	0	0	0	0	0	0	0	0	38.1	43
1500	44	0	0	1	3	11	22	3	1	1	2	0	0	0	0	0	40.4	45.5
1600	42	0	0	4	6	18	12	2	0	0	0	0	0	0	0	0	34.5	40.2
1700	36	0	0	1	19	14	2	0	0	0	0	0	0	0	0	0	31.5	36.1
1800	12	0	0	0	4	2	6	0	0	0	0	0	0	0	0	0	34.9	41.3
1900	9	0	0	0	2	5	2	0	0	0	0	0	0	0	0	0	33.7	-
2000	13	0	0	0	2	7	4	0	0	0	0	0	0	0	0	0	35.3	39.2
2100	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	34.1	-
2200	2	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	36.9	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	385	0	1	14	52	123	158	29	5	1	2	0	0	0	0	0	36.9	42.5
06-22	414	0	1	14	56	138	166	31	5	1	2	0	0	0	0	0	36.8	42.5
06-00	416	0	1	14	57	138	166	32	5	1	2	0	0	0	0	0	36.8	42.5

00-00	421	0	1	14	58	139	168	33	5	1	2	0	0	0	0	0	36.9	42.5
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09 January 2025

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	34.2	-
0100	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	26.8	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	42.8	-
0500	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	42.9	-
0600	8	0	0	0	0	1	3	3	1	0	0	0	0	0	0	0	43.1	-
0700	30	1	0	1	6	11	7	4	0	0	0	0	0	0	0	0	35.4	43.6
0800	42	0	0	1	1	5	27	5	3	0	0	0	0	0	0	0	40.4	45.5
0900	32	0	0	1	4	11	12	2	2	0	0	0	0	0	0	0	37.6	43.2
1000	38	0	0	0	3	12	18	3	2	0	0	0	0	0	0	0	38.3	43
1100	24	0	0	0	4	6	11	2	1	0	0	0	0	0	0	0	37.1	42.5
1200	26	0	0	0	1	9	12	4	0	0	0	0	0	0	0	0	38.9	43.5
1300	27	1	0	0	2	10	8	6	0	0	0	0	0	0	0	0	37.3	44.2
1400	30	0	0	0	0	9	10	10	1	0	0	0	0	0	0	0	41.1	47.1
1500	43	0	0	0	2	10	18	12	1	0	0	0	0	0	0	0	40.4	46.6
1600	65	0	0	1	3	21	27	12	1	0	0	0	0	0	0	0	38.7	44.7
1700	37	1	0	1	3	9	14	9	0	0	0	0	0	0	0	0	38.5	45.1
1800	24	0	0	0	2	6	9	5	2	0	0	0	0	0	0	0	39.9	46.1
1900	19	0	0	0	1	6	4	8	0	0	0	0	0	0	0	0	39.9	46
2000	4	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	44	-
2100	6	0	0	0	0	2	2	2	0	0	0	0	0	0	0	0	41.2	-
2200	5	0	0	0	1	0	1	3	0	0	0	0	0	0	0	0	42.7	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	418	3	0	5	31	119	173	74	13	0	0	0	0	0	0	0	38.8	44.9
06-22	455	3	0	5	32	128	184	88	15	0	0	0	0	0	0	0	39	45.1
06-00	460	3	0	5	33	128	185	91	15	0	0	0	0	0	0	0	39	45.2
00-00	464	3	0	5	34	129	187	91	15	0	0	0	0	0	0	0	39	45.1

10 January 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0100	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	31.3
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	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	39.8
0500	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	45.3
0600	6	0	0	0	1	2	1	2	0	0	0	0	0	0	0	0	0	37.9
0700	25	0	0	2	1	8	14	0	0	0	0	0	0	0	0	0	0	35.6
0800	37	0	0	0	8	19	9	1	0	0	0	0	0	0	0	0	0	35.1
0900	34	0	0	0	2	13	17	2	0	0	0	0	0	0	0	0	0	37.6
1000	28	0	0	2	4	14	7	1	0	0	0	0	0	0	0	0	0	34.4
1100	36	0	0	1	5	14	15	1	0	0	0	0	0	0	0	0	0	35.7
1200	53	0	1	1	7	19	21	4	0	0	0	0	0	0	0	0	0	35.9
1300	33	0	0	0	2	9	19	3	0	0	0	0	0	0	0	0	0	38.2
1400	34	0	0	1	0	16	8	8	1	0	0	0	0	0	0	0	0	39.1
1500	41	0	0	1	4	9	21	4	2	0	0	0	0	0	0	0	0	38.7
1600	46	0	0	0	4	18	18	6	0	0	0	0	0	0	0	0	0	38
1700	28	0	0	0	4	7	7	9	1	0	0	0	0	0	0	0	0	39.8
1800	19	0	0	1	2	7	6	3	0	0	0	0	0	0	0	0	0	36.3
1900	11	0	0	0	1	5	5	0	0	0	0	0	0	0	0	0	0	36.1
2000	8	0	0	0	1	0	4	3	0	0	0	0	0	0	0	0	0	39.7
2100	8	0	0	2	1	3	1	1	0	0	0	0	0	0	0	0	0	32.9
2200	6	0	0	0	0	4	1	1	0	0	0	0	0	0	0	0	0	36.6
2300	5	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	35.4
07-19	414	0	1	9	43	153	162	42	4	0	0	0	0	0	0	0	0	37.1
06-22	447	0	1	11	47	163	173	48	4	0	0	0	0	0	0	0	0	37
06-00	458	0	1	11	48	169	176	49	4	0	0	0	0	0	0	0	0	37
00-00	461	0	1	11	48	170	177	50	4	0	0	0	0	0	0	0	0	37

11 January 2025

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
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0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	26.3	-	
0700	5	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	33.8	-	
0800	6	0	0	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	29.3	-	
0900	18	0	1	2	3	11	1	0	0	0	0	0	0	0	0	0	0	0	31.5	36.4	
1000	27	0	0	2	9	11	5	0	0	0	0	0	0	0	0	0	0	0	32.3	37.3	
1100	24	0	0	2	8	10	2	0	0	0	2	0	0	0	0	0	0	0	34	38.9	
1200	24	0	3	4	8	9	0	0	0	0	0	0	0	0	0	0	0	0	27.6	33.5	
1300	25	0	0	0	9	15	1	0	0	0	0	0	0	0	0	0	0	0	31.9	34.9	
1400	23	0	0	1	5	13	4	0	0	0	0	0	0	0	0	0	0	0	33.8	39.5	
1500	21	0	0	1	0	17	3	0	0	0	0	0	0	0	0	0	0	0	33.9	37.2	
1600	17	3	1	0	3	10	0	0	0	0	0	0	0	0	0	0	0	0	28	36	
1700	17	0	0	1	6	9	1	0	0	0	0	0	0	0	0	0	0	0	30.9	33.3	
1800	9	0	0	1	3	4	1	0	0	0	0	0	0	0	0	0	0	0	30.9	-	
1900	9	0	0	0	2	6	1	0	0	0	0	0	0	0	0	0	0	0	33.4	-	
2000	9	0	0	0	2	6	1	0	0	0	0	0	0	0	0	0	0	0	34.2	-	
2100	3	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	34.4	-	
2200	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	32.1	-	
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	216	3	5	16	58	112	20	0	0	0	2	0	0	0	0	0	0	0	31.6	35.9	
06-22	239	3	5	16	65	125	22	1	0	0	2	0	0	0	0	0	0	0	31.8	36.1	
06-00	241	3	5	16	66	126	22	1	0	0	2	0	0	0	0	0	0	0	31.8	36.1	
00-00	243	3	5	16	67	127	22	1	0	0	2	0	0	0	0	0	0	0	31.8	36.2	

13 January 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85	
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	40.1	-
0600	5	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	39.9	-
0700	32	0	0	1	8	14	9	0	0	0	0	0	0	0	0	0	0	33.6	38.5

0800	59	0	0	0	9	28	17	5	0	0	0	0	0	0	0	0	35.9	40.9
0900	37	0	0	1	3	15	15	3	0	0	0	0	0	0	0	0	37.6	42.1
1000	46	0	0	0	7	8	26	5	0	0	0	0	0	0	0	0	38.4	42.6
1100	37	0	0	0	7	13	12	3	2	0	0	0	0	0	0	0	37.2	42.7
1200	29	0	0	1	3	6	15	4	0	0	0	0	0	0	0	0	37.1	43.5
1300	42	0	0	0	2	19	16	4	1	0	0	0	0	0	0	0	37.9	42.5
1400	47	0	0	1	2	12	23	8	1	0	0	0	0	0	0	0	39.2	44.5
1500	53	0	0	0	1	13	27	10	2	0	0	0	0	0	0	0	40.2	44.8
1600	59	0	0	0	4	16	29	9	1	0	0	0	0	0	0	0	38.6	44.2
1700	45	0	0	3	2	15	22	3	0	0	0	0	0	0	0	0	36.9	42.8
1800	23	0	0	0	0	10	11	2	0	0	0	0	0	0	0	0	38	41.2
1900	23	0	0	0	2	15	5	1	0	0	0	0	0	0	0	0	36	41.8
2000	23	0	0	0	1	8	9	5	0	0	0	0	0	0	0	0	39	45.8
2100	7	0	0	0	1	2	3	1	0	0	0	0	0	0	0	0	38.3	-
2200	6	0	0	0	1	1	3	1	0	0	0	0	0	0	0	0	40	-
2300	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	33.8	-
07-19	509	0	0	7	48	169	222	56	7	0	0	0	0	0	0	0	37.7	42.7
06-22	567	0	0	7	52	195	243	63	7	0	0	0	0	0	0	0	37.7	42.7
06-00	574	0	0	7	53	197	246	64	7	0	0	0	0	0	0	0	37.7	42.7
00-00	575	0	0	7	53	197	247	64	7	0	0	0	0	0	0	0	37.7	42.7

14 January 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	30	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	35.3	-
0300	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	34.9	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	2	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	33.7	-
0600	7	0	0	0	0	2	5	0	0	0	0	0	0	0	0	0	37.2	-
0700	40	0	0	0	6	13	16	5	0	0	0	0	0	0	0	0	36.9	42.9
0800	67	0	0	1	5	23	27	11	0	0	0	0	0	0	0	0	38.2	43.6
0900	54	1	0	1	9	13	27	3	0	0	0	0	0	0	0	0	36.6	42.1
1000	43	0	1	1	2	10	19	7	1	2	0	0	0	0	0	0	39.8	46.7
1100	29	0	0	2	1	11	13	2	0	0	0	0	0	0	0	0	36.6	41.7

1200	41	0	0	1	4	16	18	2	0	0	0	0	0	0	0	0	36.5	41.2
1300	39	0	1	0	3	6	21	8	0	0	0	0	0	0	0	0	39.3	44.2
1400	44	2	0	1	1	13	14	9	2	2	0	0	0	0	0	0	38.8	45.5
1500	57	0	0	0	4	14	31	8	0	0	0	0	0	0	0	0	38.7	43.3
1600	69	1	0	0	11	12	30	14	1	0	0	0	0	0	0	0	38.3	44.6
1700	52	0	0	0	1	12	25	10	3	1	0	0	0	0	0	0	40.6	45.5
1800	32	0	0	0	4	10	15	2	1	0	0	0	0	0	0	0	37.9	43.1
1900	26	0	0	0	0	9	13	4	0	0	0	0	0	0	0	0	39.4	44.6
2000	16	0	0	0	0	3	5	7	0	1	0	0	0	0	0	0	42.5	48.4
2100	9	0	0	0	0	2	4	1	2	0	0	0	0	0	0	0	42.6	-
2200	8	0	0	0	0	0	1	6	1	0	0	0	0	0	0	0	46.1	-
2300	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	46.2	-
07-19	567	4	2	7	51	153	256	81	8	5	0	0	0	0	0	0	38.2	43.8
06-22	625	4	2	7	51	169	283	93	10	6	0	0	0	0	0	0	38.5	44
06-00	635	4	2	7	51	169	284	101	11	6	0	0	0	0	0	0	38.6	44.1
00-00	640	4	2	7	53	171	285	101	11	6	0	0	0	0	0	0	38.5	44.1

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 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
--	3105	14	11	64	371	1094	1147	349	42	9	4	0	0	0	0	0	37	43.1

K&M TRAFFIC SURVEYS

SITE: REDBROOK STREET, ASHFORD

LOCATION: Attached to telegraph pole

GRID REFERENCE: 51.090790, 0.762227

DIRECTION: EASTBOUND

SPEED LIMIT: 40

Hour	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Averages	
	08-Jan	09-Jan	10-Jan	11-Jan	12-Jan	13-Jan	14-Jan	1-5.	1-7.
0000-0100	1	1	0	1	1	0	1	0.6	0.7
0100-0200	1	1	1	1	1	0	0	0.6	0.7
0200-0300	0	0	0	0	0	0	1	0.2	0.1
0300-0400	1	0	0	0	0	0	1	0.4	0.3
0400-0500	1	1	1	0	0	0	0	0.6	0.4
0500-0600	1	1	1	0	0	1	2	1.2	0.9
0600-0700	5	8	6	3	2	5	7	6.2	5.1
0700-0800	29	30	25	13	5	32	40	31.2	24.9
0800-0900	39	42	37	12	6	59	67	48.8	37.4
0900-1000	27	32	34	19	18	37	54	36.8	31.6
1000-1100	28	38	28	31	27	46	43	36.6	34.4
1100-1200	30	24	36	31	24	37	29	31.2	30.1
1200-1300	42	26	53	27	24	29	41	38.2	34.6
1300-1400	25	27	33	25	25	42	39	33.2	30.9
1400-1500	31	30	34	29	23	47	44	37.2	34
1500-1600	44	43	41	30	21	53	57	47.6	41.3
1600-1700	42	65	46	19	17	59	69	56.2	45.3
1700-1800	36	37	28	17	17	45	52	39.6	33.1
1800-1900	12	24	19	14	9	23	32	22	19
1900-2000	9	19	11	14	9	23	26	17.6	15.9
2000-2100	13	4	8	7	9	23	16	12.8	11.4
2100-2200	2	6	8	2	3	7	9	6.4	5.3
2200-2300	2	5	6	4	2	6	8	5.4	4.7
2300-2400	0	0	5	2	0	1	2	1.6	1.4
Totals									
0700-1900	385	418	414	267	216	509	567	458.6	396.6
0600-2200	414	455	447	293	239	567	625	501.6	434.3
0600-0000	416	460	458	299	241	574	635	508.6	440.4
0000-0000	421	464	461	301	243	575	640	512.2	443.6
AM Peak	800	800	800	1100	1000	800	800		
	39	42	37	31	27	59	67		
PM Peak	1500	1600	1200	1500	1300	1600	1600		
	44	65	53	30	25	59	69		

K&M TRAFFIC SURVEYS

SITE: REDBROOK STREET, ASHFORD

LOCATION: Attached to telegraph pole

GRID REFERENCE: 51.090790, 0.762227

DIRECTION: WESTBOUND

SPEED LIMIT: 40

08 January 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	32.3	-
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	24.8	-
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	43.3	-
0500	9	7	0	2	0	0	0	0	0	0	0	0	0	0	0	34	-
0600	9	7	0	2	0	0	0	0	0	0	0	0	0	0	0	34.9	-
0700	34	31	0	2	0	0	0	0	1	0	0	0	0	0	0	34.7	41.3
0800	48	44	0	3	0	0	0	1	0	0	0	0	0	0	0	36.1	42.4
0900	36	32	0	3	1	0	0	0	0	0	0	0	0	0	0	35	39.6
1000	28	23	0	5	0	0	0	0	0	0	0	0	0	0	0	39.2	47.2
1100	25	22	0	2	0	0	0	0	1	0	0	0	0	0	0	36.6	43.9
1200	43	34	1	6	0	0	0	0	1	0	0	0	0	0	1	36.5	44.6
1300	28	26	1	1	0	0	0	0	0	0	0	0	0	0	0	34.4	41.6
1400	25	23	0	2	0	0	0	0	0	0	0	0	0	0	0	39.3	46.4
1500	63	59	1	3	0	0	0	0	0	0	0	0	0	0	0	37.7	44.7
1600	45	36	0	8	0	0	0	1	0	0	0	0	0	0	0	33.5	38.6
1700	26	25	0	1	0	0	0	0	0	0	0	0	0	0	0	32.2	39.8
1800	17	15	0	2	0	0	0	0	0	0	0	0	0	0	0	32.7	37.8
1900	10	9	0	1	0	0	0	0	0	0	0	0	0	0	0	31.9	-
2000	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	32.8	-
2100	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	33.1	-
2200	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	35.1	-
2300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	32.8	-
07-19	418	370	3	38	1	0	0	2	3	0	0	0	0	0	1	35.8	42.4
06-22	448	396	3	42	1	0	0	2	3	0	0	0	0	0	1	35.7	42.2
06-00	454	402	3	42	1	0	0	2	3	0	0	0	0	0	1	35.6	42.2

00-00	467	413	3	44	1	0	0	2	3	0	0	0	0	0	1	35.6	42.2
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09 January 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	30.3	-
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	28.1	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	39.2	-
0500	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	41.8	-
0600	16	14	0	2	0	0	0	0	0	0	0	0	0	0	0	38.8	44
0700	47	40	0	7	0	0	0	0	0	0	0	0	0	0	0	37.8	42.5
0800	50	43	1	5	0	0	0	1	0	0	0	0	0	0	0	38.7	43.8
0900	33	30	0	2	0	0	0	1	0	0	0	0	0	0	0	37.7	42.2
1000	28	25	1	2	0	0	0	0	0	0	0	0	0	0	0	35.1	39.1
1100	35	28	0	5	0	0	0	0	1	0	0	0	0	0	1	35.6	41
1200	35	27	0	8	0	0	0	0	0	0	0	0	0	0	0	37.5	42.1
1300	33	30	0	3	0	0	0	0	0	0	0	0	0	0	0	38.8	43.7
1400	43	36	1	4	0	0	0	1	0	0	0	0	0	0	1	35.1	41.7
1500	38	32	2	2	1	1	0	0	0	0	0	0	0	0	0	38.6	44.8
1600	55	48	0	6	1	0	0	0	0	0	0	0	0	0	0	36.9	42.4
1700	34	33	0	0	0	0	0	1	0	0	0	0	0	0	0	37.2	43.4
1800	30	26	0	4	0	0	0	0	0	0	0	0	0	0	0	38.6	42.7
1900	14	13	0	1	0	0	0	0	0	0	0	0	0	0	0	36.6	40.9
2000	6	4	0	2	0	0	0	0	0	0	0	0	0	0	0	36.8	-
2100	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	36.9	-
2200	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	39.5	-
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	36.5	-
07-19	461	398	5	48	2	1	0	4	1	0	0	0	0	0	2	37.3	42.7
06-22	505	437	5	53	2	1	0	4	1	0	0	0	0	0	2	37.3	42.7
06-00	510	442	5	53	2	1	0	4	1	0	0	0	0	0	2	37.3	42.7
00-00	521	452	5	54	2	1	0	4	1	0	0	0	0	0	2	37.4	42.7

10 January 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	26.4	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0400	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	42.8	-
0500	10	8	0	2	0	0	0	0	0	0	0	0	0	0	0	35.5	-
0600	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	36	-
0700	29	26	0	3	0	0	0	0	0	0	0	0	0	0	0	35.4	41.6
0800	43	37	1	5	0	0	0	0	0	0	0	0	0	0	0	33.8	38.7
0900	36	30	0	5	1	0	0	0	0	0	0	0	0	0	0	34.9	39.9
1000	37	31	1	5	0	0	0	0	0	0	0	0	0	0	0	33	37.3
1100	37	28	1	7	0	0	0	0	1	0	0	0	0	0	0	35.1	39.9
1200	43	36	2	4	0	1	0	0	0	0	0	0	0	0	0	35.6	38.6
1300	39	32	0	5	0	0	0	0	1	0	0	0	0	0	1	35.4	41.4
1400	33	30	0	3	0	0	0	0	0	0	0	0	0	0	0	34.5	39.9
1500	50	45	0	5	0	0	0	0	0	0	0	0	0	0	0	35.5	42
1600	44	37	0	6	0	1	0	0	0	0	0	0	0	0	0	36.3	41
1700	38	34	0	4	0	0	0	0	0	0	0	0	0	0	0	35.4	40.4
1800	19	19	0	0	0	0	0	0	0	0	0	0	0	0	0	37.7	44.3
1900	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	37.2	46.3
2000	8	6	0	2	0	0	0	0	0	0	0	0	0	0	0	35.6	-
2100	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	31.6	-
2200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	38.8	-
2300	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	30.2	-
07-19	448	385	5	52	1	2	0	0	2	0	0	0	0	0	1	35.1	40.2
06-22	490	423	5	56	1	2	0	0	2	0	0	0	0	0	1	35.2	40.2
06-00	493	425	5	57	1	2	0	0	2	0	0	0	0	0	1	35.2	40.2
00-00	505	434	5	60	1	2	0	0	2	0	0	0	0	0	1	35.2	40.2

11 January 2025

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
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0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
0500	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.5	-	
0600	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.2	-	
0700	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.2	35.3	
0800	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	28.7	-	
0900	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.3	-	
1000	15	14	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	27.5	33.4	
1100	20	17	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	33.1	36.9	
1200	24	23	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	29.8	34.9	
1300	37	34	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	31.4	35.3	
1400	23	20	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	29	34.7	
1500	19	18	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	32.1	36.5	
1600	25	22	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	29.7	35.6	
1700	12	11	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	30	34.6	
1800	10	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	29.9	-	
1900	16	14	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	32.5	35.9	
2000	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.6	-	
2100	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.1	-	
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.7	-	
07-19	216	198	1	16	0	0	0	1	0	0	0	0	0	0	0	0	0	30.3	35.3	
06-22	244	224	1	18	0	0	0	1	0	0	0	0	0	0	0	0	0	30.6	35.4	
06-00	245	225	1	18	0	0	0	1	0	0	0	0	0	0	0	0	0	30.6	35.5	
00-00	250	230	1	18	0	0	0	1	0	0	0	0	0	0	0	0	0	30.7	35.4	

13 January 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	34.5	-
0600	10	7	1	2	0	0	0	0	0	0	0	0	0	0	0	0	37	-
0700	49	45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	33.5	37.4

0800	54	46	0	7	0	0	0	0	1	0	0	0	0	0	0	35.4	39.3
0900	53	42	2	5	0	0	1	2	1	0	0	0	0	0	0	34.2	39
1000	32	25	1	5	0	0	0	0	0	0	0	0	0	0	1	33.2	41.1
1100	44	34	0	9	0	0	0	0	1	0	0	0	0	0	0	36.6	44.6
1200	38	32	0	4	1	0	0	0	0	0	0	0	0	0	1	34.6	40.5
1300	47	44	0	2	1	0	0	0	0	0	0	0	0	0	0	38.1	42.3
1400	63	55	0	8	0	0	0	0	0	0	0	0	0	0	0	36.2	40.5
1500	52	45	2	3	1	0	0	1	0	0	0	0	0	0	0	37.4	42.5
1600	71	61	0	10	0	0	0	0	0	0	0	0	0	0	0	38.3	44
1700	66	58	0	7	0	0	0	1	0	0	0	0	0	0	0	35.4	39.7
1800	28	25	0	3	0	0	0	0	0	0	0	0	0	0	0	38.3	43.2
1900	21	20	0	1	0	0	0	0	0	0	0	0	0	0	0	37.3	45.7
2000	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	39.1	46.2
2100	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	35.8	-
2200	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	36.7	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
07-19	597	512	5	67	3	0	1	4	3	0	0	0	0	0	2	36	41.3
06-22	648	559	6	70	3	0	1	4	3	0	0	0	0	0	2	36.1	41.6
06-00	655	566	6	70	3	0	1	4	3	0	0	0	0	0	2	36.1	41.6
00-00	664	574	6	71	3	0	1	4	3	0	0	0	0	0	2	36.1	41.5

14 January 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	33.6	-
0200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	31.5	-
0300	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	35.3	-
0400	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	43	-
0500	11	9	0	2	0	0	0	0	0	0	0	0	0	0	0	35.4	40.4
0600	25	18	0	7	0	0	0	0	0	0	0	0	0	0	0	34.7	40.2
0700	64	58	0	5	0	0	0	0	1	0	0	0	0	0	0	36.2	40
0800	92	77	0	12	0	0	0	2	0	0	0	0	0	1	0	37.3	42.7
0900	49	46	0	2	0	0	0	0	0	0	0	0	0	0	1	34.8	41.8
1000	51	41	1	8	0	0	0	1	0	0	0	0	0	0	0	34.3	41.1
1100	49	42	2	4	0	0	0	0	0	1	0	0	0	0	0	37.9	43.6

1200	47	40	0	5	0	0	0	1	1	0	0	0	0	0	0	37.6	43
1300	49	43	0	6	0	0	0	0	0	0	0	0	0	0	0	36.6	41.4
1400	41	30	1	6	0	0	0	0	0	0	0	0	0	0	4	34.8	42.5
1500	60	50	2	7	0	0	0	0	0	0	0	0	0	1	0	37	42.9
1600	64	54	0	7	0	0	0	1	0	1	0	0	0	0	1	37.8	43.6
1700	49	46	0	3	0	0	0	0	0	0	0	0	0	0	0	37.7	43.1
1800	29	26	0	3	0	0	0	0	0	0	0	0	0	0	0	37.3	43.7
1900	22	19	0	3	0	0	0	0	0	0	0	0	0	0	0	39.5	44.4
2000	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	39.4	45
2100	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	37.6	45.1
2200	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	40.2	-
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	38.3	-
07-19	644	553	6	68	0	0	0	5	2	2	0	0	0	2	6	36.7	42.6
06-22	713	612	6	78	0	0	0	5	2	2	0	0	0	2	6	36.7	42.6
06-00	718	617	6	78	0	0	0	5	2	2	0	0	0	2	6	36.8	42.6
00-00	736	631	6	82	0	0	0	5	2	2	0	0	0	2	6	36.7	42.6

K&M TRAFFIC SURVEYS

SITE: REDBROOK STREET, ASHFORD

LOCATION: Attached to telegraph pole

GRID REFERENCE: 51.090790, 0.762227

DIRECTION: WESTBOUND

SPEED LIMIT: 40

08 January 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0200	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	32.3	-
0300	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	24.8	-
0400	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	43.3	-
0500	9	0	0	0	3	4	2	0	0	0	0	0	0	0	0	0	34	-
0600	9	0	0	0	3	2	4	0	0	0	0	0	0	0	0	0	34.9	-
0700	34	0	0	0	7	19	6	2	0	0	0	0	0	0	0	0	34.7	41.3
0800	48	0	0	0	9	21	13	5	0	0	0	0	0	0	0	0	36.1	42.4
0900	36	0	0	1	6	17	11	1	0	0	0	0	0	0	0	0	35	39.6
1000	28	0	0	1	1	10	5	10	1	0	0	0	0	0	0	0	39.2	47.2
1100	25	0	0	0	3	15	3	3	1	0	0	0	0	0	0	0	36.6	43.9
1200	43	1	0	2	3	19	11	7	0	0	0	0	0	0	0	0	36.5	44.6
1300	28	0	1	2	3	13	7	2	0	0	0	0	0	0	0	0	34.4	41.6
1400	25	0	0	0	2	7	11	4	1	0	0	0	0	0	0	0	39.3	46.4
1500	63	0	1	2	2	26	22	9	0	0	1	0	0	0	0	0	37.7	44.7
1600	45	1	0	1	10	23	9	1	0	0	0	0	0	0	0	0	33.5	38.6
1700	26	0	1	0	10	8	7	0	0	0	0	0	0	0	0	0	32.2	39.8
1800	17	0	1	0	6	7	2	1	0	0	0	0	0	0	0	0	32.7	37.8
1900	10	0	0	1	4	4	1	0	0	0	0	0	0	0	0	0	31.9	-
2000	6	0	0	1	1	3	1	0	0	0	0	0	0	0	0	0	32.8	-
2100	5	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	33.1	-
2200	4	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	35.1	-
2300	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	32.8	-
07-19	418	2	4	9	62	185	107	45	3	0	1	0	0	0	0	0	35.8	42.4
06-22	448	2	4	11	71	198	113	45	3	0	1	0	0	0	0	0	35.7	42.2
06-00	454	2	4	11	72	202	114	45	3	0	1	0	0	0	0	0	35.6	42.2

00-00	467	2	4	12	76	207	117	45	3	0	1	0	0	0	0	0	0	35.6	42.2
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09 January 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	30.3	-
0200	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	28.1	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	39.2	-
0500	8	0	0	0	0	2	3	3	0	0	0	0	0	0	0	0	41.8	-
0600	16	0	0	0	1	4	8	3	0	0	0	0	0	0	0	0	38.8	44
0700	47	0	0	1	3	17	22	3	1	0	0	0	0	0	0	0	37.8	42.5
0800	50	0	0	0	1	18	22	9	0	0	0	0	0	0	0	0	38.7	43.8
0900	33	0	0	0	4	9	17	3	0	0	0	0	0	0	0	0	37.7	42.2
1000	28	0	0	1	2	17	5	3	0	0	0	0	0	0	0	0	35.1	39.1
1100	35	1	0	0	3	18	11	2	0	0	0	0	0	0	0	0	35.6	41
1200	35	0	0	0	4	11	16	4	0	0	0	0	0	0	0	0	37.5	42.1
1300	33	0	0	0	1	10	17	5	0	0	0	0	0	0	0	0	38.8	43.7
1400	43	1	0	1	9	17	9	5	1	0	0	0	0	0	0	0	35.1	41.7
1500	38	0	0	0	4	9	16	9	0	0	0	0	0	0	0	0	38.6	44.8
1600	55	0	1	0	6	20	21	7	0	0	0	0	0	0	0	0	36.9	42.4
1700	34	1	0	1	3	9	15	5	0	0	0	0	0	0	0	0	37.2	43.4
1800	30	0	0	0	1	9	18	2	0	0	0	0	0	0	0	0	38.6	42.7
1900	14	0	0	0	0	8	5	1	0	0	0	0	0	0	0	0	36.6	40.9
2000	6	0	0	1	0	2	2	1	0	0	0	0	0	0	0	0	36.8	-
2100	8	0	0	0	1	3	3	1	0	0	0	0	0	0	0	0	36.9	-
2200	4	0	0	0	1	1	1	0	1	0	0	0	0	0	0	0	39.5	-
2300	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	36.5	-
07-19	461	3	1	4	41	164	189	57	2	0	0	0	0	0	0	0	37.3	42.7
06-22	505	3	1	5	43	181	207	63	2	0	0	0	0	0	0	0	37.3	42.7
06-00	510	3	1	5	44	183	208	63	3	0	0	0	0	0	0	0	37.3	42.7
00-00	521	3	1	5	46	185	212	66	3	0	0	0	0	0	0	0	37.4	42.7

10 January 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0200	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	26.4
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0400	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	42.8
0500	10	0	0	0	1	5	4	0	0	0	0	0	0	0	0	0	0	35.5
0600	9	0	0	0	1	5	3	0	0	0	0	0	0	0	0	0	0	36
0700	29	0	0	1	6	10	9	3	0	0	0	0	0	0	0	0	0	35.4
0800	43	0	0	1	11	21	10	0	0	0	0	0	0	0	0	0	0	33.8
0900	36	0	0	2	4	19	10	1	0	0	0	0	0	0	0	0	0	34.9
1000	37	0	0	2	11	19	4	1	0	0	0	0	0	0	0	0	0	33
1100	37	0	0	0	8	14	15	0	0	0	0	0	0	0	0	0	0	35.1
1200	43	0	0	0	6	18	18	1	0	0	0	0	0	0	0	0	0	35.6
1300	39	2	0	0	2	19	12	4	0	0	0	0	0	0	0	0	0	35.4
1400	33	1	1	3	2	11	14	1	0	0	0	0	0	0	0	0	0	34.5
1500	50	1	3	0	3	17	22	4	0	0	0	0	0	0	0	0	0	35.5
1600	44	1	0	0	6	14	21	2	0	0	0	0	0	0	0	0	0	36.3
1700	38	0	0	1	6	16	12	2	1	0	0	0	0	0	0	0	0	35.4
1800	19	0	0	0	1	9	6	2	1	0	0	0	0	0	0	0	0	37.7
1900	16	0	1	0	1	6	4	3	1	0	0	0	0	0	0	0	0	37.2
2000	8	0	1	0	0	3	3	1	0	0	0	0	0	0	0	0	0	35.6
2100	9	0	1	0	2	3	3	0	0	0	0	0	0	0	0	0	0	31.6
2200	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	38.8
2300	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	30.2
07-19	448	5	4	10	66	187	153	21	2	0	0	0	0	0	0	0	0	35.1
06-22	490	5	7	10	70	204	166	25	3	0	0	0	0	0	0	0	0	35.2
06-00	493	5	7	10	71	205	167	25	3	0	0	0	0	0	0	0	0	35.2
00-00	505	5	7	10	73	210	172	25	3	0	0	0	0	0	0	0	0	35.2

11 January 2025

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
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0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	34.5	-
0600	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	33.2	-
0700	12	0	1	0	6	4	0	1	0	0	0	0	0	0	0	0	0	0	30.2	35.3
0800	9	0	0	2	4	3	0	0	0	0	0	0	0	0	0	0	0	0	28.7	-
0900	10	0	0	1	6	3	0	0	0	0	0	0	0	0	0	0	0	0	29.3	-
1000	15	0	0	6	7	1	0	1	0	0	0	0	0	0	0	0	0	0	27.5	33.4
1100	20	0	0	2	7	9	1	0	0	0	1	0	0	0	0	0	0	0	33.1	36.9
1200	24	0	2	2	6	14	0	0	0	0	0	0	0	0	0	0	0	0	29.8	34.9
1300	37	0	0	1	15	19	2	0	0	0	0	0	0	0	0	0	0	0	31.4	35.3
1400	23	0	0	3	15	3	2	0	0	0	0	0	0	0	0	0	0	0	29	34.7
1500	19	0	1	0	6	10	2	0	0	0	0	0	0	0	0	0	0	0	32.1	36.5
1600	25	1	0	5	8	8	3	0	0	0	0	0	0	0	0	0	0	0	29.7	35.6
1700	12	0	0	1	6	5	0	0	0	0	0	0	0	0	0	0	0	0	30	34.6
1800	10	0	0	2	5	1	2	0	0	0	0	0	0	0	0	0	0	0	29.9	-
1900	16	0	0	0	6	9	1	0	0	0	0	0	0	0	0	0	0	0	32.5	35.9
2000	5	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	36.6	-
2100	6	0	0	0	4	1	0	1	0	0	0	0	0	0	0	0	0	0	31.1	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	42.7	-
07-19	216	1	4	25	91	80	12	2	0	0	1	0	0	0	0	0	0	30.3	35.3	
06-22	244	1	4	25	101	94	15	3	0	0	1	0	0	0	0	0	0	30.6	35.4	
06-00	245	1	4	25	101	94	16	3	0	0	1	0	0	0	0	0	0	30.6	35.5	
00-00	250	1	4	26	102	97	16	3	0	0	1	0	0	0	0	0	0	30.7	35.4	

13 January 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85	
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	38	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	8	0	0	0	3	2	3	0	0	0	0	0	0	0	0	0	0	34.5	-
0600	10	0	0	0	1	4	4	1	0	0	0	0	0	0	0	0	0	37	-
0700	49	0	0	0	16	26	6	1	0	0	0	0	0	0	0	0	0	33.5	37.4

0800	54	0	0	0	5	32	15	2	0	0	0	0	0	0	0	0	0	35.4	39.3
0900	53	0	0	1	15	18	18	1	0	0	0	0	0	0	0	0	0	34.2	39
1000	32	1	2	2	3	14	8	2	0	0	0	0	0	0	0	0	0	33.2	41.1
1100	44	0	0	1	11	15	8	8	0	1	0	0	0	0	0	0	0	36.6	44.6
1200	38	0	3	0	5	15	14	1	0	0	0	0	0	0	0	0	0	34.6	40.5
1300	47	0	0	0	3	19	20	5	0	0	0	0	0	0	0	0	0	38.1	42.3
1400	63	0	0	0	10	26	24	3	0	0	0	0	0	0	0	0	0	36.2	40.5
1500	52	0	0	1	3	18	26	4	0	0	0	0	0	0	0	0	0	37.4	42.5
1600	71	0	0	1	4	24	29	13	0	0	0	0	0	0	0	0	0	38.3	44
1700	66	0	0	2	8	34	19	3	0	0	0	0	0	0	0	0	0	35.4	39.7
1800	28	0	0	0	3	6	15	4	0	0	0	0	0	0	0	0	0	38.3	43.2
1900	21	0	0	0	3	9	6	3	0	0	0	0	0	0	0	0	0	37.3	45.7
2000	12	0	0	0	1	3	6	1	1	0	0	0	0	0	0	0	0	39.1	46.2
2100	8	0	0	0	1	4	3	0	0	0	0	0	0	0	0	0	0	35.8	-
2200	7	0	0	0	1	3	2	0	1	0	0	0	0	0	0	0	0	36.7	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	597	1	5	8	86	247	202	47	0	1	0	0	0	0	0	0	0	36	41.3
06-22	648	1	5	8	92	267	221	52	1	1	0	0	0	0	0	0	0	36.1	41.6
06-00	655	1	5	8	93	270	223	52	2	1	0	0	0	0	0	0	0	36.1	41.6
00-00	664	1	5	8	96	272	227	52	2	1	0	0	0	0	0	0	0	36.1	41.5

14 January 2025

Time [--]	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	33.6	-
0200	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	31.5	-
0300	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	35.3	-
0400	2	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	43	-
0500	11	0	0	1	0	8	1	1	0	0	0	0	0	0	0	0	35.4	40.4
0600	25	0	0	0	5	13	5	2	0	0	0	0	0	0	0	0	34.7	40.2
0700	64	0	0	1	3	37	18	4	1	0	0	0	0	0	0	0	36.2	40
0800	92	0	0	0	5	47	30	10	0	0	0	0	0	0	0	0	37.3	42.7
0900	49	0	2	0	9	22	14	1	1	0	0	0	0	0	0	0	34.8	41.8
1000	51	0	3	2	9	20	12	4	0	1	0	0	0	0	0	0	34.3	41.1
1100	49	0	0	0	3	21	18	6	1	0	0	0	0	0	0	0	37.9	43.6

1200	47	0	0	0	6	15	20	5	1	0	0	0	0	0	0	0	37.6	43
1300	49	0	0	1	5	17	21	5	0	0	0	0	0	0	0	0	36.6	41.4
1400	41	2	2	1	2	17	12	4	0	1	0	0	0	0	0	0	34.8	42.5
1500	60	0	0	1	5	27	20	6	1	0	0	0	0	0	0	0	37	42.9
1600	64	0	1	2	5	16	30	10	0	0	0	0	0	0	0	0	37.8	43.6
1700	49	0	0	0	3	16	25	5	0	0	0	0	0	0	0	0	37.7	43.1
1800	29	0	0	1	1	14	8	5	0	0	0	0	0	0	0	0	37.3	43.7
1900	22	0	0	0	1	3	14	4	0	0	0	0	0	0	0	0	39.5	44.4
2000	11	0	0	0	1	1	7	2	0	0	0	0	0	0	0	0	39.4	45
2100	11	0	1	0	1	2	6	0	1	0	0	0	0	0	0	0	37.6	45.1
2200	4	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	40.2	-
2300	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	38.3	-
07-19	644	2	8	9	56	269	228	65	5	2	0	0	0	0	0	0	36.7	42.6
06-22	713	2	9	9	64	288	260	73	6	2	0	0	0	0	0	0	36.7	42.6
06-00	718	2	9	9	64	289	264	73	6	2	0	0	0	0	0	0	36.8	42.6
00-00	736	2	9	10	65	302	265	74	7	2	0	0	0	0	0	0	36.7	42.6

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
--	3492	20	31	89	558	1434	1063	273	18	4	2	0	0	0	0	0	35.5	41.4

K&M TRAFFIC SURVEYS

SITE: REDBROOK STREET, ASHFORD

LOCATION: Attached to telegraph pole

GRID REFERENCE: 51.090790, 0.762227

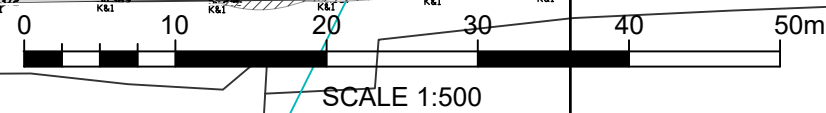
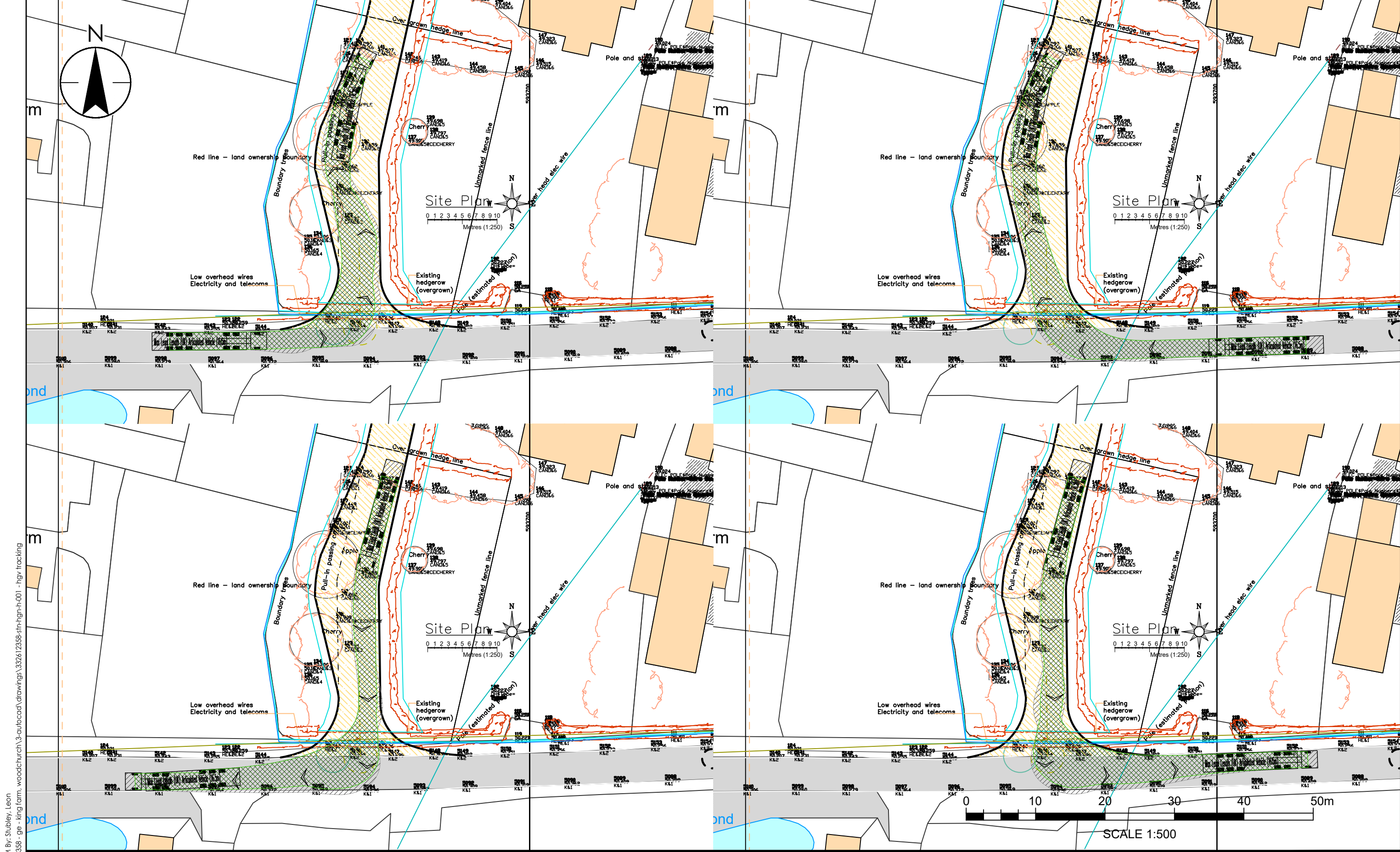
DIRECTION: WESTBOUND

SPEED LIMIT: 40

Hour	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Averages	
	08-Jan	09-Jan	10-Jan	11-Jan	12-Jan	13-Jan	14-Jan	1-5.	1-7.
0000-0100	0	0	0	0	3	0	0	0	0.4
0100-0200	0	1	0	1	1	0	1	0.4	0.6
0200-0300	2	1	1	0	0	1	2	1.4	1
0300-0400	1	0	0	1	0	0	2	0.6	0.6
0400-0500	1	1	1	1	0	0	2	1	0.9
0500-0600	9	8	10	0	1	8	11	9.2	6.7
0600-0700	9	16	9	4	1	10	25	13.8	10.6
0700-0800	34	47	29	19	12	49	64	44.6	36.3
0800-0900	48	50	43	16	9	54	92	57.4	44.6
0900-1000	36	33	36	29	10	53	49	41.4	35.1
1000-1100	28	28	37	18	15	32	51	35.2	29.9
1100-1200	25	35	37	32	20	44	49	38	34.6
1200-1300	43	35	43	28	24	38	47	41.2	36.9
1300-1400	28	33	39	28	37	47	49	39.2	37.3
1400-1500	25	43	33	32	23	63	41	41	37.1
1500-1600	63	38	50	35	19	52	60	52.6	45.3
1600-1700	45	55	44	29	25	71	64	55.8	47.6
1700-1800	26	34	38	22	12	66	49	42.6	35.3
1800-1900	17	30	19	21	10	28	29	24.6	22
1900-2000	10	14	16	17	16	21	22	16.6	16.6
2000-2100	6	6	8	6	5	12	11	8.6	7.7
2100-2200	5	8	9	5	6	8	11	8.2	7.4
2200-2300	4	4	1	1	0	7	4	4	3
2300-2400	2	1	2	4	1	0	1	1.2	1.6
Totals									
0700-1900	418	461	448	309	216	597	644	513.6	441.9
0600-2200	448	505	490	341	244	648	713	560.8	484.1
0600-0000	454	510	493	346	245	655	718	566	488.7
0000-0000	467	521	505	349	250	664	736	578.6	498.9
AM Peak	800	800	800	1100	1100	800	800		
	48	50	43	32	20	54	92		
PM Peak	1500	1600	1500	1500	1300	1600	1600		
	63	55	50	35	37	71	64		

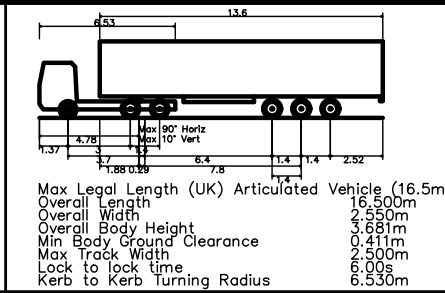
Appendix B Drawings





Plotted: 19.11.2025 10:31:02 AM By: Stubley, Leon
 ORIGINAL SHEET - ISOA3
 J:\332612358 - ge - king farm - woodchurch\3_aubocad\drawings\332612358-dm-hgn-h-001 - hgv tracking

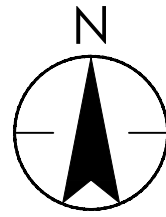
Stantec UK Limited
 Unit 10, Connect 38, 1 Dover Place
 Ashford
 TN23 1FB
 Tel. +44 1233 527 250
 www.stantec.com/uk



S2 FOR INFORMATION

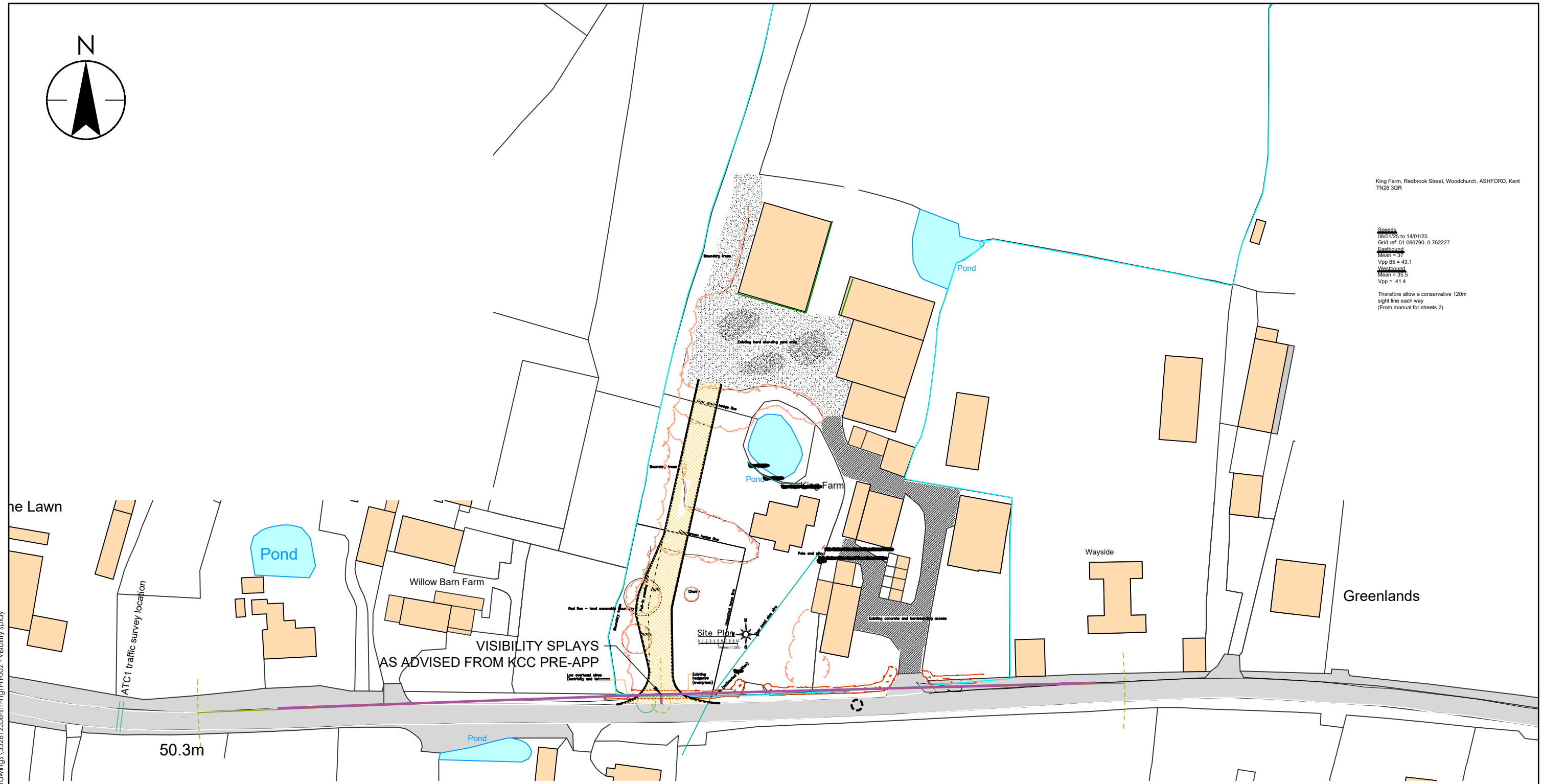
Client/Project:
 HOPE GROVE NURSERIES
 KING FARM,
 WOODCHURCH
 Project No.:
 332612358

Title SITE ACCESS - HGV TRACKING		
Revision: 001	Date: 2025.11.19	Drawing No. 001



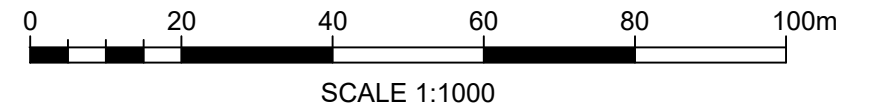
King Farm, Redbrook Street, Woodchurch, ASHFORD, Kent
TN26 3GR

Speeds
08/01/25 to 14/01/25
Grid ref: 51.090790, 0.762227
Eastbound
Mean = 37
Vpp 85 = 43.1
Westbound
Mean = 35.5
Vpp = 41.4
Therefore allow a conservative 120m
sight line each way
(From manual for streets 2)



VISIBILITY SPLAYS
AS ADVISED FROM KCC PRE-APP

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Plotted: 19.11.2025 20:25:11.19 11:37:08 AM By: Stubley, Leon
ORIGINAL SHEET - ISOA3
j:\332612358 - ge - king farm - woodchurch\3-autocad\drawings\332612358-stn-hgn-h-002 - visibility splay



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Ashford
TN23 1FB
Tel: +44 1233 527 250
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S2 FOR INFORMATION

Client/Project:
HOPE GROVE NURSERIES

KING FARM,
WOODCHURCH

Project No.:
332612358

Title
SITE ACCESS - VISIBILITY
SPLAYS

Revision: 001 Date: 2025.11.19 Drawing No. 002