



Land at Ashgrove Road  
Sevenoaks, Kent

Transport Statement

For

Sigma Strategic Land

## Document Control Sheet

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## 1.0 Introduction

- 1.1 This Transport Statement has been prepared on behalf of Sigma Strategic Land to support an outline planning application (with all matters reserved except access) for a proposed residential development comprising up to 50 dwellings on land at Ashgrove Road, Sevenoaks, Kent (herein referred to as the 'Application Site').
- 1.2 The Application Site is located to the southwest of Sevenoaks, approximately a 1.7km walk south of the town centre and lies within the administrative authorities of Sevenoaks District Council (Local Planning Authority) and Kent County Council (County Highway Authority). The Application Site location is shown in Figure 1.1 below.



Figure 1.1 - Site Location Plan

- 1.3 The Application Site is situated to the west of Ashgrove Road and currently comprises undeveloped land. The site is bordered by Oak Lane to the west, residential development to the north and east, and undeveloped fields to the south. It is proposed that access to the site would be achieved from Ashgrove Road. It is noted that the site is located immediately adjacent to the defined 'Sevenoaks Urban Confine' which includes the frontage section of Ashgrove Road.
- 1.4 A planning application for residential development was recently approved on land immediately abutting the Application Site (on the northern border) under application reference 20/00246/FUL. That application was for the replacement of a single existing dwelling with three new dwellings, a net increase of two dwellings on the site. The existing access onto Oak Lane was stopped up and relocated towards the northern boundary of the site, which necessitated the cutting back of the existing bank and vegetation to achieve suitable access junction visibility splays. It is understood that KCC as highway authority raised no objection to the proposals, subject to appropriate planning conditions relating to cycle parking facilities, refuse storage and visitor parking.
- 1.5 The application site is relatively accessible considering its location on the south-western edge of Sevenoaks, with a variety of amenities located within a 25-minute walking distance. There are also significant opportunities to access public transport within walking distance of the site.



- 1.6 A highways pre-application consultation was entered into with Kent County Council (KCC) as Highway Authority on 28<sup>th</sup> April 2022. Following initial conversations and verbal feedback, the formal highways pre-application comments were subsequently received on 7<sup>th</sup> June 2022, as attached at [Appendix A](#). The key themes of the advice received were:
- Sustainability of the site location – It was recommended that further mitigation measures would be required to improve the accessibility of the site including local highway improvements (in particular, pedestrian infrastructure improvements) and public transport enhancements.
  - With regard to pedestrian access to the site, it was stated that *"The pedestrian route (which should be wide enough for cycles too) to the south is welcomed but it is suggested that a pedestrian / cycle route running parallel to Ashgrove Road for the whole of the site frontage would be preferable..."*
  - *"The passing bays along Ashgrove Road are so close together as possibly not effective"*. It was suggested that widening of the site frontage section of Ashgrove Road to 5.5m would be preferred.
  - It would be beneficial to undertake traffic speed and volume surveys of local roads.
  - Consideration of access to schools.
  - *"The proposed access onto Ashgrove Road appears to be acceptable"*.
  - Further TRICS trip rate assessment was requested.
- 1.7 A period of correspondence was entered into with KCC highways and public transport teams to address the comments and queries raised, and to refine the proposals in line with the feedback received. Additionally, correspondence was entered into with Sevenoaks Town Council and local community transport partner 'Go Coach'. At the time of writing, conversations with all key stakeholders regarding suitable highway improvements and mitigation measures (including community transport enhancements) remain ongoing.
- 1.8 Further consideration of the comprehensive suite of mitigation measures suggested by the applicant team in association with the proposed residential development on the Application Site is given later within this Transport Statement report, along with related correspondence where applicable.
- 1.9 This Transport Statement has been prepared in accordance with best practice guidance and demonstrates that:
- The proposals will accord with local and national policies relating to transport;
  - Safe and suitable access to the site can be achieved from Ashgrove Road;
  - The Application Site is relatively accessible by public transport, walking and cycling within the semi-rural context;
  - Significant opportunities exist to improve the sustainability of the Application Site and local area;
  - Traffic arising from the proposed development will not severely interfere with the operation, capacity or safety of the local highway network.
- 1.10 The proposed development therefore meets the requirements of the National Planning Policy Framework, as published in July 2021.

### Structure of Report

- 1.11 Following this introduction, the remainder of the Transport Statement is split into the following sections:
- Section 2 outlines the transport planning policies that are considered to be relevant to the application;

- Section 3 considers the local conditions of the site and provides an overview of the accessibility and transport sustainability of the site;
- Section 4 provides an overview of the proposed development together with details of proposed access, servicing and parking arrangements;
- Section 5 assesses the trip generating potential of the proposals and the likely traffic impact of this on the local highway network; and,
- Section 6 summarises the key findings and conclusions of the report.

## 2.0 Policy Context

### Overview

- 2.1 There are several documents that contain planning policies and/or guidance relevant to the Application Site and to highways and transportation considerations. The key documents which set the context for the development proposals are as follows:

- National Planning Policy Framework – July 2021;
- Kent County Council - Local Transport Plan 4: Delivering Growth without Gridlock (2016-2031);
- Kent County Council – Kent Design Guide;
- Kent County Council - Design Guide Review: Interim Guidance Note 3 (2008) Residential Parking
- Kent County Council – Active Travel Strategy;
- Kent County Council - The Sevenoaks District Strategy for Transport 2010-2026 – July 2010;
- Kent County Council – Sevenoaks District Cycling Strategy;
- Sevenoaks District Council – Core Strategy – February 2011;
- Sevenoaks District Council - Allocations and Development Management Plan - February 2015.

### National Policy

#### *National Planning Policy Framework – July 2021*

- 2.2 The National Planning Policy Framework (NPPF) July 2021 sets out the Government's planning policies for England and how they are expected to be applied.
- 2.3 The NPPF presumes in favour of sustainable development and is a material consideration in planning decisions. *"Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:*
- a) the potential impacts of development on transport networks can be addressed;*
  - b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
  - c) opportunities to promote walking, cycling and public transport use are identified and pursued;*
  - d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
  - e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places."*
- 2.4 Section 9 of the NPPF deals with 'Promoting Sustainable Transport'. Paragraph 105 states that:
- "Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."*

2.5 Off-street parking provision is referred to by Paragraph 107, which states that, in setting local parking standards for development, local planning authorities should take into account accessibility; the type, mix and use of the development; the availability of and opportunities for public transport; local car ownership levels; and the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

2.6 Paragraph 108 states:

*"Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists."*

2.7 Paragraph 110 addresses the relationship between development and sustainable transport as follows:

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

*a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*

*b) safe and suitable access to the site can be achieved for all users; and*

*c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."*

2.8 Paragraph 111 sets out the test that a determining authority should apply when determining the suitability of a planning application in terms of transport and highways stating that:

*"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."*

2.9 Paragraph 112 suggests that development should be located and designed where practical to, among other things, give priority to pedestrians and cycle movements, have access to high quality public transport facilities, create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians and consider the needs of people with disabilities by all modes of transport. Additionally, allow efficient delivery of goods and access by emergency vehicles and be designed to enable charging of plug-in and other ultra-low emission vehicles.

2.10 Paragraph 113 states:

*"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."*

## Local Policy

### Kent County Council

#### Local Transport Plan 4: Delivering Growth without Gridlock (2016-2031)

2.11 Kent County Council state the following ambition for Kent:

*"To deliver safe and effective transport, ensuring that all Kent's communities and businesses benefit, the environment is enhanced and economic growth is supported."*

*This ambition will be realised through five overarching policies that are targeted at delivering specific outcomes. All of these policies align with the vision in Increasing Opportunities, Improving Outcomes: KCC's Strategic Statement 2015 – 2020.*

*Investment in transport networks is essential for unlocking development sites, relieving congestion, improving safety and enabling a shift to more sustainable modes of travel. KCC's ambition for transport in Kent reflects the aim of KMEP and the SELEP, namely to drive economic growth across the South East".*

2.12 The five overarching policies mentioned above are:

*"Outcome 1 - Deliver resilient transport infrastructure and schemes that reduce congestion and improve journey time reliability to enable economic growth and appropriate development, meeting demand from a growing population;*

*Outcome 2 - Promote affordable, accessible and connected transport to enable access for all to jobs, education, health and other services;*

*Outcome 3 - Provide a safer road, footway and cycleway network to reduce the likelihood of casualties, and encourage other transport providers to improve safety on their networks;*

*Outcome 4 - Deliver schemes to reduce the environmental footprint of transport, and enhance the historic and natural environment;*

*Outcome 5 - Provide and promote active travel choices for all members of the community to encourage good health and wellbeing, and implement measures to improve local air quality."*

#### *Kent Design Guide*

2.13 The Kent Design Guide includes applicable guidance for the appropriate design of access junction arrangements and internal road layouts. Within the 'Designing for Movement' chapter it is stated that, when designing for pedestrians and cyclists:

*"Developments should be 'permeable' (easy to move through in all directions) and linked to the surrounding network, allowing safe, direct routes for pedestrians and cyclists."*

2.14 With regard to the design of speed control measures, it is stated:

*"Speed reducing features should be an intrinsic part of any layout and should be a combination of urban form and carriageway alignment".*

#### *Design Guide Review: Interim Guidance Note 3 (2008) Residential Parking*

2.15 This supplementary planning guidance (SPG) note provides further interpretation and guidelines to the formerly adopted parking standards for the county and includes a guidance table for residential parking volumes, broken down by location types. Depending on the location type, some standards are quoted as maximum standards (in built up areas) and others are quoted as minimum standards (in more remote locations).

2.16 This document, or subsequent revisions thereof, is identified within the Sevenoaks District 'Allocations and Development Management Plan - February 2015' (as detailed below) as the applicable guidance for determining suitable residential car parking volumes within Sevenoaks District. This document is also referred to as the applicable guidance for adopted cycle parking standards. However, it should be noted that cycle parking standards are not in fact included within this document.

#### *Emerging Kent Design Guide*

2.17 Consultation concluded on the emerging new Kent Design Guide in January 2022 (available online). It is expected that, once adopted, this will supersede the current guidance. The emerging parking standards include cycle parking standards which are considered useful in the absence of existing adopted standards.

### Active Travel Strategy

- 2.18 Kent County Council's Active Travel Strategy aims to make active travel an attractive and realistic choice for short journeys in Kent. The strategy asserts that, by developing and promoting accessible, safer and well-planned active travel opportunities, this Strategy will help to establish Kent as a pioneering county for active travel.
- 2.19 The strategy document includes the following targets for achievement by 2021:
- *2 in 3 primary children and 1 in 3 secondary children will travel actively to school. This will be monitored annually using KCC data collected by the Transport Innovations team in School travel plans.*
  - *The proportion of people that work within 5km of their home and actively travel to work in Kent, to increase to 40%. This will be monitored using Census data (which is why km is used). The baseline data is taken from the 2011 Census and the next data set will be taken in 2021. It may be a couple of years after this point that the data required is made available from the 2021 Census.*
  - *The number of people cycling along key routes monitored by the Department of Transport in Kent to increase by 10%. This will be monitored annually using Department for Transport traffic count data.*

### The Sevenoaks District Strategy for Transport 2010-2026 – July 2010

- 2.20 The Sevenoaks District Strategy for Transport was prepared by Kent County Council with support from Sevenoaks District Council. It sets out a vision for the district's transport network for 16 years, from 2010 to 2026.
- 2.21 Whilst the Sevenoaks District Strategy for Transport does not form part of the Sevenoaks Local Development Framework (LDF), it has been developed in parallel with the Local Development Framework: Core Strategy. As such the policies and initiatives included in these documents should be seen as complementary.

### Sevenoaks District Cycling Strategy

- 2.22 The Sevenoaks District Cycling Strategy was prepared by Kent County Council with support from Sevenoaks District Council and provides 'an overarching framework for the development of cycling in Sevenoaks'. The strategy is summarised as follows.

*"The Strategy aims to enable more people to cycle more safely in the district so as to encourage a shift towards more sustainable transport choices and healthy leisure activities. In order to achieve this, a number of priority areas for action have been identified, namely:*

- 1. Creating New Routes and Linkages – seeking opportunities to develop new routes and linkages which connect population centres to key services such as local schools, employment areas and transport interchanges in the main urban areas of Sevenoaks, Swanley and Edenbridge; and promoting leisure cycling through the identification of attractive longer leisure routes which connect to the main urban centres;*
- 2. Safer Cycling – ensuring infrastructure is well designed, prioritising routes on quiet residential streets away from busy main roads and junctions and providing road safety education;*
- 3. Improvements to Cycle Parking – identifying locations for additional cycle parking facilities and positioning them to maximise security;*
- 4. Promotion and Encouragement – raising awareness of cycling and its benefits amongst the community;*
- 5. Maintenance – ensuring existing and any future facilities are well maintained."*



## Sevenoaks District Council

- 2.23 Sevenoaks District Council is currently undertaking the processes of creating a new Local Plan (to cover the period 2015-2035) and core strategy for the district (to remain consistent with the updated NPPF) which is planned to be ready for adoption in 2023. The currently adopted planning policies for the district are referenced below.

### Core Strategy

- 2.24 The currently adopted Sevenoaks local policy is provided in the Core Strategy document, adopted in 2011. The high-level spatial vision for transport in the district is set out within that document as 'The Sevenoaks District Strategy for Transport' which states the following aspirations:

- Improving accessibility;
- Tackling congestion;
- Providing safer roads; and
- Improving air quality.

- 2.25 The transport strategy is further expanded upon within section 5.2 'Sustainable Development, Climate Change and Air Quality' which indicates a number of key considerations for development taking place within the context of '*the dispersed rural nature of Sevenoaks District*'. In summary, these are:

- 'bus operators finding it difficult to run many commercially viable bus services and many existing services are subsidised by KCC' (limited development is cited as a causation factor);
- '*Opportunities exist to promote greater train travel for journeys other than commuting to London*' (through improving accessibility to stations 'by all modes' and enhancing facilities);
- '*The Transport Strategy promotes improvements to walking and cycling facilities and networks' ... 'opportunities will also be sought in connection with new development'. 'Where opportunities do not exist to provide formal cycle routes along existing key roads, the local authorities will investigate the potential for identifying off road cycle routes and encouraging cyclists to use safer and less busy roads, through appropriate signage'.*

- 2.26 The Council sets out its commitment to maintaining and improving accessibility in rural communities in Core Strategy policy LO7.

- 2.27 Policy SP2, Sustainable Development states that the council will:

- "1. Support improvements to enhance the safety and convenience of public and community transport.
2. Seek improved facilities for cyclists and pedestrians
3. Require the inclusion of Travel Plans and other appropriate measures in new developments that generate significant traffic volumes"

### Allocations and Development Management Plan - February 2015

- 2.28 "The Allocations and Development Management Plan was adopted by the Council on 17 February 2015. It forms part of the current Local Plan for the Sevenoaks District alongside the Core Strategy".

- 2.29 The Allocations and Development Management Plan (ADMP) is described as:

*"a positive plan to promote development, unless the adverse impacts of allowing such development would significantly and demonstrably outweigh the benefits, when assessed against the policies set out in the Local Plan and NPPF".*

2.30 Policy SC1 indicates that the presumption in favour of sustainable development (as set out in NPPF) is fully supported.

2.31 Policy T1 – ‘Mitigating Travel Impact’ states that:

*"New developments will be required to mitigate any adverse travel impacts, including their impact on congestion and safety, environmental impact, such as noise and tranquillity, pollution and impact on amenity and health. This may mean ensuring adequate provision is made for integrated and improved transport infrastructure or other appropriate mitigation measures, through direct improvements and/or developer contributions".*

2.32 Policy T2 – ‘Vehicle Parking’ states the following with regard to residential developments:

*"Vehicle parking provision, including cycle parking, in new residential developments should be made in accordance with the current KCC vehicle parking standards in Interim Guidance Note 3 to the Kent Design Guide (or any subsequent replacement).*

*Notwithstanding this the Council may depart from established maxima or minima standards in order to:*

*a) take account of specific local circumstances that may require a higher or lower level of parking provision, including as a result of the development site's accessibility to public transport, shops and services, highway safety concerns and local on-street parking problems;*

*b) ensure the successful restoration, refurbishment and re-use of listed buildings or buildings affecting the character of a conservation area;*

*c) allow the appropriate re-use of the upper floors of buildings in town centres or above shop units;*

*d) account for the existing parking provision (whether provided on or off-site) already attributed to the building's existing use when a redevelopment or change of use is proposed and for the use of existing public car parks outside of normal working/trading hours by restaurants and leisure uses".*

2.33 Policy T3 – ‘Provision of Electrical Vehicle Charging Points’ states the following with regard to residential developments:

*"Within new residential developments all new houses with a garage or vehicular accesses should include an electrical socket with suitable voltage and wiring for the safe charging of electric vehicles.*

*Schemes for new apartments and houses with separate parking areas should include a scheme for at least one communal charging point".*

### Summary

2.34 On the basis of the above review, it is evident that both County and District Policy documents have a strong bias towards improving amenity and safety for travel by active modes with ambitious targets for increasing the volumes of trips made by active modes for journeys up to 5km for commuting, education and leisure trips.

2.35 It is equally evident that the unique character of Sevenoaks is seen as an opportunity, rather than a barrier to the fulfilment of these aspirations, and hence suitable interventions that improve the local amenity for pedestrians and cyclists whilst respecting the existing local character would be seen as a significant benefit.

2.36 In the context of the Application Site, which is located within suitable walking/cycling distance of the town centre, local schools and public transport terminals, it is considered that significant opportunities exist to contribute positively to the above targets and aspirations. It should also be acknowledged that suitable development is recognised within local policy as being necessary to facilitate viable enhancements to community/public transport in the area (as these are currently subsidised by the local authorities out of necessity).

### 3.0 Baseline Conditions

#### Overview

- 3.1 To put the Application Site into context, a detailed review of the study area has been carried out. The following section provides a summary of the results of this review and refers to the location and accessibility of the Application Site by different modes of transport.

#### Site Details

- 3.2 The Application Site is located in southwest Sevenoaks, within the administrative boundaries of Sevenoaks District Council (Local Planning Authority) and Kent County Council (County Highway Authority). The site lies an approximately 1.7km walk southwest of Sevenoaks town centre.
- 3.3 The Application Site is situated to the west of Ashgrove Road and currently comprises undeveloped land. The site is bordered by Oak Lane to the west, residential development to the north and east, and undeveloped fields to the south. It is proposed that access to the site would be achieved from Ashgrove Road. It is noted that the site is located immediately adjacent to the defined 'Sevenoaks Urban Confine' which includes the frontage section of Ashgrove Road as well as the local section of Oak Lane.
- 3.4 A planning application for residential development was recently approved on land immediately abutting the Application Site (on the northern border) under application reference 20/00246/FUL. That application was for the replacement of a single existing dwelling with three new dwellings, a net increase of two dwellings on the site. The existing access onto Oak Lane was stopped up and relocated towards the northern boundary of the site, which necessitated the cutting back of the existing bank and vegetation to achieve suitable access junction visibility splays. It is understood that KCC as highway authority raised no objection to the proposals, subject to appropriate planning conditions.
- 3.5 The application site is relatively accessible considering its semi-rural location on the south-western edge of Sevenoaks, with a variety of amenities located within a 25-minute walking distance. There are also significant opportunities to access public transport within walking distance of the site.

#### Highway Network

- 3.6 Vehicular access is proposed to be provided on the eastern frontage of the site onto Ashgrove Road. It is noted that Ashgrove Road to the site frontage and the section of Oak Lane to the rear of the site are contained within the defined 'HO1 Hopgarden Lane Area' which defines these streets (and Hopgarden Lane itself) as 'informal lanes' with an 'informal rural character' (as indicated within the Sevenoaks Residential Character Area Assessment Supplementary Planning Document).
- 3.7 Ashgrove Road is an unclassified single carriageway, two-way road subject to a 30mph speed limit. The carriageway is infrequently lit, and there are no footways. Along the site frontage, the carriageway width varies between around 3.7m and 4.2m and hence there are sections where the available width only allows a single vehicle to pass. It is understood that existing residential drives and access roads provide informal passing places along Ashgrove Road, although there is a continuous section around 130m in length where no passing places are present (between the shared residential access to Sandown and the byway/residential access to the south).
- 3.8 Whilst the visual character and geometry of Ashgrove Road may be considered semi-rural, as discussed above, Ashgrove Road is predominantly a residential street providing access exclusively to frontage residential development, residential access roads and shared private drives within proximity of the Application Site. There are numerous examples of other streets in the Sevenoaks area with similar characteristics (such as narrower carriageways with no footways) that serve residential development, and hence residential streets of this kind are considered a key characteristic of the local area.

- 3.9 To the north, Ashgrove Road widens significantly and has an increasingly apparent residential character with open driveways and frontage gardens, as well as intermittent grass verges at the side of the carriageway. This section is considered typical of residential shared-surface streets in rural locations.
- 3.10 In the wider context, at its northern end, Ashgrove Road forms a staggered crossroads junction with Oak Lane and Brittain's Lane, whilst to the south of the site Ashgrove Road forks into two sections, both of which terminate onto Weald Road in the form of priority junctions.
- 3.11 Oak Lane is a two-way single carriageway road and is generally wider than Ashgrove Road, providing sufficient width for two-way traffic movements along its entire length. Oak Lane otherwise possesses a similar semi-rural character to Ashgrove Road along most of its length and provides access to residential development in the vicinity of the crossroads junction, as well as at other discrete locations. The carriageway is unlit to the south of the crossroads, whilst to the north, the carriageway is lit with increasing frequency on the approach to the Town Centre.
- 3.12 Oak Lane eventually connects with the A225 High Street to the north, and on the approach to the High Street (between the High Street and the junction with Grassy Lane) begins to develop a more suburban/village character with frontage development, more frequent street lighting, on-street parking and a single footway present on the northern side of the carriageway.
- 3.13 To the south, Oak Lane transitions to become Gracious Lane at the priority junction with Gracious Lane Bridge. Gracious Lane continues to the east until eventually forming a priority junction with the A225 Tonbridge Road. Gracious Lane Bridge on the other hand crosses over the A21 Sevenoaks Bypass and provides access to and from the small settlements to the west.
- 3.14 The A225 links with the A21 in the south and with the A25 in the north. These larger local roads in turn allow subsequent connection with major roads such as the M25, M26 and M20.
- 3.15 Brittain's Lane is a two-way single carriageway road of similar character to Ashgrove Road with some sections where the carriageway width is limited, although it is noted that pedestrian footways are present on discrete sections of Brittain's Lane, and street lighting is present throughout.
- 3.16 Hopgarden Lane is a residential street providing a direct link between Ashgrove Road and Grassy Lane. The lane exclusively comprises access to residential dwellings and smaller residential access roads (all of which are culs-de-sac) with the one exception of the rear entrance to the Johnsons boarding school. Hopgarden Lane is a single carriageway two-way road with a single footway on the eastern side of the carriageway and infrequent street lighting.

### Existing Traffic Conditions

- 3.17 Two automatic traffic counters (ATC) were placed on Ashgrove Road towards the northern and southern extents of the Application Site frontage to establish the prevailing 85<sup>th</sup> percentile traffic speeds and traffic flows (it is acknowledged that the observed traffic flow volumes may require factoring to account for COVID-19 traffic conditions). These ATCs were placed for seven days commencing Wednesday 18<sup>th</sup> May 2022. The results from these surveys are summarised below:

#### ATC 1 – Northern ATC

- 3.18 Northbound
- Average Speed = 23.4mph
  - 85th Percentile Speed = 28.4mph
  - AM (08:00-09:00) Flow = 91
  - PM (17:00-18:00) Flow = 40
  - Daily Flow = 566

### 3.19 Southbound

- Average Speed = 23.3mph
- 85th Percentile Speed = 28.6mph
- AM (08:00-09:00) Flow = 121
- PM (17:00-18:00) Flow = 37
- Daily Flow = 576

#### ATC 2 – Southern ATC

### 3.20 Northbound

- Average Speed = 20.5mph
- 85th Percentile Speed = 23.4mph
- AM (08:00-09:00) Flow = 90
- PM (17:00-18:00) Flow = 40
- Daily Flow = 558

### 3.21 Southbound

- Average Speed = 22.0mph
- 85th Percentile Speed = 28.4mph
- AM (08:00-09:00) Flow = 118
- PM (17:00-18:00) Flow = 36
- Daily Flow = 562

3.22 These ATC surveys demonstrate that across the frontage section of Ashgrove Road, typical peak hour two-way flows reach up to around 212 in the morning peak hour, up to around 77 in the evening peak hour and up to around 1142 daily, whilst the average speeds are typically between around 20.5mph and 23.4mph. The recorded 85<sup>th</sup> percentile speeds ranged from around 23.4mph to 28.4mph.

#### Further Surveys

3.23 During the pre-application process, KCC as highway Authority requested that further surveys were undertaken at additional locations on Britains Lane, Oak Lane and Hopgarden Lane to establish traffic speeds and flows at those locations. These ATCs were subsequently instructed and took place from the week commencing 12/07/2022. For the sake of brevity, the outcome of these ATCs is summarised for the peak hours and daily flows in a series of flow diagrams which are attached at [Appendix B](#) for ease of reference. The data from the original ATCs was also summarised for completeness.

3.24 These ATCs demonstrate the following:

- Hopgarden Lane - has two-way flows of around 17 and 15 in the morning and evening peak hours respectively and around 232 daily. The average speeds range from 24.4mph to 25.8mph whilst the 85<sup>th</sup> percentile speeds range from 29.9mph to 33.5mph.
- Britains Lane – has two-way flows of around 236 and 175 in the morning and evening peak hours respectively and around 2160 daily. The average speeds range from 23.8mph to 25.0mph whilst the 85<sup>th</sup> percentile speeds are 28.5mph in both directions.

- Oak Lane (Southwest) – has two-way flows of around 293 and 190 in the morning and evening peak hours respectively and around 2447 daily. The average speeds range from 22.3mph to 22.7mph whilst the 85th percentile speeds range from 28.2mph to 28.5mph.
  - Oak Lane (Northeast) - has two-way flows of around 201 and 159 in the morning and evening peak hours respectively and around 1902 daily. The average speeds range from 27.5mph to 27.7mph whilst the 85th percentile speeds range from 33.3mph to 33.4mph.
- 3.25 In addition to the above ATCs, manual classified turning counts of non-motorised users (NMU) were undertaken at local junctions on the respective Wednesday, Thursday and Saturday. The results of these further surveys are also summarised in a series of diagrams for ease of reference, also attached at Appendix B. In broad terms, these demonstrate that pedestrian traffic across the site frontage reaches between around 5 and 10 movements daily (07:00 - 19:00) with weekday and weekend volumes being similar, whilst cycle traffic is between around 6 and 11 movements during the week but increases to 26 movements on a Saturday.
- 3.26 Overall, from the NMU data, pedestrian traffic volumes are generally modest in the area of highway network assessed, with slight increases seen on a Saturday versus the weekday flows. The one area that stands out is the junction of Hopgarden Lane with Ashgrove Road which demonstrates significantly higher pedestrian flow volumes moving to and from the southern section of Ashgrove Road, reaching around 37 two-way during the week and around 48 two-way on the Saturday. These volumes are mainly formed of adults and dog walkers, with a single parent and pram on the Thursday, and a small number of children under 16 years on the Saturday.
- 3.27 The NMU data also identified that cycle movements are relatively modest during the week, however there is a significant increase in cycle movements on the Saturday with two-way movements of 106 on the southwest arm of Oak Lane for example. This is considered to indicate an active demand for leisure cycling in the local area at weekends.
- 3.28 The full results of all the above surveys are also attached at Appendix B.

#### Personal Injury Collision (PIC) Data

- 3.29 A review of Crashmap.com data shows that there was a single recorded incident along Ashgrove Road during the most recently available 5-year period. The incident was recorded in 2021 on the section of Ashgrove Road between Burntwood Road and West Heath Lane (around 450m east of the Application Site) which resulted in slight injury. The relevant Crashmap.com plot and report are attached at [Appendix C](#).
- 3.30 The report indicates that the incident occurred on Thursday March 25<sup>th</sup>, 2021, at 08:20 in the morning when the weather was fine and dry. No carriageway hazards were reported. A single vehicle was involved. The report does not include vehicle or casualty records and hence it is not possible to identify the nature of the collision, although the involvement of a single vehicle only eliminates several possibilities.
- 3.31 Therefore, there is no historic pattern of incidents associated with the existing geometric characteristics of Ashgrove Road. It should also be noted that no incidents were recorded during the same period on Hopgarden Lane, Grassy Lane or the local sections (within 1km of the Application Site) of Oak Lane and Brittain's Lane.
- 3.32 It should also be acknowledged that, in an email received from KCC Road Safety Engineering team dated 14th July 2022 (also attached at Appendix C), the following comments were made with regard to road safety on Ashgrove Road: *"The recent safety record on this stretch of road is excellent with no recorded personal injury collisions within the last three-years (currently up to 31st March 2022)"*.



## Sustainable Travel

### Walking & Cycling

- 3.33 Footways are not provided along either Ashgrove Road or Oak Lane within the vicinity of the Application Site as a result of their 'informal lanes' character, however the northern section of Ashgrove Road has a more open, residential character with the appearance of a rural shared-surface residential street accompanied by sections of grass verge and some street lighting.
- 3.34 There is a footway commencing on Britains Lane on the eastern side of the carriageway around 18m north of the staggered junction with Oak Lane and Ashgrove Road which provides direct access to Cross Keys Close and the adjacent network of residential streets comprising Grange Road, Julians Way and Julians Close which each have footways present on both sides of the carriageway and street lighting.
- 3.35 Hopgarden Lane, located some 85m south-east of the Application Site is provided with a single footway of varying width along the eastern edge of the carriageway. Hopgarden Lane, along with Grassy Lane, the north-eastern section of Oak Lane, and the southern end of the A225 High Street form a continuous and legible pedestrian route towards Sevenoaks town centre from the Application Site, with footways and street lighting present. This route is around 1.7km (21-minute walk or 7-minute cycle) to the main shops, although the High Street itself is reached in around 1.4km (17-minute walk or 5-minute cycle).
- 3.36 Equally, an alternative 1.7km route exists towards the Town Centre via South Park (west of the High Street) via Hopgarden Lane, Grassy Lane, Oak Lane, The Dene, Valley Drive and Crownfields. The Dene, Valley Drive and Crownfields are all residential access roads with footways on both sides of the carriageway (except for Valley Drive which has a single footway on the northern side of the carriageway only) and street lighting present. There is a short section of tarmac-surfaced footpath (around 40m) linking the northern end of The Dene with the southern end of Valley Drive. It is considered that this footpath is lacking a dropped kerb crossing point as it emerges onto Valley Drive. This route emerges onto South Park immediately adjacent to St Thomas Catholic Primary School and Nursery.
- 3.37 It is noted that the footway on Hopgarden Lane does not extend fully onto Grassy Lane at the junction and lacks a dropped kerb crossing point. There is also no dropped kerb crossing point at the priority junction with Little Julians Hill.
- 3.38 It should also be noted that a series of off-road footpaths extend from Grassy Lane (opposite the junction with Hopgarden Lane) towards the town centre (emerging at Six Bells Lane) and which provide a potential shorter pedestrian route into the town centre for those wishing to use it.
- 3.39 Grassy Lane is a residential street which benefits from a footway along the eastern edge of the carriageway, while a footway is provided along the northern edge of Oak Lane between its junction with Kippington Road and High Street. The existing on-street pedestrian routes between the Application Site and Sevenoaks are shown in [Figure 3.1](#).
- 3.40 There are multiple footpaths and byways in the area that can be used to form a predominantly traffic free route between the site, the town centre and the wider area which include the abovementioned route between Grassy Lane and Six Bells Lane. [Figure 3.2](#) highlights these routes for ease of reference.
- 3.41 Currently, there is no cycle infrastructure provided in the vicinity of the site. However, it is understood that Oak Lane is suggested as a 'Sevenoaks Urban Area' cycle route towards the town centre and rail station in the Sevenoaks District Cycling Strategy.

### Public Transport

- 3.42 There are several local bus stops within walking distance of the Application Site, these are:
- Britains Lane (adjacent to Cross Keys Close) around 220m north (3-minute walk) served by local route S5 (understood to provide 2 trips daily to a local secondary school only);

- Julians Way (adjacent to Julians Close) around 550m north (7-minute walk) served by community bus route 8;
- Weald Road (adjacent to Ashgrove Road) around 750m south (11-minute walk) served by routes 5, 401, 402, 402A, 402B, S5, TW7.

3.43 A summary of these routes and typical frequencies is provided below in Table 3.1. There are further bus stops on the walking route to the town centre and within the town centre itself which have not been listed here yet may be attractive for onward trips from the town centre.

Service	Route	Approximate Frequency		
		Mon-Fri	Sat	Sun
5	Sevenoaks – Weald – Hildenborough – Tonbridge	Every 2.5 hours	Every 2.5 hours	No service
8	Sevenoaks – Riverhead – Bat & Ball – Sevenoaks	Hourly	Hourly	No Service
401	Westerham – Brasted – Sundridge – Chipstead Square – Riverhead – Sevenoaks – Hildenborough – Tonbridge	No service		Every 2 hours
402	Tunbridge Wells – St Johns – Southborough – Tonbridge – Hildenborough – Sevenoaks – Greatness – Sevenoaks	Every 30 minutes	Every 30 minutes	No service
402A	Greatness – Riverhead – Sevenoaks – Hildenborough – Tonbridge – Weald of Kent School	School Bus Twice daily Mon- Fri		
402B	Riverhead – Chipstead – Sevenoaks – Hildenborough – Tonbridge – Southborough – Tunbridge Wells, Bennett Memorial School	School Bus Three stops daily Mon- Fri		
402W	Westerham – Brasted – Chipstead Square – Sevenoaks – Hildenborough – Tonbridge – Weald of Kent School	School Bus Twice daily Mon- Fri		
403	Dunton Green – Riverhead – Sevenoaks – Tonbridge – Weald of Kent School	School Bus Twice daily Mon- Fri		
531	Noah's Ark – Kemsing – Seal – Sevenoaks – Riverhead – Sevenoaks – Hildenborough – Tonbridge – Weald of Kent School	School Bus Twice daily Mon- Fri		
HC2	Otford – Kemsing – Seal – Riverhead – Sevenoaks – Hildenborough – Cage Green, Hugh Christie Technology College	School Bus Twice daily Mon- Fri		
S5	Tonbridge – Hilden Park – Hildenborough – Sevenoaks – Greatness, Trinity School	School Bus Twice daily Mon- Fri		
TW7	Sevenoaks – Seal – Southborough – Tunbridge Wells – St Johns, Woodbury Park Road	School Bus Twice daily Mon- Fri		

Table 3.1 – Local Bus Services

3.44 It is noted from Table 3.1 above that the key bus routes in the local area are routes 5, 8, 401 and 402.

- 3.45 The closest of these routes to the Application Site is the circular route 8 accessed from the bus stop on Julian's Way (7-minute walk), which is a Go-Coach community route operated in partnership with Sevenoaks Town Council and Kent County Council. This hourly service provides trips to and from the Town Centre, Rail Station and local supermarkets between 09:10 and 15:10 Monday to Saturday and therefore offers the opportunity to reach all key local trip attractors by public transport.
- 3.46 It is acknowledged that the limited hours of operation mean the route is unlikely to be used for standard commuting trips at present and it is understood from discussions with KCC public transport team that the bus and driver currently serving this route are unavailable between 07:30 and 08:30 and between 15:30 and 16:30 each day as they provide a school bus service elsewhere during those times.
- 3.47 KCC public transport team have confirmed that the route 8 bus is currently funded and that there is no threat that funding would be discontinued for this community transport service in the foreseeable future.
- 3.48 It is also understood from conversations with the Town Council (who first conceived of bus route 8) that there is an aspiration to replace the current bus with a new electric model, and a funding bid is currently being prepared at the time of writing. It was explained by the Town Council that a key motivation for the route 8 bus was the aging local population who are increasingly unable (or unwilling) to drive themselves safely and hence require a suitable alternative to avoid becoming stranded and isolated.
- 3.49 It is noted that there do not currently appear to be physical stops present for this route which is not unusual for a community transport service such as this in a semi-rural location. Further details of bus route 8 are attached at [Appendix D](#) for ease of reference.
- 3.50 In addition to bus services, a demand responsive transport (DRT) service is provided locally in the form of 'Go 2' which is also provided by Go Coach. This service offers 'app-based' on demand vehicle trips in the local area in a similar fashion to Uber, albeit this service is necessarily subsidised by KCC and STC in order to provide such a service (which otherwise may not be commercially viable) in this semi-rural area.
- 3.51 Another key difference from Uber is that Go 2 provides shared trips only (with capacity for up to 7 passengers per vehicle) and all Go 2 vehicles are accessible with the ability to carry at least one wheelchair occupant per vehicle. This on demand minibus/taxi amenity is therefore invaluable to local residents. This service is equally understood to provide for those less able or willing to drive and is often used in connection with multi-modal trips to and from the rail station.
- 3.52 It is understood that an Enterprise Car Club has recently been put in place in the St John's area close to the Bat and Ball rail station. Whilst this may not be an attractive location for the Application Site, it demonstrates that such interventions are beginning to be implemented in the local area, and that there is an appetite to pursue otherwise car-free lifestyles where possible. Evidently local residents have adapted their travel habits to the current accessibility characteristics of the area.
- 3.53 Sevenoaks railway station is located around 2.6km to the north, which is around a 9-minute cycle ride or a 31-minute walk. Equally, the station can be reached via bus route 8 as outlined above.
- 3.54 Trains from this station serve northbound destinations such as London Bridge, Cannon Street, Waterloo East and Charing Cross and southbound destinations such as Ashford International, Ramsgate, Tunbridge Wells and Hastings. A summary of typical frequencies and journey times to key destinations is provided below in Table 3.2.

Destination	Route	Approximate Frequency		
		Weekday AM Peak	Weekday PM Peak	Saturday Daytime
London Charing Cross	Sevenoaks – Dunton Green – Knockholt – Chelsfield – Orpington – Petts Wood – Chislehurst – Elmstead Woods – Grove Park – Hither Green – London Bridge – London Waterloo East – London Charing Cross	Every 30 minutes	Every 30 minutes	Every 30 minutes
	Sevenoaks – London Bridge – London Charing Cross	6 every hour	6 every hour	5 every hour
Tunbridge Wells	Sevenoaks – Tonbridge – High Brooms – Tunbridge Wells	4 every hour	5 every hour	3 every hour
Dover Priory	Sevenoaks – Tonbridge – Paddock Wood – Marden (Kent) – Staplehurst – Headcorn – Pluckley – Ashford International – Westernhanger – Sandling – Folkestone West – Folkestone Central – Dover Priory	Hourly	Hourly	Hourly
Hastings	Sevenoaks – Tonbridge – High Brooms – Tunbridge Wells – Frant – Wadhurst – Stonegate – Etchingham – Robertsbridge – Battle – Crowhurst – West St Leonards – St Leonards Warrior Square – Hastings	Every 30 minutes	Every 30 minutes	Hourly
	Sevenoaks – Tonbridge – High Brooms – Tunbridge Wells – Wadhurst – Battle – St Leonards Warrior Square – Hastings	Hourly	One service at 17:32	Hourly
London Blackfriars	Sevenoaks – Bat & Ball – Otford – Shreham – Eynsford – Swanley – St Mary Cray – Bickley – Bromley South – Shortlands – Ravensbourne – Beckenham Hill – Bellingham – Catford – Crofton Park – Nunhead – Peckham Rye – Denmark Hill – Elephant & Castle – London Blackfriars	Every 30 minutes	Every 30 minutes	Every 30 minutes
Ashford International	Sevenoaks – Tonbridge – Paddock Wood – Marden – Staplehurst – Headcorn – Pluckley – Ashford International	Every 30 minutes	Every 30 minutes	Every 30 minutes

Table 3.2 – Service from Sevenoaks Station

### Local Amenities

- 3.55 Sevenoaks town centre is located around a 1.7km walk to the north which is around a 21-minute walk or a 7-minute cycle ride. The town centre provides for most domestic daily needs with access to multiple amenities including supermarkets, banks, medical and dental services, pharmacists as well as numerous retail outlets, restaurants and bars, and leisure destinations.
- 3.56 It is acknowledged that the vast majority of schools and educational establishments within the local area are private, preparatory, or 'special' schools.

- 3.57 However, given the prevalence of such schools situated within this prestigious residential area, it can be reasonably expected that potential residents moving into the area would, in general, be more likely to wish to send their children to schools of that nature which may indeed be the existing situation.
- 3.58 In any event, the St Thomas Catholic Primary School and associated Nursery are both 'general admission' and are located on South Park (adjacent to the junction with Crownfields) within a 1.7km walk of the Application Site, whilst also being conveniently situated within close proximity to the town centre.
- 3.59 The numerous educational facilities within walking and cycling distance of the Application Site are listed in Table 3.3 below.

School	Distance	Time taken on foot	Time taken by cycle
New Beacon School (Private)	400m	5 minutes	2 minutes
West Heath School	850m	12 minutes	5 minutes
Solefield School	1,400m	17 minutes	5 minutes
St Thomas Catholic Primary School	1,700m	21 minutes	7 minutes
Sevenoaks School	1,700m	22 minutes	8 minutes
Lady Boswell's C of E Primary School	2,700m	33 minutes	11 minutes

Table 3.3 – Local Education Facilities

- 3.60 Equally, there are significant employment opportunities within walking and cycling distance in the local area, mainly concentrated around the town centre and rail station areas, but also in the wider area that are accessible by bus and/or rail.

#### Summary of Site Accessibility

- 3.61 The information provided within this section identifies that the application site is relatively accessible by sustainable modes of transport, given the urban fringe location and hence there is significant potential to reduce reliance upon the private car in the area.
- 3.62 It is also clear that there are significant opportunities to improve the accessibility and sustainability of the local area through a combination of local highway infrastructure improvements and contributions/enhancements to existing community transport services, and that suitable development in the area is necessary to facilitate this, as clearly indicated within the adopted Sevenoaks District Core Strategy (2011) which discusses 'Sustainable Development, Climate Change and Air Quality' in the context of development taking place within 'the dispersed rural nature of Sevenoaks District'.
- 3.63 A highly relevant example being the identification within that document that bus operators find it difficult to run commercially viable bus services in the area and hence are necessarily subsidised by local authorities in order for appropriate services to be provided. The limited development in the area was identified as a key causation factor.
- 3.64 The site benefits from access to a number of local amenities within either a convenient walking or short cycling distance, and it is expected that significant improvements can be made to existing routes. In this regard, it is considered that the location of the application site meets the criteria of the national and local policies introduced in section 2.

## 4.0 Development Proposals

### Overview

- 4.1 This outline planning application (with all matters reserved except access) proposes a residential development comprising up to 50 dwellings on land at Ashgrove Road, Sevenoaks, Kent (the 'Application Site').
- 4.2 Whilst this is an outline application, it is currently expected that the proposed 50 dwellings would comprise 10 No. one-bedroom maisonettes, 13 No. two-bedroom houses, 20 No. three-bedroom houses, 5 No. four-bedroom houses and 2 No. five-bedroom houses.
- 4.3 Of the 50 units proposed, 25 units (50%) would be affordable including a mix of social rent, affordable rent, first time buyer and intermediate tenure dwellings.
- 4.4 A new vehicular access would be provided onto Ashgrove Road with suitable geometry and junction visibility. This access would also serve as an informal passing place for vehicles on Ashgrove Road.
- 4.5 Separate pedestrian access points would be provided onto Ashgrove Road at the northern and southern extents of the site frontage, providing convenient routes to key trip attractors whilst also providing an alternative parallel route to the frontage section of Ashgrove Road for existing pedestrian traffic.
- 4.6 A 20mph speed limit/zone scheme is proposed on Ashgrove Road between the staggered junction of Oak Lane/Brittains Lane and Burntwood Road (a distance of around 660m). The scope of these proposals is yet to be agreed with KCC. It is understood that the council is currently considering plans for a comprehensive scheme of 20mph zones in the area surrounding the Town Centre, as well as the wider residential areas. It is therefore expected that these proposals would form part of that wider scheme.
- 4.7 A traffic calming feature is proposed at the southernmost extent of the site frontage onto Ashgrove Road in the form of a physical build-out with directional priority control. This is expected to be complementary to the proposed 20mph scheme. This measure remains to be agreed with KCC.
- 4.8 Vehicle parking would be provided to the applicable adopted standards and would include appropriate levels of electric vehicle charging (EVC) infrastructure.
- 4.9 Equally, long-term cycle parking/storage for residents and short-term cycle parking for visitors would be provided to the applicable adopted standards.
- 4.10 Off-site pedestrian improvements are suggested/proposed on Ashgrove Road to the north and south of the proposed pedestrian access points. Whilst the scope of such improvements is yet to be agreed with KCC, it is likely that these would include additional street lighting and/or traffic calming where appropriate (in association with the proposed 20mph zone).
- 4.11 Off-site pedestrian improvements are suggested/proposed on the southern section of Brittains Lane. The scope of these is yet to be agreed with KCC, however it is likely that this would potentially include an additional section of footway and street lighting if deemed appropriate.
- 4.12 Off-site pedestrian improvements are proposed at the southern and northern extents of Hopgarden Lane, as well as at the junction with Little Julians Hill. The scope is yet to be agreed with KCC, however these improvements are expected to include additional sections of footway, dropped kerb crossing points and street lighting if deemed appropriate.
- 4.13 Off-site pedestrian improvement could also be provided in the form of a new dropped kerb crossing point added to the existing footpath connecting The Dene and Valley Drive (as it emerges onto the carriageway of Valley Drive) subject to land ownership.



- 4.14 Enhancements are proposed to the existing community bus route 8 which has an existing local stop on Julians Way. This may include contributions towards a new electric bus and potential diversion and extension of the current route. Conversations are ongoing with Go Coach and other key stakeholders.
- 4.15 There are also opportunities for enhancements to the existing community DRT service 'Go 2' in the form of contributions towards the provision of additional vehicles. Conversations are ongoing with Go Coach and other key stakeholders.
- 4.16 Enhancements have been suggested to the existing bus stop located at the junction of Ashgrove Road and Weald Road. This proposal is subject to ongoing conversations with KCC and other key stakeholders. It is understood that the registered 'common land' is owned by the Town Council, however restrictions may still apply.

### Vehicular Access & Servicing

- 4.17 It is proposed to construct a new priority junction vehicular access onto Ashgrove Road some 170 metres north-west from its junction with Hopgarden Lane. The proposed access would be formed with 10 metre junction kerb radii and would initially have a carriageway width of 6.5 metres, to allow informal passing of vehicles on Ashgrove Road and hence provide a wider benefit to existing local traffic. It should be noted that separate pedestrian access points are proposed at the northern and southern extents of the site frontage and hence separate footways are not proposed at the access junction.
- 4.18 Whilst this is an outline application, it is expected that the internal layout would have a main access spine road which would taper from the access junction to an initial width of 5.5m before subsequently reducing to a width of 4.8m, which is appropriate for a Minor Access Road serving up to 50 dwellings as a cul-de-sac, as detailed within the Kent County Council Design Guide. It is proposed that the internal carriageway would operate as a shared surface, and a rumble strip or other suitable feature would be provided to demarcate the transition.
- 4.19 A series of smaller 'Minor Access Ways' would be accessed from the above 'spine' road at various points. Each of these is proposed as a shared surface with a carriageway width of 4.1m. None of these Minor Access Ways would individually serve more than 13 dwellings as a through route, or 6 dwellings as a cul-de-sac. It should be noted that additional parallel visitor parking bays are proposed on these minor roads as a measure to prevent parking on-street, which is in keeping with the KCC Design Guide.
- 4.20 It is noted that within the initial pre-application advice response received from KCC as highway authority (dated 7<sup>th</sup> June 2022), the following comments were made regarding the proposed access junction arrangement. *"The proposed access onto Ashgrove Road appears to be acceptable. The visibility splays of 43m x 2.4m are suitable for a 30mph speed limit but this should be verified through a speed survey"*. This has since been confirmed as below.
- 4.21 Based on the observed 85<sup>th</sup> percentile speeds (28.6mph southbound and 23.4mph northbound) which are below 30mph in both directions, Manual for Streets (MfS) stopping sight distances (SSD) are applicable. The proposed access junction visibility provides 2.4m x 43m in both directions which exceeds the requirements for the observed 85th percentile speeds. This is illustrated in the proposed access arrangement drawing attached at [Appendix E](#).
- 4.22 A vehicle swept path drawing illustrating suitable access and egress for a refuse vehicle is also attached at [Appendix E](#), which demonstrates that the proposed access arrangement is suitable for the largest vehicle anticipated to access the Application Site.
- 4.23 Whilst this is an outline application and hence the internal layout of the site is yet to be fixed. The preliminary layout, as outlined above, has been designed to suitably accommodate resident vehicle movements and access to parking and equally provide appropriate access throughout the site for refuse collection without excessive reversing or manoeuvring. In order to avoid provision of excessive carriageway widths throughout the site simply to accommodate refuse collection vehicles, bin collection points (BCP) are instead proposed at key locations.

- 4.24 These BCPs have been located to ensure that the maximum refuse vehicle reverse distance of 20m and refuse collection distance of 25m (as outlined within the KCC Design Guide) are adhered to. Equally, BCPs would be located within an appropriate 30m resident carry distance from associated dwellings.
- 4.25 It should be noted that the carriageway width of Ashgrove Road is not sufficient to allow two vehicles to pass at several locations, including the section fronting the Application Site. Existing residential drives and access roads provide informal passing places along narrower sections of Ashgrove Road, however the section between the residential driveway access to Sandown and the byway/residential driveway access (to the south) currently offers no passing places. That single lane width section is around 130m in length.
- 4.26 The proposed new vehicular access would be situated approximately equidistant between these two access driveways and hence would roughly halve the distance between passing places when compared with the existing situation, reducing the maximum distance between passing places on this section to around 68m. The access junction has been deliberately designed to also serve as an informal passing place. It is therefore considered that the proposed new access junction would offer an additional benefit for existing vehicular traffic on this section of Ashgrove Road.
- 4.27 It should also be noted that additional passing places were considered to the north and south of the proposed access location in the form of local carriageway widening, and these were included within the initial proposals presented during the pre-application process.
- 4.28 Comments received from KCC as highway authority in response to the pre-application advice request (dated 7<sup>th</sup> June 2022) indicated that *"The passing bays along Ashgrove Road are so close together as possibly not effective"*. Given these comments, and the wider planning context, it is agreed that these will be omitted from the proposed scheme.
- 4.29 Given the observed average speeds along Ashgrove Road (which range between 20.5mph and 23.4mph along the Application Site frontage, as outlined in section 3) combined with the existing geometry, character, and function of the street, it was proposed that the introduction of a 20mph speed limit zone along Ashgrove Road would be beneficial to the proposals, and to the wider area, and would therefore be appropriate.
- 4.30 This could include the section between the junction with Oak Lane and Burntwood Road (a section of around 660m length) or the section between Oak Lane and the junction with the forked eastern section of Ashgrove Road (a section of around 880m length). The latter section would extend the 20mph speed limit just beyond the access to West Heath School and hence may be preferred.
- 4.31 Following continued correspondence and consultation with KCC on the matter of the potential 20mph speed limit zone, it was confirmed within an email from KCC's Road Safety Engineering Team (dated 14<sup>th</sup> July 2022) that:

*"The recent safety record on this stretch of road is excellent with no recorded personal injury collisions within the last three-years (currently up to 31st March 2022). The road has a part through-traffic and part local access function. Properties are relatively sparse and those present are set back from the road, with few bends, some accesses and no junctions. There are no footways or street lighting present and there is little evidence of vulnerable road users. The DfT advises that 20mph speed limits are appropriate in primarily residential and in town and city streets where pedestrian and cyclist movements are high such as around schools, shops, markets, playgrounds and other areas where motor vehicle movement is not the primary function."*

*Whilst we collect 85th percentile speeds when undertaking surveys, it is the average speed which should be used in determining appropriate speed limits (advice taken from circular 01/2013).*

*KCC's policy on 20's allows for the following:*

1. Average speed is 24mph or below – signing and road markings only

2. *Average speed is between 24 – 28mph – signing and road markings along with other innovative traffic calming measures such as planters/removal of centrelines/ road surface treatments etc*
3. *Average speeds above 28mph – physical traffic calming measures such as speed cushions/buildouts/on street parking/road surface treatments etc*

*A pre-requisite of any physical calming measure would be streetlighting which as you know is currently absent. Traffic calming features can also have associated negative impacts and may not be popular with local residents.*

*I have taken a look at the average speeds we have on file (taken from OS data available under licence). Speeds appear to be already low ranging from the high teens to low 20s".*

- 4.32 Based on the above information, it would appear that the existing conditions on Ashgrove Road are generally suitable for a 20mph zone, and that an appropriate scheme would include signage and road markings only. This suggests that street lighting would not be required in connection with a 20mph zone in this area, although it may be considered preferential for other reasons and hence remains a consideration. The comments go on to say that:

*"The recommended minimum distance for a speed limit should be at least 600m to avoid too many changes of speed limit along a route. In exceptional cases this may be reduced to 400m for lower speed limits or even 300m on roads with a purely local access function, or where a variable 20mph speed limit is introduced. The section in question appears from a quick measure on Google to be around 400m so just long enough to meet these requirements.*

*You may be aware that our Active Travel Team are currently investigating the possibility of a 20mph speed limit throughout central Sevenoaks. The latest version of the planned 20mph speed limit I have is attached and is from March 2022. This plan does indicate that part of Brittain's Lane as well as some adjacent roads may be included in the proposed 20mph speed limit".*

- 4.33 It should be noted that Motion are not currently in possession of the 20mph zone plan from March 2022 as mentioned above, as this document is not yet in the public domain. However, further correspondence with KCC (also dated 14<sup>th</sup> July 2022) has indicated that the 20mph proposals were being extended to cover Ashgrove Road as well, and that: *"The scheme is being considered by Council Members at the moment and expected to go out to public consultation in Autumn 2022".*
- 4.34 It is also noted that an online petition for extended 20mph zones throughout central Sevenoaks entitled "Make our streets safer and more active - all central Sevenoaks 20mph zone" has gained over 1000 signatures. It is understood that the founder of the petition Mr James Ball presented it to the Sevenoaks Joint Transportation Board in June 2021, and that the members decided that they agreed with him.
- 4.35 The aspirations of the petition are described as: *"We want all members of our community to be able to walk and cycle safely on all streets in central Sevenoaks [...] a 20mph speed limit on the streets in these areas followed by effective street design and traffic calming, which encourages drivers to observe the limits and facilitates walking and cycling".*
- 4.36 Therefore, whilst there are currently no confirmed plans in place (at least in the public domain), it is evident that there is significant appetite at a local level for 20mph zone schemes in the area and hence it is fully expected that future schemes will be forthcoming. Any such schemes are considered likely to be synchronous with the 20mph scheme on Ashgrove Road as proposed in connection with the Application Site.
- 4.37 Given that such schemes are likely to be forthcoming, it is expected that the current proposals are therefore appropriate and complementary to the aspirations of local residents and local authorities alike. The current proposals therefore represent an opportunity for appropriate proportional contributions to be made through the development to help facilitate the delivery of the 20mph scheme within the areas of highway considered relevant to the development proposals.

- 4.38 These are expected to include the section of Ashgrove Road as described above and potentially Hopgarden Lane and the southern section of Brittain Lane. Reduced traffic speeds in this area would enhance the residential amenity along these sections of highway and help to prioritise active travel modes to key local destinations as outlined in the following subsection.
- 4.39 Further comment was made with regard to the potential 20mph zone (and potential associated traffic calming measures) within an email from KCC's Road Safety Engineering Team (dated 12th September 2022) which indicated that:
- "We normally advise that a change in the posted speed limit alone will typically lead to a reduction in actual speeds of maybe 2-3mph".*
- "...my advice would be that a chicane system here is unnecessary".*
- 4.40 Whilst KCC's policy on 20mph zone schemes (as outlined above) would not require physical traffic calming measures for Ashgrove Road based on the observed average speeds, which are consistently below 24mph, it was nevertheless requested by KCC that the potential for an additional physical measure was investigated to encourage lower speeds along the frontage section of Ashgrove Road. Given the geometry and character of this section of Ashgrove Road, it is agreed that it would be advantageous to pedestrians and cyclists to actively constrain vehicle speeds.
- 4.41 An indicative sketch of a potential traffic calming buildout located at the southern extent of the site frontage has been drawn up, and the associated plan is attached at [Appendix F](#). It is expected that the buildout would take the form of a planter (or similar decorative feature) and would be offset from the carriageway edge to prevent the potential blockage of any water that may flow along the carriageway edge during inclement weather.
- 4.42 The proposed buildout would be controlled by a simple priority give-way system requiring northbound vehicles to give way to southbound traffic, and appropriate signage illumination would be provided, in addition to any street lighting enhancements which may also be proposed. The presence of the adjacent byway access provides additional opportunity for northbound traffic to pull to one side to allow southbound traffic to pass safely. A swept path drawing demonstrating the buildout in operation is also attached at Appendix F.
- 4.43 It was determined that a similar feature at the northern extent of the site frontage would not be achievable due to the lack of available carriageway width and the presence of several residential access junctions at that location. It is not considered that a similar feature further north on Ashgrove Road (than the site frontage) would be necessary or appropriate given the open residential character, wider carriageway with adjacent grass verges and superior forward visibility.

### Pedestrian & Cycle Access

- 4.44 It is proposed to provide the main vehicular access into the site as a shared surface. However, it is also proposed that further pedestrian footpath access points would be provided at the northern and southern extents of the site frontage onto Ashgrove Road to provide shorter pedestrian routes to and from the primary local trip attractors, as well as providing the potential for pedestrian permeability through the eastern section of the Application Site for existing north-south pedestrian traffic on Ashgrove Road.
- 4.45 These footpaths would allow future residents to access the Application Site without being required to walk along the frontage section of Ashgrove Road. These footpaths would also be connected internally by the network of shared surface carriageway which includes an eastern section that runs approximately parallel to Ashgrove Road. It is intended that this internal route would also be made available for use by the public and hence would provide an alternative off-road route for pedestrians travelling north-south on Ashgrove Road, should they prefer not to walk along the existing narrow section. This may therefore be considered a potential highway improvement.

- 4.46 The proposed northern pedestrian footpath access route is shown in greater detail in the drawing attached at [Appendix G](#). It is expected that this route would be 2m wide and suitably lit with low-level lighting to suit the character of the local area. The route would require occasional steps due to the existing gradient, however these would be designed to exceed the standards required for ambulant disabled access. A single handrail would be required. There remains potential for this route to also provide dismounted cycle access (via a wheel channel or similar solution) subject to detailed design considerations. The surface treatment for this route would be sensitive to the surrounding environment and is expected to incorporate earth and/or wood construction.
- 4.47 The proposed southern pedestrian footpath access route would access Ashgrove Road via the existing public byway located at the southern extent of the site frontage. This arrangement is shown in greater detail in the drawing attached at [Appendix H](#). This route would pass by the proposed detention basin and existing wooded area before joining the existing public byway. It is expected that this route would be 1.8m wide (to minimise impact to the woodland) and suitably lit at low-level to suit the character of the local area.
- 4.48 This southern footpath would equally require occasional steps due to the existing gradient, however these would again be designed to exceed the standards required for ambulant disabled access. The surface treatment for this route would be sensitive to the surrounding environment and is expected to incorporate earth and/or wood construction. A single handrail would be required, and this would be located on the side facing the wooded area to discourage direct access to that area for preservation purposes.
- 4.49 Given the significant level difference for the proposed southern pedestrian footpath route, a more detailed scheme has also been provided which considers the proposals against the background of the existing land contours. This revised design aims to follow the existing surface levels more closely to avoid excessive cut and fill and hence provide a more natural and sensitive solution that sits well within the natural surroundings. This scheme is also attached at [Appendix H](#).
- 4.50 It is considered that the key local pedestrian trip attractors for residents of the proposed development would be Sevenoaks Town Centre, Sevenoaks rail station, local bus stops and local schools. The majority of these destinations are within walking distance of the Application Site, and equally most would be reached by initially walking south on Ashgrove Road. It is therefore expected that the southern pedestrian access route is most significant to the sustainability of the Application Site.

#### *Southern Pedestrian Route*

- 4.51 The southern pedestrian route towards the town centre would begin at the proposed southern footpath onto the existing byway and would include the 80m long section of Ashgrove Road situated between the byway and the southern junction onto Hopgarden Lane. The remainder of this route would be via established residential streets which are lit and have existing footways including Hopgarden Lane, Grassy Lane, Oak Lane and High Street. There are opportunities for potential off-site improvements to this route as follows.
- 4.52 There is no existing footway on the byway or the section of Ashgrove Road between the proposed southern pedestrian footpath and Hopgarden Lane. Whilst these are considered to be key characteristics of many local residential streets, there are opportunities for meaningful enhancements which would improve the pedestrian experience whilst remaining sympathetic to the local character.
- 4.53 Firstly, traffic speeds are known to be low on this section of Ashgrove Road and volumes are modest, whilst the analysed PIC data demonstrates that this section already has an excellent safety record (as agreed by KCC's Road Safety Team). The proposed 20mph zone can be expected to reduce speeds further (by around 2-3mph according to KCC) and may potentially have the added benefit of discouraging the use of the section as a through route (it was identified that the flows on Ashgrove Road are a mix of access traffic and through traffic). Any proposed traffic calming measures would enhance these effects further. A reduction in vehicle speeds on this section of highway would make this route safer and more attractive for pedestrians and cyclists.

- 4.54 Whilst no scope has yet been agreed with KCC, enhanced street lighting could form part of the suite of mitigation measures/highway improvements provided in connection with the proposed residential development, and this section of Ashgrove Road would comprise a key element of those proposals. It can be expected that improved street lighting would make this route safer for all users, and more attractive for active modes during the hours of darkness. With regard to the potential for street lighting on this section of Ashgrove Road, KCC's lighting team made the following remarks (in their email dated 02/09/2022):

*"With regards to upgrading the lighting in the roads defined below, there are going to be some difficulties".*

*"The first is lack of space to install lighting. From a quick look on Kent View, the majority of Ashgrove Road does not have a footpath. In the locations where the verge is KCC owned land, I would not consider it to be a safe location for a lighting column and believe they would represent a hazard and be susceptible to vehicle strikes. I also do not believe that these locations would allow the required minimum 800 mm setback distance from the carriageway to the leading edge of lighting columns. Looking at the existing lighting, one of the potential reasons it is so sparse is due to lack of safe areas to install it".*

*"In addition to this, these areas are also rather densely tree lined which has the unfortunate side effects of potentially rendering the lighting ineffective due to shadowing from the tree canopy, and also the potential for damage from branch movements and residue deposits. This also has an inevitable impact upon the ongoing maintenance".*

- 4.55 It is acknowledged that there are physical challenges presented when considering the addition of street lighting along this section of Ashgrove Road, however it is considered that viable technical solutions may exist to allow for meaningful improvements. The applicant remains open to continued discussion around appropriate measures.
- 4.56 Whilst a continuous footway is not possible on this section, there are opportunities to provide new areas of kerb in discrete locations to reduce the distance pedestrians must walk in the carriageway without a kerbed refuge area. One such area is at the junction of the byway, the other is the junction with Hopgarden Lane. These potential interventions are illustrated in the drawing attached at [Appendix I](#). Other opportunities may exist, subject to further discussions with KCC. These may equally present opportunities for localised lighting.
- 4.57 It is considered that improved street lighting in the local area would be beneficial for pedestrian amenity, and the applicant would welcome discussions around potential contributions towards the provision of appropriate street lighting solutions on sections considered relevant to the application proposals (i.e. between Oak Lane and Hopgarden Lane).
- 4.58 There are also opportunities for improvements to Hopgarden Lane, including new kerbed areas and a tactile dropped kerb crossing point at both the southern junction with Ashgrove Road, and the northern junction with Grassy Lane. Equally, a dropped kerb crossing point with tactile paving across the junction with Little Julians Hill would also provide a benefit.
- 4.59 It is acknowledged that the existing footways on Hopgarden Lane are below 2m in places. Whilst 2m footways are generally preferred, MfS states that "Footway widths can be varied between different streets to take account of pedestrian volumes and composition" which suggests that, on streets where pedestrian volumes are low, narrower footways may be appropriate.
- 4.60 Pedestrian volumes are generally low in the local area. However, of the local area assessed, Hopgarden Lane exhibited the highest volume of pedestrian movements with up to around 64 two-way pedestrian movements taking place daily through the junction with Ashgrove Road. Having reviewed the vehicle trip volumes, the peak hour two-way movements reach a maximum of 17 in the peak hours on Hopgarden Lane. That's a peak volume of less than 1 vehicle every 3.5 minutes. Therefore, Hopgarden Lane can be considered to be lightly trafficked and hence attractive to pedestrians and cyclists.



- 4.61 The proposed improvements at the northern junction would include continuing the existing footway around the junction onto Grassy Lane, which would allow pedestrians to navigate the corner of the junction and cross at a point where good visibility is available, and hence would result in a significant benefit when compared to the existing arrangement. These proposals are illustrated in the drawings attached at [Appendix J](#).
- 4.62 Providing the above improvements to Hopgarden Lane would complete the onward pedestrian route onto Grassy Lane and ultimately towards the High Street via the northern section of Oak Lane. An alternative, off-road pedestrian route exists in the form of a series of footpaths which continue from Grassy Lane at the northern end of Hopgarden Lane towards the High Street (via Six Bells Lane). Therefore, the enhancements to Hopgarden Lane would equally complete that route.
- 4.63 Yet another alternative route to the town centre would be via Grassy Lane, Oak Lane, The Dene, Valley Drive and Crownfields. The Dene, Valley Drive and Crownfields are all residential access roads with footways on both sides of the carriageway (except for Valley Drive which has a single footway on the northern side of the carriageway only) and street lighting present.
- 4.64 There is a short section of tarmac-surfaced footpath (around 40m) linking the northern end of The Dene with the southern end of Valley Drive. It is considered that this footpath is lacking a dropped kerb crossing point as it emerges onto the carriageway of Valley Drive and hence a dropped kerb crossing point could be provided, subject to land ownership. This route emerges onto South Park immediately adjacent to St Thomas Catholic Primary School and Nursery and hence is also a key route for school trips.
- 4.65 It is understood that Hopgarden Lane is lit, however there may be opportunities for improved lighting which would be considered beneficial to pedestrians and cyclists wishing to use this route in the hours of darkness. A series of routes considered relevant to the application proposals (which naturally includes Hopgarden Lane) has been submitted to KCC for assessment by their lighting engineers. With regard to potential improvements to street lighting on Hopgarden Lane specifically, KCC's lighting team made the following comments:
- "Hopgarden Lane has a footpath on one side, so there is potential for the lighting to be upgraded in this road. It may however be unwelcome from the residents".*
- 4.66 Whilst the above comment is acknowledged, it should also be noted that there is significant public appetite for improved walking and cycling amenity in the local area which can be expected to include a desire for improved street lighting where this is achievable and appropriate. With regard to the suggested sections of Grassy Lane and Oak Lane, KCC's lighting team made the following comments:
- "Looking at our inventory mapping I would say that Grassy Lane and Oak Lane are likely to have sufficient illumination based on the column spacing and frequency".*
- 4.67 It therefore appears that no further street lighting is required on Grassy Lane or Oak Lane. The applicant would welcome discussions around potential contributions towards the provision of appropriate street lighting enhancements on Ashgrove Road and/or Hopgarden Lane.
- 4.68 The comprehensive enhancements as described above would result in a significantly improved route between Ashgrove Road (and the surrounding residential area) and the town centre, local schools and the rail station. Given that this is currently the only legible pedestrian route available for existing local residents towards these key facilities, this would also result in a significant benefit to the local community.
- Northern Pedestrian Route*
- 4.69 The key trip attractor to the north for the proposed development would be the bus stop on Julians Way which provides access to the Go Coach operated community bus route 8, which provides hourly trips to all major local trip attractors including the Town Centre, Rail Station and local supermarkets. There is potential that this route may be diverted/relocated as discussed in the following subsection, however potential improvements to the northbound pedestrian route are considered regardless.

- 4.70 As discussed above, the northern section of Ashgrove Road has a more open, residential character with the appearance of a rural shared-surface residential street accompanied by sections of grass verge, planting features and limited street lighting. The carriageway has a typical width of between around 5m and 5.2m. Whilst there are some opportunities to provide additional footways along this section, it is unclear whether these would deliver any material enhancement to the pedestrian experience.
- 4.71 It is however considered that the proposed 20mph zone and proposed provision of enhanced streetlighting (subject to feedback from KCC) would further improve what is already a pleasant residential street, and the applicant is willing to consider reasonable contributions towards the provision of these enhancements as previously discussed within this report.
- 4.72 There is a footway commencing on Brittain's Lane on the eastern side of the carriageway around 18m north of the staggered junction with Oak Lane and Ashgrove Road which provides direct access to Cross Keys Close and the adjacent network of residential streets comprising Grange Road, Julian's Way (where bus route 8 can be accessed) and Julian's Close which each have footways present on both sides of the carriageway and street lighting.
- 4.73 Therefore, the key gap in this pedestrian route lies between the northern end of Ashgrove Road and the existing footway on Brittain's Lane which are separated by the staggered crossroads junction of Oak Lane with Brittain's Lane and Ashgrove Road.
- 4.74 Given the available width at the northern junction of Ashgrove Road, it is considered that there is an opportunity for a new section of footway which could be returned around the corner onto Oak Lane, although this would also require local narrowing of the carriageway on Oak Lane to achieve. There may be an opportunity for a buildout at this location on Oak Lane which would facilitate a pedestrian crossing point whilst also acting as a traffic calming feature. This remains a speculative option and is subject to requirement and further discussion with KCC, however there is obvious potential for some level of improvement.
- 4.75 Equally, there may be an opportunity for a priority-controlled chicane feature on Oak Lane either side of the staggered crossroads to further enhance the north/south route for active modes. Clearly this potential option would require detailed technical consideration and hence remains subject to further consultation and discussion with KCC.
- 4.76 Subject to agreeing a suitable crossing point between Ashgrove Road and Brittain's Lane, it may then be possible to create a new footpath between Oak Lane and the existing footway on Brittain's Lane, as shown in the indicative drawing attached at [Appendix K](#). These proposed improvements would link into the existing footway at the southern extent of Brittain's Lane, which continues into Cross Keys Close and is subsequently linked to Grange Road via a suitable off-road footpath, as indicated above.
- 4.77 Sevenoaks District Council commissioned Sustrans to provide a comprehensive 'Local Walking and Cycling Infrastructure Plan' (LCWIP) for the Sevenoaks Urban Area. The survey period ran from 4<sup>th</sup> May 2022 to 17<sup>th</sup> June 2022. The comments submitted include references made to the lack of pedestrian and/or cycle infrastructure on Ashgrove Road, Brittain's Lane and Oak Lane. It is therefore considered that the above proposed improvements to pedestrian routes are broadly aligned with the comments made in the LCWIP.

### Public/Community Transport

#### Bus

- 4.78 The existing bus stop on Julian's Way is currently around a 550m walk to the north and provides access to the circular route 8 (a Go-Coach community route operated in partnership with Sevenoaks Town Council and Kent County Council) which provides hourly trips to all major local trip attractors including the Town Centre, Rail Station and local supermarkets between 09:10 and 15:10 Monday to Saturday. KCC public transport team have confirmed that the route 8 bus is currently funded and that there is no threat that funding would be discontinued for this community transport service in the foreseeable future.

- 4.79 It is acknowledged that the limited hours of operation mean the route is unlikely to be used for standard commuting trips at present and it is understood from discussions with KCC public transport team that the bus and driver currently serving this route are unavailable between 07:30 and 08:30 and between 15:30 and 16:30 each day as they provide a school bus service elsewhere during those times.
- 4.80 Further discussions with a representative at Go Coach (on 05/09/2022) have identified that the school service would be retained due to the significant contribution it provides towards funding this community service, however it has been agreed in principle that there is potential to run buses on this route earlier in the morning (prior to the school service at 07:30) and later in the evening (after the school service which concludes at around 16:30). At the time of writing, the applicant is awaiting written confirmation and estimates of potential associated costs (and hence appropriate contribution volumes) from Go Coach.
- 4.81 These potential extensions would create the opportunity for this route to cater for commuting and school trips in the local area as well as providing access to onward journeys from other bus terminals and the rail station. This service extension would therefore be highly beneficial to the proposed development as well as the surrounding residential areas.
- 4.82 During conversations regarding this bus service, KCC also indicated that the potential diversion of route 8 into the Application Site would be seen as a very significant benefit and would naturally enhance the accessibility of the location. Whilst the applicant would be happy to accommodate such a diversion and make reasonable adjustments and appropriate contributions to facilitate same, subsequent consultation with the operator Go Coach has revealed that whilst that option remains technically feasible, the preferred diversion would be to the existing stop at the southern end of Brittain's Lane. This alternative option would have the following advantages:
- This diversion would remove the need to access Ashgrove Road directly;
  - This diversion would avoid existing issues with on-street parking on Julian's Way/Grange Road which currently make access for buses difficult;
  - There would be no material increase in distance travelled and hence no impact to journey times;
  - There are existing physical stops on Brittain's Lane which would raise the profile of the service;
  - This new location would remain equally accessible from Julian's Way, Grange Road and Hawke Place (via Cross Keys Close) and hence there would be no net loss of potential patronage or loss of amenity to existing passengers;
  - The new location would be around 200m north of the proposed northern pedestrian access to the Application Site which remains a very significant improvement (half the recommended maximum distance of 400m);
  - The new location would increase the opportunity for bus patronage from Ashgrove Road (over and above the Application Site), Hopgarden Lane and Burntwood Road, which are all areas Go Coach have existing aspirations to serve;
  - The increased patronage would improve the financial performance (and hence viability) of this service.
- 4.83 The applicant awaits a formal written response from Go Coach on these potential diversion options and remains open to discussions around potential enhancements and/or contributions towards this service. Whilst the proposed diversion would not result in buses accessing the Application Site directly, additional measures are also proposed in the following subsection which would provide direct access alternatives.
- 4.84 It is also understood from conversations with the Town Council (who first conceived of bus route 8) that there is an aspiration to replace the current bus with a new electric model, and a funding bid is currently being prepared at the time of writing. The applicant is keen to understand whether suitable contributions could equally be made towards the provision of a new electric bus and hence further enhance this important community bus service.

- 4.85 Further bus services may be accessed from the stops at the junction of Ashgrove Road with Weald Road, known as the Weald Road stops, which are located around a 750m walk to the south of the Application Site. It is considered that residents of the proposed development would be less likely to use these stops, however consideration is given to potential enhancements, should they be considered appropriate.
- 4.86 Of the two Weald Road stops, there are significant opportunities for improvements to the stop located at the corner of the junction with Weald Road which currently has no hardstanding area for passengers to alight, nor any crossing point. It is also noted that the corner of this junction has no kerb or edging detail and hence mud from the highway verge has been transferred onto the public highway (presumably caused by vehicles over-running the corner and/or rainfall), resulting in a potential skid hazard and therefore a possible highway safety issue.
- 4.87 It is proposed that a small hardstanding area could be provided for that stop, in addition to a dropped kerb tactile crossing point across Weald Road. It is also proposed that, as part of these improvements, some form of edging detail or kerb be added to the corner of the junction to prevent the transfer of soil onto the public highway and equally retain the soft verge. These proposals are shown in the drawing attached at [Appendix L](#).
- 4.88 These proposals were discussed with KCC and Sevenoaks Town Council. The Town Council were receptive to the idea and mentioned that 'heritage' paving for the hard standing area would be a good option as it had been applied with good results on other schemes in the local area. It is understood that the registered 'common land' is owned by the Town Council, however restrictions may still apply.
- 4.89 Early dialogue is underway with KCC passenger transport and other relevant stakeholders (such as Sevenoaks Town Council) to establish the viability of these potential enhancements to local bus infrastructure on Weald Road and/or financial contributions towards same.

#### *Demand Responsive Transport*

- 4.90 In addition to local community bus services, a demand responsive transport (DRT) service is provided locally in the form of 'Go 2' which is also provided by Go Coach. This service offers 'app-based' on demand vehicle trips in the local area in a similar fashion to Uber, albeit this service is necessarily subsidised by KCC and STC in order to provide such a service (which otherwise may not be commercially viable) in this semi-rural area.
- 4.91 Another key difference from Uber is that Go 2 provides shared trips only (with capacity for up to 7 passengers per vehicle) and that all Go 2 vehicles are accessible with the ability to carry at least one wheelchair occupant per vehicle. This on demand minibus/taxi amenity is therefore invaluable to local residents. This service is equally understood to provide for those less able or willing to drive and is often used in connection with multi-modal trips to and from the rail station.
- 4.92 Following conversations with the operator Go Coach, it was determined that, rather than seeking to explore options for site specific shuttle buses or similar solutions, it would be more beneficial to both the Application Site and the wider community to instead seek to provide additional Go 2 vehicles. The benefit of providing such vehicles would be the flexibility of use, allowing for greater use by the proposed development for commuting and school runs in the peak hours if required, whilst providing a greater level of amenity for the wider community throughout the day and at weekends.
- 4.93 It was therefore suggested that the development would potentially fund one (or two) new 'Go 2' vehicles. There is an aspiration to achieve an all-electric fleet for the Go 2 service in the future, and hence it is anticipated that these new vehicles would comprise the first in the electric fleet, and hence would represent a very significant and positive step towards increased sustainability of the Application Site and the local area. Go Coach have indicated that they would intend to seek match funding using CIL to further enhance the service.

- 4.94 Go Coach also indicated that, as part of the arrangement, they would offer promotional incentives to residents of the proposals, for example 3 years free travel on the service (within reasonable limits) to encourage take-up and familiarity. This would therefore be highly beneficial to the proposed development. It is therefore expected that many future residents would be significantly incentivised to utilise this on-demand minibus/taxi service to replace single-occupant and private vehicle trips both in the peak hours and at other times. Such a service can be expected to make pick-ups and drops-offs directly within the Application Site.
- 4.95 A final consideration discussed was the provision of electric vehicle charging. In order to electrify their fleet, the local Go Coach depots would require DC electric fast charging. The applicant remains open to discussions around potential contributions. Go Coach are also considering the opportunities and benefits of making these charging points available to the public as well, to help promote the take up and use of electric vehicles in the area.
- 4.96 The applicant awaits a formal written response from Go Coach on the potential provision of new Go 2 vehicles and charging facilities and remains open to discussions around potential contributions towards their provision.

#### Car Clubs

- 4.97 It is understood that an Enterprise Car Club has recently been put in place in the St John's area close to the Bat and Ball rail station. Whilst this may not be an attractive location for the Application Site, it demonstrates that such interventions are beginning to be implemented in the local area, and that there is an appetite to pursue otherwise car-free lifestyles where possible, such as through the use of the Go 2 service as discussed above. Car clubs in the local area would be seen as a potential benefit.

#### Car Parking

- 4.98 The Sevenoaks District 'Allocations and Development Management Plan - February 2015' indicates that the applicable adopted parking standards for residential development within Sevenoaks is contained within the KCC SPG 'Design Guide Review: Interim Guidance Note 3 (2008) Residential Parking'. Within that document, the car parking standards for residential development located in suburban, suburban edge, village and rural locations are quoted as 'minimum' standards.
- 4.99 The guidance also suggests that, for development in these locations, garages are considered additional to the minimum requirement. Visitor parking is suggested as being provided on-street, or otherwise at a rate of 0.2 per unit. The notes relating to visitor parking also suggest that visitor provision may be reduced where provision is not allocated and may not be needed for flats.
- 4.100 The applicable minimum parking standards are shown in Table 4.1 below, along with the proposed levels of provision for each dwelling type.

Type	Standard by Type	Number of Units	Min Standard	Proposed		
	Suburban Edge/Village/Rural			Spaces	Car Port/Garage	Total
1 & 2 Bed Flats	1	10	10	12	0	12
1 & 2 Bed Houses	1.5	13	19.5	26	1	27
3 Bed Houses	2	20	40	36	4	40
4+ Bed Houses	2	7	14	14	5	19
Visitor	0.2	50	10	17	0	17

Table 4.1 – KCC Residential Parking Standards and Proposed Provision

- 4.101 As indicated in Table 4.1 above, the proposed car parking provision would meet or exceed the minimum standard as described in the applicable adopted SPG. It should be noted that, where applicable, car ports are proposed for 2 and 3 bed houses, whereas garages would be provided for the 4 and 5 bed houses.
- 4.102 The provision of visitor parking in the form of parallel parking bays would deter on-street parking, as suggested within the KCC Design Guide with reference to on-street parking on 'Minor Access Ways'.

#### *Electric Vehicle Charging (EVC)*

- 4.103 KCC's residential parking SPG makes no mention of Electric Vehicle Charging (EVC). However, the Sevenoaks District ADMP (2015) Policy T3 – 'Provision of Electrical Vehicle Charging Points' states the following with regard to residential developments:

*"Within new residential developments all new houses with a garage or vehicular accesses should include an electrical socket with suitable voltage and wiring for the safe charging of electric vehicles.*

*Schemes for new apartments and houses with separate parking areas should include a scheme for at least one communal charging point".*

- 4.104 The emerging Kent Design Guide includes guidance for the provision of EVC points (in Table 3 of that document) as follows:
- *Dwellings with on-plot parking - 1 Active Charging Point per dwelling minimum output rating 7kW;*
  - *Dwellings with unallocated communal parking - 10% Active Charging Spaces and 100% Passive Charging Spaces.*

- 4.105 It is proposed to provide all dwellings with active EVC points, located either within their garage, car port or parking area such that all dwellings have access to at least one active EVC point. This is therefore expected to exceed both the adopted and future standards as described above.

#### *Cycle Parking/Storage*

- 4.106 Whilst the ADMP suggests that the SPG 'Design Guide Review: Interim Guidance Note 3 (2008) Residential Parking' contains the currently adopted cycle parking standards, there are no cycle standards included within that document. The emerging Kent Design Guide, which has yet to be formally adopted, does include cycle parking standards, and hence that document is considered to be applicable when determining appropriate cycle parking provision for new residential development.
- 4.107 The emerging Kent Design Guide includes minimum standards for the provision of residential cycle parking (in Table 6 of that document) as follows:
- Houses – 1 space per bedroom;
  - Flats and Maisonettes – 1 space per unit.
- 4.108 It is proposed that all houses would be provided with bespoke cycle sheds/stores designed to accommodate at least the minimum number of cycles. These stores would be located appropriately within the curtilage of each respective dwelling. Where provided in rear gardens, suitable garden access would be provided to ensure convenient and practical access to these cycle stores.
- 4.109 It is proposed that the maisonettes would include communal cycle storage facilities within the communal curtilage at a minimum rate of 1 per dwelling.
- 4.110 The above proposed cycle parking would therefore adhere to the emerging minimum requirements.

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## Summary

- 4.111 A suitable vehicular access has been proposed onto Ashgrove Road with appropriate junction visibility splays, and separate pedestrian access points are proposed at the extents of the site frontage that serve the anticipated pedestrian desire lines. The application proposals would include complementary measures and/or contributions towards the provision of the pending 20mph speed limit zone schemes in the area including associated traffic calming and/or improved street lighting, and it is expected that this would significantly improve amenity for pedestrians and cyclists whilst de-prioritising motor vehicles. The proposals would therefore assist in facilitating the delivery of 20mph zones and safer streets as sought after by the local community.
- 4.112 A number of pedestrian infrastructure improvements have been proposed towards the town centre, rail station, local schools and bus stops including new areas of footway, uncontrolled crossing points and potential improvements to street lighting provision. These enhancements can be expected to increase the accessibility of the Application Site, but equally represent significant improvements that benefit the wider residential area. These proposed pedestrian and cycle infrastructure improvements broadly align with comments made regarding Ashgrove Road, Brittain's Lane and Oak Lane during the LCWIP consultation.
- 4.113 It has been demonstrated that the Application Site layout can accommodate all required vehicles for access and servicing purposes, and would provide the required levels of vehicle parking, EVC charging points and cycle parking to adopted and/or emerging standards.
- 4.114 The proposed enhancements to local bus services and infrastructure, and demand responsive transport provision, can also be expected to increase the accessibility of the Application Site whilst significantly benefitting the wider residential areas and are in keeping with applicable policies, including for example those outlined in the Core Strategy. It is understood that the locally subsidised community transport offering is necessary for older local residents who may increasingly rely on such services, and it is recognised that suitable development is considered necessary to deliver and improve such services.



## 5.0 Proposed Trip Volumes & Traffic flows

- 5.1 The proposed residential development can be expected to generate trips by a number of modes associated with the residential land use, and these can be predicted with reference to the TRICS survey database. A preliminary TRICS vehicular trip assessment was undertaken as part of the pre-application advice request report, as described below.
- 5.2 The TRICS database was interrogated for comparable vehicular surveys of privately owned housing (use class C3) in Great Britain (excluding Greater London) in Edge of Town locations. The criteria included developments of between 25 and 75 dwellings in order to return sites of a comparable size. This search criteria returned 13 potential sites, although one was removed as that survey site included flatted development. The TRICS vehicular trip rates and estimated vehicular trips for the proposed development are summarised in Table 5.1 below.

47 Dwellings	08:00-09:00		17:00-18:00		07:00-19:00	
	In	Out	In	Out	In	Out
Trip Rate	0.145	0.321	0.318	0.178	2.498	2.560
Trips	7	15	15	8	117	120

Table 5.1: TRICS Privately Owned Houses – Vehicular Trip Rates/Predicted Trips (47 Dwellings)

- 5.3 The predicted vehicular trips in Table 5.1 indicate that proposals for 47 dwellings might generate up to around 22 two-way vehicle trips in the morning peak hour, 23 two-way vehicle trips in the evening peak hour and around 237 two-way vehicle trips daily (based on 47 dwellings). This equates to around one additional vehicle movement every three minutes during both the peak hours and across a typical weekday. It was suggested within the highway's pre-application response that these vehicle trip volumes seemed low and hence further clarity was requested regarding the survey sites selected.
- 5.4 An updated assessment has been undertaken searching for multi-modal surveys of residential development in Edge of Town and Freestanding locations. The returned sites were all reviewed for comparability and sites deemed to have access to significant amenities were removed from the search list. The full criteria is described in detail below.
- 5.5 The TRICS database was interrogated for comparable multi-modal surveys of privately owned housing (use class C3) in Great Britain (excluding Greater London) in Edge of Town and Freestanding locations. The criteria included developments of between 25 and 75 dwellings in order to return sites of a comparable size. This search criteria returned 15 potential sites (one of which being freestanding). Development sites considered to be generally more accessible, closer to significant amenity, or including flatted development were removed from the search. This left 6 survey sites.
- 5.6 The full TRICS output for these sites is included at [Appendix M](#) and includes the site list and reasons for deselection of the removed sites. The resultant vehicle trip rates and estimated vehicle trips for the proposed development are summarised in Table 5.2 below (again based on 47 dwellings for direct comparability).

47 Dwellings	08:00-09:00		17:00-18:00		07:00-19:00	
	In	Out	In	Out	In	Out
Trip Rate	0.173	0.361	0.343	0.188	2.465	2.602
Trips	8	17	16	9	116	117

Table 5.2: Revised TRICS Privately Owned Houses – Vehicular Trip Rates/Predicted Trips (47 Dwellings)

- 5.7 The predicted vehicle trips in Table 5.2 indicate that the proposals might generate up to around 25 two-way vehicle trips in the peak hours and around 238 two-way vehicle trips daily. These predicted vehicular trip rates and trips are not materially different to those presented in Table 5.1. The predicted vehicle trip volumes are modest and would have an imperceptible impact on the local highway network.
- 5.8 The predicted trip rates for the proposals have now been broken down into the various modes to provide an indication of the modal share observed within the selected TRICS survey sites. These multimodal trip rates are shown in Table 5.3 below. It should be noted that the mode 'vehicle occupants' includes drivers and hence represents the total people trips by private motor vehicles (driver or passenger). Some vehicle sharing is therefore evident within developments similar to the Application Site.

Mode	AM (08:00-09:00)			PM (17:00-18:00)			Daily (07:00-19:00)		
	In	Out	Two-Way	In	Out	Two-Way	In	Out	Two-Way
Total People	0.213	0.635	0.848	0.473	0.282	0.755	3.472	3.837	7.309
Total Vehicles	0.173	0.361	0.534	0.343	0.188	0.531	2.465	2.602	5.067
Vehicle Occupants	0.184	0.574	0.758	0.44	0.231	0.671	3.09	3.429	6.519
Cyclists	0.018	0.004	0.022	0.004	0.004	0.008	0.048	0.052	0.1
Pedestrians	0.011	0.036	0.047	0.018	0.043	0.061	0.263	0.276	0.539
Bus	0	0.018	0.018	0.011	0.004	0.015	0.063	0.06	0.123
Rail	0	0.004	0.004	0	0	0	0.007	0.016	0.023

Table 5.3: Revised TRICS Privately Owned Houses – Multimodal Trip Rates

- 5.9 The total trips by each mode (including the 'total people' trips) for the proposed development of 50 dwellings have been calculated based on the trip rates provided in Table 5.3 above, and these are illustrated in Table 5.4 below.

Mode	AM (08:00-09:00)			PM (17:00-18:00)			Daily (07:00-19:00)		
	In	Out	Two-Way	In	Out	Two-Way	In	Out	Two-Way
Total People	11	32	42	24	14	38	174	192	365
Total Vehicles	9	18	27	17	9	27	123	130	253
Vehicle Occupants	9	29	38	22	12	34	155	171	326
Cyclists	1	0	1	0	0	0	2	3	5
Pedestrians	1	2	2	1	2	3	13	14	27
Bus	0	1	1	1	0	1	3	3	6
Rail	0	0	0	0	0	0	0	1	1

Table 5.4: Revised TRICS Privately Owned Houses – Multimodal Trips (based on 50 dwellings)

- 5.10 The predicted trips in Table 5.4 above indicate that the proposals might generate up to around 27 two-way vehicle trips in the peak hours and around 253 two-way vehicle trips daily. These predicted vehicle trips are very slightly higher than those predicted for 47 dwellings as can be expected. The observed 'vehicle occupants' mode share within these TRICS sites indicates that the main modes are as a vehicle driver or vehicle passenger (around 90% of all people trips). The predicted trips by 'active modes' or by public transport are significantly lower.
- 5.11 As a check, Census 2011 Method of Journey to Work data has been reviewed for the local 'output' area, as well as a handful of output areas between the Application Site and the centre of Sevenoaks to provide a relative comparison. The Application Site is contained within census output area Sevenoaks E00124175. The other census output areas considered are E00124172, E00124173 and E00124211.

- 5.12 The data obtained for each of these output areas is attached at [Appendix N](#) and a plan illustrating the location of these areas relative to each other and the centre of Sevenoaks has also been provided for clarity. The data has shown that in each of these areas, the unemployed population ranges between around 37% and 42% on average and that, of those in employment, around 10% to 12% work at or mainly from home. Given the recent changes to trends in homeworking following COVID-19, it can be expected that home working percentages would have increased significantly since 2011 and hence commuting trips by all modes can be expected to reduce accordingly.
- 5.13 Regardless of the above, the journey to work mode percentages have been subsequently calculated based on the 'commuting population' for each output area assessed. The relative commuting mode share percentages for the output area containing the Application Site (Sevenoaks E00124175) have been applied to the 'total people' peak hour trip volumes as predicted by TRICS. The resulting peak hour trip volumes by each mode based on local commuter travel behaviour is illustrated in Table 5.5 below. The daily trip volumes are not shown as these would not be fully represented by commuting mode share.

Mode	AM (08:00-09:00)			PM (17:00-18:00)		
	In	Out	Two-Way	In	Out	Two-Way
Total People	11	32	42	24	14	38
Total Vehicles	6	17	23	13	8	20
Vehicle Passengers	0	0	1	0	0	0
Cyclists	0	0	1	0	0	0
Pedestrians	1	3	4	2	1	4
Bus	0	0	0	0	0	0
Rail	3	10	14	8	5	12
Other	0	0	1	0	0	0

Table 5.5: Census 2011 Method of Travel to Work – Peak Hour Multimodal Trips (based on 50 dwellings)

- 5.14 From Table 5.5 it is observed that the peak hour vehicle trip volumes based on local Census 2011 Journey to Work mode share percentages are similar to those predicted directly from TRICS survey data, albeit slightly fewer. The local data indicates a higher volume of commuting trips by rail would be made than predicted by the TRICS data (it is expected that these trips include walking or cycling) and pedestrian trip volumes are slightly higher.
- 5.15 Therefore, the census data suggests that the peak hour vehicle trip rates as predicted by TRICS are reasonable. The greater volume as predicted by TRICS would include servicing and delivery trips which would not be accounted for within journey to work data. The higher proportions of commuting trips by rail and by foot as indicated within the census data can be considered valid local characteristics and indicative of the nature of the local area.
- 5.16 It is noted from Table 5.5 that the predicted volumes of pedestrians and public transport users in the peak hours are approximately equal to the capacity of two Go 2 minibus/taxis (at 7 passengers each) and hence that level of additional DRT vehicle provision would notionally accommodate the total predicted peak commuter and school run movements.

## 6.0 Summary & Conclusions

- 6.1 This Transport Statement has been prepared on behalf of Sigma Strategic Land to support an outline planning application (with all matters reserved except access) for a proposed residential development comprising up to 50 dwellings on land at Ashgrove Road, Sevenoaks, Kent (herein referred to as the 'Application Site').
- 6.2 As a result of the Application Site's location on the edge of a mature and established residential area, there are several amenities and facilities within walking distance including the town centre, local schools, employment opportunities, bus stops and the rail station. The site is therefore relatively accessible and would further benefit from a combination of local improvements currently under consideration by the council, and further enhancements proposed in connection with these development proposals.
- 6.3 It is expected that the proposed 50 dwellings would comprise 10 No. one-bedroom maisonettes, 13 No. two-bedroom houses, 20 No. three-bedroom houses, 5 No. four-bedroom houses and 2 No. five-bedroom houses. Of the 50 units proposed, 25 units (50%) would be affordable including a mix of social rent, affordable rent, first time buyer and intermediate tenure dwellings.
- 6.4 Car parking and cycle parking/storage would be provided to adopted local standards and would include comprehensive provision for active electric vehicle charging points.
- 6.5 It has been demonstrated that safe and suitable vehicular access can be achieved onto Ashgrove Road, and the preliminary internal layout demonstrates that appropriate access and turning on site for all car parking spaces is provided, as well as suitable provision for refuse collection, servicing and emergency vehicles which is in keeping with the applicable guidance.
- 6.6 Separate pedestrian access points are proposed at either end of the site frontage which would cater for desire lines and would exceed the standards for ambulant disabled access. These access points could equally be made available to the wider public and hence may represent a potential improvement to pedestrian amenity along that section.
- 6.7 Significant improvements are proposed to local streets including new kerbs, tactile dropped kerb crossing points and street lighting which would enhance the local environment for active modes. These interventions would substantially improve key local routes to the town centre, local schools, employment areas, bus stops and the rail station. These interventions therefore represent an important benefit to the wider residential area.
- 6.8 Comprehensive improvements are proposed to bus services and infrastructure which would significantly improve the accessibility of the Application Site and local area, representing a wider benefit for local residents. Equally, significant enhancements to DRT provision are proposed which would provide attractive alternatives to single occupant or private vehicle trips for future residents whilst also providing further benefits to the local community.
- 6.9 The proposals include contributions towards 20mph speed limit zones in the area, with particular emphasis on Ashgrove Road and Brittain's Lane. These proposals would further increase the amenity in the local area for pedestrians and cyclists and align with the current aspirations of the council and the local community. These proposals would therefore be complementary.
- 6.10 Whilst many of the above proposed mitigation measures remain open for further discussion with relevant stakeholders, it is clear that the applicant is willing to make appropriate and proportional contributions that would result in significant and meaningful improvements to the accessibility of the Application Site and the local area. It is expected that those mitigation measures considered suitable could be secured by suitably worded planning conditions and hence subsequently discharged following further engagement with relevant stakeholder groups as required.

- 6.11 It has been demonstrated that the proposed development would result in negligible increases in vehicle trips throughout the day and at peak times and would have no material impact on the local highway network.
- 6.12 In conclusion, the proposed development would not result in any severe cumulative impacts and hence the presumption in favour of sustainable development expressed in the NPPF (July 2021) should apply.

## Appendix A

KCC Highways Pre-Application Response

From: David.Barton@kent.gov.uk  
Sent: 07 June 2022 11:54  
To: Richard Allman  
Subject: PAP/2022/15 - Highways Pre-Application Advice, Ashgrove Road, Sevenoaks

Dear Richard

I refer to your request for highways pre-application advice dated 28<sup>th</sup> April 2022 and apologise for the delay in providing you with a formal response.

I have now had the opportunity to look at your Scoping Note dated 26<sup>th</sup> April 2022 for the proposed development off Ashgrove Road and can make the following comments (paragraph references are given relating to your Scoping Note):

1. The proposed development is in a fairly unsustainable location where travel other than the private car is difficult.
2. (1.2) Whilst the site is within walking or cycling distance to essential facilities including Sevenoaks Station and the town centre, the routes to those facilities are poor since the local roads are unlit and many do not have footways. Any improvements are difficult to achieve.
3. (2.3 / 2.4) Whilst Hopgarden Lane has a footway along one side, this footway is narrow and substandard and is not considered to have "good provision for pedestrians". At the northern end at its junction with Grassy Lane there is no pedestrian facility and visibility is extremely restricted.
4. (2.7) No evidence is provided on the level or speed of traffic using Ashgrove Road, Oak Lane or Brittain's Lane. It would be beneficial to carry out traffic and speed surveys in order that a proper assessment of their suitability for cyclists can be made.
5. (2.9) The nearest bus stop in Brittain's Lane to the north is only served by a school bus service twice a day on weekdays and whilst convenient for secondary school pupils, is no use for other trips. The next nearest bus stops in Weald Road are only accessed via narrow unlit lanes with no pedestrian facilities and are therefore unsuitable.
6. (2.11) The New Beacon School is private for boys only and therefore cannot be considered to be generally suitable. The nearest general primary school appears to be 2km away and not along a suitable walking route.
7. (3.3 / 3.4) The proposed access onto Ashgrove Road appears to be acceptable. The visibility splays of 43m x 2.4m are suitable for a 30mph speed limit but this should be verified through a speed survey as mentioned in Item 4 above.
8. (3.5) The passing bays along Ashgrove Road are so close together as possibly not effective. It is suggested that instead of the passing bays, the whole of Ashgrove Road fronting the site should be widened to 5.5m on the western side.
9. (3.7) The pedestrian route (which should be wide enough for cycles too) to the south is welcomed but it is suggested that a pedestrian / cycle route running parallel to Ashgrove Road for the whole of the site frontage would be preferable, notwithstanding the other issues not within the site.
10. (3.10) The route to the north not only involves Ashgrove Road, which is proposed to be improved, but also Brittain's Lane and Oak Lane which have sections without footways but have no proposals to improve. This route cannot therefore be considered to be suitable.
11. (3.12) The width of Ashgrove Road, its alignment, and overhanging vegetation make the proposal for an "on carriageway" footway unsuitable. A 0.9m width would not be suitable for parents with children and / or pushchairs.
12. (3.14) Only areas of off-road footway construction within existing public highway can be guaranteed. Footways should be a minimum of 1.8m wide, preferably 2.0m.
13. (3.17) Although the need is recognised in the Sevenoaks Cycling Plan, no firm proposals are current, the main issues being finance and land availability.



14. (3.18) Any contributions are welcomed and further discussions need to be undertaken with Sevenoaks District Council for suitable proposals. However, SDC maintains a CIL arrangement which might mean a S106 contribution may not be permissible unless it is "directly" beneficial to the development.
15. (3.20 – 3.22) Discussions would need to be opened with KCC Public Transport together with the bus providers regarding any possible improvements to local bus services. It is unlikely that a development of 47 dwellings would be sufficient to trigger sufficient patronage for a new or diverted route.
16. (4.1) The trip generation rates from TRICS appear to be low considering the semi-rural location with lack of sustainable travel opportunities. I have not had the chance to fully analyse the TRICS reports provided but any additional information regarding the sites selected would be beneficial.

In conclusion, my overall view is that this should a planning application be submitted it would be recommended for refusal by the Highway Authority as Ashrove Road and Oak Road are unsuitable in width to allow for such an intensification of traffic. There is insufficient space for a HGV/bus to pass a car and there is no footway and insufficient space to provide a footway. The road is unlit, bordered by dense hedgerows, so there are no opportunities for pedestrians to step off the road as a car/HGV pass. This would all be contrary to highway safety and so any application, as proposed and described in the pre application enquiry, would be likely to be recommended for refusal unless a wider range of mitigating measures are proposed and can be implemented. The above comments on the Scoping Note demonstrate that the opportunities for sustainable travel are severely lacking and, remembering that not all residents have access to a car, acceptable improvements to the local footway and cycle facilities (outside the site itself) need to be proposed but are not necessarily possible to implement. The development proposal does not comply with the recommendations of NPPF (2021) Section 9 regarding sustainable travel.

I hope the above is helpful to you and please contact me if you wish to discuss any element of my response or any other issues.

Many thanks  
Dave

David Barton  
Senior Development Planner  
Kent County Council Highways & Transportation  
07715 428802

## Appendix B

Traffic Surveys & Summary Diagrams

## Sevenoaks ATC 01, Ashgrove Road (North)

Produced by Streetwise Services Ltd.



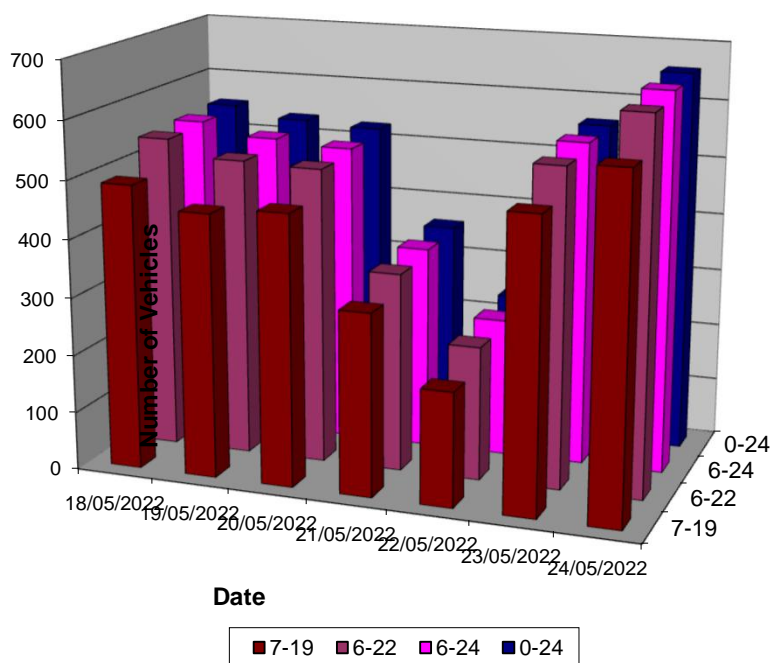
Channel 1 - Northbound

Vehicle Flow

Week 1

Hr Ending	18/05/2022 Wednesday	19/05/2022 Thursday	20/05/2022 Friday	21/05/2022 Saturday	22/05/2022 Sunday	23/05/2022 Monday	24/05/2022 Tuesday	5 Day Ave	7 Day Ave
1	3	4	6	2	3	1	2	3	3
2	0	3	1	2	1	1	0	1	1
3	1	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0
5	0	0	1	0	0	0	1	0	0
6	1	1	1	2	0	1	3	1	1
7	10	11	4	0	2	7	7	8	6
8	52	45	40	9	1	44	50	46	34
9	116	75	68	18	12	92	103	91	69
10	20	17	34	25	15	36	40	29	27
11	29	26	31	40	19	29	29	29	29
12	30	26	52	38	25	25	43	35	34
13	20	17	53	33	29	40	31	32	32
14	27	25	19	22	26	37	34	28	27
15	30	35	30	28	23	28	43	33	31
16	48	46	37	20	17	52	64	49	41
17	48	67	43	18	12	51	57	53	42
18	38	41	32	30	10	41	49	40	34
19	33	34	27	33	8	24	38	31	28
20	20	25	21	18	19	19	33	24	22
21	13	13	11	8	7	14	17	14	12
22	8	11	8	3	6	7	2	7	6
23	3	5	2	6	6	8	9	5	6
24	2	7	6	3	2	3	3	4	4
7-19	491	454	466	314	197	499	581	498	429
6-22	542	514	510	343	231	546	640	550	475
6-24	547	526	518	352	239	557	652	560	484
0-24	552	534	527	358	243	560	658	566	490

Vehicle Flow (Channel 1)



## Sevenoaks ATC 01, Ashgrove Road (North)

Produced by Streetwise Services Ltd.



Channel 1 - Northbound

Average Speed

Week 1

Hr Ending	18/05/2022 Wednesday	19/05/2022 Thursday	20/05/2022 Friday	21/05/2022 Saturday	22/05/2022 Sunday	23/05/2022 Monday	24/05/2022 Tuesday
1	31.3	33.0	33.0	33.0	24.7	33.0	35.5
2	-	28.0	33.0	18.0	33.0	38.0	-
3	23.0	-	-	-	-	-	-
4	-	-	-	-	-	-	-
5	-	-	23.0	-	-	-	38.0
6	23.0	33.0	23.0	20.5	-	18.0	26.3
7	28.5	25.3	30.5	-	25.5	24.4	26.6
8	23.4	24.1	24.8	25.2	23.0	23.5	23.5
9	20.6	22.6	20.8	23.8	25.9	21.4	21.8
10	25.0	24.5	22.3	24.1	26.0	23.7	23.4
11	22.4	24.9	24.5	23.3	20.7	25.4	24.7
12	21.4	20.7	22.9	23.1	24.0	23.1	23.6
13	21.8	24.5	24.4	21.9	20.4	24.1	21.0
14	23.7	22.9	22.8	23.1	24.2	23.9	24.3
15	22.5	22.3	23.9	24.2	22.4	22.6	22.6
16	22.2	23.6	24.3	24.2	23.3	22.4	23.0
17	22.7	23.0	25.0	22.6	21.1	22.7	23.6
18	22.9	24.1	25.2	22.7	21.2	23.7	23.5
19	22.7	23.9	25.1	25.9	23.0	24.1	24.1
20	24.2	25.8	23.8	23.9	23.5	24.8	25.0
21	24.9	24.5	20.2	26.8	25.9	26.6	23.7
22	29.9	24.8	26.8	26.3	25.5	21.9	28.0
23	31.3	17.4	35.5	19.2	27.2	24.2	24.1
24	33.0	26.6	24.7	31.3	25.5	29.7	31.3

10-12	21.9	22.8	23.5	23.2	22.6	24.3	24.0
14-16	22.3	23.1	24.1	24.2	22.8	22.5	22.8
0-24	22.7	23.6	23.8	23.7	23.3	23.3	23.4

7 Day Ave 23.4

85th Percentile

Hr Ending	18/05/2022 Wednesday	19/05/2022 Thursday	20/05/2022 Friday	21/05/2022 Saturday	22/05/2022 Sunday	23/05/2022 Monday	24/05/2022 Tuesday
1	38.7	38.5	38.3	38.4	28.2	33.2	43.2
2	-	38.3	33.0	23.3	34.0	38.1	-
3	23.5	-	-	-	-	-	-
4	-	-	-	-	-	-	-
5	-	-	23.3	-	-	-	38.3
6	23.6	33.6	23.4	23.9	-	18.1	28.1
7	33.3	33.6	33.3	-	28.1	28.3	33.6
8	28.3	28.3	28.9	28.6	23.4	28.1	28.2
9	28.8	28.3	29.0	28.6	28.4	28.0	28.9
10	28.0	28.8	28.4	28.4	28.5	28.5	28.1
11	28.8	28.8	28.3	28.1	23.2	28.7	28.4
12	28.8	28.6	28.2	28.6	28.5	28.5	28.3
13	28.7	29.0	28.2	28.7	28.3	28.8	28.9
14	28.0	28.9	28.6	28.9	28.6	28.1	28.8
15	28.4	28.2	28.4	28.8	28.5	28.2	28.3
16	28.9	28.7	28.4	28.0	28.2	28.7	28.7
17	28.8	29.0	28.7	28.5	28.9	28.5	28.3
18	28.4	28.2	28.3	28.9	33.7	28.4	28.1
19	29.0	33.5	33.6	33.4	28.5	28.1	28.0
20	33.9	28.1	28.2	28.7	28.4	33.7	28.3
21	28.1	29.0	28.2	28.5	28.1	28.9	28.8
22	38.9	28.7	33.6	33.5	38.8	38.5	28.3
23	33.4	23.0	38.1	23.5	38.5	28.1	28.2
24	38.5	38.6	28.5	43.4	28.8	33.8	38.5

10-12	28.8	28.1	28.9	28.4	28.6	28.4	28.3
14-16	28.1	28.1	28.3	28.3	28.8	28.5	28.3
0-24	28.6	28.8	28.8	28.1	28.0	28.5	28.0

7 Day Ave 28.4

## Sevenoaks ATC 01, Ashgrove Road (North)

Produced by Streetwise Services Ltd.



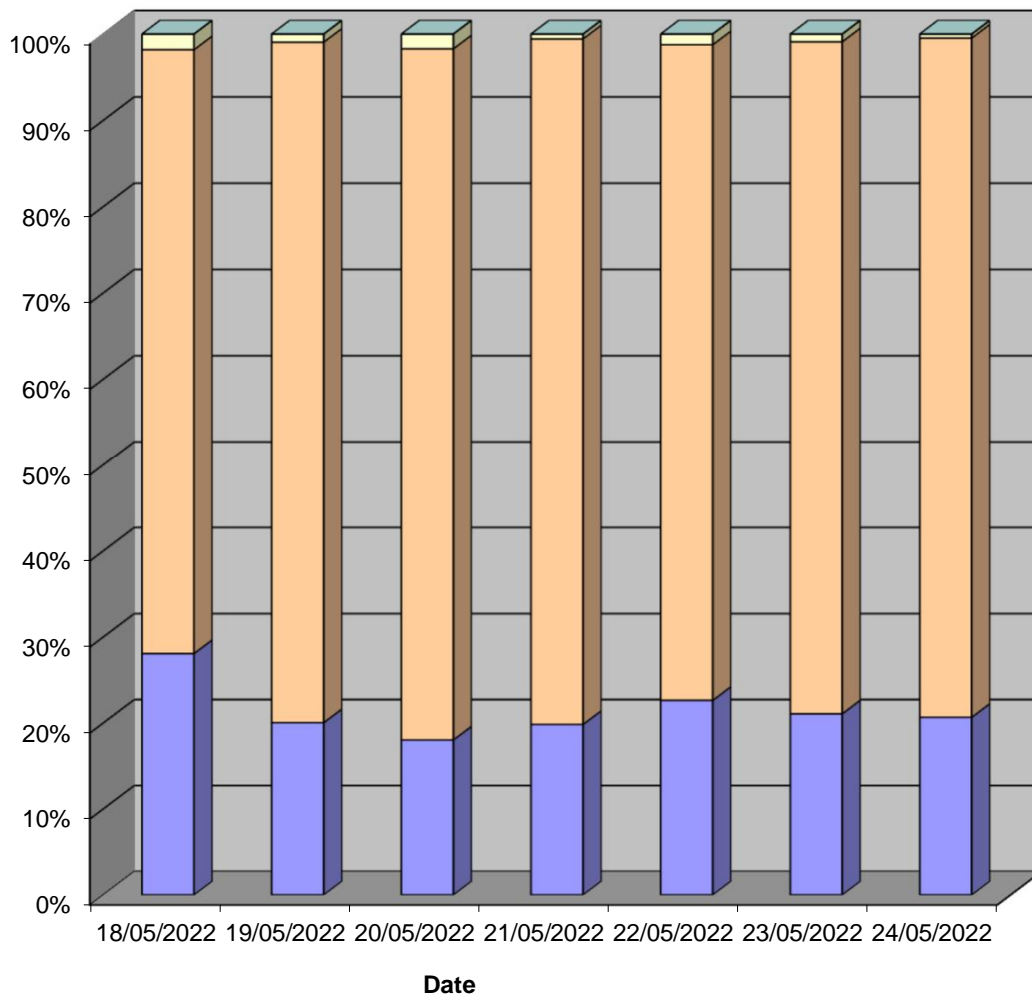
Channel 1 - Northbound

Speed Summary

Week 1

Speed (MPH)	18/05/2022 Wednesday	19/05/2022 Thursday	20/05/2022 Friday	21/05/2022 Saturday	22/05/2022 Sunday	23/05/2022 Monday	24/05/2022 Tuesday
0-20	155	107	95	71	55	118	136
21-35	387	422	423	285	185	437	519
36-50	10	5	9	2	3	5	3
51-100	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>552</b>	<b>534</b>	<b>527</b>	<b>358</b>	<b>243</b>	<b>560</b>	<b>658</b>

**Speed Summary (MPH)**



## Sevenoaks ATC 01, Ashgrove Road (North)

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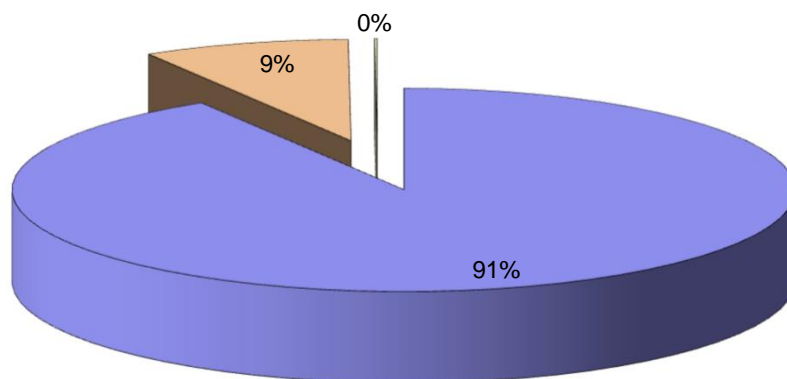
Channel 1 - Northbound

Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
18/05/2022				
7-19	453	38	0	491
6-22	501	41	0	542
6-24	506	41	0	547
0-24	510	42	0	552
19/05/2022				
7-19	407	44	3	454
6-22	460	51	3	514
6-24	470	53	3	526
0-24	478	53	3	534
20/05/2022				
7-19	421	45	0	466
6-22	461	49	0	510
6-24	469	49	0	518
0-24	475	52	0	527
21/05/2022				
7-19	287	27	0	314
6-22	316	27	0	343
6-24	325	27	0	352
0-24	331	27	0	358
22/05/2022				
7-19	186	11	0	197
6-22	218	13	0	231
6-24	226	13	0	239
0-24	230	13	0	243
23/05/2022				
7-19	454	45	0	499
6-22	497	48	1	546
6-24	507	49	1	557
0-24	509	50	1	560
24/05/2022				
7-19	531	50	0	581
6-22	585	55	0	640
6-24	596	56	0	652
0-24	602	56	0	658
Average				
7-19	391	37	0	429
6-22	434	41	1	475
6-24	443	41	1	484
0-24	448	42	1	490

**Total Vehicle Class Distribution**



## Sevenoaks ATC 01, Ashgrove Road (North)

Produced by Streetwise Services Ltd.



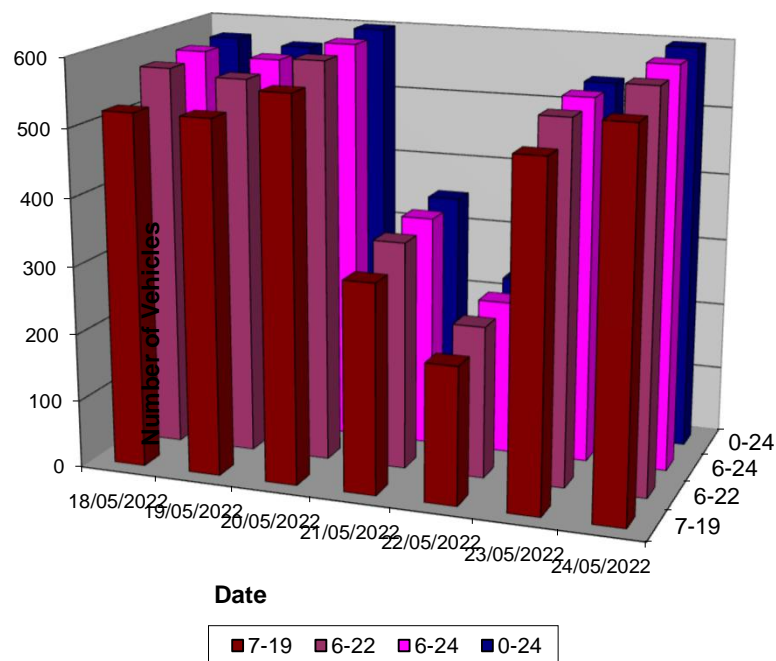
Channel 2 - Southbound

Vehicle Flow

Week 1

Hr Ending	18/05/2022 Wednesday	19/05/2022 Thursday	20/05/2022 Friday	21/05/2022 Saturday	22/05/2022 Sunday	23/05/2022 Monday	24/05/2022 Tuesday	5 Day Ave	7 Day Ave
1	0	0	2	2	1	0	1	1	1
2	0	0	1	1	1	0	0	0	0
3	0	0	0	0	0	0	0	0	0
4	0	0	1	1	1	0	0	0	0
5	1	0	0	0	0	0	1	0	0
6	2	1	1	0	0	1	4	2	1
7	8	5	4	2	2	5	9	6	5
8	62	57	42	9	2	45	61	53	40
9	126	120	114	27	6	123	121	121	91
10	31	28	54	28	21	36	49	40	35
11	27	33	53	39	40	29	31	35	36
12	25	15	63	33	13	33	21	31	29
13	21	27	32	37	27	18	20	24	26
14	24	28	48	35	22	25	29	31	30
15	29	28	25	22	25	32	36	30	28
16	61	69	50	22	9	57	64	60	47
17	49	48	38	20	15	48	55	48	39
18	41	50	22	21	13	34	39	37	31
19	25	18	22	16	10	22	28	23	20
20	20	16	13	18	9	14	15	16	15
21	10	9	7	6	9	6	3	7	7
22	6	5	2	2	2	5	1	4	3
23	1	7	3	5	3	4	8	5	4
24	6	3	3	3	1	3	2	3	3
7-19	521	521	563	309	203	502	554	532	453
6-22	565	556	589	337	225	532	582	565	484
6-24	572	566	595	345	229	539	592	573	491
0-24	575	567	600	349	232	540	598	576	494

Vehicle Flow (Channel 2)





## Sevenoaks ATC 01, Ashgrove Road (North)

Produced by Streetwise Services Ltd.



Channel 2 - Southbound

Average Speed

Week 1

Hr Ending	18/05/2022 Wednesday	19/05/2022 Thursday	20/05/2022 Friday	21/05/2022 Saturday	22/05/2022 Sunday	23/05/2022 Monday	24/05/2022 Tuesday
1	-	-	28.0	25.5	28.0	-	23.0
2	-	-	28.0	33.0	23.0	-	-
3	-	-	-	-	-	-	-
4	-	-	33.0	28.0	33.0	-	-
5	33.0	-	-	-	-	-	28.0
6	30.5	18.0	33.0	-	-	23.0	26.8
7	28.0	32.0	30.5	28.0	30.5	27.0	29.7
8	24.4	25.2	24.2	26.9	30.5	23.7	25.9
9	21.0	22.7	20.9	24.7	27.2	22.3	21.4
10	23.2	25.0	22.7	24.8	23.7	23.6	22.0
11	22.6	22.8	23.7	24.1	23.5	25.2	23.8
12	22.4	23.0	22.5	24.1	21.6	24.9	22.1
13	21.9	23.9	21.6	22.2	21.1	23.6	19.3
14	23.4	21.4	23.2	23.6	23.5	22.5	21.6
15	21.1	23.2	22.0	23.5	24.7	22.5	22.9
16	23.7	23.7	22.4	24.6	24.7	22.6	22.2
17	23.3	21.6	24.4	23.0	23.3	22.1	21.7
18	23.2	21.9	23.3	24.9	22.2	23.0	23.3
19	24.0	24.9	24.0	23.3	23.5	22.6	23.7
20	21.4	25.8	25.7	23.8	25.8	22.3	24.3
21	25.5	28.6	21.6	22.2	22.4	23.8	23.0
22	31.3	26.0	30.5	23.0	28.0	24.0	28.0
23	28.0	30.1	26.3	21.0	33.0	29.2	24.9
24	25.5	28.0	26.3	28.0	23.0	24.7	28.0

10-12	22.5	22.8	23.1	24.1	23.0	25.0	23.1
14-16	22.8	23.5	22.3	24.0	24.7	22.6	22.5
0-24	22.9	23.5	22.9	24.0	23.7	23.1	22.8

7 Day Ave 23.3

85th Percentile

Hr Ending	18/05/2022 Wednesday	19/05/2022 Thursday	20/05/2022 Friday	21/05/2022 Saturday	22/05/2022 Sunday	23/05/2022 Monday	24/05/2022 Tuesday
1	-	-	28.5	28.4	28.8	-	23.8
2	-	-	28.7	33.5	23.7	-	-
3	-	-	-	-	-	-	-
4	-	-	33.9	28.1	33.4	-	-
5	33.5	-	-	-	-	-	28.7
6	33.2	18.5	33.4	-	-	23.1	28.9
7	28.9	38.9	33.3	33.1	33.7	33.5	33.9
8	28.6	28.5	33.3	33.2	33.3	29.0	28.4
9	28.8	28.4	23.2	28.0	33.4	28.6	28.1
10	28.9	28.8	28.5	28.7	28.4	28.9	29.0
11	28.3	28.8	28.2	28.5	28.9	28.7	28.8
12	28.5	28.7	28.6	28.6	28.1	28.4	28.7
13	28.1	28.7	28.4	28.2	28.6	28.7	28.4
14	28.6	29.0	28.9	28.5	28.3	28.1	23.0
15	23.4	28.3	28.5	28.7	28.1	28.8	28.2
16	29.0	28.5	28.2	28.8	28.2	28.7	28.2
17	28.1	28.4	28.7	28.4	28.1	28.5	23.5
18	28.9	28.7	28.7	28.9	23.4	28.2	28.4
19	28.6	28.2	28.6	28.7	29.0	28.2	28.1
20	28.3	28.4	33.8	28.1	28.5	28.3	28.3
21	28.1	33.5	28.2	28.6	28.5	28.8	28.6
22	43.5	33.8	33.8	23.7	34.0	33.1	28.8
23	28.2	33.5	28.2	33.0	38.2	38.5	28.5
24	29.0	28.4	29.0	33.4	23.4	28.8	28.2

10-12	28.1	28.5	28.1	28.4	28.4	28.8	28.9
14-16	28.0	28.2	28.1	28.3	28.3	28.3	28.4
0-24	28.3	28.6	28.8	29.0	28.5	29.0	28.3

7 Day Ave 28.6

## Sevenoaks ATC 01, Ashgrove Road (North)

Produced by Streetwise Services Ltd.



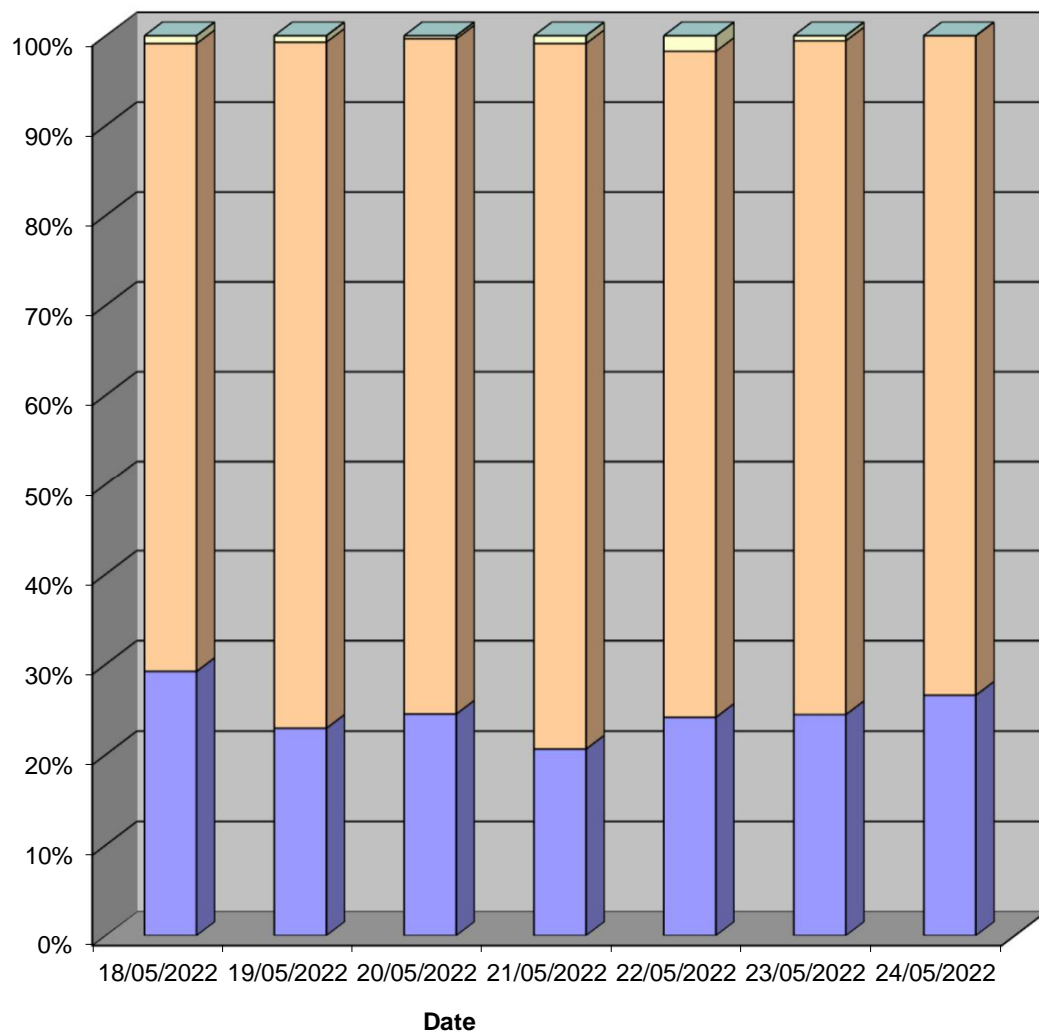
Channel 2 - Southbound

Speed Summary

Week 1

Speed (MPH)	18/05/2022 Wednesday	19/05/2022 Thursday	20/05/2022 Friday	21/05/2022 Saturday	22/05/2022 Sunday	23/05/2022 Monday	24/05/2022 Tuesday
0-20	168	130	147	72	56	132	159
21-35	402	433	451	274	172	405	439
36-50	5	4	2	3	4	3	0
51-100	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>575</b>	<b>567</b>	<b>600</b>	<b>349</b>	<b>232</b>	<b>540</b>	<b>598</b>

**Speed Summary (MPH)**



0-20 21-35 36-50 51-100

## Sevenoaks ATC 01, Ashgrove Road (North)

Produced by Streetwise Services Ltd.



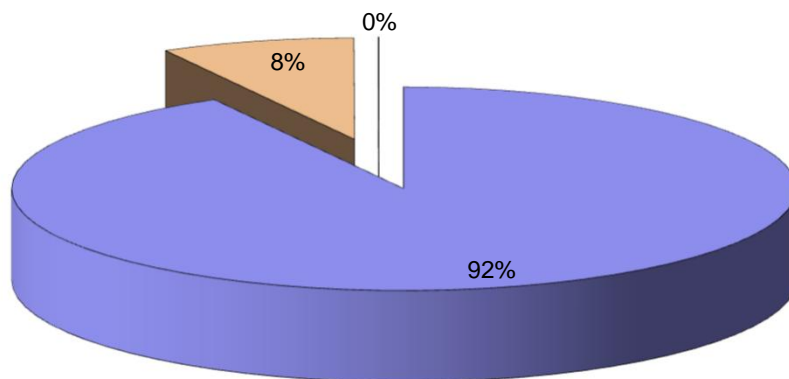
Channel 2 - Southbound

Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
18/05/2022				
7-19	475	46	0	521
6-22	515	50	0	565
6-24	522	50	0	572
0-24	525	50	0	575
19/05/2022				
7-19	475	46	0	521
6-22	508	48	0	556
6-24	518	48	0	566
0-24	519	48	0	567
20/05/2022				
7-19	508	55	0	563
6-22	532	57	0	589
6-24	538	57	0	595
0-24	542	58	0	600
21/05/2022				
7-19	288	20	1	309
6-22	313	23	1	337
6-24	321	23	1	345
0-24	325	23	1	349
22/05/2022				
7-19	194	9	0	203
6-22	215	10	0	225
6-24	219	10	0	229
0-24	222	10	0	232
23/05/2022				
7-19	454	48	0	502
6-22	483	49	0	532
6-24	490	49	0	539
0-24	491	49	0	540
24/05/2022				
7-19	516	38	0	554
6-22	543	39	0	582
6-24	553	39	0	592
0-24	559	39	0	598
Average				
7-19	416	37	0	453
6-22	444	39	0	484
6-24	452	39	0	491
0-24	455	40	0	494

**Total Vehicle Class Distribution**



## Sevenoaks ATC 02, Ashgrove Road (South)

Produced by Streetwise Services Ltd.



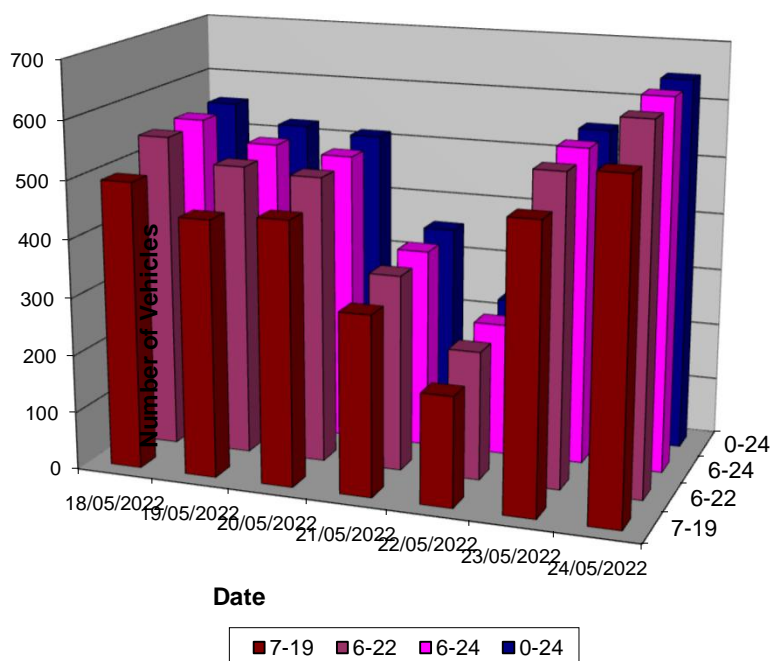
Channel 1 - Northbound

Vehicle Flow

Week 1

Hr Ending	18/05/2022 Wednesday	19/05/2022 Thursday	20/05/2022 Friday	21/05/2022 Saturday	22/05/2022 Sunday	23/05/2022 Monday	24/05/2022 Tuesday	5 Day Ave	7 Day Ave
1	3	4	6	2	3	1	1	3	3
2	0	3	1	2	1	2	0	1	1
3	1	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0
5	0	0	1	0	0	0	1	0	0
6	1	1	1	2	0	1	3	1	1
7	10	11	3	0	2	7	7	8	6
8	53	41	41	9	1	44	49	46	34
9	113	74	70	19	12	90	105	90	69
10	22	18	34	24	14	36	39	30	27
11	26	26	31	41	17	29	29	28	28
12	28	25	48	39	25	24	40	33	33
13	23	17	51	32	25	38	31	32	31
14	26	23	19	21	26	36	33	27	26
15	33	34	28	28	23	28	41	33	31
16	49	44	36	19	17	51	64	49	40
17	47	68	41	16	12	50	55	52	41
18	38	43	30	29	10	40	49	40	34
19	38	31	26	34	8	24	37	31	28
20	19	25	21	18	18	20	33	24	22
21	13	13	9	8	7	14	15	13	11
22	7	11	8	3	6	6	3	7	6
23	3	4	2	5	6	8	9	5	5
24	2	7	6	3	2	3	3	4	4
7-19	496	444	455	311	190	490	572	491	423
6-22	545	504	496	340	223	537	630	542	468
6-24	550	515	504	348	231	548	642	552	477
0-24	555	523	513	354	235	552	647	558	483

Vehicle Flow (Channel 1)



## Sevenoaks ATC 02, Ashgrove Road (South)

Produced by Streetwise Services Ltd.



Channel 1 - Northbound

Average Speed

Week 1

Hr Ending	18/05/2022 Wednesday	19/05/2022 Thursday	20/05/2022 Friday	21/05/2022 Saturday	22/05/2022 Sunday	23/05/2022 Monday	24/05/2022 Tuesday
1	26.3	26.8	28.0	25.5	23.0	33.0	33.0
2	-	24.7	23.0	25.5	28.0	28.0	-
3	23.0	-	-	-	-	-	-
4	-	-	-	-	-	-	-
5	-	-	18.0	-	-	-	28.0
6	18.0	23.0	18.0	15.5	-	18.0	23.0
7	23.5	21.6	21.3	-	23.0	22.3	21.6
8	20.4	20.4	19.8	20.8	18.0	19.9	20.4
9	19.0	19.1	19.0	21.9	21.8	18.0	19.4
10	22.3	20.2	19.3	19.7	21.2	20.4	20.1
11	20.7	20.0	19.8	21.0	18.9	20.9	20.6
12	20.7	19.4	20.5	20.9	21.0	19.9	20.4
13	18.6	20.9	20.4	20.8	20.2	20.5	20.4
14	19.8	20.4	19.1	20.6	20.1	19.9	20.4
15	20.6	19.2	20.7	22.1	20.3	20.4	21.3
16	19.7	20.0	19.9	21.2	20.6	19.8	19.5
17	20.6	21.2	20.9	21.4	20.9	20.2	19.2
18	20.9	19.7	21.7	19.8	20.0	21.4	20.8
19	21.7	22.0	21.8	21.8	21.1	20.7	19.9
20	22.5	21.2	20.4	21.6	22.2	21.8	21.4
21	21.8	21.5	22.4	21.1	22.3	21.9	22.7
22	24.4	21.6	23.6	26.3	23.0	26.3	19.7
23	24.7	20.5	25.5	21.0	22.2	21.8	21.3
24	28.0	22.3	23.0	24.7	23.0	26.3	26.3

10-12	20.7	19.7	20.2	21.0	20.1	20.5	20.5
14-16	20.1	19.7	20.2	21.7	20.4	20.0	20.2
0-24	20.5	20.4	20.4	21.1	20.9	20.2	20.3

7 Day Ave 20.5

85th Percentile

Hr Ending	18/05/2022 Wednesday	19/05/2022 Thursday	20/05/2022 Friday	21/05/2022 Saturday	22/05/2022 Sunday	23/05/2022 Monday	24/05/2022 Tuesday
1	33.7	33.5	33.3	28.4	23.2	33.2	33.2
2	-	33.3	23.0	28.3	29.0	33.1	-
3	23.5	-	-	-	-	-	-
4	-	-	-	-	-	-	-
5	-	-	18.3	-	-	-	28.3
6	18.6	23.6	18.4	18.9	-	18.1	28.1
7	28.3	23.6	23.3	-	23.1	23.3	23.6
8	23.3	23.3	23.9	23.6	18.4	23.1	23.2
9	23.8	23.3	24.0	28.6	23.4	23.0	23.9
10	23.0	23.8	23.4	23.4	23.5	23.5	23.1
11	23.8	23.8	23.3	23.1	23.2	23.7	23.4
12	23.8	23.6	23.2	23.6	23.5	23.5	23.3
13	23.7	24.0	23.2	23.7	23.3	23.8	23.9
14	23.0	23.9	23.6	23.9	23.6	23.1	23.8
15	23.4	23.2	23.4	23.8	23.5	23.2	23.3
16	23.9	23.7	23.4	23.0	23.2	23.7	23.7
17	23.8	24.0	23.7	23.5	23.9	23.5	23.3
18	23.4	28.2	23.3	23.9	28.7	23.4	23.1
19	24.0	28.5	23.6	28.4	23.5	23.1	23.0
20	28.9	23.1	23.2	28.7	23.4	23.7	23.3
21	23.1	24.0	28.2	23.5	23.1	23.9	23.8
22	33.9	23.7	28.6	28.5	33.8	38.5	23.3
23	28.4	23.0	28.1	23.5	28.5	23.1	28.2
24	28.5	28.6	28.5	33.4	28.8	28.8	28.5

10-12	23.8	23.1	23.9	23.4	23.6	23.4	23.3
14-16	23.1	23.1	23.3	23.3	23.8	23.5	23.3
0-24	23.6	23.8	23.8	23.1	23.0	23.5	23.0

7 Day Ave 23.4

## Sevenoaks ATC 02, Ashgrove Road (South)

Produced by Streetwise Services Ltd.



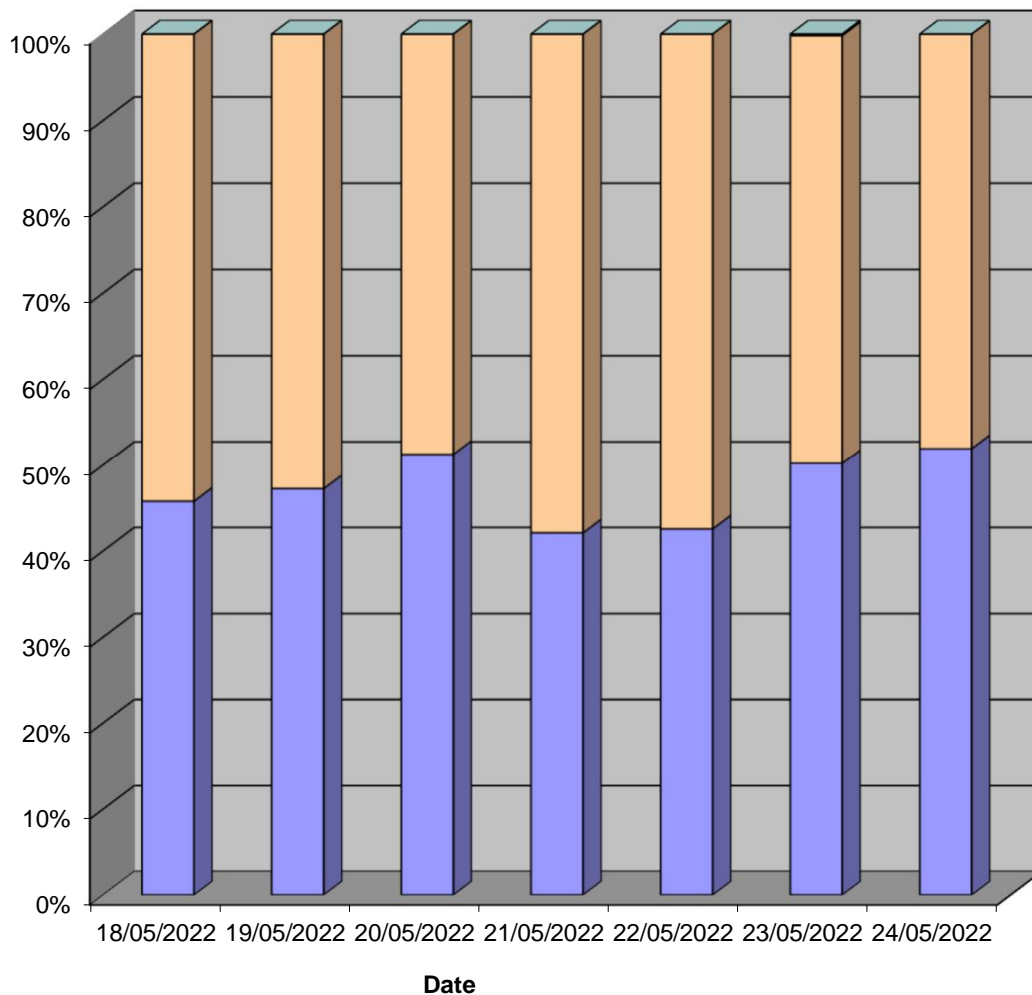
Channel 1 - Northbound

Speed Summary

Week 1

Speed (MPH)	18/05/2022 Wednesday	19/05/2022 Thursday	20/05/2022 Friday	21/05/2022 Saturday	22/05/2022 Sunday	23/05/2022 Monday	24/05/2022 Tuesday
0-20	254	247	263	149	100	277	336
21-35	301	276	250	205	135	274	311
36-50	0	0	0	0	0	1	0
51-100	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>555</b>	<b>523</b>	<b>513</b>	<b>354</b>	<b>235</b>	<b>552</b>	<b>647</b>

**Speed Summary (MPH)**



0-20 21-35 36-50 51-100

## Sevenoaks ATC 02, Ashgrove Road (South)

Produced by Streetwise Services Ltd.



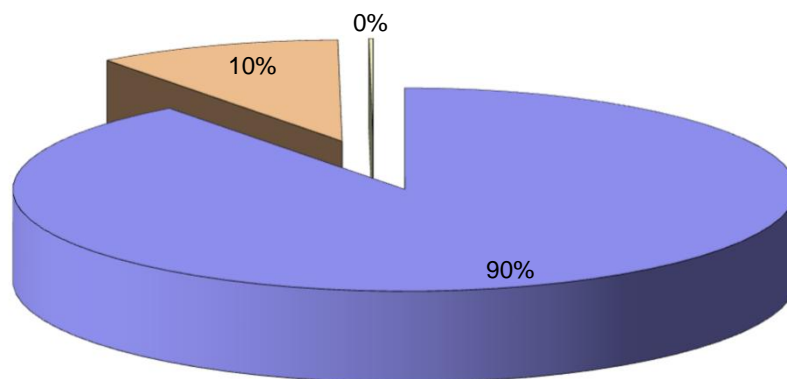
Channel 1 - Northbound

Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
18/05/2022				
7-19	449	47	0	496
6-22	495	50	0	545
6-24	500	50	0	550
0-24	504	51	0	555
19/05/2022				
7-19	390	50	4	444
6-22	442	58	4	504
6-24	451	60	4	515
0-24	459	60	4	523
20/05/2022				
7-19	408	47	0	455
6-22	446	50	0	496
6-24	454	50	0	504
0-24	459	54	0	513
21/05/2022				
7-19	282	28	1	311
6-22	309	30	1	340
6-24	317	30	1	348
0-24	323	30	1	354
22/05/2022				
7-19	174	16	0	190
6-22	205	18	0	223
6-24	213	18	0	231
0-24	217	18	0	235
23/05/2022				
7-19	435	55	0	490
6-22	480	56	1	537
6-24	490	57	1	548
0-24	492	59	1	552
24/05/2022				
7-19	509	63	0	572
6-22	562	68	0	630
6-24	573	69	0	642
0-24	578	69	0	647
Average				
7-19	378	44	1	423
6-22	420	47	1	468
6-24	428	48	1	477
0-24	433	49	1	483

**Total Vehicle Class Distribution**





## Sevenoaks ATC 02, Ashgrove Road (South)

Produced by Streetwise Services Ltd.



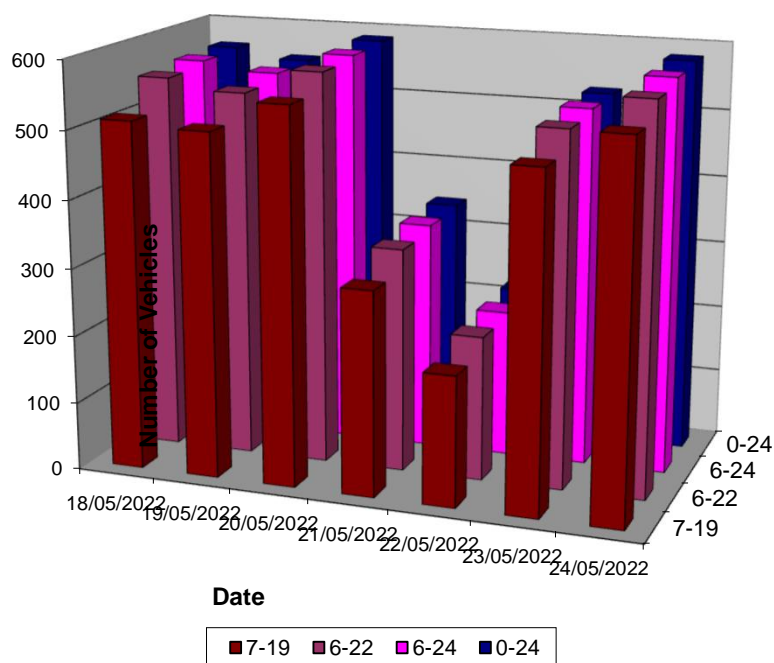
Channel 2 - Southbound

Vehicle Flow

Week 1

Hr Ending	18/05/2022 Wednesday	19/05/2022 Thursday	20/05/2022 Friday	21/05/2022 Saturday	22/05/2022 Sunday	23/05/2022 Monday	24/05/2022 Tuesday	5 Day Ave	7 Day Ave
1	0	0	2	2	1	0	0	0	1
2	0	0	0	1	1	0	0	0	0
3	0	0	0	0	0	0	0	0	0
4	0	0	1	1	1	0	0	0	0
5	1	0	0	0	0	0	1	0	0
6	2	1	1	0	0	1	4	2	1
7	8	5	4	2	2	5	9	6	5
8	61	56	42	10	2	45	59	53	39
9	125	115	114	25	6	116	122	118	89
10	30	26	51	28	20	38	47	38	34
11	23	32	53	39	38	29	31	34	35
12	25	14	61	31	12	30	19	30	27
13	20	25	29	35	24	18	18	22	24
14	24	27	49	34	21	25	30	31	30
15	28	28	25	22	23	30	33	29	27
16	61	71	48	22	9	54	64	60	47
17	50	47	37	19	15	49	51	47	38
18	40	48	21	21	12	34	39	36	31
19	25	16	20	15	10	22	28	22	19
20	18	15	13	19	8	14	13	15	14
21	10	9	7	6	9	6	3	7	7
22	6	5	2	2	2	4	1	4	3
23	1	7	3	5	3	4	8	5	4
24	6	3	3	3	1	3	2	3	3
7-19	512	505	550	301	192	490	541	520	442
6-22	554	539	576	330	213	519	567	551	471
6-24	561	549	582	338	217	526	577	559	479
0-24	564	550	586	342	220	527	582	562	482

Vehicle Flow (Channel 2)



## Sevenoaks ATC 02, Ashgrove Road (South)

Produced by Streetwise Services Ltd.



Channel 2 - Southbound

Average Speed

Week 1

Hr Ending	18/05/2022 Wednesday	19/05/2022 Thursday	20/05/2022 Friday	21/05/2022 Saturday	22/05/2022 Sunday	23/05/2022 Monday	24/05/2022 Tuesday
1	-	-	23.0	23.0	28.0	-	-
2	-	-	-	28.0	23.0	-	-
3	-	-	-	-	-	-	-
4	-	-	28.0	23.0	33.0	-	-
5	28.0	-	-	-	-	-	23.0
6	25.5	18.0	33.0	-	-	23.0	25.5
7	24.9	28.0	28.0	25.5	28.0	26.0	23.6
8	22.1	23.3	22.8	24.0	28.0	22.7	23.3
9	20.4	20.8	20.7	22.2	23.8	20.9	20.4
10	22.0	23.2	22.7	22.5	22.5	21.3	22.0
11	21.7	22.2	22.7	23.0	21.9	23.2	21.9
12	21.3	22.6	22.1	23.6	21.3	23.0	22.7
13	21.8	22.0	22.3	21.1	22.2	23.0	21.3
14	21.0	20.2	21.1	21.8	21.3	21.8	20.3
15	21.9	21.8	22.2	21.4	23.4	20.6	21.5
16	21.4	20.8	22.2	21.6	23.0	21.6	20.3
17	21.8	20.6	22.5	21.9	20.8	21.8	21.1
18	22.4	21.7	22.3	23.0	22.6	21.7	21.7
19	23.4	24.2	22.5	22.3	21.5	22.5	21.8
20	22.7	23.3	24.2	21.9	25.5	21.9	23.0
21	23.0	24.1	22.3	20.5	19.1	23.0	21.3
22	27.2	21.0	25.5	23.0	23.0	23.0	28.0
23	18.0	27.3	23.0	19.0	26.3	25.5	23.0
24	22.2	24.7	19.7	26.3	23.0	24.7	23.0

10-12	21.5	22.3	22.4	23.3	21.8	23.1	22.2
14-16	21.6	21.1	22.2	21.5	23.3	21.2	20.7
0-24	21.7	21.8	22.1	22.3	22.4	21.9	21.5

7 Day Ave 22.0

85th Percentile

Hr Ending	18/05/2022 Wednesday	19/05/2022 Thursday	20/05/2022 Friday	21/05/2022 Saturday	22/05/2022 Sunday	23/05/2022 Monday	24/05/2022 Tuesday
1	-	-	23.5	28.8	29.0	-	-
2	-	-	-	28.4	23.8	-	-
3	-	-	-	-	-	-	-
4	-	-	28.7	23.5	33.7	-	-
5	28.5	-	-	-	-	-	24.0
6	28.2	18.5	33.9	-	-	23.5	28.8
7	28.9	33.9	28.4	28.1	28.4	28.1	28.7
8	28.6	28.5	28.3	28.1	33.7	28.5	28.9
9	23.8	23.4	23.3	23.2	28.3	24.0	23.9
10	23.9	28.8	28.2	28.0	28.4	23.6	28.4
11	23.3	28.8	28.5	28.7	28.4	28.9	28.1
12	28.5	23.7	28.2	28.5	23.9	28.7	29.0
13	28.1	28.7	28.6	23.6	23.1	28.4	23.8
14	23.6	24.0	23.4	28.2	28.6	23.7	23.7
15	28.4	23.3	23.9	28.5	28.3	23.1	23.4
16	24.0	23.5	23.5	28.7	28.1	23.8	23.0
17	23.1	28.4	23.2	28.8	23.2	28.7	23.2
18	28.9	28.7	28.7	28.4	28.1	23.5	28.2
19	28.6	28.2	23.7	23.9	28.4	23.2	23.5
20	28.3	28.4	28.6	28.7	29.0	23.2	28.4
21	23.1	28.5	28.8	23.1	23.5	28.3	28.1
22	33.5	28.8	28.2	23.6	28.5	28.8	28.3
23	18.2	28.5	28.8	28.7	29.0	33.1	23.6
24	29.0	28.4	23.2	28.0	23.2	28.5	23.8

10-12	23.1	28.5	29.0	28.4	28.4	28.8	28.5
14-16	28.0	23.2	23.1	28.4	28.4	23.8	23.2
0-24	28.3	28.6	28.1	28.3	28.3	28.3	28.9

7 Day Ave 28.4

## Sevenoaks ATC 02, Ashgrove Road (South)

Produced by Streetwise Services Ltd.



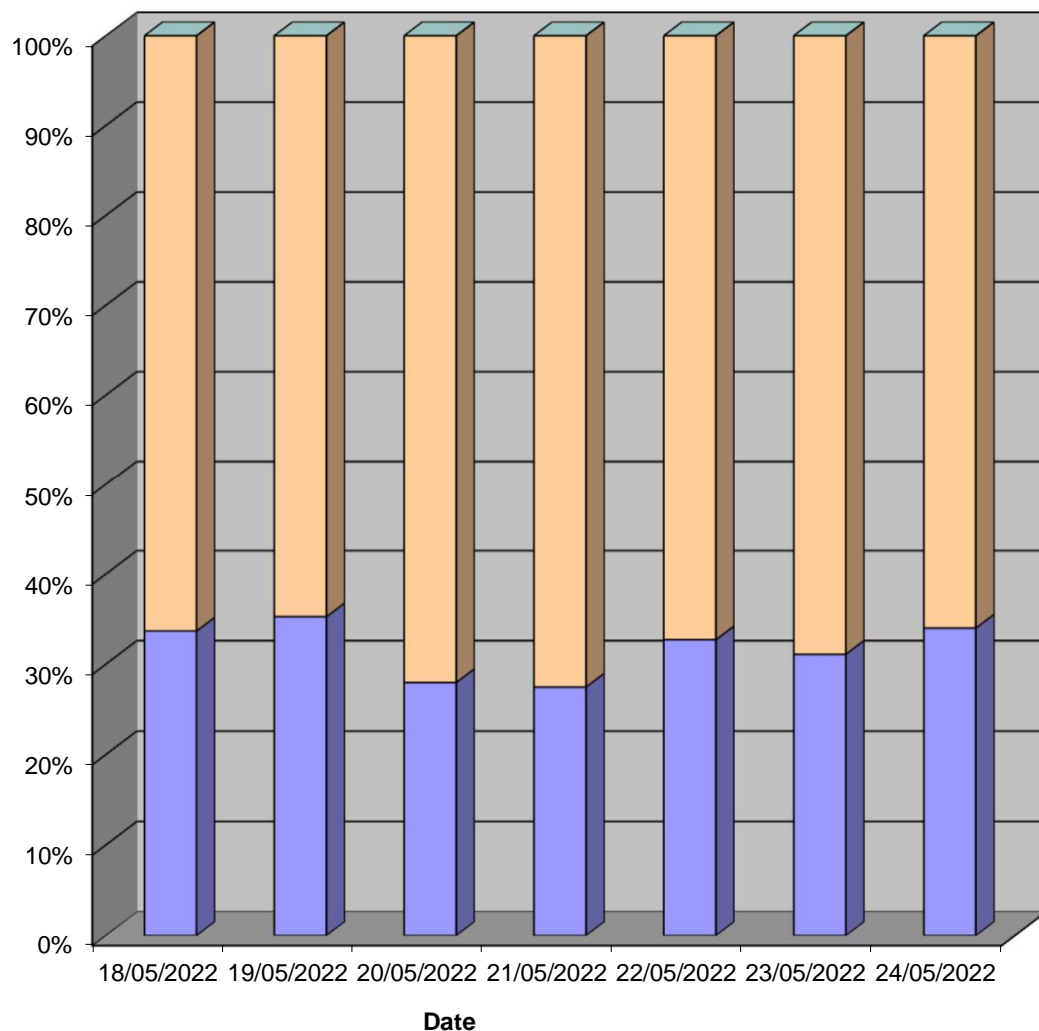
Channel 2 - Southbound

Speed Summary

Week 1

Speed (MPH)	18/05/2022 Wednesday	19/05/2022 Thursday	20/05/2022 Friday	21/05/2022 Saturday	22/05/2022 Sunday	23/05/2022 Monday	24/05/2022 Tuesday
0-20	190	194	164	94	72	164	198
21-35	374	356	422	248	148	363	384
36-50	0	0	0	0	0	0	0
51-100	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>564</b>	<b>550</b>	<b>586</b>	<b>342</b>	<b>220</b>	<b>527</b>	<b>582</b>

**Speed Summary (MPH)**



0-20 21-35 36-50 51-100

## Sevenoaks ATC 02, Ashgrove Road (South)

Produced by Streetwise Services Ltd.



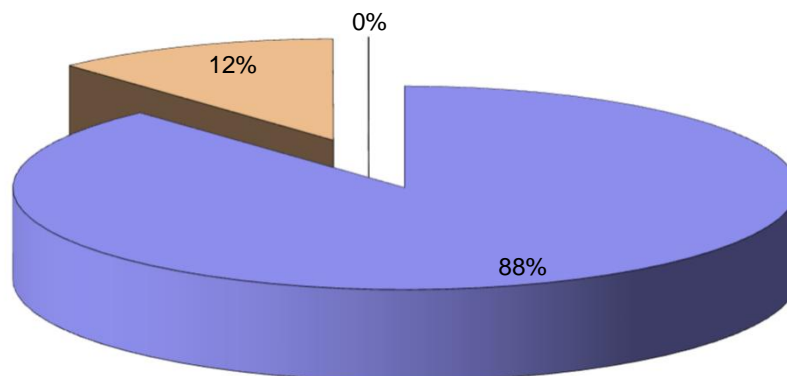
Channel 2 - Southbound

Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
18/05/2022				
7-19	456	56	0	512
6-22	493	61	0	554
6-24	500	61	0	561
0-24	503	61	0	564
19/05/2022				
7-19	438	66	1	505
6-22	470	68	1	539
6-24	480	68	1	549
0-24	481	68	1	550
20/05/2022				
7-19	468	82	0	550
6-22	492	84	0	576
6-24	498	84	0	582
0-24	501	85	0	586
21/05/2022				
7-19	275	26	0	301
6-22	301	29	0	330
6-24	309	29	0	338
0-24	313	29	0	342
22/05/2022				
7-19	179	13	0	192
6-22	200	13	0	213
6-24	204	13	0	217
0-24	207	13	0	220
23/05/2022				
7-19	417	73	0	490
6-22	444	75	0	519
6-24	451	75	0	526
0-24	452	75	0	527
24/05/2022				
7-19	477	64	0	541
6-22	502	65	0	567
6-24	512	65	0	577
0-24	516	66	0	582
Average				
7-19	387	54	0	442
6-22	415	56	0	471
6-24	422	56	0	479
0-24	425	57	0	482

**Total Vehicle Class Distribution**







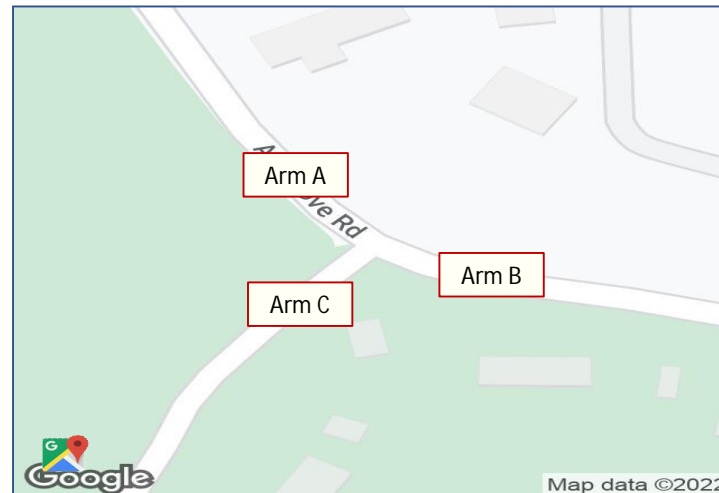




## Ashgrove Road, Sevenoaks - Manual Traffic Survey: Wednesday, 13 July 2022

Produced by Streetwise Services Ltd.

Junction: A - (North West) Ashgrove Road / B - (East) Ashgrove Road / C - Access Road



Matrix Totals: **Counts**

Show single Session: **No**  
**07:00 to 19:00**

Custom Start / End: **07:00** **19:00**

Show Peak Times: **No**

Arm Destination					
Arm Origin	A	B	C	Total	% Total
	0	4	0	4	30.77%
	1	1	1	3	50.00%
	0	1	0	1	100.00%
	Total	1	6	1	
	% Total	33.33%	40.00%	50.00%	

Classifications	Include
Under 16 Years	<b>Yes</b>
Adult	<b>Yes</b>
Elderly	<b>Yes</b>
Mobility Impaired	<b>Yes</b>
Parents With Prams	<b>Yes</b>
Parents With Toddlers	<b>Yes</b>
Dog Walkers	<b>Yes</b>
Cyclists	<b>No</b>







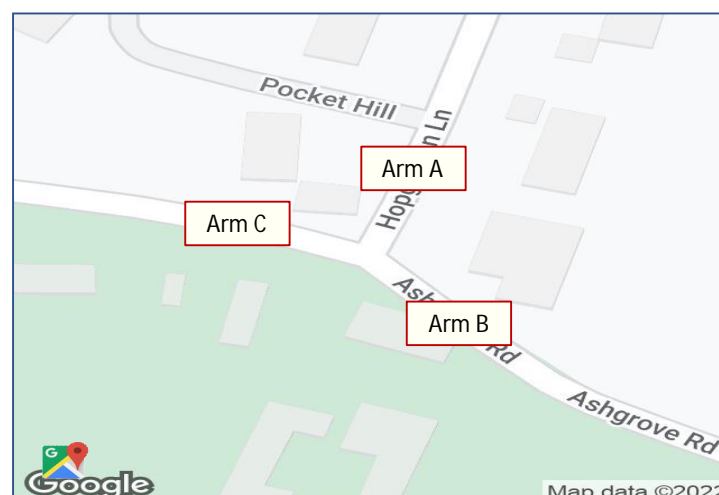




## Ashgrove Road, Sevenoaks - Manual Traffic Survey: Wednesday, 13 July 2022

Produced by Streetwise Services Ltd.

Junction: A - Hopgarden Lane / B - (South East) Ashgrove Road / C - (West) Ashgrove Road



Matrix Totals: **Counts**

Show single Session: **No**  
**07:00 to 19:00**

Custom Start / End: **07:00** **19:00**

Show Peak Times: **No**

Arm Destination						
Arm Origin				Total	% Total	
	A	B	C			
	A	0	21	3	24	85.71%
	B	16	0	1	17	89.47%
	C	3	6	0	9	50.00%
	Total	19	27	4		
% Total	82.61%	77.14%	57.14%			

Classifications	Include
Under 16 Years	Yes
Adult	Yes
Elderly	Yes
Mobility Impaired	Yes
Parents With Prams	Yes
Parents With Toddlers	Yes
Dog Walkers	Yes
Cyclists	No

[illegible]

Form A													Form B												
TIME	Under 15 Years		Adult	Elderly	Mentally/physically disabled	Persons with disabilities	Drug Withdrawal	Catheter	PCI		TOTAL	Under 15 Years		Adult	Elderly	Mentally/physically disabled	Persons with disabilities	Drug Withdrawal	Catheter	PCI		TOTAL			
	Yes	No							Yes	No		Yes	No							Yes	No				
07:00 - 07:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
07:30 - 08:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
08:00 - 08:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
08:30 - 09:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
09:00 - 09:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
09:30 - 10:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:00 - 10:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:30 - 11:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:00 - 11:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:30 - 12:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:00 - 12:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:30 - 13:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
13:00 - 13:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
13:30 - 14:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
14:00 - 14:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
14:30 - 15:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
15:00 - 15:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
15:30 - 16:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
16:00 - 16:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
16:30 - 17:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
17:00 - 17:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
17:30 - 18:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
18:00 - 18:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
18:30 - 19:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
19:00 - 19:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
19:30 - 20:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
20:00 - 20:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
20:30 - 21:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
21:00 - 21:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
21:30 - 22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
22:00 - 22:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
22:30 - 23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
23:00 - 23:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
23:30 - 00:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
00:00 - 00:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
00:30 - 01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
01:00 - 01:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
01:30 - 02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
02:00 - 02:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
02:30 - 03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
03:00 - 03:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
03:30 - 04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
04:00 - 04:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
04:30 - 05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
05:00 - 05:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
05:30 - 06:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
06:00 - 06:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
06:30 - 07:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
07:00 - 07:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
07:30 - 08:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
08:00 - 08:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
08:30 - 09:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
09:00 - 09:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
09:30 - 10:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:00 - 10:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:30 - 11:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:00 - 11:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:30 - 12:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:00 - 12:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:30 - 13:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
13:00 - 13:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
13:30 - 14:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
14:00 - 14:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
14:30 - 15:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
15:00 - 15:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
15:30 - 16:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
16:00 - 16:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
16:30 - 17:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
17:00 - 17:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
17:30 - 18:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
18:00 - 18:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
18:30 - 19:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
19:00 - 19:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
19:30 - 20:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
20:00 - 20:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
20:30 - 21:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
21:00 - 21:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
21:30 - 22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
22:00 - 22:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
22:30 -																									





[illegible]

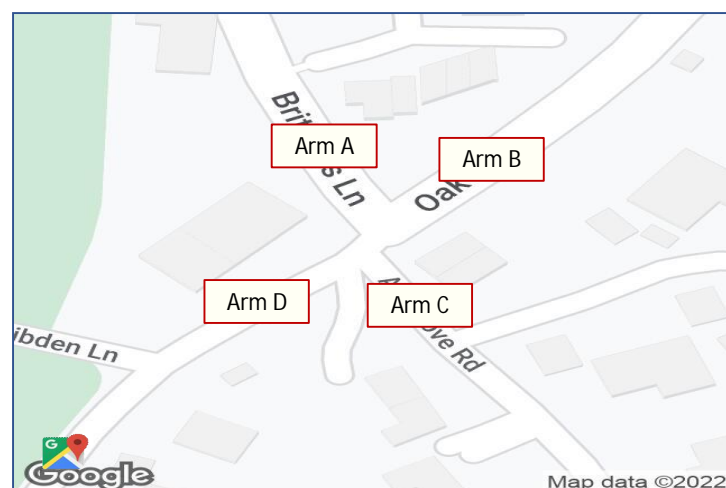




## Ashgrove Road, Sevenoaks - Manual Traffic Survey: Wednesday, 13 July 2022

Produced by Streetwise Services Ltd.

Junction: A - Brittains Lane / B - (North East) Oak Lane / C - Ashgrove Road / D - (South West) Oak Lane



Matrix Totals: **Counts**

Show single Session: **No**  
**07:00 to 19:00**

Custom Start / End: **07:00** **19:00**

Show Peak Times: **No**

Arm Destination						
Arm Origin	A	B	C	D	Total	% Total
	0	0	12	5	17	100.00%
	2	0	3	13	18	100.00%
	6	0	0	5	11	100.00%
	4	11	5	0	20	100.00%
Total	12	11	20	23		
% Total	100.00%	100.00%	100.00%	100.00%		

Classifications	Include
Under 16 Years	<b>Yes</b>
Adult	<b>Yes</b>
Elderly	<b>Yes</b>
Mobility Impaired	<b>Yes</b>
Parents With Prams	<b>Yes</b>
Parents With Toddlers	<b>Yes</b>
Dog Walkers	<b>Yes</b>
Cyclists	<b>Yes</b>









## Ashgrove Road, Sevenoaks - Manual Traffic Survey: Thursday, 14 July 2022

Produced by Streetwise Services Ltd.

Junction: A - (North West) Ashgrove Road / B - (East) Ashgrove Road / C - Access Road



Matrix Totals: **Counts**

Show single Session: **No**  
**07:00 to 19:00**

Custom Start / End: **07:00** **19:00**

Show Peak Times: **No**

Arm Destination					
Arm Origin	A	B	C	Total	% Total
	0	5	0	5	55.56%
	4	0	5	9	69.23%
	0	4	0	4	80.00%
	Total	4	9	5	
	% Total	50.00%	75.00%	71.43%	

Classifications	Include
Under 16 Years	<b>Yes</b>
Adult	<b>Yes</b>
Elderly	<b>Yes</b>
Mobility Impaired	<b>Yes</b>
Parents With Prams	<b>Yes</b>
Parents With Toddlers	<b>Yes</b>
Dog Walkers	<b>Yes</b>
Cyclists	<b>No</b>







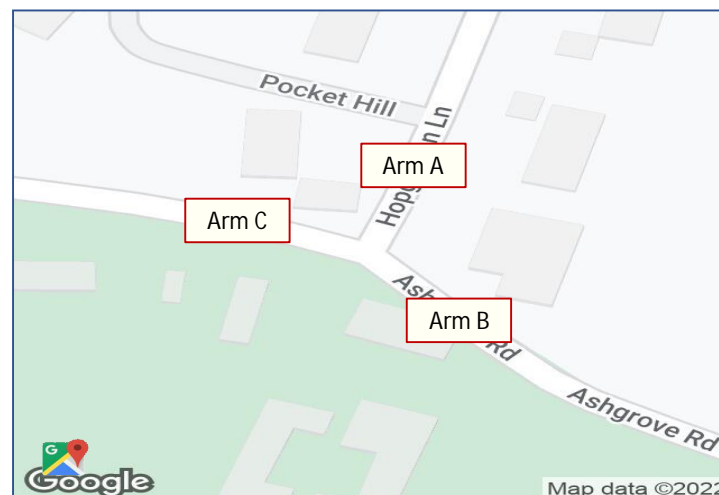




## Ashgrove Road, Sevenoaks - Manual Traffic Survey: Thursday, 14 July 2022

Produced by Streetwise Services Ltd.

Junction: A - Hopgarden Lane / B - (South East) Ashgrove Road / C - (West) Ashgrove Road



Matrix Totals: **Counts**

Show single Session: **No**  
**07:00 to 19:00**

Custom Start / End: **07:00** **19:00**

Show Peak Times: **No**

Arm Destination					
Arm Origin	A	B	C	Total	% Total
	0	21	5	26	96.30%
	14	0	7	21	80.77%
	4	10	0	14	82.35%
	Total	18	31	12	
	% Total	90.00%	91.18%	75.00%	

Classifications	Include
Under 16 Years	Yes
Adult	Yes
Elderly	Yes
Mobility Impaired	Yes
Parents With Prams	Yes
Parents With Toddlers	Yes
Dog Walkers	Yes
Cyclists	No







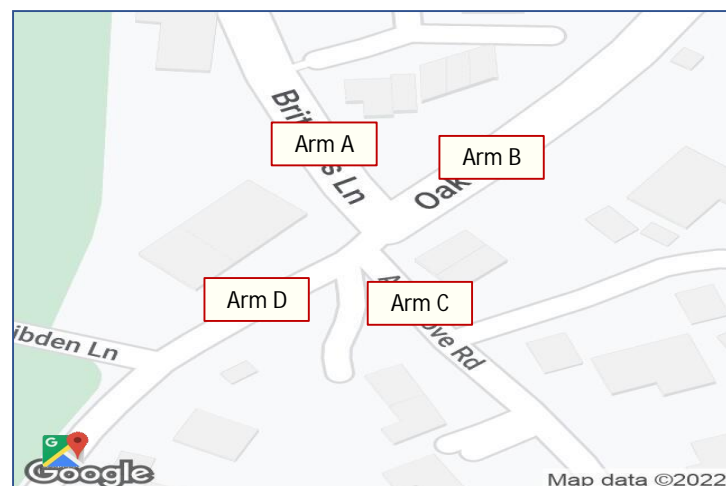




## Ashgrove Road, Sevenoaks - Manual Traffic Survey: Thursday, 14 July 2022

Produced by Streetwise Services Ltd.

Junction: A - Brittains Lane / B - (North East) Oak Lane / C - Ashgrove Road / D - (South West) Oak Lane



Matrix Totals: **Counts**

Show single Session: **No**  
**07:00 to 19:00**

Custom Start / End: **07:00** **19:00**

Show Peak Times: **No**

		Arm Destination				Total	% Total
		A	B	C	D		
Arm Origin	A	0	3	5	4	12	100.00%
	B	1	0	2	5	8	100.00%
	C	4	3	0	2	9	100.00%
	D	10	8	2	0	20	100.00%
Total		15	14	9	11		
% Total		100.00%	100.00%	100.00%	100.00%		

Classifications	Include
Under 16 Years	<b>Yes</b>
Adult	<b>Yes</b>
Elderly	<b>Yes</b>
Mobility Impaired	<b>Yes</b>
Parents With Prams	<b>Yes</b>
Parents With Toddlers	<b>Yes</b>
Dog Walkers	<b>Yes</b>
Cyclists	<b>Yes</b>







Junction: A - (North West) Ashgrove Road / B - (East) Ashgrove Road / C - Access Road

Junction: A - (North West) Ashgrove Road / B - (East) Ashgrove Road / C - Access Road

Junction: A - (North West) Ashgrove Road / B - (East) Ashgrove Road / C - Access Road

[illegible][illegible]



## Ashgrove Road, Sevenoaks - Manual Traffic Survey: Saturday, 16 July 2022

Produced by Streetwise Services Ltd.

Junction: A - (North West) Ashgrove Road / B - (East) Ashgrove Road / C - Access Road



Matrix Totals: **Counts**

Show single Session: **No**  
**07:00 to 19:00**

Custom Start / End: **07:00** **19:00**

Show Peak Times: **No**

Arm Destination						
Arm Origin				Total	% Total	
	A	B	C			
	A	0	4	0	4	19.05%
	B	6	0	1	7	38.89%
	C	0	0	0	0	0.00%
	Total	6	4	1		
% Total	35.29%	19.05%	33.33%			

Classifications	Include
Under 16 Years	<b>Yes</b>
Adult	<b>Yes</b>
Elderly	<b>Yes</b>
Mobility Impaired	<b>Yes</b>
Parents With Prams	<b>Yes</b>
Parents With Toddlers	<b>Yes</b>
Dog Walkers	<b>Yes</b>
Cyclists	<b>No</b>

[illegible]

Junction: A - Hopgarden Lane / B - (South East) Ashgrove Road / C - (West) Ashgrove Road

Junction: A - Hopgarden Lane / B - (South East) Ashgrove Road / C - (West) Ashgrove Road

Approach: B - (South East) Ashgrove Road

[illegible]

TIME	From S										To S									
	Under 16 Years	Adult	Elderly	Mobility Impaired	Persons With Disabilities	Persons With Plans	Dog Walkers	Cyclists	PCU	TOTAL	Under 16 Years	Adult	Elderly	Mobility Impaired	Persons With Disabilities	Dog Walkers	Cyclists	PCU	TOTAL	
07:00 - 07:15	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	1	0.0	1	1
07:30 - 07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	0	0	0	0	0	0	0	0	0.0	0	0	1	0	0	0	0	0	0	0.0	1
Weekly Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0.0	1
08:00 - 08:15	0	3	3	0	0	0	0	0	0.0	3	1	1	0	0	0	0	0	0	0.0	3
08:15 - 08:30	0	1	0	0	0	0	0	0	0.0	1	0	0	0	0	0	2	0	0	0.0	2
08:30 - 08:45	0	2	0	0	0	0	0	0	0.0	2	0	1	0	0	0	0	0	0	0.0	3
08:45 - 09:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
Weekly Total	0	6	3	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0.0	5
09:00 - 09:15	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	0	0	0	0	0	0	0	0	0.0	0	0	1	0	0	0	0	0	0	0.0	1
09:30 - 09:45	0	1	0	0	0	0	0	1	0.0	2	0	0	0	0	0	0	0	0	0.0	1
09:45 - 10:00	0	1	0	0	0	0	0	0	0.0	1	0	3	0	0	0	0	0	0	0.0	3
Weekly Total	0	2	0	0	0	0	0	1	0	3	0	4	0	0	0	0	0	0	0.0	7
10:00 - 10:15	0	2	0	0	0	0	0	0	0.0	2	0	1	0	0	0	0	0	0	0.0	2
10:15 - 10:30	0	1	0	0	0	0	0	1	0.0	2	0	0	0	0	0	0	1	0	0.0	3
10:30 - 10:45	0	0	0	0	0	0	0	0	0.0	0	0	1	0	0	0	0	0	0	0.0	1
10:45 - 11:00	0	1	1	0	0	0	0	0	0.0	2	0	2	0	0	0	0	0	0	0.0	3
Weekly Total	0	4	0	0	0	0	0	1	0	5	0	4	0	0	0	0	1	0	0.0	6
11:00 - 11:15	0	0	0	0	0	0	1	1	0.0	2	0	0	0	0	0	0	0	0	0.0	3
11:15 - 11:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
Weekly Total	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0.0	2
12:00 - 12:15	0	0	0	0	0	0	0	1	0.0	1	0	0	0	0	0	0	0	0	0.0	1
12:15 - 12:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0.0	0	0	1	0	0	0	0	0	0	0.0	1
12:45 - 13:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
Weekly Total	0	0	0	0	0	0	0	2	0	2	0	1	0	0	0	0	0	0	0.0	3
13:00 - 13:15	0	1	0	0	0	0	0	0	0.0	1	0	0	0	0	0	0	0	0	0.0	1
13:15 - 13:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0.0	0	0	1	0	0	0	0	0	0	0.0	1
13:45 - 14:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
Weekly Total	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0.0	2
14:00 - 14:15	0	1	0	0	0	0	0	1	0.0	2	0	1	0	0	0	0	0	0	0.0	1
14:15 - 14:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
14:30 - 14:45	0	4	0	0	0	0	0	1	0.0	5	0	0	0	0	0	0	0	0	0.0	5
14:45 - 15:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
Weekly Total	0	5	0	0	0	0	0	2	0	7	0	1	0	0	0	0	0	0	0.0	7
15:00 - 15:15	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
15:15 - 15:30	0	1	0	0	0	0	0	0	0.0	1	0	0	0	0	0	0	0	0	0.0	1
15:30 - 15:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
15:45 - 16:00	0	1	0	0	0	0	0	0	0.0	1	0	0	0	0	0	0	0	0	0.0	1
Weekly Total	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0.0	2
16:00 - 16:15	0	1	0	0	0	0	0	0	0.0	1	0	1	0	0	0	0	0	0	0.0	1
16:15 - 16:30	0	1	0	0	0	0	0	0	0.0	1	0	0	0	0	0	0	0	0	0.0	1
16:30 - 16:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
Weekly Total	0	2	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0.0	2
17:00 - 17:15	0	3	0	0	0	0	0	0	0.0	3	0	0	0	0	0	0	0	0	0.0	3
17:15 - 17:30	0	0	0	0	0	0	0	0	0.0	0	0	2	0	0	0	0	0	0	0.0	2
17:30 - 17:45	0	1	1	0	0	0	0	0	0.0	2	0	0	0	0	0	0	0	0	0.0	2
17:45 - 18:00	0	1	0	0	0	0	0	0	0.0	1	0	1	0	0	0	0	0	0	0.0	1
Weekly Total	0	5	1	0	0	0	0	2	0	7	0	3	0	0	0	0	0	0	0.0	7
18:00 - 18:15	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
Weekly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0
Seasonal Total	0	27	0	0	0	0	0	1	11	0	33	22	0	0	0	7	19	0	0	51

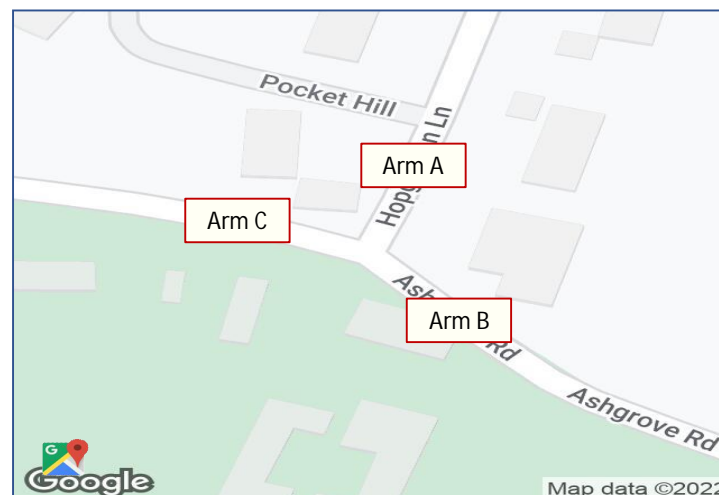




## Ashgrove Road, Sevenoaks - Manual Traffic Survey: Saturday, 16 July 2022

Produced by Streetwise Services Ltd.

Junction: A - Hopgarden Lane / B - (South East) Ashgrove Road / C - (West) Ashgrove Road



Matrix Totals: **Counts**

Show single Session: **No**  
**07:00 to 19:00**

Custom Start / End: **07:00** **19:00**

Show Peak Times: **No**

Arm Destination					
Arm Origin	A	B	C	Total	% Total
	1	27	2	30	93.75%
	21	0	7	28	71.79%
	1	5	0	6	26.09%
	Total	23	32	9	
	% Total	100.00%	62.75%	45.00%	

Classifications	Include
Under 16 Years	Yes
Adult	Yes
Elderly	Yes
Mobility Impaired	Yes
Parents With Prams	Yes
Parents With Toddlers	Yes
Dog Walkers	Yes
Cyclists	No









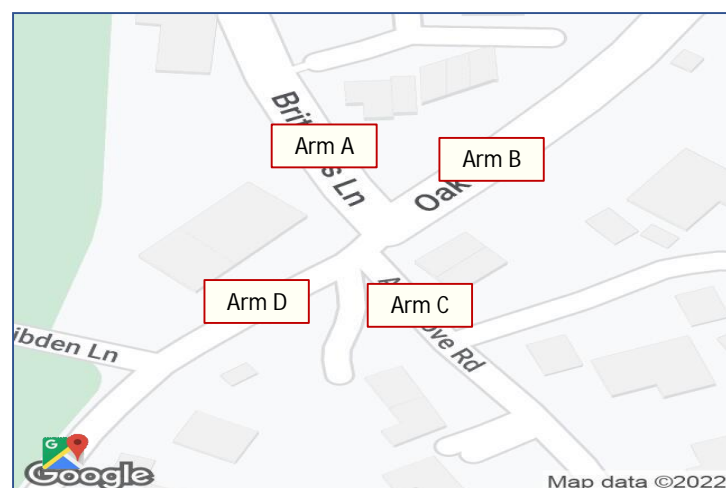




## Ashgrove Road, Sevenoaks - Manual Traffic Survey: Saturday, 16 July 2022

Produced by Streetwise Services Ltd.

Junction: A - Brittains Lane / B - (North East) Oak Lane / C - Ashgrove Road / D - (South West) Oak Lane



Matrix Totals:

Counts

Show single Session:

No

07:00 to 19:00

Custom Start / End:

07:00

19:00

Show Peak Times:

No

		Arm Destination				Total	% Total
		A	B	C	D		
Arm Origin	A	0	2	10	10	22	100.00%
	B	4	0	8	20	32	100.00%
	C	16	10	0	3	29	100.00%
	D	28	44	13	0	85	100.00%
Total		48	56	31	33		
% Total		100.00%	100.00%	100.00%	100.00%		

Classifications	Include
Under 16 Years	Yes
Adult	Yes
Elderly	Yes
Mobility Impaired	Yes
Parents With Prams	Yes
Parents With Toddlers	Yes
Dog Walkers	Yes
Cyclists	Yes

## Ashgrove Road, Sevenoaks ATC 01, Hopgarden Lane

Produced by Streetwise Services Ltd.



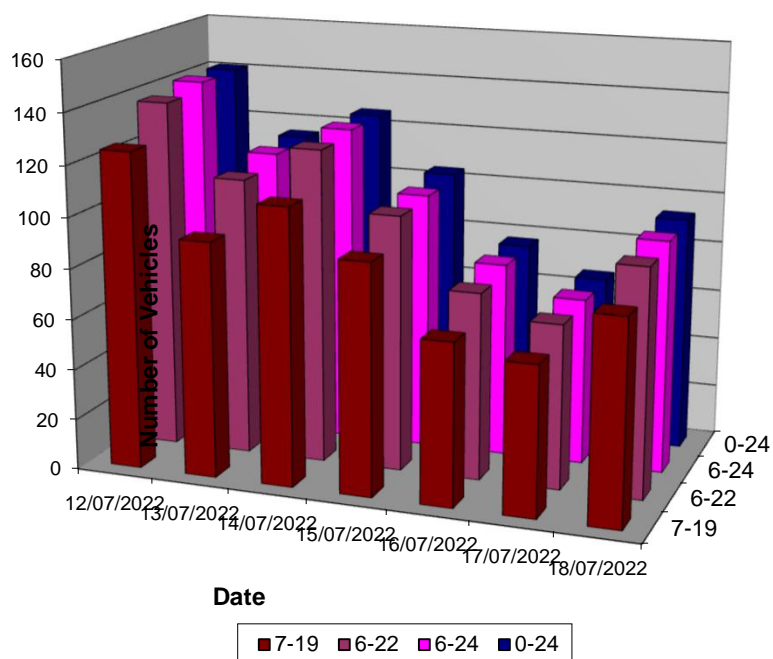
Channel 1 - Northbound

Vehicle Flow

Week 1

Hr Ending	12/07/2022 Tuesday	13/07/2022 Wednesday	14/07/2022 Thursday	15/07/2022 Friday	16/07/2022 Saturday	17/07/2022 Sunday	18/07/2022 Monday	5 Day Ave	7 Day Ave
1	0	0	0	1	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0
3	0	1	0	0	0	0	1	0	0
4	0	0	0	1	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0
7	1	2	0	0	1	0	0	1	1
8	12	10	6	6	5	4	7	8	7
9	10	7	15	7	0	2	9	10	7
10	7	6	7	5	9	5	11	7	7
11	14	7	17	14	8	4	6	12	10
12	13	7	7	7	3	7	6	8	7
13	8	8	6	14	6	9	6	8	8
14	11	6	7	9	8	4	5	8	7
15	8	7	10	8	1	3	8	8	6
16	9	14	9	8	9	5	7	9	9
17	14	9	6	5	3	5	8	8	7
18	9	4	14	5	3	4	2	7	6
19	10	8	5	3	9	7	5	6	7
20	8	5	6	3	7	2	4	5	5
21	2	6	6	4	1	2	2	4	3
22	2	4	3	3	1	2	4	3	3
23	2	3	1	0	3	1	1	1	2
24	1	1	1	1	0	0	1	1	1
7-19	125	93	109	91	64	59	80	100	89
6-22	138	110	124	101	74	65	90	113	100
6-24	141	114	126	102	77	66	92	115	103
0-24	141	115	126	104	77	66	93	116	103

Vehicle Flow (Channel 1)



# Ashgrove Road, Sevenoaks ATC 01, Hopgarden Lane

Produced by Streetwise Services Ltd.



Channel 1 - Northbound

Average Speed

Week 1

Hr Ending	12/07/2022 Tuesday	13/07/2022 Wednesday	14/07/2022 Thursday	15/07/2022 Friday	16/07/2022 Saturday	17/07/2022 Sunday	18/07/2022 Monday
1	-	-	-	33.0	-	-	-
2	-	-	-	-	-	-	-
3	-	23.0	-	-	-	-	23.0
4	-	-	-	28.0	-	-	-
5	-	-	-	-	-	-	-
6	-	-	-	-	-	-	-
7	28.0	28.0	-	-	18.0	-	-
8	25.5	30.5	27.2	25.5	17.4	23.0	23.7
9	26.5	25.1	26.3	24.4	-	25.5	20.2
10	24.4	28.8	23.0	26.0	28.0	20.4	23.5
11	23.7	16.4	23.0	23.5	24.9	16.0	19.7
12	23.4	21.6	20.9	23.7	21.3	23.7	25.5
13	23.6	26.8	26.3	23.0	20.0	25.8	25.5
14	22.1	19.2	22.3	28.0	23.6	26.8	25.0
15	24.2	16.9	24.5	27.4	23.0	21.3	21.1
16	24.7	25.5	23.0	25.5	24.1	26.0	27.3
17	25.9	28.6	21.3	23.0	26.3	24.0	28.0
18	22.4	33.0	24.4	25.0	23.0	23.0	30.5
19	23.5	25.5	26.0	29.7	26.9	25.1	23.4
20	28.6	23.0	23.0	23.0	22.3	25.5	26.8
21	20.5	25.5	23.8	19.2	33.0	28.0	20.5
22	35.5	25.5	24.7	23.0	28.0	33.0	31.8
23	20.5	24.7	23.0	-	24.7	18.0	28.0
24	38.0	33.0	18.0	23.0	-	-	28.0

10-12	23.6	19.0	22.4	23.6	23.9	20.9	22.6
14-16	24.5	22.6	23.8	26.4	24.0	24.2	24.0
0-24	24.6	25.0	24.0	24.8	24.0	24.0	24.4

7 Day Ave 24.4

85th Percentile

Hr Ending	12/07/2022 Tuesday	13/07/2022 Wednesday	14/07/2022 Thursday	15/07/2022 Friday	16/07/2022 Saturday	17/07/2022 Sunday	18/07/2022 Monday
1	-	-	-	33.3	-	-	-
2	-	-	-	-	-	-	-
3	-	23.8	-	-	-	-	23.3
4	-	-	-	28.6	-	-	-
5	-	-	-	-	-	-	-
6	-	-	-	-	-	-	-
7	28.7	38.1	-	-	18.0	-	-
8	33.5	33.6	33.0	28.2	23.5	23.5	28.1
9	28.6	28.5	28.6	28.2	-	28.3	28.0
10	28.3	38.3	28.1	33.6	33.9	28.6	33.5
11	33.3	28.6	28.1	33.1	28.4	23.5	28.7
12	28.8	28.6	28.8	28.5	28.7	33.2	33.5
13	28.0	33.3	33.3	28.9	28.5	28.9	43.8
14	28.8	28.3	23.0	33.3	28.5	33.7	28.1
15	28.8	33.8	33.3	33.8	23.5	23.5	28.2
16	28.7	33.8	33.4	28.4	28.4	28.4	33.7
17	28.0	33.6	28.3	33.3	28.4	28.1	33.5
18	28.4	39.0	28.9	28.9	23.3	28.8	33.4
19	28.9	28.9	44.0	33.6	33.1	33.5	33.1
20	33.8	28.2	28.4	28.6	33.2	28.8	33.7
21	28.4	28.7	28.3	23.4	34.0	28.6	28.9
22	49.0	29.0	28.2	28.1	28.1	38.8	38.5
23	28.9	28.2	23.2	-	28.4	18.0	28.1
24	38.1	33.5	18.6	23.6	-	-	28.8

10-12	28.9	28.1	28.4	28.7	28.4	28.2	28.4
14-16	28.4	34.0	33.4	33.9	28.5	28.1	28.5
0-24	28.5	33.7	28.7	28.8	28.2	28.1	33.5

7 Day Ave 29.9

## Ashgrove Road, Sevenoaks ATC 01, Hopgarden Lane

Produced by Streetwise Services Ltd.



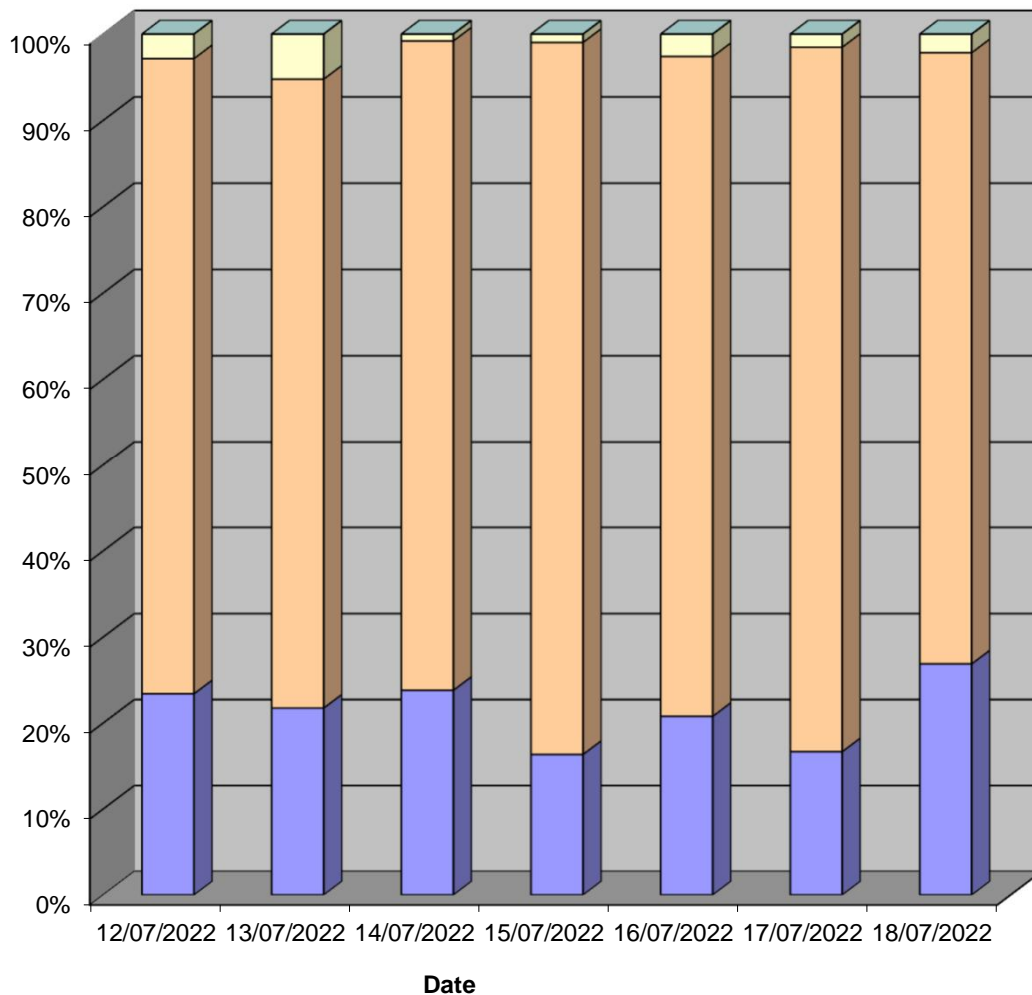
Channel 1 - Northbound

Speed Summary

Week 1

Speed (MPH)	12/07/2022 Tuesday	13/07/2022 Wednesday	14/07/2022 Thursday	15/07/2022 Friday	16/07/2022 Saturday	17/07/2022 Sunday	18/07/2022 Monday
0-20	33	25	30	17	16	11	25
21-35	104	84	95	86	59	54	66
36-50	4	6	1	1	2	1	2
51-100	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>141</b>	<b>115</b>	<b>126</b>	<b>104</b>	<b>77</b>	<b>66</b>	<b>93</b>

Speed Summary (MPH)



0-20 21-35 36-50 51-100

## Ashgrove Road, Sevenoaks ATC 01, Hopgarden Lane

Produced by Streetwise Services Ltd.



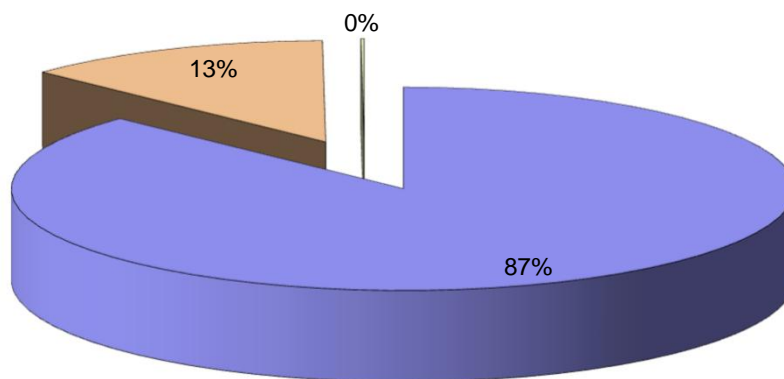
Channel 1 - Northbound

Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
12/07/2022				
7-19	107	18	0	125
6-22	120	18	0	138
6-24	123	18	0	141
0-24	123	18	0	141
13/07/2022				
7-19	75	17	1	93
6-22	91	18	1	110
6-24	95	18	1	114
0-24	95	19	1	115
14/07/2022				
7-19	93	16	0	109
6-22	108	16	0	124
6-24	110	16	0	126
0-24	110	16	0	126
15/07/2022				
7-19	79	12	0	91
6-22	88	13	0	101
6-24	89	13	0	102
0-24	90	14	0	104
16/07/2022				
7-19	60	4	0	64
6-22	69	5	0	74
6-24	72	5	0	77
0-24	72	5	0	77
17/07/2022				
7-19	56	3	0	59
6-22	61	4	0	65
6-24	62	4	0	66
0-24	62	4	0	66
18/07/2022				
7-19	66	14	0	80
6-22	75	15	0	90
6-24	77	15	0	92
0-24	77	16	0	93
Average				
7-19	77	12	0	89
6-22	87	13	0	100
6-24	90	13	0	103
0-24	90	13	0	103

**Total Vehicle Class Distribution**



## Ashgrove Road, Sevenoaks ATC 01, Hopgarden Lane

Produced by Streetwise Services Ltd.



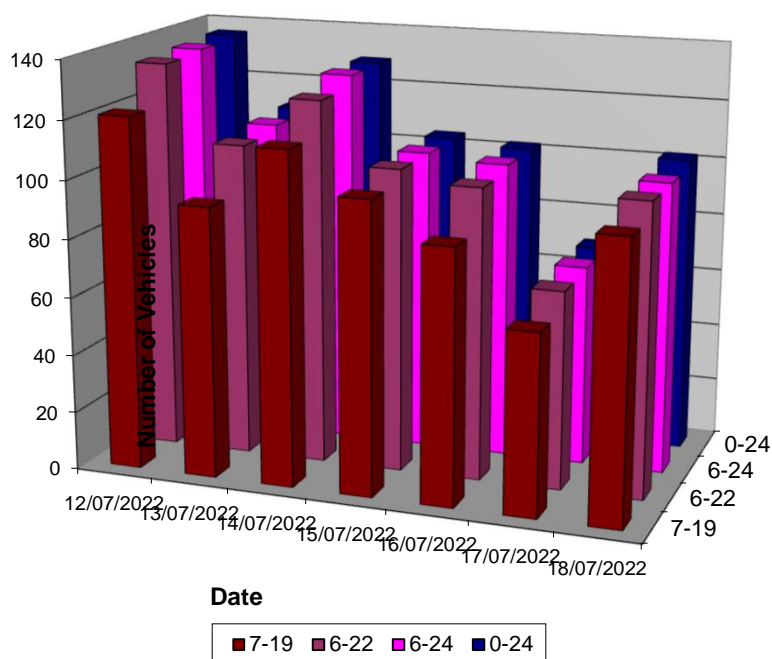
Channel 2 - Southbound

Vehicle Flow

Week 1

Hr Ending	12/07/2022 Tuesday	13/07/2022 Wednesday	14/07/2022 Thursday	15/07/2022 Friday	16/07/2022 Saturday	17/07/2022 Sunday	18/07/2022 Monday	5 Day Ave	7 Day Ave
1	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	2	0	0
6	1	1	0	0	0	0	0	0	0
7	4	4	1	0	2	0	0	2	2
8	5	6	10	7	2	4	9	7	6
9	5	10	7	7	8	6	8	7	7
10	10	8	13	6	7	6	11	10	9
11	13	8	11	13	8	12	9	11	11
12	9	8	12	6	12	7	6	8	9
13	7	6	7	9	10	6	15	9	9
14	15	3	13	16	13	2	5	10	10
15	7	9	11	6	6	4	8	8	7
16	12	13	10	7	6	4	5	9	8
17	14	12	6	10	3	3	8	10	8
18	11	7	9	7	5	3	6	8	7
19	13	3	5	6	7	5	5	6	6
20	4	6	6	2	6	2	2	4	4
21	3	2	2	2	1	2	3	2	2
22	2	3	2	0	4	2	0	1	2
23	1	2	3	0	2	1	0	1	1
24	0	0	1	0	0	0	0	0	0
7-19	121	93	114	100	87	62	95	105	96
6-22	134	108	125	104	100	68	100	114	106
6-24	135	110	129	104	102	69	100	116	107
0-24	136	111	129	104	102	69	102	116	108

Vehicle Flow (Channel 2)





# Ashgrove Road, Sevenoaks ATC 01, Hopgarden Lane

Produced by Streetwise Services Ltd.



Channel 2 - Southbound

Average Speed

Week 1

Hr Ending	12/07/2022 Tuesday	13/07/2022 Wednesday	14/07/2022 Thursday	15/07/2022 Friday	16/07/2022 Saturday	17/07/2022 Sunday	18/07/2022 Monday
1	-	-	-	-	-	-	-
2	-	-	-	-	-	-	-
3	-	-	-	-	-	-	-
4	-	-	-	-	-	-	-
5	-	-	-	-	-	-	20.5
6	28.0	33.0	-	-	-	-	-
7	26.8	26.8	33.0	-	23.0	-	-
8	29.0	29.7	29.5	28.0	30.5	30.5	26.9
9	27.0	29.5	28.7	23.7	22.4	25.5	24.9
10	25.0	29.2	25.7	24.7	30.1	21.7	23.0
11	23.4	29.2	25.3	27.6	24.9	25.9	22.4
12	23.6	21.1	25.5	22.2	26.8	29.4	28.0
13	25.9	19.7	26.6	25.8	22.5	22.2	23.3
14	24.7	28.0	22.0	27.7	26.1	23.0	24.0
15	28.0	24.7	25.7	28.0	23.0	29.2	23.6
16	26.8	26.5	25.5	28.7	25.5	29.2	28.0
17	28.7	27.2	24.7	27.5	23.0	23.0	26.1
18	26.2	28.0	24.1	23.7	27.0	28.0	29.7
19	24.2	23.0	26.0	24.7	25.1	26.0	25.0
20	26.8	30.5	27.2	25.5	25.5	25.5	25.5
21	19.7	18.0	18.0	28.0	28.0	30.5	26.3
22	33.0	24.7	18.0	-	25.5	25.5	-
23	33.0	23.0	31.3	-	23.0	23.0	-
24	-	-	18.0	-	-	-	-

10-12	23.5	25.2	25.4	25.9	26.0	27.2	24.7
14-16	27.2	25.7	25.6	28.4	24.2	29.2	25.3
0-24	25.9	26.6	25.6	26.4	25.3	26.1	25.0

7 Day Ave 25.8

85th Percentile

Hr Ending	12/07/2022 Tuesday	13/07/2022 Wednesday	14/07/2022 Thursday	15/07/2022 Friday	16/07/2022 Saturday	17/07/2022 Sunday	18/07/2022 Monday
1	-	-	-	-	-	-	-
2	-	-	-	-	-	-	-
3	-	-	-	-	-	-	-
4	-	-	-	-	-	-	-
5	-	-	-	-	-	-	23.7
6	28.2	33.3	-	-	-	-	-
7	28.3	33.3	33.2	-	23.9	-	-
8	33.1	33.0	34.0	33.8	33.5	33.7	28.4
9	28.6	33.5	33.1	28.5	28.2	33.5	28.7
10	33.2	33.2	33.0	33.4	38.7	28.6	28.3
11	33.9	33.9	28.3	33.5	28.7	33.2	28.4
12	33.1	23.6	33.5	28.2	33.6	43.5	33.4
13	28.4	28.8	28.9	28.6	28.8	28.7	28.9
14	33.3	33.9	28.5	33.5	33.2	23.8	33.1
15	33.9	33.3	33.4	38.7	33.8	38.4	28.6
16	33.8	33.5	33.8	33.9	33.2	33.9	33.3
17	33.3	33.1	28.8	33.4	29.0	28.7	33.1
18	33.7	33.6	28.7	28.3	33.1	38.1	38.2
19	28.3	28.4	33.7	33.3	33.1	28.6	33.1
20	28.1	39.0	39.0	28.2	28.8	28.7	28.4
21	23.0	23.1	18.3	38.5	28.4	38.0	29.0
22	33.3	28.9	18.5	-	38.5	28.4	-
23	33.8	28.6	43.4	-	23.1	23.4	-
24	-	-	18.7	-	-	-	-

10-12	33.3	33.3	28.2	33.2	28.1	33.3	28.5
14-16	33.2	33.1	33.4	33.6	33.2	34.0	33.5
0-24	33.5	33.5	33.5	33.4	33.0	33.8	34.0

7 Day Ave 33.5

## Ashgrove Road, Sevenoaks ATC 01, Hopgarden Lane

Produced by Streetwise Services Ltd.



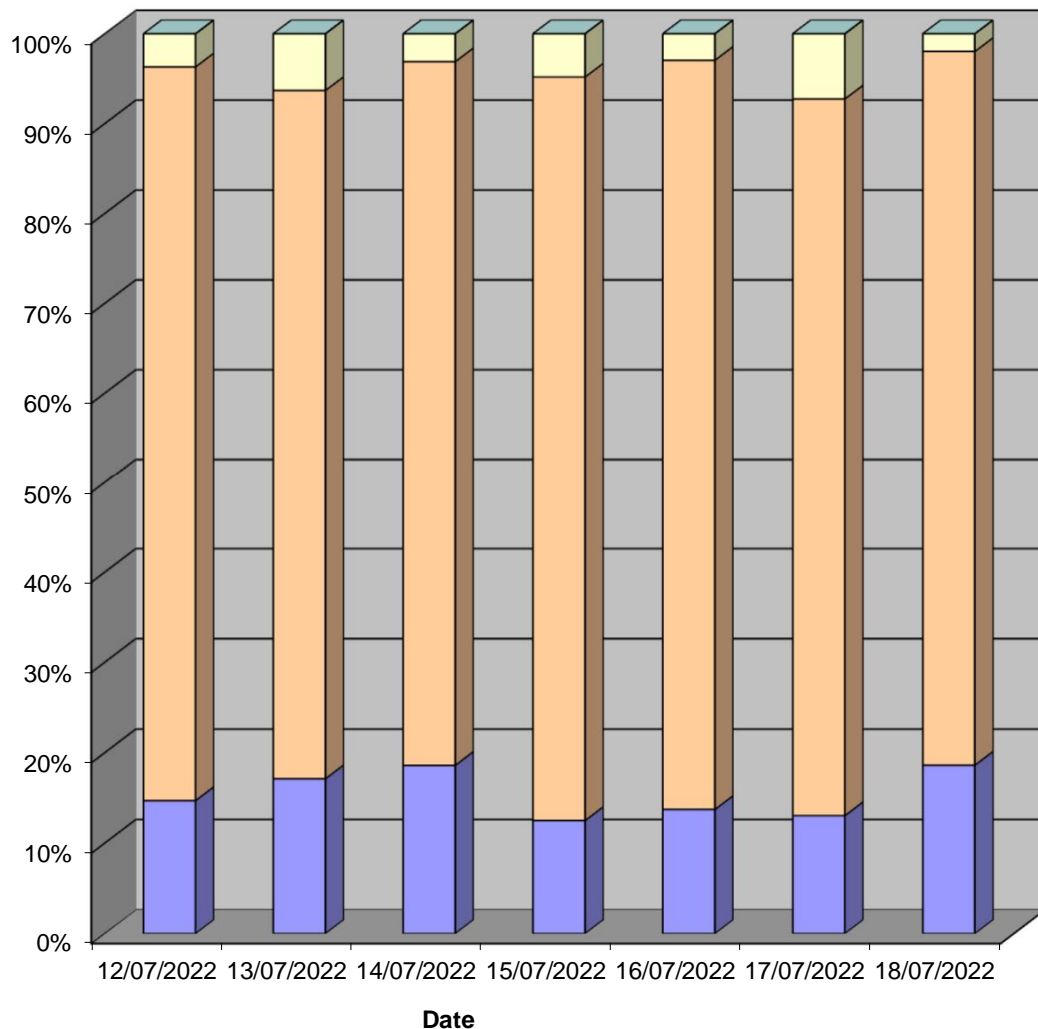
Channel 2 - Southbound

Speed Summary

Week 1

Speed (MPH)	12/07/2022 Tuesday	13/07/2022 Wednesday	14/07/2022 Thursday	15/07/2022 Friday	16/07/2022 Saturday	17/07/2022 Sunday	18/07/2022 Monday
0-20	20	19	24	13	14	9	19
21-35	111	85	101	86	85	55	81
36-50	5	7	4	5	3	5	2
51-100	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>136</b>	<b>111</b>	<b>129</b>	<b>104</b>	<b>102</b>	<b>69</b>	<b>102</b>

**Speed Summary (MPH)**



0-20 21-35 36-50 51-100

## Ashgrove Road, Sevenoaks ATC 01, Hopgarden Lane

Produced by Streetwise Services Ltd.



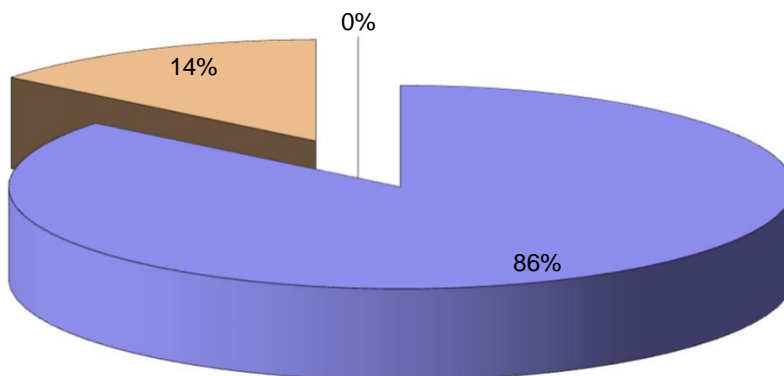
Channel 2 - Southbound

Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
12/07/2022				
7-19	104	17	0	121
6-22	116	18	0	134
6-24	117	18	0	135
0-24	118	18	0	136
13/07/2022				
7-19	78	15	0	93
6-22	92	16	0	108
6-24	94	16	0	110
0-24	95	16	0	111
14/07/2022				
7-19	99	15	0	114
6-22	110	15	0	125
6-24	114	15	0	129
0-24	114	15	0	129
15/07/2022				
7-19	85	15	0	100
6-22	89	15	0	104
6-24	89	15	0	104
0-24	89	15	0	104
16/07/2022				
7-19	78	9	0	87
6-22	90	10	0	100
6-24	92	10	0	102
0-24	92	10	0	102
17/07/2022				
7-19	56	6	0	62
6-22	61	7	0	68
6-24	62	7	0	69
0-24	62	7	0	69
18/07/2022				
7-19	69	26	0	95
6-22	74	26	0	100
6-24	74	26	0	100
0-24	76	26	0	102
Average				
7-19	81	15	0	96
6-22	90	15	0	106
6-24	92	15	0	107
0-24	92	15	0	108

**Total Vehicle Class Distribution**



## Ashgrove Road, Sevenoaks ATC 02, Brittain's Lane

Produced by Streetwise Services Ltd.

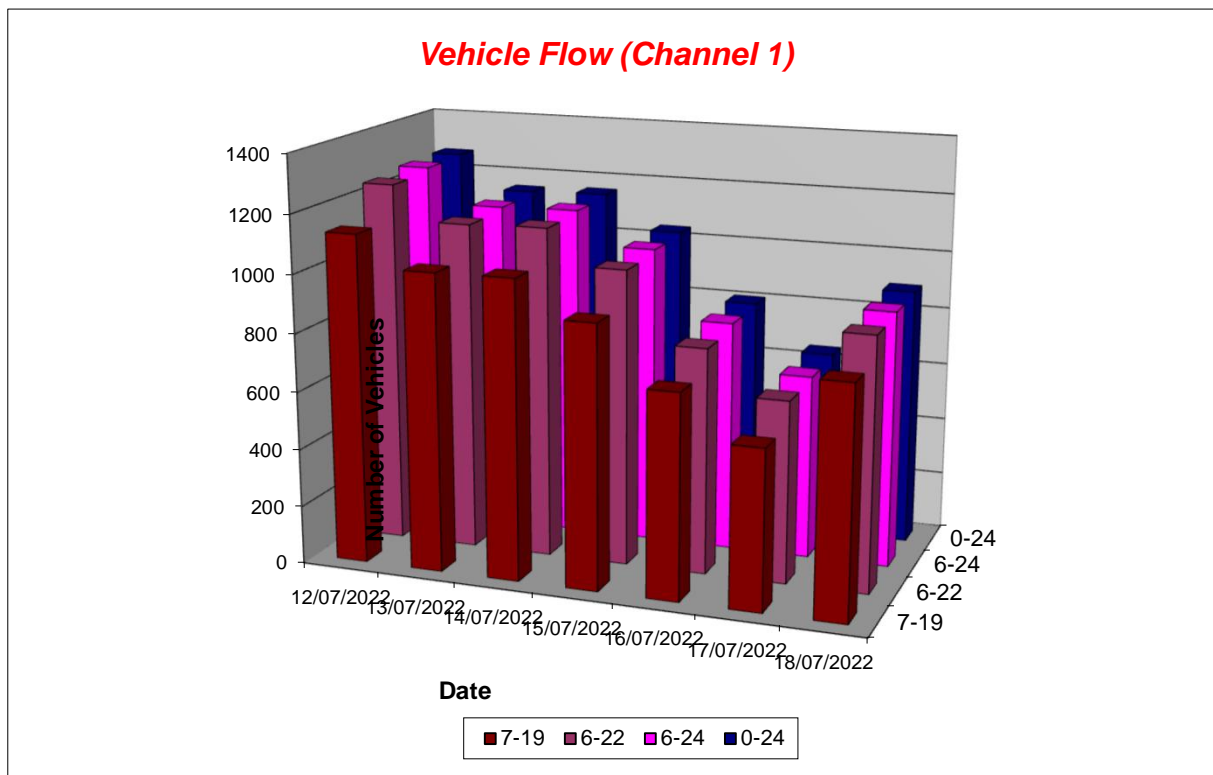


Channel 1 - Northbound

Vehicle Flow

Week 1

Hr Ending	12/07/2022 Tuesday	13/07/2022 Wednesday	14/07/2022 Thursday	15/07/2022 Friday	16/07/2022 Saturday	17/07/2022 Sunday	18/07/2022 Monday	5 Day Ave	7 Day Ave
1	1	3	5	3	2	5	1	3	3
2	1	0	0	0	1	1	2	1	1
3	0	1	1	1	1	1	1	1	1
4	0	1	1	0	0	2	0	0	1
5	0	0	0	3	1	0	1	1	1
6	3	3	2	0	2	0	2	2	2
7	31	16	18	13	5	3	12	18	14
8	110	98	100	84	17	11	65	91	69
9	180	167	174	101	42	23	131	151	117
10	115	97	83	79	77	46	68	88	81
11	75	70	73	68	101	78	59	69	75
12	76	82	64	68	76	63	54	69	69
13	89	79	62	62	79	73	48	68	70
14	75	41	66	79	65	46	49	62	60
15	65	69	68	65	53	50	56	65	61
16	88	81	96	89	55	43	82	87	76
17	101	86	85	92	58	43	63	85	75
18	92	89	96	66	40	41	60	81	69
19	66	65	60	51	41	33	53	59	53
20	45	45	47	44	30	32	24	41	38
21	20	28	26	32	24	32	34	28	28
22	21	18	20	25	15	11	13	19	18
23	9	7	6	10	9	5	10	8	8
24	6	4	4	4	11	4	2	4	5
7-19	1132	1024	1027	904	704	550	788	975	876
6-22	1249	1131	1138	1018	778	628	871	1081	973
6-24	1264	1142	1148	1032	798	637	883	1094	986
0-24	1269	1150	1157	1039	805	646	890	1101	994



## Ashgrove Road, Sevenoaks ATC 02, Brittain's Lane

Produced by Streetwise Services Ltd.



Channel 1 - Northbound

Average Speed

Week 1

Hr Ending	12/07/2022 Tuesday	13/07/2022 Wednesday	14/07/2022 Thursday	15/07/2022 Friday	16/07/2022 Saturday	17/07/2022 Sunday	18/07/2022 Monday
1	23.0	26.3	23.0	23.0	20.5	25.0	23.0
2	18.0	-	-	-	18.0	28.0	23.0
3	-	23.0	23.0	18.0	23.0	23.0	23.0
4	-	13.0	18.0	-	-	20.5	-
5	-	-	-	21.3	23.0	-	23.0
6	24.7	24.7	20.5	-	23.0	-	20.5
7	24.1	25.2	24.9	23.8	25.0	23.0	23.8
8	24.5	24.0	25.2	24.5	23.9	23.0	24.0
9	24.4	24.1	23.4	24.2	24.1	24.3	24.1
10	24.4	24.5	25.1	24.0	24.2	23.1	24.2
11	23.2	23.1	24.6	23.5	24.3	23.9	22.6
12	23.9	23.4	24.1	24.5	24.4	23.2	23.2
13	23.1	24.9	23.3	23.2	23.6	22.9	23.6
14	23.1	24.5	23.3	24.1	23.7	24.0	24.4
15	23.7	23.6	24.0	23.6	23.4	24.0	23.4
16	23.6	23.7	23.3	23.7	22.5	25.1	23.2
17	23.2	23.5	23.8	24.0	24.2	24.3	23.6
18	23.2	22.9	23.8	23.0	23.4	24.2	23.2
19	23.4	23.5	22.9	24.5	23.7	24.7	23.8
20	23.2	23.3	23.9	23.6	24.5	23.3	24.2
21	22.8	23.0	22.4	22.8	22.6	24.1	23.9
22	23.1	23.6	25.0	23.2	23.0	23.9	22.6
23	24.1	23.7	27.2	25.5	22.4	27.0	24.0
24	23.8	25.5	26.8	24.2	23.0	24.2	25.5

10-12	23.5	23.2	24.4	24.0	24.4	23.6	22.9
14-16	23.7	23.6	23.6	23.7	22.9	24.5	23.3
0-24	23.7	23.8	23.9	23.9	23.8	23.9	23.7

7 Day Ave 23.8

85th Percentile

Hr Ending	12/07/2022 Tuesday	13/07/2022 Wednesday	14/07/2022 Thursday	15/07/2022 Friday	16/07/2022 Saturday	17/07/2022 Sunday	18/07/2022 Monday
1	23.7	33.5	28.0	23.3	23.1	28.0	23.1
2	18.5	-	-	-	18.4	28.5	23.4
3	-	23.3	23.3	18.9	23.4	23.7	23.3
4	-	13.6	18.4	-	-	23.5	-
5	-	-	-	23.6	23.5	-	23.9
6	28.6	28.6	28.3	-	23.2	-	23.8
7	28.3	28.3	28.9	28.6	28.5	23.8	28.3
8	28.3	28.3	29.0	28.4	28.3	28.1	28.7
9	28.8	28.8	28.4	28.1	28.6	28.2	28.3
10	28.0	28.8	28.3	28.6	28.5	28.7	28.1
11	28.8	23.6	28.2	28.7	28.2	28.5	23.0
12	28.8	29.0	28.2	28.9	28.9	28.4	28.3
13	28.7	28.9	28.6	28.8	28.7	28.1	28.8
14	28.0	28.2	28.4	28.0	28.5	28.7	28.3
15	28.4	28.7	28.4	28.5	28.4	28.9	28.2
16	28.9	29.0	28.7	28.9	28.1	28.5	28.5
17	28.8	28.2	28.3	28.4	28.8	28.1	28.3
18	28.4	28.5	28.6	28.7	28.5	28.8	28.3
19	29.0	28.1	28.2	28.5	28.8	28.4	28.0
20	28.9	29.0	28.2	28.5	28.6	28.5	28.5
21	23.1	28.7	28.6	28.5	28.8	28.5	28.2
22	28.9	28.0	28.1	28.4	28.0	28.2	28.9
23	28.4	28.6	33.5	28.4	28.2	33.3	28.6
24	28.5	28.1	33.9	28.3	23.1	28.1	28.8

10-12	28.8	28.1	28.3	28.1	28.1	28.6	28.9
14-16	28.1	28.8	28.8	28.2	28.3	28.2	28.3
0-24	28.6	28.3	28.4	29.0	28.1	28.9	28.5

7 Day Ave 28.5

## Ashgrove Road, Sevenoaks ATC 02, Brittain's Lane

Produced by Streetwise Services Ltd.



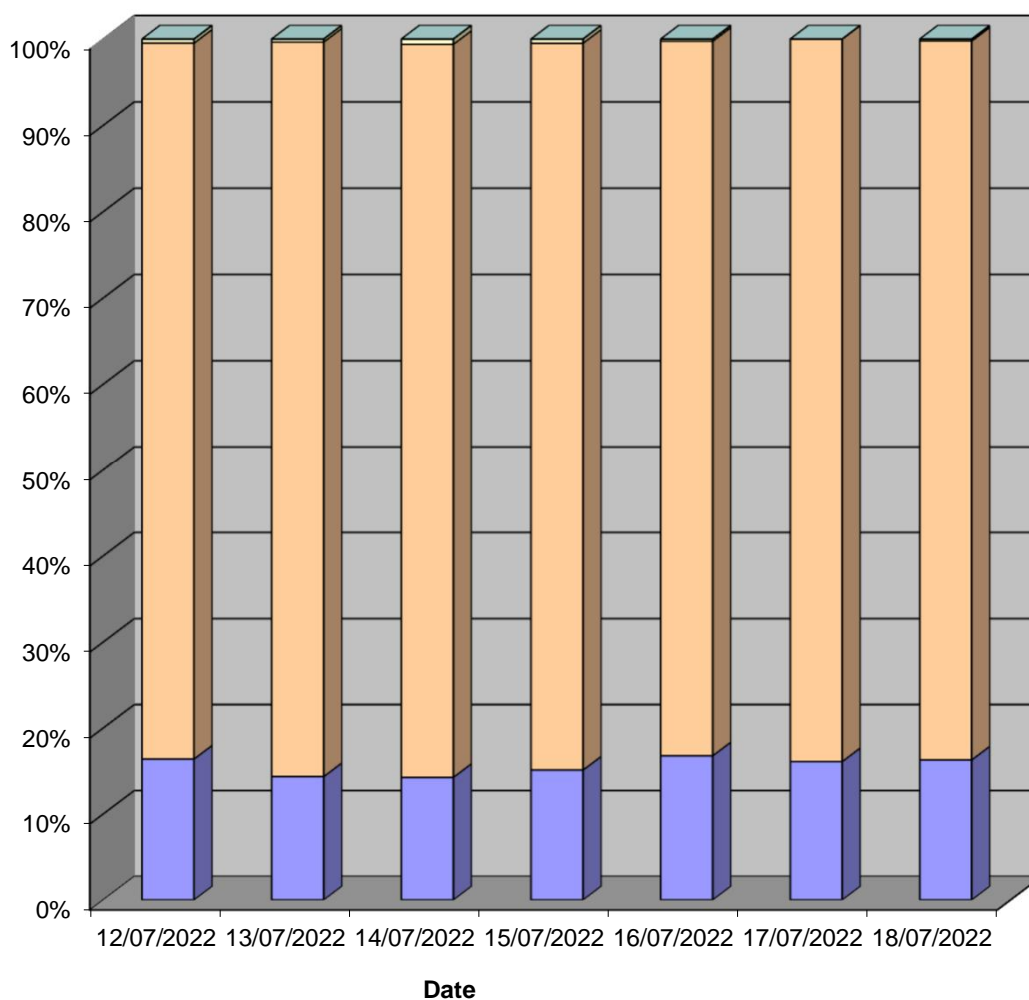
Channel 1 - Northbound

Speed Summary

Week 1

Speed (MPH)	12/07/2022 Tuesday	13/07/2022 Wednesday	14/07/2022 Thursday	15/07/2022 Friday	16/07/2022 Saturday	17/07/2022 Sunday	18/07/2022 Monday
0-20	208	165	165	157	135	104	145
21-35	1055	981	985	877	668	542	743
36-50	6	4	7	5	2	0	2
51-100	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>1269</b>	<b>1150</b>	<b>1157</b>	<b>1039</b>	<b>805</b>	<b>646</b>	<b>890</b>

Speed Summary (MPH)



0-20 21-35 36-50 51-100

## Ashgrove Road, Sevenoaks ATC 02, Brittain's Lane

Produced by Streetwise Services Ltd.



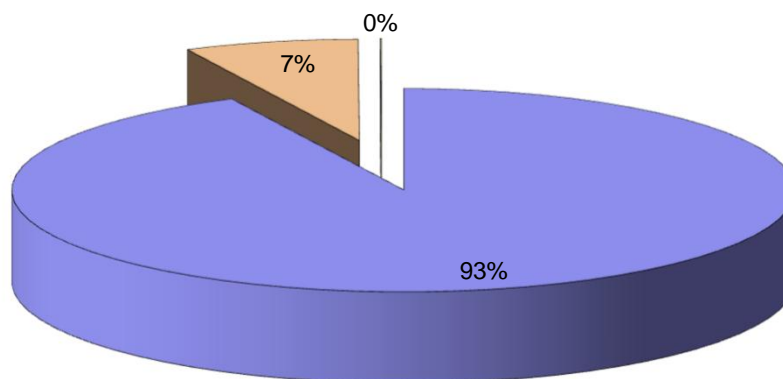
Channel 1 - Northbound

Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
12/07/2022				
7-19	1038	94	0	1132
6-22	1151	98	0	1249
6-24	1166	98	0	1264
0-24	1171	98	0	1269
13/07/2022				
7-19	926	97	1	1024
6-22	1032	98	1	1131
6-24	1042	99	1	1142
0-24	1050	99	1	1150
14/07/2022				
7-19	950	76	1	1027
6-22	1060	77	1	1138
6-24	1069	78	1	1148
0-24	1078	78	1	1157
15/07/2022				
7-19	828	76	0	904
6-22	930	88	0	1018
6-24	944	88	0	1032
0-24	951	88	0	1039
16/07/2022				
7-19	669	35	0	704
6-22	741	37	0	778
6-24	760	38	0	798
0-24	767	38	0	805
17/07/2022				
7-19	528	21	1	550
6-22	605	22	1	628
6-24	614	22	1	637
0-24	622	23	1	646
18/07/2022				
7-19	716	71	1	788
6-22	795	75	1	871
6-24	807	75	1	883
0-24	813	76	1	890
Average				
7-19	808	67	1	876
6-22	902	71	1	973
6-24	915	71	1	986
0-24	922	71	1	994

**Total Vehicle Class Distribution**



## Ashgrove Road, Sevenoaks ATC 02, Brittain's Lane

Produced by Streetwise Services Ltd.



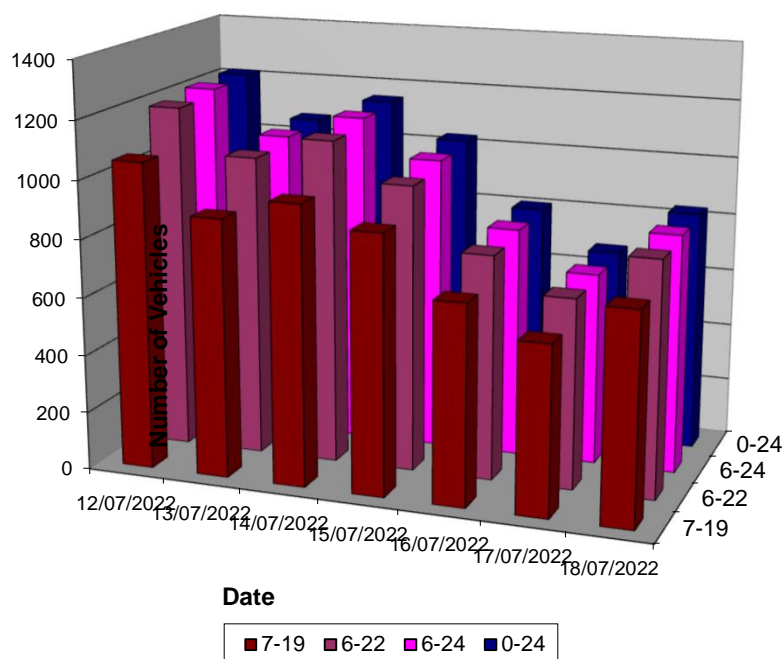
Channel 2 - Southbound

Vehicle Flow

Week 1

Hr Ending	12/07/2022 Tuesday	13/07/2022 Wednesday	14/07/2022 Thursday	15/07/2022 Friday	16/07/2022 Saturday	17/07/2022 Sunday	18/07/2022 Monday	5 Day Ave	7 Day Ave
1	1	6	6	4	5	7	1	4	4
2	1	0	0	4	3	0	1	1	1
3	0	1	0	0	0	0	1	0	0
4	0	0	1	3	0	0	0	1	1
5	0	0	0	0	0	0	1	0	0
6	5	2	2	5	1	1	3	3	3
7	7	12	14	10	6	5	9	10	9
8	64	50	54	48	13	18	41	51	41
9	85	86	98	79	37	25	75	85	69
10	62	63	76	69	77	38	64	67	64
11	81	56	69	71	97	56	58	67	70
12	81	66	71	74	94	69	49	68	72
13	84	75	69	99	79	89	57	77	79
14	69	63	74	88	56	62	58	70	67
15	67	62	63	58	58	48	52	60	58
16	118	101	90	73	50	54	78	92	81
17	121	95	111	86	41	47	59	94	80
18	124	98	105	77	38	36	64	94	77
19	102	76	83	69	48	41	67	79	69
20	69	65	63	41	38	36	44	56	51
21	36	39	36	20	22	19	18	30	27
22	20	31	39	23	21	13	19	26	24
23	17	14	14	18	10	5	10	15	13
24	2	7	13	11	11	4	3	7	7
7-19	1058	891	963	891	688	583	722	905	828
6-22	1190	1038	1115	985	775	656	812	1028	939
6-24	1209	1059	1142	1014	796	665	825	1050	959
0-24	1216	1068	1151	1030	805	673	832	1059	968

Vehicle Flow (Channel 2)





## Ashgrove Road, Sevenoaks ATC 02, Britains Lane

Produced by Streetwise Services Ltd.



Channel 2 - Southbound

Average Speed

Week 1

Hr Ending	12/07/2022 Tuesday	13/07/2022 Wednesday	14/07/2022 Thursday	15/07/2022 Friday	16/07/2022 Saturday	17/07/2022 Sunday	18/07/2022 Monday
1	33.0	28.8	28.0	31.8	26.0	25.1	23.0
2	28.0	-	-	28.0	28.0	-	33.0
3	-	28.0	-	-	-	-	33.0
4	-	-	28.0	26.3	-	-	-
5	-	-	-	-	-	-	33.0
6	25.0	28.0	25.5	25.0	33.0	28.0	23.0
7	24.4	24.2	25.5	24.5	28.0	25.0	24.7
8	25.8	26.8	25.5	26.1	28.0	26.6	26.0
9	25.2	24.7	23.2	26.3	26.1	27.0	24.8
10	25.1	24.7	24.7	25.0	24.4	25.2	25.0
11	24.1	23.4	25.0	24.8	24.6	25.4	24.7
12	24.2	24.6	23.9	25.1	23.1	24.5	23.6
13	24.4	23.3	24.4	24.3	23.2	23.5	24.4
14	26.0	24.8	25.4	23.6	25.1	24.8	24.5
15	25.0	24.9	25.1	25.1	26.4	25.8	25.0
16	24.2	25.1	24.5	26.4	25.6	26.4	24.5
17	24.9	23.9	24.7	24.7	25.0	26.2	25.4
18	24.3	25.4	25.0	25.3	25.6	25.9	25.3
19	24.3	24.9	25.9	25.5	25.9	24.8	26.1
20	25.8	25.5	25.0	26.9	26.4	25.2	25.7
21	26.6	26.2	24.2	25.2	25.6	27.5	25.2
22	24.0	24.3	26.1	26.9	24.4	26.5	23.8
23	27.7	24.1	26.9	26.6	25.0	28.0	25.5
24	28.0	23.7	26.8	27.1	25.3	28.0	24.7

10-12	24.1	24.1	24.4	25.0	23.9	24.9	24.2
14-16	24.5	25.0	24.8	25.8	26.1	26.1	24.7
0-24	24.9	24.8	24.9	25.3	25.0	25.3	25.0

7 Day Ave 25.0

85th Percentile

Hr Ending	12/07/2022 Tuesday	13/07/2022 Wednesday	14/07/2022 Thursday	15/07/2022 Friday	16/07/2022 Saturday	17/07/2022 Sunday	18/07/2022 Monday
1	33.1	38.3	33.9	38.5	28.1	28.5	23.2
2	28.6	-	-	33.7	28.2	-	33.5
3	-	28.5	-	-	-	-	33.4
4	-	-	28.5	28.8	-	-	-
5	-	-	-	-	-	-	33.1
6	33.4	33.4	28.2	33.4	33.1	28.2	28.3
7	34.0	28.7	28.7	28.9	38.4	28.2	28.6
8	28.1	33.2	28.7	28.7	34.0	28.3	28.8
9	28.9	28.4	28.6	28.1	28.5	33.8	28.5
10	28.6	28.5	28.8	28.6	28.5	28.1	28.2
11	28.3	28.8	28.2	28.7	29.0	28.5	28.9
12	28.1	28.5	28.8	28.0	28.2	28.8	28.4
13	28.5	28.4	28.2	28.4	28.4	28.8	28.3
14	33.2	28.5	29.0	28.4	28.4	28.3	28.8
15	29.0	28.2	28.1	28.3	28.3	29.0	28.2
16	28.1	28.6	28.1	34.0	28.5	28.8	28.4
17	28.0	28.5	28.8	28.8	28.1	28.7	28.2
18	28.3	28.7	28.4	28.7	28.5	28.9	28.9
19	28.5	28.9	28.5	28.4	29.0	28.9	28.6
20	28.9	28.4	28.1	33.7	28.6	28.4	33.4
21	33.5	28.3	28.1	28.3	28.9	33.1	33.4
22	28.4	28.3	28.2	28.4	28.7	34.0	28.9
23	33.8	28.2	28.0	33.4	28.4	33.8	28.6
24	28.8	23.7	28.7	28.9	28.7	33.7	28.9

10-12	28.7	28.2	28.5	28.1	28.1	28.4	28.5
14-16	28.7	28.6	28.6	28.6	28.8	28.0	28.3
0-24	29.0	28.4	28.2	28.3	28.7	28.2	28.9

7 Day Ave 28.5

## Ashgrove Road, Sevenoaks ATC 02, Brittain's Lane

Produced by Streetwise Services Ltd.



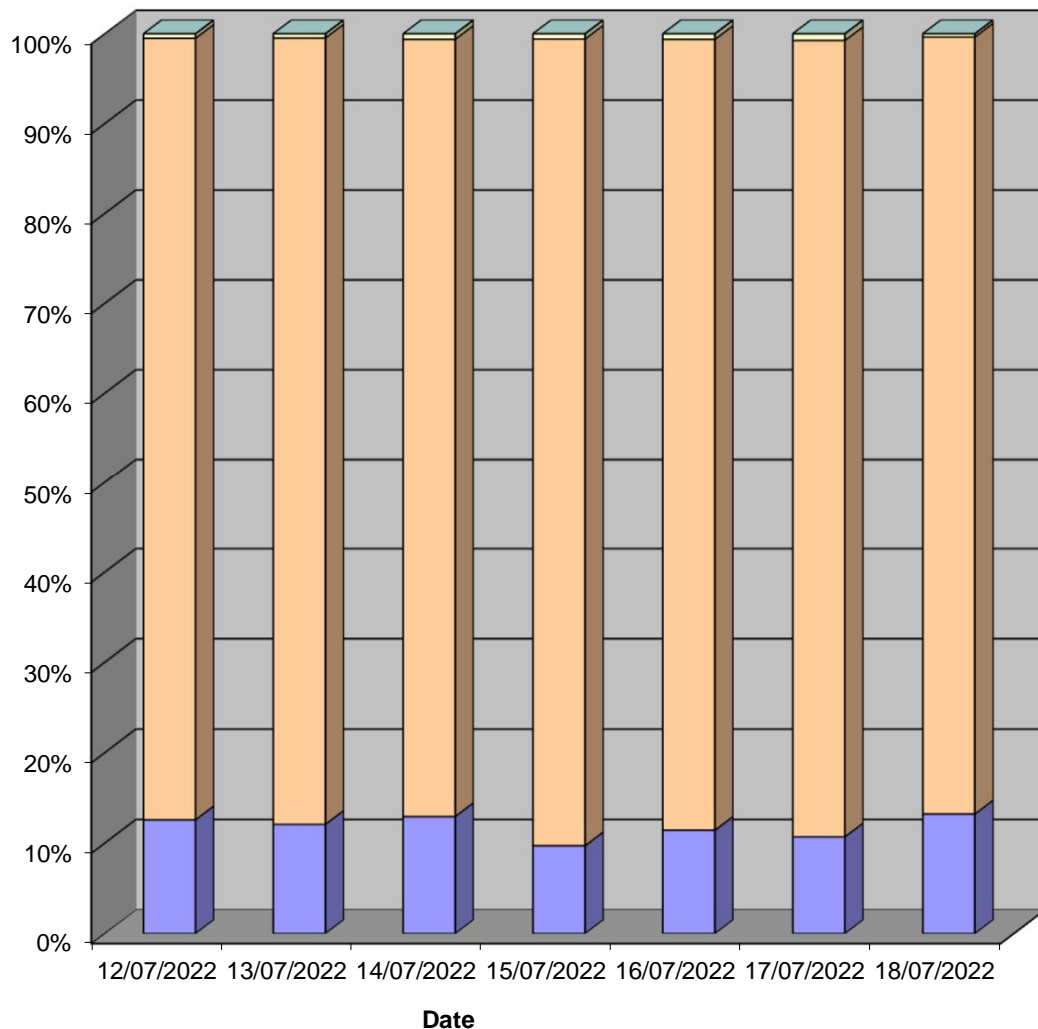
Channel 2 - Southbound

Speed Summary

Week 1

Speed (MPH)	12/07/2022 Tuesday	13/07/2022 Wednesday	14/07/2022 Thursday	15/07/2022 Friday	16/07/2022 Saturday	17/07/2022 Sunday	18/07/2022 Monday
0-20	153	129	149	100	92	72	110
21-35	1057	934	995	924	708	596	719
36-50	6	5	7	6	5	5	3
51-100	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>1216</b>	<b>1068</b>	<b>1151</b>	<b>1030</b>	<b>805</b>	<b>673</b>	<b>832</b>

**Speed Summary (MPH)**



0-20 21-35 36-50 51-100

## Ashgrove Road, Sevenoaks ATC 02, Brittain's Lane

Produced by Streetwise Services Ltd.



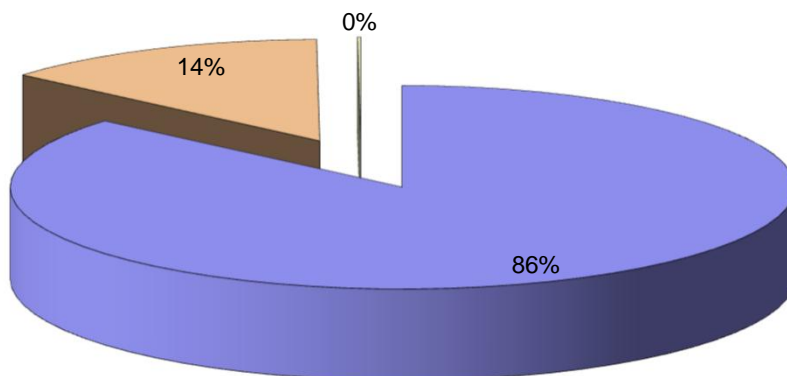
Channel 2 - Southbound

Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
12/07/2022				
7-19	898	159	1	1058
6-22	1017	172	1	1190
6-24	1032	176	1	1209
0-24	1039	176	1	1216
13/07/2022				
7-19	750	139	2	891
6-22	882	154	2	1038
6-24	901	156	2	1059
0-24	908	158	2	1068
14/07/2022				
7-19	816	146	1	963
6-22	956	158	1	1115
6-24	979	162	1	1142
0-24	986	164	1	1151
15/07/2022				
7-19	741	148	2	891
6-22	822	161	2	985
6-24	848	164	2	1014
0-24	859	169	2	1030
16/07/2022				
7-19	609	79	0	688
6-22	687	88	0	775
6-24	707	89	0	796
0-24	714	91	0	805
17/07/2022				
7-19	530	51	2	583
6-22	598	56	2	656
6-24	605	58	2	665
0-24	612	59	2	673
18/07/2022				
7-19	624	97	1	722
6-22	710	101	1	812
6-24	721	103	1	825
0-24	727	104	1	832
Average				
7-19	710	117	1	828
6-22	810	127	1	939
6-24	828	130	1	959
0-24	835	132	1	968

**Total Vehicle Class Distribution**



## Ashgrove Road, Sevenoaks ATC 03, Oak Lane (West)

Produced by Streetwise Services Ltd.



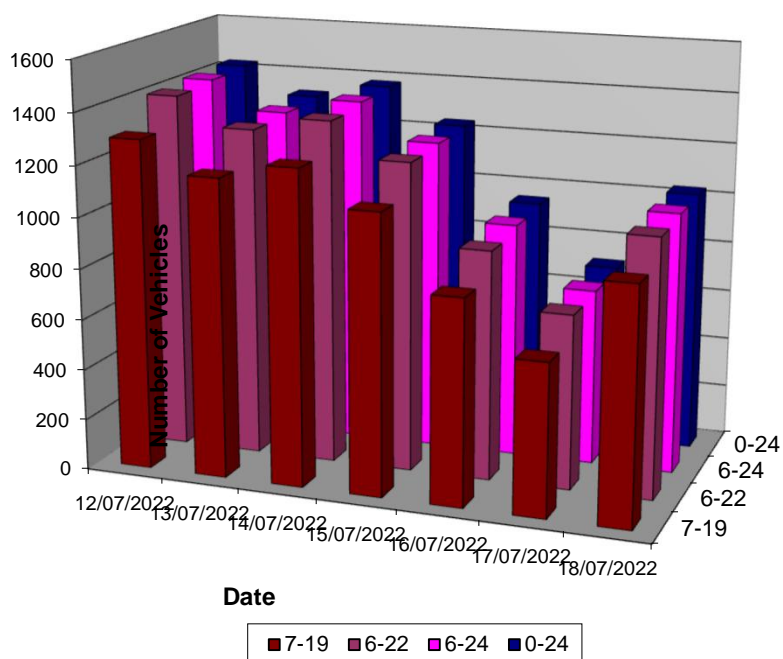
Channel 1 - Eastbound

Vehicle Flow

Week 1

Hr Ending	12/07/2022 Tuesday	13/07/2022 Wednesday	14/07/2022 Thursday	15/07/2022 Friday	16/07/2022 Saturday	17/07/2022 Sunday	18/07/2022 Monday	5 Day Ave	7 Day Ave
1	1	4	4	4	7	5	1	3	4
2	1	1	0	1	4	4	0	1	2
3	0	0	0	1	0	1	1	0	0
4	1	3	1	0	1	0	0	1	1
5	0	0	0	0	1	0	1	0	0
6	5	4	3	4	2	2	2	4	3
7	26	16	21	18	6	5	15	19	15
8	137	118	109	90	35	21	85	108	85
9	242	215	232	157	60	27	177	205	159
10	113	111	107	101	93	58	84	103	95
11	98	79	99	80	92	80	66	84	85
12	75	79	63	89	90	56	68	75	74
13	92	89	87	78	81	63	60	81	79
14	99	68	84	97	72	40	66	83	75
15	77	90	90	70	59	49	73	80	73
16	105	97	100	94	66	50	96	98	87
17	105	95	101	84	57	57	47	86	78
18	94	62	92	76	52	45	54	76	68
19	59	70	70	80	49	52	42	64	60
20	46	49	45	46	44	37	36	44	43
21	16	33	24	26	23	33	25	25	26
22	23	25	27	29	24	14	17	24	23
23	10	6	10	9	11	6	13	10	9
24	3	5	9	4	14	3	2	5	6
7-19	1296	1173	1234	1096	806	598	918	1143	1017
6-22	1407	1296	1351	1215	903	687	1011	1256	1124
6-24	1420	1307	1370	1228	928	696	1026	1270	1139
0-24	1428	1319	1378	1238	943	708	1031	1279	1149

Vehicle Flow (Channel 1)



## Ashgrove Road, Sevenoaks ATC 03, Oak Lane (West)

Produced by Streetwise Services Ltd.



Channel 1 - Eastbound

Average Speed

Week 1

Hr Ending	12/07/2022 Tuesday	13/07/2022 Wednesday	14/07/2022 Thursday	15/07/2022 Friday	16/07/2022 Saturday	17/07/2022 Sunday	18/07/2022 Monday
1	13.0	16.8	20.5	24.2	17.3	21.0	13.0
2	13.0	13.0	-	13.0	20.5	24.2	-
3	-	-	-	13.0	-	28.0	28.0
4	33.0	19.7	23.0	-	18.0	-	-
5	-	-	-	-	33.0	-	33.0
6	19.0	20.5	26.3	23.0	18.0	15.5	20.5
7	21.5	23.6	24.9	24.1	27.2	21.4	19.7
8	22.9	24.0	23.3	23.1	24.1	23.3	24.3
9	21.2	22.0	22.2	22.5	24.1	22.1	23.2
10	23.0	22.4	23.5	23.3	22.5	23.1	21.8
11	22.0	22.2	20.9	21.0	20.4	21.4	21.7
12	21.0	22.3	22.1	23.2	22.6	20.9	23.2
13	21.4	23.9	23.3	21.0	22.0	23.0	21.9
14	22.6	22.8	21.2	20.3	22.2	21.7	19.8
15	23.0	22.7	21.8	21.9	21.4	24.0	22.7
16	21.8	23.3	20.4	22.9	22.9	24.4	20.4
17	22.1	23.3	22.3	22.8	20.8	23.3	22.4
18	22.8	23.5	23.0	22.7	21.6	23.2	21.3
19	21.8	22.7	22.2	20.9	21.6	22.1	23.6
20	23.7	22.1	21.0	22.2	24.7	20.6	20.6
21	18.4	22.1	22.2	21.0	21.0	20.5	22.4
22	21.3	24.8	22.1	21.1	19.9	20.5	21.5
23	27.0	26.7	22.5	25.2	22.3	20.5	20.2
24	23.0	24.0	25.2	25.5	24.4	23.0	13.0

10-12	21.6	22.3	21.4	22.1	21.5	21.2	22.5
14-16	22.3	23.0	21.1	22.5	22.2	24.2	21.4
0-24	22.1	22.8	22.2	22.2	22.2	22.4	22.1

7 Day Ave 22.3

85th Percentile

Hr Ending	12/07/2022 Tuesday	13/07/2022 Wednesday	14/07/2022 Thursday	15/07/2022 Friday	16/07/2022 Saturday	17/07/2022 Sunday	18/07/2022 Monday
1	13.7	28.3	28.3	33.3	23.4	28.5	13.4
2	13.5	13.6	-	13.9	28.4	28.7	-
3	-	-	-	13.6	-	28.5	28.3
4	33.6	33.6	23.4	-	18.5	-	-
5	-	-	-	-	33.2	-	33.9
6	23.3	28.3	38.3	38.6	18.5	18.8	28.8
7	28.3	28.3	33.9	33.4	43.3	33.1	28.3
8	28.8	28.8	29.0	28.1	33.6	28.2	33.7
9	28.0	28.8	28.4	28.6	33.5	28.7	28.3
10	28.8	28.6	28.3	28.7	28.2	28.5	28.1
11	28.8	29.0	28.2	28.9	28.9	28.4	28.0
12	28.7	28.9	28.2	28.8	28.7	28.1	28.3
13	28.0	28.2	28.6	28.0	28.5	28.7	28.8
14	28.4	28.7	28.4	28.5	28.4	28.9	28.3
15	28.9	34.0	28.4	28.9	28.1	28.5	33.2
16	28.8	28.2	28.7	28.4	28.8	28.1	28.5
17	28.4	28.5	28.3	28.7	28.5	28.8	28.3
18	29.0	28.1	28.6	28.5	28.8	28.4	28.3
19	28.9	29.0	28.2	28.5	28.6	28.5	33.0
20	33.1	28.7	28.2	28.5	33.8	28.5	28.5
21	28.9	28.0	28.6	28.4	28.0	28.2	28.2
22	28.4	28.6	28.1	28.4	28.2	28.3	28.9
23	33.5	38.1	28.5	28.3	33.1	33.1	28.6
24	28.8	28.1	33.9	33.1	33.1	23.6	13.8

10-12	28.1	28.8	28.3	28.2	28.3	28.2	28.9
14-16	28.6	28.3	28.8	29.0	28.1	28.9	28.3
0-24	28.5	28.0	28.4	28.1	28.0	28.1	28.5

7 Day Ave 28.2

## Ashgrove Road, Sevenoaks ATC 03, Oak Lane (West)

Produced by Streetwise Services Ltd.



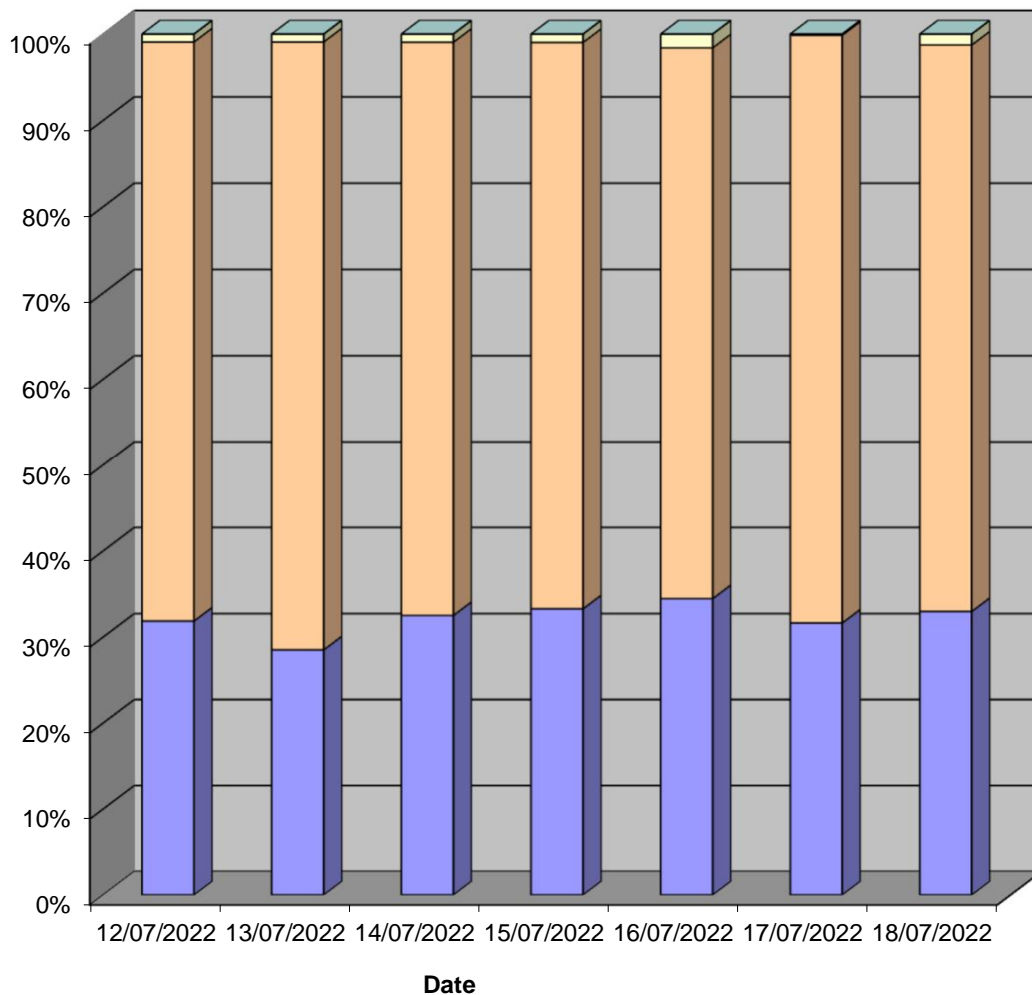
Channel 1 - Eastbound

Speed Summary

Week 1

Speed (MPH)	12/07/2022 Tuesday	13/07/2022 Wednesday	14/07/2022 Thursday	15/07/2022 Friday	16/07/2022 Saturday	17/07/2022 Sunday	18/07/2022 Monday
0-20	455	376	448	412	325	224	340
21-35	960	931	917	814	603	483	678
36-50	13	12	13	12	15	1	13
51-100	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>1428</b>	<b>1319</b>	<b>1378</b>	<b>1238</b>	<b>943</b>	<b>708</b>	<b>1031</b>

**Speed Summary (MPH)**



0-20 21-35 36-50 51-100

## Ashgrove Road, Sevenoaks ATC 03, Oak Lane (West)

Produced by Streetwise Services Ltd.



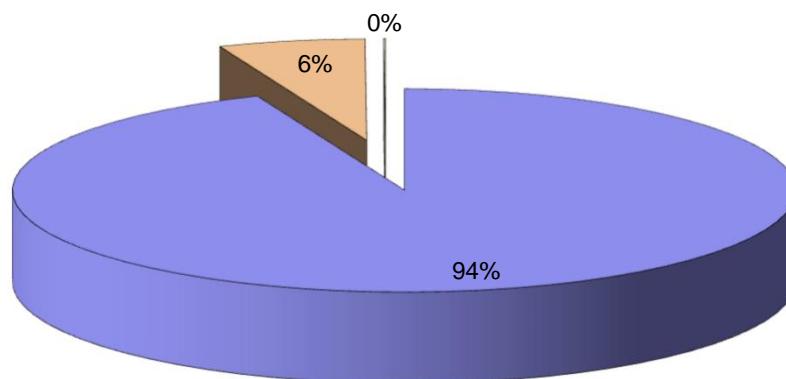
Channel 1 - Eastbound

Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
12/07/2022				
7-19	1219	77	0	1296
6-22	1329	78	0	1407
6-24	1342	78	0	1420
0-24	1350	78	0	1428
13/07/2022				
7-19	1077	96	0	1173
6-22	1195	101	0	1296
6-24	1205	102	0	1307
0-24	1217	102	0	1319
14/07/2022				
7-19	1149	85	0	1234
6-22	1261	90	0	1351
6-24	1278	92	0	1370
0-24	1285	93	0	1378
15/07/2022				
7-19	1039	55	2	1096
6-22	1149	64	2	1215
6-24	1162	64	2	1228
0-24	1172	64	2	1238
16/07/2022				
7-19	767	37	2	806
6-22	861	40	2	903
6-24	886	40	2	928
0-24	901	40	2	943
17/07/2022				
7-19	572	24	2	598
6-22	659	26	2	687
6-24	667	27	2	696
0-24	678	28	2	708
18/07/2022				
7-19	846	72	0	918
6-22	931	80	0	1011
6-24	945	81	0	1026
0-24	949	82	0	1031
Average				
7-19	953	64	1	1017
6-22	1055	68	1	1124
6-24	1069	69	1	1139
0-24	1079	70	1	1149

**Total Vehicle Class Distribution**



## Ashgrove Road, Sevenoaks ATC 03, Oak Lane (West)

Produced by Streetwise Services Ltd.



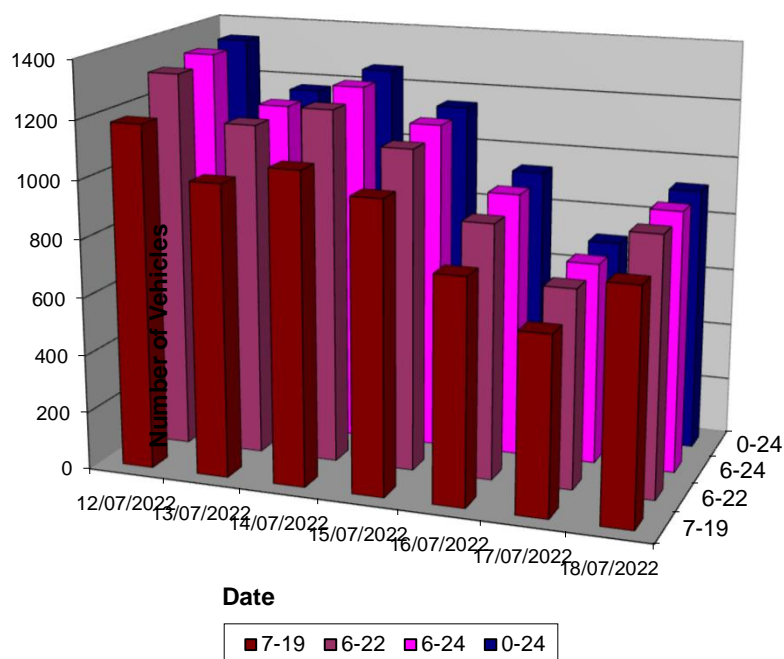
Channel 2 - Westbound

Vehicle Flow

Week 1

Hr Ending	12/07/2022 Tuesday	13/07/2022 Wednesday	14/07/2022 Thursday	15/07/2022 Friday	16/07/2022 Saturday	17/07/2022 Sunday	18/07/2022 Monday	5 Day Ave	7 Day Ave
1	1	2	7	5	8	4	0	3	4
2	1	2	0	1	4	1	0	1	1
3	1	0	0	0	0	0	0	0	0
4	0	0	1	1	1	0	2	1	1
5	2	1	0	0	2	0	2	1	1
6	5	3	5	5	3	1	4	4	4
7	18	16	10	13	9	5	13	14	12
8	77	48	71	46	22	19	43	57	47
9	106	81	96	87	41	30	70	88	73
10	58	74	84	83	89	39	60	72	70
11	76	69	66	100	77	66	71	76	75
12	79	69	74	68	83	69	61	70	72
13	99	78	78	86	92	83	67	82	83
14	86	68	71	92	82	47	53	74	71
15	83	67	75	71	66	53	50	69	66
16	140	135	127	85	57	61	101	118	101
17	150	128	123	108	52	58	74	117	99
18	130	128	125	102	63	48	84	114	97
19	101	63	83	74	51	42	65	77	68
20	50	71	68	42	41	30	41	54	49
21	22	31	32	27	37	21	23	27	28
22	31	23	36	23	19	18	17	26	24
23	19	10	16	16	16	6	9	14	13
24	6	7	14	13	21	7	3	9	10
7-19	1185	1008	1073	1002	775	615	799	1013	922
6-22	1306	1149	1219	1107	881	689	893	1135	1035
6-24	1331	1166	1249	1136	918	702	905	1157	1058
0-24	1341	1174	1262	1148	936	708	913	1168	1069

Vehicle Flow (Channel 2)





## Ashgrove Road, Sevenoaks ATC 03, Oak Lane (West)

Produced by Streetwise Services Ltd.



Channel 2 - Westbound

Average Speed

Week 1

Hr Ending	12/07/2022 Tuesday	13/07/2022 Wednesday	14/07/2022 Thursday	15/07/2022 Friday	16/07/2022 Saturday	17/07/2022 Sunday	18/07/2022 Monday
1	23.0	28.0	24.4	26.0	24.9	20.5	-
2	23.0	25.5	-	13.0	11.0	18.0	-
3	23.0	-	-	-	-	-	-
4	-	-	48.0	13.0	13.0	-	23.0
5	25.5	18.0	-	-	15.5	-	13.0
6	26.0	28.0	22.0	21.0	13.0	18.0	29.2
7	17.4	20.2	22.5	19.9	20.8	21.0	19.2
8	21.2	24.2	26.5	24.2	23.0	21.4	24.3
9	20.8	22.1	22.9	22.0	21.4	20.1	21.2
10	23.0	23.5	22.3	22.2	21.0	22.6	22.6
11	22.1	19.7	22.5	22.9	23.0	21.8	22.2
12	23.1	23.4	22.4	21.4	22.0	21.8	22.0
13	20.6	23.6	22.4	22.2	22.6	23.5	21.0
14	20.9	23.1	22.8	20.0	22.6	22.6	23.1
15	21.6	23.7	22.5	23.1	20.8	22.3	21.6
16	21.5	22.4	20.9	22.2	22.1	23.3	21.7
17	22.2	22.3	20.7	22.4	24.6	22.4	24.8
18	24.0	23.8	24.1	24.1	25.1	25.5	24.0
19	24.8	24.3	23.7	23.5	21.7	22.6	25.1
20	25.0	25.4	24.0	24.9	22.3	26.5	22.3
21	23.7	22.0	23.8	23.6	23.5	24.2	23.2
22	24.6	23.9	21.6	23.9	24.3	25.2	23.9
23	25.6	22.5	23.6	25.2	24.6	22.2	23.0
24	23.0	20.9	24.1	24.5	23.2	25.9	16.3

10-12	22.6	21.5	22.5	22.3	22.5	21.8	22.1
14-16	21.5	22.8	21.5	22.6	21.4	22.9	21.7
0-24	22.3	23.0	22.8	22.6	22.5	22.9	22.7

7 Day Ave 22.7

85th Percentile

Hr Ending	12/07/2022 Tuesday	13/07/2022 Wednesday	14/07/2022 Thursday	15/07/2022 Friday	16/07/2022 Saturday	17/07/2022 Sunday	18/07/2022 Monday
1	23.1	28.4	33.7	33.4	28.4	28.1	-
2	23.6	38.7	-	13.9	14.0	18.5	-
3	23.4	-	-	-	-	-	-
4	-	-	48.7	13.7	13.5	-	33.8
5	29.0	18.2	-	-	18.5	-	13.5
6	38.1	38.4	43.6	38.1	14.0	18.8	43.2
7	23.9	23.5	33.8	23.6	28.2	33.8	23.9
8	23.6	28.8	33.2	28.7	28.4	28.3	33.4
9	28.3	28.5	28.8	28.0	28.4	29.0	28.3
10	28.1	28.4	28.2	28.4	28.3	28.8	28.8
11	28.5	28.5	29.0	28.4	28.5	28.7	28.2
12	28.2	28.2	28.1	28.3	28.1	28.9	28.4
13	29.0	28.6	28.1	29.0	28.5	28.9	28.2
14	28.1	28.5	28.8	28.8	29.0	28.4	28.9
15	28.0	28.7	28.4	28.7	28.6	28.1	28.6
16	28.3	28.9	28.5	28.4	28.9	34.0	28.4
17	28.5	28.4	28.1	28.7	28.7	28.8	33.4
18	33.9	33.3	33.1	33.3	33.4	33.7	33.9
19	33.5	28.3	33.2	28.4	28.7	28.4	33.6
20	33.4	33.2	33.0	28.4	28.1	33.0	28.9
21	28.8	28.5	33.7	33.9	33.8	33.2	28.5
22	33.8	28.2	28.5	33.1	33.7	33.2	33.3
23	33.7	33.6	33.6	28.6	28.5	33.5	33.9
24	38.7	33.4	33.2	33.3	28.2	33.4	23.3

10-12	29.0	28.9	28.5	28.1	28.2	28.1	28.3
14-16	28.3	28.5	28.7	28.2	28.3	33.3	28.2
0-24	28.5	28.2	28.8	28.1	28.8	28.6	28.3

7 Day Ave 28.5

## Ashgrove Road, Sevenoaks ATC 03, Oak Lane (West)

Produced by Streetwise Services Ltd.



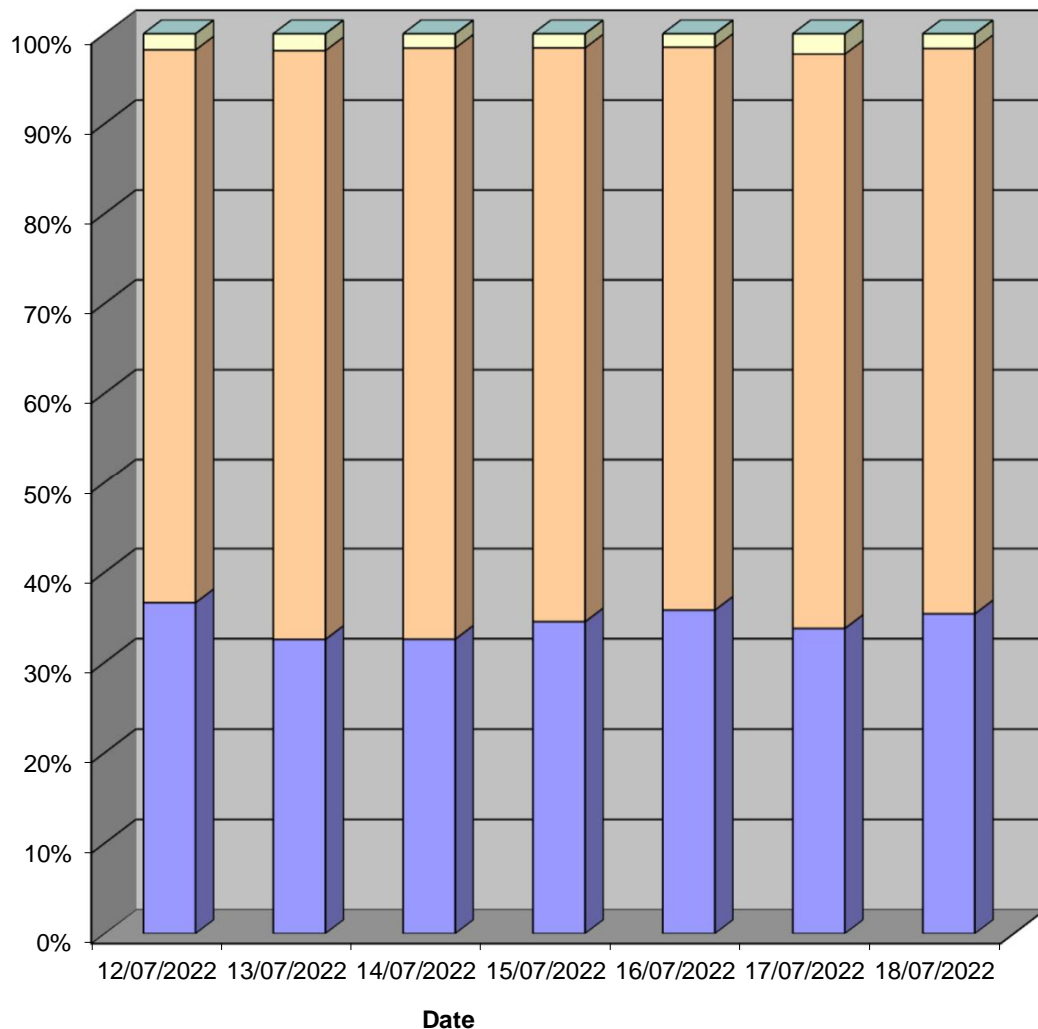
Channel 2 - Westbound

Speed Summary

Week 1

Speed (MPH)	12/07/2022 Tuesday	13/07/2022 Wednesday	14/07/2022 Thursday	15/07/2022 Friday	16/07/2022 Saturday	17/07/2022 Sunday	18/07/2022 Monday
0-20	491	382	411	396	335	239	323
21-35	826	770	831	734	587	453	575
36-50	24	22	20	18	14	16	15
51-100	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>1341</b>	<b>1174</b>	<b>1262</b>	<b>1148</b>	<b>936</b>	<b>708</b>	<b>913</b>

**Speed Summary (MPH)**



0-20 21-35 36-50 51-100

## Ashgrove Road, Sevenoaks ATC 03, Oak Lane (West)

Produced by Streetwise Services Ltd.



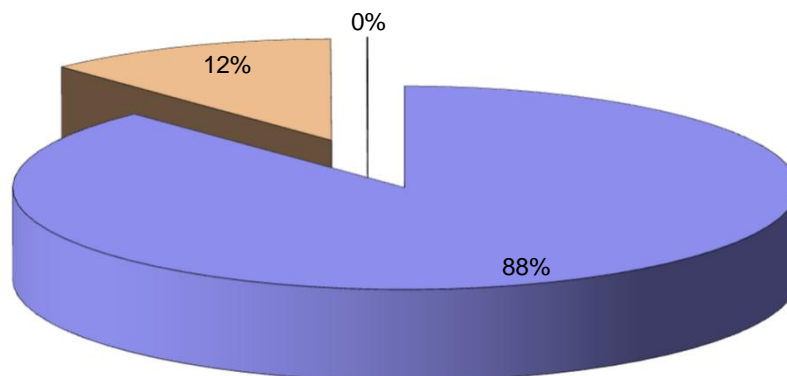
Channel 2 - Westbound

Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
12/07/2022				
7-19	1042	143	0	1185
6-22	1151	155	0	1306
6-24	1174	157	0	1331
0-24	1184	157	0	1341
13/07/2022				
7-19	874	134	0	1008
6-22	1003	146	0	1149
6-24	1019	147	0	1166
0-24	1025	149	0	1174
14/07/2022				
7-19	939	133	1	1073
6-22	1068	149	2	1219
6-24	1095	152	2	1249
0-24	1106	154	2	1262
15/07/2022				
7-19	882	120	0	1002
6-22	971	136	0	1107
6-24	998	138	0	1136
0-24	1006	142	0	1148
16/07/2022				
7-19	684	90	1	775
6-22	774	106	1	881
6-24	808	109	1	918
0-24	823	112	1	936
17/07/2022				
7-19	558	57	0	615
6-22	623	66	0	689
6-24	635	67	0	702
0-24	641	67	0	708
18/07/2022				
7-19	694	105	0	799
6-22	775	118	0	893
6-24	784	121	0	905
0-24	790	123	0	913
Average				
7-19	810	112	0	922
6-22	909	125	0	1035
6-24	930	127	0	1058
0-24	939	129	0	1069

**Total Vehicle Class Distribution**



## Ashgrove Road, Sevenoaks ATC 04, Oak Lane (East)

Produced by Streetwise Services Ltd.

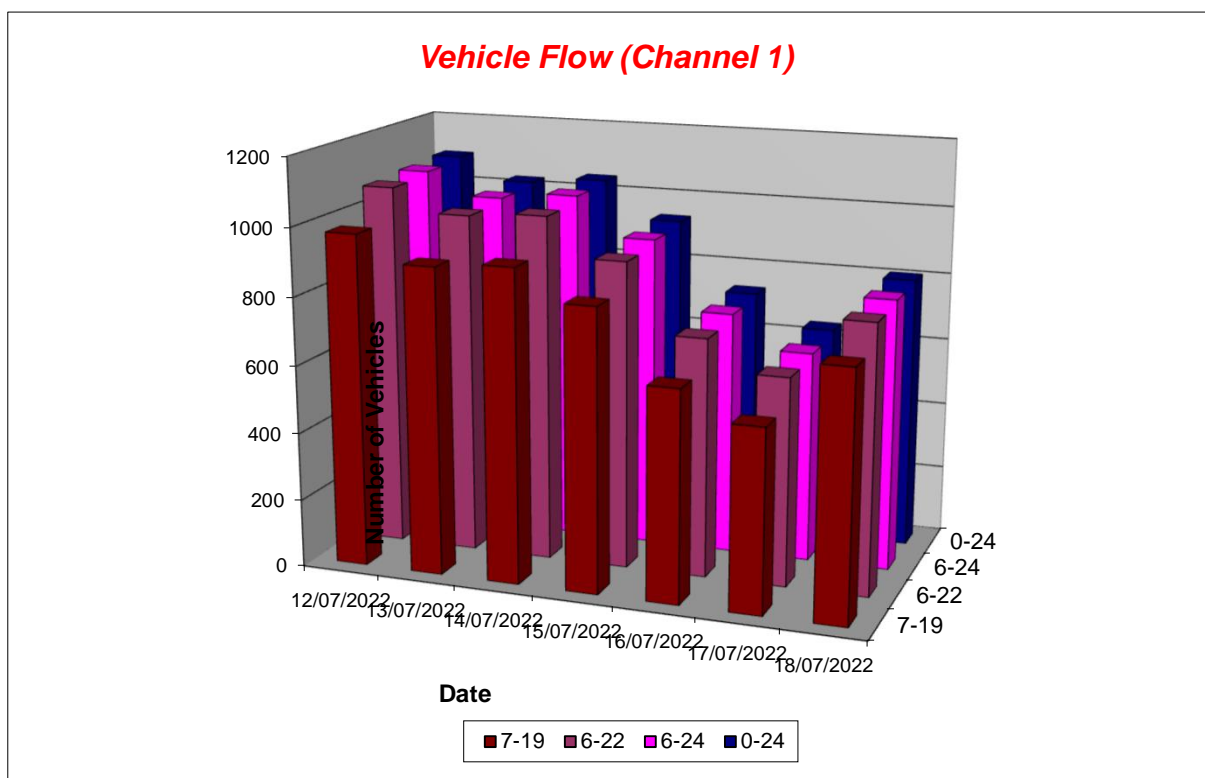


Channel 1 - Eastbound

Vehicle Flow

Week 1

Hr Ending	12/07/2022 Tuesday	13/07/2022 Wednesday	14/07/2022 Thursday	15/07/2022 Friday	16/07/2022 Saturday	17/07/2022 Sunday	18/07/2022 Monday	5 Day Ave	7 Day Ave
1	0	5	3	2	6	7	1	2	3
2	1	0	0	1	2	4	1	1	1
3	0	0	0	1	0	0	0	0	0
4	1	2	0	0	0	0	0	1	0
5	0	0	0	0	1	0	1	0	0
6	7	2	4	7	0	2	3	5	4
7	11	7	11	10	4	6	5	9	8
8	82	73	72	57	25	22	63	69	56
9	148	150	162	124	53	25	116	140	111
10	93	85	91	79	67	49	81	86	78
11	80	69	73	67	72	74	62	70	71
12	63	73	71	84	76	52	47	68	67
13	60	63	80	71	56	64	54	66	64
14	73	61	72	63	55	41	62	66	61
15	73	79	67	50	59	44	66	67	63
16	88	73	67	72	50	45	59	72	65
17	83	67	58	51	42	50	36	59	55
18	82	58	60	55	34	39	41	59	53
19	54	52	46	56	33	33	38	49	45
20	44	48	42	30	39	37	36	40	39
21	19	29	26	19	19	20	15	22	21
22	18	17	20	17	20	13	9	16	16
23	8	7	10	11	8	6	7	9	8
24	2	4	8	6	8	4	3	5	5
7-19	979	903	919	829	622	538	725	871	788
6-22	1071	1004	1018	905	704	614	790	958	872
6-24	1081	1015	1036	922	720	624	800	971	885
0-24	1090	1024	1043	933	729	637	806	979	895



## Ashgrove Road, Sevenoaks ATC 04, Oak Lane (East)

Produced by Streetwise Services Ltd.



Channel 1 - Eastbound

Average Speed

Week 1

Hr Ending	12/07/2022 Tuesday	13/07/2022 Wednesday	14/07/2022 Thursday	15/07/2022 Friday	16/07/2022 Saturday	17/07/2022 Sunday	18/07/2022 Monday
1	-	26.0	28.0	33.0	32.2	26.6	23.0
2	23.0	-	-	28.0	38.0	31.8	28.0
3	-	-	-	38.0	-	-	-
4	33.0	28.0	-	-	-	-	-
5	-	-	-	-	28.0	-	28.0
6	28.7	25.5	33.0	29.4	-	28.0	26.3
7	29.4	29.4	25.7	31.0	34.9	28.0	27.0
8	29.8	29.4	28.7	28.5	29.8	28.5	29.1
9	29.1	28.9	29.0	28.5	29.4	28.6	28.9
10	27.8	28.2	27.8	28.1	27.3	26.6	28.1
11	27.5	26.8	26.6	26.4	25.8	26.4	26.8
12	27.7	27.7	24.8	27.0	26.6	26.6	26.3
13	27.0	27.4	28.0	26.8	27.8	24.8	26.9
14	27.5	28.2	27.0	28.1	27.6	27.5	26.9
15	28.1	28.2	27.0	27.9	26.5	27.7	27.9
16	27.2	28.2	27.4	29.0	27.2	27.2	28.0
17	27.7	27.8	25.2	27.6	27.2	27.9	27.6
18	26.5	27.8	26.8	28.2	27.4	27.7	27.0
19	27.0	27.2	27.8	28.8	28.0	29.5	27.9
20	27.2	27.2	27.5	28.2	28.3	26.6	26.3
21	27.7	27.8	25.9	28.8	28.8	28.0	27.0
22	27.2	28.6	26.8	27.1	26.2	26.5	26.3
23	31.8	30.9	29.0	26.6	32.4	31.3	27.3
24	25.5	26.8	33.0	28.0	31.1	25.5	26.3
10-12	27.6	27.2	25.7	26.8	26.2	26.5	26.6
14-16	27.6	28.2	27.2	28.5	26.8	27.4	28.0
0-24	27.9	28.1	27.4	28.0	27.6	27.2	27.7

7 Day Ave 27.7

85th Percentile

Hr Ending	12/07/2022 Tuesday	13/07/2022 Wednesday	14/07/2022 Thursday	15/07/2022 Friday	16/07/2022 Saturday	17/07/2022 Sunday	18/07/2022 Monday
1	-	33.5	28.3	38.3	38.2	33.1	23.3
2	23.7	-	-	28.8	44.0	33.1	28.1
3	-	-	-	38.4	-	-	-
4	33.5	33.3	-	-	-	-	-
5	-	-	-	-	28.1	-	28.6
6	38.6	28.6	43.0	43.3	-	33.3	33.2
7	38.3	48.6	28.3	43.9	55.9	38.1	33.9
8	33.3	33.3	33.4	33.6	38.4	33.0	38.1
9	33.8	33.3	33.3	33.6	38.5	33.5	33.4
10	33.0	33.8	33.9	33.4	33.2	33.7	33.3
11	33.8	33.8	34.0	28.1	28.5	33.5	28.9
12	33.8	33.6	33.4	33.6	33.3	28.8	33.8
13	33.7	34.0	33.3	33.7	33.6	28.1	33.3
14	33.0	33.9	33.2	33.9	33.5	33.2	33.7
15	33.4	33.2	33.2	33.8	33.2	33.7	33.3
16	33.9	33.7	33.6	33.0	33.9	33.5	33.1
17	33.8	34.0	33.4	33.5	33.7	33.4	33.0
18	33.4	33.2	33.4	33.9	28.5	33.1	33.3
19	34.0	33.5	33.7	33.4	33.4	33.7	33.8
20	33.9	33.1	33.3	33.7	33.1	33.9	33.3
21	33.1	34.0	33.6	33.5	38.8	33.5	28.2
22	33.9	33.7	33.2	33.5	33.5	28.1	33.5
23	38.4	38.0	33.2	28.5	38.8	43.8	28.3
24	28.5	33.6	38.6	33.4	33.6	28.4	33.3
10-12	33.8	33.1	33.1	33.4	33.8	33.5	33.0
14-16	33.1	33.1	33.5	33.3	33.0	33.5	33.5
0-24	33.6	33.8	33.9	33.1	33.2	33.2	33.2

7 Day Ave 33.4

## Ashgrove Road, Sevenoaks ATC 04, Oak Lane (East)

Produced by Streetwise Services Ltd.



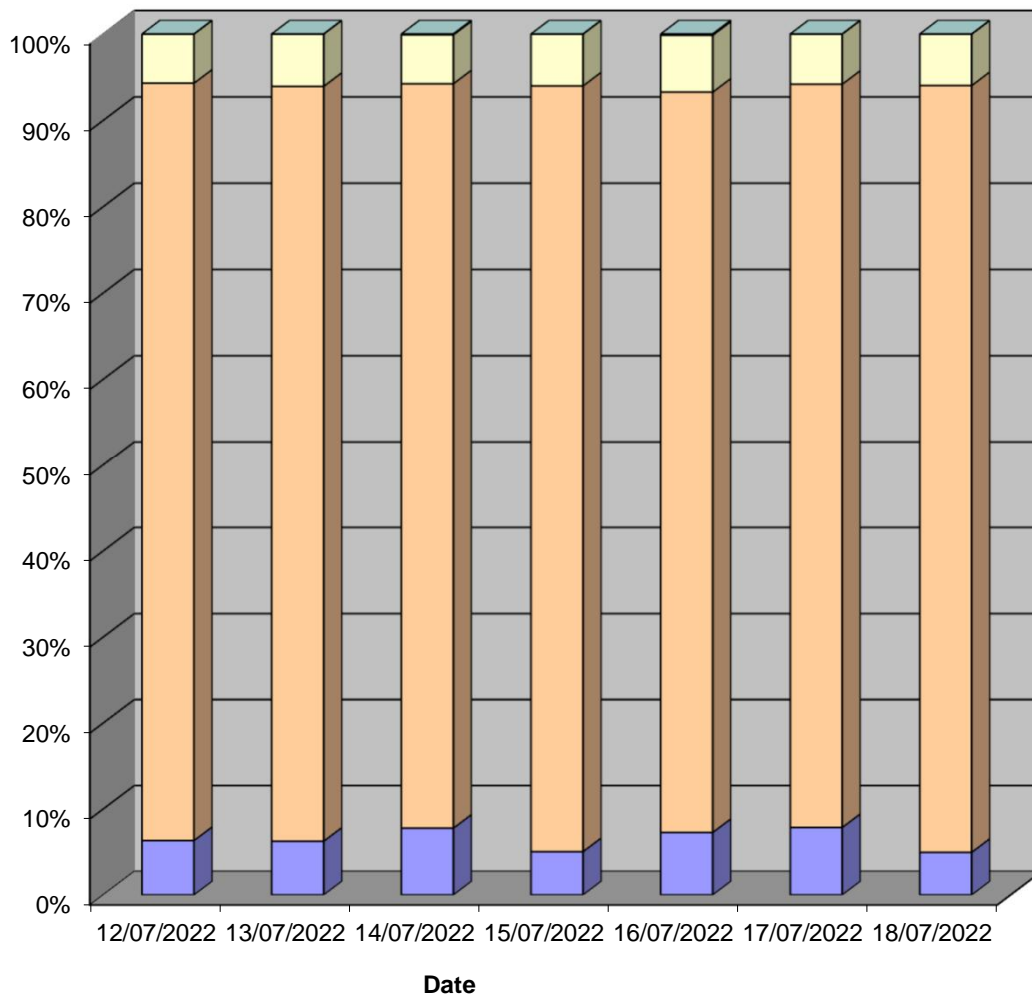
Channel 1 - Eastbound

Speed Summary

Week 1

Speed (MPH)	12/07/2022 Tuesday	13/07/2022 Wednesday	14/07/2022 Thursday	15/07/2022 Friday	16/07/2022 Saturday	17/07/2022 Sunday	18/07/2022 Monday
0-20	69	64	81	47	53	50	40
21-35	959	898	902	830	627	550	718
36-50	62	62	59	56	48	37	48
51-100	0	0	1	0	1	0	0
<b>TOTAL</b>	<b>1090</b>	<b>1024</b>	<b>1043</b>	<b>933</b>	<b>729</b>	<b>637</b>	<b>806</b>

**Speed Summary (MPH)**



■ 0-20   
 ■ 21-35   
 ■ 36-50   
 ■ 51-100

## Ashgrove Road, Sevenoaks ATC 04, Oak Lane (East)

Produced by Streetwise Services Ltd.



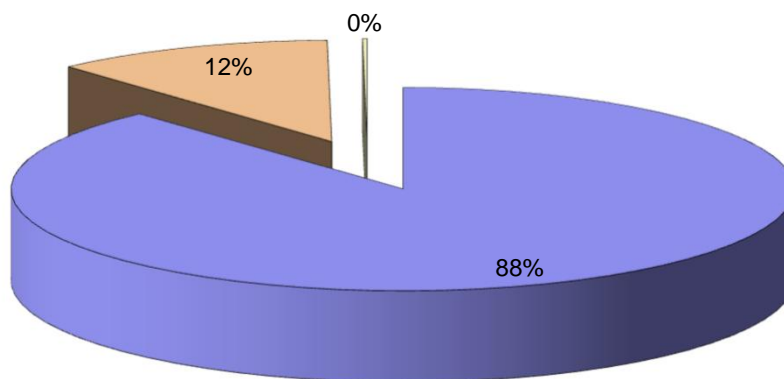
Channel 1 - Eastbound

Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
12/07/2022				
7-19	859	118	2	979
6-22	941	128	2	1071
6-24	949	130	2	1081
0-24	957	131	2	1090
13/07/2022				
7-19	784	117	2	903
6-22	874	128	2	1004
6-24	884	129	2	1015
0-24	892	130	2	1024
14/07/2022				
7-19	793	124	2	919
6-22	881	135	2	1018
6-24	898	136	2	1036
0-24	905	136	2	1043
15/07/2022				
7-19	741	88	0	829
6-22	811	94	0	905
6-24	828	94	0	922
0-24	836	97	0	933
16/07/2022				
7-19	551	65	6	622
6-22	629	69	6	704
6-24	642	72	6	720
0-24	650	73	6	729
17/07/2022				
7-19	491	47	0	538
6-22	560	54	0	614
6-24	567	57	0	624
0-24	580	57	0	637
18/07/2022				
7-19	630	95	0	725
6-22	691	99	0	790
6-24	700	100	0	800
0-24	706	100	0	806
Average				
7-19	693	93	2	788
6-22	770	101	2	872
6-24	781	103	2	885
0-24	789	103	2	895

**Total Vehicle Class Distribution**



## Ashgrove Road, Sevenoaks ATC 04, Oak Lane (East)

Produced by Streetwise Services Ltd.



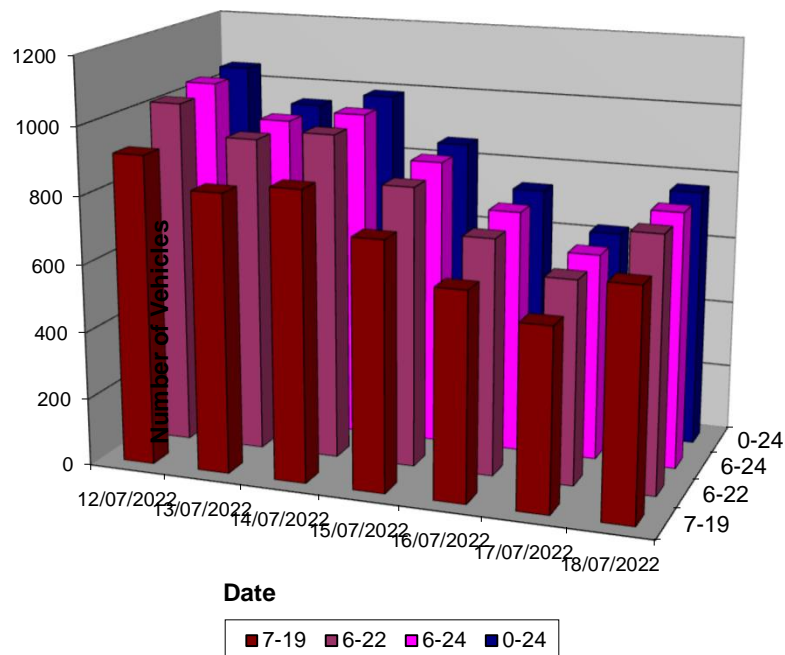
Channel 2 - Westbound

Vehicle Flow

Week 1

Hr Ending	12/07/2022 Tuesday	13/07/2022 Wednesday	14/07/2022 Thursday	15/07/2022 Friday	16/07/2022 Saturday	17/07/2022 Sunday	18/07/2022 Monday	5 Day Ave	7 Day Ave
1	2	0	6	3	6	3	0	2	3
2	1	1	1	1	1	1	1	1	1
3	1	1	1	1	1	0	0	1	1
4	0	0	1	0	1	2	1	0	1
5	2	1	1	1	2	0	0	1	1
6	4	3	3	1	1	0	4	3	2
7	15	8	4	6	5	5	11	9	8
8	40	38	59	41	18	17	46	45	37
9	72	59	69	50	33	25	53	61	52
10	66	65	67	54	54	34	57	62	57
11	56	57	54	67	62	67	58	58	60
12	56	66	53	58	59	61	46	56	57
13	82	59	64	68	67	78	59	66	68
14	61	43	60	70	76	47	53	57	59
15	67	71	67	57	54	44	43	61	58
16	103	96	102	65	56	49	69	87	77
17	111	92	96	85	54	47	66	90	79
18	112	127	114	74	50	42	74	100	85
19	90	53	50	45	32	28	50	58	50
20	38	50	58	38	34	26	30	43	39
21	21	30	25	33	32	21	30	28	27
22	31	18	20	18	15	14	10	19	18
23	14	8	12	14	9	6	5	11	10
24	6	3	3	9	13	6	1	4	6
7-19	916	826	855	734	615	539	674	801	737
6-22	1021	932	962	829	701	605	755	900	829
6-24	1041	943	977	852	723	617	761	915	845
0-24	1051	949	990	859	735	623	767	923	853

Vehicle Flow (Channel 2)





## Ashgrove Road, Sevenoaks ATC 04, Oak Lane (East)

Produced by Streetwise Services Ltd.



Channel 2 - Westbound

Average Speed

Week 1

Hr Ending	12/07/2022 Tuesday	13/07/2022 Wednesday	14/07/2022 Thursday	15/07/2022 Friday	16/07/2022 Saturday	17/07/2022 Sunday	18/07/2022 Monday
1	28.0	-	28.8	31.3	29.7	33.0	-
2	33.0	38.0	23.0	28.0	33.0	23.0	28.0
3	33.0	28.0	28.0	28.0	23.0	-	-
4	-	-	43.0	-	43.0	20.5	33.0
5	30.5	33.0	33.0	23.0	28.0	-	-
6	29.2	28.0	31.3	43.0	43.0	-	33.0
7	27.0	27.4	30.5	31.3	29.0	28.0	29.8
8	28.1	28.8	28.6	28.5	28.8	27.1	28.0
9	27.6	26.3	26.4	28.5	29.1	26.4	27.6
10	26.9	28.2	26.8	27.6	28.7	26.0	26.2
11	27.7	27.4	26.3	28.2	26.4	25.9	26.9
12	26.1	27.3	27.1	26.3	25.4	26.9	28.5
13	26.6	27.4	27.0	26.8	26.1	26.3	27.2
14	25.6	27.7	25.9	26.4	28.1	26.4	26.3
15	26.6	27.2	25.8	26.9	26.1	26.0	27.3
16	25.9	28.4	27.1	26.9	24.6	28.4	27.0
17	28.1	28.1	27.1	26.6	26.5	28.3	28.7
18	26.2	27.6	28.3	28.4	29.7	29.8	27.3
19	29.4	27.2	27.3	28.6	28.9	27.3	29.1
20	28.7	28.9	28.7	28.0	28.0	29.5	28.3
21	27.5	27.7	27.4	28.5	27.4	29.0	27.3
22	28.0	27.4	28.5	28.8	27.0	31.2	27.5
23	29.8	31.1	30.9	29.8	28.6	28.8	31.0
24	35.5	31.3	34.7	29.7	28.8	32.2	23.0

10-12	26.9	27.3	26.7	27.3	25.9	26.4	27.6
14-16	26.1	27.9	26.6	26.9	25.3	27.2	27.1
0-24	27.3	27.8	27.3	27.6	27.3	27.3	27.6

7 Day Ave 27.5

85th Percentile

Hr Ending	12/07/2022 Tuesday	13/07/2022 Wednesday	14/07/2022 Thursday	15/07/2022 Friday	16/07/2022 Saturday	17/07/2022 Sunday	18/07/2022 Monday
1	33.9	-	33.2	38.5	38.2	38.8	-
2	33.6	38.8	23.6	28.7	33.1	23.1	28.6
3	33.8	28.7	28.4	28.8	23.4	-	-
4	-	-	43.9	-	44.0	23.5	33.8
5	33.9	33.7	33.5	23.4	33.5	-	-
6	43.3	39.0	43.2	43.9	43.5	-	43.5
7	33.5	33.3	38.7	43.7	34.0	33.8	33.2
8	33.1	33.5	33.7	33.1	33.2	28.8	33.9
9	33.6	33.4	33.6	33.6	33.4	33.3	33.4
10	33.4	33.7	33.8	33.7	33.4	34.0	28.3
11	34.0	33.2	33.2	33.0	33.3	28.8	33.8
12	33.1	33.4	33.8	33.4	28.5	33.7	33.2
13	33.9	33.5	33.2	33.4	28.1	33.9	33.4
14	28.6	33.8	29.0	33.3	33.5	33.9	33.2
15	33.3	33.5	28.1	34.0	29.0	28.4	33.9
16	33.1	33.4	33.1	33.8	28.6	33.1	33.6
17	33.5	33.5	33.8	33.7	33.9	34.0	33.4
18	33.2	33.2	33.4	33.4	33.7	33.8	33.4
19	34.0	33.6	33.5	33.7	33.4	33.7	33.9
20	33.1	33.5	33.1	33.3	33.7	38.4	33.6
21	33.0	33.7	33.1	33.4	33.1	33.0	33.9
22	33.3	33.9	33.2	33.4	28.8	33.2	33.5
23	33.5	33.4	33.0	33.9	38.7	33.2	38.3
24	43.9	33.3	38.7	33.1	33.5	43.5	23.9

10-12	33.5	33.3	33.5	33.6	28.2	28.4	33.3
14-16	33.4	33.2	33.6	33.3	28.2	33.1	33.3
0-24	33.8	33.5	33.2	33.1	33.3	33.3	33.2

7 Day Ave 33.3

## Ashgrove Road, Sevenoaks ATC 04, Oak Lane (East)

Produced by Streetwise Services Ltd.



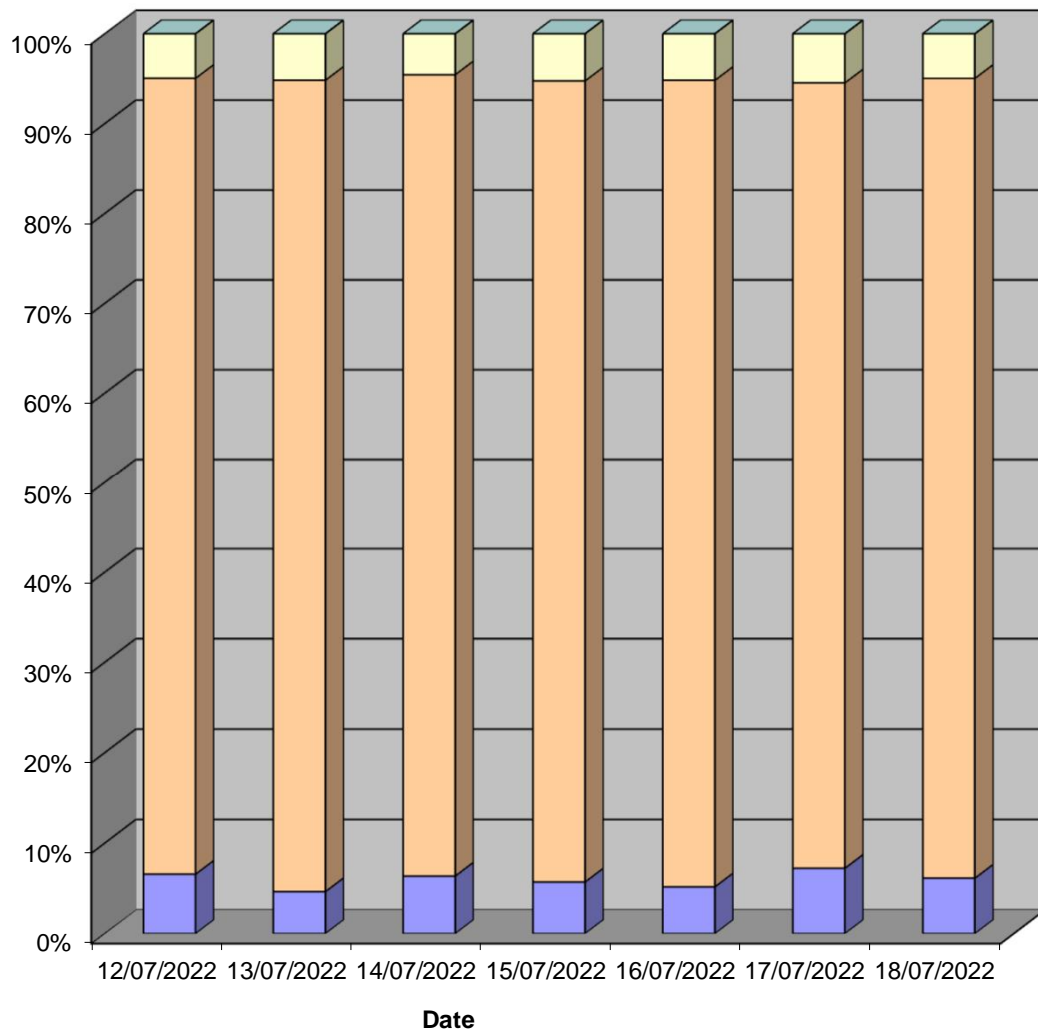
Channel 2 - Westbound

Speed Summary

Week 1

Speed (MPH)	12/07/2022 Tuesday	13/07/2022 Wednesday	14/07/2022 Thursday	15/07/2022 Friday	16/07/2022 Saturday	17/07/2022 Sunday	18/07/2022 Monday
0-20	69	44	63	49	38	45	47
21-35	930	856	882	765	659	544	682
36-50	52	49	45	45	38	34	38
51-100	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>1051</b>	<b>949</b>	<b>990</b>	<b>859</b>	<b>735</b>	<b>623</b>	<b>767</b>

Speed Summary (MPH)



0-20 21-35 36-50 51-100

## Ashgrove Road, Sevenoaks ATC 04, Oak Lane (East)

Produced by Streetwise Services Ltd.



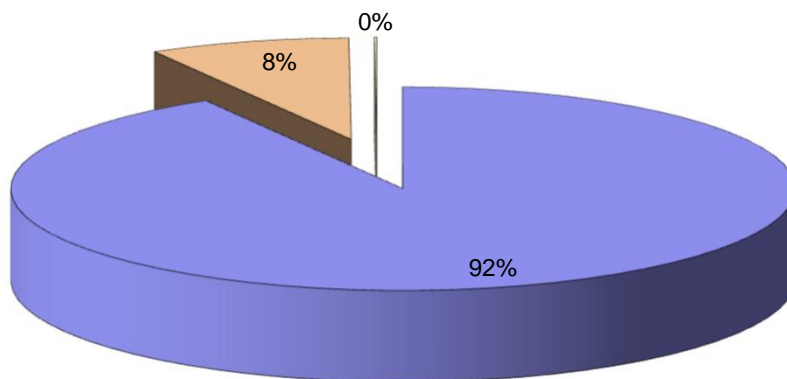
Channel 2 - Westbound

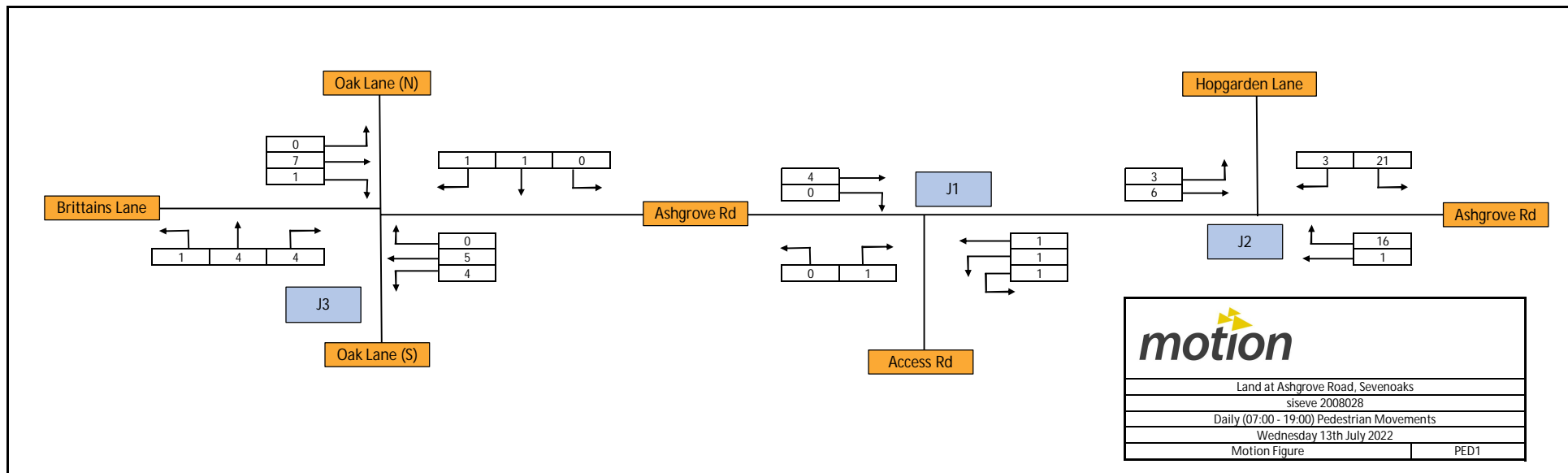
Vehicle Class

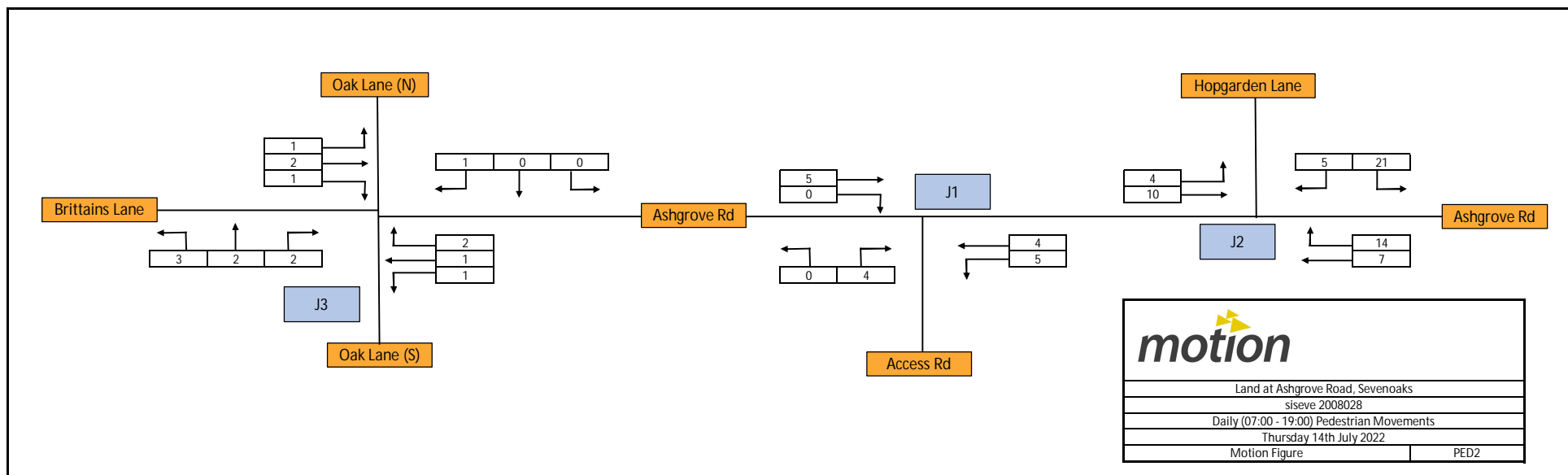
Week 1

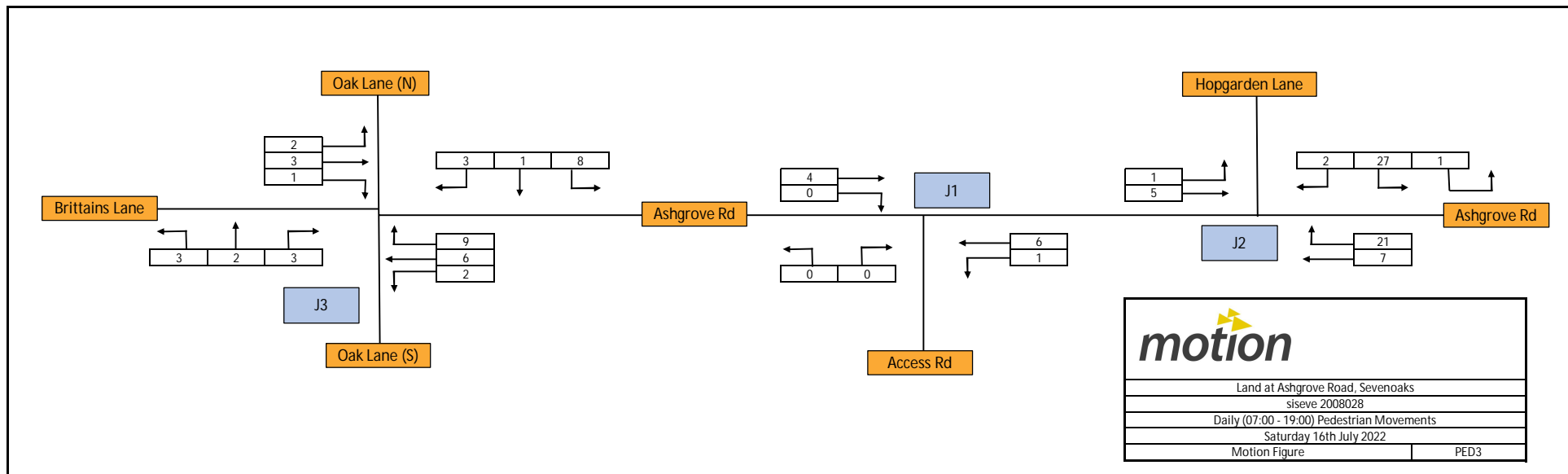
Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
12/07/2022				
7-19	829	85	2	916
6-22	927	92	2	1021
6-24	946	93	2	1041
0-24	954	95	2	1051
13/07/2022				
7-19	743	83	0	826
6-22	842	90	0	932
6-24	853	90	0	943
0-24	859	90	0	949
14/07/2022				
7-19	765	89	1	855
6-22	866	94	2	962
6-24	881	94	2	977
0-24	893	95	2	990
15/07/2022				
7-19	661	73	0	734
6-22	745	84	0	829
6-24	768	84	0	852
0-24	775	84	0	859
16/07/2022				
7-19	583	32	0	615
6-22	666	35	0	701
6-24	688	35	0	723
0-24	699	36	0	735
17/07/2022				
7-19	516	22	1	539
6-22	581	23	1	605
6-24	592	24	1	617
0-24	598	24	1	623
18/07/2022				
7-19	609	64	1	674
6-22	684	70	1	755
6-24	689	71	1	761
0-24	695	71	1	767
Average				
7-19	672	64	1	737
6-22	759	70	1	829
6-24	774	70	1	845
0-24	782	71	1	853

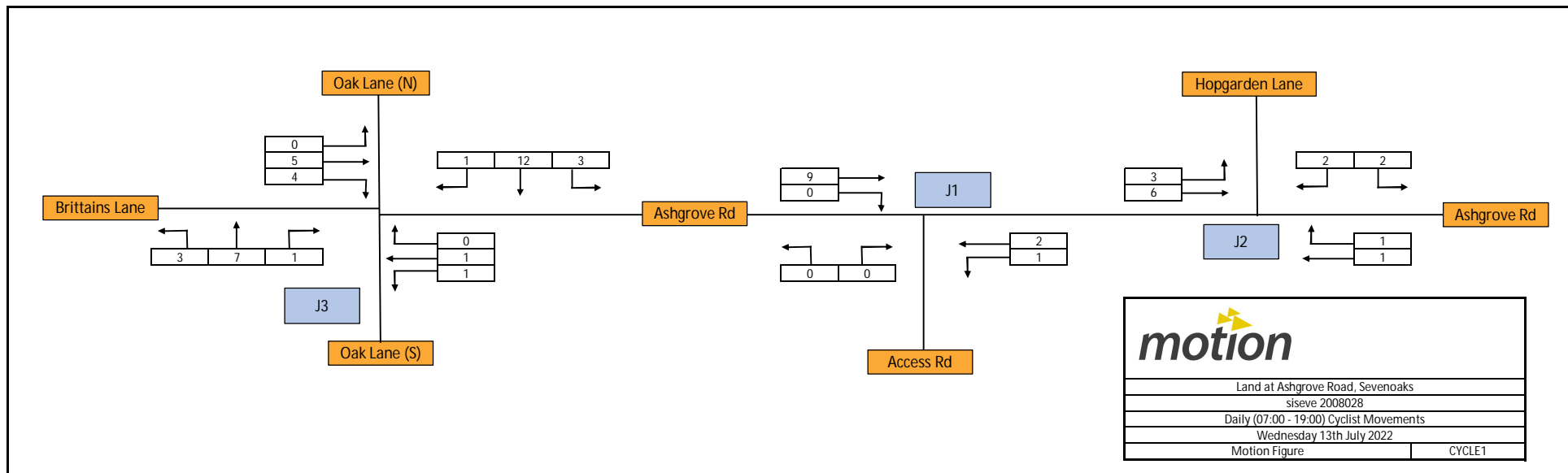
**Total Vehicle Class Distribution**

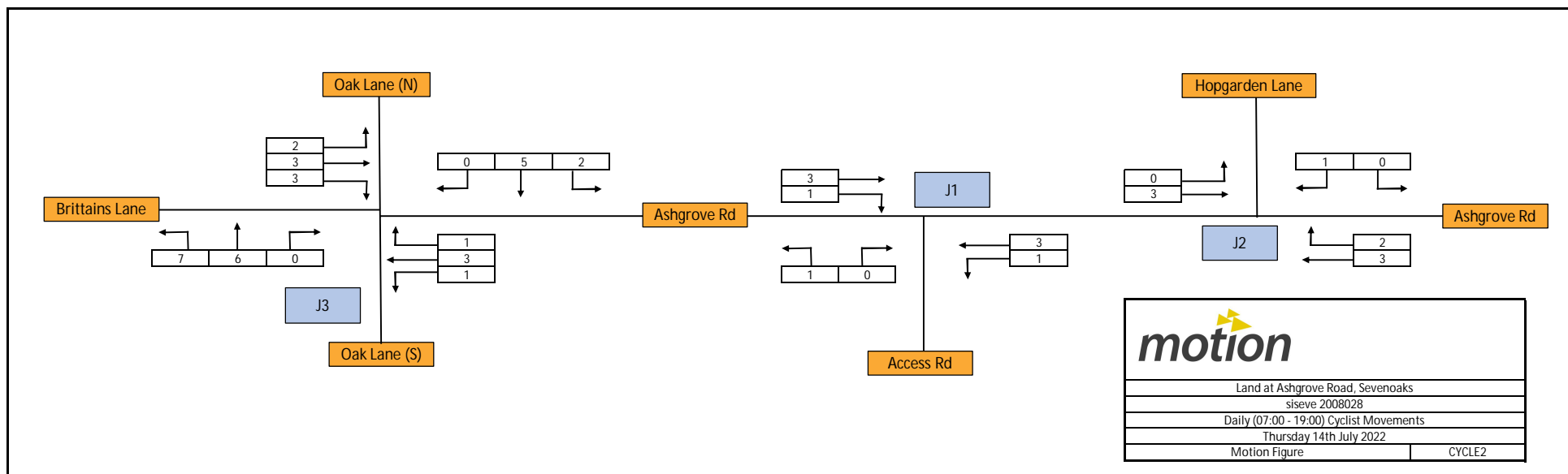




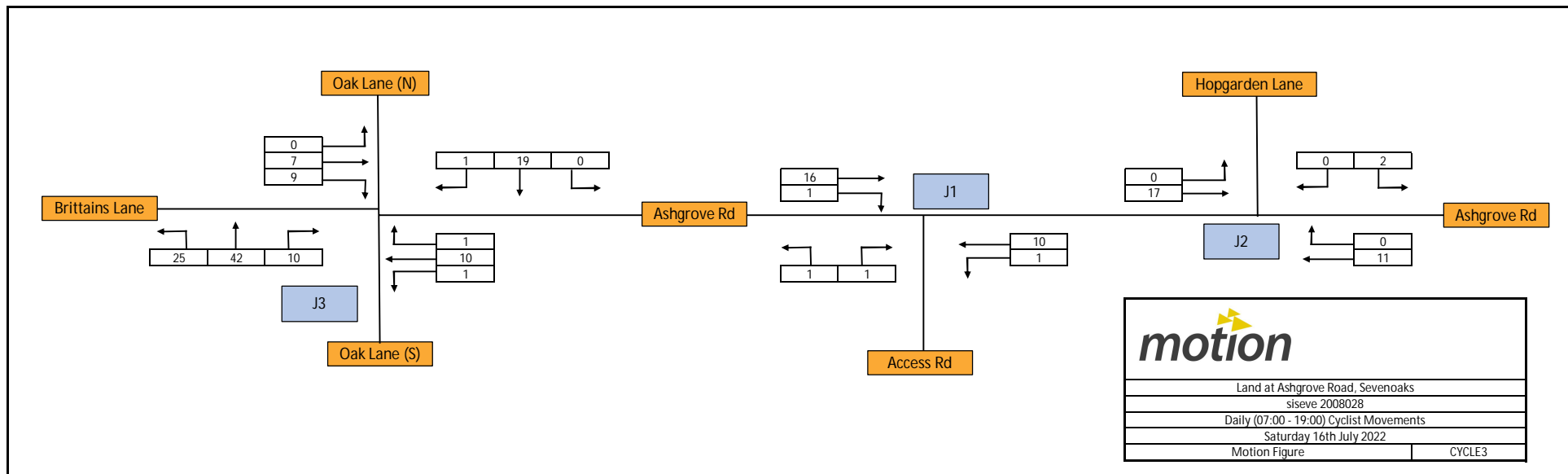


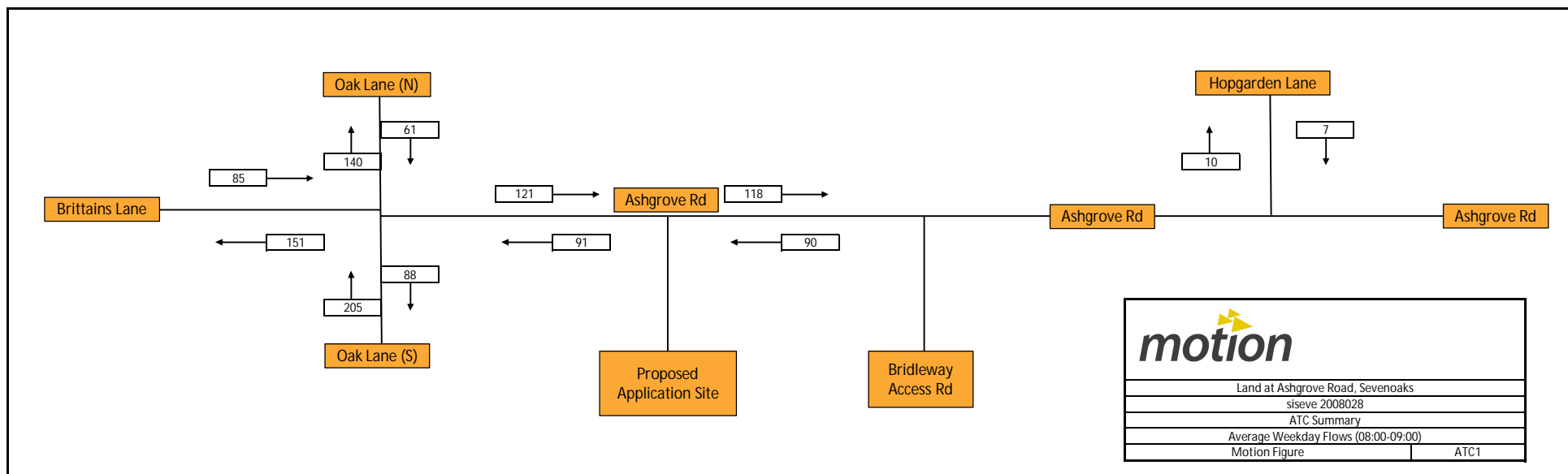


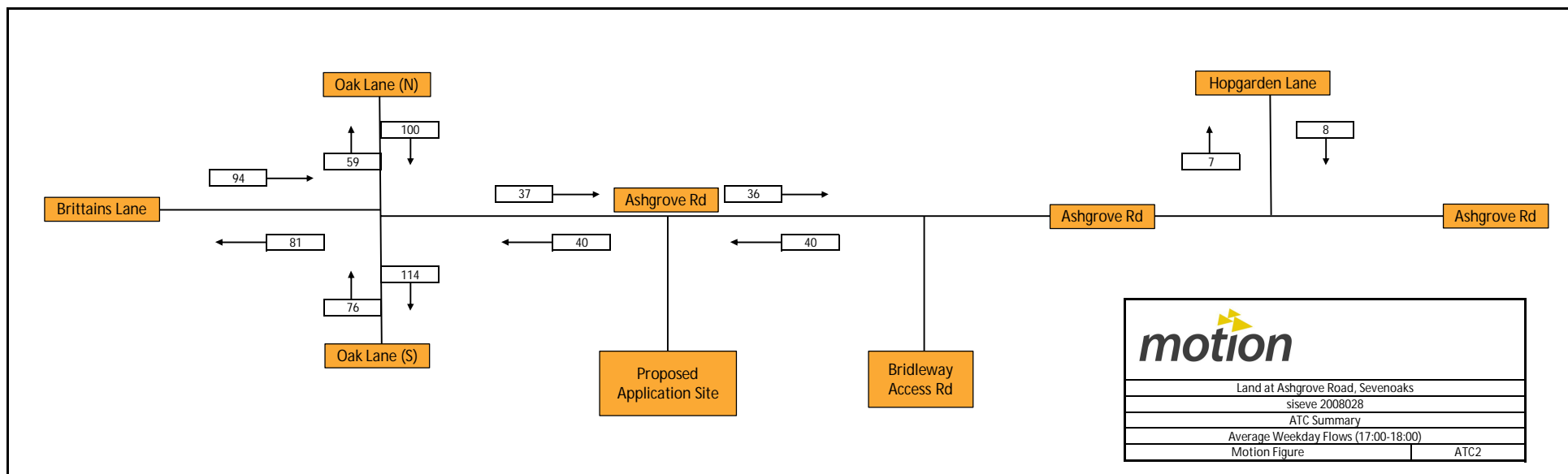


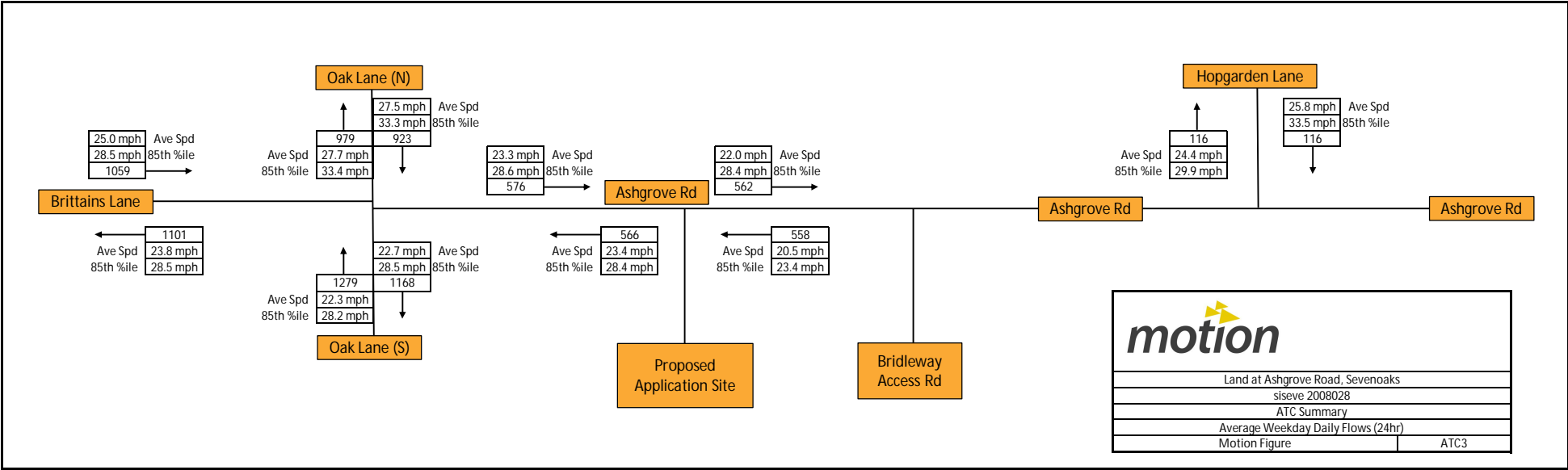












## Appendix C

Crashmap.com Plot & Report + Correspondence from KCC Highways Safety Team

CrashMap Data: Great Britain 1999 - 2021 (verified) - 2021 Provisional data to June

[Home](#) [CrashMap Pro](#) [FAQ](#) [Contact us](#) [Log In](#)

Map

Satellite

Slight

Serious

Fatal

1 results found

Hide

Location: ashgrove road, sevenoal

Years5 of 23 years selected

Severity

Fatal☐

Serious☒

Slight☒

Casualty Types:All Casualty Types

Vehicles Involved:All Vehicle Types

Search

[Open Government Licence](#)

Nepeta

Fisk and Dailly

The BonBon Bakery

Solefields Playing Fields

Dibden Ln

Oak Ln

Ashgrove Rd

Hoggarden Ln

Burntwood Rd

W Heath Ln

Cade Ln



crashmap.co.uk

**Provisional Data does not include vehicle and casualty records**

**Crash Date:** Thursday, March 25, 2021

**Time of Crash:** 8:20:00 AM

**Crash Reference:** 2021461031451

**Highest Injury Severity:** Slight

**Road Number:** U0

**Number of Casualties:** 1

**Highway Authority:**

**Number of Vehicles:** 1

**Local Authority:**

**OS Grid Reference:** 552710 153146

**Weather Description:** Fine without high winds

**Road Surface Description:** Dry

**Speed Limit:** 40

**Light Conditions:** Daylight: regardless of presence of streetlights

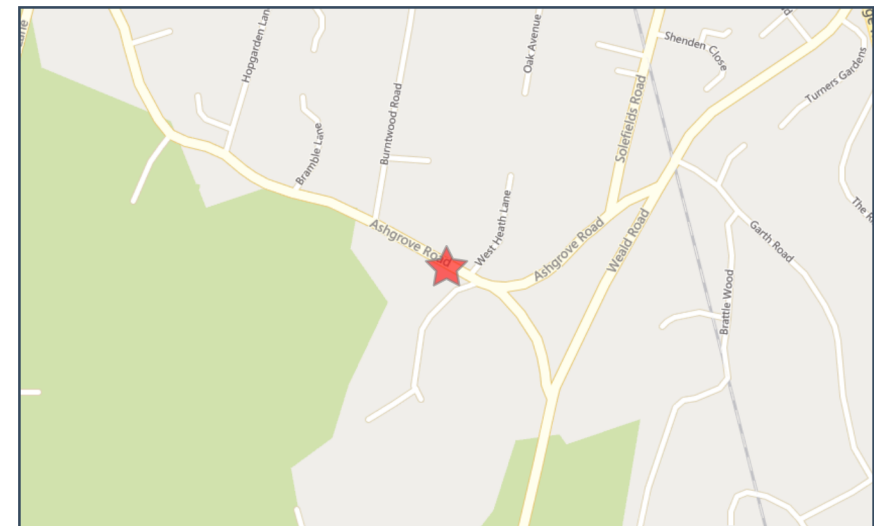
**Carriageway Hazards:** None

**Junction Detail:** Not at or within 20 metres of junction

**Junction Pedestrian Crossing:** No physical crossing facility within 50 metres

**Road Type:** Single carriageway

**Junction Control:** Not Applicable



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

To subscribe to unlimited reports using CrashMap Pro visit [www.crashmap.co.uk/Home/Premium\\_Services](http://www.crashmap.co.uk/Home/Premium_Services)



crashmap.co.uk

**Provisional Data does not include vehicle and casualty records**

For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

To subscribe to unlimited reports using CrashMap Pro visit [www.crashmap.co.uk/Home/Premium\\_Services](http://www.crashmap.co.uk/Home/Premium_Services)



Richard Allman

---

From: David.Barton@kent.gov.uk  
Sent: 14 July 2022 12:17  
To: Phil Bell  
Cc: Joe Earp  
Subject: FW: Ashgrove Road, Sevenoaks

Hi Phil

I have now heard back from the KCC Schemes Team regarding the possibility of introducing a 20mph speed limit along Ashgrove Road, which I have included below for your information.

I have gone back to Whitney with some further questions but it appears that, on one hand, KCC would not consider an isolated section of road such as Ashgrove Road for a 20mph limit, if this were extended northward, say, into Brittain's Lane it may be considered.

I still have concerns regarding lack of pedestrian facilities and street lighting and have sought further advice on that element. I still have concerns about pedestrian safety even if the speed limit were reduced.

I thought it would be helpful to let you know the current situation but still need to consult the Schemes Team further.

I will try and respond to some of the other issues raised in Richard's email either later today or tomorrow.

Many thanks  
Dave

David Barton  
Senior Development Planner  
Kent County Council Highways & Transportation  
07715 428802

---

From: Whitney Gwillim - GT TRA <Whitney.Gwillim@kent.gov.uk>  
Sent: 14 July 2022 11:18  
To: David Barton - GT TRA <David.Barton@kent.gov.uk>  
Cc: Jamie Watson - GT TRA <Jamie.Watson@kent.gov.uk>; Alan Osuoha - GT HTW <Alan.Osuoha@kent.gov.uk>  
Subject: RE: Ashgrove Road, Sevenoaks

Hi Dave,

Apologises for the delay in responding.

We work to guidance set out in the Department for Transport circular 01/2013 'Setting Local Speed Limits' to help ensure that any speed limits are evidence-led and self-explaining, with the aim to encourage self-compliance. The key factors that should be taken into account in any decisions on local speed limits are:

- history of collisions;
- road geometry, environment and engineering;
- road function;
- composition of road users (including existing and potential levels of vulnerable road users);
- existing traffic speeds;

The recent safety record on this stretch of road is excellent with no recorded personal injury collisions within the last three-years (currently up to 31<sup>st</sup> March 2022). The road has a part through-traffic and part local access function. Properties are relatively sparse and those present are set back from the road, with few bends, some accesses and no junctions. There are no footways or street lighting present and there is little evidence of vulnerable road users. The DfT advises that 20mph speed limits are appropriate in primarily residential and in town and city streets where pedestrian and cyclist movements are high such as around schools, shops, markets, playgrounds and other areas where motor vehicle movement is not the primary function.

Whilst we collect 85<sup>th</sup> percentile speeds when undertaking surveys it is the average speed which should be used in determining appropriate speed limits (advice taken from circular 01/2013).

KCC's policy on 20's allows for the following:

1. Average speed is 24mph or below – signing and road markings only
2. Average speed is between 24 – 28mph – signing and road markings along with other innovative traffic calming measures such as planters/removal of centrelines/ road surface treatments etc
3. Average speeds above 28mph – physical traffic calming measures such as speed cushions/buildouts/on street parking/road surface treatments etc

A pre-requisite of any physical calming measure would be streetlighting which as you know is currently absent. Traffic calming features can also have associated negative impacts and may not be popular with local residents. I have taken a look at the average speeds we have on file (taken from OS data available under licence). Speeds appear to be already low ranging from the high teens to low 20s.

Taking into account the road function, geometry and crash record we wouldn't look to install a 20mph speed limit here, although the speed data may support it. We would also not normally look to install an isolated 20mph speed limit on such a short section of road and if this was something KCC were taking forward we would probably look to incorporate a larger area. The recommended minimum distance for a speed limit should be at least 600m to avoid too many changes of speed limit along a route. In exceptional cases this may be reduced to 400m for lower speed limits or even 300m on roads with a purely local access function, or where a variable 20mph speed limit is introduced. The section in question appears from a quick measure on Google to be around 400m so just long enough to meet these requirements.

You may be aware that our Active Travel Team are currently investigating the possibility of a 20mph speed limit throughout central Sevenoaks. The latest version of the planned 20mph speed limit I have is attached and is from March 2022. This plan does indicate that part of Brittain's Lane as well as some adjacent roads may be included in the proposed 20mph speed limit. I have copied in Jamie Watson and Alan Osuoha as Ashgrove Road is so close to the existing proposals and the two may impact each other.

I hope this information proves helpful

Kind regards,

Whitney Gwillim | Road Safety Engineering Project Manager | Planning and Advice (West Kent) | Highway Improvements | Road Safety and Active Travel Group | Kent County Council | Highways & Transportation | Henwood | 4 Javelin Way | Henwood Industrial Estate | Ashford | Kent | TN24 8AD | External 03000 418181 | [www.kent.gov.uk](http://www.kent.gov.uk) | Follow us on Twitter @kent\_cc

## Appendix D

Details Pertaining to Go Coach Bus Route 8

## Monday to Friday

							SHOL	SDO
Sevenoaks, Bus Station (Stop D)	0900	1000	1100	1200	1300	1400	1500	1500
Sevenoaks, Rail Station	0904	1004	1104	1204	1304	1404	1504	1504
Sevenoaks, Brittain's Ln/Croft Way	0907	1007	1107	1207	1307	1407	1507	1507
Sevenoaks, Julian's Way	0910	1010	1110	1210	1310	1410	1510	1510
Sevenoaks, High Str/Sevenoaks School	0913	1013	1113	1213	1313	1413	1513	1513
Sevenoaks, Bus Station (Stop D) [Arr.]	0916	1016	1116	1216	1316	1416	1516	1516
Sevenoaks, Bus Station (Stop D) [Dep.]	0917	1017	1117	1217	1317	1417	1517	1517
Sevenoaks, Rail Station	0921	1021	1121	1221	1321	1421	1521	1521
Riverhead, Village Hall	0923	1023	1123	1223	1323	1423	1523	1523
Riverhead, Tesco	0927	1027	1127	1227	1327	1427	1527	1527
Riverhead, Robyns Way	0930	1030	1130	1230	1330	1430	1530	1530
Bat & Ball, Otford Rd/Aldi & Sainsbury's	0935	1035	1135	1235	1335	1435	1535	1535
Bat & Ball, Rail Station	0937	1037	1137	1237	1337	1437	1537	1537
Bat & Ball, St James' Rd	0939	1039	1139	1239	1339	1439	1539	1539
Sevenoaks, Littlewood	0942	1042	1142	1242	1342	1442	1542	1542
Sevenoaks, Bayham Rd	0945	1045	1145	1245	1345	1445	1545	-
Sevenoaks, Mount Harry Rd/Blair Drv	0947	1047	1147	1247	1347	1447	1547	-
Sevenoaks, Rail Station	0950	1050	1150	1250	1350	1450	1550	-
Sevenoaks, Bus Station (Stop D) [SET DOWN ONLY]	0955	1055	1155	1255	1355	1455	1555	-

## Saturday

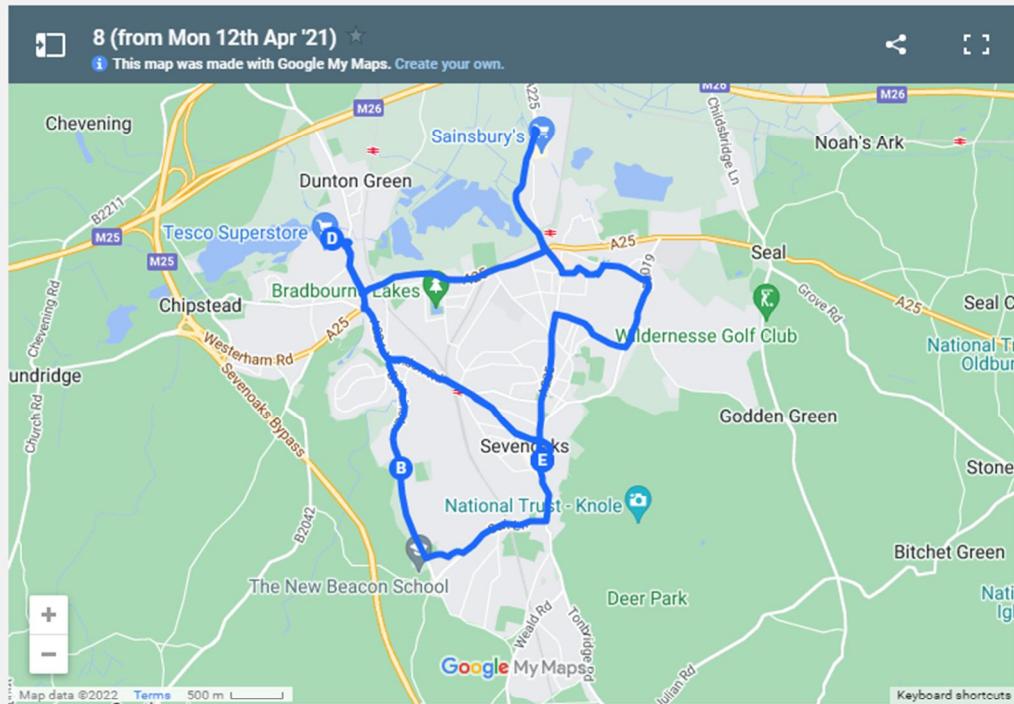
Sevenoaks, Bus Station (Stop D)	0900	1000	1100	1200	1300	1400	1500
Sevenoaks, Rail Station	0904	1004	1104	1204	1304	1404	1504
Sevenoaks, Brittain's Ln/Croft Way	0907	1007	1107	1207	1307	1407	1507
Sevenoaks, Julian's Way	0910	1010	1110	1210	1310	1410	1510
Sevenoaks, High Str/Sevenoaks School	0913	1013	1113	1213	1313	1413	1513
Sevenoaks, Bus Station (Stop D) [Arr.]	0916	1016	1116	1216	1316	1416	1516
Sevenoaks, Bus Station (Stop D) [Dep.]	0917	1017	1117	1217	1317	1417	1517
Sevenoaks, Rail Station	0921	1021	1121	1221	1321	1421	1521
Riverhead, Village Hall	0923	1023	1123	1223	1323	1423	1523
Riverhead, Tesco	0927	1027	1127	1227	1327	1427	1527
Riverhead, Robyns Way	0930	1030	1130	1230	1330	1430	1530
Bat & Ball, Otford Rd/Aldi & Sainsbury's	0935	1035	1135	1235	1335	1435	1535
Bat & Ball, Rail Station	0937	1037	1137	1237	1337	1437	1537
Bat & Ball, St James' Rd	0939	1039	1139	1239	1339	1439	1539
Sevenoaks, Littlewood	0942	1042	1142	1242	1342	1442	1542
Sevenoaks, Bayham Rd	0945	1045	1145	1245	1345	1445	1545
Sevenoaks, Mount Harry Rd/Blair Drv	0947	1047	1147	1247	1347	1447	1547
Sevenoaks, Rail Station	0950	1050	1150	1250	1350	1450	1550
Sevenoaks, Bus Station (Stop D) [SET DOWN ONLY]	0955	1055	1155	1255	1355	1455	1555

Operated by Go Coach Hire Ltd



Service operated in partnership with Sevenoaks Town Council and Kent County Council.

## Route



Mapping provided by traveline south east & anglia. For information about other operators' services, please go to [www.travelinesoutheast.org.uk](http://www.travelinesoutheast.org.uk)

GO-Coach Hire Ltd  
Block 10, Vestry Trading Estate  
Vestry Road, Sevenoaks  
Kent TN14 5EL

Contact Telephone  
01732 469800  
  
Contact Email  
[info@go-coach.co.uk](mailto:info@go-coach.co.uk)

Timetables  
Service Updates  
Routes  
Fares

Vintage Bus Hire

About  
Careers  
Contact

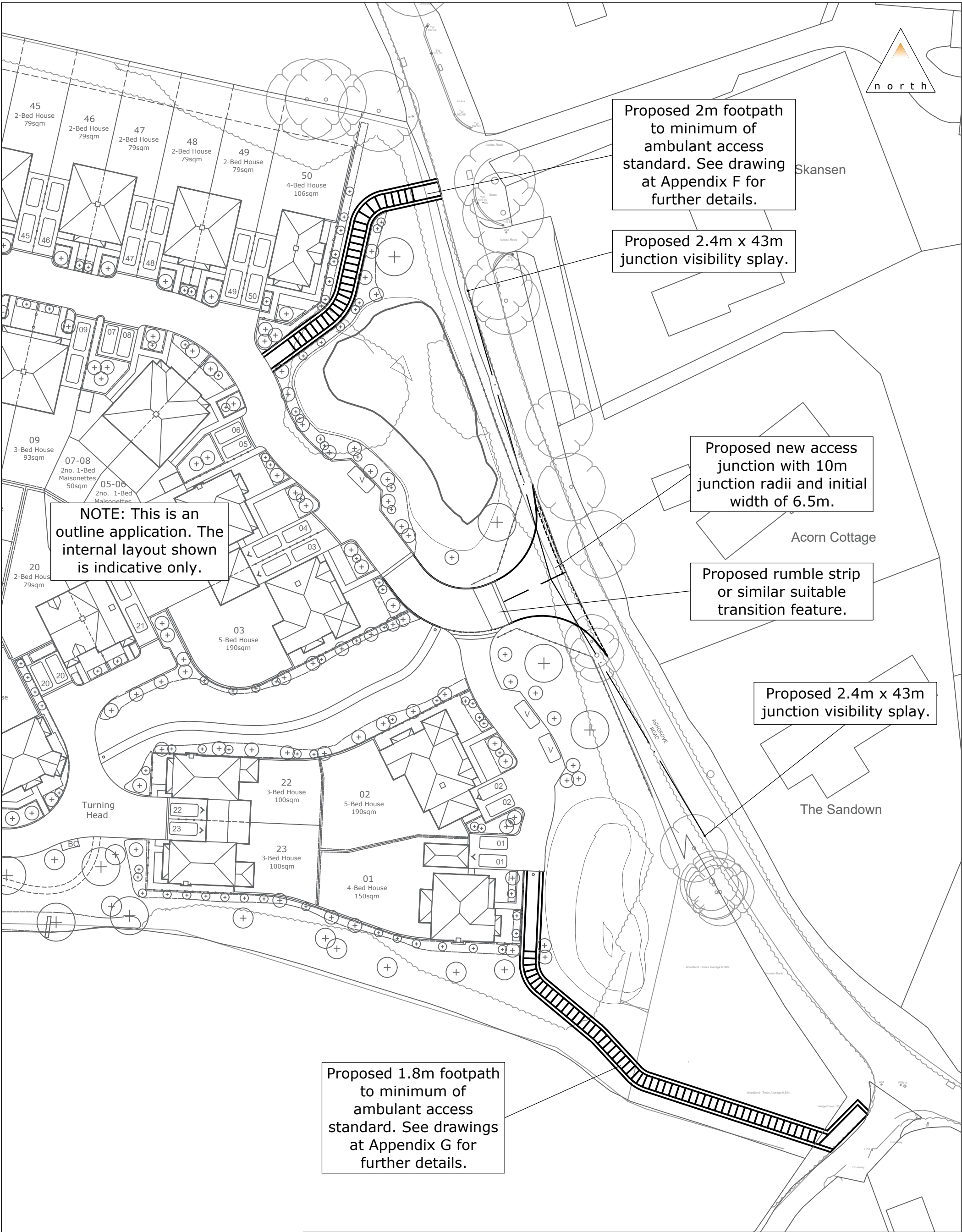






## Appendix E

Proposed Access Arrangement & Swept Paths



NOTE: This is an outline application. The internal layout shown is indicative only.

Proposed 2m footpath to minimum of ambulant access standard. See drawing at Appendix F for further details.

Proposed 2.4m x 43m junction visibility splay.

Proposed new access junction with 10m junction radii and initial width of 6.5m.

Proposed rumble strip or similar suitable transition feature.

Proposed 2.4m x 43m junction visibility splay.

Proposed 1.8m footpath to minimum of ambulant access standard. See drawings at Appendix G for further details.



84 North Street  
Guildford  
Surrey  
GU1 4AU  
T: 01483 531 300

Golden Cross House  
8 Duncannon Street  
London  
WC2N 4JF  
T: 020 8065 5208

Project:  
Land at Ashgrove Road, Sevenoaks

Title:  
Proposed Access Arrangement

Scale: 1:500 (@ A3)

Notes:

Drawing:  
2008028-TS-001

Revision:





Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

Overall Length	11.200m
Overall Width	5.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

Ordinance Survey, (c) Crown Copyright 2021. All rights reserved. Licence number 100043407

**motion**

84 North Street  
Guildford  
Surrey  
GU1 4AU

Golden Cross House  
8 Duncannon Street  
London  
WC2N 4JF

T: 01483 531 300      T: 020 8065 5208

www.motion.co.uk

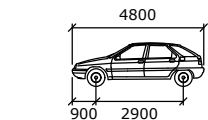
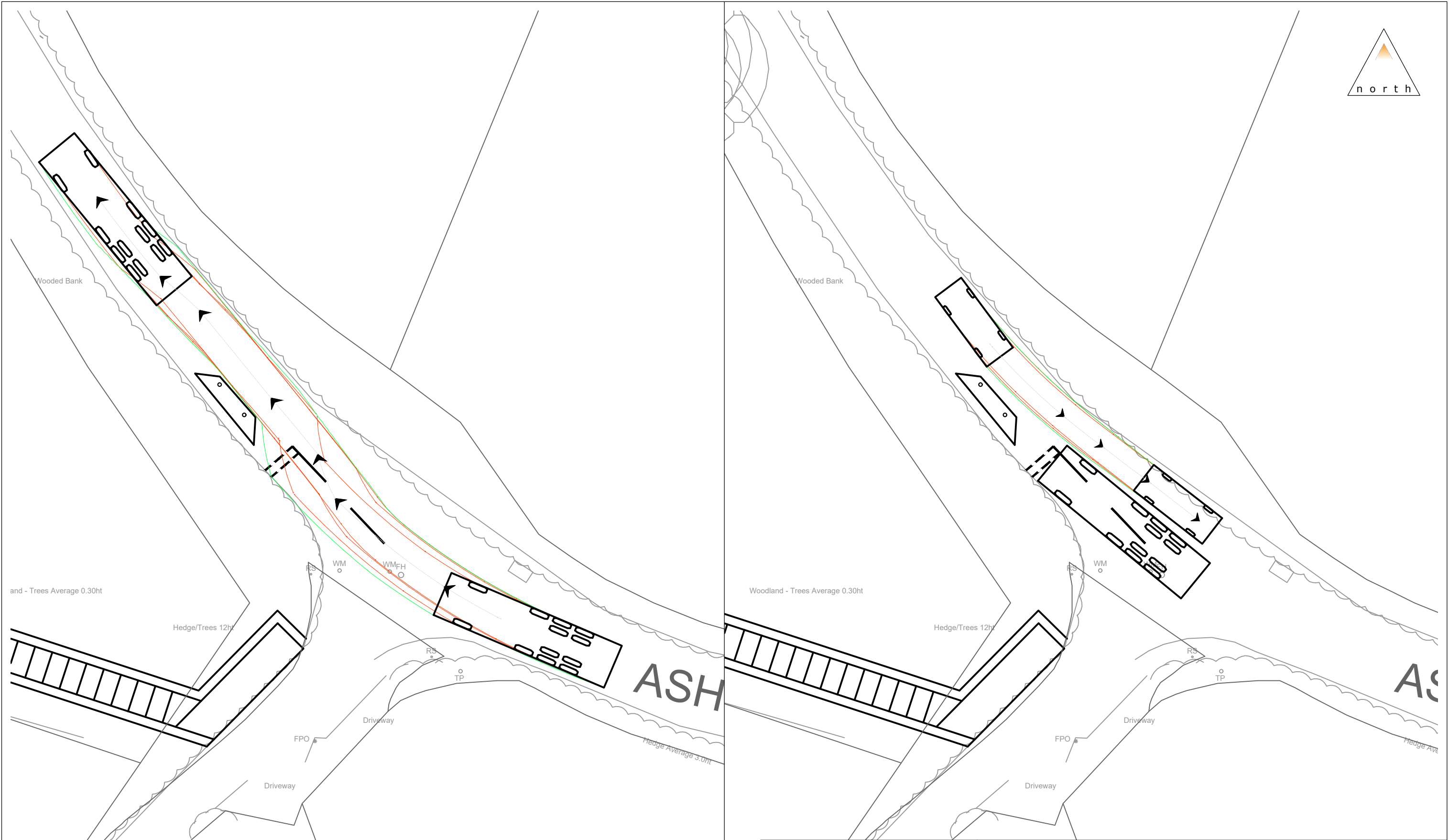
Project: Land at Ashgrove Road, Sevenoaks	
Title: Proposed Access Arrangement Refuse Vehicle Swept Path	
Scale: 1:250 (@ A3)	
Notes:	Drawing: 2008028-TRK-001
Revision:	

## Appendix F

Proposed Traffic Calming on Ashgrove Road

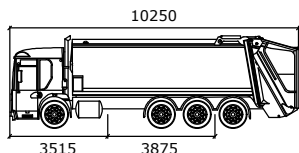


C:\Users\richardallman\Motion\StaffSite - Siseve 2008028\Drawings\2008028-TA-001 Rev F.dwg



SDV

Width	: 1800
Track	: 1800
Lock to Lock Time	: 6.0
Steering Angle	: 37.8



Dennis Eagle OL 27W 2013

Width	: 2530
Track	: 2500
Lock to Lock Time	: 6.0
Steering Angle	: 22.7



84 North Street  
Guildford  
Surrey  
GU1 4AU

T: 01483 531 300

Golden Cross House  
8 Duncannon Street  
London  
WC2N 4JF

T: 020 8065 5208

www.motion.co.uk

Project:  
Land at Ashgrove Road, Sevenoaks

Title:  
Proposed Build-Out - Swept Path Analysis  
Refuse Vehicle and Large Car

Scale: 1:200 (@ A3)

Notes:

Drawing:  
2008028-TK08

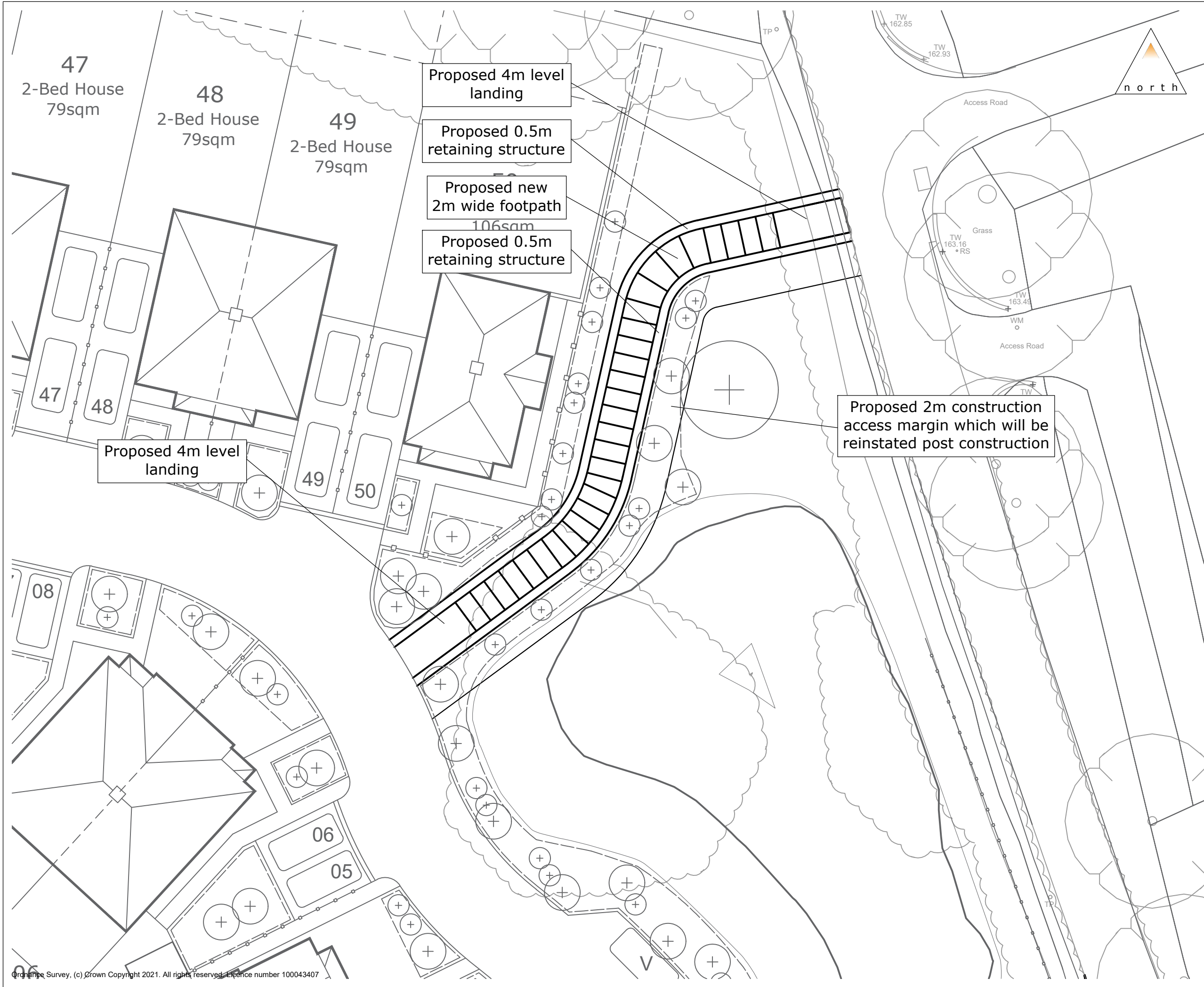
Revision:  
-

## Appendix G

Northern Footpath Drawings



C:\Users\richardallman\Motion\StaffSite - Siseve 2008028\Drawings\2008028-TA-001 Rev F.dwg



**PLEASE NOTE:**  
The proposed pedestrian route is indicative at this stage.  
Assumed lower level of 163.00m  
Assumed upper level of 165.25m  
Assumed level difference 2.25m  
Indicative layout is based on notional continuous section of steps with 75mm rise and 1000mm goings (total of 30 steps required on that basis).  
The final design is likely to differ from that shown to minimise volume of earthworks required.



84 North Street  
Guildford  
Surrey  
GU1 4AU  
T: 01483 531 300

Golden Cross House  
8 Duncannon Street  
London  
WC2N 4JF  
T: 020 8065 5208

www.motion.co.uk

Project:  
Land at Ashgrove Road, Sevenoaks

Title:  
Proposed Northern Footpath

Scale: 1:200 (@ A3)

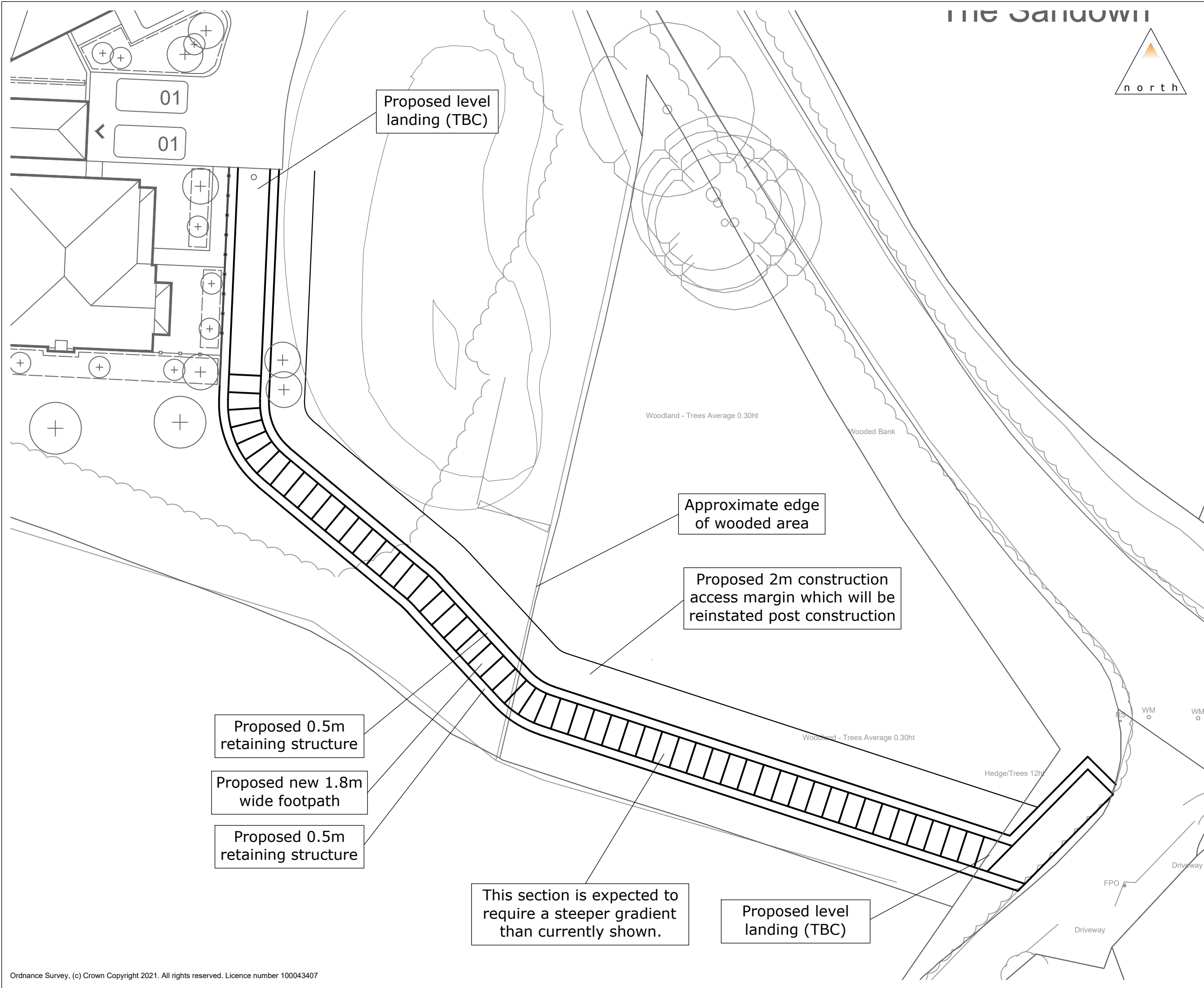
Drawing:  
2008028-NP-001

Revision:  
B

## Appendix H

### Southern Footpath Drawings

C:\Users\richardallman\Motion\StaffSite - Siseve 2008028\Drawings\2008028-TA-001 Rev F.dwg



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**PLEASE NOTE:**  
The proposed pedestrian route is indicative at this stage.  
Assumed lower level of 156.50m  
Assumed upper level of 164.50m  
Assumed level difference 8.00m  
Indicative layout is based on notional continuous section of steps with 150mm rise and 1000mm goings (total of approx 54 steps required on that basis). The final design is likely to differ from that shown to minimise volume of earthworks required. In particular, steeper climbs are likely to be required within the wooded section to follow the existing gradient as closely as is reasonably practicable.



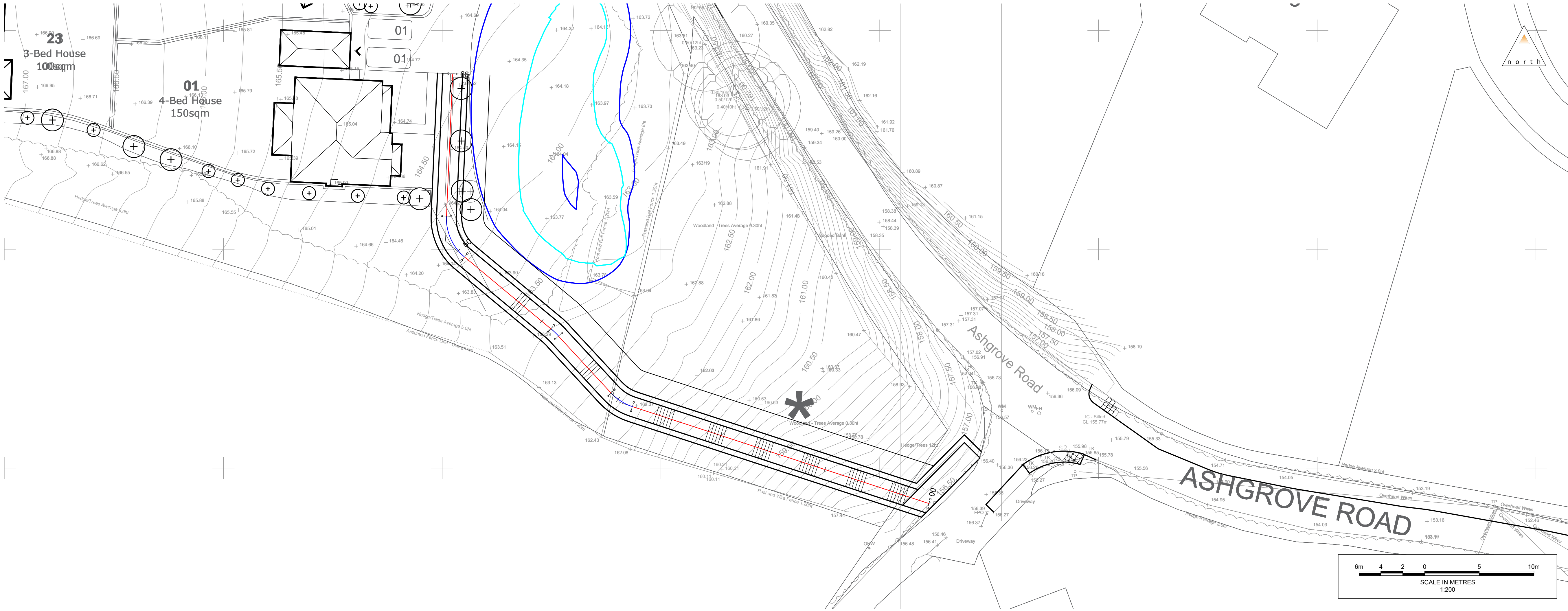
84 North Street  
Guildford  
Surrey  
GU1 4AU  
T: 01483 531 300

Golden Cross House  
8 Duncannon Street  
London  
WC2N 4JF  
T: 020 8065 5208

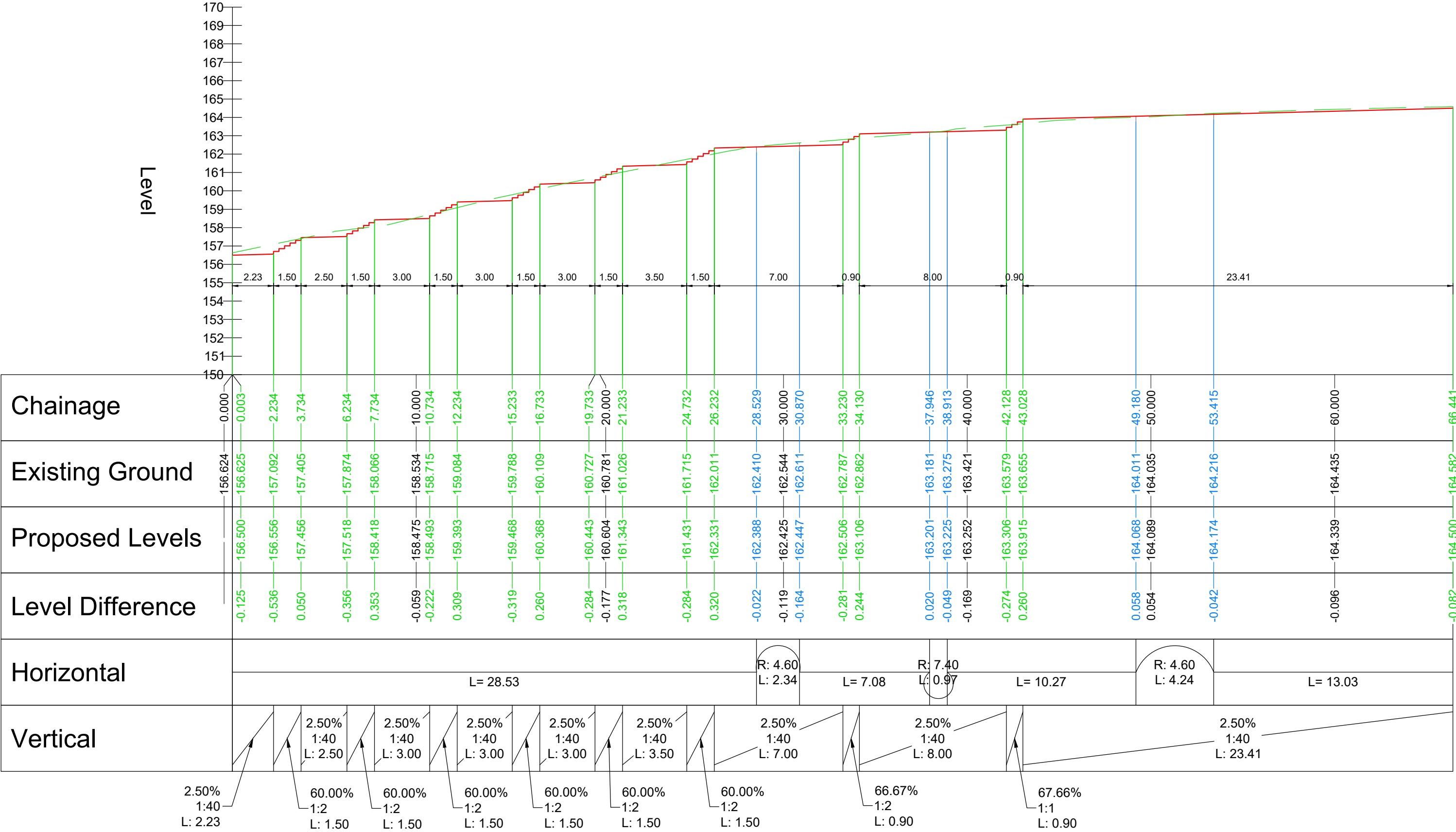
www.motion.co.uk

Project: Land at Ashgrove Road, Sevenoaks	
Title: Proposed Southern Footpath	
Scale: 1:200 (@ A3)	
Drawing: 2008028-SP-001	Revision: B





FOOTWAY LINK - 01 - LONG SECTION  
SCALE: H 1:200,V 1:200. DATUM: 150.000



A First Issue  
Revision Notes:

CC JM JM  
Dm Chk App Date

FOR PLANNING  
NOT FOR CONSTRUCTION

**motion**

84 North Street  
Guildford  
Surrey  
GU1 4AU  
01483 531300

9 Greyfriars Road  
Reading  
Berkshire  
RG1 1NU  
0118 206 2930

Golden Cross House  
8 Duncannon Street  
London  
WC2N 4JF  
020 7031 8141

www.motion.co.uk

Client:  
Sigma Homes

Project:  
Land at Ashgrove Road, Sevenoaks  
Title:  
Proposed Footway Link  
Long Section

Scale: As Shown  
Size: A1  
Project No: 2008028

Drawing:  
2008028-SK-06

Revision:  
A

## Appendix I

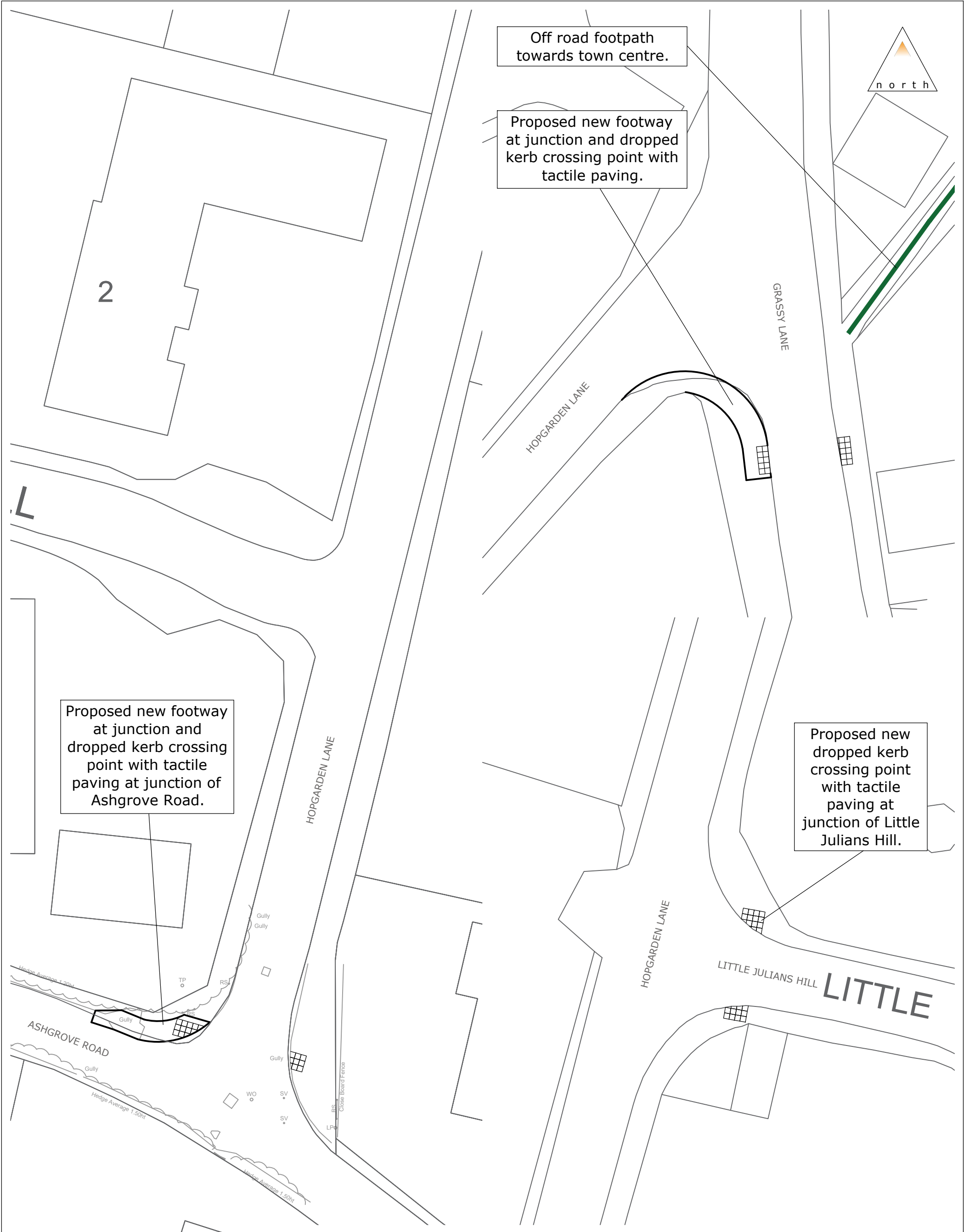
Southern Ashgrove Road Improvements





## Appendix J

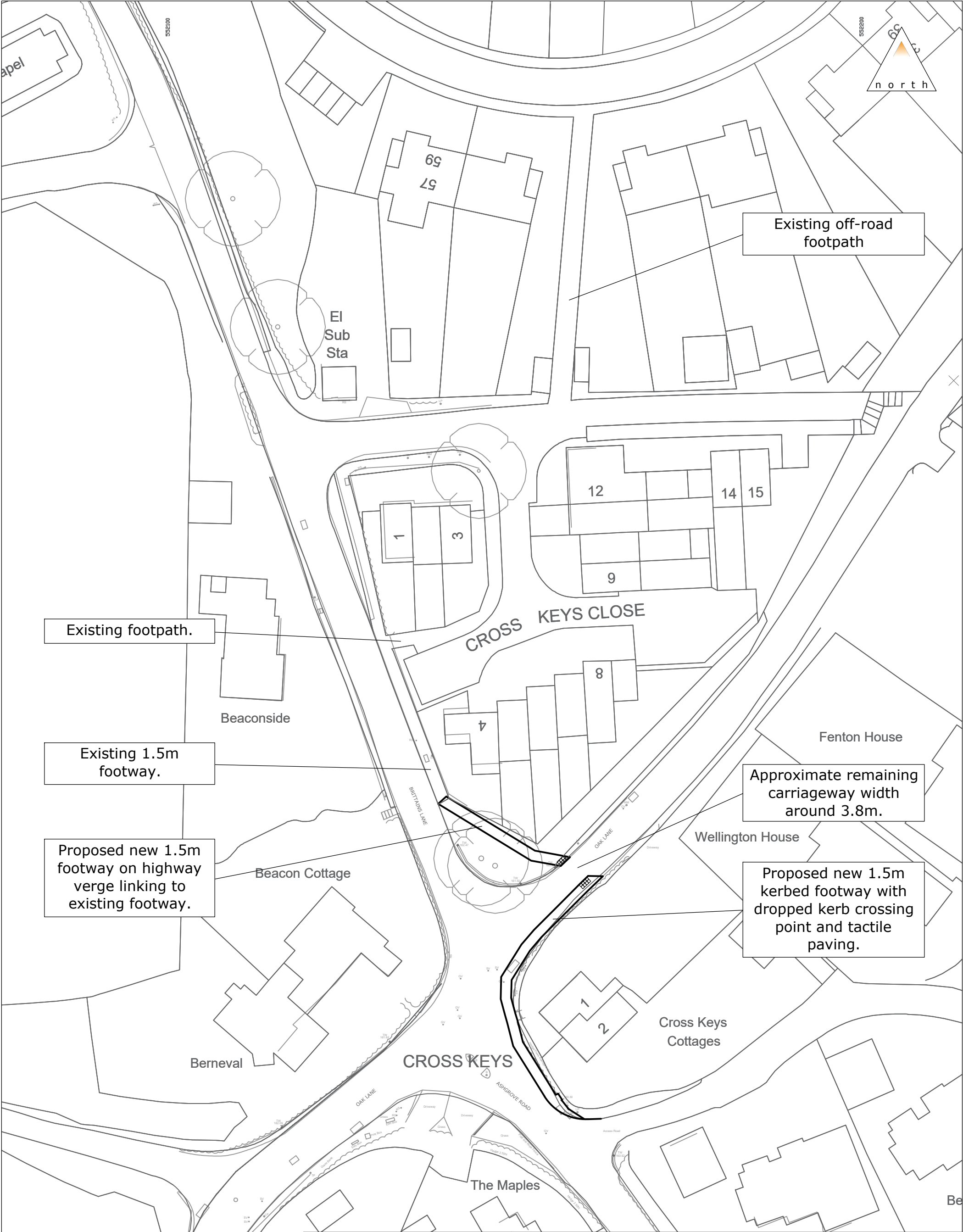
Hopgarden Lane Improvements




 <p>84 North Street Guildford Surrey GU1 4AU T: 01483 531 300</p> <p>Golden Cross House 8 Duncannon Street London WC2N 4JF T: 020 8065 5208</p> <p>www.motion.co.uk</p>		Project: Land at Ashgrove Road, Sevenoaks	
		Title: Proposed Pedestrian Improvements Hopgarden Lane	
Scale: 1:500 (@ A3)		Notes:	
Drawing: 2008028-PED-004		Revision:	

## Appendix K

Northern Ashgrove Road and Southern Brittain's Lane Improvements



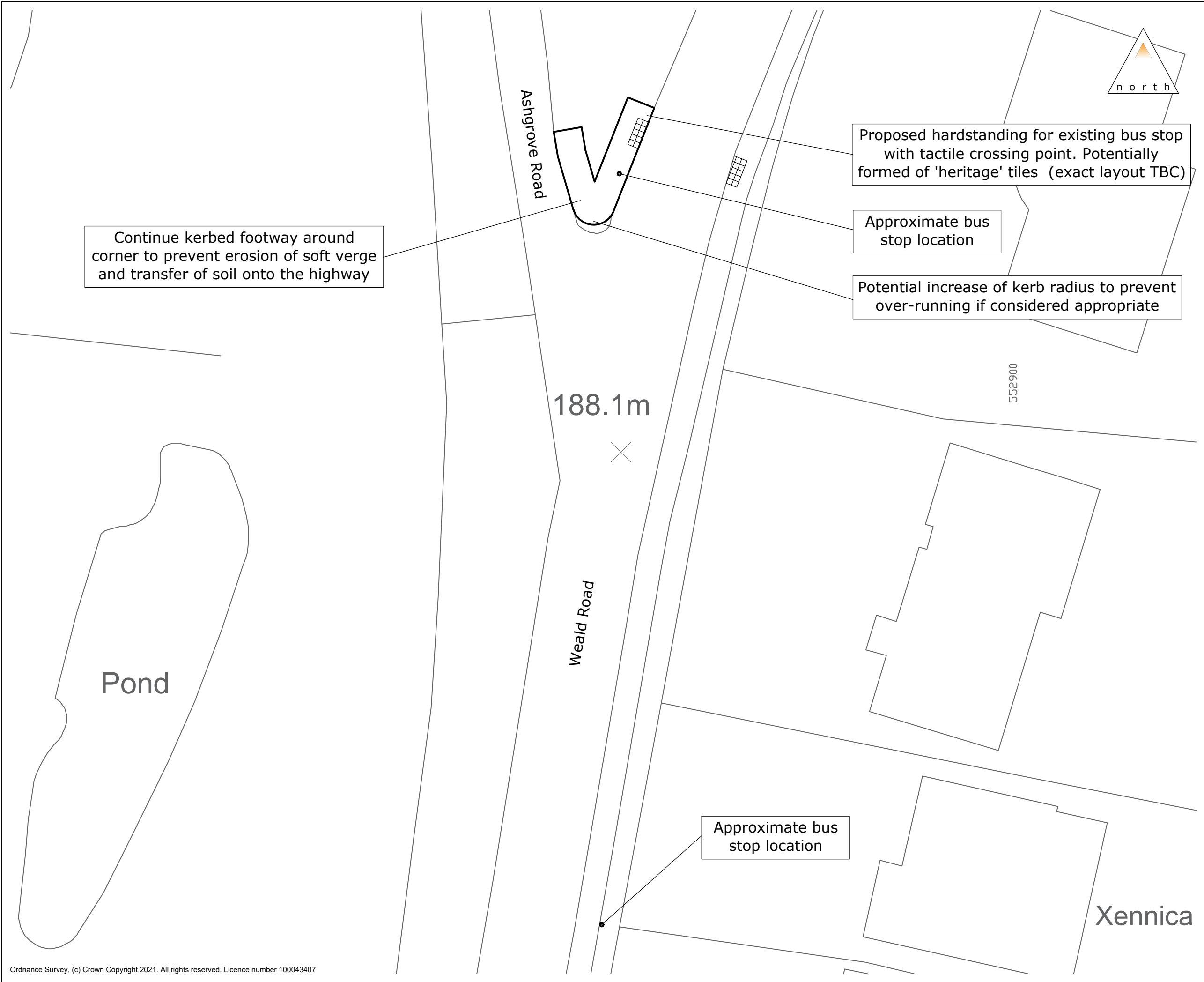
<div><p>84 North Street Guildford Surrey GU1 4AU T: 01483 531 300</p><p>Golden Cross House 8 Duncannon Street London WC2N 4JF T: 020 8065 5208</p><p>www.motion.co.uk</p></div>	<p>Project: Land at Ashgrove Road, Sevenoaks</p>		
	<p>Title: Proposed Pedestrian Improvements Staggered Junction Of Oak Lane with Ashgrove Road &amp; Brittain's Lane</p>		
	<p>Scale: 1:500 (@ A3)</p>		
	<p>Notes:</p>	<p>Drawing: 2008028-PED-003</p>	<p>Revision: A</p>

## Appendix L

### Weald Road Bus Stop Improvements



C:\Users\richardallman\Motion\StaffSite - Siseve 2008028\Drawings\2008028-TA-001 Rev F.dwg



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Surrey  
GU1 4AU

Golden Cross House  
8 Duncannon Street  
London  
WC2N 4JF

T: 01483 531 300

T: 020 8065 5208

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

Project:  
Land at Ashgrove Road, Sevenoaks

Title:  
Proposed Bus Improvements

Scale: 1:250 (@ A3)

Drawing:  
2008028-BUS-001

Revision:  
B

## Appendix M

TRICS Survey Data

Calculation Reference: AUDIT-734001-220620-0638

## TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
	IW ISLE OF WIGHT	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	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: 36 to 72 (units: )  
 Range Selected by User: 25 to 75 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 19/11/21

*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	1 days
Tuesday	2 days
Wednesday	1 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	6 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:

Edge of Town	5
Free Standing (PPS6 Out of Town)	1

*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	5
Out of Town	1

*This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.*

Secondary Filtering selection:

Use Class:

C3 6 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:

1,001 to 5,000	1 days
5,001 to 10,000	2 days
10,001 to 15,000	2 days
15,001 to 20,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
50,001 to 75,000	2 days
125,001 to 250,000	2 days
250,001 to 500,000	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	5 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	3 days
No	3 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	6 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	CH-03-A-10 MEADOW DRIVE NORTHWICH BARNTON Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: TUESDAY</i>	SEMI-DETACHED & TERRACED      40 04/06/19	CHESHIRE	<i>Survey Type: MANUAL</i>
2	HC-03-A-22 BOW LAKE GARDENS NEAR EASTLEIGH BISHOPSTOKE Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	MIXED HOUSES      40 31/10/18	HAMPSHIRE	<i>Survey Type: MANUAL</i>
3	IW-03-A-01 MEDHAM FARM LANE NEAR COWES MEDHAM Free Standing (PPS6 Out of Town) Out of Town Total No of Dwellings: <i>Survey date: TUESDAY</i>	DETACHED HOUSES      72 25/06/19	ISLE OF WIGHT	<i>Survey Type: MANUAL</i>
4	NF-03-A-05 HEATH DRIVE HOLT  Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: THURSDAY</i>	MIXED HOUSES      40 19/09/19	NORFOLK	<i>Survey Type: MANUAL</i>
5	NT-03-A-08 WIGHAY ROAD HUCKNALL  Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: MONDAY</i>	DETACHED HOUSES      36 18/10/21	NOTTINGHAMSHIRE	<i>Survey Type: MANUAL</i>
6	WK-03-A-04 DALEHOUSE LANE KENILWORTH  Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: FRIDAY</i>	DETACHED HOUSES      49 27/09/19	WARWICKSHIRE	<i>Survey Type: MANUAL</i>

*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.*

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
DC-03-A-08	Close to significant amenities
DC-03-A-09	Close to significant amenities
DH-03-A-03	Close to significant amenities
HC-03-A-21	Close to significant amenities
HC-03-A-27	Includes Flats
NF-03-A-04	Close to rail station
NF-03-A-25	Includes Flats
SC-03-A-04	Close to significant amenities
SM-03-A-01	Close to significant amenities

Motion High Street Guildford

Licence No: 734001

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.44

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	6	46	0.079	6	46	0.321	6	46	0.400
08:00 - 09:00	6	46	0.173	6	46	0.361	6	46	0.534
09:00 - 10:00	6	46	0.166	6	46	0.220	6	46	0.386
10:00 - 11:00	6	46	0.162	6	46	0.195	6	46	0.357
11:00 - 12:00	6	46	0.173	6	46	0.245	6	46	0.418
12:00 - 13:00	6	46	0.181	6	46	0.173	6	46	0.354
13:00 - 14:00	6	46	0.206	6	46	0.184	6	46	0.390
14:00 - 15:00	6	46	0.195	6	46	0.188	6	46	0.383
15:00 - 16:00	6	46	0.296	6	46	0.227	6	46	0.523
16:00 - 17:00	6	46	0.267	6	46	0.177	6	46	0.444
17:00 - 18:00	6	46	0.343	6	46	0.188	6	46	0.531
18:00 - 19:00	6	46	0.224	6	46	0.123	6	46	0.347
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.465			2.602			5.067

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:	36 - 72 (units: )
Survey date range:	01/01/14 - 19/11/21
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	9

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

Motion High Street Guildford

Licence No: 734001

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	46	0.000	6	46	0.000	6	46	0.000
08:00 - 09:00	6	46	0.004	6	46	0.004	6	46	0.008
09:00 - 10:00	6	46	0.000	6	46	0.000	6	46	0.000
10:00 - 11:00	6	46	0.004	6	46	0.004	6	46	0.008
11:00 - 12:00	6	46	0.000	6	46	0.000	6	46	0.000
12:00 - 13:00	6	46	0.000	6	46	0.000	6	46	0.000
13:00 - 14:00	6	46	0.000	6	46	0.000	6	46	0.000
14:00 - 15:00	6	46	0.004	6	46	0.004	6	46	0.008
15:00 - 16:00	6	46	0.000	6	46	0.000	6	46	0.000
16:00 - 17:00	6	46	0.000	6	46	0.000	6	46	0.000
17:00 - 18:00	6	46	0.007	6	46	0.007	6	46	0.014
18:00 - 19:00	6	46	0.000	6	46	0.004	6	46	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.019			0.023			0.042

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.

Motion High Street Guildford

Licence No: 734001

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL OGVS

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	6	46	0.004	6	46	0.004	6	46	0.008
08:00 - 09:00	6	46	0.011	6	46	0.004	6	46	0.015
09:00 - 10:00	6	46	0.007	6	46	0.007	6	46	0.014
10:00 - 11:00	6	46	0.004	6	46	0.004	6	46	0.008
11:00 - 12:00	6	46	0.007	6	46	0.011	6	46	0.018
12:00 - 13:00	6	46	0.004	6	46	0.007	6	46	0.011
13:00 - 14:00	6	46	0.000	6	46	0.000	6	46	0.000
14:00 - 15:00	6	46	0.000	6	46	0.000	6	46	0.000
15:00 - 16:00	6	46	0.000	6	46	0.000	6	46	0.000
16:00 - 17:00	6	46	0.000	6	46	0.000	6	46	0.000
17:00 - 18:00	6	46	0.004	6	46	0.007	6	46	0.011
18:00 - 19:00	6	46	0.004	6	46	0.004	6	46	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.045			0.048			0.093

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.



Motion High Street Guildford

Licence No: 734001

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL PSVS

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	6	46	0.004	6	46	0.004	6	46	0.008
08:00 - 09:00	6	46	0.000	6	46	0.000	6	46	0.000
09:00 - 10:00	6	46	0.000	6	46	0.000	6	46	0.000
10:00 - 11:00	6	46	0.000	6	46	0.000	6	46	0.000
11:00 - 12:00	6	46	0.000	6	46	0.000	6	46	0.000
12:00 - 13:00	6	46	0.000	6	46	0.000	6	46	0.000
13:00 - 14:00	6	46	0.000	6	46	0.000	6	46	0.000
14:00 - 15:00	6	46	0.000	6	46	0.000	6	46	0.000
15:00 - 16:00	6	46	0.004	6	46	0.004	6	46	0.008
16:00 - 17:00	6	46	0.000	6	46	0.000	6	46	0.000
17:00 - 18:00	6	46	0.000	6	46	0.000	6	46	0.000
18:00 - 19:00	6	46	0.004	6	46	0.004	6	46	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.012			0.012			0.024

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.

Motion High Street Guildford

Licence No: 734001

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL CYCLISTS

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	6	46	0.007	6	46	0.011	6	46	0.018
08:00 - 09:00	6	46	0.018	6	46	0.004	6	46	0.022
09:00 - 10:00	6	46	0.007	6	46	0.007	6	46	0.014
10:00 - 11:00	6	46	0.004	6	46	0.004	6	46	0.008
11:00 - 12:00	6	46	0.000	6	46	0.000	6	46	0.000
12:00 - 13:00	6	46	0.000	6	46	0.000	6	46	0.000
13:00 - 14:00	6	46	0.004	6	46	0.000	6	46	0.004
14:00 - 15:00	6	46	0.000	6	46	0.000	6	46	0.000
15:00 - 16:00	6	46	0.000	6	46	0.022	6	46	0.022
16:00 - 17:00	6	46	0.004	6	46	0.000	6	46	0.004
17:00 - 18:00	6	46	0.004	6	46	0.004	6	46	0.008
18:00 - 19:00	6	46	0.000	6	46	0.000	6	46	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.048			0.052			0.100

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.

Motion High Street Guildford

Licence No: 734001

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

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	6	46	0.083	6	46	0.404	6	46	0.487
08:00 - 09:00	6	46	0.184	6	46	0.574	6	46	0.758
09:00 - 10:00	6	46	0.202	6	46	0.282	6	46	0.484
10:00 - 11:00	6	46	0.202	6	46	0.245	6	46	0.447
11:00 - 12:00	6	46	0.209	6	46	0.325	6	46	0.534
12:00 - 13:00	6	46	0.242	6	46	0.217	6	46	0.459
13:00 - 14:00	6	46	0.235	6	46	0.242	6	46	0.477
14:00 - 15:00	6	46	0.253	6	46	0.213	6	46	0.466
15:00 - 16:00	6	46	0.408	6	46	0.285	6	46	0.693
16:00 - 17:00	6	46	0.365	6	46	0.245	6	46	0.610
17:00 - 18:00	6	46	0.440	6	46	0.231	6	46	0.671
18:00 - 19:00	6	46	0.267	6	46	0.166	6	46	0.433
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.090			3.429			6.519

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.

Motion High Street Guildford

Licence No: 734001

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL PEDESTRIANS

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	6	46	0.007	6	46	0.040	6	46	0.047
08:00 - 09:00	6	46	0.011	6	46	0.036	6	46	0.047
09:00 - 10:00	6	46	0.036	6	46	0.025	6	46	0.061
10:00 - 11:00	6	46	0.007	6	46	0.025	6	46	0.032
11:00 - 12:00	6	46	0.007	6	46	0.018	6	46	0.025
12:00 - 13:00	6	46	0.029	6	46	0.000	6	46	0.029
13:00 - 14:00	6	46	0.011	6	46	0.018	6	46	0.029
14:00 - 15:00	6	46	0.014	6	46	0.025	6	46	0.039
15:00 - 16:00	6	46	0.047	6	46	0.014	6	46	0.061
16:00 - 17:00	6	46	0.025	6	46	0.014	6	46	0.039
17:00 - 18:00	6	46	0.018	6	46	0.043	6	46	0.061
18:00 - 19:00	6	46	0.051	6	46	0.018	6	46	0.069
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.263			0.276			0.539

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.

Motion High Street Guildford

Licence No: 734001

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

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	6	46	0.000	6	46	0.022	6	46	0.022
08:00 - 09:00	6	46	0.000	6	46	0.018	6	46	0.018
09:00 - 10:00	6	46	0.007	6	46	0.004	6	46	0.011
10:00 - 11:00	6	46	0.000	6	46	0.004	6	46	0.004
11:00 - 12:00	6	46	0.004	6	46	0.004	6	46	0.008
12:00 - 13:00	6	46	0.004	6	46	0.004	6	46	0.008
13:00 - 14:00	6	46	0.004	6	46	0.000	6	46	0.004
14:00 - 15:00	6	46	0.000	6	46	0.000	6	46	0.000
15:00 - 16:00	6	46	0.011	6	46	0.000	6	46	0.011
16:00 - 17:00	6	46	0.018	6	46	0.000	6	46	0.018
17:00 - 18:00	6	46	0.011	6	46	0.004	6	46	0.015
18:00 - 19:00	6	46	0.004	6	46	0.000	6	46	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.063			0.060			0.123

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.

Motion High Street Guildford

Licence No: 734001

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL RAIL PASSENGERS

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	6	46	0.000	6	46	0.004	6	46	0.004
08:00 - 09:00	6	46	0.000	6	46	0.004	6	46	0.004
09:00 - 10:00	6	46	0.000	6	46	0.004	6	46	0.004
10:00 - 11:00	6	46	0.000	6	46	0.004	6	46	0.004
11:00 - 12:00	6	46	0.000	6	46	0.000	6	46	0.000
12:00 - 13:00	6	46	0.000	6	46	0.000	6	46	0.000
13:00 - 14:00	6	46	0.000	6	46	0.000	6	46	0.000
14:00 - 15:00	6	46	0.000	6	46	0.000	6	46	0.000
15:00 - 16:00	6	46	0.000	6	46	0.000	6	46	0.000
16:00 - 17:00	6	46	0.007	6	46	0.000	6	46	0.007
17:00 - 18:00	6	46	0.000	6	46	0.000	6	46	0.000
18:00 - 19:00	6	46	0.000	6	46	0.000	6	46	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.007			0.016			0.023

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.

Motion High Street Guildford

Licence No: 734001

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL COACH PASSENGERS

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	6	46	0.000	6	46	0.007	6	46	0.007
08:00 - 09:00	6	46	0.000	6	46	0.000	6	46	0.000
09:00 - 10:00	6	46	0.000	6	46	0.000	6	46	0.000
10:00 - 11:00	6	46	0.000	6	46	0.000	6	46	0.000
11:00 - 12:00	6	46	0.000	6	46	0.000	6	46	0.000
12:00 - 13:00	6	46	0.000	6	46	0.000	6	46	0.000
13:00 - 14:00	6	46	0.000	6	46	0.000	6	46	0.000
14:00 - 15:00	6	46	0.000	6	46	0.000	6	46	0.000
15:00 - 16:00	6	46	0.004	6	46	0.000	6	46	0.004
16:00 - 17:00	6	46	0.000	6	46	0.000	6	46	0.000
17:00 - 18:00	6	46	0.000	6	46	0.000	6	46	0.000
18:00 - 19:00	6	46	0.000	6	46	0.000	6	46	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.004			0.007			0.011

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.

Motion High Street Guildford

Licence No: 734001

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

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	6	46	0.000	6	46	0.032	6	46	0.032
08:00 - 09:00	6	46	0.000	6	46	0.022	6	46	0.022
09:00 - 10:00	6	46	0.007	6	46	0.007	6	46	0.014
10:00 - 11:00	6	46	0.000	6	46	0.007	6	46	0.007
11:00 - 12:00	6	46	0.004	6	46	0.004	6	46	0.008
12:00 - 13:00	6	46	0.004	6	46	0.004	6	46	0.008
13:00 - 14:00	6	46	0.004	6	46	0.000	6	46	0.004
14:00 - 15:00	6	46	0.000	6	46	0.000	6	46	0.000
15:00 - 16:00	6	46	0.014	6	46	0.000	6	46	0.014
16:00 - 17:00	6	46	0.025	6	46	0.000	6	46	0.025
17:00 - 18:00	6	46	0.011	6	46	0.004	6	46	0.015
18:00 - 19:00	6	46	0.004	6	46	0.000	6	46	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.073			0.080			0.153

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.



Motion High Street Guildford

Licence No: 734001

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.44

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	6	46	0.097	6	46	0.487	6	46	0.584
08:00 - 09:00	6	46	0.213	6	46	0.635	6	46	0.848
09:00 - 10:00	6	46	0.253	6	46	0.321	6	46	0.574
10:00 - 11:00	6	46	0.213	6	46	0.282	6	46	0.495
11:00 - 12:00	6	46	0.220	6	46	0.347	6	46	0.567
12:00 - 13:00	6	46	0.274	6	46	0.220	6	46	0.494
13:00 - 14:00	6	46	0.253	6	46	0.260	6	46	0.513
14:00 - 15:00	6	46	0.267	6	46	0.238	6	46	0.505
15:00 - 16:00	6	46	0.469	6	46	0.321	6	46	0.790
16:00 - 17:00	6	46	0.419	6	46	0.260	6	46	0.679
17:00 - 18:00	6	46	0.473	6	46	0.282	6	46	0.755
18:00 - 19:00	6	46	0.321	6	46	0.184	6	46	0.505
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.472			3.837			7.309

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.

Motion High Street Guildford

Licence No: 734001

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL CARS

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	6	46	0.051	6	46	0.296	6	46	0.347
08:00 - 09:00	6	46	0.130	6	46	0.350	6	46	0.480
09:00 - 10:00	6	46	0.130	6	46	0.184	6	46	0.314
10:00 - 11:00	6	46	0.126	6	46	0.155	6	46	0.281
11:00 - 12:00	6	46	0.134	6	46	0.184	6	46	0.318
12:00 - 13:00	6	46	0.159	6	46	0.141	6	46	0.300
13:00 - 14:00	6	46	0.159	6	46	0.159	6	46	0.318
14:00 - 15:00	6	46	0.155	6	46	0.155	6	46	0.310
15:00 - 16:00	6	46	0.253	6	46	0.173	6	46	0.426
16:00 - 17:00	6	46	0.245	6	46	0.141	6	46	0.386
17:00 - 18:00	6	46	0.314	6	46	0.159	6	46	0.473
18:00 - 19:00	6	46	0.213	6	46	0.108	6	46	0.321
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.069			2.205			4.274

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.

Motion High Street Guildford

Licence No: 734001

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL LGVS

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	6	46	0.022	6	46	0.014	6	46	0.036
08:00 - 09:00	6	46	0.029	6	46	0.004	6	46	0.033
09:00 - 10:00	6	46	0.029	6	46	0.029	6	46	0.058
10:00 - 11:00	6	46	0.029	6	46	0.032	6	46	0.061
11:00 - 12:00	6	46	0.032	6	46	0.051	6	46	0.083
12:00 - 13:00	6	46	0.018	6	46	0.025	6	46	0.043
13:00 - 14:00	6	46	0.047	6	46	0.025	6	46	0.072
14:00 - 15:00	6	46	0.036	6	46	0.029	6	46	0.065
15:00 - 16:00	6	46	0.036	6	46	0.051	6	46	0.087
16:00 - 17:00	6	46	0.022	6	46	0.036	6	46	0.058
17:00 - 18:00	6	46	0.018	6	46	0.014	6	46	0.032
18:00 - 19:00	6	46	0.004	6	46	0.004	6	46	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.322			0.314			0.636

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.

Motion High Street Guildford

Licence No: 734001

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL MOTOR CYCLES

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	6	46	0.000	6	46	0.004	6	46	0.004
08:00 - 09:00	6	46	0.000	6	46	0.000	6	46	0.000
09:00 - 10:00	6	46	0.000	6	46	0.000	6	46	0.000
10:00 - 11:00	6	46	0.000	6	46	0.000	6	46	0.000
11:00 - 12:00	6	46	0.000	6	46	0.000	6	46	0.000
12:00 - 13:00	6	46	0.000	6	46	0.000	6	46	0.000
13:00 - 14:00	6	46	0.000	6	46	0.000	6	46	0.000
14:00 - 15:00	6	46	0.000	6	46	0.000	6	46	0.000
15:00 - 16:00	6	46	0.004	6	46	0.000	6	46	0.004
16:00 - 17:00	6	46	0.000	6	46	0.000	6	46	0.000
17:00 - 18:00	6	46	0.000	6	46	0.000	6	46	0.000
18:00 - 19:00	6	46	0.000	6	46	0.000	6	46	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.004			0.004			0.008

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP*FACT$ . Trip rates are then rounded to 3 decimal places.

## Appendix N

Census 2011 Survey Data

# **QS701EW - Method of travel to work**

ONS Crown Copyright Reserved [from Nomis on 20 June 2022]

population All usual residents aged 16 to 74  
units Persons  
date 2011  
rural urban Total

2011 output area		All categories: Method of travel to work	Work mainly at or from home	Underground, metro, light rail, tram	Train	Bus, minibuss or coach	Taxi	Motorcycle, scooter or moped	Driving a car or van	Passenger in a car or van	Bicycle	On foot	Other method of travel to work	Not in employment
E00124172	E001241	310	22	2	70	1	0	0	63	2	2	14	3	131
E00124173	E001241	270	20	0	76	2	1	0	53	3	0	5	1	109
E00124175	E001241	283	17	1	51	0	1	5	81	2	2	16	2	105
E00124211	E001242	205	14	0	55	1	0	0	41	0	0	16	1	77

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

**QS701EW - Method of travel to work**

ONS Crown Copyright Reserved [from Nomis on 20 June 2022]

population All usual residents aged 16 to 74  
units Persons  
date 2011  
rural urban Total

2011 output area		All categories: Method of travel to work	Employed Population	Work mainly at or from home	WFH %	Commuting Population	Underground, metro, light rail, tram	Train	TRAIN %	Bus, minibus or coach	BUS %	Taxi	Motorcycle, scooter or moped	Driving a car or van	VEHICLE %	Passenger in a car or van	PASS %	Bicycle	BIKE %	On foot	PED %	Other method of travel to work	OTHER %	Not in employment	Unemp %
E00124172	E00124172	310	179	22	0.123	157	2	70	0.459	1	0.006	0	0	63	0.401	2	0.013	2	0.013	14	0.089	3	0.019	131	0.423
E00124173	E00124173	270	161	20	0.124	141	0	76	0.539	2	0.014	1	0	53	0.383	3	0.021	0	0.000	5	0.035	1	0.007	109	0.404
E00124175	E00124175	283	178	17	0.096	161	1	51	0.323	0	0.000	1	5	81	0.540	2	0.012	2	0.012	16	0.099	2	0.012	105	0.371
E00124211	E00124211	205	128	14	0.109	114	0	55	0.482	1	0.009	0	0	41	0.360	0	0.000	0	0.000	16	0.140	1	0.009	77	0.376

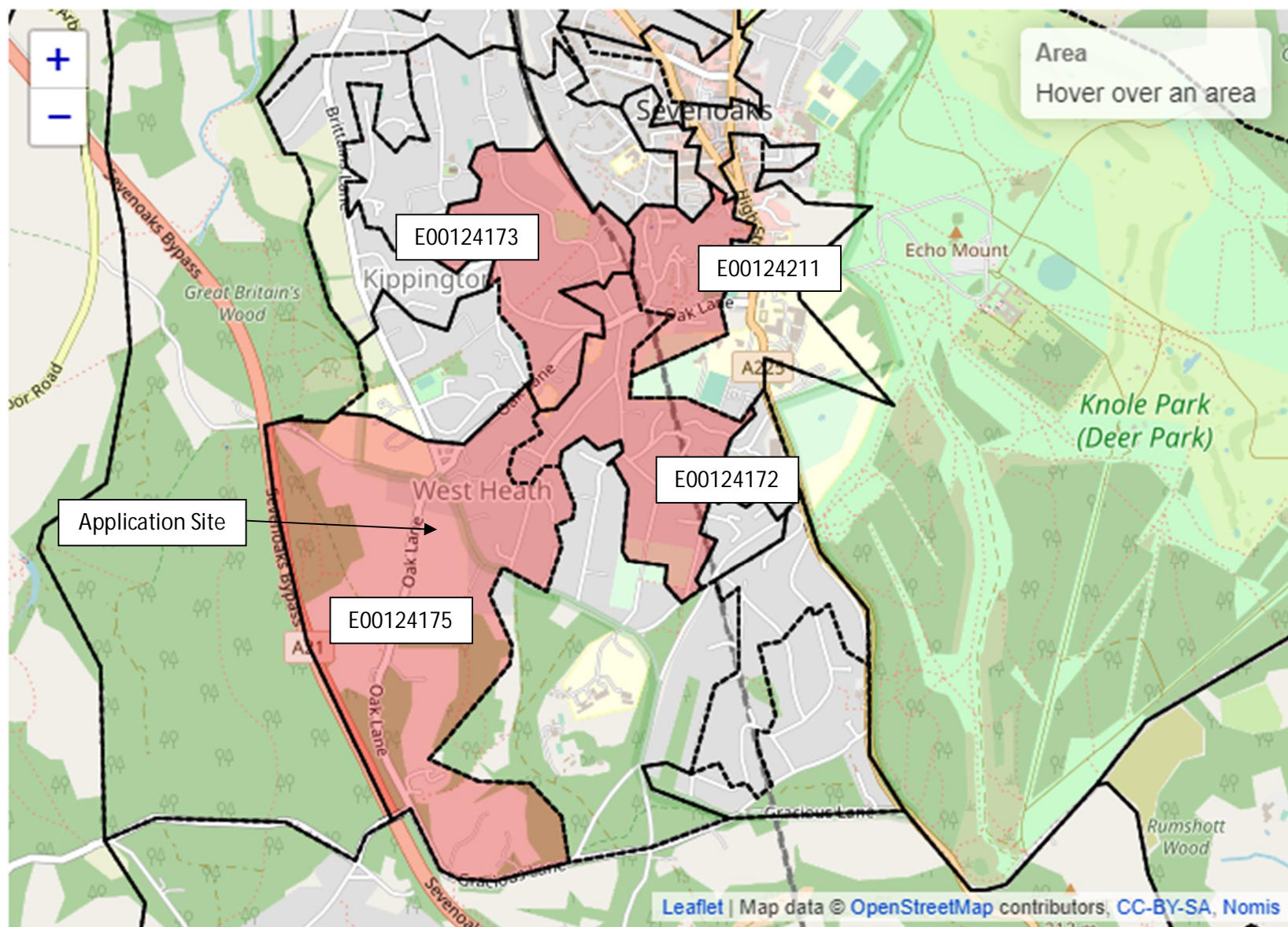
In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

**Application Site**

Mode	AM (08:00-09:00)			PM (17:00-18:00)			Daily (07:00-19:00)		
	In	Out	Two-Way	In	Out	Two-Way	In	Out	Two-Way
Total People	11	32	42	24	14	38	174	192	365
Total Vehicles	6	17	23	13	8	20	94	104	197
Vehicle Passenger	0	0	1	0	0	0	2	2	5
Cyclists	0	0	1	0	0	0	2	2	5
Pedestrians	1	3	4	2	1	4	17	19	36
Bus	0	0	0	0	0	0	0	0	0
Rail	3	10	14	8	5	12	56	62	118
Other	0	0	1	0	0	0	2	2	5
Check Totals	11	32	42	24	14	38	174	192	365

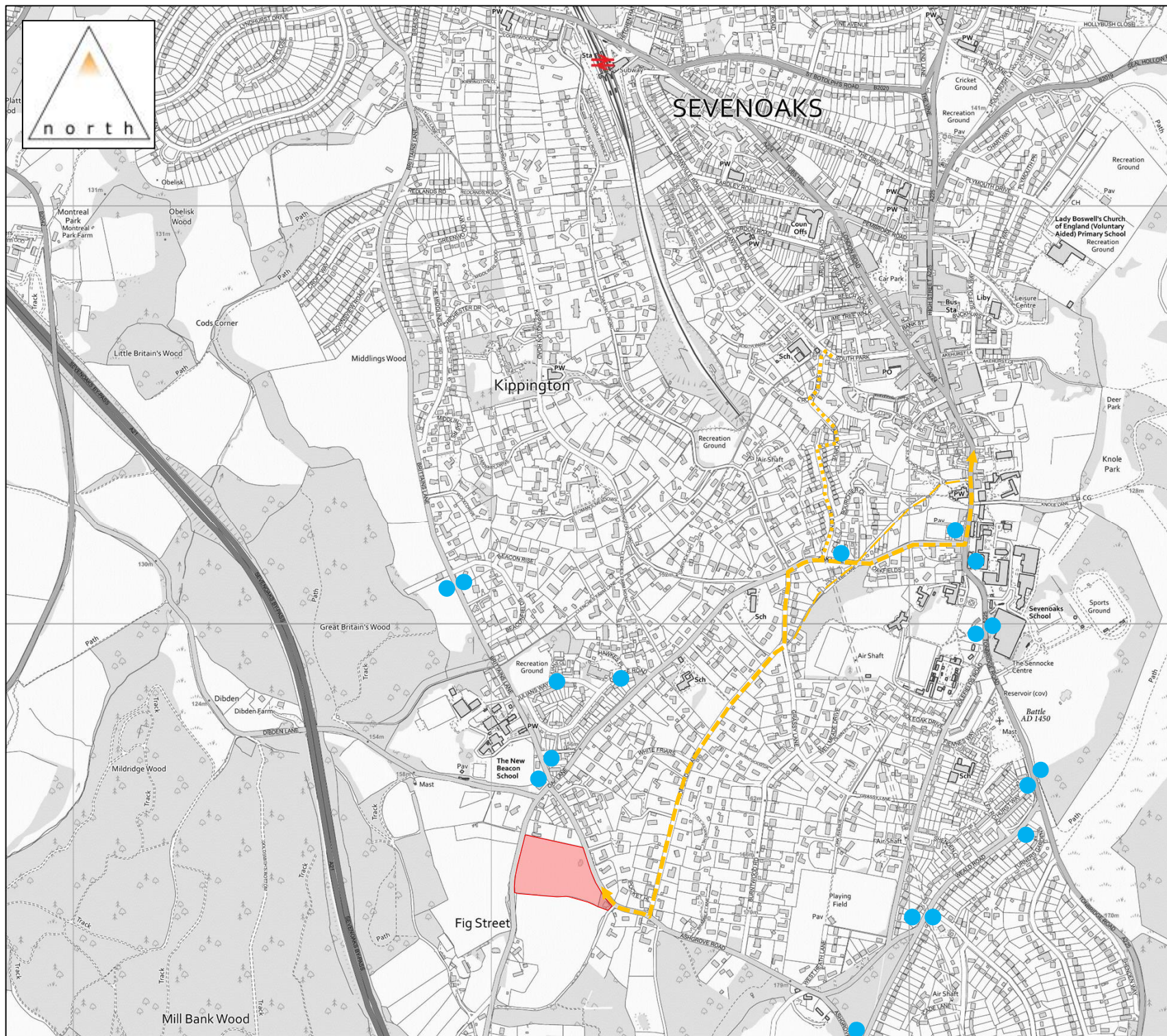
**E00124173**

Mode	AM (08:00-09:00)			PM (17:00-18:00)			Daily (07:00-19:00)		
	In	Out	Two-Way	In	Out	Two-Way	In	Out	Two-Way
Total People	11	32	42	24	14	38	174	192	365
Total Vehicles	4	12	16	9	5	14	66	73	140
Vehicle Passenger	0	1	1	1	0	1	4	4	8
Cyclists	0	0	0	0	0	0	0	0	0
Pedestrians	0	1	2	1	1	1	6	7	13
Bus	0	0	1	0	0	1	2	3	5
Rail	6	17	23	13	8	20	94	103	197
Other	0	0	0	0	0	0	1	1	3
Check Totals	11	32	42	24	14	38	174	192	365





## **Figures**



#### Legend

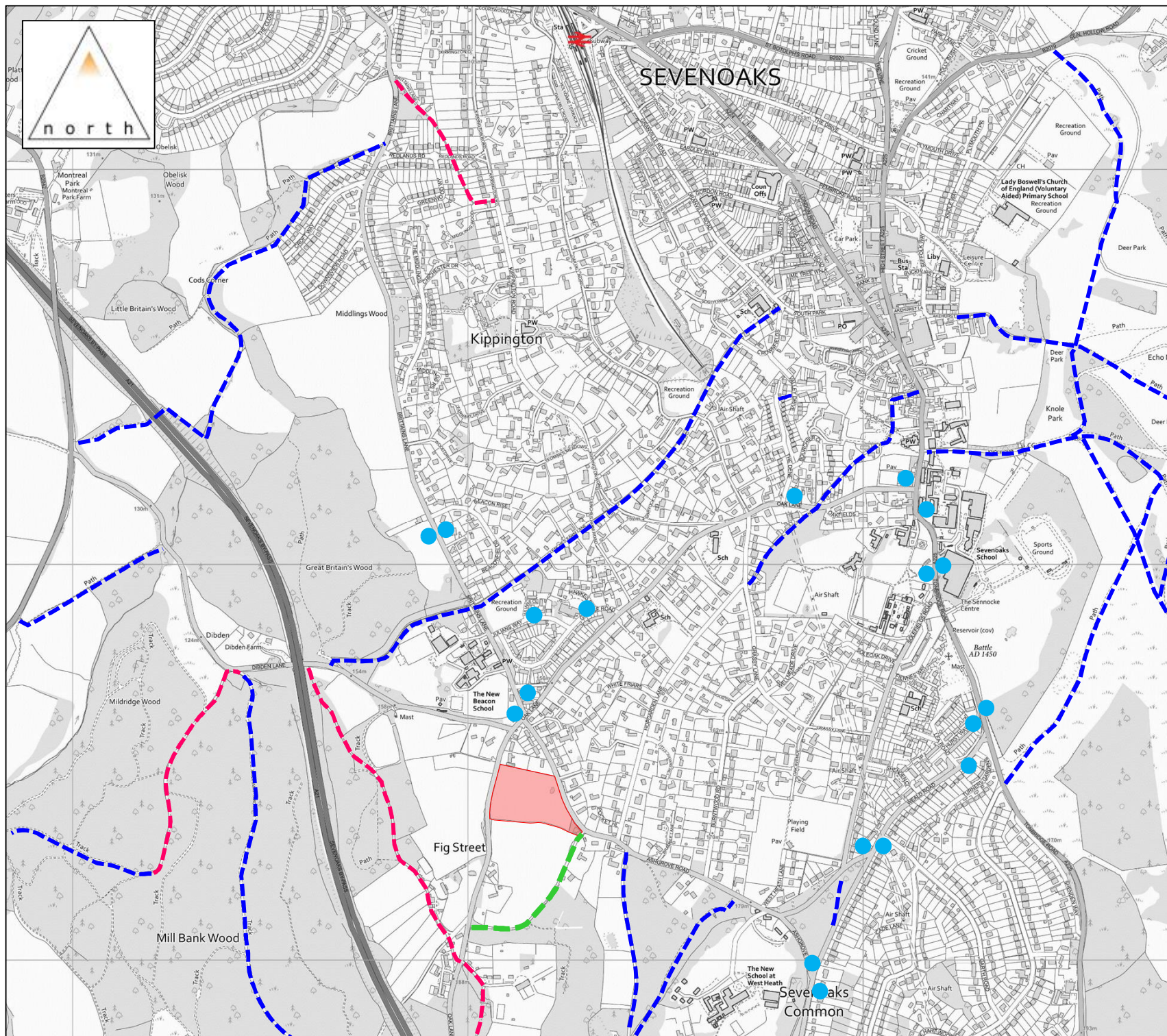
- Site Location
- Bus Stop
- Station
- Pedestrian Route to Sevenoaks

Land at Ashgrove Road,  
Sevenoaks

Figure 3.1 Pedestrian Route to  
Sevenoaks

*Not to Scale*





#### Legend

- Site Location
- Bus Stop
- ≡ Station
- Public Footpath
- Bridleway
- Byway

Land at Ashgrove Road,  
Sevenoaks  
Figure 3.2 Wider Pedestrian  
Network  
*Not to Scale*