Former ALDI, High Street, Hythe

Transport Statement

June 2026

Churchill Living

paulbasham associates

Transport Planning | Travel Planning | Civil & Structural Engineering

MIXED-USE DEVELOPMENT
FORMER ALDI, HIGH STREET
HYTHE

TRANSPORT STATEMENT

CONTROLLED DOCUMENT

Document No:	536.0102/TS/3	
Status:	Final	
	Name	*Date*
Prepared by:	Luke Millar	May 2026
Checked by:	Izzie Drohan	May 2026
Approved by:	Harry Cross	May 2026

Revision Record				
Rev.	*Date*	*By*	*Summary of Changes*	*Aprvd*
2	02.06.26	LOM	Client comments and final plan	IDR
3	10.06.26	LOM	Client comment	

Churchill Living
Churchill House
Parkside
Ringwood
Hampshire
BH24 3SG

Paul Basham Associates Ltd
The Lambourn
Wyndyke Furlong
Abingdon
Oxfordshire
OX14 1UJ

MIXED-USE DEVELOPMENT
FORMER ALDI, HIGH STREET
HYTHE

TRANSPORT STATEMENT

Contents

Figures

Tables

Appendices

1. INTRODUCTION

1.1 This Transport Statement (TS) has been prepared by Paul Basham Associates on behalf of Churchill Living to support a planning application for a mixed-use development comprising a block of 32 Retirement Living apartments, 2 Retirement Living cottages and 179m^2 of retail space at the former ALDI store along High Street, Hythe.

1.2 The location of the development site is displayed in **Figure 1**, with the proposed site layout attached within **Appendix A**.

Figure 1: Site Location

1.3 The site was recently subject to a planning application for the *'Conversion of former Aldi supermarket (to include partial demolition) and erection of a new building to provide 35 residential apartments and 5 commercial units (classes E, F1 and F2), re-configuration of existing car park, enhancement of the Town Square, landscaping, and other associated works'* (application reference: 22/1109/FH), which was originally submitted in July 2022.

1.4 The local highway authority at Kent County Council (KCC) provided no highways objection in July 2022 and maintained this stance in February 2024 following amendments to the proposal. However, in December 2025, the application was disposed of as undetermined.

1.5 The subsequent sections of this Transport Statement (TS) will detail all highways aspects of the proposed development, more specifically, incorporating the following:

- Site Location:
  - A description of the existing site conditions, local road network and surrounding area, as well as an overview of the accessibility of the local area with reference to the pedestrian infrastructure, public transport services and nearby amenities.
- Proposed Development:
  - An outline of the development proposals with a detailed assessment of the highways elements including the access arrangements, parking provision, and fire and refuse strategies, supported by drawings.
- Highway Impact:
  - An analysis of the impact that the development proposals would have on the local road network in relation to trip generation through consulting the TRICS database and parking survey data.
- Summary and Conclusions:
  - A synopsis of the TS regarding the above aspects with an overall conclusion.

1.6 The proposals and this Transport Statement (TS) have been developed to ensure they accord with the local guidance and National Planning Policy Framework (NPPF) (December 2024), specifically adhering to the following NPPF Paragraphs:

- Para 109: Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:
  - making transport considerations an important part of early engagement with local communities;
  - ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;
  - understanding and addressing the potential impacts of development on transport networks;
  - realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;
  - identifying and pursuing opportunities to promote walking, cycling and public transport use; and

- identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.

- Para 115: In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensure that:
    - Sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;
    - Safe and suitable access to the site can be achieved for all users;
    - The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and
    - Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.
- Para 116: Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.
- Para 117: Within this context, applications for development should:
    - Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
    - Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
    - Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
    - Allow for the efficient delivery of goods, and access by service & emergency vehicles; and
    - Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.
- Para 118: 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 vision-led

transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.

1.7 A new draft version of the NPPF has been released in December 2025 but remains in consultation; therefore, the currently adopted version has been applied at the time of writing.

2. SITE LOCATION

2.1 The application site is occupied by a former ALDI store as well as part of Mount Street car park, which is a public car parking comprising 85 parking bays (78 regular bays, 4 disabled bays and 3 EV bays) requiring Pay & Display Monday – Sunday between 0800 – 1800 with a maximum stay of 4 hours during this period. Outside of this period, parking is unrestricted. The former ALDI store closed in 2019 and was relocated to Dymchurch Road, where a larger store was opened.

2.2 Access to the car park is located along Mount Street to the southeast via an in/out arrangement, with the car park operating via a clockwise one-way system. In addition, there is a historic access located on the southern boundary of the site onto Prospect Road in the form of a bellmouth measuring 6m wide, which is currently gated with parking spaces in place across the access. From on-site observations, this arrangements appears to have been in place for many years. The existing conditions of the site are displayed in **Photographs 1** and **2**.

Photograph 1: Historic Access

Photograph 2: Existing Site Conditions

2.3 The site is bound to the north by High Street and an area of public realm, to the west by Bank Street and various commercial units, to the south by Prospect Road and to the east by Mount Street, the car park and residential dwellings.

Local Road Network

2.4 The historic access point to the site is positioned on Prospect Road, which is a single carriageway road measuring approximately 6.75m wide in this location. Prospect Road is subject to a 20mph speed limit; however, the nature and layout of the carriageway means speeds are lower, with speed survey data provided in **Section 3**. Most of Prospect Road in this location is flanked by double-yellow lines to prevent any on-street parking from taking place; however, there is a short extent of dedicated on-street parking marked out on the southwestern corner of the carriageway allowing for approximately 4 cars. This area of parking is restricted to a maximum stay of 1 hour Monday – Saturday between 8am – 6pm with no

return within 2 hours. The existing conditions along this section of Prospect Road are pictured in **Photographs 3** and **4**.

Photograph 3: Prospect Road Existing Conditions

Photograph 4: Prospect Road/A259 Junction

2.5 Although the access was historically in use, it has been closed for some time. As such, a visibility splay assessment has been undertaken to ensure this remains suitably located to serve the proposed development. A 7-day ATC survey has been conducted to establish actual vehicle speeds along the site frontage on Prospect Road. The survey took place between Tuesday 9th September 2025 – Monday 15th September 2025, with two tubes placed along Prospect Road either side of the proposed access location. The results of the 7-day ATC survey are summarised in **Tables 1** and **2**, with the full data attached within **Appendix B**.

	Eastbound	Westbound
Mean Speed	11mph	11mph
85th Percentile	12.9mph	12.8mph

Table 1: 7-Day ATC Speed Survey Results (Eastern ATC)

	Eastbound	Westbound
Mean Speed	9.9mph	10.9mph
85th Percentile	12.1mph	13mph

Table 2: 7-Day ATC Speed Survey Results (Western ATC)

2.6 As expected, the recorded vehicle speeds are very low along the site frontage, with the recorded 85th percentile speeds being 13mph (primary direction) and 12.8mph (secondary direction).

2.7 Immediately to the east of the historic site access, Prospect Road leads onto Mount Street, which is a single carriageway road initially measuring 6.m wide and is subject to a 20mph speed limit. Mount Street is flanked on both sides in its entirety by double-yellow lines to prevent any on-street parking/waiting from occurring. As mentioned, Mount Street provides access to Mount Street car park with separate in and out access points in place. Mount Street also provides access to a dental practice and a small number of residential dwellings. Beyond the access points for Mount Street car park, the carriageway narrows to one-way working with no through traffic to High Street, though pedestrians are able to use this as a connection. The existing conditions along Mount Street are demonstrated in **Photographs 5** and **6**.

Photograph 5: Mount Street Existing Conditoons (Facing West)

Photograph 6: Mount Street Car Park Access Arrangement

2.8 Approximately 25m to the south of the historic access point, Prospect Road is accessed via a give-way junction with the A259, with Prospect Road continuing to the east and Rampart Road to the west. A ghost island right-turn lane is in place to support movements into Prospect Road at this junction. The A259 is the main road providing access in, through and out of Hythe, operating an approximate east – west alignment. Approximately 6km to the east, the A259 provides access into Folkestone. Locally, the A259 is a single carriageway road measuring approximately 7.5m wide and is subject to a 30mph speed limit. Much of the A259 in Hythe is bordered by double-yellow lines to prevent on-street parking, though it should be noted there is a separate section of Rampart Road leading off the A259 120m east of the junction which allows for unrestricted parking. This section of Rampart Road is approximately 100m in length and is one-way operating west to east. The existing conditions along this section of the A259 are shown in **Photographs 7** and **8**.

Photograph 7: A259 Right-Turn Lane to Prospect Road

Photograph 8: A259 Existing Conditions

2.9 Approximately 35m northwest of the historic access point, Prospect Road connects onto both Chapel Street and Bank Street; however, this forms part of an anticlockwise one-way system. No vehicle access onto Chapel Street is allowed in this location, with Chapel Street being a one-way street measuring approximately 3m wide and operating west to east. Chapel Street can instead be accessed via Malthouse Hill located off the A259 280m to the west. The existing conditions along Malthouse Hill and Chapel Street are displayed in **Photographs 9** and **10**.

Photograph 9: Chapel Street Existing Conditions (Facing East)

Photograph 10: Malthouse Hill Existing Conditions (Facing South)

2.10 Bank Street is accessible in this location and leads south to north on a one-way system. Bank Street runs along the western boundary of the site and measures approximately 3m wide, with the road subject to

a 20mph speed limit. The western side of Bank Street is flanked by double-yellow lines to prevent any on-street parking/waiting from taking place, whereas the much of the eastern side is bordered by marked bays including 1 police bay, 2 disabled user bays and space for 2-3 general users. The latter is subject to the same restrictions as the on-street bays along Prospect Road being a maximum stay of 1-hour Monday – Saturday between 8am to 6pm. At the northern end of Bank Street, access is provided onto High Street, with left-turn movements only for vehicles. The existing conditions along Bank Street are pictured in **Photographs 11** and **12**.

Photograph 11: Bank Street Existing Conditions (Facing North)

Photograph 12: Bank Street Junction with High Street

2.11 High Street is a one-way road operating on an approximate east to west alignment and measures approximately 4m wide. High Street is subject to a 20mph speed limit, though speeds are expected to be lower due to the high pedestrian presence and narrow carriageway. There are traffic calming features in place to reduce vehicle speeds with raised pedestrian crossings and surface changes, creating a pedestrianised environment. There is also a 350m extent of High Street between the Douglas Avenue junction and Bank Street junction which is subject to a pedestrian zone Monday – Saturday between 11am to 3pm, with a gate and signage in place at the eastern end to enforce this. Most of High Street is flanked by double-yellow lines to prevent on-street parking/waiting, though are some sections of dedicated on-street bays allowing for parking which are restricted to a maximum of 1-hour Monday – Saturday between the hours of 8am to 11am and 3pm – 6pm, noting that this is subject to the pedestrian zone restrictions between 11am – 3pm on these days. The existing conditions along High Street are demonstrated in **Photographs 13** and **14**.

Photograph 13: High Street No Access and Raised Pedestrian Crossing

Photograph 14: High Street Existing Conditions (Facing East)

Pedestrian and Cycle Infrastructure

2.12 The existing pedestrian and cycle infrastructure in the vicinity of the site offers an excellent opportunity to encourage sustainable travel to future residents and visitors of the proposed development and reduce private vehicle travel. Prospect Road is flanked on both sides by well-lit footways measuring in excess of 2m wide throughout. The footways along Prospect Road are continuous onto the connecting roads including the A259 to the south, Mount Street to the east and both Chapel Street and Bank Street to the northwest. The footways along Prospect Road are displayed in **Photographs 15** and **16**.

Photograph 15: Prospect Road Footway (Northern Side)

Photograph 16: Prospect Road Footway (Southern Side)

2.13 Along Mount Street, there is a 2m wide footway running along the northern side of the carriageway providing access into Mount Street car park at the eastern end. Beyond the access points to Mount Street car park, there are footways flanking both sides of the carriageway which continue onto High

Street to provide a convenient connection for pedestrians, though these do significantly narrow to around 1m. Nevertheless, as this is a no-through road, pedestrians are able to utilise the carriageway at this point too. The pedestrian infrastructure along Mount Street is pictured in **Photographs 17** and **18**.

Photograph 17: Mount Street Footway (Northern Side)

Photograph 18: Mount Street Pedestrian Connection to High Street

2.14 There are also 2m wide and well-lit footways along both sides of the A259 in the locality of the site, with the footways continuing on from both Prospect Road and Mount Street. For the former, there is also a separate pedestrian connection measuring in excess of 7.5m wide from the southwestern corner of Prospect Road to Rampart Road (A259). Due to the strategic nature of the A259, the road also benefits from extensive pedestrian crossing infrastructure, with the most notable being a signalised crossing positioned on Rampart Road (A259) approximately 20m west of the Prospect Road junction comprising dropped kerbs, tactile paving and road markings. There are further signalised crossings along Prospect Road (A259) to the east of the junction including a crossing point adjacent to the Waitrose & Partners store, as well as 550m to the west on Military Road (A259) close to the Sainsbury's supermarket. In addition, there is a zebra crossing facility along the A259 240m to the west comprising a refuge island with dropped kerbs, tactile paving, bollards, Belisha beacons and barriers along the northern side. The various pedestrian infrastructure along the A259 are pictured in **Photographs 19 – 22**.

Photograph 19: A259 Footway (Northern Side)

Photograph 20: A259 Signalised Crossing

Photograph 21: Pedestrian Connection between Prospect Road and Rampart Road (A259)

Photograph 22: A259 Zebra Crossing

2.15 The local area also benefits from excellent leisure routes along the Royal Military Canal, which can be accessed from the A259 70m south of the site. This comprises multiple shared footway/cycleways measuring in excess of 3m wide, with similar paths also in place on the opposite side of the canal. The routes benefit from numerous resting points comprising benches for seating as well as well-kept landscaping and trees for cover, offering an attractive leisure route for future residents. These paths and infrastructure are shown in **Photographs 23** and **24**.

Photograph 23: Shared Footpath/Cyclepath by Royal Military Canal (Facing West)

Photograph 24: Public Seating and Landscaping Features by Royal Military Canal

2.16 To the northwest of the site, the footways along Prospect Road continue onto Chapel Street and Bank Street, though they significantly narrow along the former due to the nature of the road and buildings fronting the carriageway. On Bank Street there are footways bordering both sides of the carriageway measuring 1.5m wide on the western side and 2m along the east. These footways are continuous on both sides onto High Street to the north. There are dropped kerb/tactile paving facilities at the junctions for both Chapel Street and Bank Street with Prospect Road. The pedestrian infrastructure along both roads are displayed in **Photographs 25** and **26**.

Photograph 25: Bank Street Footway (Facing North)

Photograph 26: Bank Street/Prospect Road Pedestrian Crossing and Chapel Street Footway

2.17 High Street benefits from excellent pedestrian infrastructure to create a safe and attractive environment for pedestrians accessing the various local amenities. There are footways bordering both sides of the road which are well-lit and continuous throughout, with the footways varying width from 1m – 2m. As previously mentioned, High Street also benefits from numerous raised pedestrian crossing facilities, which comprise carriageway narrowing, bollards and a change of surface. There is also seating in place throughout the High Street to allow for resting including within the public realm area immediately adjacent to the north of the site, which fronts the proposed retail units.

2.18 As outlined previously, there is an approximate 350m extent of High Street between the Douglas Avenue junction and Bank Street junction which is subject to a pedestrian zone Monday – Saturday between 11am to 3pm, with a gate and signage in place at the eastern end to enforce this. This creates a safe and attractive pedestrian environment during the key shopping periods during the day, particularly for the demographic of the proposed development. The various pedestrian infrastructure along High Street is illustrated in **Photographs 27 – 30**.

Photograph 27: High Street Footway (Facing East)

Photograph 28: High Street Public Realm

Photograph 29: High Street Raised Pedestrian Crossing

Photograph 30: High Street Footway (Facing East)

2.19 Furthermore, within the proximity of the site there are numerous Public Rights of Way (PRoW) connections. The most notable PRoW routes are HB56, HB57 and HB58, which comprise the aforementioned paths along the Royal Military Canal. Other key routes include the connections from High Street which comprise PRoW routes HB44, HB45, HB46, HB52 and HB53 amongst others. The PRoW network, with respect to the proposed development, is shown in more detail in **Figure 2**.

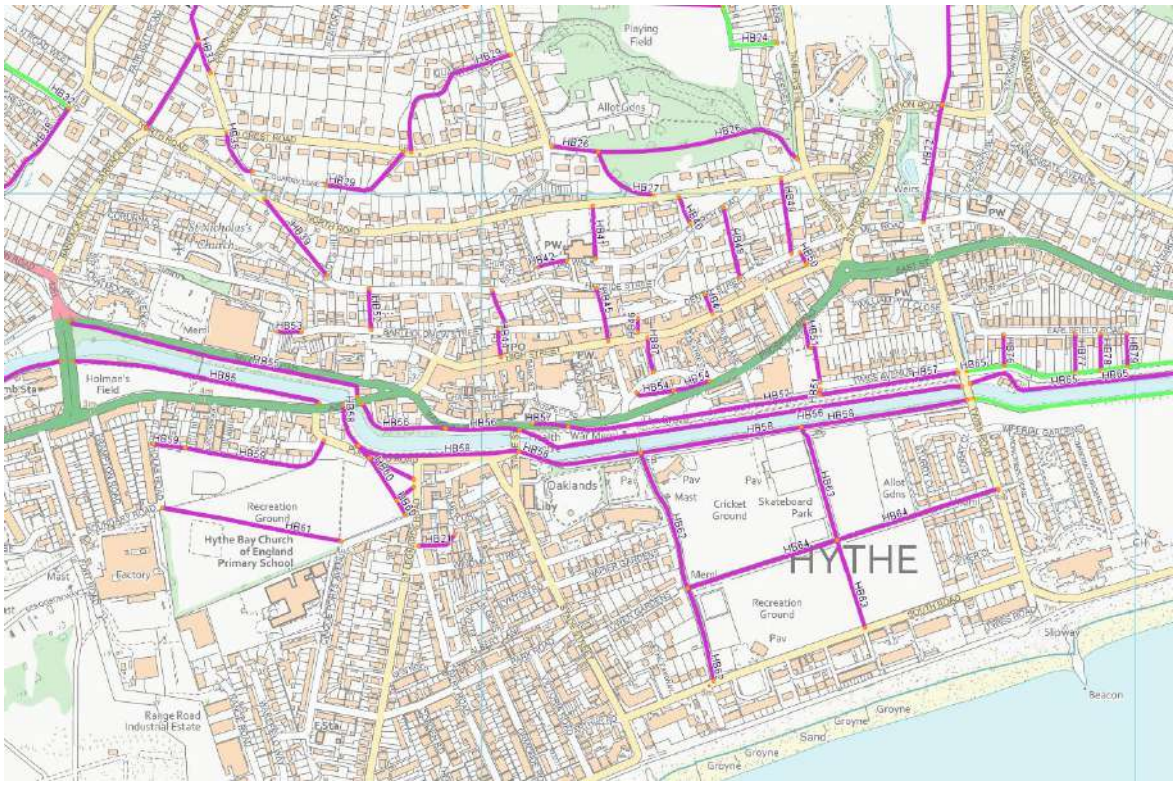


Figure 2: Public Rights of Way (PRoW) Network (Source: Kent County Council)

2.20 The location of the site in relation to the local amenities within the town centre coupled with the extensive pedestrian infrastructure set out above creates an excellent opportunity to encourage walking as a main mode of travel to future residents and local visitors. **Figure 3** outlines the areas surrounding the site that can be reached within a 5-minute (orange), 10-minute (red) and 15-minute (blue) walk, demonstrating the highly accessible nature of the site with the entirety of Hythe town centre reachable as well as beachfront.

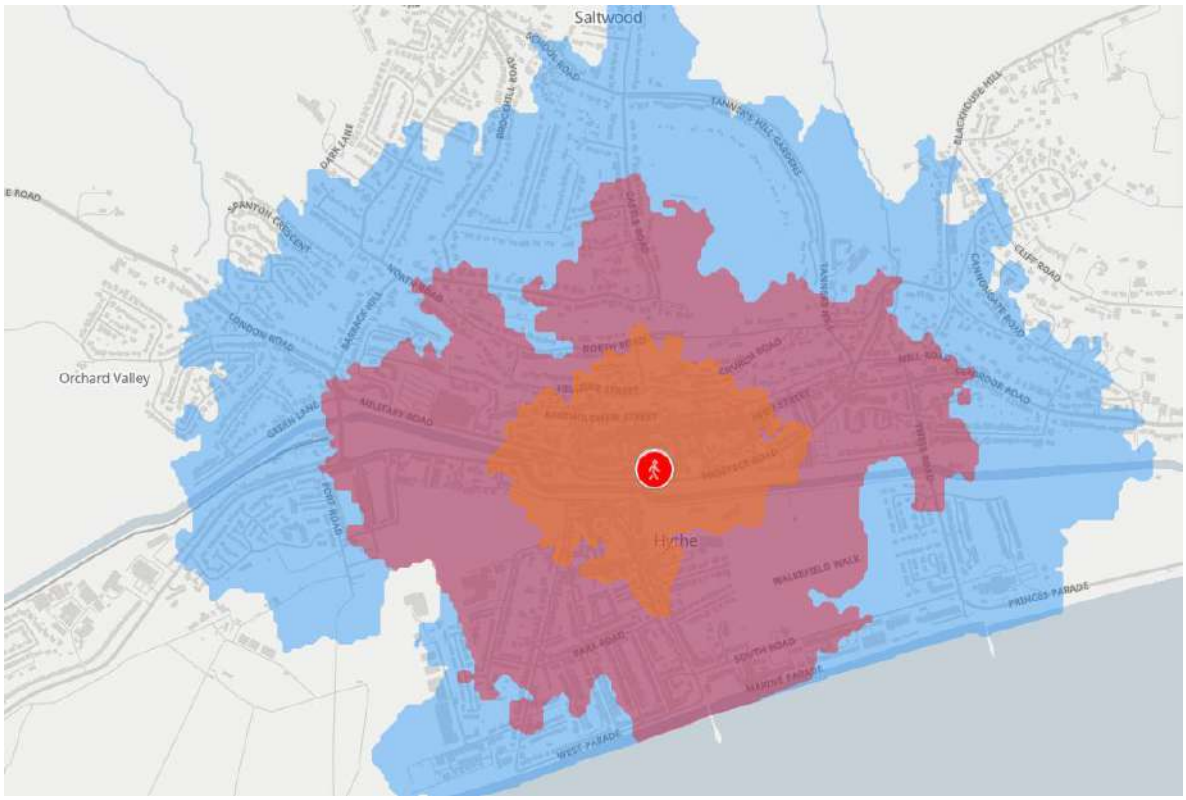


Figure 3: Walking Isochrone Map (Source: TravelTime.com)

2.21 Although the age-restricted and specialist nature of the proposed development is such that there is unlikely to be an uptake in cycling by future residents, there is infrastructure in place on the wider network to encourage cycling where possible. As previously outlined, there are shared footway/cycleways along both sides of the Royal Military Canal, which offer safe and attractive cycle routes across Hythe. Furthermore, the path along the southern side of the Royal Military Canal forms part of National Cycle Network (NCN) Route 2, which regionally offers a cycle connection through Hythe to Folkestone and Dover to the east, and Hastings to the southwest.

2.22 In addition, the town centre is conducive to cycle activity due to the low-speed roads, one-way systems and non-vehicular zones. There are also cycle parking facilities available throughout the town centre, including within Mount Street car park and along High Street and Malthouse Hill. Examples of the cycle parking facilities are pictured in **Photographs 31** and **32**.

Photograph 31: Mount Street Car Park Cycle Parking Facilities

Photograph 32: Malthouse Hill Cycle Parking Facilities

2.23 Overall, it is evident that the location of the site aligns with Chapter 9 'Promoting sustainable transport' of the latest National Planning Policy Framework (NPPF) (December 2024) as it allows for opportunities to promote walking and cycling to and from the proposed development, which in turn would allow for the creation of a sustainable development.

Public Transport

2.24 There are also excellent public transport connections available within the vicinity of the site, offering future residents and visitors with further alternative sustainable transport options. The nearest bus stops to the site are positioned along Prospect Road (A259) 110m (2-minute walk) southeast of the site for westbound travel and 230m (3-minute walk) east of the site for eastbound travel. Both bus stops are formed of a flagpost with a printed timetable, sheltered seating, a layby with road demarcations and Kessel kerbs, as demonstrated in **Photographs 33** and **34**.

Photograph 33: Prospect Road (A259) Bus Stop (Westbound)

Photograph 34: Prospect Road (A259) Bus Stop (Eastbound)

2.25 Both bus stops are served by multiple services to key destinations including Folkestone, Dover, Canterbury and Ashford. A full summary of the services available from the local bus stops is provided in Table 2.

Service	Bus Operator	Bus Route	Frequency		
			Mon-Fri	Sat	Sun
10/10a	Stagecoach	Folkestone – Sandgate – Shorncliffe – Seabrook – Hythe – Saltwood – Sandling – Lympne – Sellindge – Willesborough – Ashford	Hourly	Hourly	No Service
18	Stagecoach	Hythe – Saltwood – Sandling – Stelling Minnis – Nackington – Canterbury	Every 2-hours	Every 2-hours	No Service
102	Stagecoach	Folkestone – Seabrook – Hythe – Dymchurch – New Romney – Lydd	Hourly	Hourly	Hourly
103	Stagecoach	Folkestone – Seabrook – Hythe – Dymchurch – New Romney – Greatstone-on-Sea – Lydd	Hourly	Hourly	Hourly
104	Stagecoach	Hythe – Sandgate – Folkestone – West Hougham – Dover	Every 30-minutes	Every 30-minutes	Every 30-minutes

Table 2: Summary of Local Bus Service

2.26 As outlined in Table 2, there are multiple bus services available from the nearby bus stop offering sustainable transport to several key destinations, all of which offer frequent services into Folkestone, Dover, Canterbury and Ashford. Although the majority of key amenities are available within walking distance of the site in Hythe town centre, the above bus services offer future residents the option to travel sustainably to other key destinations for leisure purposes, as well as benefiting any visitors to the site from these destinations; consequently, reducing the overall necessity for car ownership at the proposed development.

2.27 Furthermore, as the average age of entry for a Churchill Living resident is 79 years, it is anticipated that all residents would be eligible for an older person's bus pass. This would grant residents free bus travel, an incentive for utilising public transport instead of owning a car, which would be promoted to residents.

2.28 The public transport connections in the local area also support Chapter 9 'Promoting sustainable transport' of the latest NPPF (December 2024) as there are opportunities to promote public transport and offer a choice of travel modes, creating a sustainable development.

Accessibility to Local Amenities

2.29 The CIHT document 'Planning for Walking' (April 2015) references 'Building Sustainable Transport into New Developments' (DfT, 2008) stating that 'Walking neighbourhoods are typically characterised as having a range of facilities within 10 minutes' walking distance (around 800 metres)'.

2.30 Additionally, the CIHT document 'Planning for Walking' (April 2015) identifies that whilst the number of pedestrian journeys is decreasing, 'the average length of pedestrian journeys increased slightly from 0.7 miles to 0.85 miles' from 1985 to 2007 (page 6). This equates to an average length of pedestrian journeys of 1,386m. The average duration also increased from 15-minutes to 17-minutes.

2.31 The location of the site in proximity to the local amenities offers an excellent opportunity to develop a sustainable development. A summary of the amenities that would be of interest to the demographic of the proposed development within the locality of the site is presented within **Table 3** below.

Amenity	Approximate Distance	Approximate Walking Journey Time
Taste of Kathmandu (Restaurant)	20m	1-minute
Country Dental & Implant Clinic	45m	1-minute
Bus Stops	110m – 230m	2-3-minutes
Iceland (Supermarket)	120m	2-minutes
Oaklands Health Centre	140m	2-minutes
Paydens Pharmacy	140m	2-minutes
Nationwide (Bank)	170m	2-minutes
Costa Coffee (Café)	170m	2-minutes
The White Hart (Public House)	190m	3-minutes
Hythe Library	200m	3-minutes
Waitrose & Partners (Supermarket)	350m	5-minutes

Table 3: Summary of Local Amenities

2.32 As set out in **Table 3**, there are numerous key amenities available within walking distance of the proposed development site that would be of important use daily for future residents, including the nearby health centre, pharmacy and supermarkets. The high accessibility credentials of the site is evidenced by all the amenities listed in **Table 3** being located within the 800m/10-minute walking distance for the area to be characterised as a 'walking neighbourhood' as per DfT's guidance within 'Building Sustainable Transport into New Developments' (DfT, 2008).

2.33 Additionally, all of the walking time durations set out within **Table 3** are significantly less than the average time of 17-minutes outlined within CIHT's 'Planning for Walking' document (April 2015), which confirms that the local amenities are within walking distance of the site. **Table 3** also only includes a selection of the available amenities in the local area, with many more also situated within similar distances throughout Hythe town centre – most notably along High Street.

2.34 Notwithstanding the array of local amenities, the local bus services also provide the opportunity for future residents to travel sustainably to other key destinations, most notably Folkestone, where further facilities are available including shopping centres, leisure facilities and food outlets.

Department for Transport (DfT) Connectivity Tool

2.35 In order to explore the connectivity of the site further, the DfT Connectivity Tool has been utilised which combines transport and land-use data to generate a national connectivity score for England and Wales, helping planners and decision-takers consider access to jobs, schools, healthcare and other everyday services by walking, cycling, public transport and driving. For the whole of England, the proposed site scores 66/67 out of 100, which suggests the site is within the top 35% for accessibility in the country. Whereas within Folkestone & Hythe, the site scores an A which deduces that the site is considered to be of the highest accessibility in the district. The proposed site output is outlined within **Figures 4** and **5**.

Figure 4: Connectivity Tool Overall Score

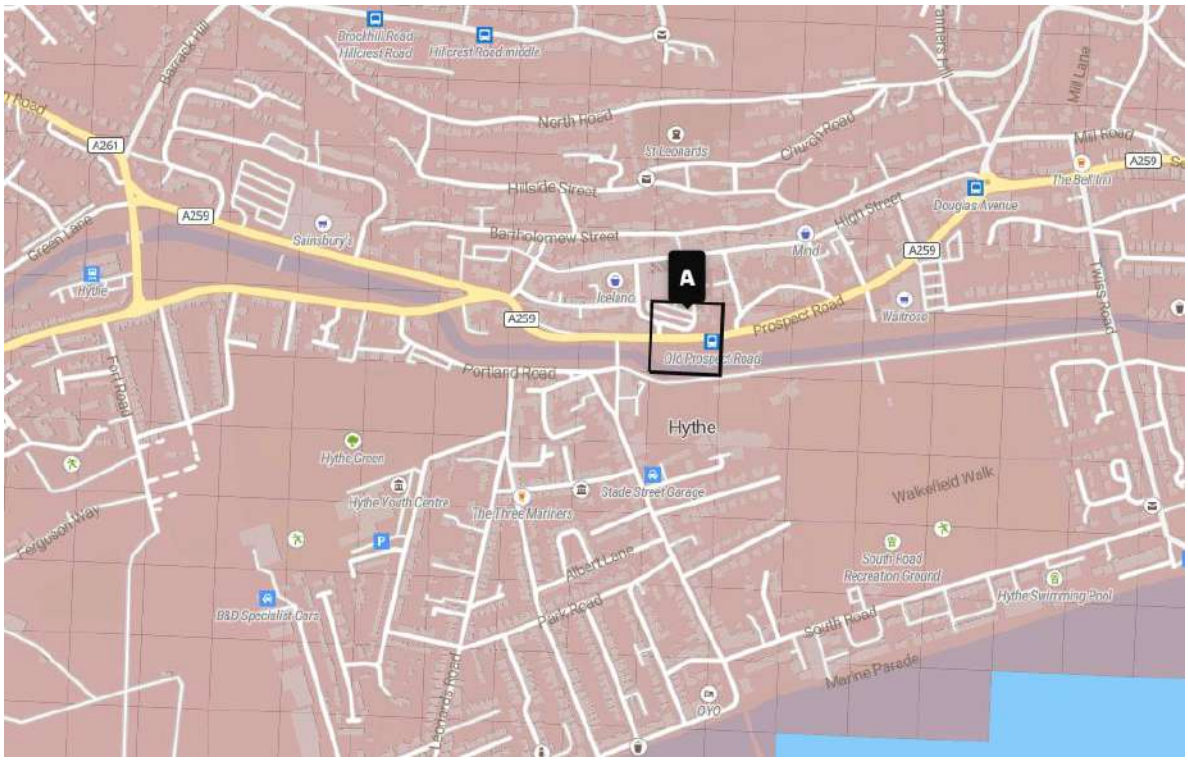


Figure 5: Connectivity Tool Local Authority Banding

2.36 Overall, the location of the proposed development site offers an excellent opportunity to create a sustainable development when considering the excellent pedestrian links to support movement to the array of local amenities within Hythe town centre. In addition, the availability of frequent bus services to facilitate sustainable transport to destinations further afield, i.e. Folkestone, Hastings and Dover, will greatly benefit future residents. As such, the location of the site would result in a reduced need for future residents to own a private vehicle as well as lowering the need for any visitors to drive to the development.

Personal Injury Accident (PIA) Data

2.37 In order to assess the safety and operational situation of the existing local road network, Personal Injury Accident (PIA) data has been obtained from the Department for Transport's (DfT's) Mapping Application for Visualising Road Injury Casualties (MAVRIC) for the most recent 5-year period between 01/01/2020 – 31/12/2024. Patterns in the data can be assessed with regards to the frequency, proximity and distribution of accidents that have occurred in the locality of the site. All incidents to have occurred within a 300m distance of the western site access within the specified 5-year period are indicated within Figure 6.

Figure 6: Personal Injury Accident (PIA) Data 01/01/2020 – 31/12/2024 (Source: DfT's MAVRIC)

2.38 As displayed in **Figure 6**, there have only been 6 incidents within 300m of the site across the most recently recorded 5-year period (01/01/2020 – 31/12/2024), equating to just over 1 incident per year. This is considered to be a very low frequency for a town centre location. In addition, none of the incidents that occurred were fatal, with 4 classified as slight and 2 as serious. Most incidents took place away from the site, with zero incidents occurring in close proximity to the historic access on Prospect Road. The nearest incident to this access took place along Mount Street 120m to the northeast.

2.39 Overall, when considering the low frequency of incidents to have occurred within 300m of the site inside the recently recorded 5-year period (01/01/2020 – 31/12/2024), the absence of any incidents in the immediate location of the site and the general severity of the incidents to have occurred, it is concluded that there is no significant accident history within the vicinity of the site which would impact or be exacerbated by the proposed development.

3. PROPOSED DEVELOPMENT

3.1 The proposals are for a mixed-use development comprising a block of 32 Retirement Living apartments, 2 Retirement Living cottages and 179m^2 of retail space at the former ALDI store along High Street, Hythe.

3.2 The proposed site plan is attached within **Appendix A**, with the accommodation schedule presented within **Table 4**.

Unit Type	Unit Number
1-bedroom apartment	22
2-bedroom apartment	10
2-bedroom cottage	2
Total	**34**

Table 4: Accommodation Schedule

3.3 Whilst typically classified as C3 use, Churchill Living developments are specifically designed to provide independent retirement living accommodation in a safe and warm environment. Developments consist of individual apartments; however, there are some communal facilities including a lounge and guest suite where friends or visitors can stay when visiting. A lodge manager is employed with no additional full-time staff employed. Whilst there is an age restricted condition preventing ownership below the age of 60, the typical age of entry is 80 years and partners aged 55 or older can also move into an apartment. Therefore, whilst the site is C3 in use, it operates very differently to open market housing with unique parking demands and trip generation patterns.

Access Arrangements

3.4 As previously detailed, the site is currently accessed solely from Mount Street via an in/out arrangement for Mount Street car park, which previously served the former ALDI store, with the ingress located to the south and the egress to the north both in the form of bellmouths measuring 3.7m wide. As previously stated, there is a historic access located on the southern boundary of the site onto Prospect Road in the form of a bellmouth measuring 6m wide, which is currently gated with parking spaces in place across the access. From on-site observations, this access appears to have been unused for many years.

3.5 The proposals intend to reinstate the historic access on Prospect Road to support movement for the Retirement Living aspect of the development. The access would be reopened as existing in the form of

a bellmouth measuring 6m wide, which is sufficient to support two-way vehicle movement as demonstrated within **Appendix C**. Access to Mount Street car park will remain as existing.

3.6 In order to inform the visibility splay assessment, the recorded 85th percentile speeds along Prospect Road set out in **Tables 1** and **2** have been utilised, which allows for significantly reduced visibility splays in both directions based on Manual for Streets (MfS) calculations. On this basis, a visibility splay assessment has been completed with splays measuring 2.4m x 14.9m in the primary direction and 2.4m x 14.7m in the secondary direction. As displayed within **Appendix C**, sufficient visibility can be achieved in all directions.

3.7 Overall, given the absence of any significant accident history coupled with the low vehicle speeds recorded as well as the insignificant number of vehicle movements proposed (detailed in **Section 4**), it is considered that the proposed vehicular access arrangements are safe and suitable.

3.8 Internally, the access road will remain 6m wide including a flush 1.2m wide shared surface path to support pedestrian movement within the car park. Pedestrian access to the Retirement Living apartments and commercial/retail units is proposed directly from the main access via Prospect Road within the car park for the development and High Street. Whereas pedestrian access to the 2 Retirement Living cottages will be provided via dedicated footway access from Mount Street measuring 1.1m – 1.2m wide.

3.9 Although it is noted that 2m is the normal minimum width that should be provided, the Department for Transport (DfT) document 'Inclusive Mobility' (December 2021) states in Section 4.2:

"Where there is an obstacle, such as lamp columns, sign posts or electric vehicle charging points, the absolute minimum width should be 1000mm, but the maximum length of such a restricted space should be 6 metres."

3.10 Due to site constraints and considerations of other elements including the cottages footprint and garden space, car park, landscaping and the existing walls, the 1.1m – 1.2m width of proposed footway in this location is deemed appropriate in this instance over a short distance.

3.11 Overall, it is considered that safe and suitable vehicular and pedestrian access would be provided to serve the proposed development based on the nature and scale of the proposals.

Car Parking

3.12 As previously set out, the site is situated in a highly accessible location with excellent access to public transport connections as well as being positioned within walking distance of several key amenities

within Hythe town centre. Future residents are also expected to benefit from being able to claim a concessionary bus pass and therefore be more likely to utilise the local bus services and less likely to own a private vehicle.

3.13 To determine a suitable car parking provision for the proposed Retirement Living units, Kent County Council's Design Guide has been consulted, which is understood to contain the latest adopted local parking standards. The residential car parking standards are outlined within Table 1 of this document and are separated based on dwelling type and location. For 1 & 2 bedroom flats/houses within a city/town centre location, 1 space per unit is required as the minimum standard. For the 34 Retirement Living dwellings (32 apartments and 2 cottages), 34 car parking spaces would be required.

3.14 This level of car parking is considered excessive when taking into account the location of the site as well as the nature of the proposals and average age of the typical residents. As such, independent research into the average parking demand at existing Churchill Living developments has been interrogated. The data was collected in 2023 from 20 comparable Churchill Living developments across the country and outlines that the average parking demand at existing Churchill Living sites is 0.28 spaces per unit, equating to a demand for 10 car parking spaces for the proposed 34-units. The full independent Churchill Living parking data can be found within Appendix D.

3.15 All Churchill Living development sites are chosen to be in sustainable locations near to key amenities and public transport links. As such, all developments surveyed as part of the independent research are located in comparable places to the proposed scheme in Hythe, which as previously outlined is positioned within walking distance of a variety of local amenities as well as frequent public transport connections to reduce car ownership needs.

3.16 It is proposed that 11 car parking spaces are provided for the 32-apartments, equating to a parking provision of 0.34 spaces per unit. Although this does represent a shortfall against the local standards, this is above the average parking demand of 0.28 spaces per unit identified at existing Churchill Living developments and is therefore considered suitable to meet the expected demand without resulting in any overspill onto the local road network. In addition, an identical parking ratio of 0.34 space unit was recently approved in Kent for a similar Churchill Living development at 154 And 156 New Hythe Lane, Larkfield (application reference: 22/02547/FL), which agreed 11 car parking spaces for 32-apartments at a ratio of 0.34 spaces per apartment.

3.17 Furthermore, it should be documented that as part of the previous planning application for 35 residential apartments, 28 designated spaces were proposed, which is also a shortfall against the local standards. However, the submitted Transport Statement outlined that a parking allocation below 1 per

unit was agreed with Kent County Council highways officers as part of pre-application scoping discussions due to the site's position within a highly accessible town centre location. This confirms the local highway authority's stance that this is a highly accessible location and that a reduction against the local parking standards is reasonable in this location, and a further reduction against the standard should also be appropriate based on the nature of the apartments being age restricted retirement apartments as opposed to full open market C3 dwellings.

3.18 For the 2 cottages, it is proposed that 2 car parking spaces are provided in line with the local standards.

3.19 Consequently, considering the highly accessible location of the development site, the specialist and age-restricted nature of the proposals, and that the proposed provision for the apartments is in excess of the average demand at other Churchill Living sites, it is concluded that the proposed car parking provision is sufficient to serve the proposed development.

3.20 For the proposed retail uses (179m^2), the required number of spaces would be dependent on the specific use which is currently unknown; however, it is anticipated that any visitors to the retail units would already be within the town centre and would utilise the local public car parks, including Mount Street, as per the previous planning application.

3.21 A possible reconfiguration of Mount Street car park could be carried out following the proposals due to the reduction in parking. One possible solution to this would be to provide a total of 42 car parking spaces, of which 3 would be designated as disabled bays. In total, this is a reduction of 43 car parking spaces against the existing 85 bays. This level of reduction is identical to that of which was proposed as part of the previous application, which was accepted by the local highway authority at KCC, who did not raise any concerns with this level of public parking loss. This level of parking loss was justified through a parking survey, with full details on this justification set out in **Section 4**. In addition, 4 motorcycle/two-wheeler spaces will be provided. The potential reconfiguration of Mount Street car park is illustrated within **Appendix E**.

3.22 Kent County Council's design guide also outlines the relevant design standards to be complied with for parking layouts. Standard perpendicular car parking bays must measure a minimum of 2.5m (width) x 5.0m (length) with a 6m aisle width, with any bays in front of structure extended to a length of 6m. All Blue Badge holder bays must measure a minimum of 2.5m (width) x 5.5m (length) with an additional 1.2m of hatching to the side and rear of the space. For echelon car parking bays, there needs to be a minimum width of 3m for 1-way movement and 5.4m for 2-way movement.

3.23 All parking across both the proposed Retirement Living development site plan and potential reconfigured Mount Street car park plan has been designed in line with the above standards. Swept path analysis has been conducted to ensure that suitable vehicle movement can be accommodated throughout across both car parks, with the sufficient vehicle tracking displayed in **Appendix F**.

Cycle Parking

3.24 Mobility scooter storage has been made available for the apartments within a secure and covered external store, with space for up to 10 buggies. The independent research undertaken by Churchill Living also outlines the average number of buggy movements per unit per day, which is 0.1. This would equate to a total of 3 mobility scooter movements (arrivals and departures) for the proposed 32 apartments, suggesting a maximum demand of 3 buggy spaces at any one time. As such, the proposed secure and covered external mobility scooter store would be sufficient to accommodate the expected demand with excess capacity. For the 2 cottages, it is proposed that any mobility scooters owned could be stored within the curtilage of each property.

3.25 Table 25 of Kent County Council's Parking Standards document outlines the minimum cycle parking requirements for each use, with specific standards provided C3: Sheltered Accommodation use. This requires 1 space per 5 units, which for a 34-unit Retirement Living scheme would equate to a need for 7 cycle parking spaces.

3.26 As with the car parking provision, the local standards are deemed excessive; therefore, the Churchill Living data has once again been referred to. The data outlines that the average number of cycle movements per unit per day is 0.007, which would equate to less than 1 cycle movement for the proposed 34-units. In addition, relevant data is also provided within LTN 1/20 Cycle Infrastructure Design (2020) Chapter 11, with Table 11-1 detailing the cycle parking requirements for specific land uses, including residential provision (Sheltered/Elderly Housing/Nursing Homes). This data outlines a provision of 0.05 cycle spaces per apartment for short-stay and 0.05 cycle spaces per bedroom for long-stay, which would equate to 2 short-stay cycle spaces and 3 long-stay for the proposed 34-units (22 one-bed and 12 two-bed).

3.27 On this basis, it is anticipated that the secure and covered internal mobility scooter store would be utilised for flexible, secure and covered storage of both mobility scooters and bicycles for the apartments, with ample space to meet the expected demand of both uses based on the operator and LTN 1/20 data. For the 2 cottages, it is again expected that any demand can be accommodated within the curtilage of each individual dwelling.

Emergency and Servicing Strategies

3.28 A fire tender is required to get within 18m of the dry riser systems provided within the proposed apartment block and 45m of all parts of each individual cottage in order to meet Building Regulations (Document B) standards. In order to comply with these Building Regulations (Document B) standards, a fire tender would be required to access the site. As demonstrated within Appendix G, a fire tender is able to enter, turn and exit the site in a forward gear suitably whilst getting within 18m of the dry riser system for the apartment block and 45m of all parts of each cottage.

3.29 The Transport Statement submitted as part of the previous application detailed that a loading bay would have been provided on Bank Street to serve the retail units and for refuse collection for all uses, in place of the existing parking bays along the eastern side of the carriageway, which would have resulted in the loss of 3 on-street parking spaces and 1 police bay, with the retention of 2 Blue Badge holder bays. This was considered acceptable by KCC Highways at the time, with the local highway authority not raising any concerns with this arrangement and the loss of parking. As such, a similar arrangement is proposed for servicing (refuse and deliveries) as part of the proposed development, with a dedicated loading bay to be provided along Bank Street in the location of two existing on-street parking disabled user bays, a similar arrangement to the previous application, with 1 less bay being lost.

3.30 For refuse collection, a refuse vehicle is required to get within 10m of the proposed refuse stores and 25m of the bin collection points for each cottage to comply with the maximum drag distance of Eurobin for a refuse operative as per Manual for Streets (MfS) guidelines. For the Retirement Living apartments, the proposed refuse store is located immediately adjacent to the proposed loading bay on Bank Street, allowing for refuse operatives to access the store and complete collection in line with MfS standards. Swept path analysis for the refuse vehicle accessing this loading bay has been completed, as displayed in Appendix G. Whereas for the 2 cottages, refuse collection is proposed to the east via Mount Street, which ties in with the existing situation for the adjacent properties along this section of Mount Street.

3.31 For the retail units, the occupants of these units would be required to drag their bins from the refuse store to carriageway on High Street for collection. This arrangement would be in keeping with the existing arrangement for all other retails units along High Street. Any deliveries for the retails units would also take place along High Street as per the existing arrangement.

3.32 Therefore, suitable emergency and servicing strategies would both be in place at the proposed development, ensuring that both arrangements can be carried out safely and appropriately.

4. HIGHWAY IMPACT

4.1 The subsequent section of this Transport Statement (TS) calculates the likely vehicular trip generation rate associated with the proposed development through applying the trips rates accepted by Kent County Council (KCC) as part of the recent planning application (application reference: 22/1109/FH) and consulting the TRICS database for the proposals.

4.2 In addition, analysis into the wider highway impact as a result of reducing the scale of Mount Street car park has been conducted through the completion of a parking survey, which will also be discussed within this section.

Former Trip Rates

4.3 Firstly, in order to establish the likely trip rate of the former ALDI store, the trip rates submitted as part of the recent planning application (22/1109/FH) at the site, which were accepted by KCC Highways, have been reapplied. The accepted trip rates for the former ALDI store are set out in **Table 6**.

	AM Peak (0800-0900)			PM Peak (1700-1800)			Daily Trips
	Arrivals	Departures	Total	Arrivals	Departures	Totals	
A1 Discount Food Store Trip Rate (per 100sqm)	2.110	1.272	3.382	4.249	4.654	8.903	95.889
ALDI Store (578m^2)	12	7	19	25	27	52	554

Table 6: Former Trip Rates

4.4 As outlined in **Table 6**, the previous planning application estimated that the former ALDI store would have generated 19 two-way vehicle trips in the AM peak (0800 – 0900), 52 two-way vehicle trips in the PM peak (1700 – 1800) and a daily total of 554 vehicle movements.

Approved Trip Rates

4.5 As previously stated, the site was recently subject to a planning application for the '*Conversion of former Aldi supermarket (to include partial demolition) and erection of a new building to provide 35 residential apartments and 5 commercial units (classes E, F1 and F2), re-configuration of existing car park, enhancement of the Town Square, landscaping, and other associated works'* (application reference: 22/1109/FH). Although the application was disposed of as undetermined, the local highway authority at Kent County Council provided no highways objection in July 2022 and maintained this stance in February 2024 following amendments to the proposal, concluding that the submitted trip rates and associated highway impact as acceptable.

4.6 As such, the trip rates accepted by KCC Highways have been consulted to understand the level of vehicular movement deemed acceptable by the local highway authority in this location, with the approved trip rates presented in **Table 7**.

	AM Peak (0800-0900)			PM Peak (1700-1800)			Daily Trips
	Arrivals	Departures	Total	Arrivals	Departures	Totals	
Flats Privately Owned Trip Rate per 1-unit	0.051	0.170	0.221	0.140	0.113	0.253	2.491
Trip Generation (35-Apartments)	2	6	8	5	4	9	87

Table 7: Approved Trip Rates

4.7 As set out in **Table 7**, KCC Highways previously considered 8 two-way vehicle movements in the AM peak (0800 – 0900), 9 two-way vehicle movements in the PM peak and a daily total of 87 vehicle movements as being acceptable. This was also a significant reduction against the former site use, as set out in further detail in the net traffic impact assessment later in this section.

Proposed Trip Rates

4.8 In order to estimate the number of two-way vehicle trips that the proposed development would generate, the TRICS (v.8.25.6) database has been interrogated. As the commercial unit is car-free with no dedicated parking, it has been assumed that no vehicle trips will be specifically generated by this aspect of the development with any associated movements to form part of a linked trip to the town centre and therefore will already be on the local road network.

4.9 For the Retirement Living element, a TRICS assessment has been conducted using 'Retirement Flats' as the closet approximation for the apartment block and cottages as a whole, with the following parameters applied overall:

- Land use: 'Residential', 'Retirement Flats';
- 17 – 88 units;
- Weekday surveys only; and
- 'Edge of Town Centre' and 'Town Centre' locations.

4.10 The results of this TRICS assessment are outlined in **Table 8**, with the full outputs attached within **Appendix H**.

Retirement Living Development	AM Peak (0800-0900)			PM Peak (1700-1800)			Daily Trips
	Arrivals	Departures	Total	Arrivals	Departures	Totals	
Trip Rate per 1 Unit	0.080	0.089	0.169	0.076	0.078	0.154	2.295
Trip Generation (34 Units)	3	3	6	3	3	6	78

Table 8: Proposed Trip Rates (TRICS)

4.11 As per **Table 8**, the TRICS database estimates that the proposed 34-unit Retirement Living units will generate 6 two-way vehicle movements in both the AM (0800 – 0900) and PM (1700 – 1800) peak periods, and a daily total of 78 vehicle trips per day (0700 – 1900). This equates to one vehicle trip every 10-minutes across both the AM and PM peak periods and an average of 7 vehicle trips per hour (0700 – 1900).

4.12 In addition to consulting the TRICS database, independent research undertaken by CRL into the trip generation rate at existing developments has been referred to in order to provide a more representative estimation of the likely trip rate associated with the proposed development. The research suggests that the 34 units would generate 25 arrivals and 26 departures, equating to a daily total of 51 vehicle trips across a 12-hour period. This is set out within **Table 9**.

	Arrivals (12HR)	Departures (12HR)	Total (12HR)
CRL Trip Rate per Dwelling	0.74	0.75	1.49
Vehicle Trips (34 dwellings)	25	26	51

Table 9: Proposed Trip Rates (Churchill Living Data)

Net Traffic Impact Assessment

4.13 Whether applying either dataset, there are anticipated to be between 46 – 71 vehicle movements per day generated by the proposed development. This is considered a modest level of movement and is a significant reduction against the former site use as well as the accepted trip rates for the previous application at the site.

4.14 In order to illustrate the impact that the proposed development would have on the local road network in comparison to the former site use and the consented trip rates for the previous application, a net traffic impact assessment has been completed. To demonstrate a robust assessment, the TRICS data has been applied for the proposed development, with the net traffic impact assessment shown in **Table 10**.

	AM Peak	PM Peak	Daily Total
Former Site Use (ALDI)	19	52	554
Proposed Development	6	6	78
Net Impact	**-13**	**-46**	**-476**
Submitted Application	8	9	87
Proposed Development	6	6	78
Net Impact	**-2**	**-3**	**-9**

Table 10: Net Traffic Impact Assessment

4.15 As detailed in **Table 10**, the proposed development is expected to result in a reduction in vehicle trips in comparison to both the former ALDI store (-476 vehicle movements) and previous application for 35 residential apartments (-9 vehicle movements). This, coupled with the absence of any significant accident history, demonstrates that the proposed development would result in a betterment to the operation and safety of the local road network compared to the former use and previous application.

5. PARKING SURVEY

5.1 As part of the submitted Transport Statement for the previous planning application (ref: 22/1109/FH), a parking survey was completed. This parking survey assessed parking demand across 4 local public car parks including Mount Street (85 spaces), Portland Road (53 spaces) Military Road (49 spaces) and Paddocks (21 spaces) – totalling 208 car parking spaces. As a result of the changes proposed to Mount Street car park, the total number of public spaces across these 4 car parks would be lowered to 165 – a reduction of 43 car parking spaces.

5.2 The parking survey took place on Friday 21st January 2022 and Saturday 22nd January 2022 with 30-minute beats completed between 0700 – 1900. The parking surveys established that on the Saturday, parking demand did not exceed 165 spaces; however, on the Friday survey, parking demand exceeded 165 spaces at two points of the day (1200 and 1300), with the greatest demand being 179. Nevertheless, this shortfall was justified through highlighting that this was only a small number of displaced vehicles at a short period of time, and that there are plenty of alternative on-street parking areas and private/retail car parks within the town centre that can be utilised. As a result, KCC Highways did not raise any objections with the principle of the reduction in size of Mount Street car park as a result of this application.

5.3 As detailed, the proposed development would also result in a reduction in the size of Mount Street car park, with a potential reconfiguration seeing the car park reduce from 85 car parking spaces down to 42 car parking spaces – again a reduction of 43 spaces. As such, considering the time that has passed since the previous parking survey, a new parking survey has been conducted to establish the level of use at Mount Street car park on a typical weekday and determine whether there would be sufficient capacity elsewhere to accommodate any displaced vehicles.

5.4 In order to present a fair and robust assessment, the survey methodology was identical to that of the previous parking survey. The parking survey took place on 1 weekday (Friday 24th April 2026) and 1 weekend day (Saturday 25th April 2026), with the survey conducted over a 12-hour period between 0700 – 1900 on both days and snapshot beats collated at 30-minute intervals, the full parking survey results are attached in **Appendix I**. In total, 4 public car parks were surveyed including Mount Street (the location of the site), Paddocks, Military Road and Portland Road, with a summary of the details for each car park listed below and displayed in **Figure 7**.

- Mount Street:
    - Regular bays = 78 bays
    - Disabled bays = 4 bays

- Electric bays = 3 bays

- Paddocks:
  - Regular bays = 16 bays
  - Disabled bays = 1 bay
  - Electric bays = 4 bays
- Military Road:
  - Regular bays = 43 bays
  - Disabled bays = 4 bays
  - Electric bays = 2 bays
- Portland Road:
  - Regular bays = 50 bays
  - Disabled bays = 3 bays

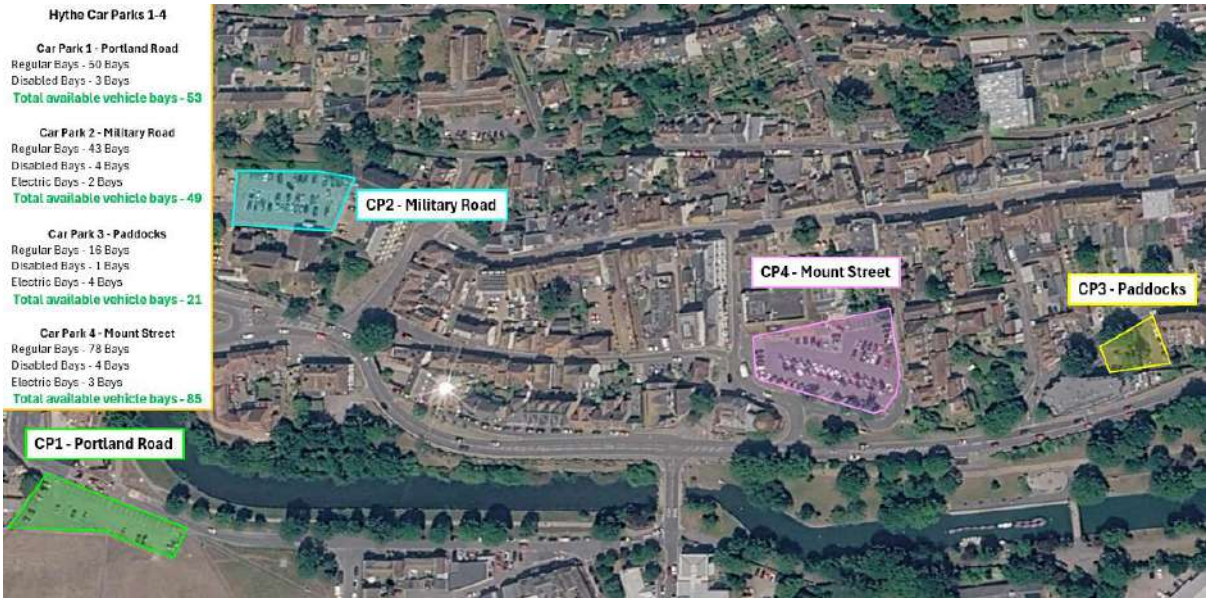


Figure 7: Parking Survey Map

Mount Street Results

5.5 The parking survey conducted on Friday 24th April 2026 for Mount Street recorded a maximum stress level of 73.1% for the regular bays at 12:00 and 13:00, equating to an occupancy level of 57 vehicles with 21 free spaces. Whereas for the disabled parking bays, all 4 spaces were occupied simultaneously at multiple points throughout the day, equating to 100% parking stress. Overall, when assessing all spaces (regular, disabled and EV), the maximum stress level was 72.9% at 12:00 and 13:00, equating to an occupancy level of 62 vehicles with 23 free spaces. On this basis, the weekday survey suggests that if Mount Street car park was reduced in size to 42 spaces, there would be 20 displaced vehicles at the busiest period.

5.6 The parking survey completed on Saturday 25th April 2026 for Mount Street recorded a maximum parking stress level of 92.3% for the regular bays at 12:30, equating to an occupancy level of 72 vehicles with 6 free spaces. On the other hand, all 4 disabled spaces were occupied concurrently at multiple points throughout the day, equating to 100% parking stress. In total, when assessing all spaces (regular, disabled and EV), the maximum stress level was 91.8% at 12:30, equating to an occupancy level of 78 vehicles with 7 free spaces. On this basis, the weekend survey suggests that if Mount Street car park was condensed in size to 42 bays, there would be 36 displaced vehicles at the busiest period. As such, based on the parking survey results and current car park plan, we would be required to identify 36 available spaces at alternative public car parks in the local area as a robust case.

Paddocks Results

5.7 In order to establish whether there is sufficient capacity available at the other local public car parks, surveys were also conducted at the same time at Paddocks, Military Road and Portland Road as per the previous survey. Firstly, the results for the parking survey at The Paddocks have been analysed, with the survey undertaken on Friday 24th April 2026 establishing a maximum parking stress level of 93.8%, equating to 15 parked vehicles with 1 free space. For disabled parking, only 1 space is provided at Paddocks, and this space was occupied numerous points of the day. Overall, when assessing all spaces (regular, disabled and EV), the maximum stress level was 81.0% at 12:00, equating to an occupancy level of 17 vehicles with 4 free spaces.

5.8 For the parking survey conducted on Saturday 25th April 2026, the regular bays were fully occupied at 11:30, 12:30 and 13:00, demonstrating a 100% parking stress level. Similarly, the single disabled bay was occupied consistently between 09:30 and 16:30. Nevertheless, there was some capacity associated with the EV spaces, with the overall maximum parking stress recorded as being 85.7% equating to 18 parked vehicles and 3 free spaces. On this basis, at its busiest, Paddocks car park has capacity for 3 vehicles, albeit these are all EV bays.

Military Road Results

5.9 As set out previously, Military Road car park comprises 43 regular bays, 4 disabled bays and 2 EV bays, totalling 49 parking spaces. As part of the survey undertaken on Friday 24th April 2026, the maximum parking stress recorded for the regular bays was 83.7% at 13:30, which equates to 36 parked vehicles with 7 free spaces. In contrast, all 4 disabled spaces were occupied concurrently at multiple points throughout the day, including between 10:30 and 12:00 plus at 13:00, equating to 100% parking stress. In total, when assessing all spaces (regular, disabled and EV), the maximum stress level was 77.6% at 13:30, equating to an occupancy level of 38 parked vehicles with 11 free spaces.

5.10 On the other hand, the survey completed on Saturday 25th April 2026 established a maximum parking stress of 97.7% at 12:30 and 13:00 for the regular bays, with 42 parked vehicles and 1 free space. As with the weekday survey, all 4 disabled bays were fully occupied at multiple times of the day including at 10:30 and between 11:30 – 14:00. Overall, when assessing all spaces (regular, disabled and EV), the maximum stress level was 93.9% at 12:30 and 13:00, equating to an occupancy level of 46 parked vehicles with 3 free spaces. On this basis, at its busiest, Military Road car park has capacity for 3 vehicles, albeit 2 of these spaces are EV bays.

Portland Road Results

5.11 The final car park surveyed was Portland Road, which contains 50 regular bays and 3 disabled bays. For the parking survey conducted on Friday 24th April 2026, the maximum parking stress recorded was 38% at 14:00, with 19 parked vehicles equating to 31 free spaces. Whereas the maximum parking stress for the 3 disabled bays was 66.7% at 13:30 with 2 parked vehicles and 1 free space. Overall, the maximum parking stress across the day was 37.7% at 13:30 and 14:00, with 20 parked vehicles and 33 free spaces recorded.

5.12 For the parking survey completed on Saturday 25th April 2026, the maximum parking stress for the regular bays was counted at 13:30 as being 56% with 28 parked vehicles and 22 free spaces. The maximum parking stress for the disabled bays was also surveyed at 13:30, with this being 66.7% as per the weekday survey. As such, the overall maximum parking stress recorded at Portland Road on the weekend survey was 56.6% with 30 parked vehicles and 23 free spaces. Overall, at its busiest, Portland Road car park has capacity for 23 vehicles, of which 1 space is for disabled users.

Parking Survey Summary and Conclusions

5.13 Based on the results of the parking survey, the busiest period for displaced parking at Mount Street was recorded at 12:30 on Saturday 25th April 2026 when there would be 36 displaced vehicles that could not park within the 42 retained spaces in Mount Street. At this time, there are also 36 available spaces within the other 3 car parks (3 spaces in Paddocks, 3 spaces in Military and 30 spaces in Portland). As such, the maximum number of displaced vehicles from Mount Street can be accommodated within the other public car parks within Hythe town centre.

5.14 It should also be noted that this assessment does not account for any potential on-street spaces that could be available at these times as well as the potential for parking to be accommodated within the customer parking for Waitrose and Sainsburys supermarkets, which have large customer car parks with the former subject to a maximum stay of 2-hours. Whilst these two car parks cannot be relied upon due

to their private nature, it is reasonable to assume that there could be an element of linked trips between supermarket/town centre use.

5.15 In order to visualise the parking survey data outlined above, line graphs are presented in **Figures 7** and **8**, which illustrate the maximum number of displaced vehicles from Mount Street on each day compared to the available capacity at the three other car parks throughout the day. As outlined above, there is only one instance where the lines meet (the 12:30 Saturday period) but save from that there is adequate capacity in the nearby public car parks to accommodate all parking demand across the town centre.

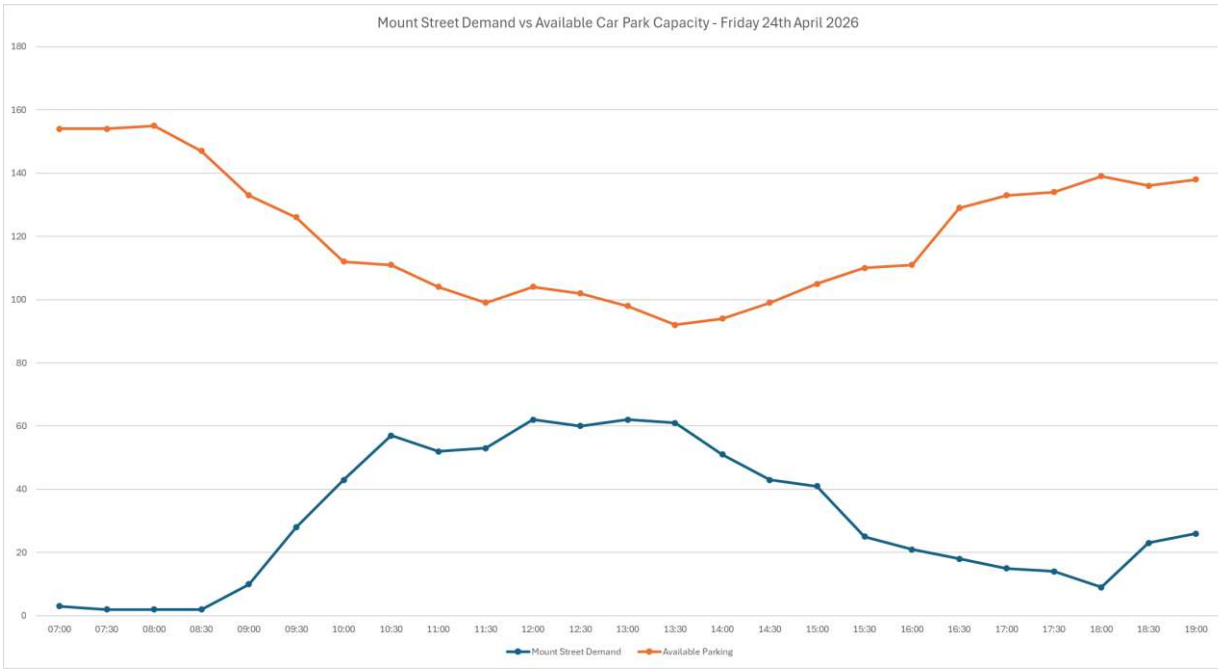


Figure 7: Weekday Parking Survey

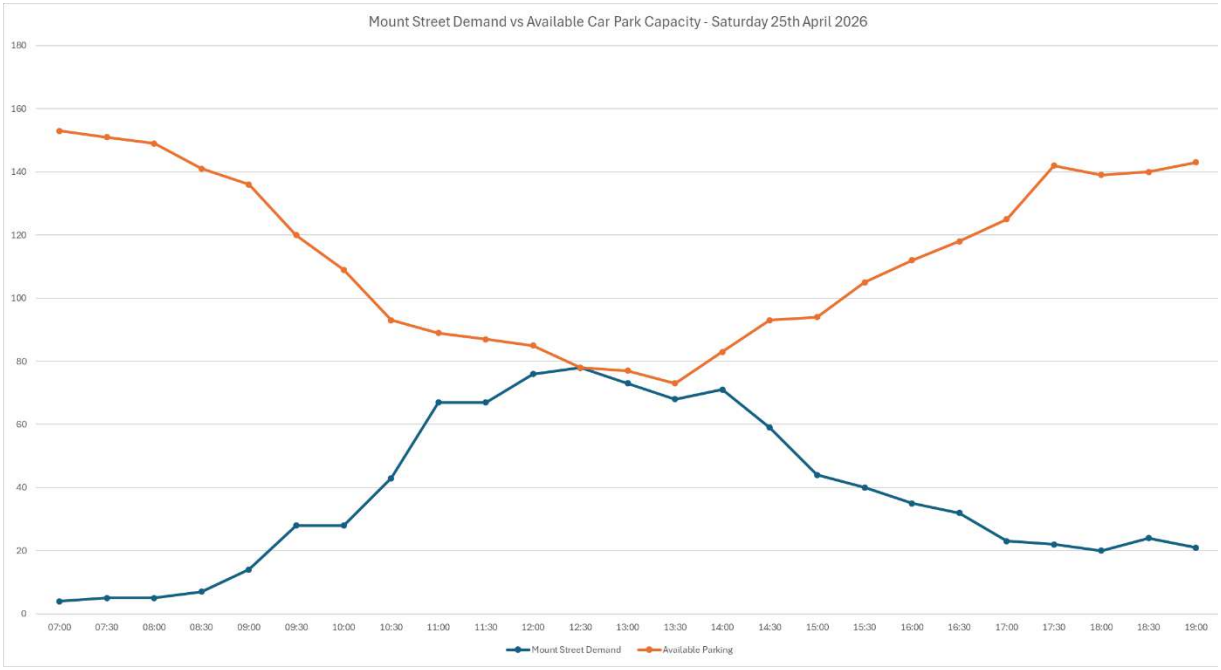


Figure 8: Weekend Parking Survey

5.16 The National Planning Policy Framework (NPPF) (December 2024) states in paragraph 116 that '*Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios'.*

5.17 As detailed throughout this section, the estimated level of vehicle movements that would be generated by the proposals are a reduction in comparison to both the former site use and the level accepted as part of the previous application. In addition, the parking survey demonstrates that there is sufficient capacity at all times across the other public car parks in the town centre to accommodate the displaced vehicles from Moun Street, representing an improved assessment compared to the original survey for the previous application in 2022. Therefore, the proposed development should not be prevented or refused on highways grounds.

6. SUMMARY AND CONCLUSIONS

6.1 This Transport Statement (TS) has been prepared by Paul Basham Associates on behalf of Churchill Living to support a planning application for a mixed-use development comprising a block of 32 Retirement Living apartments, 2 Retirement Living cottages and 179m^2 of retail space at the former ALDI store along High Street, Hythe.

6.2 The site was recently subject to a planning for the *'Conversion of former Aldi supermarket (to include partial demolition) and erection of a new building to provide 35 residential apartments and 5 commercial units (classes E, F1 and F2), re-configuration of existing car park, enhancement of the Town Square, landscaping, and other associated works'* (application reference: 22/1109/FH), which was originally submitted in July 2022. The local highway authority at Kent County Council provided no highways objection in July 2022 and maintained this stance in February 2024 following amendments to the proposal. However, in December 2025, the application was disposed of as undetermined.

6.3 Due to the town centre location, the site benefits from being within walking distance of several key local amenities with excellent pedestrian routes in place to support movement to these amenities. Additionally, future residents would benefit from being within walking distance of public transport connections due to the nearby bus stop, which are served by multiple services to key destinations most notably Folkestone, Hastings and Dover. Consequently, the location of the site is considered highly accessible and offers an excellent opportunity to create a sustainable development and reduce the need for car ownership amongst future residents.

6.4 Personal Injury Accident (PIA) data has been obtained from DfT's MAVRIC for the most recent 5-year period between 01/01/2020 – 31/12/2024 which identified 6 incidents within 300m of the site across, equating to just over 1 incident per year. This is considered to be a very low frequency for a town centre location. In addition, none of the incidents that occurred were fatal, with 4 classified as slight and 2 as serious. Most incidents took place away from the site, with zero incidents occurring in close proximity to the historic access on Prospect Road. The nearest incident to this access took place along Mount Street 120m to the northeast. As such, it is concluded that there is no significant accident history within the vicinity of the site which would impact or be exacerbated by the proposed development.

6.5 The proposals intend to reopen the disused access on Prospect Road to support movement for the Retirement Living aspect of the development. The access would be reopened as existing in the form of a bellmouth measuring 6.0m wide, which is sufficient to support two-way vehicle movement. Access to Mount Street car park will remain as existing.

6.6 Based on the recorded 85th percentile speeds being 13mph (primary direction) and 12.8mph (secondary direction), a reduced visibility splay assessment in line with MfS calculations has been completed with splays measuring 2.4m x 14.9m in the primary direction and 2.4m x 14.7m in the secondary direction. This assessment demonstrates that sufficient visibility can be achieved in all directions.

6.7 Pedestrian access to the Retirement Living apartments and commercial/retail units is proposed via the main access from Prospect Road within the car park and High Street. Whereas pedestrian access to the 2 Retirement Living cottages will be provided via dedicated footway access from Mount Street measuring 1.1m – 1.2m wide.

6.8 When considering the independent parking demand data, as well as the excellent public transport and accessibility of the site, the proposed parking provision of 11 spaces equating to 0.34 space per unit is deemed sufficient to accommodate all demand for the 32-apartments whilst ensuring that no overspill occurs onto the local road network. Additionally, 2 car parking spaces will be provided for the 2 cottages in line with the local standards set out within Kent County Council's Design Guide.

6.9 For the retail uses, it is anticipated that any visitors to the retail units would already be within the town centre and would utilise the local public car parks, including Mount Street, as per the previous planning application.

6.10 A possible reconfiguration of Mount Street car park could be carried out following the proposals due to the reduction in parking. One possible solution to this would be to provide a total of 42 car parking spaces, of which 3 would be designated as disabled bays. In total, this is a reduction of 43 car parking spaces against the existing 85 bays. This level of reduction is identical to that of which was proposed as part of the previous application, which was accepted by the local highway authority at KCC, who did not raise any concerns with this level of public parking loss.

6.11 All parking across both the proposed Retirement Living development site plan and potential reconfigured Mount Street car park plan has been designed in line with the above standards. Swept path analysis has been conducted to ensure that suitable vehicle movement can be accommodated throughout across both car parks.

6.12 In line with the anticipated bicycle and mobility scooter ownership rate based on Churchill Living research, a flexible, secure and covered bicycle and mobility scooter store will be provided, suitable to accommodate all expected demand associated with the 32-apartments. For the 2 cottages, it is expected that any demand can be accommodated within the curtilage of each individual dwelling.

6.13 Suitable emergency and servicing strategies will be in place at the proposed development, with a fire tender able to access the site and get within 18m of the dry riser system for the apartment block and 45m of all parts of all cottages in with Building Regulations (Document B) sufficiently. Whilst a refuse vehicle is able to access a loading bay proposed along Bank Street to get within 10m of the refuse store for the apartment block. Whereas for the 2 cottages, refuse collection is proposed to the east via Mount Street, which ties in with the existing situation for the adjacent properties along this section of Mount Street. For the retail units, the occupants of these units would be required to drag their bins from the refuse store to carriageway on High Street for collection. This arrangement would be in keeping with the existing arrangement for all other retails units along High Street. Any deliveries for the retails units would also take place along High Street as per the existing arrangement.

6.14 Through application of TRICS data and the accepted trip rates for the previous application, it has been established that the proposed development is expected to result in a reduction in vehicle trips in comparison to both the former ALDI store (-476 vehicle movements) and previous application for 35 residential apartments (-9 vehicle movements). This, coupled with the absence of any significant accident history, demonstrates that the proposed development would result in a betterment to the operation and safety of the local road network compared to the former use and previous application.

6.15 Based on the results of the parking survey, the busiest period for displaced parking at Mount Street was recorded at 12:30 on Saturday 25th April 2026 when there would be 36 displaced vehicles that could not park within the potential 42-spaces in Mount Street. At this time, there are also 36 available spaces within the other 3 car parks (3 spaces in Paddocks, 3 spaces in Military and 30 spaces in Portland). As such, the maximum displaced vehicles can be accommodated within the other public car parks within Hythe town centre. It is confirmed that this the only instance where the capacity Is reached across both days but save from that there is adequate capacity in the nearby public car parks.

6.16 It should also be noted that this assessment does not account for any potential on-street spaces that could be available at these times as well as the potential for parking to be accommodated within the customer parking for Waitrose and Sainsburys supermarkets, which have large customer car parks. Whilst these two car parks cannot be relied upon due to their private nature, it is reasonable to assume that there could be an element of linked trips between supermarket/town centre use.

6.17 The National Planning Policy Framework (NPPF) (December 2024) states in paragraph 116 that '*Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios'*.

6.18 Based on the above assessment, the estimated level of vehicle movements that would be generated by the proposals are a reduction in comparison to both the former site use and the level accepted as part of the previous application. In addition, the parking survey demonstrates that there is sufficient capacity at all times across the other public car parks in the town centre to accommodate the displaced vehicles from Mount Street, representing an improved assessment compared to the original survey for the previous application in 2022.

6.19 As such, the proposed development is not expected to result in an unacceptable impact to the operation and safety of the local road network and may lead to a betterment through reducing the number of vehicle movements in the town centre compared to the former site use. Paul Basham Associates would therefore encourage the local highway authority at Kent County Council to look favourably upon this development from a highways perspective.

Appendix A

Proposed Churchill Living Apartments at
Former Aldi store, 70 to 72 High Street, Hythe, CT21 5AL

6:\Planning and Design\DesignVSE SITES\HYTHE [20095HY] - High Street (A46)\07_APPLICATION\01_DWG & PDF\20095HY_PL_01_02 [LOCATION MAP & SITE PLAN][260526]

PROPOSED DEVELOPMENT MIX

	1BED	2BED
G	05	02
1st	07	05
2nd	10	03
TOTAL	22	10
TOTAL - 32 units (31.3% 2Bcd) *ADD 2 x COTTAGES*		

- 1 BED APARTMENTS
- 2 BED APARTMENTS
- COMMUNAL AREAS

PROPOSED RETAIL

	RETAIL A	RETAIL B
G	99.6 m²	66.2 m²
TOTAL RETAIL AREA - 165.8 m²		

KEY

- Site Boundary
- Existing Building
- Existing Trees
- Proposed Trees
- Overhead Cable [Diverted]
- Grade II listed building

Boundary Treatments:

A to B	-	New 0.6m(h) metal railing to top of existing brick wall to be made good / replaced as required.
B to C	-	Open boundary.
C to D	-	Party wall
D to E	-	Open boundary [retail].
E to F	-	Party wall
F to G	-	Party wall
G to H	-	Existing wall lowered to 2.4m(h), made good and rendered.
H to I	-	New 2m close boarded fence with concrete posts & gravel boards
I to J	-	Single storey extension to restaurant [paint if needed, signage removed]
J to K	-	New 2m close boarded fence with concrete posts & gravel boards
K to L	-	Existing 2m(h)brick and Kentish rag stone wall [New 1.2m(w) opening formed with metal gate]
L to M	-	2m(h) New brick (75%) / rag stone (25%) wall with piers to rear of cottage gardens
M to N	-	1.1m(h) brick wall with 0.5m railings.
N to A	-	Reinstated vehicular access

Rev.	Description	Date	By	Ck
P0.4	Red File issue Update	21/05/26	AS	BS
P0.3	Red File issue	21/05/26	AS	BS
P0.2	Consultant issue	24/04/26	CB	BS
P0.1	Preliminary issue	15/04/26	CB	BS

Client

Churchill Living
Your lifestyle • Your choice

Proposed Churchill Living Development
Former ALDI store, 70 - 72 HIGH STREET
HYTHE
CT21 5AL

PROPOSED SITE PLAN

PLANNING

Scale	1: 200 @ A1	Date	MAY 2026
Drawn	CB	Checked	BS
Drawing No.			Rev.
20095HY-PL002			P0.4

planningissues
TOWN PLANNING AND ARCHITECTURE
Churchill House * Parkside * Ringwood * Hampshire * BH24 3SG
Tel: (01425) 462325 E-mail: design@planningissues.co.uk

Appendix B

GENERAL NOTES

1. THIS DRAWING IS INTENDED TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS, DETAILS AND SPECIFICATIONS.

2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.

3. ALL FIGURED DIMENSIONS TO BE TAKEN IN PREFERENCE TO SCALED DIMENSIONS. DO NOT SCALE THIS DRAWING.

4. PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES – THIS MUST BE TREATED AS INDICATIVE ONLY. THIRD PARTY PLANS ARE INCLUDED AS PER THE FOLLOWING:
   - 4.1. Topographical Survey
   - 4.2. Site Layout
   - 4.3. OS Mapping

5. THIS DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION IF THE PROJECT PHASE IN THE TITLE FRAME BELOW IS SHOWN AS “CONSTRUCTION”. PAUL BASHAM ASSOCIATES TAKE NO RESPONSIBILITY FOR CONSTRUCTION WORKS UNDERTAKEN TO DRAWINGS WHICH ARE NOT MARKED UNDER THIS PHASE.

6. VISIBILITY SPLAY MEASUREMENTS BASED ON MANUAL FOR STREETS CALCULATIONS FOR THE RECORDED 85TH PERCENTILE SPEEDS OF 13MPH (PRIMARY DIRECTION) AND 12.8MPH (SECONDARY DIRECTION).

1:200 0m 5m

NORTH

Rev	Description	Date	By	App'd
P03	REVISED SITE PLAN	01.06.26	LOM	HLC
P02	REVISED SITE PLAN	15.08.25	LOM	HLC
P01	FIRST ISSUE	08.08.25	LOM	HLC

Project Name
FORMER ALDI, HIGH STREET, HYTHE

Project Phase
PRELIMINARY

Title
SITE ACCESS VISIBILITY SPLAY ASSESSMENT

paul basham associates
Paul Basham Associates Ltd
The Lambourn, Wyndyke Furlong, Abingdon,
Oxfordshire, OX14 1UJ
01235 352150
info@paulbashamassociates.com www.paulbashamassociates.com

Client
Churchill Living
Your lifestyle • Your choice

Date Created: 08.08.25
Drawn By: LOM
Approved By: HLC
Suitabilty Code: -
PBA Project Number: 536.0102
Scale: 1:200 (AT A3)
PBA Drawing No: 536.0102-0001
Revison: P03

Appendix C

CHARGE SURVEYS

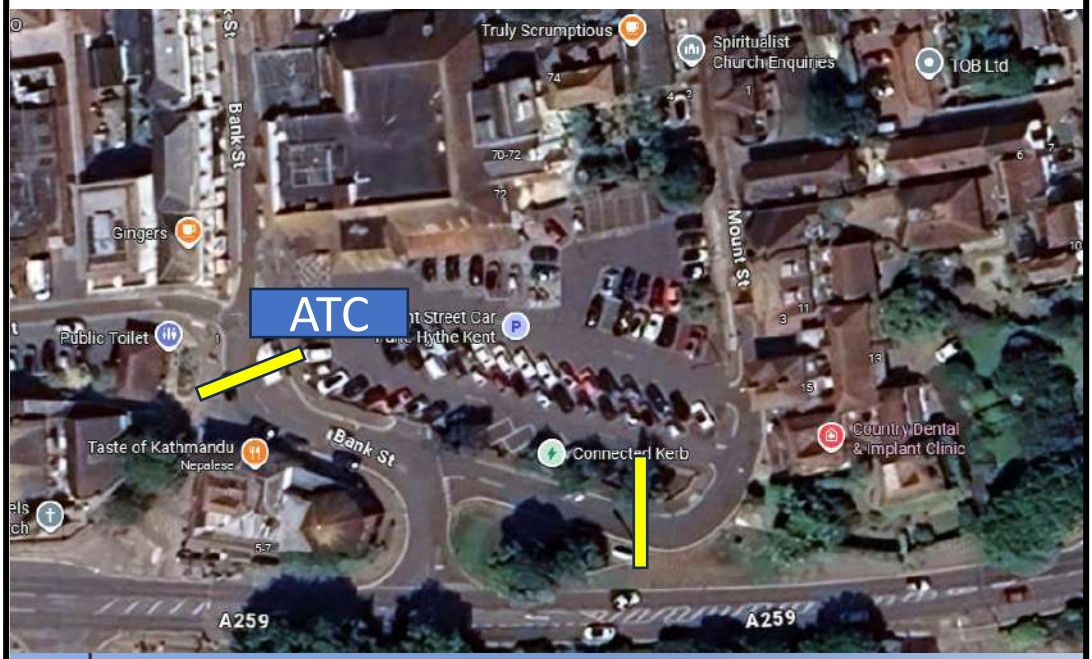
Survey Type: Automatic Traffic Counter

Location: Bank St, Hythe

CHARGE SURVEYS

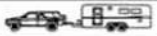
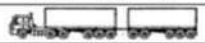
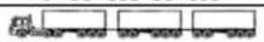
Survey Type: Automatic Traffic Counter

Location: Bank St, Hythe



CHARGE SURVEYS

SITE: ATC 1 - Bank St, Hythe (East Site) (51.070594, 1.083741)

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

	Eastbound	Westbound
Total	**3181**	**2877**
Mean Speed	**11**	**11**
85%	**12.9**	**12.8**

SITE: ATC 1 - Bank St, Hythe (East Site) LOCATION: Attached to cell tower

GRID REFERENCE: 51.070594, 1.083741 DIRECTION: EASTBOUND SPEED LIMIT: 30

09 September 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10.4	-
0600	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	8.4	-
0700	7	4	0	0	2	0	0	0	0	0	0	0	0	1	0	10.8	-
0800	16	13	0	1	1	0	0	0	0	0	0	0	0	0	1	10.8	13.3
0900	44	29	0	1	14	0	0	0	0	0	0	0	0	0	0	11.2	13.6
1000	64	53	0	2	8	0	0	0	0	0	0	0	0	1	0	10.9	13
1100	74	62	0	2	7	0	0	0	0	0	0	0	0	1	2	10.6	12.5
1200	51	33	0	0	17	0	0	0	0	0	0	0	0	0	1	10.7	12.5
1300	44	35	0	0	8	0	0	0	0	0	0	0	0	0	1	10.5	12.2
1400	37	31	0	0	4	0	0	0	0	0	0	0	0	1	1	10.5	12.4
1500	22	19	0	0	3	0	0	0	0	0	0	0	0	0	0	10.4	12.4
1600	21	15	0	0	5	0	0	0	0	0	0	0	0	0	1	11.3	13.6
1700	20	14	0	0	5	0	0	0	0	0	0	0	0	0	1	11.6	14.1
1800	20	19	0	0	1	0	0	0	0	0	0	0	0	0	0	10.9	12.5
1900	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	9.7	-
2000	8	7	0	0	0	0	0	0	0	0	0	0	0	1	0	13	-
2100	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	13.4	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**420**	**327**	**0**	**6**	**75**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**8**	**10.8**	**12.8**
06-22	**435**	**339**	**0**	**6**	**76**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**9**	**10.8**	**12.9**
06-00	**435**	**339**	**0**	**6**	**76**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**9**	**10.8**	**12.9**
00-00	**436**	**340**	**0**	**6**	**76**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**9**	**10.8**	**12.9**

10 September 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	11.9	-
0700	9	4	0	0	3	0	0	0	0	0	0	0	0	1	1	12.7	-
0800	17	10	0	0	6	0	0	0	0	0	0	0	0	0	1	11.1	13.1
0900	40	29	0	1	8	0	0	0	0	1	0	0	0	0	1	11.1	12.6
1000	58	49	0	1	7	0	0	0	0	0	0	0	0	0	1	10.3	12.2
1100	60	45	0	1	14	0	0	0	0	0	0	0	0	0	0	10.6	12.4
1200	61	42	0	0	19	0	0	0	0	0	0	0	0	0	0	10.8	11.9
1300	40	33	0	2	5	0	0	0	0	0	0	0	0	0	0	10.8	12.8
1400	40	31	1	2	6	0	0	0	0	0	0	0	0	0	0	11	12.8
1500	32	27	0	0	5	0	0	0	0	0	0	0	0	0	0	10.8	12.6
1600	26	19	0	1	5	0	0	0	0	0	0	0	0	0	1	12.4	13.9
1700	23	17	1	1	4	0	0	0	0	0	0	0	0	0	0	11.9	13.5
1800	26	22	0	0	3	0	0	0	0	0	0	0	0	0	1	11.1	14
1900	33	25	0	1	7	0	0	0	0	0	0	0	0	0	0	11.9	13.8
2000	5	4	0	0	1	0	0	0	0	0	0	0	0	0	0	13.6	-
2100	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	12.3	-
2200	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	12.9	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**432**	**328**	**2**	**9**	**85**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**6**	**11**	**12.9**
06-22	**475**	**361**	**2**	**10**	**94**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**6**	**11.1**	**13**
06-00	**477**	**362**	**2**	**10**	**95**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**6**	**11.1**	**13**
00-00	**477**	**362**	**2**	**10**	**95**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**6**	**11.1**	**13**

11 September 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	13.7	-
0700	6	3	0	0	1	0	0	0	0	0	0	0	0	1	1	12	-
0800	22	17	0	0	5	0	0	0	0	0	0	0	0	0	0	10.7	12.7
0900	69	45	0	1	23	0	0	0	0	0	0	0	0	0	0	10.9	12.4
1000	71	61	0	1	9	0	0	0	0	0	0	0	0	0	0	10.6	12.3
1100	61	45	0	1	15	0	0	0	0	0	0	0	0	0	0	10.5	11.9
1200	64	50	0	2	11	0	0	0	0	0	0	0	0	0	1	11	12.6
1300	57	44	0	0	11	0	0	0	0	0	0	0	0	0	2	10.6	12.9
1400	42	31	0	0	10	0	0	0	0	0	0	0	0	0	1	10.5	12.2
1500	33	25	0	0	7	0	0	0	0	0	0	0	0	0	1	11.3	12.9
1600	19	13	0	1	4	0	0	0	0	0	0	0	0	0	1	12.5	14.5
1700	34	30	1	0	2	0	0	0	0	0	0	0	0	0	1	11.6	13.5
1800	32	27	0	0	4	0	0	0	0	0	0	0	0	0	1	12	13.4
1900	19	9	1	1	7	0	0	0	0	0	0	0	0	0	1	12	14.5
2000	17	16	0	0	1	0	0	0	0	0	0	0	0	0	0	10.2	10.8
2100	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	10.3	-
2200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10.5	-
2300	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	14.2	-
07-19	**510**	**391**	**1**	**6**	**102**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**9**	**11**	**12.9**
06-22	**550**	**418**	**2**	**7**	**112**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**10**	**11**	**13**
06-00	**553**	**420**	**2**	**7**	**112**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**10**	**11**	**13**
00-00	**553**	**420**	**2**	**7**	**112**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**10**	**11**	**13**

12 September 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6.7	-
0600	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7	-
0700	11	7	0	0	1	0	1	0	0	0	0	0	0	1	1	10.6	13.6
0800	17	13	0	1	3	0	0	0	0	0	0	0	0	0	0	10.9	13.7
0900	62	41	0	0	19	0	0	0	0	0	0	0	0	0	2	11.2	12.9
1000	60	46	0	1	10	1	0	0	0	0	0	0	0	1	1	10.3	12
1100	70	51	0	1	15	1	0	0	0	0	0	0	0	0	2	9.9	11.9
1200	75	53	0	1	20	0	0	0	0	0	0	0	0	0	1	10.6	12.5
1300	56	44	0	1	11	0	0	0	0	0	0	0	0	0	0	11	13
1400	55	33	0	0	22	0	0	0	0	0	0	0	0	0	0	10.7	12.6
1500	25	17	0	1	5	0	0	0	0	0	0	0	0	2	0	12.1	13.6
1600	18	16	0	0	2	0	0	0	0	0	0	0	0	0	0	11.5	13.6
1700	19	15	0	0	3	0	0	0	0	0	0	0	0	0	1	11	13
1800	37	27	0	0	7	1	0	0	0	0	0	0	0	0	2	12.3	13.9
1900	36	28	0	0	7	0	0	0	0	0	0	0	0	0	1	11.3	13.2
2000	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	9.9	10.6
2100	9	8	0	0	1	0	0	0	0	0	0	0	0	0	0	10.4	-
2200	8	7	0	0	1	0	0	0	0	0	0	0	0	0	0	12	-
2300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	11.2	-
07-19	**505**	**363**	**0**	**6**	**118**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**10**	**10.9**	**13**
06-22	**567**	**416**	**0**	**6**	**126**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**11**	**10.9**	**13**
06-00	**577**	**425**	**0**	**6**	**127**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**11**	**10.9**	**13**
00-00	**578**	**426**	**0**	**6**	**127**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**11**	**10.9**	**13**

13 September 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11.2	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8.1	-
0800	14	11	0	1	2	0	0	0	0	0	0	0	0	0	0	11	13.4
0900	48	36	0	1	10	0	0	0	0	0	0	0	0	0	1	11.5	13.2
1000	55	42	0	1	11	0	0	0	0	0	0	0	0	0	1	10.7	12.5
1100	85	71	0	0	14	0	0	0	0	0	0	0	0	0	0	10.9	12.4
1200	76	53	0	2	20	1	0	0	0	0	0	0	0	0	0	10.5	11.7
1300	65	54	0	0	11	0	0	0	0	0	0	0	0	0	0	10.1	11.9
1400	46	37	0	0	9	0	0	0	0	0	0	0	0	0	0	10.5	12
1500	38	30	0	1	7	0	0	0	0	0	0	0	0	0	0	10.2	11.9
1600	21	13	0	0	7	0	0	0	0	0	0	0	0	0	1	11.6	12.8
1700	21	14	0	2	5	0	0	0	0	0	0	0	0	0	0	11.9	13.5
1800	44	37	0	0	7	0	0	0	0	0	0	0	0	0	0	11.9	13.4
1900	17	13	0	0	4	0	0	0	0	0	0	0	0	0	0	10.7	12.1
2000	12	9	0	0	3	0	0	0	0	0	0	0	0	0	0	10.5	12.8
2100	8	7	0	0	1	0	0	0	0	0	0	0	0	0	0	12.7	-
2200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	12	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**514**	**399**	**0**	**8**	**103**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**10.9**	**12.5**
06-22	**551**	**428**	**0**	**8**	**111**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**10.9**	**12.5**
06-00	**554**	**431**	**0**	**8**	**111**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**10.9**	**12.5**
00-00	**555**	**432**	**0**	**8**	**111**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**10.9**	**12.5**

14 September 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9.7	-
0800	3	1	0	0	0	0	0	0	0	0	0	0	0	1	1	9.7	-
0900	15	11	0	0	4	0	0	0	0	0	0	0	0	0	0	11.9	14.4
1000	28	22	0	1	4	0	0	0	0	0	0	0	0	0	1	11.2	13.6
1100	25	20	0	0	5	0	0	0	0	0	0	0	0	0	0	11.3	14
1200	32	24	0	0	7	0	0	0	0	0	0	0	0	0	1	10.8	12.9
1300	23	17	0	1	5	0	0	0	0	0	0	0	0	0	0	11.1	13.4
1400	11	5	0	1	5	0	0	0	0	0	0	0	0	0	0	12.5	13.7
1500	17	16	0	0	1	0	0	0	0	0	0	0	0	0	0	11.8	13.6
1600	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	13.7	-
1700	22	16	0	0	5	0	0	0	0	0	0	0	0	0	1	11.9	14
1800	18	12	0	0	6	0	0	0	0	0	0	0	0	0	0	11.3	12.6
1900	6	5	0	0	1	0	0	0	0	0	0	0	0	0	0	10.9	-
2000	6	5	0	0	1	0	0	0	0	0	0	0	0	0	0	9.7	-
2100	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	8.1	-
2200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	10.3	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**199**	**148**	**0**	**3**	**42**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**5**	**11.4**	**13.3**
06-22	**214**	**161**	**0**	**3**	**44**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**5**	**11.3**	**13.3**
06-00	**217**	**164**	**0**	**3**	**44**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**5**	**11.3**	**13.3**
00-00	**218**	**165**	**0**	**3**	**44**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**5**	**11.3**	**13.3**

15 September 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	8.9	-
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0800	13	9	0	0	2	0	0	0	0	0	0	0	0	1	1	11.6	13.1
0900	35	28	0	0	7	0	0	0	0	0	0	0	0	0	0	11.4	13.2
1000	45	34	0	0	9	1	0	0	0	0	0	0	0	1	0	11.4	13.8
1100	55	46	0	2	6	0	0	0	0	0	0	0	0	0	1	10.9	12.7
1200	43	29	0	1	13	0	0	0	0	0	0	0	0	0	0	11.3	13.6
1300	49	38	0	1	9	0	0	0	0	0	0	0	0	0	1	11	12.8
1400	28	24	0	0	4	0	0	0	0	0	0	0	0	0	0	10	11.9
1500	36	29	0	0	7	0	0	0	0	0	0	0	0	0	0	11.8	14.1
1600	16	11	0	1	4	0	0	0	0	0	0	0	0	0	0	11.9	14.3
1700	13	5	0	1	5	0	0	0	0	0	0	0	0	1	1	12.2	13.8
1800	10	4	0	0	6	0	0	0	0	0	0	0	0	0	0	12.5	-
1900	13	10	0	0	3	0	0	0	0	0	0	0	0	0	0	11.4	14.6
2000	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	12.9	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	12.9	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**343**	**257**	**0**	**6**	**72**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**4**	**11.3**	**13.3**
06-22	**361**	**271**	**0**	**6**	**75**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**5**	**11.3**	**13.3**
06-00	**364**	**274**	**0**	**6**	**75**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**5**	**11.3**	**13.3**
00-00	**364**	**274**	**0**	**6**	**75**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**5**	**11.3**	**13.3**

SITE: ATC 1 - Bank St, Hythe (East Site) LOCATION: Attached to cell tower

GRID REFERENCE: 51.070594, 1.083741 DIRECTION: EASTBOUND SPEED LIMIT: 30

09 September 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10.4	-
0600	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8.4	-
0700	7	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	10.8	-
0800	16	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	10.8	13.3
0900	44	33	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11.2	13.6
1000	64	51	13	0	0	0	0	0	0	0	0	0	0	0	0	0	10.9	13
1100	74	63	11	0	0	0	0	0	0	0	0	0	0	0	0	0	10.6	12.5
1200	51	42	9	0	0	0	0	0	0	0	0	0	0	0	0	0	10.7	12.5
1300	44	38	6	0	0	0	0	0	0	0	0	0	0	0	0	0	10.5	12.2
1400	37	32	5	0	0	0	0	0	0	0	0	0	0	0	0	0	10.5	12.4
1500	22	20	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10.4	12.4
1600	21	16	5	0	0	0	0	0	0	0	0	0	0	0	0	0	11.3	13.6
1700	20	12	8	0	0	0	0	0	0	0	0	0	0	0	0	0	11.6	14.1
1800	20	17	3	0	0	0	0	0	0	0	0	0	0	0	0	0	10.9	12.5
1900	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.7	-
2000	8	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0	13	-
2100	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	13.4	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**420**	**341**	**79**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10.8**	**12.8**
06-22	**435**	**348**	**87**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10.8**	**12.9**
06-00	**435**	**348**	**87**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10.8**	**12.9**
00-00	**436**	**349**	**87**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10.8**	**12.9**

10 September 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11.9	-
0700	9	2	7	0	0	0	0	0	0	0	0	0	0	0	0	0	12.7	-
0800	17	12	5	0	0	0	0	0	0	0	0	0	0	0	0	0	11.1	13.1
0900	40	34	6	0	0	0	0	0	0	0	0	0	0	0	0	0	11.1	12.6
1000	58	52	6	0	0	0	0	0	0	0	0	0	0	0	0	0	10.3	12.2
1100	60	52	8	0	0	0	0	0	0	0	0	0	0	0	0	0	10.6	12.4
1200	61	55	6	0	0	0	0	0	0	0	0	0	0	0	0	0	10.8	11.9
1300	40	33	7	0	0	0	0	0	0	0	0	0	0	0	0	0	10.8	12.8
1400	40	31	9	0	0	0	0	0	0	0	0	0	0	0	0	0	11	12.8
1500	32	27	5	0	0	0	0	0	0	0	0	0	0	0	0	0	10.8	12.6
1600	26	16	10	0	0	0	0	0	0	0	0	0	0	0	0	0	12.4	13.9
1700	23	13	10	0	0	0	0	0	0	0	0	0	0	0	0	0	11.9	13.5
1800	26	19	7	0	0	0	0	0	0	0	0	0	0	0	0	0	11.1	14
1900	33	22	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11.9	13.8
2000	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	13.6	-
2100	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12.3	-
2200	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	12.9	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**432**	**346**	**86**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**12.9**
06-22	**475**	**372**	**103**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11.1**	**13**
06-00	**477**	**372**	**105**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11.1**	**13**
00-00	**477**	**372**	**105**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11.1**	**13**

11 September 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	13.7	-
0700	6	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	12	-
0800	22	19	3	0	0	0	0	0	0	0	0	0	0	0	0	0	10.7	12.7
0900	69	58	11	0	0	0	0	0	0	0	0	0	0	0	0	0	10.9	12.4
1000	71	62	9	0	0	0	0	0	0	0	0	0	0	0	0	0	10.6	12.3
1100	61	56	5	0	0	0	0	0	0	0	0	0	0	0	0	0	10.5	11.9
1200	64	55	9	0	0	0	0	0	0	0	0	0	0	0	0	0	11	12.6
1300	57	48	9	0	0	0	0	0	0	0	0	0	0	0	0	0	10.6	12.9
1400	42	38	4	0	0	0	0	0	0	0	0	0	0	0	0	0	10.5	12.2
1500	33	27	6	0	0	0	0	0	0	0	0	0	0	0	0	0	11.3	12.9
1600	19	11	8	0	0	0	0	0	0	0	0	0	0	0	0	0	12.5	14.5
1700	34	23	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11.6	13.5
1800	32	17	15	0	0	0	0	0	0	0	0	0	0	0	0	0	12	13.4
1900	19	11	8	0	0	0	0	0	0	0	0	0	0	0	0	0	12	14.5
2000	17	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10.2	10.8
2100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10.3	-
2200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10.5	-
2300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	14.2	-
07-19	**510**	**417**	**93**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**12.9**
06-22	**550**	**447**	**103**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**13**
06-00	**553**	**449**	**104**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**13**
00-00	**553**	**449**	**104**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**13**

12 September 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6.7	-
0600	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	-
0700	11	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10.6	13.6
0800	17	10	7	0	0	0	0	0	0	0	0	0	0	0	0	0	10.9	13.7
0900	62	51	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11.2	12.9
1000	60	57	3	0	0	0	0	0	0	0	0	0	0	0	0	0	10.3	12
1100	70	63	7	0	0	0	0	0	0	0	0	0	0	0	0	0	9.9	11.9
1200	75	62	13	0	0	0	0	0	0	0	0	0	0	0	0	0	10.6	12.5
1300	56	43	13	0	0	0	0	0	0	0	0	0	0	0	0	0	11	13
1400	55	45	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10.7	12.6
1500	25	15	10	0	0	0	0	0	0	0	0	0	0	0	0	0	12.1	13.6
1600	18	13	5	0	0	0	0	0	0	0	0	0	0	0	0	0	11.5	13.6
1700	19	16	3	0	0	0	0	0	0	0	0	0	0	0	0	0	11	13
1800	37	16	21	0	0	0	0	0	0	0	0	0	0	0	0	0	12.3	13.9
1900	36	25	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11.3	13.2
2000	16	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9.9	10.6
2100	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10.4	-
2200	8	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12	-
2300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11.2	-
07-19	**505**	**400**	**105**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10.9**	**13**
06-22	**567**	**450**	**117**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10.9**	**13**
06-00	**577**	**459**	**118**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10.9**	**13**
00-00	**578**	**460**	**118**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10.9**	**13**

13 September 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11.2	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8.1	-
0800	14	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	11	13.4
0900	48	37	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11.5	13.2
1000	55	45	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10.7	12.5
1100	85	73	12	0	0	0	0	0	0	0	0	0	0	0	0	0	10.9	12.4
1200	76	71	5	0	0	0	0	0	0	0	0	0	0	0	0	0	10.5	11.7
1300	65	57	8	0	0	0	0	0	0	0	0	0	0	0	0	0	10.1	11.9
1400	46	44	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10.5	12
1500	38	36	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10.2	11.9
1600	21	14	7	0	0	0	0	0	0	0	0	0	0	0	0	0	11.6	12.8
1700	21	13	8	0	0	0	0	0	0	0	0	0	0	0	0	0	11.9	13.5
1800	44	22	22	0	0	0	0	0	0	0	0	0	0	0	0	0	11.9	13.4
1900	17	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10.7	12.1
2000	12	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10.5	12.8
2100	8	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	12.7	-
2200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**514**	**420**	**94**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10.9**	**12.5**
06-22	**551**	**452**	**99**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10.9**	**12.5**
06-00	**554**	**455**	**99**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10.9**	**12.5**
00-00	**555**	**456**	**99**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10.9**	**12.5**

14 September 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.7	-
0800	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.7	-
0900	15	10	5	0	0	0	0	0	0	0	0	0	0	0	0	0	11.9	14.4
1000	28	22	6	0	0	0	0	0	0	0	0	0	0	0	0	0	11.2	13.6
1100	25	20	5	0	0	0	0	0	0	0	0	0	0	0	0	0	11.3	14
1200	32	26	6	0	0	0	0	0	0	0	0	0	0	0	0	0	10.8	12.9
1300	23	18	5	0	0	0	0	0	0	0	0	0	0	0	0	0	11.1	13.4
1400	11	5	6	0	0	0	0	0	0	0	0	0	0	0	0	0	12.5	13.7
1500	17	10	7	0	0	0	0	0	0	0	0	0	0	0	0	0	11.8	13.6
1600	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	13.7	-
1700	22	15	7	0	0	0	0	0	0	0	0	0	0	0	0	0	11.9	14
1800	18	13	5	0	0	0	0	0	0	0	0	0	0	0	0	0	11.3	12.6
1900	6	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10.9	-
2000	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.7	-
2100	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8.1	-
2200	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10.3	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**199**	**144**	**55**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11.4**	**13.3**
06-22	**214**	**158**	**56**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11.3**	**13.3**
06-00	**217**	**160**	**57**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11.3**	**13.3**
00-00	**218**	**161**	**57**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11.3**	**13.3**

15 September 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8.9	-
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0800	13	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	11.6	13.1
0900	35	26	9	0	0	0	0	0	0	0	0	0	0	0	0	0	11.4	13.2
1000	45	31	14	0	0	0	0	0	0	0	0	0	0	0	0	0	11.4	13.8
1100	55	46	9	0	0	0	0	0	0	0	0	0	0	0	0	0	10.9	12.7
1200	43	32	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11.3	13.6
1300	49	39	10	0	0	0	0	0	0	0	0	0	0	0	0	0	11	12.8
1400	28	26	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10	11.9
1500	36	21	15	0	0	0	0	0	0	0	0	0	0	0	0	0	11.8	14.1
1600	16	7	9	0	0	0	0	0	0	0	0	0	0	0	0	0	11.9	14.3
1700	13	6	7	0	0	0	0	0	0	0	0	0	0	0	0	0	12.2	13.8
1800	10	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	12.5	-
1900	13	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	11.4	14.6
2000	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	12.9	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	12.9	-
07-19	**343**	**249**	**94**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11.3**	**13.3**
06-22	**361**	**261**	**100**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11.3**	**13.3**
06-00	**364**	**261**	**103**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11.3**	**13.3**
00-00	**364**	**261**	**103**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11.3**	**13.3**

Grand Total

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
--	3181	2508	673	0	0	0	0	0	0	0	0	0	0	0	0	0	11	12.9

SITE: ATC 1 - Bank St, Hythe (East Site)

LOCATION: Attached to cell tower

GRID REFERENCE: 51.070594, 1.083741

DIRECTION: EASTBOUND

SPEED LIMIT: 30

	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Averages	
	09-Sep	10-Sep	11-Sep	12-Sep	13-Sep	14-Sep	15-Sep	1-5.	1-7.
Hour									
0000-0100	0	0	0	0	1	0	0	0	0.1
0100-0200	0	0	0	0	0	1	0	0	0.1
0200-0300	0	0	0	0	0	0	0	0	0
0300-0400	0	0	0	0	0	0	0	0	0
0400-0500	0	0	0	0	0	0	0	0	0
0500-0600	1	0	0	1	0	0	0	0.4	0.3
0600-0700	1	1	2	1	0	0	1	1.2	0.9
0700-0800	7	9	6	11	1	2	0	6.6	5.1
0800-0900	16	17	22	17	14	3	13	17	14.6
0900-1000	44	40	69	62	48	15	35	50	44.7
1000-1100	64	58	**71**	60	55	**28**	45	59.6	54.4
1100-1200	**74**	**60**	61	**70**	**85**	25	**55**	64	61.4
1200-1300	**51**	**61**	**64**	**75**	**76**	**32**	43	58.8	57.4
1300-1400	44	40	57	56	65	23	**49**	49.2	47.7
1400-1500	37	40	42	55	46	11	28	40.4	37
1500-1600	22	32	33	25	38	17	36	29.6	29
1600-1700	21	26	19	18	21	3	16	20	17.7
1700-1800	20	23	34	19	21	22	13	21.8	21.7
1800-1900	20	26	32	37	44	18	10	25	26.7
1900-2000	4	33	19	36	17	6	13	21	18.3
2000-2100	8	5	17	16	12	6	4	10	9.7
2100-2200	2	4	2	9	8	3	0	3.4	4
2200-2300	0	2	2	8	3	3	3	3	3
2300-2400	0	0	1	2	0	0	0	0.6	0.4
Totals									
0700-1900	420	432	510	505	514	199	343	442	417.6
0600-2200	435	475	550	567	551	214	361	477.6	450.4
0600-0000	435	477	553	577	554	217	364	481.2	453.9
0000-0000	436	477	553	578	555	218	364	481.6	454.4
AM Peak	1100	1100	1000	1100	1100	1000	1100		
	74	60	71	70	85	28	55		
PM Peak	1200	1200	1200	1200	1200	1200	1300		
	51	61	64	75	76	32	49		

SITE: ATC 1 - Bank St, Hythe (East Site) LOCATION: Attached to cell tower

GRID REFERENCE: 51.070594, 1.083741 DIRECTION: WESTBOUND SPEED LIMIT: 30

09 September 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	8.2	-
0600	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9.2	-
0700	7	6	0	0	1	0	0	0	0	0	0	0	0	0	0	10.9	-
0800	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	11.9	-
0900	13	10	0	1	2	0	0	0	0	0	0	0	0	0	0	11.5	13.1
1000	33	31	0	1	0	0	0	0	0	0	0	0	0	0	1	10.1	12.2
1100	72	67	0	0	3	0	0	0	0	0	0	0	0	1	1	10.6	12
1200	55	52	0	1	1	1	0	0	0	0	0	0	0	0	0	10.4	12.3
1300	48	45	0	0	1	0	0	0	0	0	0	0	0	1	1	11.4	13.2
1400	49	47	0	0	1	0	0	0	0	0	0	0	0	1	0	11	12.6
1500	40	35	0	0	4	0	0	0	0	0	0	0	0	0	1	10.6	13
1600	15	14	0	0	1	0	0	0	0	0	0	0	0	0	0	10.1	12.1
1700	23	22	0	0	1	0	0	0	0	0	0	0	0	0	0	11.4	13.6
1800	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	11.6	13.4
1900	8	6	0	0	1	0	0	0	0	0	0	0	0	1	0	10.4	-
2000	16	15	0	0	0	0	0	0	0	0	0	0	0	1	0	12.4	14.4
2100	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	13.5	-
2200	3	2	0	0	1	0	0	0	0	0	0	0	0	0	0	14.1	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**375**	**349**	**0**	**3**	**15**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**4**	**10.8**	**12.7**
06-22	**404**	**374**	**0**	**3**	**16**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**5**	**10.9**	**12.9**
06-00	**407**	**376**	**0**	**3**	**17**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**5**	**10.9**	**12.9**
00-00	**409**	**377**	**0**	**3**	**17**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**6**	**10.9**	**12.9**

10 September 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	10.7	-
0700	7	6	0	0	1	0	0	0	0	0	0	0	0	0	0	13.2	-
0800	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	12.4	-
0900	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	11	12.3
1000	32	29	0	0	3	0	0	0	0	0	0	0	0	0	0	10.4	12.1
1100	53	47	0	0	6	0	0	0	0	0	0	0	0	0	0	11	12.7
1200	50	45	0	1	4	0	0	0	0	0	0	0	0	0	0	10.2	11.9
1300	42	41	0	0	0	0	0	0	0	0	0	0	0	0	1	11	12.4
1400	50	46	0	2	1	0	0	0	0	0	0	0	0	0	1	11	12.5
1500	50	47	0	0	3	0	0	0	0	0	0	0	0	0	0	10.5	11.9
1600	37	36	0	0	1	0	0	0	0	0	0	0	0	0	0	11.1	12.6
1700	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	11	12.1
1800	21	17	0	0	3	0	0	0	0	0	0	0	0	0	1	10.5	12.2
1900	17	15	0	0	1	0	0	0	0	0	0	0	0	1	0	11.2	12.6
2000	12	11	0	0	1	0	0	0	0	0	0	0	0	0	0	10.1	11.3
2100	28	25	0	0	3	0	0	0	0	0	0	0	0	0	0	11.8	13.5
2200	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	14.5	-
2300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	13	-
07-19	**376**	**348**	**0**	**3**	**22**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**10.8**	**12.3**
06-22	**435**	**400**	**0**	**3**	**27**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**4**	**10.9**	**12.4**
06-00	**439**	**403**	**0**	**3**	**28**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**4**	**10.9**	**12.4**
00-00	**439**	**403**	**0**	**3**	**28**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**4**	**10.9**	**12.4**

11 September 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	11.6	-
0700	3	2	0	0	0	0	0	0	0	0	0	0	0	0	1	9	-
0800	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	12.2	-
0900	33	30	0	0	2	0	0	0	0	0	0	0	0	0	1	10.2	10.7
1000	48	43	0	0	4	1	0	0	0	0	0	0	0	0	0	10.7	12.2
1100	59	51	0	1	6	0	0	0	0	0	0	0	0	0	1	10.5	12
1200	66	58	0	2	5	0	0	0	0	0	0	0	0	0	1	10.5	11.9
1300	55	48	0	1	4	0	0	0	0	1	0	0	0	0	1	10.7	12.5
1400	55	48	0	0	6	0	0	0	0	0	0	0	0	0	1	10.7	12.4
1500	50	44	1	0	5	0	0	0	0	0	0	0	0	0	0	10.5	11.3
1600	22	21	0	0	1	0	0	0	0	0	0	0	0	0	0	11.7	13.4
1700	16	14	0	0	2	0	0	0	0	0	0	0	0	0	0	13	13.8
1800	18	15	0	0	3	0	0	0	0	0	0	0	0	0	0	13.1	14.8
1900	21	13	0	0	7	0	0	0	0	0	0	0	0	1	0	11.6	13.4
2000	27	26	0	0	1	0	0	0	0	0	0	0	0	0	0	11	12.3
2100	7	6	0	0	1	0	0	0	0	0	0	0	0	0	0	10.7	-
2200	5	4	0	0	1	0	0	0	0	0	0	0	0	0	0	12.3	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**432**	**381**	**1**	**4**	**38**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**6**	**10.8**	**12.5**
06-22	**488**	**426**	**1**	**4**	**47**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**7**	**10.9**	**12.6**
06-00	**493**	**430**	**1**	**4**	**48**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**7**	**10.9**	**12.6**
00-00	**493**	**430**	**1**	**4**	**48**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**7**	**10.9**	**12.6**

12 September 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12.8	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	7.7	-
0600	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	10	-
0700	10	9	0	0	1	0	0	0	0	0	0	0	0	0	0	12.9	-
0800	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	14	-
0900	24	21	0	0	3	0	0	0	0	0	0	0	0	0	0	11.6	13.6
1000	46	38	0	1	6	0	0	0	0	0	0	0	0	1	0	11	13
1100	59	51	0	0	7	1	0	0	0	0	0	0	0	0	0	11.2	12.5
1200	62	55	0	0	4	0	0	0	1	1	0	0	0	0	1	9.9	11.7
1300	64	61	0	1	2	0	0	0	0	0	0	0	0	0	0	10.9	12.5
1400	67	63	0	0	3	0	0	0	0	0	0	0	0	0	1	10.9	13.1
1500	42	39	0	0	2	0	0	0	0	0	0	0	0	1	0	11.2	12.4
1600	26	23	0	0	2	0	0	0	0	0	0	0	0	1	0	11.3	13.1
1700	14	13	0	0	1	0	0	0	0	0	0	0	0	0	0	13	14.4
1800	29	25	0	0	2	0	0	0	0	0	0	0	0	1	1	12.5	14.3
1900	25	21	0	0	3	0	0	0	0	0	0	0	0	1	0	12.3	13.4
2000	22	20	0	0	2	0	0	0	0	0	0	0	0	0	0	11.9	13
2100	14	12	0	0	2	0	0	0	0	0	0	0	0	0	0	11.5	12.2
2200	21	19	0	0	2	0	0	0	0	0	0	0	0	0	0	11.5	12.7
2300	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	9.9	-
07-19	**449**	**404**	**0**	**2**	**33**	**1**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**4**	**3**	**11.2**	**13.1**
06-22	**512**	**458**	**0**	**2**	**40**	**1**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**5**	**4**	**11.3**	**13.2**
06-00	**537**	**481**	**0**	**2**	**42**	**1**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**5**	**4**	**11.3**	**13.2**
00-00	**541**	**485**	**0**	**2**	**42**	**1**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**5**	**4**	**11.2**	**13.2**

13 September 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	11.7	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11.5	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	11.6	-
0800	6	5	0	0	1	0	0	0	0	0	0	0	0	0	0	12.1	-
0900	20	18	0	0	2	0	0	0	0	0	0	0	0	0	0	11.6	14.3
1000	43	40	0	0	3	0	0	0	0	0	0	0	0	0	0	10.7	12.9
1100	58	54	0	0	4	0	0	0	0	0	0	0	0	0	0	10.1	11.7
1200	53	46	0	0	7	0	0	0	0	0	0	0	0	0	0	10.4	12
1300	65	57	0	1	7	0	0	0	0	0	0	0	0	0	0	10.7	12
1400	52	41	0	0	11	0	0	0	0	0	0	0	0	0	0	10.5	12.1
1500	44	40	0	0	4	0	0	0	0	0	0	0	0	0	0	10.3	12
1600	30	27	0	0	3	0	0	0	0	0	0	0	0	0	0	9.5	11.6
1700	18	15	0	0	3	0	0	0	0	0	0	0	0	0	0	10.3	12.1
1800	19	15	0	0	2	0	0	0	0	0	0	0	0	0	2	11.6	13
1900	13	12	0	0	1	0	0	0	0	0	0	0	0	0	0	10.7	11.6
2000	34	28	0	0	6	0	0	0	0	0	0	0	0	0	0	10.8	11.7
2100	14	12	0	0	2	0	0	0	0	0	0	0	0	0	0	10.1	10.8
2200	11	10	0	0	1	0	0	0	0	0	0	0	0	0	0	10.9	12.4
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12.2	-
07-19	**410**	**360**	**0**	**1**	**47**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**10.5**	**12.4**
06-22	**471**	**412**	**0**	**1**	**56**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**10.5**	**12.2**
06-00	**483**	**423**	**0**	**1**	**57**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**10.6**	**12.2**
00-00	**485**	**424**	**0**	**1**	**58**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**10.6**	**12.2**

14 September 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11.6	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11.6	-
0800	4	2	0	0	0	0	0	0	0	0	0	0	0	1	1	12.9	-
0900	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	14.8	-
1000	13	11	0	0	2	0	0	0	0	0	0	0	0	0	0	11.8	13.8
1100	20	17	0	0	3	0	0	0	0	0	0	0	0	0	0	11.8	13.3
1200	28	21	0	0	6	0	0	0	0	0	0	0	0	0	1	10.6	12.2
1300	21	19	0	0	2	0	0	0	0	0	0	0	0	0	0	11.5	13.8
1400	16	15	0	0	1	0	0	0	0	0	0	0	0	0	0	10.1	10.9
1500	19	18	0	0	1	0	0	0	0	0	0	0	0	0	0	13.2	15.2
1600	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	12.5	-
1700	11	9	0	0	2	0	0	0	0	0	0	0	0	0	0	12.2	13.6
1800	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	11.8	-
1900	8	4	1	0	1	0	0	0	0	0	0	0	0	0	2	11.2	-
2000	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	11	13.6
2100	8	6	0	0	1	0	0	0	0	0	0	0	0	0	1	9.4	-
2200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	11.1	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**151**	**131**	**0**	**0**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**11.7**	**13.9**
06-22	**182**	**156**	**1**	**0**	**19**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**5**	**11.5**	**13.7**
06-00	**185**	**159**	**1**	**0**	**19**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**5**	**11.5**	**13.7**
00-00	**186**	**160**	**1**	**0**	**19**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**5**	**11.5**	**13.6**

15 September 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	11.1	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0800	4	3	0	0	1	0	0	0	0	0	0	0	0	0	0	15.8	-
0900	20	18	0	0	2	0	0	0	0	0	0	0	0	0	0	12.1	15.3
1000	24	22	0	0	1	0	0	0	0	0	0	0	0	1	0	11.5	13.7
1100	44	42	0	0	1	0	0	0	0	0	0	0	0	0	1	11.6	13.7
1200	52	47	0	0	2	1	0	0	0	0	0	0	0	0	2	11.2	13.1
1300	34	30	0	0	3	1	0	0	0	0	0	0	0	0	0	11.7	12.9
1400	40	38	0	0	0	0	0	0	0	0	0	0	0	0	2	11	12.5
1500	30	27	0	0	3	0	0	0	0	0	0	0	0	0	0	11.3	12.6
1600	26	24	0	1	1	0	0	0	0	0	0	0	0	0	0	11.5	14.3
1700	13	12	0	0	0	0	0	0	1	0	0	0	0	0	0	11.9	13.4
1800	9	8	0	0	0	0	0	0	0	0	0	0	0	1	0	15.2	-
1900	4	3	0	0	1	0	0	0	0	0	0	0	0	0	0	10.7	-
2000	16	13	0	0	3	0	0	0	0	0	0	0	0	0	0	11.8	12.6
2100	4	3	0	0	1	0	0	0	0	0	0	0	0	0	0	10.3	-
2200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	9.9	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**296**	**271**	**0**	**1**	**14**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**5**	**11.6**	**13.4**
06-22	**320**	**290**	**0**	**1**	**19**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**5**	**11.6**	**13.3**
06-00	**323**	**293**	**0**	**1**	**19**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**5**	**11.6**	**13.3**
00-00	**324**	**293**	**0**	**1**	**20**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**5**	**11.6**	**13.3**

SITE: ATC 1 - Bank St, Hythe (East Site) LOCATION: Attached to cell tower

GRID REFERENCE: 51.070594, 1.083741 DIRECTION: WESTBOUND SPEED LIMIT: 30

09 September 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8.2	-
0600	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.2	-
0700	7	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	10.9	-
0800	6	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11.9	-
0900	13	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	11.5	13.1
1000	33	29	4	0	0	0	0	0	0	0	0	0	0	0	0	0	10.1	12.2
1100	72	63	9	0	0	0	0	0	0	0	0	0	0	0	0	0	10.6	12
1200	55	49	6	0	0	0	0	0	0	0	0	0	0	0	0	0	10.4	12.3
1300	48	37	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11.4	13.2
1400	49	41	8	0	0	0	0	0	0	0	0	0	0	0	0	0	11	12.6
1500	40	32	8	0	0	0	0	0	0	0	0	0	0	0	0	0	10.6	13
1600	15	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10.1	12.1
1700	23	18	5	0	0	0	0	0	0	0	0	0	0	0	0	0	11.4	13.6
1800	14	9	5	0	0	0	0	0	0	0	0	0	0	0	0	0	11.6	13.4
1900	8	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10.4	-
2000	16	7	9	0	0	0	0	0	0	0	0	0	0	0	0	0	12.4	14.4
2100	4	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	13.5	-
2200	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	14.1	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**375**	**312**	**63**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10.8**	**12.7**
06-22	**404**	**328**	**76**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10.9**	**12.9**
06-00	**407**	**329**	**78**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10.9**	**12.9**
00-00	**409**	**331**	**78**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10.9**	**12.9**

10 September 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10.7	-
0700	7	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	13.2	-
0800	5	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	12.4	-
0900	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	12.3
1000	32	29	3	0	0	0	0	0	0	0	0	0	0	0	0	0	10.4	12.1
1100	53	43	10	0	0	0	0	0	0	0	0	0	0	0	0	0	11	12.7
1200	50	48	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10.2	11.9
1300	42	36	6	0	0	0	0	0	0	0	0	0	0	0	0	0	11	12.4
1400	50	42	8	0	0	0	0	0	0	0	0	0	0	0	0	0	11	12.5
1500	50	49	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10.5	11.9
1600	37	31	6	0	0	0	0	0	0	0	0	0	0	0	0	0	11.1	12.6
1700	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	12.1
1800	21	19	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10.5	12.2
1900	17	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	11.2	12.6
2000	12	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10.1	11.3
2100	28	17	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11.8	13.5
2200	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	14.5	-
2300	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13	-
07-19	**376**	**330**	**46**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10.8**	**12.3**
06-22	**435**	**374**	**61**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10.9**	**12.4**
06-00	**439**	**375**	**64**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10.9**	**12.4**
00-00	**439**	**375**	**64**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10.9**	**12.4**

11 September 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11.6	-
0700	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	-
0800	7	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	12.2	-
0900	33	33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10.2	10.7
1000	48	44	4	0	0	0	0	0	0	0	0	0	0	0	0	0	10.7	12.2
1100	59	52	7	0	0	0	0	0	0	0	0	0	0	0	0	0	10.5	12
1200	66	59	7	0	0	0	0	0	0	0	0	0	0	0	0	0	10.5	11.9
1300	55	47	8	0	0	0	0	0	0	0	0	0	0	0	0	0	10.7	12.5
1400	55	47	8	0	0	0	0	0	0	0	0	0	0	0	0	0	10.7	12.4
1500	50	49	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10.5	11.3
1600	22	13	9	0	0	0	0	0	0	0	0	0	0	0	0	0	11.7	13.4
1700	16	4	12	0	0	0	0	0	0	0	0	0	0	0	0	0	13	13.8
1800	18	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	13.1	14.8
1900	21	12	9	0	0	0	0	0	0	0	0	0	0	0	0	0	11.6	13.4
2000	27	24	3	0	0	0	0	0	0	0	0	0	0	0	0	0	11	12.3
2100	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10.7	-
2200	5	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	12.3	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**432**	**365**	**67**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10.8**	**12.5**
06-22	**488**	**409**	**79**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10.9**	**12.6**
06-00	**493**	**412**	**81**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10.9**	**12.6**
00-00	**493**	**412**	**81**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10.9**	**12.6**

12 September 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12.8	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7.7	-
0600	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	-
0700	10	4	6	0	0	0	0	0	0	0	0	0	0	0	0	0	12.9	-
0800	6	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	14	-
0900	24	15	9	0	0	0	0	0	0	0	0	0	0	0	0	0	11.6	13.6
1000	46	37	9	0	0	0	0	0	0	0	0	0	0	0	0	0	11	13
1100	59	50	9	0	0	0	0	0	0	0	0	0	0	0	0	0	11.2	12.5
1200	62	57	5	0	0	0	0	0	0	0	0	0	0	0	0	0	9.9	11.7
1300	64	52	12	0	0	0	0	0	0	0	0	0	0	0	0	0	10.9	12.5
1400	67	54	13	0	0	0	0	0	0	0	0	0	0	0	0	0	10.9	13.1
1500	42	36	6	0	0	0	0	0	0	0	0	0	0	0	0	0	11.2	12.4
1600	26	21	5	0	0	0	0	0	0	0	0	0	0	0	0	0	11.3	13.1
1700	14	4	10	0	0	0	0	0	0	0	0	0	0	0	0	0	13	14.4
1800	29	17	12	0	0	0	0	0	0	0	0	0	0	0	0	0	12.5	14.3
1900	25	12	13	0	0	0	0	0	0	0	0	0	0	0	0	0	12.3	13.4
2000	22	17	5	0	0	0	0	0	0	0	0	0	0	0	0	0	11.9	13
2100	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11.5	12.2
2200	21	17	4	0	0	0	0	0	0	0	0	0	0	0	0	0	11.5	12.7
2300	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.9	-
07-19	**449**	**348**	**101**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11.2**	**13.1**
06-22	**512**	**393**	**119**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11.3**	**13.2**
06-00	**537**	**414**	**123**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11.3**	**13.2**
00-00	**541**	**417**	**124**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11.2**	**13.2**

13 September 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11.7	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11.5	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11.6	-
0800	6	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	12.1	-
0900	20	12	8	0	0	0	0	0	0	0	0	0	0	0	0	0	11.6	14.3
1000	43	25	18	0	0	0	0	0	0	0	0	0	0	0	0	0	10.7	12.9
1100	58	56	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10.1	11.7
1200	53	49	4	0	0	0	0	0	0	0	0	0	0	0	0	0	10.4	12
1300	65	61	4	0	0	0	0	0	0	0	0	0	0	0	0	0	10.7	12
1400	52	47	5	0	0	0	0	0	0	0	0	0	0	0	0	0	10.5	12.1
1500	44	39	5	0	0	0	0	0	0	0	0	0	0	0	0	0	10.3	12
1600	30	29	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9.5	11.6
1700	18	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10.3	12.1
1800	19	11	8	0	0	0	0	0	0	0	0	0	0	0	0	0	11.6	13
1900	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10.7	11.6
2000	34	32	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10.8	11.7
2100	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10.1	10.8
2200	11	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10.9	12.4
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12.2	-
07-19	**410**	**353**	**57**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10.5**	**12.4**
06-22	**471**	**412**	**59**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10.5**	**12.2**
06-00	**483**	**423**	**60**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10.6**	**12.2**
00-00	**485**	**425**	**60**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10.6**	**12.2**

14 September 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11.6	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11.6	-
0800	4	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	12.9	-
0900	4	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	14.8	-
1000	13	7	6	0	0	0	0	0	0	0	0	0	0	0	0	0	11.8	13.8
1100	20	14	6	0	0	0	0	0	0	0	0	0	0	0	0	0	11.8	13.3
1200	28	26	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10.6	12.2
1300	21	14	7	0	0	0	0	0	0	0	0	0	0	0	0	0	11.5	13.8
1400	16	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10.1	10.9
1500	19	8	11	0	0	0	0	0	0	0	0	0	0	0	0	0	13.2	15.2
1600	5	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	12.5	-
1700	11	6	5	0	0	0	0	0	0	0	0	0	0	0	0	0	12.2	13.6
1800	9	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11.8	-
1900	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11.2	-
2000	15	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	11	13.6
2100	8	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9.4	-
2200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11.1	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**151**	**105**	**45**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11.7**	**13.9**
06-22	**182**	**132**	**49**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11.5**	**13.7**
06-00	**185**	**135**	**49**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11.5**	**13.7**
00-00	**186**	**136**	**49**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11.5**	**13.6**

15 September 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11.1	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0800	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	15.8	-
0900	20	11	9	0	0	0	0	0	0	0	0	0	0	0	0	0	12.1	15.3
1000	24	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	11.5	13.7
1100	44	31	13	0	0	0	0	0	0	0	0	0	0	0	0	0	11.6	13.7
1200	52	40	12	0	0	0	0	0	0	0	0	0	0	0	0	0	11.2	13.1
1300	34	25	9	0	0	0	0	0	0	0	0	0	0	0	0	0	11.7	12.9
1400	40	34	6	0	0	0	0	0	0	0	0	0	0	0	0	0	11	12.5
1500	30	26	4	0	0	0	0	0	0	0	0	0	0	0	0	0	11.3	12.6
1600	26	20	6	0	0	0	0	0	0	0	0	0	0	0	0	0	11.5	14.3
1700	13	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	11.9	13.4
1800	9	2	5	2	0	0	0	0	0	0	0	0	0	0	0	0	15.2	-
1900	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10.7	-
2000	16	12	4	0	0	0	0	0	0	0	0	0	0	0	0	0	11.8	12.6
2100	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10.3	-
2200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.9	-
07-19	**296**	**210**	**84**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11.6**	**13.4**
06-22	**320**	**229**	**89**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11.6**	**13.3**
06-00	**323**	**232**	**89**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11.6**	**13.3**
00-00	**324**	**233**	**89**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11.6**	**13.3**

Grand Total

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
--	2877	2329	545	3	0	0	0	0	0	0	0	0	0	0	0	0	11	12.8

SITE: ATC 1 - Bank St, Hythe (East Site)

LOCATION: Attached to cell tower

GRID REFERENCE: 51.070594, 1.083741

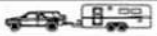
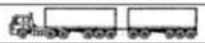
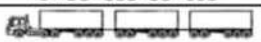
DIRECTION: WESTBOUND

SPEED LIMIT: 30

	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Averages	
	09-Sep	10-Sep	11-Sep	12-Sep	13-Sep	14-Sep	15-Sep	1-5.	1-7.
Hour									
0000-0100	0	0	0	0	1	0	0	0	0.1
0100-0200	0	0	0	0	0	1	0	0	0.1
0200-0300	0	0	0	1	1	0	0	0.2	0.3
0300-0400	0	0	0	0	0	0	0	0	0
0400-0500	0	0	0	0	0	0	0	0	0
0500-0600	2	0	0	3	0	0	1	1.2	0.9
0600-0700	1	2	1	2	0	0	0	1.2	0.9
0700-0800	7	7	3	10	2	1	0	5.4	4.3
0800-0900	6	5	7	6	6	4	4	5.6	5.4
0900-1000	13	14	33	24	20	4	20	20.8	18.3
1000-1100	33	32	48	46	43	13	24	36.6	34.1
1100-1200	**72**	**53**	**59**	**59**	**58**	**20**	**44**	57.4	52.1
1200-1300	**55**	50	**66**	62	53	**28**	**52**	57	52.3
1300-1400	48	42	55	64	**65**	21	34	48.6	47
1400-1500	49	50	55	**67**	52	16	40	52.2	47
1500-1600	40	**50**	50	42	44	19	30	42.4	39.3
1600-1700	15	37	22	26	30	5	26	25.2	23
1700-1800	23	15	16	14	18	11	13	16.2	15.7
1800-1900	14	21	18	29	19	9	9	18.2	17
1900-2000	8	17	21	25	13	8	4	15	13.7
2000-2100	16	12	27	22	34	15	16	18.6	20.3
2100-2200	4	28	7	14	14	8	4	11.4	11.3
2200-2300	3	2	5	21	11	3	3	6.8	6.9
2300-2400	0	2	0	4	1	0	0	1.2	1
Totals									
0700-1900	375	376	432	449	410	151	296	385.6	355.6
0600-2200	404	435	488	512	471	182	320	431.8	401.7
0600-0000	407	439	493	537	483	185	323	439.8	409.6
0000-0000	409	439	493	541	485	186	324	441.2	411
AM Peak	1100	1100	1100	1100	1100	1100	1100		
	72	53	59	59	58	20	44		
PM Peak	1200	1500	1200	1400	1300	1200	1200		
	55	50	66	67	65	28	52		

CHARGE SURVEYS

SITE: ATC 2 - Bank St, Hythe (West Site) (51.070802, 1.083011)

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

	Northbound	Southbound
Total	**2627**	**1827**
Mean Speed	**9.9**	**10.9**
85%	**12.1**	**13**

SITE: ATC 2 - Bank St, Hythe (West Site) LOCATION: Attached to sign

GRID REFERENCE: 51.070802, 1.083011 DIRECTION: NORTHBOUND SPEED LIMIT: 30

09 September 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	6	5	0	0	0	1	0	0	0	0	0	0	0	0	0	11.1	-
0700	13	11	0	0	2	0	0	0	0	0	0	0	0	0	0	12.3	13.2
0800	24	23	0	0	0	0	0	0	0	0	0	0	0	0	1	11.9	13.1
0900	29	27	0	0	0	1	0	0	0	0	0	0	0	0	1	9.6	13.3
1000	24	23	0	0	1	0	0	0	0	0	0	0	0	0	0	9.4	12.3
1100	48	45	0	0	3	0	0	0	0	0	0	0	0	0	0	8.5	9.8
1200	25	20	0	1	2	0	0	0	0	0	0	0	0	0	2	8.7	10.2
1300	34	27	0	1	3	0	0	0	0	0	0	0	0	0	3	9.5	11.9
1400	31	23	0	0	4	0	0	0	0	0	0	0	0	1	3	9.2	11.2
1500	27	23	0	1	1	2	0	0	0	0	0	0	0	0	0	9.4	12.8
1600	20	19	0	0	0	0	0	0	0	0	0	0	0	0	1	9	10.6
1700	24	19	0	0	3	1	0	0	0	0	0	0	0	1	0	10.3	13
1800	18	14	0	0	4	0	0	0	0	0	0	0	0	0	0	10.3	11.2
1900	12	10	0	0	1	0	0	0	0	0	0	0	0	1	0	10.8	14.8
2000	9	8	0	0	0	0	0	0	0	0	0	0	0	1	0	10.4	-
2100	3	2	0	0	1	0	0	0	0	0	0	0	0	0	0	11.3	-
2200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	11.9	-
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10.6	-
07-19	**317**	**274**	**0**	**3**	**23**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**11**	**9.6**	**12.3**
06-22	**347**	**299**	**0**	**3**	**25**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**11**	**9.7**	**12.3**
06-00	**351**	**303**	**0**	**3**	**25**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**11**	**9.7**	**12.3**
00-00	**352**	**304**	**0**	**3**	**25**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**11**	**9.7**	**12.3**

10 September 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10.6	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10.6	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11.3	-
0500	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	12.1	-
0600	5	4	0	0	1	0	0	0	0	0	0	0	0	0	0	12.3	-
0700	8	5	0	0	3	0	0	0	0	0	0	0	0	0	0	11.4	-
0800	12	10	0	0	2	0	0	0	0	0	0	0	0	0	0	10.6	12.6
0900	30	28	0	0	2	0	0	0	0	0	0	0	0	0	0	10.4	12
1000	37	32	0	0	2	1	0	0	0	0	0	0	0	0	2	8.1	9.3
1100	35	27	0	0	0	0	0	0	1	0	0	0	0	1	6	9	11.1
1200	41	33	0	1	5	0	0	0	0	0	0	0	0	1	1	10	12.3
1300	45	40	0	1	2	0	0	0	0	0	0	0	0	2	0	10	12.2
1400	39	36	0	0	3	0	0	0	0	0	0	0	0	0	0	10	12.1
1500	31	27	0	1	2	0	0	0	0	0	0	0	0	0	1	10	12.6
1600	17	15	0	0	0	0	0	0	0	0	0	0	0	1	1	11	13.3
1700	28	25	0	0	3	0	0	0	0	0	0	0	0	0	0	10.1	12.2
1800	11	9	0	0	2	0	0	0	0	0	0	0	0	0	0	9.9	11.7
1900	16	14	0	0	1	1	0	0	0	0	0	0	0	0	0	9.8	11.5
2000	5	4	0	0	1	0	0	0	0	0	0	0	0	0	0	9	-
2100	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	10.4	-
2200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	10.1	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**334**	**287**	**0**	**3**	**26**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**5**	**11**	**9.8**	**12**
06-22	**366**	**315**	**0**	**3**	**29**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**5**	**11**	**9.9**	**12.1**
06-00	**369**	**318**	**0**	**3**	**29**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**5**	**11**	**9.9**	**12**
00-00	**374**	**323**	**0**	**3**	**29**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**5**	**11**	**9.9**	**12.1**

11 September 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12.3	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	10.9	-
0500	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11.5	-
0600	4	3	0	0	0	1	0	0	0	0	0	0	0	0	0	11.4	-
0700	3	1	0	0	0	0	0	0	0	0	0	0	0	0	2	15.1	-
0800	18	13	0	0	2	2	0	0	0	0	0	0	0	0	1	10.5	12.1
0900	33	29	0	0	2	0	0	0	0	0	0	0	0	0	2	9.3	11.1
1000	33	28	0	0	3	2	0	0	0	0	0	0	0	0	0	8.5	10.2
1100	25	20	0	0	1	1	1	0	0	0	0	0	0	0	2	8.5	10.1
1200	43	35	0	0	2	1	0	0	0	0	0	0	0	0	5	9	10.4
1300	40	32	0	2	3	1	0	0	1	0	0	0	0	0	1	10.7	10.4
1400	32	28	0	0	2	0	0	0	0	0	0	0	0	0	2	9.5	12
1500	24	20	0	0	1	1	0	0	0	0	0	0	0	0	2	9.3	11.1
1600	17	15	0	0	0	1	0	0	0	0	0	0	0	0	1	10	12.2
1700	23	15	0	0	5	0	0	0	0	0	0	0	0	1	2	10.1	12.6
1800	8	5	0	1	1	0	0	0	0	0	0	0	0	0	1	10.8	-
1900	9	8	0	0	0	0	0	0	0	0	0	0	0	1	0	12.6	-
2000	11	9	0	0	2	0	0	0	0	0	0	0	0	0	0	12.9	13.6
2100	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	11.9	-
2200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	10.9	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**299**	**241**	**0**	**3**	**22**	**9**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**21**	**9.6**	**11.1**
06-22	**328**	**266**	**0**	**3**	**24**	**10**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**21**	**9.8**	**11.7**
06-00	**331**	**269**	**0**	**3**	**24**	**10**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**21**	**9.8**	**11.7**
00-00	**334**	**271**	**0**	**3**	**25**	**10**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**21**	**9.8**	**11.7**

12 September 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	11.3	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	11.7	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	8	6	0	1	0	0	0	0	0	0	0	0	0	1	0	12.2	-
0700	15	14	0	0	0	0	0	0	0	0	0	0	0	0	1	9.6	11.8
0800	26	24	0	0	2	0	0	0	0	0	0	0	0	0	0	10.4	12.4
0900	48	44	0	0	1	0	0	0	0	0	0	0	0	0	3	9.7	11.1
1000	36	30	0	0	1	0	0	0	0	0	0	0	0	1	4	8.4	9.9
1100	47	39	0	0	4	0	0	0	0	0	0	0	0	1	3	9	10
1200	70	58	0	0	8	0	0	0	0	0	0	0	0	1	3	8.9	10.4
1300	36	29	0	0	3	0	0	0	1	0	0	0	0	0	3	9.5	11.7
1400	57	48	0	0	5	0	0	0	0	0	0	0	0	0	4	9.8	12.3
1500	38	33	0	0	4	0	0	0	0	1	0	0	0	0	0	11	13.5
1600	35	32	0	0	2	0	0	0	0	0	0	0	0	0	1	10.6	11.6
1700	27	25	0	0	2	0	0	0	0	0	0	0	0	0	0	11.1	13.9
1800	28	25	0	0	2	1	0	0	0	0	0	0	0	0	0	11.1	13.6
1900	18	15	1	0	0	0	0	0	0	0	0	0	0	1	1	10.7	13.8
2000	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	11.2	-
2100	8	7	0	0	0	0	0	0	0	0	0	0	0	0	1	11	-
2200	6	5	0	0	1	0	0	0	0	0	0	0	0	0	0	9.8	-
2300	3	2	0	0	1	0	0	0	0	0	0	0	0	0	0	12.9	-
07-19	**463**	**401**	**0**	**0**	**34**	**1**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**3**	**22**	**9.8**	**11.5**
06-22	**505**	**436**	**1**	**2**	**34**	**1**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**5**	**24**	**9.9**	**11.9**
06-00	**514**	**443**	**1**	**2**	**36**	**1**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**5**	**24**	**9.9**	**11.9**
00-00	**518**	**447**	**1**	**2**	**36**	**1**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**5**	**24**	**9.9**	**11.9**

13 September 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9.2	-
0100	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9.6	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	9.9	-
0500	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13.1	-
0600	7	6	0	0	1	0	0	0	0	0	0	0	0	0	0	12.5	-
0700	10	8	0	0	1	0	0	0	0	0	0	0	0	0	1	11.1	-
0800	27	27	0	0	0	0	0	0	0	0	0	0	0	0	0	10.2	12.3
0900	41	37	0	0	2	1	0	0	0	0	0	0	0	0	1	8.7	10
1000	37	35	0	0	1	0	0	0	1	0	0	0	0	0	0	9.3	11.1
1100	69	66	0	0	2	1	0	0	0	0	0	0	0	0	0	8.6	9.9
1200	51	47	0	0	3	0	0	0	0	0	0	0	0	0	1	8.6	9.9
1300	56	51	0	0	3	0	0	0	0	0	0	0	0	0	2	8.6	10.4
1400	35	31	0	0	2	0	0	0	0	0	0	0	0	0	2	8.9	10.4
1500	32	28	0	0	3	0	0	0	0	0	0	0	0	0	1	9.4	11.1
1600	31	29	0	0	1	0	0	0	0	0	0	0	0	0	1	9.5	11.5
1700	18	15	0	0	3	0	0	0	0	0	0	0	0	0	0	11	12.2
1800	29	28	0	0	0	0	0	0	0	0	0	0	0	0	1	9.9	11.5
1900	12	9	0	0	2	0	0	0	0	0	0	0	0	0	1	10.9	12.6
2000	11	10	0	0	0	0	0	0	0	0	0	0	0	0	1	9.6	13.2
2100	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	13.3	-
2200	7	5	0	0	0	0	0	0	0	0	0	0	0	1	1	11.2	-
2300	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	9.5	-
07-19	**436**	**402**	**0**	**0**	**21**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**10**	**9.2**	**11**
06-22	**472**	**433**	**0**	**0**	**24**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**12**	**9.3**	**11.3**
06-00	**486**	**445**	**0**	**0**	**24**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**13**	**9.4**	**11.3**
00-00	**491**	**448**	**0**	**0**	**25**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**14**	**9.4**	**11.3**

14 September 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13.5	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11.3	-
0700	8	7	0	0	1	0	0	0	0	0	0	0	0	0	0	12.9	-
0800	9	7	0	0	2	0	0	0	0	0	0	0	0	0	0	11.5	-
0900	15	13	0	0	2	0	0	0	0	0	0	0	0	0	0	11.6	13
1000	20	17	0	0	1	1	0	0	0	0	0	0	0	0	1	9.8	12.3
1100	23	20	0	0	2	0	0	0	0	0	0	0	0	0	1	9.7	11.9
1200	18	18	0	0	0	0	0	0	0	0	0	0	0	0	0	8.5	9.4
1300	17	15	0	0	2	0	0	0	0	0	0	0	0	0	0	10.1	10.7
1400	23	20	0	0	2	0	0	0	0	0	0	0	0	1	0	11.4	13.9
1500	7	5	0	0	1	0	0	0	0	0	0	0	0	1	0	12.7	-
1600	9	6	0	0	0	1	0	0	0	0	0	0	0	1	1	10.3	-
1700	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	9.6	-
1800	13	12	0	0	0	0	0	0	0	0	0	0	0	1	0	8.8	10.1
1900	6	4	0	0	2	0	0	0	0	0	0	0	0	0	0	10.9	-
2000	3	1	0	0	1	0	0	0	0	0	0	0	0	0	1	11.7	-
2100	4	3	0	0	0	0	0	0	0	0	0	0	0	0	1	11.2	-
2200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	12.3	-
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11.1	-
07-19	**170**	**148**	**0**	**0**	**13**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**3**	**10.3**	**12.5**
06-22	**184**	**157**	**0**	**0**	**16**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**5**	**10.4**	**12.8**
06-00	**187**	**160**	**0**	**0**	**16**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**5**	**10.4**	**12.8**
00-00	**188**	**161**	**0**	**0**	**16**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**5**	**10.4**	**12.8**

15 September 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11.1	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11.9	-
0600	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	11.5	-
0700	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	13.5	-
0800	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	11.7	14.1
0900	25	20	0	0	5	0	0	0	0	0	0	0	0	0	0	10.9	13.5
1000	44	40	0	0	2	1	0	0	0	0	0	0	0	0	1	9.3	11.4
1100	53	42	0	0	6	0	0	0	0	0	0	0	0	2	3	9.4	10.9
1200	37	34	0	0	1	0	0	0	0	0	0	0	0	0	2	9.4	11.3
1300	40	34	0	0	3	0	0	0	0	0	0	0	0	0	3	10.2	12.6
1400	41	32	0	0	5	0	0	0	1	0	0	0	0	0	3	9.9	11.7
1500	28	28	0	0	0	0	0	0	0	0	0	0	0	0	0	9.4	11.3
1600	23	21	0	0	1	1	0	0	0	0	0	0	0	0	0	10.5	12.1
1700	22	17	0	0	4	0	0	0	0	0	0	0	0	0	1	10.9	13.4
1800	15	14	0	0	1	0	0	0	0	0	0	0	0	0	0	11.5	13.1
1900	9	8	0	0	1	0	0	0	0	0	0	0	0	0	0	11.5	-
2000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	11	-
2100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10	-
2200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	15.3	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**351**	**304**	**0**	**1**	**28**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**13**	**10.1**	**12.2**
06-22	**365**	**317**	**0**	**1**	**29**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**13**	**10.1**	**12.4**
06-00	**368**	**320**	**0**	**1**	**29**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**13**	**10.2**	**12.5**
00-00	**370**	**322**	**0**	**1**	**29**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**13**	**10.2**	**12.5**

SITE: ATC 2 - Bank St, Hythe (West Site) LOCATION: Attached to sign

GRID REFERENCE: 51.070802, 1.083011 DIRECTION: NORTHBOUND SPEED LIMIT: 30

09 September 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	6	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11.1	-
0700	13	6	7	0	0	0	0	0	0	0	0	0	0	0	0	0	12.3	13.2
0800	24	14	10	0	0	0	0	0	0	0	0	0	0	0	0	0	11.9	13.1
0900	29	25	4	0	0	0	0	0	0	0	0	0	0	0	0	0	9.6	13.3
1000	24	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.4	12.3
1100	48	47	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8.5	9.8
1200	25	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8.7	10.2
1300	34	31	3	0	0	0	0	0	0	0	0	0	0	0	0	0	9.5	11.9
1400	31	29	2	0	0	0	0	0	0	0	0	0	0	0	0	0	9.2	11.2
1500	27	21	6	0	0	0	0	0	0	0	0	0	0	0	0	0	9.4	12.8
1600	20	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	10.6
1700	24	20	4	0	0	0	0	0	0	0	0	0	0	0	0	0	10.3	13
1800	18	17	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10.3	11.2
1900	12	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10.8	14.8
2000	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	10.4	-
2100	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11.3	-
2200	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11.9	-
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10.6	-
07-19	**317**	**279**	**38**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9.6**	**12.3**
06-22	**347**	**304**	**42**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9.7**	**12.3**
06-00	**351**	**307**	**43**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9.7**	**12.3**
00-00	**352**	**308**	**43**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9.7**	**12.3**

10 September 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10.6	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10.6	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11.3	-
0500	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12.1	-
0600	5	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	12.3	-
0700	8	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11.4	-
0800	12	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10.6	12.6
0900	30	27	3	0	0	0	0	0	0	0	0	0	0	0	0	0	10.4	12
1000	37	37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8.1	9.3
1100	35	33	2	0	0	0	0	0	0	0	0	0	0	0	0	0	9	11.1
1200	41	38	3	0	0	0	0	0	0	0	0	0	0	0	0	0	10	12.3
1300	45	41	4	0	0	0	0	0	0	0	0	0	0	0	0	0	10	12.2
1400	39	37	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10	12.1
1500	31	27	4	0	0	0	0	0	0	0	0	0	0	0	0	0	10	12.6
1600	17	12	5	0	0	0	0	0	0	0	0	0	0	0	0	0	11	13.3
1700	28	27	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10.1	12.2
1800	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.9	11.7
1900	16	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9.8	11.5
2000	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	-
2100	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10.4	-
2200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10.1	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**334**	**307**	**27**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9.8**	**12**
06-22	**366**	**336**	**30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9.9**	**12.1**
06-00	**369**	**339**	**30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9.9**	**12**
00-00	**374**	**343**	**31**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9.9**	**12.1**

11 September 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12.3	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10.9	-
0500	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11.5	-
0600	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11.4	-
0700	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	15.1	-
0800	18	16	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10.5	12.1
0900	33	33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.3	11.1
1000	33	32	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8.5	10.2
1100	25	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8.5	10.1
1200	43	40	3	0	0	0	0	0	0	0	0	0	0	0	0	0	9	10.4
1300	40	38	1	0	0	0	0	0	0	0	0	0	0	1	0	0	10.7	10.4
1400	32	28	4	0	0	0	0	0	0	0	0	0	0	0	0	0	9.5	12
1500	24	23	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9.3	11.1
1600	17	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10	12.2
1700	23	19	4	0	0	0	0	0	0	0	0	0	0	0	0	0	10.1	12.6
1800	8	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10.8	-
1900	9	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	12.6	-
2000	11	2	9	0	0	0	0	0	0	0	0	0	0	0	0	0	12.9	13.6
2100	5	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	11.9	-
2200	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10.9	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**299**	**276**	**21**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**9.6**	**11.1**
06-22	**328**	**290**	**35**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**9.8**	**11.7**
06-00	**331**	**292**	**36**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**9.8**	**11.7**
00-00	**334**	**295**	**36**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**9.8**	**11.7**

12 September 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11.3	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11.7	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	8	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	12.2	-
0700	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.6	11.8
0800	26	23	2	1	0	0	0	0	0	0	0	0	0	0	0	0	10.4	12.4
0900	48	45	3	0	0	0	0	0	0	0	0	0	0	0	0	0	9.7	11.1
1000	36	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8.4	9.9
1100	47	46	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9	10
1200	70	69	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8.9	10.4
1300	36	34	2	0	0	0	0	0	0	0	0	0	0	0	0	0	9.5	11.7
1400	57	52	5	0	0	0	0	0	0	0	0	0	0	0	0	0	9.8	12.3
1500	38	31	6	1	0	0	0	0	0	0	0	0	0	0	0	0	11	13.5
1600	35	31	3	1	0	0	0	0	0	0	0	0	0	0	0	0	10.6	11.6
1700	27	20	7	0	0	0	0	0	0	0	0	0	0	0	0	0	11.1	13.9
1800	28	23	5	0	0	0	0	0	0	0	0	0	0	0	0	0	11.1	13.6
1900	18	13	5	0	0	0	0	0	0	0	0	0	0	0	0	0	10.7	13.8
2000	8	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11.2	-
2100	8	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11	-
2200	6	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9.8	-
2300	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	12.9	-
07-19	**463**	**425**	**35**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9.8**	**11.5**
06-22	**505**	**456**	**46**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9.9**	**11.9**
06-00	**514**	**462**	**49**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9.9**	**11.9**
00-00	**518**	**465**	**50**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9.9**	**11.9**

13 September 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.2	-
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.6	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.9	-
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13.1	-
0600	7	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	12.5	-
0700	10	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	11.1	-
0800	27	24	3	0	0	0	0	0	0	0	0	0	0	0	0	0	10.2	12.3
0900	41	40	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8.7	10
1000	37	34	3	0	0	0	0	0	0	0	0	0	0	0	0	0	9.3	11.1
1100	69	67	2	0	0	0	0	0	0	0	0	0	0	0	0	0	8.6	9.9
1200	51	51	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8.6	9.9
1300	56	54	2	0	0	0	0	0	0	0	0	0	0	0	0	0	8.6	10.4
1400	35	34	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8.9	10.4
1500	32	31	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9.4	11.1
1600	31	29	2	0	0	0	0	0	0	0	0	0	0	0	0	0	9.5	11.5
1700	18	17	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11	12.2
1800	29	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.9	11.5
1900	12	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10.9	12.6
2000	11	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	9.6	13.2
2100	6	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	13.3	-
2200	7	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	11.2	-
2300	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.5	-
07-19	**436**	**417**	**19**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9.2**	**11**
06-22	**472**	**442**	**30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9.3**	**11.3**
06-00	**486**	**453**	**33**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9.4**	**11.3**
00-00	**491**	**457**	**34**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9.4**	**11.3**

14 September 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13.5	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11.3	-
0700	8	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	12.9	-
0800	9	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11.5	-
0900	15	11	4	0	0	0	0	0	0	0	0	0	0	0	0	0	11.6	13
1000	20	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.8	12.3
1100	23	21	2	0	0	0	0	0	0	0	0	0	0	0	0	0	9.7	11.9
1200	18	17	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8.5	9.4
1300	17	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10.1	10.7
1400	23	16	7	0	0	0	0	0	0	0	0	0	0	0	0	0	11.4	13.9
1500	7	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	12.7	-
1600	9	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10.3	-
1700	8	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9.6	-
1800	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8.8	10.1
1900	6	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10.9	-
2000	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11.7	-
2100	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11.2	-
2200	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12.3	-
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11.1	-
07-19	**170**	**143**	**26**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10.3**	**12.5**
06-22	**184**	**153**	**30**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10.4**	**12.8**
06-00	**187**	**155**	**31**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10.4**	**12.8**
00-00	**188**	**155**	**32**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10.4**	**12.8**

15 September 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11.1	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11.9	-
0600	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11.5	-
0700	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	13.5	-
0800	15	10	5	0	0	0	0	0	0	0	0	0	0	0	0	0	11.7	14.1
0900	25	18	7	0	0	0	0	0	0	0	0	0	0	0	0	0	10.9	13.5
1000	44	42	2	0	0	0	0	0	0	0	0	0	0	0	0	0	9.3	11.4
1100	53	52	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9.4	10.9
1200	37	34	3	0	0	0	0	0	0	0	0	0	0	0	0	0	9.4	11.3
1300	40	34	6	0	0	0	0	0	0	0	0	0	0	0	0	0	10.2	12.6
1400	41	37	4	0	0	0	0	0	0	0	0	0	0	0	0	0	9.9	11.7
1500	28	26	2	0	0	0	0	0	0	0	0	0	0	0	0	0	9.4	11.3
1600	23	21	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10.5	12.1
1700	22	15	7	0	0	0	0	0	0	0	0	0	0	0	0	0	10.9	13.4
1800	15	11	4	0	0	0	0	0	0	0	0	0	0	0	0	0	11.5	13.1
1900	9	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	11.5	-
2000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	-
2100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	-
2200	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	15.3	-
07-19	**351**	**300**	**51**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10.1**	**12.2**
06-22	**365**	**312**	**53**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10.1**	**12.4**
06-00	**368**	**312**	**56**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10.2**	**12.5**
00-00	**370**	**314**	**56**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10.2**	**12.5**

Grand Total

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
--	2627	2337	282	7	0	0	0	0	0	0	0	0	0	1	0	0	9.9	12.1

SITE: ATC 2 - Bank St, Hythe (West Site) LOCATION: Attached to sign

GRID REFERENCE: 51.070802, 1.083011 DIRECTION: NORTHBOUND SPEED LIMIT: 30

	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Averages	
	09-Sep	10-Sep	11-Sep	12-Sep	13-Sep	14-Sep	15-Sep	1-5.	1-7.
Hour									
0000-0100	0	1	1	2	1	0	0	0.8	0.7
0100-0200	0	0	0	0	1	0	0	0	0.1
0200-0300	0	1	0	0	0	1	0	0.2	0.3
0300-0400	0	0	0	0	0	0	1	0.2	0.1
0400-0500	1	1	1	2	2	0	0	1	1
0500-0600	0	2	1	0	1	0	1	0.8	0.7
0600-0700	6	5	4	8	7	1	2	5	4.7
0700-0800	13	8	3	15	10	8	8	9.4	9.3
0800-0900	24	12	18	26	27	9	15	19	18.7
0900-1000	29	30	33	**48**	41	15	25	33	31.6
1000-1100	24	**37**	**33**	36	37	20	44	34.8	33
1100-1200	**48**	35	25	47	**69**	**23**	**53**	41.6	42.9
1200-1300	25	41	**43**	**70**	51	18	37	43.2	40.7
1300-1400	**34**	**45**	40	36	**56**	17	40	39	38.3
1400-1500	31	39	32	57	35	**23**	**41**	40	36.9
1500-1600	27	31	24	38	32	7	28	29.6	26.7
1600-1700	20	17	17	35	31	9	23	22.4	21.7
1700-1800	24	28	23	27	18	8	22	24.8	21.4
1800-1900	18	11	8	28	29	13	15	16	17.4
1900-2000	12	16	9	18	12	6	9	12.8	11.7
2000-2100	9	5	11	8	11	3	2	7	7
2100-2200	3	6	5	8	6	4	1	4.6	4.7
2200-2300	3	3	3	6	7	2	3	3.6	3.9
2300-2400	1	0	0	3	7	1	0	0.8	1.7
Totals									
0700-1900	317	334	299	463	436	170	351	352.8	338.6
0600-2200	347	366	328	505	472	184	365	382.2	366.7
0600-0000	351	369	331	514	486	187	368	386.6	372.3
0000-0000	352	374	334	518	491	188	370	389.6	375.3
AM Peak	1100	1000	1000	900	1100	1100	1100		
	48	37	33	48	69	23	53		
PM Peak	1300	1300	1200	1200	1300	1400	1400		
	34	45	43	70	56	23	41		

SITE: ATC 2 - Bank St, Hythe (West Site) LOCATION: Attached to sign

GRID REFERENCE: 51.070802, 1.083011 DIRECTION: SOUTHBOUND SPEED LIMIT: 30

09 September 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	11	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9.9	-
0600	6	3	0	0	2	0	0	0	0	0	0	0	0	0	1	10.7	-
0700	10	5	0	2	1	1	0	0	0	0	0	0	0	1	0	10.7	-
0800	20	14	0	1	4	1	0	0	0	0	0	0	0	0	0	11.7	14.2
0900	21	17	0	3	0	0	0	0	0	0	0	0	0	0	1	10.1	11.9
1000	21	18	0	1	1	0	0	0	0	0	0	0	0	1	0	11.3	13.4
1100	21	19	0	1	0	0	0	0	0	0	0	0	0	0	1	10.1	11.6
1200	25	18	0	3	3	0	0	0	0	0	0	0	0	0	1	10.8	12.3
1300	27	25	0	1	0	0	0	0	0	0	0	0	0	1	0	11.2	12.8
1400	30	23	0	2	0	1	0	0	0	0	0	0	0	1	3	11.7	14.6
1500	23	22	0	0	1	0	0	0	0	0	0	0	0	0	0	11.4	13.5
1600	23	18	0	1	0	0	0	0	0	0	0	0	0	1	3	10.5	13.1
1700	18	14	0	2	2	0	0	0	0	0	0	0	0	0	0	10.8	12.8
1800	14	12	0	1	1	0	0	0	0	0	0	0	0	0	0	10.5	12.7
1900	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	10.6	-
2000	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	10.5	-
2100	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	11.4	-
2200	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	11.6	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**253**	**205**	**0**	**18**	**13**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**9**	**11**	**13**
06-22	**279**	**228**	**0**	**18**	**15**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**10**	**10.9**	**13**
06-00	**283**	**232**	**0**	**18**	**15**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**10**	**10.9**	**13**
00-00	**285**	**233**	**0**	**18**	**16**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**10**	**10.9**	**13**

10 September 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	12.1	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12.1	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	12.5	-
0700	19	14	0	2	0	0	0	0	0	0	0	0	0	2	1	11.4	12.9
0800	19	14	0	0	3	2	0	0	0	0	0	0	0	0	0	11.1	14.9
0900	21	13	0	2	3	0	0	1	0	0	0	0	0	0	2	9.9	11.4
1000	24	19	0	1	2	1	0	0	0	0	0	0	0	0	1	11.2	14
1100	9	8	0	0	1	0	0	0	0	0	0	0	0	0	0	10.2	-
1200	12	10	0	1	1	0	0	0	0	0	0	0	0	0	0	9.9	11.5
1300	24	17	0	3	2	1	0	0	0	0	0	0	0	0	1	10.4	11.9
1400	11	7	0	3	1	0	0	0	0	0	0	0	0	0	0	10.7	12.7
1500	18	18	0	0	0	0	0	0	0	0	0	0	0	0	0	11.7	13.8
1600	21	17	0	0	2	0	0	0	0	0	0	0	0	0	2	10.6	12.3
1700	21	19	0	0	2	0	0	0	0	0	0	0	0	0	0	11.7	14.7
1800	20	18	0	0	2	0	0	0	0	0	0	0	0	0	0	11.6	14
1900	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	11.1	-
2000	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	11.4	-
2100	8	6	0	0	1	0	0	0	0	0	0	0	0	0	1	10.9	-
2200	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	10.3	-
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11.4	-
07-19	**219**	**174**	**0**	**12**	**19**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**7**	**10.9**	**12.9**
06-22	**242**	**194**	**0**	**13**	**20**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**8**	**11**	**12.9**
06-00	**246**	**197**	**0**	**14**	**20**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**8**	**10.9**	**12.9**
00-00	**249**	**200**	**0**	**14**	**20**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**8**	**11**	**12.9**

11 September 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10.8	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	3	2	0	0	0	0	0	0	0	0	0	0	0	0	1	10.2	-
0600	9	5	0	0	2	0	0	0	0	0	0	0	0	0	2	9.7	-
0700	11	3	0	1	3	1	0	0	0	0	0	0	0	1	2	10.1	13.1
0800	20	15	0	1	0	2	0	0	0	0	0	0	0	0	2	10.4	12.5
0900	28	26	0	1	0	1	0	0	0	0	0	0	0	0	0	10.6	12.3
1000	26	23	0	0	2	1	0	0	0	0	0	0	0	0	0	9.7	11.4
1100	24	21	0	2	1	0	0	0	0	0	0	0	0	0	0	10.2	12.6
1200	25	20	0	3	1	0	0	0	0	0	0	0	0	0	1	10.1	12.7
1300	14	10	0	0	2	1	0	0	0	0	0	0	0	0	1	9.9	12.2
1400	18	16	0	1	1	0	0	0	0	0	0	0	0	0	0	9.8	11.4
1500	31	25	0	2	3	1	0	0	0	0	0	0	0	0	0	11.3	13.9
1600	26	20	0	1	4	0	0	0	0	0	0	0	0	0	1	11.2	13.4
1700	19	18	0	1	0	0	0	0	0	0	0	0	0	0	0	11.1	12.2
1800	17	16	0	0	0	0	0	0	0	0	0	0	0	0	1	10.9	12.6
1900	10	7	0	1	2	0	0	0	0	0	0	0	0	0	0	11.1	-
2000	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	9.8	-
2100	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	12.1	-
2200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10.6	-
2300	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	18.8	-
07-19	**259**	**213**	**0**	**13**	**17**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**8**	**10.5**	**12.5**
06-22	**287**	**234**	**0**	**14**	**21**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**10**	**10.5**	**12.6**
06-00	**290**	**236**	**0**	**14**	**21**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**10**	**10.5**	**12.6**
00-00	**294**	**239**	**0**	**14**	**21**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**11**	**10.5**	**12.6**

12 September 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	14.6	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	12.6	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11.5	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	4	2	0	0	2	0	0	0	0	0	0	0	0	0	0	12.5	-
0700	16	10	0	1	1	0	1	0	0	0	0	0	0	1	2	10.5	11.5
0800	20	17	0	1	2	0	0	0	0	0	0	0	0	0	0	11.6	12.9
0900	35	29	0	2	1	2	0	0	0	0	0	0	0	0	1	10.7	13
1000	30	23	0	2	3	0	0	0	0	0	0	0	0	0	2	10.8	13.7
1100	22	15	0	4	3	0	0	0	0	0	0	0	0	0	0	9.6	11.7
1200	29	23	0	3	1	0	0	0	0	0	0	0	0	0	2	10.1	12.5
1300	21	20	0	0	1	0	0	0	0	0	0	0	0	0	0	10.8	12.9
1400	16	12	0	1	2	0	0	0	0	0	0	0	0	0	1	10.3	11.6
1500	20	17	0	0	3	0	0	0	0	0	0	0	0	0	0	12.9	15
1600	36	30	0	4	0	1	0	0	0	0	0	0	0	1	0	11.3	13.6
1700	23	21	0	0	2	0	0	0	0	0	0	0	0	0	0	11.2	13.1
1800	20	16	0	1	2	0	0	0	0	0	0	0	0	1	0	12	14.4
1900	14	12	0	0	1	0	0	0	0	0	0	0	0	0	1	11.8	14.4
2000	12	11	0	0	1	0	0	0	0	0	0	0	0	0	0	12	14.7
2100	9	7	0	1	1	0	0	0	0	0	0	0	0	0	0	12.6	-
2200	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	11.9	-
2300	4	3	0	0	1	0	0	0	0	0	0	0	0	0	0	11.8	-
07-19	**288**	**233**	**0**	**19**	**21**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**8**	**11**	**13.2**
06-22	**327**	**265**	**0**	**20**	**26**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**9**	**11.1**	**13.2**
06-00	**335**	**272**	**0**	**20**	**27**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**9**	**11.1**	**13.2**
00-00	**339**	**275**	**0**	**21**	**27**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**9**	**11.1**	**13.3**

13 September 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9.8	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10.7	-
0500	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9.2	-
0600	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	12.5	-
0700	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	12.3	-
0800	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	10.5	-
0900	21	18	0	0	2	0	0	0	0	0	0	0	0	0	1	11	14.4
1000	32	21	0	4	6	0	0	0	0	0	0	0	0	0	1	10.2	13.3
1100	32	30	0	0	1	0	0	0	0	1	0	0	0	0	0	10.3	11.3
1200	15	14	0	0	1	0	0	0	0	0	0	0	0	0	0	10	11.3
1300	16	10	0	0	5	0	0	0	0	0	0	0	0	1	0	9.6	10.8
1400	14	10	0	1	1	0	0	0	0	0	0	0	0	0	2	9.4	13.1
1500	24	21	0	0	2	0	0	0	0	0	0	0	0	0	1	10.4	13
1600	19	16	0	1	1	0	0	0	0	0	0	0	0	0	1	10.8	15.5
1700	16	14	0	1	1	0	0	0	0	0	0	0	0	0	0	11.5	13.3
1800	24	22	0	0	1	0	0	0	0	0	0	0	0	0	1	9.7	13.4
1900	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	10	13.3
2000	11	10	0	0	1	0	0	0	0	0	0	0	0	0	0	9.5	12
2100	9	7	0	1	1	0	0	0	0	0	0	0	0	0	0	12	-
2200	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	15	-
2300	5	4	0	0	1	0	0	0	0	0	0	0	0	0	0	10.2	-
07-19	**223**	**186**	**0**	**7**	**21**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**7**	**10.3**	**13**
06-22	**259**	**219**	**0**	**8**	**23**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**7**	**10.4**	**13**
06-00	**266**	**224**	**0**	**8**	**24**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**7**	**10.4**	**13**
00-00	**269**	**227**	**0**	**8**	**24**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**7**	**10.4**	**13**

14 September 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10.3	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	10.3	-
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9.5	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	4	3	0	0	0	0	0	0	0	0	0	0	0	0	1	10.5	-
0800	8	7	0	0	0	1	0	0	0	0	0	0	0	0	0	10.9	-
0900	9	7	0	1	0	0	0	0	0	0	0	0	0	0	1	10.9	-
1000	16	11	0	1	3	1	0	0	0	0	0	0	0	0	0	10.3	11.7
1100	11	9	0	1	0	1	0	0	0	0	0	0	0	0	0	10.4	12.8
1200	19	17	0	0	2	0	0	0	0	0	0	0	0	0	0	10.3	12.1
1300	19	12	0	0	1	1	0	0	0	0	0	0	0	3	2	11	16.2
1400	24	20	0	0	2	0	0	0	0	0	0	0	0	2	0	11.4	13.3
1500	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	10.7	-
1600	10	9	0	0	1	0	0	0	0	0	0	0	0	0	0	11.4	-
1700	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	11.3	-
1800	13	11	0	1	1	0	0	0	0	0	0	0	0	0	0	11.2	12.7
1900	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	10.9	-
2000	4	2	0	1	1	0	0	0	0	0	0	0	0	0	0	11.1	-
2100	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	11.5	-
2200	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	10	-
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10.4	-
07-19	**146**	**119**	**0**	**4**	**10**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**4**	**10.9**	**12.9**
06-22	**157**	**127**	**0**	**5**	**12**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**4**	**10.9**	**12.8**
06-00	**160**	**129**	**0**	**6**	**12**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**4**	**10.9**	**12.8**
00-00	**166**	**135**	**0**	**6**	**12**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**4**	**10.9**	**12.7**

15 September 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	14	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	14.3	-
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	14.3	-
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	15.8	-
0500	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	15.4	-
0600	4	2	0	0	1	0	0	0	0	0	0	0	0	0	1	10.6	-
0700	5	3	0	2	0	0	0	0	0	0	0	0	0	0	0	10.9	-
0800	16	13	0	1	1	0	0	0	0	0	0	0	0	0	1	11.8	13.2
0900	17	12	0	1	3	1	0	0	0	0	0	0	0	0	0	10.9	12.8
1000	31	24	0	1	3	1	0	0	0	0	0	0	0	1	1	11.5	14.6
1100	23	19	0	3	1	0	0	0	0	0	0	0	0	0	0	10.9	13
1200	19	13	0	3	1	1	0	0	0	0	0	0	0	0	1	10.7	13.1
1300	26	24	0	2	0	0	0	0	0	0	0	0	0	0	0	11.2	13.2
1400	8	6	0	1	1	0	0	0	0	0	0	0	0	0	0	10.8	-
1500	15	13	0	1	1	0	0	0	0	0	0	0	0	0	0	11.4	13.9
1600	17	15	0	2	0	0	0	0	0	0	0	0	0	0	0	11.8	14.7
1700	10	9	0	0	0	0	0	0	0	0	0	0	0	0	1	11.3	-
1800	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	11.3	12.4
1900	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	11.9	-
2000	5	3	0	0	1	0	0	0	0	0	0	0	0	1	0	10.5	-
2100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	13	-
2200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	11.6	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**200**	**164**	**0**	**17**	**11**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**4**	**11.2**	**13.2**
06-22	**217**	**176**	**0**	**18**	**13**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**5**	**11.2**	**13.2**
06-00	**219**	**178**	**0**	**18**	**13**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**5**	**11.2**	**13.2**
00-00	**225**	**182**	**0**	**19**	**14**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**5**	**11.3**	**13.4**

SITE: ATC 2 - Bank St, Hythe (West Site) LOCATION: Attached to sign

GRID REFERENCE: 51.070802, 1.083011 DIRECTION: SOUTHBOUND SPEED LIMIT: 30

09 September 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.9	-
0600	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10.7	-
0700	10	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10.7	-
0800	20	12	8	0	0	0	0	0	0	0	0	0	0	0	0	0	11.7	14.2
0900	21	20	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10.1	11.9
1000	21	16	5	0	0	0	0	0	0	0	0	0	0	0	0	0	11.3	13.4
1100	21	20	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10.1	11.6
1200	25	22	3	0	0	0	0	0	0	0	0	0	0	0	0	0	10.8	12.3
1300	27	22	5	0	0	0	0	0	0	0	0	0	0	0	0	0	11.2	12.8
1400	30	17	13	0	0	0	0	0	0	0	0	0	0	0	0	0	11.7	14.6
1500	23	14	9	0	0	0	0	0	0	0	0	0	0	0	0	0	11.4	13.5
1600	23	15	8	0	0	0	0	0	0	0	0	0	0	0	0	0	10.5	13.1
1700	18	12	6	0	0	0	0	0	0	0	0	0	0	0	0	0	10.8	12.8
1800	14	10	4	0	0	0	0	0	0	0	0	0	0	0	0	0	10.5	12.7
1900	9	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10.6	-
2000	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10.5	-
2100	5	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	11.4	-
2200	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11.6	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**253**	**188**	**65**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**13**
06-22	**279**	**210**	**69**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10.9**	**13**
06-00	**283**	**213**	**70**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10.9**	**13**
00-00	**285**	**215**	**70**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10.9**	**13**

10 September 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12.1	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12.1	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12.5	-
0700	19	13	6	0	0	0	0	0	0	0	0	0	0	0	0	0	11.4	12.9
0800	19	16	3	0	0	0	0	0	0	0	0	0	0	0	0	0	11.1	14.9
0900	21	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.9	11.4
1000	24	16	8	0	0	0	0	0	0	0	0	0	0	0	0	0	11.2	14
1100	9	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10.2	-
1200	12	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9.9	11.5
1300	24	22	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10.4	11.9
1400	11	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10.7	12.7
1500	18	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	11.7	13.8
1600	21	19	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10.6	12.3
1700	21	15	6	0	0	0	0	0	0	0	0	0	0	0	0	0	11.7	14.7
1800	20	15	5	0	0	0	0	0	0	0	0	0	0	0	0	0	11.6	14
1900	10	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	11.1	-
2000	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11.4	-
2100	8	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	10.9	-
2200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10.3	-
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11.4	-
07-19	**219**	**174**	**45**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10.9**	**12.9**
06-22	**242**	**189**	**53**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**12.9**
06-00	**246**	**193**	**53**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10.9**	**12.9**
00-00	**249**	**195**	**54**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**12.9**

11 September 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10.8	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10.2	-
0600	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.7	-
0700	11	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10.1	13.1
0800	20	17	3	0	0	0	0	0	0	0	0	0	0	0	0	0	10.4	12.5
0900	28	24	4	0	0	0	0	0	0	0	0	0	0	0	0	0	10.6	12.3
1000	26	23	3	0	0	0	0	0	0	0	0	0	0	0	0	0	9.7	11.4
1100	24	20	4	0	0	0	0	0	0	0	0	0	0	0	0	0	10.2	12.6
1200	25	21	4	0	0	0	0	0	0	0	0	0	0	0	0	0	10.1	12.7
1300	14	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	9.9	12.2
1400	18	16	2	0	0	0	0	0	0	0	0	0	0	0	0	0	9.8	11.4
1500	31	24	7	0	0	0	0	0	0	0	0	0	0	0	0	0	11.3	13.9
1600	26	19	7	0	0	0	0	0	0	0	0	0	0	0	0	0	11.2	13.4
1700	19	17	2	0	0	0	0	0	0	0	0	0	0	0	0	0	11.1	12.2
1800	17	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10.9	12.6
1900	10	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	11.1	-
2000	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.8	-
2100	5	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	12.1	-
2200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10.6	-
2300	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	18.8	-
07-19	**259**	**218**	**41**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10.5**	**12.5**
06-22	**287**	**240**	**47**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10.5**	**12.6**
06-00	**290**	**242**	**47**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10.5**	**12.6**
00-00	**294**	**246**	**47**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10.5**	**12.6**

12 September 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	14.6	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12.6	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11.5	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12.5	-
0700	16	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10.5	11.5
0800	20	14	6	0	0	0	0	0	0	0	0	0	0	0	0	0	11.6	12.9
0900	35	25	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10.7	13
1000	30	25	5	0	0	0	0	0	0	0	0	0	0	0	0	0	10.8	13.7
1100	22	21	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9.6	11.7
1200	29	25	4	0	0	0	0	0	0	0	0	0	0	0	0	0	10.1	12.5
1300	21	18	3	0	0	0	0	0	0	0	0	0	0	0	0	0	10.8	12.9
1400	16	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10.3	11.6
1500	20	6	13	1	0	0	0	0	0	0	0	0	0	0	0	0	12.9	15
1600	36	28	8	0	0	0	0	0	0	0	0	0	0	0	0	0	11.3	13.6
1700	23	13	10	0	0	0	0	0	0	0	0	0	0	0	0	0	11.2	13.1
1800	20	11	9	0	0	0	0	0	0	0	0	0	0	0	0	0	12	14.4
1900	14	8	6	0	0	0	0	0	0	0	0	0	0	0	0	0	11.8	14.4
2000	12	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	12	14.7
2100	9	2	7	0	0	0	0	0	0	0	0	0	0	0	0	0	12.6	-
2200	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11.9	-
2300	4	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	11.8	-
07-19	**288**	**215**	**72**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**13.2**
06-22	**327**	**234**	**92**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11.1**	**13.2**
06-00	**335**	**239**	**95**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11.1**	**13.2**
00-00	**339**	**241**	**97**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11.1**	**13.3**

13 September 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.8	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10.7	-
0500	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.2	-
0600	5	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	12.5	-
0700	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12.3	-
0800	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10.5	-
0900	21	14	7	0	0	0	0	0	0	0	0	0	0	0	0	0	11	14.4
1000	32	27	5	0	0	0	0	0	0	0	0	0	0	0	0	0	10.2	13.3
1100	32	30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10.3	11.3
1200	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	11.3
1300	16	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9.6	10.8
1400	14	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	9.4	13.1
1500	24	20	4	0	0	0	0	0	0	0	0	0	0	0	0	0	10.4	13
1600	19	15	4	0	0	0	0	0	0	0	0	0	0	0	0	0	10.8	15.5
1700	16	10	6	0	0	0	0	0	0	0	0	0	0	0	0	0	11.5	13.3
1800	24	20	4	0	0	0	0	0	0	0	0	0	0	0	0	0	9.7	13.4
1900	11	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10	13.3
2000	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.5	12
2100	9	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	12	-
2200	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	15	-
2300	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10.2	-
07-19	**223**	**187**	**36**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10.3**	**13**
06-22	**259**	**215**	**44**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10.4**	**13**
06-00	**266**	**220**	**46**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10.4**	**13**
00-00	**269**	**223**	**46**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10.4**	**13**

14 September 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10.3	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10.3	-
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.5	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10.5	-
0800	8	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10.9	-
0900	9	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10.9	-
1000	16	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10.3	11.7
1100	11	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10.4	12.8
1200	19	17	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10.3	12.1
1300	19	13	6	0	0	0	0	0	0	0	0	0	0	0	0	0	11	16.2
1400	24	19	5	0	0	0	0	0	0	0	0	0	0	0	0	0	11.4	13.3
1500	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10.7	-
1600	10	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11.4	-
1700	9	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	11.3	-
1800	13	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	11.2	12.7
1900	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10.9	-
2000	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11.1	-
2100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11.5	-
2200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	-
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10.4	-
07-19	**146**	**118**	**28**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10.9**	**12.9**
06-22	**157**	**128**	**29**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10.9**	**12.8**
06-00	**160**	**131**	**29**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10.9**	**12.8**
00-00	**166**	**137**	**29**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10.9**	**12.7**

15 September 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	14	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	14.3	-
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	14.3	-
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	15.8	-
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	15.4	-
0600	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10.6	-
0700	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10.9	-
0800	16	9	7	0	0	0	0	0	0	0	0	0	0	0	0	0	11.8	13.2
0900	17	14	3	0	0	0	0	0	0	0	0	0	0	0	0	0	10.9	12.8
1000	31	23	8	0	0	0	0	0	0	0	0	0	0	0	0	0	11.5	14.6
1100	23	19	4	0	0	0	0	0	0	0	0	0	0	0	0	0	10.9	13
1200	19	16	3	0	0	0	0	0	0	0	0	0	0	0	0	0	10.7	13.1
1300	26	20	6	0	0	0	0	0	0	0	0	0	0	0	0	0	11.2	13.2
1400	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10.8	-
1500	15	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	11.4	13.9
1600	17	11	6	0	0	0	0	0	0	0	0	0	0	0	0	0	11.8	14.7
1700	10	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	11.3	-
1800	13	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	11.3	12.4
1900	6	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	11.9	-
2000	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10.5	-
2100	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13	-
2200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11.6	-
07-19	**200**	**156**	**44**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11.2**	**13.2**
06-22	**217**	**169**	**48**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11.2**	**13.2**
06-00	**219**	**171**	**48**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11.2**	**13.2**
00-00	**225**	**172**	**52**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11.3**	**13.4**

Grand Total

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
--	1827	1429	395	3	0	0	0	0	0	0	0	0	0	0	0	0	10.9	13

SITE: ATC 2 - Bank St, Hythe (West Site) LOCATION: Attached to sign

GRID REFERENCE: 51.070802, 1.083011 DIRECTION: SOUTHBOUND SPEED LIMIT: 30

	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Averages	
	09-Sep	10-Sep	11-Sep	12-Sep	13-Sep	14-Sep	15-Sep	1-5.	1-7.
Hour									
0000-0100	1	2	1	1	0	2	2	1.4	1.3
0100-0200	0	0	0	0	1	0	0	0	0.1
0200-0300	0	1	0	2	0	3	1	0.8	1
0300-0400	0	0	0	0	0	1	1	0.2	0.3
0400-0500	0	0	0	1	1	0	1	0.4	0.4
0500-0600	1	0	3	0	1	0	1	1	0.9
0600-0700	6	2	9	4	5	0	4	5	4.3
0700-0800	10	19	11	16	3	4	5	12.2	9.7
0800-0900	20	19	20	20	7	8	16	19	15.7
0900-1000	21	21	**28**	**35**	21	9	17	24.4	21.7
1000-1100	21	**24**	26	30	32	**16**	**31**	26.4	25.7
1100-1200	**21**	9	24	22	**32**	11	23	19.8	20.3
1200-1300	25	12	25	29	15	19	19	22	20.6
1300-1400	27	**24**	14	21	16	19	**26**	22.4	21
1400-1500	**30**	11	18	16	14	**24**	8	16.6	17.3
1500-1600	23	18	**31**	20	24	4	15	21.4	19.3
1600-1700	23	21	26	**36**	19	10	17	24.6	21.7
1700-1800	18	21	19	23	16	9	10	18.2	16.6
1800-1900	14	20	17	20	**24**	13	13	16.8	17.3
1900-2000	9	10	10	14	11	5	6	9.8	9.3
2000-2100	6	3	4	12	11	4	5	6	6.4
2100-2200	5	8	5	9	9	2	2	5.8	5.7
2200-2300	4	3	2	4	2	2	2	3	2.7
2300-2400	0	1	1	4	5	1	0	1.2	1.7
Totals									
0700-1900	253	219	259	288	223	146	200	243.8	226.9
0600-2200	279	242	287	327	259	157	217	270.4	252.6
0600-0000	283	246	290	335	266	160	219	274.6	257
0000-0000	285	249	294	339	269	166	225	278.4	261
AM Peak	1100	1000	900	900	1100	1000	1000		
	21	24	28	35	32	16	31		
PM Peak	1400	1300	1500	1600	1800	1400	1300		
	30	24	31	36	24	24	26		

Appendix D

PARKING DEMAND AND TRIP GENERATION

RESEARCH REPORT

January 2024

Churchill Retirement Living

PARKING DEMAND AND TRIP GENERATION

RESEARCH REPORT

CONTROLLED DOCUMENT

Document No:	536.0077/TN/3	
Status:	Original	
	Name	*Date*
Prepared by:	Harry Cross	October 2023
Checked by:	James Rand	October 2023
Approved by:	Mark Smith	October 2023

Revision Record				
Rev.	*Date*	*By*	*Summary of Changes*	*Aprvd*
2	12.12.23	HC	Client comment	JR
3	05.01.24	HC	Client comment	MS

Churchill Retirement Living Ltd
Churchill House
Parkside, Ringwood
Hampshire
BH24 3SG

Paul Basham Associates Ltd
The Lambourn
Wyndyke Furlong
Abingdon
Oxfordshire
OX14 1UJ

PARKING DEMAND AND TRIP GENERATION

RESEARCH REPORT

Contents

Figures

Tables

Appendices

1. INTRODUCTION

1.1 This report has been prepared by Paul Basham Associates on behalf of Churchill Retirement Living Ltd (CRL) in relation to typical travel behaviour at existing CRL schemes across the country, with a focus on parking demand and trip generation.

1.2 The purpose of this research is to help inform the design of future developments and provide a factual basis to assess the likely impact of any given CRL development upon the local road network. Data was collected at a range of existing CRL schemes (known as lodges) in respect of vehicle parking demand, vehicle movements, and pedestrian & cyclist movements.

1.3 Surveys were undertaken in June 2023 and follow pilot surveys at two lodges that were undertaken in early 2020. The pilot surveys were undertaken to ensure that the extent of data to be collected was appropriate, and the full surveys would have followed shortly were it not for travel patterns being significantly altered by travel restrictions as a result of COVID-19. Sufficient time has now passed since COVID-19 that travel behaviours are generally settled.

1.4 A similar previous exercise using surveys of 8 sites was undertaken in 2016 by Mott McDonald and comparisons are made in this report where relevant. The present research is designed to build upon the previous analysis and includes surveys of 20 lodges spread across the country.

Retirement Living

1.5 The concept of Retirement Living is not generally well understood. A typical CRL lodge consists of approximately 40 privately owned 1 or 2 bedroom apartments, with communal facilities provided within the building. Ownership and occupancy are age-restricted by planning condition / S106 agreement to those over 60, with a partner able to cohabit provided they are over 55.

1.6 The decision to move to a Retirement Living development is typically driven by individual circumstances. The average age of entry to a CRL lodge is 79, and the typical customer is a widow looking to downsize. CRL lodges are designed for independent living and are not residential institutions or care homes. No routine care is provided on-site, but some communal services are offered to help sustain independence and mitigate loneliness.

1.7 The communal facilities provided at a CRL lodge include:

- Concierge reception (staffed by a Lodge Manager)
- Owners' Lounge (communal), coffee bar and accessible toilet
- Guest suite (for use by friends and family)
- Intruder alarm and CCTV entry system

- A central lift serving all floors
- 24-hour care and support system (through Careline)
- Landscaped gardens (with raised planters and potting sheds)
- Free parking (including electric vehicles, cycles and mobility scooters)
- Internal refuse store

1.8 The developments fall within planning land use class 'C3 Residential' but residents exhibit different travel patterns to general C3 housing – for example because they do not commute to work or take children to school.

1.9 Location is critical to enable sustainable development and important to CRL customers, who typically seek accommodation on the basis of being able to walk or get public transport to local facilities and amenities. This informs CRL's site selection, and the typical Lodge is therefore within a short distance of local shops, public transport and/or community facilities.

2. METHODOLOGY

2.1 The surveys covered 20 CRL lodges, chosen to ensure a good geographical spread across the country. The lodges vary in terms of year of opening, but all were 100% occupied at the time of the survey. The names and locations of the survey sites are identified within **Table 1** and **Figure 1**.

Name and Location of CRL Lodge	Region	Year Opened
Mottisfont Lodge, Romsey	South West	2001
Churchill Lodge, Lilliput		2006
Mulberry Lodge, Emsworth		2010
Mitchell Lodge, Bitterne		2010
Hamlet Lodge, Gloucester		2010
Cavendish Lodge, Glastonbury		2006
St Mary's Lodge, Birchington	South East	2008
Park View Lodge, Faversham		2007
Atkins Lodge, Orpington		2015
Abbots Lodge, Canterbury		2013
Bramble Lodge, Wallington		2011
		2011
Tudor Lodge, Solihull	Midlands	2008
Steeple Lodge, Boldmere		2013
Elgar Lodge, Malvern		2011
Maxwell Lodge, Market Harborough		2014
St Johns Lodge, Timperley	North	2015
Tatterton Lodge, Wetherby		2017
Nicholls Lodge, Bishops Stortford	East	2015
Chelmer Lodge, Chelmsford		2015
King Henry Lodge, Chingford		2014

Table 1: Survey Sites & Region

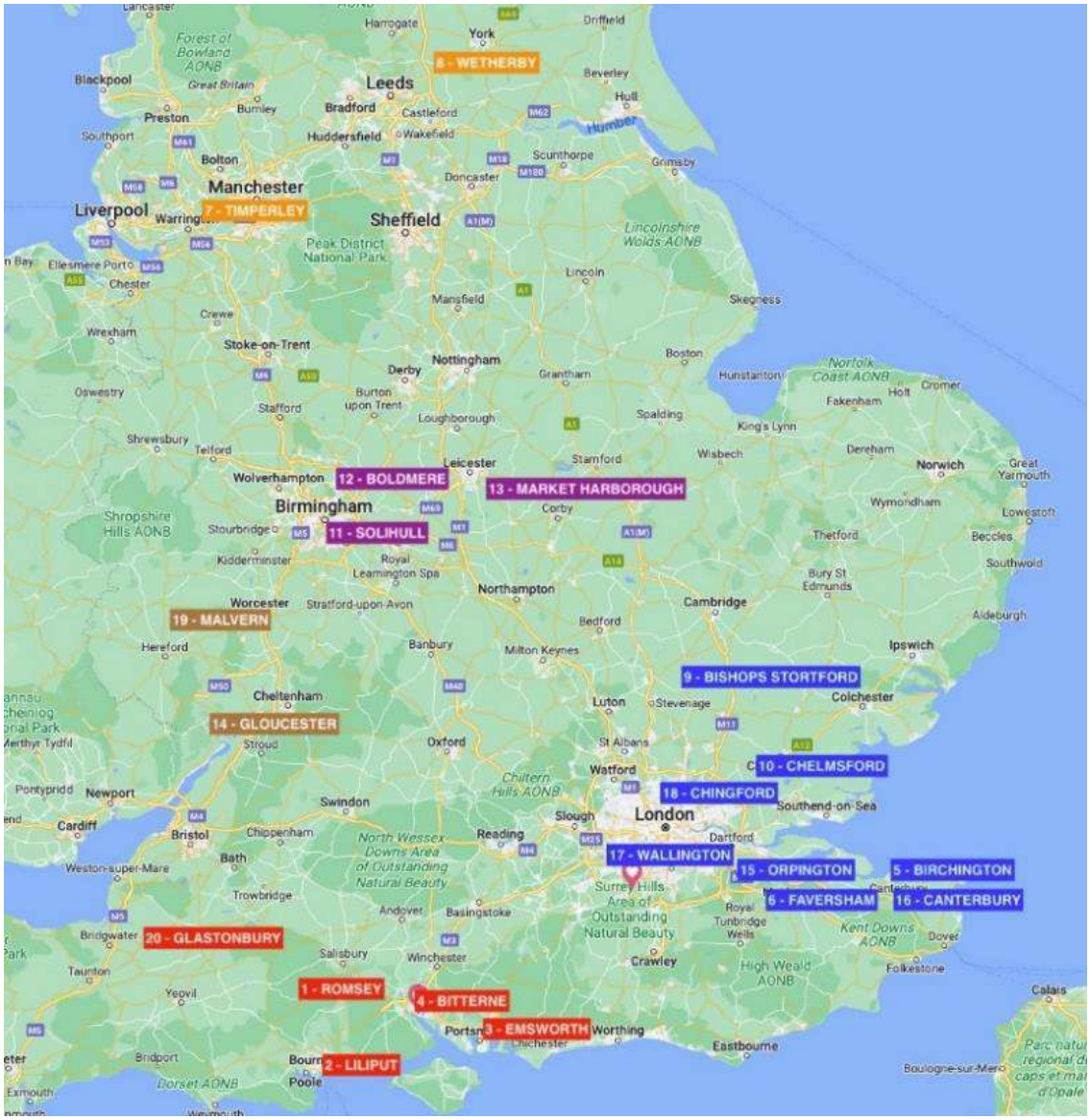


Figure 1: Survey Site Locations

Site Characteristics

2.2 As outlined above, the typical CRL Lodge is sustainably located, within a short distance of local shops, public transport and/or community facilities. To that end, relevant transport characteristics of each survey site is set out in **Table 2**.

2.3 The specifics vary from site to site, but the information demonstrates that all the sites are in sustainable locations, within short distance of amenities, public transport and/or public car parking. All but one of the sites are within a short distance of on-street parking. Typically, parking restrictions are present on the road immediately adjacent to the lodge. It is considered that there are no significant differences in locational characteristics that would substantially affect travel patterns.

CRL Development	Distance to Town Centre	Distance to Public Transport	Public Car Parking	On Street Parking Restrictions Directly Adjacent to Site	Availability of On Street Parking
Mottisfont Lodge, Romsey	500m/ 7 minutes	240m/ 3 minutes	300m/ 4 minutes	Double Yellow Lines	N/A
Churchill Lodge, Lilliput	190m/ 3 minutes	120m/ 2 minutes	900m/ 12 minutes	Double Yellow Lines	100m/ 2minutes
Mulberry Lodge, Emsworth	700m/ 10 minutes	25m/ 1 minute	400m/ 6 minutes	Double Yellow Lines	100m/ 2 minutes
Mitchell Lodge, Bitterne	350m/ 5 minutes	150m/ 2 minutes	300m/ 4 minutes	Double Yellow Lines	170m/ 2 minutes
Hamlet Lodge, Gloucester	650m/ 9 minutes	300m/ 5 minutes	850m/ 12 minutes	No parking restrictions	25m/ 1 minute
Cavendish Lodge, Glastonbury	270m/ 4 minutes	190m/ 3 minutes	140m/ 2 minutes	No parking restrictions	50m/ 1 minute
St Mary's Lodge, Birchington	270m/ 4 minutes	Train 75m/ 1 minute Bus 550m/ 8 minutes	75m/ 1 minute	Some Double Yellow Lines, Some on Street Spaces	25m/ 1 minute
Park View Lodge, Faversham	300m/ 5 minutes	70m/ 1 minute	240m/ 3 minutes	Double Yellow Lines, Some On Street Spaces	180m/ 2 minutes
Atkins Lodge, Orpington	110m/ 2 minutes	140m/ 2 minutes	650m/ 9 minutes	Double Yellows, Single Yellows & On Street Parking (4 hours)	30m/ 1 minute
Abbots Lodge, Canterbury	300m/ 5 minutes	120m/ 2 minutes	150m/ 2 minutes	Double Yellows & On Street Parking (20 mins/2 hours & permit holders)	25m/ 1 minute
Bramble Lodge, Wallington	550m/ 7 minutes	110m/ 2 minutes	450m/ 6 minutes	No parking restrictions	25m/ 1 minute
Tudor Lodge, Solihull	25m/ 1 minute	130m/ 2 minutes	1800m/ 24 minutes	Double Yellows & On Street Parking (60 minutes)	25m/ 1 minute
Steeple Lodge, Boldmere	700m/ 9 minutes	170m/ 2 minutes	1500m/ 20 minutes	Single Yellow Lines	25m/ 1 minute
Elgar Lodge, Malvern	160m/ 2 minutes	25m/ 1 minute	160m/ 2 minutes	Double Yellow Lines	25m/ 1 minute
Maxwell Lodge, Market Harborough	200m/ 3 minutes	110m/ 2 minutes	110m/ 2 minutes	Double Yellows & On Street Parking (40 minutes)	110m/ 2 minutes
St Johns Lodge, Timperley	450m/ 6 minutes	100m/ 1 minute	400m/ 6 minutes	No	25m/ 1 minute
Tatterton Lodge, Wetherby	400m/ 5 minutes	25m/ 1 minutes	300m/ 4 minutes	No	100m/ 1 minute
Nicholls Lodge, Bishops Stortford	70m/ 1 minute	400m/ 5 minutes	300m/ 4 minutes	Double Yellow Lines	160m/ 2 minutes
Chelmer Lodge, Chelmsford	180m/ 3 minutes	30m/ 1 minute	120m/ 2 minutes	Double Yellow Lines	60m/ 1 minute
King Henry Lodge, Chingford	200m/ 3 minutes	200m/ 3 minutes	130m/ 2 minutes	Double Yellow Lines	25m/ 1 minute
Average	**329m 5 minutes**	**152m 2 minutes**	**472m 7 minutes**	-	**66m 1 minute**

Table 2: Proximity of Survey Sites to Facilities & Parking Infrastructure

Transport Surveys

2.4 The data was collected for the 20 sites in June 2023, taken on a neutral weekday (Tuesday, Wednesday or Thursday) to ensure a robust dataset in line with standard transport planning surveying practices.

2.5 The surveyors collected the data using cameras and enumerators on site, and collected the following data:

- Between the hours of 0800-2000 (12 hours)
- Registration Plate DoS Matching to register length of stay data
- Car Park Accumulation (15 Minute Intervals)
- Multi-Modal Entry/Exit Counts

3. PARKING DATA

3.1 The parking survey results are presented in **Table 3** and the full results are contained within **Appendix A.** For each lodge, **Table 3** sets out the number of units and the number of parking spaces, and the number of parking spaces per unit.

CRL Lodge	Units	Parking Spaces	Parking Spaces per Unit	Average Car Parking Occupancy	Mean Average Parking Demand
Atkins Lodge, Orpington	49	13	0.265	3	0.05
Bramble Lodge, Wallington	42	14	0.333	5	0.12
Tudor Lodge, Solihull	30	7	0.233	4	0.14
King Henry Lodge, Chingford	32	14	0.438	4	0.13
Abbots Lodge, Canterbury	49	15	0.306	8	0.16
Cavendish Lodge, Glastonbury	38	11	0.289	9	0.22
St Marys Lodge, Birchington	31	11	0.355	9	0.28
Mitchell Lodge, Bitterne	36	12	0.333	9	0.26
Park View Lodge, Faversham	36	18	0.500	10	0.27
Elgar Lodge, Malvern	33	12	0.364	8	0.25
Nicholls Lodge, Bishops Stortford	52	18	0.346	17	0.32
Mulberry Lodge, Emsworth	30	14	0.467	8	0.28
Maxwell Lodge, Market Harborough	51	19	0.373	15	0.3
Hamlet Lodge, Gloucester	48	21	0.438	17	0.35
Chelmer Lodge, Chelmsford	55	27	0.491	19	0.35
Tatterton Lodge, Wetherby	56	32	0.571	22	0.39
Mottisfont Lodge, Romsey	31	16	0.516	12	0.39
Churchill Lodge, Lilliput	51	26	0.510	21	0.42
St Johns Lodge, Timperley	44	29	0.659	18	0.4
Steeple Lodge, Boldmere	48	32	0.667	23	0.47
Average	42	18	**0.42**	12	**0.28**

Table 3: Surveyed Sites Parking Overview

3.2 Using the data contained within each column heading, this shows that an average Churchill Retirement Living site would comprise of 42 units, with a parking provision of 18 spaces (a ratio of 0.42 spaces per unit). The data shows that the average parking demand at a typical development would be 0.28 spaces per unit, the equivalent of 12 spaces for 42 units.

Average Parking Accumulation vs Average Parking Provision

3.3 Averaging the demand across the 20 sites for each 15 minute period shows that the average level of demand is relatively constant, at around 12 vehicles for 42 units. This is shown graphically to the average provision of 18 spaces in **Figure 2**.

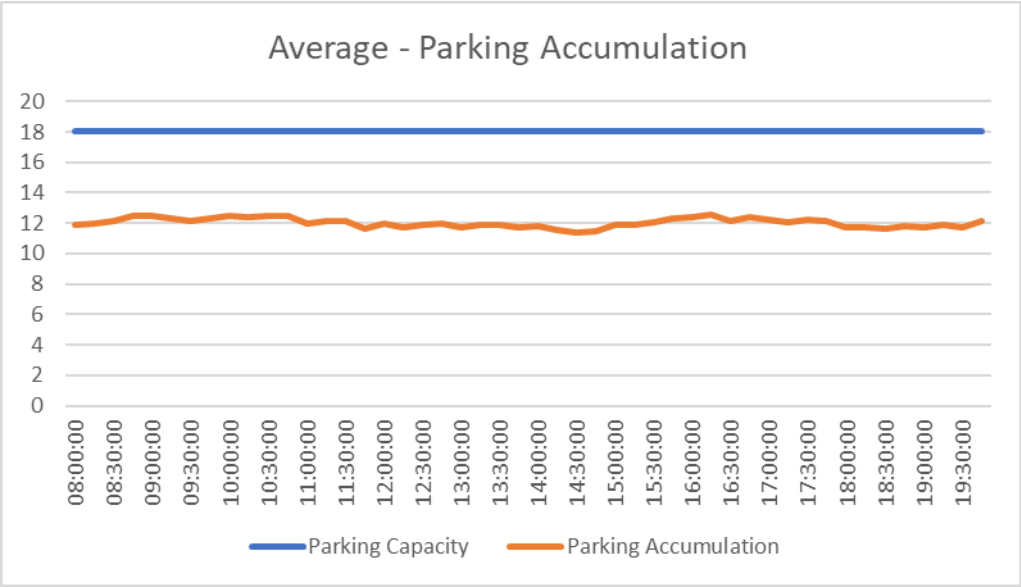


Figure 2: Average Parking Accumulation

3.4 **Figure 2** shows that the average parking demand never exceeds the average provision (18 spaces), with a maximum average occupancy across the day of 12.55 out of 18 spaces occupied, with maximum average occupancy occurring at 16:15.

Relationship between Provision & Demand

3.5 The provision and average demand data in **Table 3** is shown in a scatterplot within **Figure 3**. There is a clear positive relationship between provision and demand – the more parking that is provided, the higher the demand is. The R^2 value suggests that 64% of the of the variation in average demand is attributable to the amount of parking provided for the average demand.

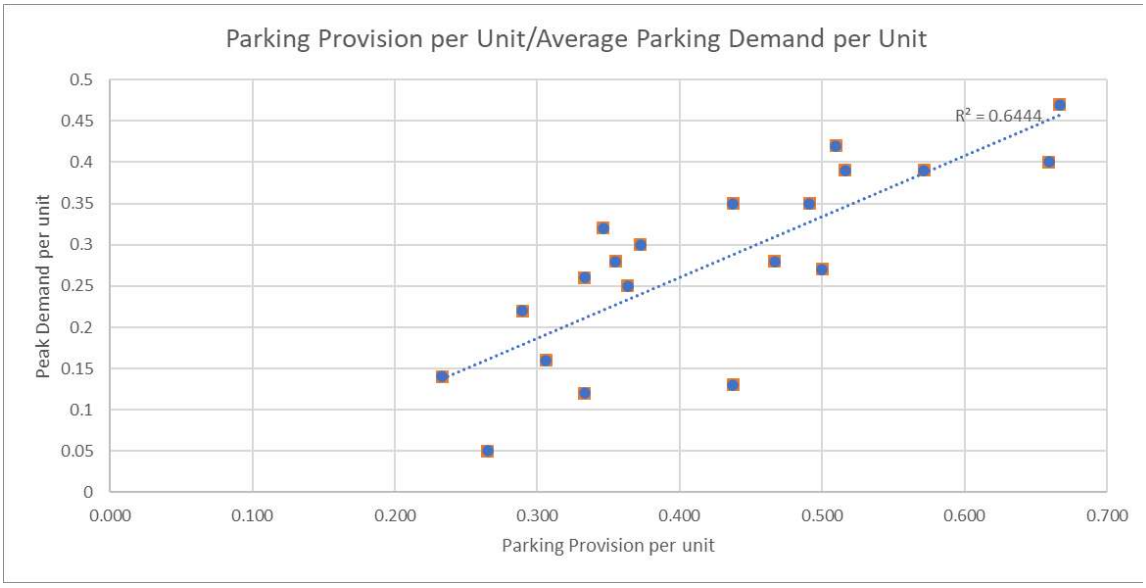


Figure 3: Parking Provision per Unit vs Mean Average Parking Demand per Unit

Average Length of Stay

3.6 Data was also collected to determine the average length of stay at each of the 20 surveyed sites. When reviewing the average daily length of stay across the 20 sites (with overnight residents excluded, i.e. cars that were parked at the start of the survey period), the average length of stay across the day is 3 hours and 9 minutes.

3.7 Of these inbound trips across the day, 60% stay at the site for 2 hours or less, and it is therefore reasonable to assume that a large proportion of these trips would be visitors, tradesmen or deliveries and that the parking accumulation does factor in a number of non-resident trips across the day, and the average parking demand figure of 0.28 therefore represents a robust figure to apply to future developments.

4. VEHICLE MOVEMENTS

4.1 Data on vehicle movements was also collected as part of the surveys. These are expressed per unit in Table 4 and the raw data is contained within Appendix A.

CRL Site/Location	Number of Units	Weekday 12 hour Arrivals (0800-2000)	Weekday 12 hour Departures (0800-2000)	Weekday 12 Hour Two Way Movements (0800-2000)
Atkins Lodge, Orpington	49	28	25	53
Bramble Lodge, Wallington	42	27	20	47
Tudor Lodge, Solihull	30	17	12	29
King Henry Lodge, Chingford	32	18	12	30
Abbots Lodge, Canterbury	49	29	22	51
Cavendish Lodge, Glastonbury	38	18	9	27
St Marys Lodge, Birchington	31	14	5	19
Mitchell Lodge, Bitterne	36	21	13	34
Park View Lodge, Faversham	36	44	35	79
Elgar Lodge, Malvern	33	29	23	52
Nicholls Lodge, Bishops Stortford	52	40	25	65
Mulberry Lodge, Emsworth	30	22	14	36
Maxwell Lodge, Market Harborough	51	60	39	99
Hamlet Lodge, Gloucester	48	56	39	95
Chelmer Lodge, Chelmsford	55	54	33	87
Tatterton Lodge, Wetherby	56	71	47	118
Mottisfont Lodge, Romsey	31	47	37	84
Churchill Lodge, Lilliput	51	78	58	136
St Johns Lodge, Timperley	44	69	53	122
Steeple Lodge, Boldmere	48	63	39	102
Total	**842**	**805**	**560**	**1365**
Average Trip Rate per Unit		0.956	0.665	1.621

Table 4: Mean Average Daily Vehicle Trip Rate Per Unit

4.2 This shows that the average unit generates 0.956 arrivals and 0.665 arrivals across the day, with a total daily vehicle trip rate per unit of 1.621. A similar exercise for the network peak periods (0800-0900 and 1700-1800) is shown in Table 5.

CRL Site/Location	Number of Units	AM Peak Arrivals	AM Peak Departures	AM Peak Total	PM Peak Arrivals	PM Peak Departures	PM Peak Total
Atkins Lodge, Orpington	49	2	1	3	1	2	3
Bramble Lodge, Wallington	42	1	2	3	0	1	1
Tudor Lodge, Solihull	30	0	0	0	0	1	1
King Henry Lodge, Chingford	32	1	0	1	0	0	0
Abbots Lodge, Canterbury	49	2	0	2	1	0	1
Cavendish Lodge, Glastonbury	38	0	0	0	0	1	1
St Marys Lodge, Birchington	31	0	0	0	0	1	1
Mitchell Lodge, Bitterne	36	0	0	0	0	1	1
Park View Lodge, Faversham	36	3	3	6	1	1	2
Elgar Lodge, Malvern	33	1	0	1	1	1	2
Nicholls Lodge, Bishops Stortford	52	3	0	3	2	2	4
Mulberry Lodge, Emsworth	30	1	0	1	0	0	0
Maxwell Lodge, Market Harborough	51	2	2	4	4	3	7
Hamlet Lodge, Gloucester	48	2	0	2	3	4	7
Chelmer Lodge, Chelmsford	55	4	2	6	1	1	2
Tatterton Lodge, Wetherby	56	0	2	2	3	2	5
Mottisfont Lodge, Romsey	31	0	3	3	0	1	1
Churchill Lodge, Lilliput	51	6	3	9	3	4	7
St Johns Lodge, Timperley	44	1	1	2	3	4	7
Steeple Lodge, Boldmere	48	3	3	6	2	4	6
Total	**842**	**32**	**22**	**54**	**25**	**34**	**59**
Average Trip Rate Per Unit Across 20 Sites		**0.038**	**0.026**	**0.064**	**0.030**	**0.040**	**0.070**

Table 5: Mean Average Peak Hour Vehicle Trip Rate Per Unit

4.3 Table 5 confirms that the average two-way trip rate per unit for the AM peak is 0.064 movements, and 0.070 for the PM peak.

5. 2023 PEDESTRIAN AND CYCLIST MOVEMENTS

5.1 In addition to reviewing the vehicular demand and use, data was also collected on movements by non-motorised modes to and from the 20 survey sites, specifically pedestrians, mobility buggies and cyclists. This data can be used in order to better inform the level of pedestrian trips, as well as cycle and mobility buggy use at CRL developments, which can in turn inform likely demand for cycle/buggy parking at future developments. The data shown in Table 6 shows the average movements across the day for the 20 sites, split across the survey period, with raw data for each site contained within Appendix A.

	Non-Motorised User Movements In (average across 20 sites)				Non-Motorised User Movements Out (average across 20 sites)			
Time	**Ped**	**Cycle**	**Buggies**	**Total**	**Ped**	**Cycle**	**Buggies**	**Total**
08:00-09:00	0.95	0	0	**0.95**	1.1	0	0	**1.1**
09:00-10:00	1.9	0.05	0.1	**2.05**	2.35	0	0.2	**2.55**
10:00-11:00	2.35	0.1	0.2	**2.55**	3.35	0	0.45	**3.8**
11:00-12:00	2.75	0	0.5	**3.25**	1.7	0.05	0.2	**1.95**
12:00-13:00	2.7	0	0.15	**2.85**	2.7	0	0.25	**2.95**
13:00-14:00	2.2	0	0.2	**2.3**	3.05	0	0.4	**3.45**
14:00-15:00	1.85	0	0.2	**2.05**	1.85	0	0.35	**2.2**
15:00-16:00	2	0	0.35	**2.35**	1.6	0	0.2	**1.8**
16:00-17:00	1.25	0	0.3	**1.55**	1.05	0	0.1	**1.15**
17:00-18:00	1.05	0.05	0.3	**1.4**	0.75	0.05	0	**0.8**
18:00-19:00	0.95	0	0	**0.95**	0.55	0	0	**0.55**
19:00-20:00	0.7	0	0	**0.7**	0.5	0	0	**0.5**
	In				**Out**			
Totals per Scheme	Ped	Cycle	Buggies	**Total**	Ped	Cycle	Buggies	**Total**
	20.65	0.2	2.3	**23.15**	20.55	0.1	2.15	**22.8**
Average Trip Rate Per Unit	Ped	Cycle	Buggies	**Total**	Ped	Cycle	Buggies	**Total**
	0.492	0.005	0.05	**0.547**	0.489	0.002	0.05	**0.541**

Table 6: 20 Site Average Daily Pedestrian/Cycle/Buggy Trips

5.2 Table 6 shows that on average, CRL developments generate 0.492 pedestrian arrivals per unit and 0.489 pedestrian departures per unit, resulting in 0.981 total pedestrian trips per unit per day. This is approximately 1 daily pedestrian trip per unit.

5.3 On average there are 0.005 cycle arrivals, and 0.002 cycle departures per unit, resulting in a trip rate of 0.007 cycle movements per unit per day. This is equivalent to one cycle trip per 142 unit and suggests minimal usage.

5.4 These findings are in keeping with a previously collected snapshot dataset on cycle ownership carried out in 2020 (attached in Appendix B) which has been collected across 128 lodges and shows and average cycle ownership of 0.71 per development, 0.02 per unit and that 4% of lodge managers cycle to work.

5.5 On average there are 0.05 buggy arrivals, and 0.05 buggy departures per unit, resulting in a trip rate of 0.1 buggy movements per unit per day. This is equivalent to one buggy trip per 10 unit and suggests modest usage. If this were to inform parking demand, assuming every resident with a buggy leaves and arrives once in a single day, there are likely to be 2-3 buggies per development on average.

6. SIMILARITY TO PREVIOUS SURVEY RESULTS

6.1 It is useful to compare the results of the 2023 surveys with previously recorded data, to determine whether there is any changes or trends that can be determined over time. As such, the overall results of the 2023 surveys have been compared to the previous surveys carried out, namely the Mott Macdonald research from 2016 and the preliminary research carried out by Paul Basham Associates in 2020. This is demonstrated in Table 7.

CRL Dataset	Average Parking Demand per Unit	Average Parking Provision per Unit	Daily Vehicle Trip Rate per Unit
Mott Macdonald Research (2016)	0.28	0.42	1.49
PBA Preliminary Research (2020)	0.29	0.35	1.7
PBA Updated Research (2023)	0.28	0.42	1.58

Table 7: Comparison of Previous and Current Survey Data

6.2 Table 7 shows that the results of the data across the 3 survey periods are broadly similar and consistent over time. The 2020 results are based on a sample size of 2 and limited conclusions can be drawn from that data. However, they are broadly consistent with 2016 and 2023 data.

7. EXECUTIVE SUMMARY

7.1 The data obtained is summarised in the below Table 8.

	Average Parking Provision (42 Units)	Average Parking Provision Per Unit	Average Parking Accumulation (42 Units)	Average Parking Demand Per Unit
On Site Parking	18	0.42	12	0.28
	AM Peak Hour Trip Rate Per Unit (0800-0900)	**PM Peak Hour Trip Rate Per Unit (1700-1800)**	**12 Hour Trip Rate Per Unit (0800-2000)**	
Vehicle Trip Generation	0.064	0.070	1.621	
	12 Hour Arrivals per Unit (0800-2000)	**12 Hour Departures per Unit (0800-2000)**	**12 Hour Trip Rate Per Unit (0800-2000)**	
Pedestrian Trip Generation	0.492	0.489	0.981	
Cycle Trip Generation	0.005	0.002	0.007	
Buggy Trip Generation	0.05	0.05	0.1	

Table 8: Site Parking & Trip Rate Summary

7.2 The data suggests the following in relation to car parking:

- The average Churchill development provides 18 parking spaces for 42 units (at a ratio of 0.42 spaces per unit).
- The average parking demand across the day across the 20 surveyed sites is 0.28 spaces per unit, equivalent to 12 spaces when reviewed against an average 42 unit development;
- 60% of stays are less than 2 hours and therefore it is likely that the data includes a high proportion of visitor/staff/tradespeople trips;
- There is a strong correlation between parking provision and average parking demand, with 64% of the variation in the latter attributable to the former. Essentially, if the provision is higher, then demand is higher, and if provision is lower, then demand is lower.

7.3 The data suggests the following in relation to vehicle trip generation:

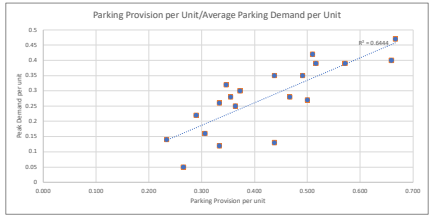
- The average two-way vehicular trip rate for the AM peak is 0.064 movements per unit, and the average for the PM peak is 0.070 trips per unit with a daily trip generation per unit of 1.621.

7.4 The data suggests the following in relation to pedestrian/cycle/buggy trip generation:

- The average pedestrian arrivals per unit is 0.497 movements per unit, and the average departures is 0.491 with a daily trip generation per unit of 0.988.
- There are very few cycle movements at 0.007 movements per unit per day, with the majority of non motorised user movements being pedestrian movements.
- On average there are 0.05 buggy arrivals, and 0.05 buggy departures per unit, resulting in a trip rate of 0.1 buggy movements per unit per day.

Appendix A

CRL Lodge	No of Units	Car Parking Provision	Parking Ratio	Average Parking Demand	Year Built
Atkins Lodge, Orpington	49	13	0.265	0.05	2015
Bramble Lodge, Wallington	42	14	0.333	0.12	2011
Tudor Lodge, Solihull	30	7	0.233	0.14	2008
King Henry Lodge, Chingford	32	14	0.438	0.13	2014
Abbots Lodge, Canterbury	49	15	0.306	0.16	2013
Cavandish Lodge, Glastonbury	38	11	0.289	0.22	2006
St Marys Lodge, Birchington	31	11	0.355	0.28	2008
Mitchell Lodge, Bitterne	36	12	0.333	0.26	2010
Park View Lodge, Faversham	36	18	0.500	0.27	2007
Elgar Lodge, Malvern	33	12	0.364	0.25	2011
Nicholls Lodge, Bishops Stortford	52	18	0.346	0.32	2015
Mulberry Lodge, Emsworth	30	14	0.467	0.28	2010
Maxwell Lodge, Market Harborough	51	19	0.373	0.3	2014
Hamlet Lodge, Gloucester	48	21	0.438	0.35	2010
Chelmer Lodge, Chelmsford	55	27	0.491	0.35	2015
Tatterton Lodge, Wetherby	56	32	0.571	0.39	2017
Mottisfont Lodge, Romsey	31	16	0.516	0.39	2001
Churchill Lodge, Lilliput	51	26	0.510	0.42	2006
St Johns Lodge, Timperley	44	29	0.659	0.4	2015
Steeple Lodge, Boldmere	48	32	0.667	0.47	2013
Average	42	18	0.42	0.28	



Vehicles

CRL Site/Location	Weekday 12hr Arrivals	Weekday 12 Departures	Weekday 12 Hour Two Way
Atkins Lodge, Orpington	28	25	53
Bramble Lodge, Wallington	27	20	47
Tudor Lodge, Solihull	17	12	29
King Henry Lodge, Chingford	18	12	30
Abbots Lodge, Canterbury	29	22	51
Cavandish Lodge, Glastonbury	18	9	27
St Marys Lodge, Birchington	14	5	19
Mitchell Lodge, Bitterne	21	13	34
Park View Lodge, Faversham	44	35	79
Elgar Lodge, Malvern	29	23	52
Nicholls Lodge, Bishops Stortford	40	25	65
Mulberry Lodge, Emsworth	22	14	36
Maxwell Lodge, Market Harborough	60	39	99
Hamlet Lodge, Gloucester	56	39	95
Chelmer Lodge, Chelmsford	54	33	87
Tatterton Lodge, Wetherby	71	47	118
Mottisfont Lodge, Romsey	47	37	84
Churchill Lodge, Lilliput	78	58	136
St Johns Lodge, Timperley	69	53	122
Steeple Lodge, Boldmere	63	39	102
Average	40.25	28	68.25

CRL Site/Location	Weekday 12hr Arrivals	Weekday 12 Departures	Weekday 12 Hour Two Way
Atkins Lodge, Orpington	0.571	0.510	1.082
Bramble Lodge, Wallington	0.643	0.476	1.119
Tudor Lodge, Solihull	0.567	0.400	0.967
King Henry Lodge, Chingford	0.563	0.375	0.938
Abbots Lodge, Canterbury	0.592	0.449	1.041
Cavandish Lodge, Glastonbury	0.474	0.237	0.711
St Marys Lodge, Birchington	0.452	0.161	0.613
Mitchell Lodge, Bitterne	0.583	0.361	0.944
Park View Lodge, Faversham	1.222	0.972	2.194
Elgar Lodge, Malvern	0.879	0.697	1.576
Nicholls Lodge, Bishops Stortford	0.769	0.481	1.250
Mulberry Lodge, Emsworth	0.733	0.467	1.200
Maxwell Lodge, Market Harborough	1.176	0.765	1.941
Hamlet Lodge, Gloucester	1.167	0.813	1.979
Chelmer Lodge, Chelmsford	0.982	0.600	1.582
Tatterton Lodge, Wetherby	1.268	0.839	2.107
Mottisfont Lodge, Romsey	1.516	1.194	2.710
Churchill Lodge, Lilliput	1.529	1.137	2.667
St Johns Lodge, Timperley	1.568	1.205	2.773
Steeple Lodge, Boldmere	1.313	0.813	2.125
Average	**0.928**	**0.648**	**1.576**

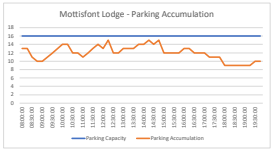
CRL Site/Location	AM Peak Hour Arrivals	AM Peak Hour Departures	AM Peak Hour Trip Generation	PM Peak Hour Arrivals	PM Peak Hour Departures	PM Peak Hour Trip Generation
Atkins Lodge, Orpington	2	1	3	1	2	3
Bramble Lodge, Wallington	1	2	3	0	1	1
Tudor Lodge, Solihull	0	0	0	0	1	1
King Henry Lodge, Chingford	1	0	1	0	0	0
Abbots Lodge, Canterbury	2	0	2	1	0	1
Cavandish Lodge, Glastonbury	0	0	0	0	1	1
St Marys Lodge, Birchington	0	0	0	0	1	1
Mitchell Lodge, Bitterne	0	0	0	0	1	1
Park View Lodge, Faversham	3	3	6	1	1	2
Elgar Lodge, Malvern	1	0	1	1	1	2
Nicholls Lodge, Bishops Stortford	3	0	3	2	2	4
Mulberry Lodge, Emsworth	1	0	1	0	0	0
Maxwell Lodge, Market Harborough	2	2	4	4	3	7
Hamlet Lodge, Gloucester	2	0	2	3	4	7
Chelmer Lodge, Chelmsford	4	2	6	1	1	2
Tatterton Lodge, Wetherby	0	2	2	3	2	5
Mottisfont Lodge, Romsey	0	3	3	0	1	1
Churchill Lodge, Lilliput	6	3	9	3	4	7
St Johns Lodge, Timperley	1	1	2	3	4	7
Steeple Lodge, Boldmere	3	3	6	2	4	6
Average Trip Generation	1.58	1.1	**2.68**	1.25	1.7	**2.95**
Average Trip Rate per Apartment	0.0375	0.0261	0.0636	0.0297	0.0404	0.0701

Av Duration of Stay (start and end removed)

CRL Lodge	Av Duration of Stay	Trips In	Stay under 2 hours	Stay under 2 hours percentage
Atkins Lodge, Orpington	00:58:00	25	21	84%
Bramble Lodge, Wallington	01:54:00	13	7	54%
Tudor Lodge, Solihull	00:50:00	10	9	90%
King Henry Lodge, Chingford	02:04:00	12	8	67%
Abbots Lodge, Canterbury	02:00:00	16	12	75%
Cavandish Lodge, Glastonbury	05:11:00	3	1	33%
St Marys Lodge, Birchington	03:54:00	2	0	0%
Mitchell Lodge, Bitterne	04:09:00	7	2	29%
Park View Lodge, Faversham	01:41:00	25	17	68%
Elgar Lodge, Malvern	02:20:00	14	9	64%
Nicholls Lodge, Bishops Stortford	04:18:00	14	2	14%
Mulberry Lodge, Emsworth	00:59:00	8	6	75%
Maxwell Lodge, Market Harborough	01:50:00	27	19	70%
Hamlet Lodge, Gloucester	02:29:00	27	16	59%
Chelmer Lodge, Chelmsford	02:34:00	20	10	50%
Tatterton Lodge, Wetherby	01:48:00	29	20	69%
Mottisfont Lodge, Romsey	01:35:00	24	17	71%
Churchill Lodge, Lilliput	02:08:00	38	21	55%
St Johns Lodge, Timperley	02:21:00	36	18	50%
Steeple Lodge, Boldmere	03:21:00	19	8	42%
Average	03:09:00	18.45	11	60%

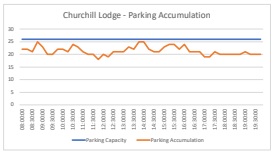
Mottisford Lodge

Time	08:00:00	08:15:00	08:30:00	08:45:00	09:00:00	09:15:00	09:30:00	09:45:00	10:00:00	10:15:00	10:30:00	10:45:00	11:00:00	11:15:00	11:30:00	11:45:00	12:00:00	12:15:00	12:30:00	12:45:00	13:00:00	13:15:00	13:30:00	13:45:00	14:00:00	14:15:00	14:30:00	14:45:00	15:00:00	15:15:00	15:30:00	15:45:00	16:00:00	16:15:00	16:30:00	16:45:00	17:00:00	17:15:00	17:30:00	17:45:00	18:00:00	18:15:00	18:30:00	18:45:00	19:00:00	19:15:00	19:30:00	19:45:00	Average
Parking Capacity	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	
Parking Accumulation	13	13	11	10	10	11	12	13	14	14	12	12	11	12	13	14	13	15	12	12	13	13	13	14	14	15	14	15	12	12	12	12	13	13	12	12	12	11	11	11	9	9	9	9	9	9	10	10	12
Number of Units	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	
Parking Demand	0.41935484	0.41935	0.35484	0.32258	0.32258	0.35484	0.3871	0.41935	0.45161	0.45161	0.3871	0.3871	0.35484	0.3871	0.41935	0.45161	0.41935	0.48387	0.3871	0.3871	0.41935	0.41935	0.41935	0.45161	0.45161	0.48387	0.45161	0.48387	0.3871	0.3871	0.3871	0.3871	0.41935	0.41935	0.3871	0.3871	0.3871	0.35484	0.35484	0.35484	0.29032	0.29032	0.29032	0.29032	0.29032	0.29032	0.32258	0.32258	0.39



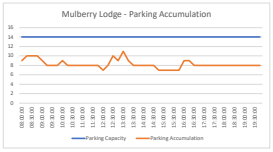
Churchill Lodge

Time	08:00:00	08:15:00	08:30:00	08:45:00	09:00:00	09:15:00	09:30:00	09:45:00	10:00:00	10:15:00	10:30:00	10:45:00	11:00:00	11:15:00	11:30:00	11:45:00	12:00:00	12:15:00	12:30:00	12:45:00	13:00:00	13:15:00	13:30:00	13:45:00	14:00:00	14:15:00	14:30:00	14:45:00	15:00:00	15:15:00	15:30:00	15:45:00	16:00:00	16:15:00	16:30:00	16:45:00	17:00:00	17:15:00	17:30:00	17:45:00	18:00:00	18:15:00	18:30:00	18:45:00	19:00:00	19:15:00	19:30:00	19:45:00	Average
Parking Capacity	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	
Parking Accumulation	22	22	21	25	23	20	20	22	22	21	24	23	21	20	20	18	20	19	21	21	21	23	22	25	25	22	21	21	23	24	24	22	24	21	21	21	19	19	21	20	20	20	20	21	20	20	20	21
Number of Units	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	
Parking Demand	0.43137255	0.43137	0.41176	0.4902	0.45098	0.39216	0.39216	0.43137	0.43137	0.41176	0.47059	0.45098	0.41176	0.39216	0.39216	0.35294	0.39216	0.37255	0.41176	0.41176	0.41176	0.45098	0.43137	0.4902	0.4902	0.43137	0.41176	0.41176	0.45098	0.47059	0.47059	0.43137	0.47059	0.41176	0.41176	0.41176	0.37255	0.37255	0.41176	0.39216	0.39216	0.39216	0.39216	0.41176	0.39216	0.39216	0.42



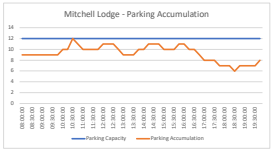
Mulberry Lodge

Time	08:00:00	08:15:00	08:30:00	08:45:00	09:00:00	09:15:00	09:30:00	09:45:00	10:00:00	10:15:00	10:30:00	10:45:00	11:00:00	11:15:00	11:30:00	11:45:00	12:00:00	12:15:00	12:30:00	12:45:00	13:00:00	13:15:00	13:30:00	13:45:00	14:00:00	14:15:00	14:30:00	14:45:00	15:00:00	15:15:00	15:30:00	15:45:00	16:00:00	16:15:00	16:30:00	16:45:00	17:00:00	17:15:00	17:30:00	17:45:00	18:00:00	18:15:00	18:30:00	18:45:00	19:00:00	19:15:00	19:30:00	19:45:00	Average
Parking Capacity	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	
Parking Accumulation	9	10	10	10	9	8	8	8	9	8	8	8	8	8	8	8	7	8	10	9	11	9	8	8	8	8	8	7	7	7	7	7	9	9	8	8	8	8	8	8	8	8	8	8	8	8	8	8
Number of Units	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	
Parking Demand	0.3	0.33333	0.33333	0.33333	0.3	0.26667	0.26667	0.26667	0.3	0.26667	0.26667	0.26667	0.26667	0.26667	0.26667	0.26667	0.23333	0.26667	0.33333	0.3	0.36667	0.3	0.26667	0.26667	0.26667	0.26667	0.26667	0.23333	0.23333	0.23333	0.23333	0.23333	0.3	0.3	0.26667	0.26667	0.26667	0.26667	0.26667	0.26667	0.26667	0.26667	0.26667	0.26667	0.26667	0.26667	0.28



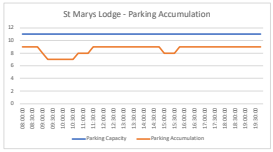
Mitchell Lodge

Time	08:00:00	08:15:00	08:30:00	08:45:00	09:00:00	09:15:00	09:30:00	09:45:00	10:00:00	10:15:00	10:30:00	10:45:00	11:00:00	11:15:00	11:30:00	11:45:00	12:00:00	12:15:00	12:30:00	12:45:00	13:00:00	13:15:00	13:30:00	13:45:00	14:00:00	14:15:00	14:30:00	14:45:00	15:00:00	15:15:00	15:30:00	15:45:00	16:00:00	16:15:00	16:30:00	16:45:00	17:00:00	17:15:00	17:30:00	17:45:00	18:00:00	18:15:00	18:30:00	18:45:00	19:00:00	19:15:00	19:30:00	19:45:00	Average
Parking Capacity	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	
Parking Accumulation	9	9	9	9	9	9	9	9	10	10	12	11	10	10	10	10	11	11	11	11	10	9	9	9	10	10	11	11	11	10	10	10	11	11	10	10	9	8	8	8	7	7	7	6	7	7	7	7	8	9
Number of Units	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	
Parking Demand	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.27778	0.27778	0.33333	0.30556	0.27778	0.27778	0.27778	0.27778	0.30556	0.30556	0.30556	0.27778	0.25	0.25	0.25	0.27778	0.27778	0.30556	0.30556	0.30556	0.27778	0.27778	0.27778	0.30556	0.30556	0.27778	0.27778	0.25	0.22222	0.22222	0.22222	0.19444	0.19444	0.19444	0.16667	0.19444	0.19444	0.19444	0.19444	0.22222	0.26



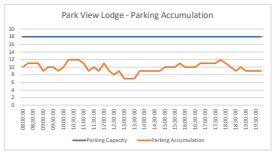
St Marys Lodge

Time	08:00:00	08:15:00	08:30:00	08:45:00	09:00:00	09:15:00	09:30:00	09:45:00	10:00:00	10:15:00	10:30:00	10:45:00	11:00:00	11:15:00	11:30:00	11:45:00	12:00:00	12:15:00	12:30:00	12:45:00	13:00:00	13:15:00	13:30:00	13:45:00	14:00:00	14:15:00	14:30:00	14:45:00	15:00:00	15:15:00	15:30:00	15:45:00	16:00:00	16:15:00	16:30:00	16:45:00	17:00:00	17:15:00	17:30:00	17:45:00	18:00:00	18:15:00	18:30:00	18:45:00	19:00:00	19:15:00	19:30:00	19:45:00	Average
Parking Capacity	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	
Parking Accumulation	9	9	9	9	8	7	7	7	7	7	7	7	8	8	8	9	9	9	9	9	9	9	9	9	9	9	9	9	8	8	8	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9
Number of Units	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	
Parking Demand	0.29032258	0.29032	0.29032	0.29032	0.25806	0.22581	0.22581	0.22581	0.22581	0.22581	0.22581	0.25806	0.25806	0.25806	0.29032	0.29032	0.29032	0.29032	0.29032	0.29032	0.29032	0.29032	0.29032	0.29032	0.29032	0.29032	0.29032	0.29032	0.25806	0.25806	0.25806	0.29032	0.29032	0.29032	0.29032	0.29032	0.29032	0.29032	0.29032	0.29032	0.29032	0.29032	0.29032	0.29032	0.29032	0.29032	0.28



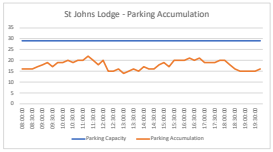
Park View Lodge

Time	08:00:00	08:15:00	08:30:00	08:45:00	09:00:00	09:15:00	09:30:00	09:45:00	10:00:00	10:15:00	10:30:00	10:45:00	11:00:00	11:15:00	11:30:00	11:45:00	12:00:00	12:15:00	12:30:00	12:45:00	13:00:00	13:15:00	13:30:00	13:45:00	14:00:00	14:15:00	14:30:00	14:45:00	15:00:00	15:15:00	15:30:00	15:45:00	16:00:00	16:15:00	16:30:00	16:45:00	17:00:00	17:15:00	17:30:00	17:45:00	18:00:00	18:15:00	18:30:00	18:45:00	19:00:00	19:15:00	19:30:00	19:45:00	Average
Parking Capacity	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	
Parking Accumulation	10	11	11	11	9	10	10	9	10	12	12	12	11	9	10	9	11	9	8	9	7	7	7	9	9	9	9	9	10	10	10	11	10	10	10	11	11	11	11	12	11	10	9	10	9	9	9	9	10
Number of Units	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	
Parking Demand	0.27777778	0.30556	0.30556	0.30556	0.25	0.27778	0.27778	0.25	0.27778	0.33333	0.33333	0.33333	0.30556	0.25	0.27778	0.25	0.30556	0.25	0.22222	0.25	0.19444	0.19444	0.19444	0.25	0.25	0.25	0.25	0.25	0.27778	0.27778	0.27778	0.30556	0.27778	0.27778	0.27778	0.30556	0.30556	0.30556	0.30556	0.33333	0.30556	0.27778	0.25	0.27778	0.25	0.25	0.25	0.25	0.27



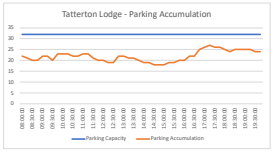
St Johns Lodge

Time	08:00:00	08:15:00	08:30:00	08:45:00	09:00:00	09:15:00	09:30:00	09:45:00	10:00:00	10:15:00	10:30:00	10:45:00	11:00:00	11:15:00	11:30:00	11:45:00	12:00:00	12:15:00	12:30:00	12:45:00	13:00:00	13:15:00	13:30:00	13:45:00	14:00:00	14:15:00	14:30:00	14:45:00	15:00:00	15:15:00	15:30:00	15:45:00	16:00:00	16:15:00	16:30:00	16:45:00	17:00:00	17:15:00	17:30:00	17:45:00	18:00:00	18:15:00	18:30:00	18:45:00	19:00:00	19:15:00	19:30:00	19:45:00	Average
Parking Capacity	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	
Parking Accumulation	16	16	16	17	18	19	17	19	19	20	19	20	20	22	20	18	20	15	15	16	14	15	16	15	17	16	16	18	19	17	20	20	20	21	20	21	19	19	19	20	20	18	16	15	15	15	15	16	18
Number of Units	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	
Parking Demand	0.36363636	0.36364	0.36364	0.38636	0.40909	0.43182	0.38636	0.43182	0.43182	0.45455	0.43182	0.45455	0.45455	0.5	0.45455	0.40909	0.45455	0.34091	0.34091	0.36364	0.31818	0.34091	0.36364	0.34091	0.38636	0.36364	0.36364	0.40909	0.43182	0.38636	0.45455	0.45455	0.45455	0.47727	0.45455	0.47727	0.43182	0.43182	0.43182	0.45455	0.45455	0.40909	0.36364	0.34091	0.34091	0.34091	0.36364	0.40



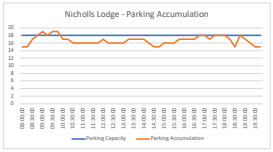
Tatterton Lodge

Time	08:00:00	08:15:00	08:30:00	08:45:00	09:00:00	09:15:00	09:30:00	09:45:00	10:00:00	10:15:00	10:30:00	10:45:00	11:00:00	11:15:00	11:30:00	11:45:00	12:00:00	12:15:00	12:30:00	12:45:00	13:00:00	13:15:00	13:30:00	13:45:00	14:00:00	14:15:00	14:30:00	14:45:00	15:00:00	15:15:00	15:30:00	15:45:00	16:00:00	16:15:00	16:30:00	16:45:00	17:00:00	17:15:00	17:30:00	17:45:00	18:00:00	18:15:00	18:30:00	18:45:00	19:00:00	19:15:00	19:30:00	19:45:00	Average
Parking Capacity	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	
Parking Accumulation	22	21	20	20	22	22	20	23	23	23	22	22	23	23	21	20	20	19	19	22	22	21	21	20	19	19	18	18	18	19	19	20	20	22	22	25	26	27	26	26	25	24	25	25	25	25	24	24	22
Number of Units	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	
Parking Demand	0.39285714	0.375	0.35714	0.35714	0.39286	0.39286	0.35714	0.41071	0.41071	0.41071	0.39286	0.39286	0.41071	0.41071	0.375	0.35714	0.35714	0.33929	0.33929	0.39286	0.39286	0.375	0.375	0.35714	0.33929	0.33929	0.32143	0.32143	0.32143	0.33929	0.33929	0.35714	0.35714	0.39286	0.39286	0.44643	0.46429	0.48214	0.46429	0.46429	0.44643	0.42857	0.44643	0.44643	0.44643	0.44643	0.42857	0.42857	0.39



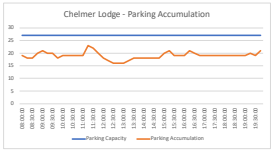
Nicholls Lodge

Time	08:00:00	08:15:00	08:30:00	08:45:00	09:00:00	09:15:00	09:30:00	09:45:00	10:00:00	10:15:00	10:30:00	10:45:00	11:00:00	11:15:00	11:30:00	11:45:00	12:00:00	12:15:00	12:30:00	12:45:00	13:00:00	13:15:00	13:30:00	13:45:00	14:00:00	14:15:00	14:30:00	14:45:00	15:00:00	15:15:00	15:30:00	15:45:00	16:00:00	16:15:00	16:30:00	16:45:00	17:00:00	17:15:00	17:30:00	17:45:00	18:00:00	18:15:00	18:30:00	18:45:00	19:00:00	19:15:00	19:30:00	19:45:00	Average
Parking Capacity	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	
Parking Accumulation	15	15	17	18	19	18	19	19	17	17	16	16	16	16	16	17	16	16	16	16	16	17	17	17	17	16	15	15	16	16	16	17	17	17	17	18	18	17	18	18	18	17	15	18	17	16	15	15	17
Number of Units	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	
Parking Demand	0.28846154	0.28846	0.32692	0.34615	0.36538	0.34615	0.36538	0.36538	0.32692	0.32692	0.30769	0.30769	0.30769	0.30769	0.30769	0.30769	0.32692	0.30769	0.30769	0.30769	0.30769	0.32692	0.32692	0.32692	0.32692	0.30769	0.28846	0.28846	0.30769	0.30769	0.30769	0.32692	0.32692	0.32692	0.32692	0.34615	0.34615	0.32692	0.34615	0.34615	0.34615	0.32692	0.28846	0.34615	0.32692	0.30769	0.28846	0.28846	0.32



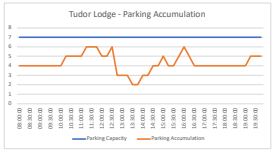
Chelmer Lodge

Time	08:00:00	08:15:00	08:30:00	08:45:00	09:00:00	09:15:00	09:30:00	09:45:00	10:00:00	10:15:00	10:30:00	10:45:00	11:00:00	11:15:00	11:30:00	11:45:00	12:00:00	12:15:00	12:30:00	12:45:00	13:00:00	13:15:00	13:30:00	13:45:00	14:00:00	14:15:00	14:30:00	14:45:00	15:00:00	15:15:00	15:30:00	15:45:00	16:00:00	16:15:00	16:30:00	16:45:00	17:00:00	17:15:00	17:30:00	17:45:00	18:00:00	18:15:00	18:30:00	18:45:00	19:00:00	19:15:00	19:30:00	19:45:00	Average
Parking Capacity	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	
Parking Accumulation	19	18	18	20	21	20	20	18	19	19	19	19	19	23	22	20	18	17	16	16	16	17	18	18	18	18	18	18	20	21	19	19	19	21	20	19	19	19	19	19	19	19	19	19	20	19	21	19	19
Number of Units	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	
Parking Demand	0.34545455	0.32727	0.32727	0.36364	0.38182	0.36364	0.36364	0.32727	0.34545	0.34545	0.34545	0.34545	0.34545	0.41818	0.4	0.36364	0.32727	0.30909	0.29091	0.29091	0.29091	0.30909	0.32727	0.32727	0.32727	0.32727	0.32727	0.32727	0.36364	0.38182	0.34545	0.34545	0.34545	0.38182	0.36364	0.34545	0.34545	0.34545	0.34545	0.34545	0.34545	0.34545	0.34545	0.34545	0.34545	0.36364	0.34545	0.38182	0.35



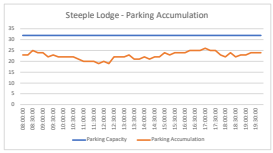
Tudor Lodge

Time	08:00:00	08:15:00	08:30:00	08:45:00	09:00:00	09:15:00	09:30:00	09:45:00	10:00:00	10:15:00	10:30:00	10:45:00	11:00:00	11:15:00	11:30:00	11:45:00	12:00:00	12:15:00	12:30:00	12:45:00	13:00:00	13:15:00	13:30:00	13:45:00	14:00:00	14:15:00	14:30:00	14:45:00	15:00:00	15:15:00	15:30:00	15:45:00	16:00:00	16:15:00	16:30:00	16:45:00	17:00:00	17:15:00	17:30:00	17:45:00	18:00:00	18:15:00	18:30:00	18:45:00	19:00:00	19:15:00	19:30:00	19:45:00	Average
Parking Capacity	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	
Parking Accumulation	4	4	4	4	4	4	4	4	4	5	5	5	5	6	6	6	5	5	6	3	3	3	2	2	3	3	4	4	5	4	4	5	6	5	4	4	4	4	4	4	4	4	4	5	5	5	4
Number of Units	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	
Parking Demand	0.13333333	0.13333	0.13333	0.13333	0.13333	0.13333	0.13333	0.13333	0.13333	0.16667	0.16667	0.16667	0.16667	0.2	0.2	0.2	0.16667	0.16667	0.2	0.1	0.1	0.1	0.06667	0.06667	0.1	0.1	0.13333	0.13333	0.16667	0.13333	0.13333	0.16667	0.2	0.16667	0.13333	0.13333	0.13333	0.13333	0.13333	0.13333	0.13333	0.13333	0.13333	0.16667	0.16667	0.16667	0.14



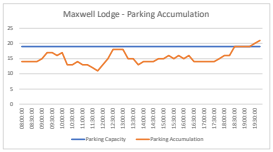
Steeple Lodge

Time	08:00:00	08:15:00	08:30:00	08:45:00	09:00:00	09:15:00	09:30:00	09:45:00	10:00:00	10:15:00	10:30:00	10:45:00	11:00:00	11:15:00	11:30:00	11:45:00	12:00:00	12:15:00	12:30:00	12:45:00	13:00:00	13:15:00	13:30:00	13:45:00	14:00:00	14:15:00	14:30:00	14:45:00	15:00:00	15:15:00	15:30:00	15:45:00	16:00:00	16:15:00	16:30:00	16:45:00	17:00:00	17:15:00	17:30:00	17:45:00	18:00:00	18:15:00	18:30:00	18:45:00	19:00:00	19:15:00	19:30:00	19:45:00	Average
Parking Capacity	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	
Parking Accumulation	23	23	25	24	24	22	23	22	22	22	22	21	20	20	20	19	20	19	22	22	22	23	21	21	22	21	22	22	24	23	24	24	24	25	25	25	26	25	25	23	22	24	22	23	23	24	24	24	23
Number of Units	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	
Parking Demand	0.47916667	0.47917	0.52083	0.5	0.5	0.45833	0.47917	0.45833	0.45833	0.45833	0.45833	0.4375	0.41667	0.41667	0.41667	0.39583	0.41667	0.39583	0.45833	0.45833	0.45833	0.47917	0.4375	0.4375	0.45833	0.4375	0.45833	0.45833	0.5	0.47917	0.5	0.5	0.5	0.52083	0.52083	0.52083	0.54167	0.52083	0.52083	0.47917	0.45833	0.5	0.45833	0.47917	0.47917	0.5	0.5	0.5	0.47



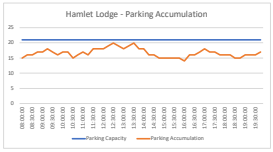
Maxwell Lodge

Time	08:00:00	08:15:00	08:30:00	08:45:00	09:00:00	09:15:00	09:30:00	09:45:00	10:00:00	10:15:00	10:30:00	10:45:00	11:00:00	11:15:00	11:30:00	11:45:00	12:00:00	12:15:00	12:30:00	12:45:00	13:00:00	13:15:00	13:30:00	13:45:00	14:00:00	14:15:00	14:30:00	14:45:00	15:00:00	15:15:00	15:30:00	15:45:00	16:00:00	16:15:00	16:30:00	16:45:00	17:00:00	17:15:00	17:30:00	17:45:00	18:00:00	18:15:00	18:30:00	18:45:00	19:00:00	19:15:00	19:30:00	19:45:00	Average
Parking Capacity	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	
Parking Accumulation	14	14	14	14	15	17	17	16	17	13	13	14	13	13	12	11	13	15	18	18	18	15	15	13	14	14	14	15	15	16	15	16	15	16	14	14	14	14	14	15	16	16	19	19	19	19	20	21	15
Number of Units	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	
Parking Demand	0.2745098	0.27451	0.27451	0.27451	0.29412	0.33333	0.33333	0.31373	0.33333	0.2549	0.2549	0.27451	0.2549	0.2549	0.23529	0.21569	0.2549	0.29412	0.35294	0.35294	0.35294	0.29412	0.29412	0.2549	0.27451	0.27451	0.27451	0.29412	0.29412	0.31373	0.29412	0.31373	0.29412	0.31373	0.27451	0.27451	0.27451	0.27451	0.27451	0.29412	0.31373	0.31373	0.37255	0.37255	0.37255	0.37255	0.39216	0.41176	0.30



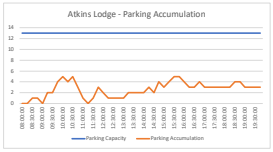
Hamlet Lodge

Time	08:00:00	08:15:00	08:30:00	08:45:00	09:00:00	09:15:00	09:30:00	09:45:00	10:00:00	10:15:00	10:30:00	10:45:00	11:00:00	11:15:00	11:30:00	11:45:00	12:00:00	12:15:00	12:30:00	12:45:00	13:00:00	13:15:00	13:30:00	13:45:00	14:00:00	14:15:00	14:30:00	14:45:00	15:00:00	15:15:00	15:30:00	15:45:00	16:00:00	16:15:00	16:30:00	16:45:00	17:00:00	17:15:00	17:30:00	17:45:00	18:00:00	18:15:00	18:30:00	18:45:00	19:00:00	19:15:00	19:30:00	19:45:00	Average
Parking Capacity	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	
Parking Accumulation	15	16	16	17	17	18	17	16	17	17	15	16	17	16	18	18	18	19	20	19	18	19	20	18	18	16	16	15	15	15	15	15	14	16	16	17	18	17	17	16	16	16	15	15	16	16	16	17	17
Number of Units	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	
Parking Demand	0.3125	0.33333	0.33333	0.35417	0.35417	0.375	0.35417	0.33333	0.35417	0.35417	0.3125	0.33333	0.35417	0.33333	0.375	0.375	0.375	0.39583	0.41667	0.39583	0.375	0.39583	0.41667	0.375	0.375	0.33333	0.33333	0.3125	0.3125	0.3125	0.3125	0.3125	0.29167	0.33333	0.33333	0.35417	0.375	0.35417	0.35417	0.33333	0.33333	0.33333	0.3125	0.3125	0.33333	0.33333	0.33333	0.35417	0.35



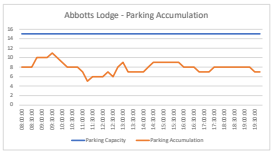
Atkins Lodge

Time	08:00:00	08:15:00	08:30:00	08:45:00	09:00:00	09:15:00	09:30:00	09:45:00	10:00:00	10:15:00	10:30:00	10:45:00	11:00:00	11:15:00	11:30:00	11:45:00	12:00:00	12:15:00	12:30:00	12:45:00	13:00:00	13:15:00	13:30:00	13:45:00	14:00:00	14:15:00	14:30:00	14:45:00	15:00:00	15:15:00	15:30:00	15:45:00	16:00:00	16:15:00	16:30:00	16:45:00	17:00:00	17:15:00	17:30:00	17:45:00	18:00:00	18:15:00	18:30:00	18:45:00	19:00:00	19:15:00	19:30:00	19:45:00	Average
Parking Capacity	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	
Parking Accumulation	0	0	1	1	0	2	2	4	5	4	5	3	1	0	1	3	2	1	1	1	1	2	2	2	2	3	2	4	3	4	5	5	4	3	3	4	3	3	3	3	3	3	4	4	3	3	3	3	3
Number of Units	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	
Parking Demand	0	0	0.02041	0.02041	0	0.04082	0.04082	0.08163	0.10204	0.08163	0.10204	0.06122	0.02041	0	0.02041	0.06122	0.04082	0.02041	0.02041	0.02041	0.02041	0.04082	0.04082	0.04082	0.04082	0.06122	0.04082	0.08163	0.06122	0.08163	0.10204	0.10204	0.08163	0.06122	0.06122	0.08163	0.06122	0.06122	0.06122	0.06122	0.06122	0.06122	0.08163	0.08163	0.06122	0.06122	0.06122	0.06122	0.05



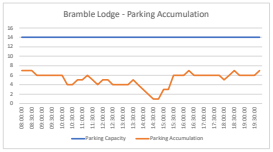
Abbotts Lodge

Time	08:00:00	08:15:00	08:30:00	08:45:00	09:00:00	09:15:00	09:30:00	09:45:00	10:00:00	10:15:00	10:30:00	10:45:00	11:00:00	11:15:00	11:30:00	11:45:00	12:00:00	12:15:00	12:30:00	12:45:00	13:00:00	13:15:00	13:30:00	13:45:00	14:00:00	14:15:00	14:30:00	14:45:00	15:00:00	15:15:00	15:30:00	15:45:00	16:00:00	16:15:00	16:30:00	16:45:00	17:00:00	17:15:00	17:30:00	17:45:00	18:00:00	18:15:00	18:30:00	18:45:00	19:00:00	19:15:00	19:30:00	19:45:00	Average
Parking Capacity	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	
Parking Accumulation	8	8	8	10	10	10	11	10	9	8	8	8	7	5	6	6	6	7	6	8	9	7	7	7	7	8	9	9	9	9	9	8	8	8	7	7	7	8	8	8	8	8	8	8	8	7	7	8
Number of Units	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	
Parking Demand	0.16326531	0.16327	0.16327	0.20408	0.20408	0.20408	0.22449	0.20408	0.18367	0.16327	0.16327	0.16327	0.14286	0.10204	0.12245	0.12245	0.12245	0.14286	0.12245	0.16327	0.18367	0.14286	0.14286	0.14286	0.14286	0.16327	0.18367	0.18367	0.18367	0.18367	0.18367	0.18367	0.16327	0.16327	0.16327	0.14286	0.14286	0.14286	0.16327	0.16327	0.16327	0.16327	0.16327	0.16327	0.16327	0.14286	0.14286	0.16



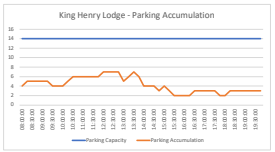
Bramble Lodge

Time	08:00:00	08:15:00	08:30:00	08:45:00	09:00:00	09:15:00	09:30:00	09:45:00	10:00:00	10:15:00	10:30:00	10:45:00	11:00:00	11:15:00	11:30:00	11:45:00	12:00:00	12:15:00	12:30:00	12:45:00	13:00:00	13:15:00	13:30:00	13:45:00	14:00:00	14:15:00	14:30:00	14:45:00	15:00:00	15:15:00	15:30:00	15:45:00	16:00:00	16:15:00	16:30:00	16:45:00	17:00:00	17:15:00	17:30:00	17:45:00	18:00:00	18:15:00	18:30:00	18:45:00	19:00:00	19:15:00	19:30:00	19:45:00	Average
Parking Capacity	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	
Parking Accumulation	7	7	7	6	6	6	6	6	6	4	4	5	5	6	5	4	5	5	4	4	4	4	5	4	3	2	1	1	3	3	6	6	7	6	6	6	6	6	6	5	6	7	6	6	6	6	7	5
Number of Units	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	
Parking Demand	0.16666667	0.16667	0.16667	0.14286	0.14286	0.14286	0.14286	0.14286	0.14286	0.09524	0.09524	0.11905	0.11905	0.14286	0.11905	0.09524	0.11905	0.11905	0.09524	0.09524	0.09524	0.09524	0.11905	0.09524	0.07143	0.04762	0.02381	0.02381	0.07143	0.07143	0.14286	0.14286	0.14286	0.16667	0.14286	0.14286	0.14286	0.14286	0.14286	0.11905	0.14286	0.16667	0.14286	0.14286	0.14286	0.14286	0.16667	0.12



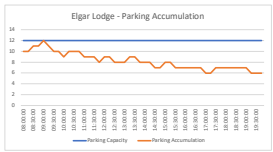
King Henry Lodge

Time	08:00:00	08:15:00	08:30:00	08:45:00	09:00:00	09:15:00	09:30:00	09:45:00	10:00:00	10:15:00	10:30:00	10:45:00	11:00:00	11:15:00	11:30:00	11:45:00	12:00:00	12:15:00	12:30:00	12:45:00	13:00:00	13:15:00	13:30:00	13:45:00	14:00:00	14:15:00	14:30:00	14:45:00	15:00:00	15:15:00	15:30:00	15:45:00	16:00:00	16:15:00	16:30:00	16:45:00	17:00:00	17:15:00	17:30:00	17:45:00	18:00:00	18:15:00	18:30:00	18:45:00	19:00:00	19:15:00	19:30:00	19:45:00	Average
Parking Capacity	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	
Parking Accumulation	4	5	5	5	5	5	4	4	4	5	6	6	6	6	6	6	7	7	7	7	5	6	7	6	4	4	4	3	4	3	2	2	2	2	3	3	3	3	3	2	2	3	3	3	3	3	3	4
Number of Units	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	
Parking Demand	0.125	0.15625	0.15625	0.15625	0.15625	0.15625	0.125	0.125	0.125	0.15625	0.1875	0.1875	0.1875	0.1875	0.1875	0.1875	0.21875	0.21875	0.21875	0.21875	0.15625	0.1875	0.21875	0.1875	0.125	0.125	0.125	0.09375	0.125	0.09375	0.0625	0.0625	0.0625	0.0625	0.09375	0.09375	0.09375	0.09375	0.0625	0.0625	0.09375	0.09375	0.09375	0.09375	0.09375	0.09375	0.13



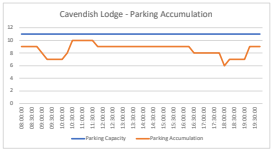
Elgar Lodge

Time	08:00:00	08:15:00	08:30:00	08:45:00	09:00:00	09:15:00	09:30:00	09:45:00	10:00:00	10:15:00	10:30:00	10:45:00	11:00:00	11:15:00	11:30:00	11:45:00	12:00:00	12:15:00	12:30:00	12:45:00	13:00:00	13:15:00	13:30:00	13:45:00	14:00:00	14:15:00	14:30:00	14:45:00	15:00:00	15:15:00	15:30:00	15:45:00	16:00:00	16:15:00	16:30:00	16:45:00	17:00:00	17:15:00	17:30:00	17:45:00	18:00:00	18:15:00	18:30:00	18:45:00	19:00:00	19:15:00	19:30:00	19:45:00	Average
Parking Capacity	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	
Parking Accumulation	10	10	11	11	12	11	10	10	9	10	10	10	9	9	9	8	9	8	8	8	9	9	8	8	8	7	7	8	8	7	7	7	7	7	7	6	6	7	7	7	7	7	6	6	6	6	8
Number of Units	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	
Parking Demand	0.3030303	0.30303	0.33333	0.33333	0.36364	0.33333	0.30303	0.30303	0.27273	0.30303	0.30303	0.30303	0.27273	0.27273	0.27273	0.24242	0.27273	0.27273	0.24242	0.24242	0.24242	0.27273	0.27273	0.24242	0.24242	0.24242	0.21212	0.21212	0.24242	0.24242	0.21212	0.21212	0.21212	0.21212	0.21212	0.21212	0.21212	0.21212	0.18182	0.18182	0.21212	0.21212	0.21212	0.21212	0.21212	0.18182	0.18182	0.25



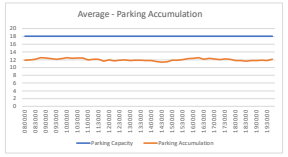
Cavendish Lodge

Time	08:00:00	08:15:00	08:30:00	08:45:00	09:00:00	09:15:00	09:30:00	09:45:00	10:00:00	10:15:00	10:30:00	10:45:00	11:00:00	11:15:00	11:30:00	11:45:00	12:00:00	12:15:00	12:30:00	12:45:00	13:00:00	13:15:00	13:30:00	13:45:00	14:00:00	14:15:00	14:30:00	14:45:00	15:00:00	15:15:00	15:30:00	15:45:00	16:00:00	16:15:00	16:30:00	16:45:00	17:00:00	17:15:00	17:30:00	17:45:00	18:00:00	18:15:00	18:30:00	18:45:00	19:00:00	19:15:00	19:30:00	19:45:00	Average
Parking Capacity	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	
Parking Accumulation	9	9	9	9	8	7	7	7	7	8	10	10	10	10	10	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	8	8	8	8	8	6	7	7	7	7	9	9	9	9
Number of Units	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	
Parking Demand	0.23684211	0.23684	0.23684	0.23684	0.21053	0.18421	0.18421	0.18421	0.18421	0.21053	0.26316	0.26316	0.26316	0.26316	0.26316	0.23684	0.23684	0.23684	0.23684	0.23684	0.23684	0.23684	0.23684	0.23684	0.23684	0.23684	0.23684	0.23684	0.23684	0.23684	0.23684	0.23684	0.23684	0.23684	0.21053	0.21053	0.21053	0.21053	0.21053	0.21053	0.15789	0.18421	0.18421	0.18421	0.18421	0.23684	0.23684	0.23684	0.22



Average

Time	08:00:00	08:15:00	08:30:00	08:45:00	09:00:00	09:15:00	09:30:00	09:45:00	10:00:00	10:15:00	10:30:00	10:45:00	11:00:00	11:15:00	11:30:00	11:45:00	12:00:00	12:15:00	12:30:00	12:45:00	13:00:00	13:15:00	13:30:00	13:45:00	14:00:00	14:15:00	14:30:00	14:45:00	15:00:00	15:15:00	15:30:00	15:45:00	16:00:00	16:15:00	16:30:00	16:45:00	17:00:00	17:15:00	17:30:00	17:45:00	18:00:00	18:15:00	18:30:00	18:45:00	19:00:00	19:15:00	19:30:00	19:45:00	Averaee
Parking Capacity	18.05	18.05	18.05	18.05	18.05	18.05	18.05	18.05	18.05	18.05	18.05	18.05	18.05	18.05	18.05	18.05	18.05	18.05	18.05	18.05	18.05	18.05	18.05	18.05	18.05	18.05	18.05	18.05	18.05	18.05	18.05	18.05	18.05	18.05	18.05	18.05	18.05	18.05	18.05	18.05	18.05	18.05	18.05	18.05	18
Parking Accumulation	11.9	12	12.1	12.5	12.45	12.3	12.15	12.3	12.5	12.35	12.45	12.45	12	12.1	12.1	11.6	12	11.7	11.9	11.95	11.75	11.85	11.85	11.75	11.8	11.55	11.35	11.5	11.9	11.9	12.05	12.3	12.35	12.55	12.15	12.4	12.2	12.05	12.25	12.1	11.75	11.75	11.6	11.8	11.75	11.85	11.75	12.1	12
Number of Units	42.10	42.1	42.1	42.1	42.1	42.1	42.1	42.1	42.1	42.1	42.1	42.1	42.1	42.1	42.1	42.1	42.1	42.1	42.1	42.1	42.1	42.1	42.1	42.1	42.1	42.1	42.1	42.1	42.1	42.1	42.1	42.1	42.1	42.1	42.1	42.1	42.1	42.1	42.1	42.1	42.1	42.1	42.1	42.1	42.1	42.1	42
Parking Demand	0.282660333	0.285036	0.287411	0.296912	0.295724	0.292162	0.288599	0.292162	0.296912	0.293349	0.295724	0.295724	0.285036	0.287411	0.287411	0.275534	0.285036	0.27791	0.28266	0.283848	0.279097	0.281473	0.281473	0.279097	0.280285	0.274347	0.269596	0.273159	0.28266	0.28266	0.286223	0.292162	0.293349	0.2981	0.288599	0.294537	0.289786	0.286223	0.290974	0.287411	0.279097	0.279097	0.275534	0.280285	0.279097	0.281473	0.279097	0.287411	0.29



Mottisfont Lodge, Romsey, Thursday 22nd June 2023

		IN			OUT			BUGGIES IN	BUGGIES OUT
Day	Time	PED	PCL	TOTAL	PED	PCL	TOTAL		
Thursday 22nd June 2023	08:00-09:00	1	0	1	2	0	2	0	0
	09:00-10:00	3	0	3	5	0	5	0	0
	10:00-11:00	2	0	2	5	0	5	0	2
	11:00-12:00	3	0	3	1	0	1	2	0
	12:00-13:00	4	0	4	1	0	1	0	0
	13:00-14:00	0	0	0	5	0	5	0	3
	14:00-15:00	1	0	1	5	0	5	0	3
	15:00-16:00	2	0	2	2	0	2	1	1
	16:00-17:00	5	0	5	0	0	0	3	0
	17:00-18:00	5	0	5	0	0	0	3	0
	18:00-19:00	1	0	1	1	0	1	0	0
	19:00-20:00	0	0	0	0	0	0	0	0
		IN			OUT				
	TOTALS	PED	PCL	TOTAL	PED	PCL	TOTAL		
		27	0	27	27	0	27	9	9

Churchill Lodge, Lilliput, Tuesday 27th June 2023

		IN			OUT			BUGGIES IN	BUGGIES OUT
Day	Time	PED	PCL	TOTAL	PED	PCL	TOTAL		
Tuesday 22nd June 2023	08:00-09:00	0	0	0	2	0	2	0	0
	09:00-10:00	1	0	1	4	0	4	0	1
	10:00-11:00	3	0	3	4	0	4	1	0
	11:00-12:00	4	0	4	1	0	1	0	0
	12:00-13:00	3	0	3	1	0	1	0	0
	13:00-14:00	1	0	1	2	0	2	0	0
	14:00-15:00	1	0	1	3	0	3	0	0
	15:00-16:00	2	0	2	2	0	2	0	0
	16:00-17:00	0	0	0	0	0	0	0	0
	17:00-18:00	0	0	0	1	0	1	0	0
	18:00-19:00	4	0	4	2	0	2	0	0
	19:00-20:00	0	0	0	0	0	0	0	0
		IN			OUT				
	TOTALS	PED	PCL	TOTAL	PED	PCL	TOTAL		
		19	0	19	22	0	22	1	1

Mulberry Lodge, Emsworth, Wednesday 28th June 2023

		IN			OUT			BUGGIES IN	BUGGIES OUT
Day	Time	PED	PCL	TOTAL	PED	PCL	TOTAL		
Wednesday 28th June 2023	08:00-09:00	0	0	0	0	0	0	0	0
	09:00-10:00	0	0	0	0	0	0	0	0
	10:00-11:00	2	1	2	1	0	1	0	0
	11:00-12:00	0	0	0	0	0	0	0	0
	12:00-13:00	3	0	3	1	0	1	0	0
	13:00-14:00	0	0	0	0	0	0	0	0
	14:00-15:00	1	0	1	0	0	0	0	0
	15:00-16:00	2	0	2	0	0	0	2	0
	16:00-17:00	0	0	0	0	0	0	0	0
	17:00-18:00	1	0	1	0	0	0	0	0
	18:00-19:00	0	0	0	0	0	0	0	0
	19:00-20:00	1	0	1	0	0	0	0	0
		IN			OUT				
	TOTALS	PED	PCL	TOTAL	PED	PCL	TOTAL		
		10	1	10	2	0	2	2	0

Mitchell Lodge, Bitterne, Thursday 22nd June 2023

		IN			OUT			BUGGIES IN	BUGGIES OUT
Day	Time	PED	PCL	TOTAL	PED	PCL	TOTAL		
Thursday 22nd June 2023	08:00-09:00	0	0	0	0	0	0	0	0
	09:00-10:00	1	0	1	1	0	1	1	1
	10:00-11:00	1	0	1	1	0	1	0	0
	11:00-12:00	0	0	0	0	0	0	0	0
	12:00-13:00	1	0	1	2	0	2	0	0
	13:00-14:00	1	0	1	2	0	2	0	0
	14:00-15:00	0	0	0	0	0	0	0	0
	15:00-16:00	0	0	0	0	0	0	0	0
	16:00-17:00	0	0	0	0	0	0	0	0
	17:00-18:00	1	0	1	0	0	0	1	0
	18:00-19:00	0	0	0	0	0	0	0	0
	19:00-20:00	0	0	0	0	0	0	0	0
		IN			OUT				
	TOTALS	PED	PCL	TOTAL	PED	PCL	TOTAL		
		5	0	5	6	0	6	2	1

St. Mary's Lodge, Birchington, Wednesday 21st June 2023

		IN			OUT			BUGGIES IN	BUGGIES OUT
Day	Time	PED	PCL	TOTAL	PED	PCL	TOTAL		
Wednesday 21st June 2023	08:00-09:00	1	0	1	1	0	1	0	0
	09:00-10:00	4	0	4	1	0	1	0	0
	10:00-11:00	0	0	0	2	0	2	0	0
	11:00-12:00	3	0	3	1	0	1	0	0
	12:00-13:00	3	0	3	1	0	1	0	0
	13:00-14:00	1	0	1	1	0	1	0	0
	14:00-15:00	1	0	1	4	0	4	0	2
	15:00-16:00	1	0	1	1	0	1	0	0
	16:00-17:00	1	0	1	1	0	1	0	0
	17:00-18:00	0	0	0	1	0	1	0	0
	18:00-19:00	1	0	1	0	0	0	0	0
	19:00-20:00	0	0	0	0	0	0	0	0
		IN			OUT				
	TOTALS	PED	PCL	TOTAL	PED	PCL	TOTAL		
		16	0	16	14	0	14	0	2

Park View Lodge, Faversham, Wednesday 21st June 2023

		IN			OUT			BUGGIES IN	BUGGIES OUT
Day	Time	PED	PCL	TOTAL	PED	PCL	TOTAL		
Wednesday 21st June 2023	08:00-09:00	2	0	2	2	0	2	0	0
	09:00-10:00	4	0	4	2	0	2	0	0
	10:00-11:00	2	0	2	9	0	9	1	2
	11:00-12:00	8	0	8	3	0	3	1	0
	12:00-13:00	3	0	3	0	0	0	0	0
	13:00-14:00	0	0	0	3	0	3	0	0
	14:00-15:00	3	0	3	2	0	2	0	0
	15:00-16:00	2	0	2	4	0	4	1	1
	16:00-17:00	4	0	4	2	0	2	1	1
	17:00-18:00	0	0	0	0	0	0	0	0
	18:00-19:00	2	0	2	3	0	3	0	0
	19:00-20:00	2	0	2	1	0	1	0	0
		IN			OUT				
	TOTALS	PED	PCL	TOTAL	PED	PCL	TOTAL		
		32	0	32	31	0	31	4	4

St. John's Lodge, Timperley, Wednesday 28th June 2023

		IN			OUT			BUGGIES IN	BUGGIES OUT
Day	Time	PED	PCL	TOTAL	PED	PCL	TOTAL		
Wednesday 28th June 2023	08:00-09:00	0	0	0	0	0	0	0	0
	09:00-10:00	0	1	1	0	0	0	0	0
	10:00-11:00	0	0	0	1	0	1	0	0
	11:00-12:00	0	0	0	0	0	0	0	0
	12:00-13:00	0	0	0	1	0	1	0	0
	13:00-14:00	1	0	1	1	0	1	0	0
	14:00-15:00	0	0	0	0	0	0	0	0
	15:00-16:00	0	0	0	0	0	0	0	0
	16:00-17:00	0	0	0	0	0	0	0	0
	17:00-18:00	0	0	0	0	0	0	0	0
	18:00-19:00	0	0	0	0	0	0	0	0
	19:00-20:00	0	0	0	0	0	0	0	0
		IN			OUT				
	TOTALS	PED	PCL	TOTAL	PED	PCL	TOTAL		
		1	1	2	3	0	3	0	0

Tatterton Lodge, Wetherby, Tuesday 27th June 2023

		IN			OUT			BUGGIES IN	BUGGIES OUT
Day	Time	PED	PCL	TOTAL	PED	PCL	TOTAL		
Tuesday 27th June 2023	08:00-09:00	2	0	2	3	0	3	0	0
	09:00-10:00	1	0	1	2	0	2	0	0
	10:00-11:00	5	0	5	8	0	8	0	1
	11:00-12:00	4	0	4	4	0	4	1	1
	12:00-13:00	5	0	5	3	0	3	0	0
	13:00-14:00	2	0	2	1	0	1	1	0
	14:00-15:00	3	0	3	1	0	1	0	0
	15:00-16:00	3	0	3	1	0	1	0	0
	16:00-17:00	1	0	1	2	0	2	0	0
	17:00-18:00	2	0	2	2	0	2	0	0
	18:00-19:00	0	0	0	1	0	1	0	0
	19:00-20:00	0	0	0	1	0	1	0	0
		IN			OUT				
	TOTALS	PED	PCL	TOTAL	PED	PCL	TOTAL		
		28	0	28	29	0	29	2	2

Nicholls Lodge, Bishops Stortford, Wednesday 21st June 2023

		IN			OUT			BUGGIES IN	BUGGIES OUT
Day	Time	PED	PCL	TOTAL	PED	PCL	TOTAL		
Wednesday 21st June 2023	08:00-09:00	0	0	0	1	0	1	0	0
	09:00-10:00	1	0	1	6	0	6	0	1
	10:00-11:00	3	0	3	3	0	3	1	1
	11:00-12:00	6	0	6	3	0	3	1	0
	12:00-13:00	5	0	5	8	0	8	0	1
	13:00-14:00	6	0	6	7	0	7	1	1
	14:00-15:00	6	0	6	4	0	4	1	0
	15:00-16:00	12	0	12	4	0	4	1	1
	16:00-17:00	2	0	2	6	0	6	0	1
	17:00-18:00	3	0	3	1	0	1	1	0
	18:00-19:00	0	0	0	0	0	0	0	0
	19:00-20:00	2	0	2	1	0	1	0	0
		IN			OUT				
	TOTALS	PED	PCL	TOTAL	PED	PCL	TOTAL		
		46	0	46	44	0	44	6	6

Chelmer Lodge, Chelmsford, Wednesday 21st June 2023

		IN			OUT			BUGGIES IN	BUGGIES OUT
Day	Time	PED	PCL	TOTAL	PED	PCL	TOTAL		
Wednesday 21st June 2023	08:00-09:00	1	0	1	1	0	1	0	0
	09:00-10:00	0	0	0	0	0	0	0	0
	10:00-11:00	2	0	2	4	0	4	0	1
	11:00-12:00	4	0	4	0	0	0	2	0
	12:00-13:00	4	0	4	1	0	1	0	0
	13:00-14:00	0	0	0	2	0	2	0	0
	14:00-15:00	1	0	1	0	0	0	0	0
	15:00-16:00	0	0	0	0	0	0	0	0
	16:00-17:00	1	0	1	2	0	2	0	0
	17:00-18:00	1	0	1	1	0	1	0	0
	18:00-19:00	0	0	0	0	0	0	0	0
	19:00-20:00	1	0	1	1	0	1	0	0
		IN			OUT				
	TOTALS	PED	PCL	TOTAL	PED	PCL	TOTAL		
		15	0	15	12	0	12	2	1

Tudor Lodge, Solihull, Wednesday 21st June 2023

		IN			OUT			BUGGIES IN	BUGGIES OUT
Day	Time	PED	PCL	TOTAL	PED	PCL	TOTAL		
Wednesday 21st June 2023	08:00-09:00	0	0	0	0	0	0	0	0
	09:00-10:00	1	0	1	1	0	1	0	0
	10:00-11:00	0	0	0	0	0	0	0	0
	11:00-12:00	0	0	0	0	0	0	0	0
	12:00-13:00	1	0	1	0	0	0	0	0
	13:00-14:00	1	0	1	1	0	1	0	0
	14:00-15:00	0	0	0	0	0	0	0	0
	15:00-16:00	0	0	0	0	0	0	0	0
	16:00-17:00	0	0	0	0	0	0	0	0
	17:00-18:00	0	0	0	0	0	0	0	0
	18:00-19:00	0	0	0	0	0	0	0	0
	19:00-20:00	0	0	0	0	0	0	0	0
		IN			OUT				
	TOTALS	PED	PCL	TOTAL	PED	PCL	TOTAL		
		3	0	3	2	0	2	0	0

Steeple Lodge, Boldmere, Wednesday 21st June 2023

		IN			OUT			BUGGIES IN	BUGGIES OUT
Day	Time	PED	PCL	TOTAL	PED	PCL	TOTAL		
Wednesday 21st June 2023	08:00-09:00	0	0	0	1	0	1	0	0
	09:00-10:00	6	0	6	2	0	2	1	1
	10:00-11:00	2	0	2	2	0	2	1	0
	11:00-12:00	6	0	6	4	0	4	0	1
	12:00-13:00	5	0	5	8	0	8	0	0
	13:00-14:00	8	0	8	10	0	10	1	0
	14:00-15:00	1	0	1	4	0	4	0	1
	15:00-16:00	5	0	5	5	0	5	0	0
	16:00-17:00	0	0	0	0	0	0	0	0
	17:00-18:00	2	0	2	1	0	1	0	0
	18:00-19:00	2	0	2	0	0	0	0	0
	19:00-20:00	4	0	4	2	0	2	0	0
		IN			OUT				
	TOTALS	PED	PCL	TOTAL	PED	PCL	TOTAL		
		41	0	41	39	0	39	3	3

Maxwell Lodge, Market Harborough, Thursday 22nd June 2023

		IN			OUT			BUGGIES IN	BUGGIES OUT
Day	Time	PED	PCL	TOTAL	PED	PCL	TOTAL		
Thursday 22nd June 2023	08:00-09:00	0	0	0	0	0	0	0	0
	09:00-10:00	2	0	2	1	0	1	0	0
	10:00-11:00	2	0	2	1	0	1	0	0
	11:00-12:00	2	0	2	3	0	3	0	0
	12:00-13:00	5	0	5	3	0	3	0	0
	13:00-14:00	5	0	5	4	0	4	0	0
	14:00-15:00	1	0	1	2	0	2	0	0
	15:00-16:00	0	0	0	1	0	1	0	0
	16:00-17:00	0	0	0	0	0	0	0	0
	17:00-18:00	0	0	0	2	0	2	0	0
	18:00-19:00	0	0	0	0	0	0	0	0
	19:00-20:00	0	0	0	0	0	0	0	0
		IN			OUT				
	TOTALS	PED	PCL	TOTAL	PED	PCL	TOTAL		
		17	0	17	17	0	17	0	0

Hamlet Lodge, Gloucester, Wednesday 21st June 2023

		IN			OUT			BUGGIES IN	BUGGIES OUT
Day	Time	PED	PCL	TOTAL	PED	PCL	TOTAL		
Wednesday 21st June 2023	08:00-09:00	1	0	1	1	0	1	0	0
	09:00-10:00	0	0	0	0	0	0	0	0
	10:00-11:00	0	0	0	0	0	0	0	0
	11:00-12:00	0	0	0	0	0	0	0	0
	12:00-13:00	0	0	0	0	0	0	0	0
	13:00-14:00	0	0	0	1	0	1	0	0
	14:00-15:00	1	0	1	0	0	0	0	0
	15:00-16:00	0	0	0	0	0	0	0	0
	16:00-17:00	0	0	0	0	0	0	0	0
	17:00-18:00	0	1	0	0	1	0	0	0
	18:00-19:00	1	0	1	0	0	0	0	0
	19:00-20:00	0	0	0	0	0	0	0	0
		IN			OUT				
	TOTALS	PED	PCL	TOTAL	PED	PCL	TOTAL		
		3	1	3	2	1	2	0	0

Atkins Lodge, Orpington, Wednesday 21st June 2023

		IN			OUT			BUGGIES IN	BUGGIES OUT
Day	Time	PED	PCL	TOTAL	PED	PCL	TOTAL		
Wednesday 21st June 2023	08:00-09:00	2	0	2	3	0	3	0	0
	09:00-10:00	2	0	2	4	0	4	0	0
	10:00-11:00	6	0	6	9	0	9	0	0
	11:00-12:00	6	0	6	2	0	2	1	0
	12:00-13:00	2	0	2	7	0	7	1	4
	13:00-14:00	5	0	5	4	0	4	1	0
	14:00-15:00	6	0	6	2	0	2	2	0
	15:00-16:00	1	0	1	3	0	3	0	1
	16:00-17:00	4	0	4	2	0	2	1	0
	17:00-18:00	0	0	0	0	0	0	0	0
	18:00-19:00	4	0	4	0	0	0	0	0
	19:00-20:00	2	0	2	1	0	1	0	0
		IN			OUT				
	TOTALS	PED	PCL	TOTAL	PED	PCL	TOTAL		
		40	0	40	37	0	37	6	5

Abbots Lodge, Canterbury, Wednesday 21st June 2023

		IN			OUT			BUGGIES IN	BUGGIES OUT
Day	Time	PED	PCL	TOTAL	PED	PCL	TOTAL		
Wednesday 21st June 2023	08:00-09:00	3	0	3	1	0	1	0	0
	09:00-10:00	2	0	2	3	0	3	0	0
	10:00-11:00	1	0	1	4	0	4	0	0
	11:00-12:00	1	0	1	5	0	5	0	0
	12:00-13:00	1	0	1	4	0	4	0	0
	13:00-14:00	4	0	4	3	0	3	0	0
	14:00-15:00	1	0	1	4	0	4	0	1
	15:00-16:00	0	0	0	0	0	0	0	0
	16:00-17:00	0	0	0	1	0	1	0	0
	17:00-18:00	2	0	2	1	0	1	1	0
	18:00-19:00	0	0	0	0	0	0	0	0
	19:00-20:00	0	0	0	0	0	0	0	0
		IN			OUT				
	TOTALS	PED	PCL	TOTAL	PED	PCL	TOTAL		
		15	0	15	26	0	26	1	1

Bramble Lodge, Wallington, Wednesday 21st June 2023

		IN			OUT			BUGGIES IN	BUGGIES OUT
Day	Time	PED	PCL	TOTAL	PED	PCL	TOTAL		
Wednesday 21st June 2023	08:00-09:00	3	0	3	0	0	0	0	0
	09:00-10:00	2	0	2	3	0	3	0	0
	10:00-11:00	2	0	2	1	0	1	0	1
	11:00-12:00	2	0	2	1	0	1	0	0
	12:00-13:00	1	0	1	2	0	2	1	0
	13:00-14:00	4	0	4	2	0	2	0	0
	14:00-15:00	0	0	0	0	0	0	0	0
	15:00-16:00	1	0	1	0	0	0	0	0
	16:00-17:00	0	0	0	2	0	2	0	0
	17:00-18:00	0	0	0	0	0	0	0	0
	18:00-19:00	1	0	1	1	0	1	0	0
	19:00-20:00	0	0	0	1	0	1	0	0
		IN			OUT				
	TOTALS	PED	PCL	TOTAL	PED	PCL	TOTAL		
		16	0	16	13	0	13	1	1

King Henry Lodge, Chingford, Wednesday 21st June 2023

		IN			OUT			BUGGIES IN	BUGGIES OUT
Day	Time	PED	PCL	TOTAL	PED	PCL	TOTAL		
Wednesday 21st June 2023	08:00-09:00	2	0	2	2	0	2	0	0
	09:00-10:00	0	0	0	1	0	1	0	0
	10:00-11:00	6	0	6	5	0	5	0	1
	11:00-12:00	3	0	3	4	0	4	2	2
	12:00-13:00	5	0	5	6	0	6	1	0
	13:00-14:00	3	0	3	5	0	5	0	4
	14:00-15:00	3	0	3	1	0	1	1	0
	15:00-16:00	4	0	4	4	0	4	2	0
	16:00-17:00	4	0	4	1	0	1	1	0
	17:00-18:00	1	0	1	3	0	3	0	0
	18:00-19:00	1	0	1	1	0	1	0	0
	19:00-20:00	0	0	0	2	0	2	0	0
		IN			OUT				
	TOTALS	PED	PCL	TOTAL	PED	PCL	TOTAL		
		32	0	32	35	0	35	7	7

Elgar Lodge, Malvern, Wednesday 21st June 2023

		IN			OUT			BUGGIES IN	BUGGIES OUT
Day	Time	PED	PCL	TOTAL	PED	PCL	TOTAL		
Wednesday 21st June 2023	08:00-09:00	0	0	0	0	0	0	0	0
	09:00-10:00	4	0	4	5	0	5	0	0
	10:00-11:00	1	0	1	3	0	3	0	0
	11:00-12:00	0	0	0	0	0	0	0	0
	12:00-13:00	1	0	1	2	0	2	0	0
	13:00-14:00	0	0	0	3	0	3	0	0
	14:00-15:00	5	0	5	3	0	3	0	0
	15:00-16:00	2	0	2	1	0	1	0	0
	16:00-17:00	1	0	1	0	0	0	0	0
	17:00-18:00	0	0	0	0	0	0	0	0
	18:00-19:00	0	0	0	1	0	1	0	0
	19:00-20:00	1	0	1	0	0	0	0	0
		IN			OUT				
	TOTALS	PED	PCL	TOTAL	PED	PCL	TOTAL		
		15	0	15	18	0	18	0	0

Cavendish Lodge, Glastonbury, Thursday 6th July 2023

		IN			OUT			BUGGIES IN	BUGGIES OUT
Day	Time	PED	PCL	TOTAL	PED	PCL	TOTAL		
Thursday 6th July 2023	08:00-09:00	1	0	1	2	0	2	0	0
	09:00-10:00	4	0	4	6	0	6	0	0
	10:00-11:00	7	1	7	4	0	4	0	0
	11:00-12:00	3	0	3	2	1	2	0	0
	12:00-13:00	2	0	2	3	0	3	0	0
	13:00-14:00	2	0	2	4	0	4	0	0
	14:00-15:00	2	0	2	2	0	2	0	0
	15:00-16:00	3	0	3	4	0	4	0	0
	16:00-17:00	2	0	2	2	0	2	0	0
	17:00-18:00	3	0	3	2	0	2	0	0
	18:00-19:00	2	0	2	1	0	1	0	0
	19:00-20:00	1	0	1	0	0	0	0	0
		IN			OUT				
	TOTALS	PED	PCL	TOTAL	PED	PCL	TOTAL		
		32	1	32	32	1	32	0	0

Pedestrian/Cycle/Off Street Parking Average

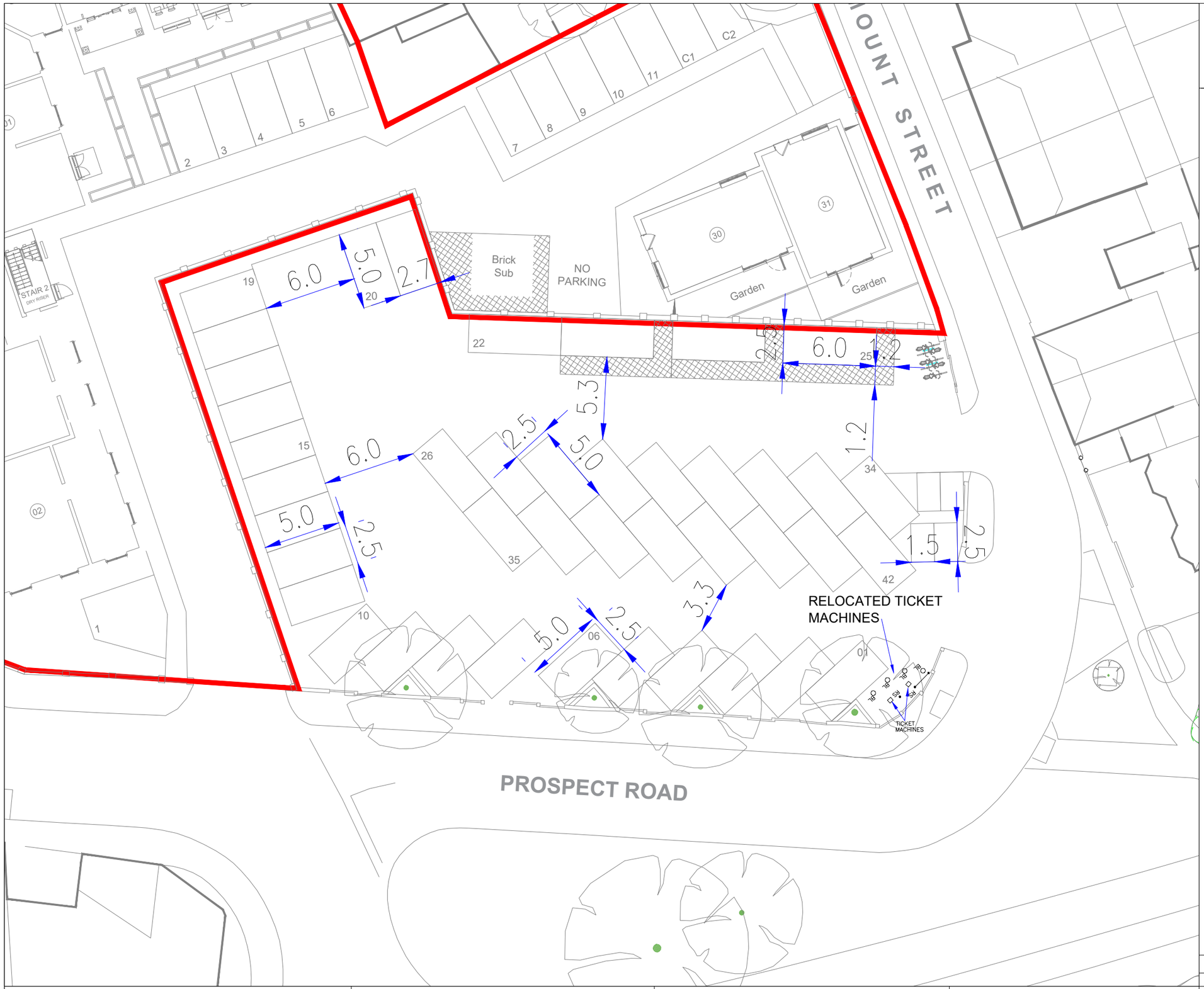
		IN			OUT			BUGGIES IN	BUGGIES OUT
Day	Time	PED	PCL	TOTAL	PED	PCL	TOTAL		
	08:00-09:00	0.95	0	0.95	1.1	0	1.1	0	0
	09:00-10:00	1.9	0.05	1.95	2.35	0	2.35	0.1	0.2
	10:00-11:00	2.35	0.1	2.35	3.35	0	3.35	0.2	0.45
	11:00-12:00	2.75	0	2.75	1.7	0.05	1.7	0.5	0.2
	12:00-13:00	2.7	0	2.7	2.7	0	2.7	0.15	0.25
	13:00-14:00	2.2	0	2.2	3.05	0	3.05	0.2	0.4
	14:00-15:00	1.85	0	1.85	1.85	0	1.85	0.2	0.35
	15:00-16:00	2	0	2	1.6	0	1.6	0.35	0.2
	16:00-17:00	1.25	0	1.25	1.05	0	1.05	0.3	0.1
	17:00-18:00	1.05	0.05	1.05	0.75	0.05	0.75	0.3	0
	18:00-19:00	0.95	0	0.95	0.55	0	0.55	0	0
	19:00-20:00	0.7	0	0.7	0.5	0	0.5	0	0
		IN			OUT				
	TOTALS	PED	PCL	TOTAL	PED	PCL	TOTAL	0	0
		20.65	0.20	20.70	20.55	0.10	20.55	2.3	2.15

Appendix B

Lodge Name	Town	Postcode	Number of Units	Lodge manager cycle to work	How many residents are bike owners?
St Johns Lodge	Altrincham	WA15 7AG	44	No	0
Blenheim Lodge	Amersham	HP6 5HX	31	No	0
Chantry Lodge	Andover	SP10 1AL	69	No	3
Eliot Lodge	Ashbourne	DE6 1BW	38	No	0
Headley Lodge	Ashtead	KT21 2TP	33	No	0
Heritage Court	Belper	DE56 1TZ	51	No	0
Brook Lodge	Benfleet	SS7 5JB	14	No	2
Llewelyn Lodge	Bexhill on sea	TN39 3DB	39	No	0
St Marys Lodge	Birchington	CT7 9JS	32	No	0
Nicholls Lodge	Bishop Stortford	CM23 3FN	52	No	2
Mitchell Lodge	Bitterne	SO18 6TG	34	No	0
Gerard Lodge	Bognor Regis	PO21 1FG	40	No	0
Fairbanks Lodge	Borehamwood	WD6 2DG	39	No	0
Riverside Court	Bournemouth	BH6 3AA	46	No	2
Dean Lodge	Bournemouth	BH6 3ND	43	No	0
Alfred Lodge	Bridport	DT6 3JL	26	No	0
Follymill Lodge	Bridport	DT6 3QS	26	No	1
Concorde Lodge	Bristol	BS34 7DR	66	No	4
Mansions Lodge	Broadstairs	CT10 2QH	30	Yes	3
St James Gate	Buckhurst Hill	IG9 5HJ	29	No	0
Stokes Lodge	Camberley	GU15 3FU	61	No	4
Wellington Lodge	Camberley	GU15 3QD	24	No	0
Abbots Lodge	Canterbury	CT2 8FD	50	No	2
Hamilton Court	Canvey Island	SS8 0JN	24	No	0
Chelmer Lodge	Chelmsford	CM2 0FY	54	No	0
Lewis Caroll Lodge	Cheltenham	GL50 4FH	65	No	3
Eaton Lodge	Chester	CH2 3QY	33	No	2
Harington Lodge	Chichester	PO19 7JW	35	No	0
King Henry Lodge	Chingford	E4 8HW	32	No	0
Castle Lodge	Chippenham	SN15 3YY	46	No	0
Priory Lodge	Christchurch	BH23 1FA	44	No	0
Keyes Lodge	Dartford	DA1 2FH	67	No	0
Barnes Lodge	Dorchester	DT1 2FH	40	No	0
Simmonds Lodge	Drayton	PO6 2DE	51	No	1
McIndoe Lodge	East Grinstead	RH19 1FU	49	No	0
Tamarisk Lodge	East Wittering	PO20 8FL	26	No	5
Allingham Lodge	Eastbourne	BN21 1ER	58	No	0
Jefferies Lodge	Eltham	SE9 2SY	38	No	0
Mulberry Lodge	Emsworth	PO10 7EW	30	No	0
Lord Rosebery Lodge	Epsom	KT18 7LZ	31	No	0
Meyer Court	Exeter	EX2 5PW	50	No	1
Acacia Lodge	Fareham	PO16 7SX	46	No	1
Hawthorn Lodge	Farnham	GU9 7GG	60	No	0
Park View Lodge	Faversham	ME13 8AY	36	No	0
New Pools Lodge	Fishponds	BS16 4FB	41	No	0
Russell Lodge	Fleet	GU51 4JS	31	No	0
Cooper Lodge	Frinton-on-Sea	CO13 9NH	40	Yes	0
Cavendish Lodge	Glastonbury	BA6 9FD	38	No	1
Hamlet Lodge	Gloucester	GL1 3ET	48	No	1
Petlands Lodge	Haywards Heath	RH16 3NY	43	No	0
Amelia Lodge	Henleaze	BS9 4AS	33	No	1
Daniels Lodge	Highcliffe	BH23 5JT	48	No	1
Cornerway Lodge	Hindhead	GU26 6TN	29	No	0
Holyshute Lodge	Honiton	EX14 1NU	41	No	0
Pell Court	Hornchurch	RM12 4TE	23	No	0
Worthington Lodge	Hythe	CT21 5NG	43	No	0
Limewood Court	Ilford	IG4 5EL	63	No	2
Arlington Lodge	Leamington Spa	CV32 5BF	50	No	5
Emmeline Lodge	Leatherhead	KT22 7FU	38	No	0
Homeryde House	Lee-on-Solent	PO13 9JD	35	No	2
Passfield Lodge	Lightwater	GU18 5RY	24	No	0
Churchill Lodge	Lilliput	BH14 8HA	51	No	1
Hale Lodge	Littlehampton	BN17 5ET	38	No	0
Betjeman Lodge	Ludlow	SY8 1DG	44	Yes	1
Knights Lodge	Lymington	So41 9PB	41	No	0
Kings Lodge	Maidstone	ME14 1BG	52	No	0
William Lodge	Malmesbury	SN16 0BT	26	Yes	0
Queen Elizabeth Lodge	Margate	CT9 3PR	34	No	0
Maxwell Lodge	Market Harborough	LE16 9HE	44	No	0
Peel Lodge	Marlow	SL7 3FH	30	No	1
Sapphire Lodge	Nailsea	BS48 1RT	30	No	0
Avonbank Lodge	Newbury	RG14 1EZ	58	No	1
Laurel Court	Norwich	NR7 9LS	72	No	5
Dunwood Court	Nr. Romsey	SO51 6GR	22	No	0
Atkins Lodge	Orpington	BR6 0JQ	27	No	0
Neville Lodge	Peacehaven	BN10 7PE	31	No	0
Mount's Bay Lodge	Penzance	TR18 2FJ	50	No	3
Health Lodge	Pinner	HA5 5PB	30	No	0
St Peters Lodge	Portishead	BS20 6PJ	57	No	4
Grange Lodge	Portishead	BS20 6QY	57	No	2
Langstone Court	Portsmouth	PO6 1BU	50	No	2
Windsor Lodge	Princes Risborough	HP27 9EE	36	No	0
Hadley Lodge	Quinton	B32 2AW	43	No	0
Middlemarch Lodge	Rickmansworth	WD3 1SW	42	No	0
King Edgar Lodge	Ringwood	BH24 1DH	25	No	0
Rosewood Court	Romford	RM6 4YJ	49	No	0
Gidea Lodge	Romford	RM2 5HR	29	No	0
Rose Court Lodge	Romford	RM1 3AW	37	No	0
Mottisfont Lodge	Romsey	SO51 8AG	31	No	2
Brindley Lodge	Sale	M33 3FS	52	No	0
Sarum Lodge	Salisbury	SP1 1AL	47	No	0
Tanyards Court	Seaton	EX12 2PA	32	No	0
Jubilee Lodge	Seaton	EX12 2WF	50	No	0
Hardy Lodge	Shaftesbury	SP7 8GY	42	No	0
River View Lodge	Shepperton	TW17 9EQ	22	No	0
Ballard Lodge	Shepperton	TW17 8BF	20	No	0
Milton Lodge	Sidcup	DA14 4HU	34	No	1
Beatrice Lodge	Sittingbourne	ME10 4SB	45	No	0
Tudor Lodge	Solihull	B92 7AA	30	No	0
St Francis Lodge	Solihull	B91 2TE	30	No	1
Victoria Lodge	Southampton	SO17 1NF	35	No	0
Summerson Lodge	Southsea	PO4 8GS	75	No	2
Davis Lodge	St Albans	AL1 3XU	63	No	0
Astonia Lodge	Stevenage	SG1 3DZ	38	No	2
Spicer Lodge	Stourbridge	DY8 1BS	46	No	1
Hudson Lodge	Sutton	SM1 2DU	28	No	0
Laurel Lodge	Sutton	SM5 2FQ	57	No	2
Steeple Lodge	Sutton Coldfield	B73 5GB	48	No	0
New Hall Lodge	Sutton Coldfield	B75 7DW	29	No	2
Jerome Court	Sutton Coldfield	B74 3PS	37	No	0
Grace Lodge	Thornbury	BS35 2FP	36	No	0
Alexandra Lodge	Thornbury	BS35 1BU	62	No	0
Sachs Lodge	Torquay	TQ1 2ER	33	No	0
Tregolls Lodge	Truro	TR1 1GW	58	No	3
Coleman Lodge	Walsall	WS9 8BF	37	No	0
King Harold Lodge	Waltham Abbey	EN9 1LN	28	No	0
Ash Lodge	Walton on Thames	KT12 2EZ	58	No	1
Greenacres Lodge	Warlingham	CR6 9FA	36	No	0
Nightingale Lodge	Waterlooville	PO8 8AW	27	No	0
St Athelm Lodge	Wells	BA5 2DZ	31	No	0
Guessens Court	Welwyn Garden City	AL8 6RB	29	No	0
Stevenson Lodge	Westbourne	BH4 9DH	32	No	1
Tatterton Lodge	Wetherby	LS22 7AA	55	No	0
Hardys Court	Weymouth	DT4 7NL	38	No	0
Bennet Lodge	Wimborne	BH21 1GN	30	No	1
Cambridge	Worthing	BN11 3HT	29	Yes	2
Catherine Lodge	Worthing	BN13 1NT	39	No	0
Sheldon Lodge			48	No	1

Number of Units	Average Units	Number of Cycles	Average Cycles per Dev	Average Cycles per Unit	ber of Lodge Managers Cycle to \
5202	40.50505051	91	0.7109375	0.017551824	4%

Appendix E



GENERAL NOTES

1. THIS DRAWING IS INTENDED TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS, DETAILS AND SPECIFICATIONS.

2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.

3. ALL FIGURED DIMENSIONS TO BE TAKEN IN PREFERENCE TO SCALED DIMENSIONS. DO NOT SCALE THIS DRAWING.

4. PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES – THIS MUST BE TREATED AS INDICATIVE ONLY. THIRD PARTY PLANS ARE INCLUDED AS PER THE FOLLOWING:
   - 4.1. Topographical Survey
   - 4.2. Site Layout
   - 4.3. OS Mapping

5. THIS DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION IF THE PROJECT PHASE IN THE TITLE FRAME BELOW IS SHOWN AS “CONSTRUCTION”. PAUL BASHAM ASSOCIATES TAKE NO RESPONSIBILITY FOR CONSTRUCTION WORKS UNDERTAKEN TO DRAWINGS WHICH ARE NOT MARKED UNDER THIS PHASE.

1:250 0m 10m

NORTH

Rev	Description	Date	By	App'd
P01	FIRST ISSUE	01.06.26	LOM	HLC

Project Name
FORMER ALDI, HIGH STREET, HYTHE

Project Phase
PRELIMINARY

Title
INDICATIVE MOUNT STREET CAR PARK RECONFIGURATION PLAN

paulbasham associates
Paul Basham Associates Ltd
The Lambourn, Wyndyke Furlong, Abingdon,
Oxfordshire, OX14 1UJ
01235 352150
info@paulbashamassociates.com www.paulbashamassociates.com

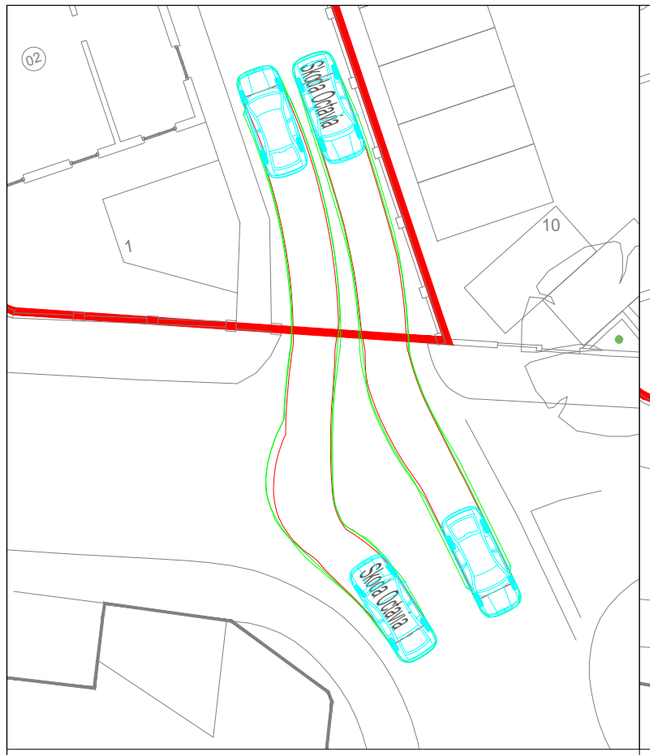
Client
Churchill Living
Your lifestyle • Your choice

Date Created	Drawn By	Approved By	Suitabilty Code
01.06.26	LOM	HLC	-

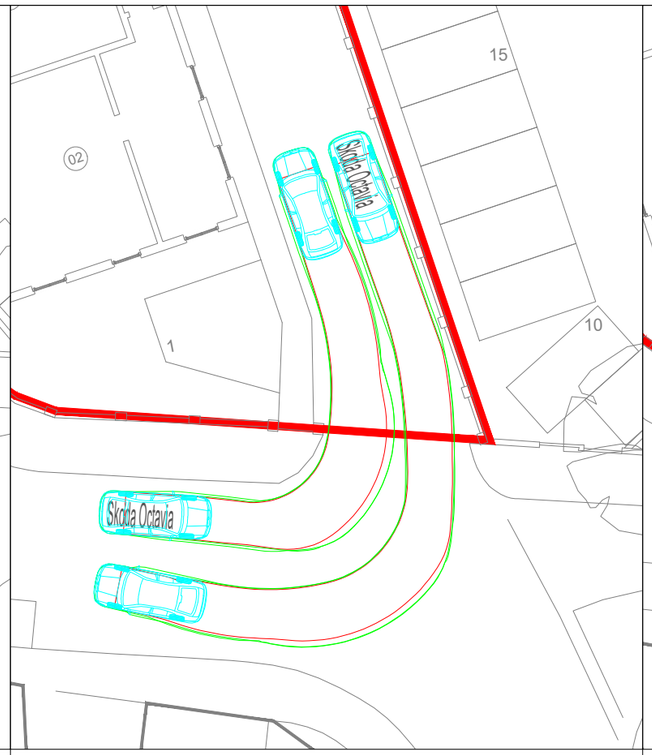
PBA Project Number	Scale	
536.0102	1:250	(AT A3)

PBA Drawing No:	Revison
536.0102-0005	P01

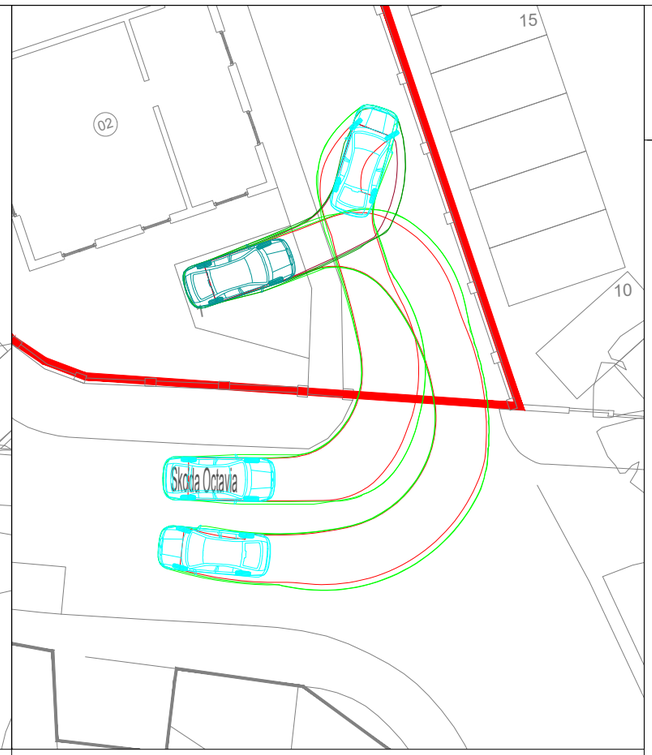
Appendix F



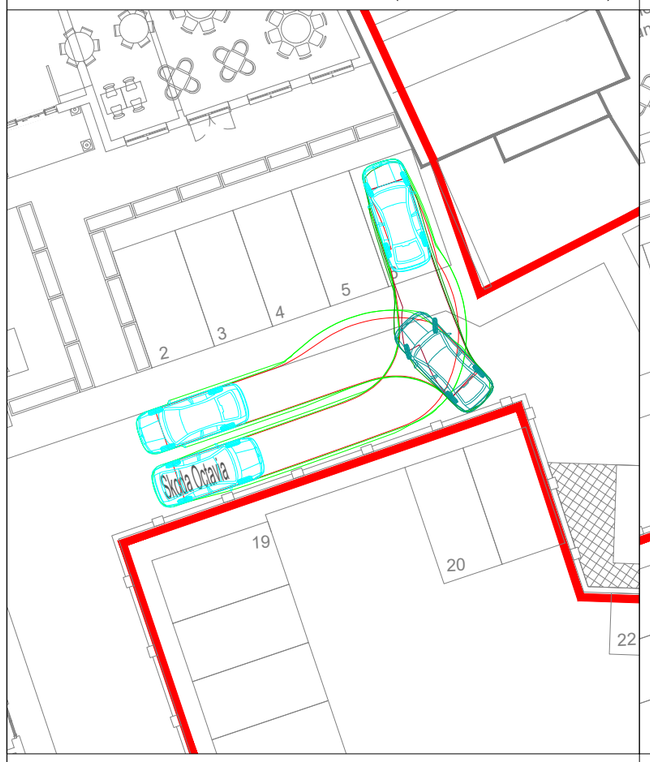
SITE ACCESS TWO-WAY VEHICLE TRACKING (RIGHT IN STRAIGHT OUT)



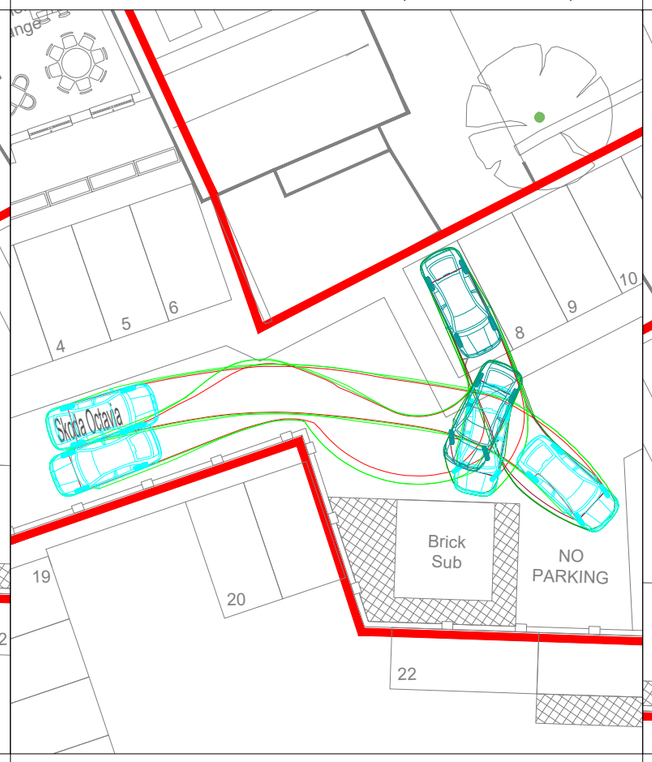
SITE ACCESS TWO-WAY VEHICLE TRACKING (LEFT IN RIGHT OUT)



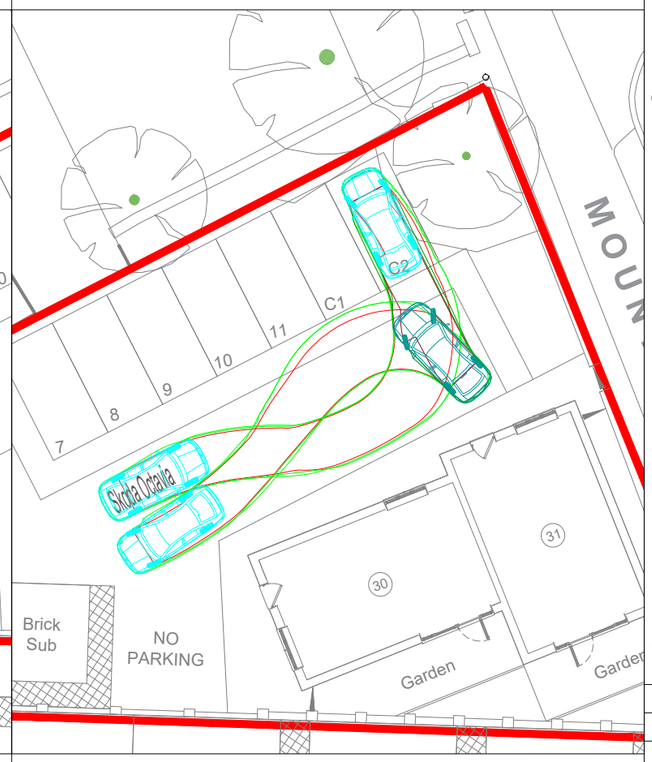
RETIREMENT LIVING CAR PARK TRACKING SPACE 1



RETIREMENT LIVING CAR PARK TRACKING SPACE 6



RETIREMENT LIVING CAR PARK TRACKING SPACE 7



RETIREMENT LIVING CAR PARK TRACKING COTTAGE SPACE 2

GENERAL NOTES

1. THIS DRAWING IS INTENDED TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS, DETAILS AND SPECIFICATIONS.

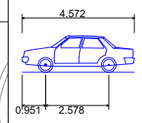
2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.

3. ALL FIGURED DIMENSIONS TO BE TAKEN IN PREFERENCE TO SCALED DIMENSIONS. DO NOT SCALE THIS DRAWING.

4. PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES – THIS MUST BE TREATED AS INDICATIVE ONLY. THIRD PARTY PLANS ARE INCLUDED AS PER THE FOLLOWING:
   - 4.1. Topographical Survey
   - 4.2. Site Layout
   - 4.3. OS Mapping

5. THIS DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION IF THE PROJECT PHASE IN THE TITLE FRAME BELOW IS SHOWN AS “CONSTRUCTION”. PAUL BASHAM ASSOCIATES TAKE NO RESPONSIBILITY FOR CONSTRUCTION WORKS UNDERTAKEN TO DRAWINGS WHICH ARE NOT MARKED UNDER THIS PHASE.

VEHICLE PROFILE



Skoda Octavia	
Overall Length	4.572m
Overall Width	1.769m
Overall Body Height	1.488m
Min Body Ground Clearance	0.249m
Max Track Width	1.713m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.100m

1:250 0m 10m

NORTH

Rev	Description	Date	By	App'd
P03	REVISED SITE PLAN	01.06.26	LOM	HLC
P02	REVISED SITE PLAN	15.08.25	LOM	HLC
P01	FIRST ISSUE	08.08.25	LOM	HLC

Project Name
FORMER ALDI, HIGH STREET, HYTHE

Project Phase
PRELIMINARY

Title
RETIREMENT LIVING PRIVATE VEHICLE TRACKING

paulbasham associates
Paul Basham Associates Ltd
The Lambourn, Wyndyke Furlong, Abingdon,
Oxfordshire, OX14 1UJ
01235 352150
info@paulbashamassociates.com www.paulbashamassociates.com

Client
Churchill Living
Your lifestyle • Your choice

Date Created	Drawn By	Approved By	Suitabilty Code
08.08.25	LOM	HLC	-

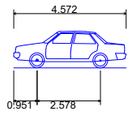
PBA Project Number	Scale	
536.0102	1:250	(AT A3)

PBA Drawing No:	Revison
536.0102-0002	P03

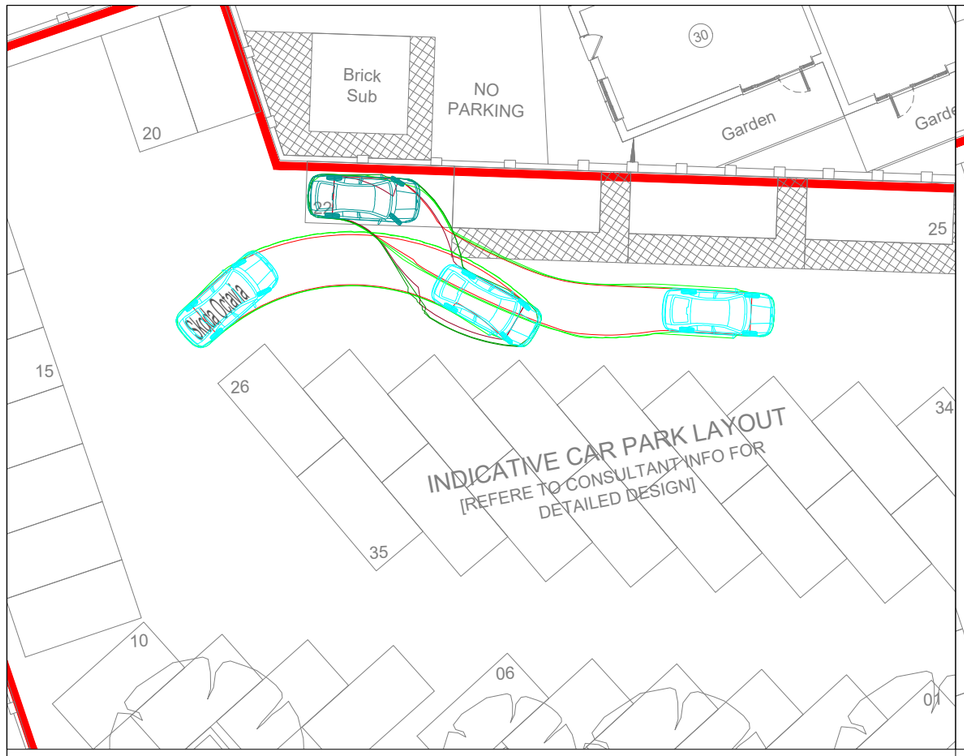
GENERAL NOTES

1. THIS DRAWING IS INTENDED TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS, DETAILS AND SPECIFICATIONS.
2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
3. ALL FIGURED DIMENSIONS TO BE TAKEN IN PREFERENCE TO SCALED DIMENSIONS. DO NOT SCALE THIS DRAWING.
4. PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES – THIS MUST BE TREATED AS INDICATIVE ONLY. THIRD PARTY PLANS ARE INCLUDED AS PER THE FOLLOWING:
   - 4.1. Topographical Survey
   - 4.2. Site Layout
   - 4.3. OS Mapping
5. THIS DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION IF THE PROJECT PHASE IN THE TITLE FRAME BELOW IS SHOWN AS “CONSTRUCTION”. PAUL BASHAM ASSOCIATES TAKE NO RESPONSIBILITY FOR CONSTRUCTION WORKS UNDERTAKEN TO DRAWINGS WHICH ARE NOT MARKED UNDER THIS PHASE.

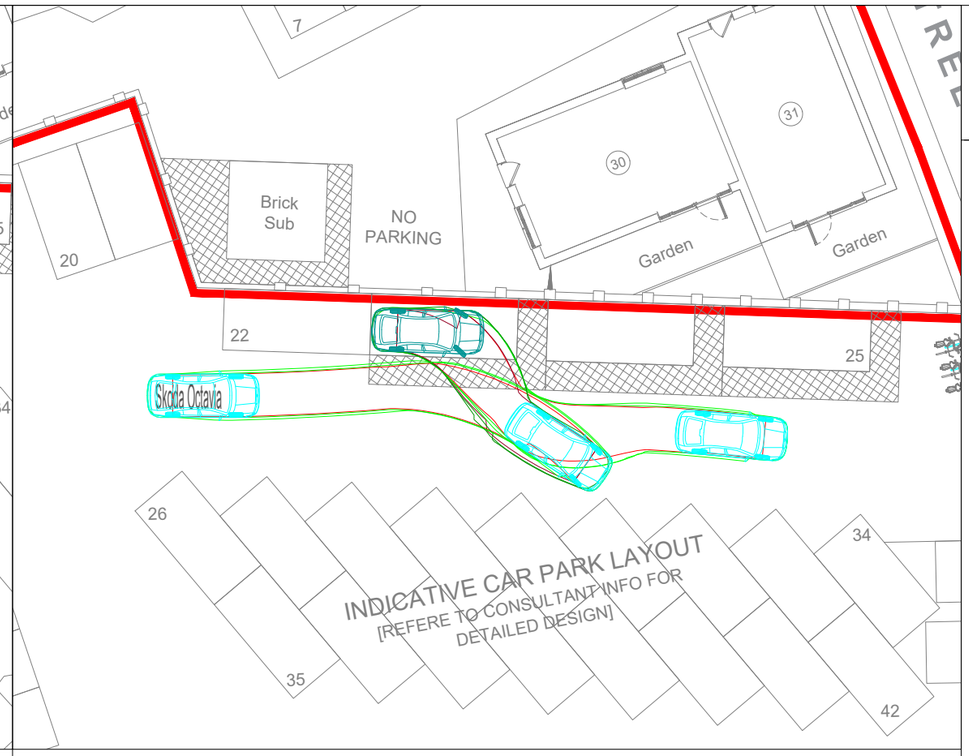
VEHICLE PROFILE



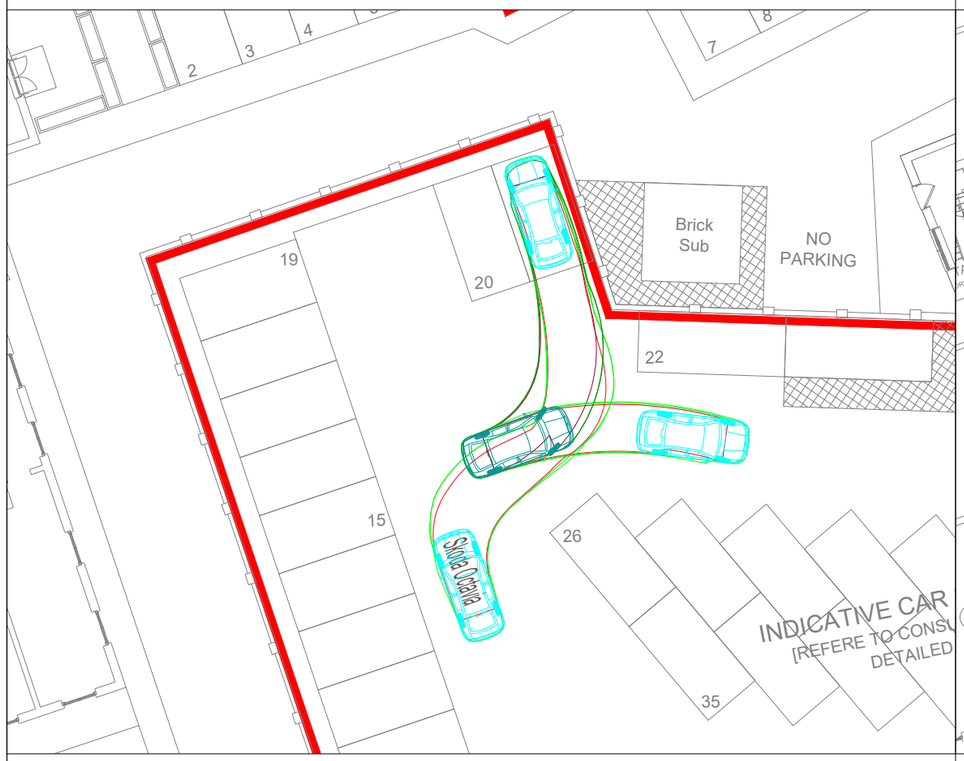
Skoda Octavia	
Overall Length	4.572m
Overall Width	1.769m
Overall Body Height	1.488m
Min Body Ground Clearance	0.249m
Max Track Width	1.713m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.100m



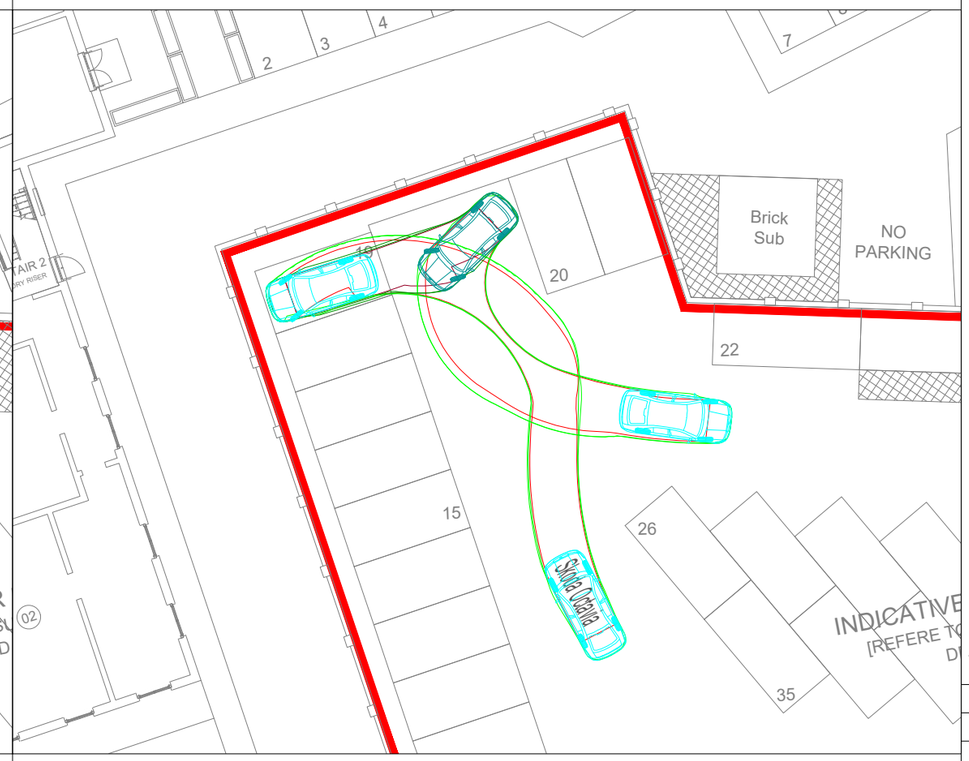
MOUNT STREET CAR PARK VEHICLE TRACKING SPACE 22



MOUNT STREET CAR PARK VEHICLE TRACKING SPACE 23



MOUNT STREET CAR PARK VEHICLE TRACKING SPACE 21



MOUNT STREET CAR PARK VEHICLE TRACKING SPACE 19

1:250 — 0m — 10m

NORTH

Rev	Description	Date	By	App'd
P03	REVISED SITE PLAN	01.06.26	LOM	HLC
P02	REVISED SITE PLAN	15.08.25	LOM	HLC
P01	FIRST ISSUE	08.08.25	LOM	HLC

Date Created	Drawn By	Approved By	Suitabilty Code
08.08.25	LOM	HLC	-

PBA Project Number	Scale
536.0102	1:250 (AT A3)

PBA Drawing No: 536.0102-0003

Revison: P03

Project Name: FORMER ALDI, HIGH STREET, HYTHE

Project Phase: PRELIMINARY

Title: MOUNT STREET CAR PARK VEHICLE TRACKING

paulbasham associates
Paul Basham Associates Ltd
The Lambourn, Wyndyke Furlong, Abingdon,
Oxfordshire, OX14 1UJ
01235 352150
info@paulbashamassociates.com www.paulbashamassociates.com

Client: Churchill Living
Your lifestyle • Your choice

Appendix G

GENERAL NOTES

1. THIS DRAWING IS INTENDED TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS, DETAILS AND SPECIFICATIONS.

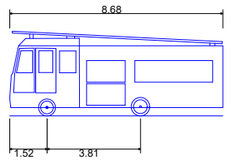
2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.

3. ALL FIGURED DIMENSIONS TO BE TAKEN IN PREFERENCE TO SCALED DIMENSIONS. DO NOT SCALE THIS DRAWING.

4. PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES – THIS MUST BE TREATED AS INDICATIVE ONLY. THIRD PARTY PLANS ARE INCLUDED AS PER THE FOLLOWING:
   - 4.1. Topographical Survey
   - 4.2. Site Layout
   - 4.3. OS Mapping

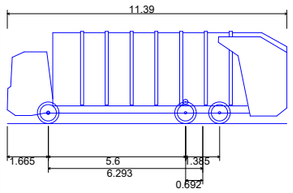
5. THIS DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION IF THE PROJECT PHASE IN THE TITLE FRAME BELOW IS SHOWN AS “CONSTRUCTION”. PAUL BASHAM ASSOCIATES TAKE NO RESPONSIBILITY FOR CONSTRUCTION WORKS UNDERTAKEN TO DRAWINGS WHICH ARE NOT MARKED UNDER THIS PHASE.

VEHICLE PROFILE



DB32 Fire Appliance

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



SITA's Refuse Vehicle

Overall Length	11.390m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Wall to Wall Turning Radius	10.750m

0m 25m

1:500

NORTH

FIRE TENDER TRACKING

SERVICING VEHICLE TRACKING

Rev	Description	Date	By	App'd
P03	REVISED SITE PLAN	01.06.26	LOM	HLC
P02	REVISED SITE PLAN	15.08.25	LOM	HLC
P01	FIRST ISSUE	08.08.25	LOM	HLC

Project Name
FORMER ALDI, HIGH STREET, HYTHE

Project Phase
PRELIMINARY

Title
SWEPT PATH ANALYSIS: EMERGENCY & SERVICING VEHICLES

paulbasham associates
Paul Basham Associates Ltd
The Lambourn, Wyndyke Furlong, Abingdon,
Oxfordshire, OX14 1UJ
01235 352150
info@paulbashamassociates.com www.paulbashamassociates.com

Client
Churchill Living
Your lifestyle • Your choice

Date Created	Drawn By	Approved By	Suitabilty Code
08.08.25	LOM	HLC	-

PBA Project Number	Scale
536.0102	1:500 (AT A3)

PBA Drawing No: 536.0102-0004

Revison: P03

Appendix H

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: N - RETIREMENT FLATS

Total Vehicles

Selected regions and areas:

02	**SOUTH EAST**		
	HF	HERTFORDSHIRE	1 day
	WS	WEST SUSSEX	1 day
03	**SOUTH WEST**		
	NS	NORTH SOMERSET	1 day
05	**EAST MIDLANDS**		
	DY	DERBY	1 day
06	**WEST MIDLANDS**		
	WK	WARWICKSHIRE	1 day
	WM	WEST MIDLANDS	1 day
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	RI	EAST RIDING OF YORKSHIRE	1 day
08	**NORTH WEST**		
	EC	CHESHIRE EAST	1 day
09	**NORTH**		
	CU	CUMBERLAND	1 day
10	**WALES**		
	BG	BRIDGEND	1 day
11	**SCOTLAND**		
	FI	FIFE	1 day
12	**CONNAUGHT**		
	GA	GALWAY	1 day

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:	DWELLS
Actual Range:	0.09 to 0.88 (units:DWELLS)
Range Selected by User:	17 to 88 (units:DWELLS)
Parking Spaces Range:	2 - 76

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/16 to 23/06/24

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:

Friday	1 days
Monday	4 days
Thursday	3 days
Tuesday	2 days
Wednesday	2 days

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

Selected survey types:

Manual count	12
Direction ATC Count	0

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 undertaking using machines

Selected Locations:

Edge of Town Centre	11 days
Town Centre	1 days

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:

Built-Up Zone	1 days
No Sub Category	2 days
Residential Zone	9 days

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.

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	5 days
Servicing vehicles Included	7 days

Secondary Filtering Selection:

Use Class:

C3	12 surveys

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

0 - 0

Population within 1 mile:

1,000 or Less	1 surveys
1,001 to 5,000	1 surveys
10,001 to 15,000	2 surveys
15,001 to 20,000	2 surveys
20,001 to 25,000	2 surveys
25,001 to 50,000	3 surveys
50,001 to 100,000	1 surveys

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

Population within 5 miles:

100,001 to 125,000	2 surveys
125,001 to 250,000	1 surveys
25,001 to 50,000	1 surveys
250,001 to 500,000	2 surveys
5,000 or Less	1 surveys
5,001 to 25,000	2 surveys
75,001 to 100,000	3 surveys

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

Car ownership within 5 miles:

0.5 or Less	1 surveys
0.6 to 1.0	4 surveys
1.1 to 1.5	7 surveys

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.

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	12 surveys

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	12 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

Yes - At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

1	**BG-03-N-01**	**RETIREMENT FLATS**	**BRIDGEND**

PICTON AVENUE
PORTHCAWL
Edge of Town Centre
Residential Zone
Site area: 0.33 hect
Survey date: Tuesday 18/05/2021 Survey Type: Manual

2	**CU-03-N-01**	**RETIREMENT FLATS**	**CUMBERLAND**

FRIARGATE
PENRITH
Edge of Town Centre
Residential Zone
Site area: 0.48 hect
Survey date: Monday 24/06/2024 Survey Type: Manual

3	**DY-03-N-02**	**RETIREMENT FLATS**	**DERBY**

LEAPER STREET
DERBY
Edge of Town Centre
Residential Zone
Site area: 0.3 hect
Survey date: Wednesday 20/10/2021 Survey Type: Manual

4	**EC-03-N-01**	**RETIREMENT FLATS**	**CHESHIRE EAST**

HOBSON STREET
MACCLESFIELD
Edge of Town Centre
Residential Zone
Site area: 0.15 hect
Survey date: Friday 16/09/2016 Survey Type: Manual

5	**FI-03-N-01**	**RETIREMENT FLATS**	**FIFE**

ST MARGARET STREET
DUNFERMLINE
Edge of Town Centre
No Sub Category
Site area: 0.28 hect
Survey date: Monday 21/03/2016 Survey Type: Manual

6	**GA-03-N-01**	**RETIREMENT VILLAGE**	**GALWAY**

BRIDGESTREET
BALLINASLOE
Edge of Town Centre
Residential Zone
Site area: 0.88 hect
Survey date: Thursday 27/10/2016 Survey Type: Manual

7	**HF-03-N-01**	**RETIREMENT FLATS**	**HERTFORDSHIRE**

POUND AVENUE
STEVENAGE
Edge of Town Centre
Residential Zone
Site area: 0.3 hect
Survey date: Thursday 02/11/2023 Survey Type: Manual

8	**NS-03-N-01**	**RETIREMENT FLATS**	**NORTH SOMERSET**

CHRIST CHURCH CLOSE
NEAR BRISTOL
NAILSEA
Edge of Town Centre
Residential Zone
Site area: 0.3 hect

Survey date: Wednesday 03/05/2023 Survey Type: Manual

9 **RI-03-N-01** **RETIREMENT FLATS** **EAST RIDING OF YORKSHIRE**
SCAIFE GARTH
POCKLINGTON
Town Centre
No Sub Category
Site area: 0.39 hect
Survey date: Monday 05/06/2023 Survey Type: Manual

10 **WK-03-N-01** **RETIREMENT FLATS** **WARWICKSHIRE**
REGENT STREET
ROYAL LEAMINGTON SPA
Edge of Town Centre
Built-Up Zone
Site area: 0.09 hect
Survey date: Monday 21/11/2022 Survey Type: Manual

11 **WM-03-N-01** **RETIREMENT BUNGALOWS** **WEST MIDLANDS**
SHORT STREET
STOURBRIDGE
Edge of Town Centre
Residential Zone
Site area: 0.46 hect
Survey date: Tuesday 21/11/2017 Survey Type: Manual

12 **WS-03-N-03** **RETIREMENT FLATS** **WEST SUSSEX**
FITZALAN ROAD
LITTLEHAMPTON
Edge of Town Centre
Residential Zone
Site area: 0.35 hect
Survey date: Thursday 23/09/2021 Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
DY-03-N-01	25-09-2019	Removed: Site re-surveyed by DY-03-N-02
WS-03-N-02	18-06-2019	Removed: Site re-surveyed by WS-03-N-03

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS

Total Vehicles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**12**	**38**	**0.049**	**0.029**	**0.078**
08:00-09:00	**12**	**38**	**0.080**	**0.089**	**0.169**
09:00-10:00	**12**	**38**	**0.118**	**0.109**	**0.227**
10:00-11:00	**12**	**38**	**0.140**	**0.127**	**0.267**
11:00-12:00	**12**	**38**	**0.104**	**0.104**	**0.208**
12:00-13:00	**12**	**38**	**0.116**	**0.129**	**0.245**
13:00-14:00	**12**	**38**	**0.122**	**0.120**	**0.242**
14:00-15:00	**12**	**38**	**0.071**	**0.100**	**0.171**
15:00-16:00	**12**	**38**	**0.111**	**0.111**	**0.222**
16:00-17:00	**12**	**38**	**0.096**	**0.100**	**0.196**
17:00-18:00	**12**	**38**	**0.076**	**0.078**	**0.154**
18:00-19:00	**12**	**38**	**0.060**	**0.056**	**0.116**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**1.143**	**1.152**	**2.295**

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.*

Parameter Summary:

Trip rate parameter range selected:	17 - 88 (units: DWELLS)
Survey date date range:	21/03/2016 - 24/06/2024
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

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

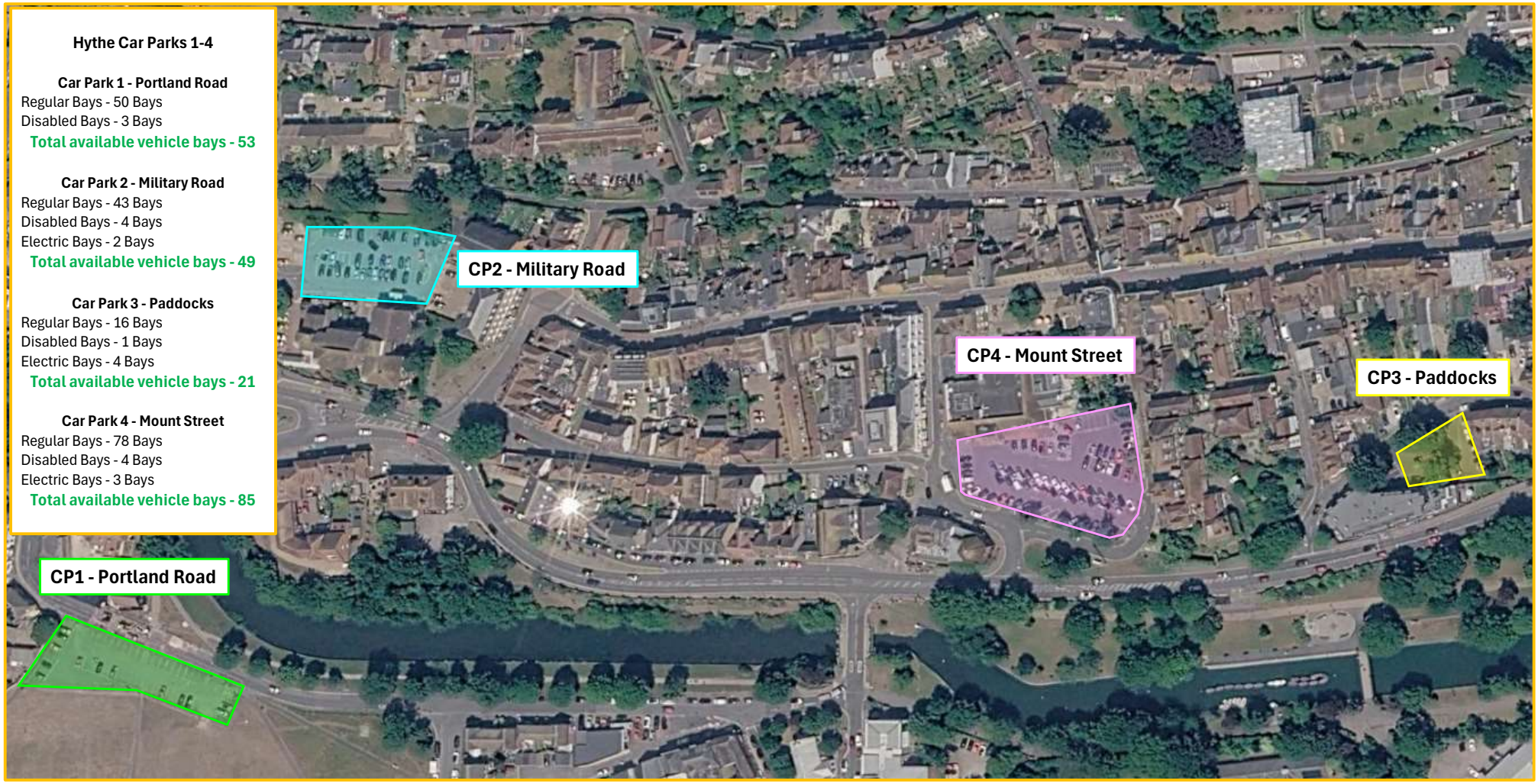
Appendix I

Site: Hythe Car Parks 1-4

Location: Hythe, Kent, CT21 5AL

Date: Friday 24th and Saturday 25th April 2026

Time: 07:00-19:00 (12 Hrs) Snapshot beats at 30-minute intervals



Site: Car Park 1 - Portland Road

Location: Portland Road, Hythe, CT21 6EG

Date: Friday 24th April 2026

Time: 07:00-19:00 (12 Hrs) Snapshot beats at 30-minute intervals

Car Park 1 - Portland Road - Friday 24th April 2026

30-MINUTE SNAPSHOT BEATS	Regular Bays (50 Bays)			Disabled Bays (3 Bays)			Total Bays (53 bays)		
	PARKED VEHICLES	SPACES AVAILABLE	%RESTRICTION STRESS	PARKED VEHICLES	SPACES AVAILABLE	%RESTRICTION STRESS	PARKED VEHICLES	SPACES AVAILABLE	%RESTRICTION STRESS
07:00	2	48	4.0%	0	3	0.0%	2	51	3.8%
07:30	3	47	6.0%	0	3	0.0%	3	50	5.7%
08:00	2	48	4.0%	0	3	0.0%	2	51	3.8%
08:30	5	45	10.0%	0	3	0.0%	5	48	9.4%
09:00	8	42	16.0%	0	3	0.0%	8	45	15.1%
09:30	8	42	16.0%	0	3	0.0%	8	45	15.1%
10:00	13	37	26.0%	0	3	0.0%	13	40	24.5%
10:30	12	38	24.0%	0	3	0.0%	12	41	22.6%
11:00	12	38	24.0%	0	3	0.0%	12	41	22.6%
11:30	16	34	32.0%	1	2	33.3%	17	36	32.1%
12:00	16	34	32.0%	1	2	33.3%	17	36	32.1%
12:30	16	34	32.0%	1	2	33.3%	17	36	32.1%
13:00	16	34	32.0%	1	2	33.3%	17	36	32.1%
13:30	18	32	36.0%	2	1	66.7%	20	33	37.7%
14:00	19	31	38.0%	1	2	33.3%	20	33	37.7%
14:30	18	32	36.0%	0	3	0.0%	18	35	34.0%
15:00	18	32	36.0%	0	3	0.0%	18	35	34.0%
15:30	18	32	36.0%	0	3	0.0%	18	35	34.0%
16:00	15	35	30.0%	0	3	0.0%	15	38	28.3%
16:30	7	43	14.0%	1	2	33.3%	8	45	15.1%
17:00	7	43	14.0%	0	3	0.0%	7	46	13.2%
17:30	7	43	14.0%	0	3	0.0%	7	46	13.2%
18:00	3	47	6.0%	0	3	0.0%	3	50	5.7%
18:30	3	47	6.0%	0	3	0.0%	3	50	5.7%
19:00	2	48	4.0%	0	3	0.0%	2	51	3.8%

Key	0%
	50%
	100%

Key	0%
	50%
	100%

Key	0%
	50%
	100%

Site: Car Park 2 - Military Road

Location: Military Road, Hythe, CT21 5BJ

Date: Friday 24th April 2026

Time: 07:00-19:00 (12 Hrs) Snapshot beats at 30-minute intervals

Car Park 2 - Military Road - Friday 24th April 2026

30-MINUTE SNAPSHOT BEATS	Regular Bays (43 Bays)			Disabled Bays (4 Bays)			Electric Bays (2 Bays)			Total Bays (49 bays)		
	PARKED VEHICLES	SPACES AVAILABLE	%RESTRICTION STRESS	PARKED VEHICLES	SPACES AVAILABLE	%RESTRICTION STRESS	PARKED VEHICLES	SPACES AVAILABLE	%RESTRICTION STRESS	PARKED VEHICLES	SPACES AVAILABLE	%RESTRICTION STRESS
07:00	6	37	14.0%	0	4	0.0%	1	1	50.0%	7	42	14.3%
07:30	5	38	11.6%	0	4	0.0%	1	1	50.0%	6	43	12.2%
08:00	5	38	11.6%	0	4	0.0%	1	1	50.0%	6	43	12.2%
08:30	9	34	20.9%	0	4	0.0%	1	1	50.0%	10	39	20.4%
09:00	15	28	34.9%	0	4	0.0%	1	1	50.0%	16	33	32.7%
09:30	16	27	37.2%	3	1	75.0%	1	1	50.0%	20	29	40.8%
10:00	23	20	53.5%	3	1	75.0%	0	2	0.0%	26	23	53.1%
10:30	24	19	55.8%	4	0	100.0%	0	2	0.0%	28	21	57.1%
11:00	29	14	67.4%	4	0	100.0%	0	2	0.0%	33	16	67.3%
11:30	30	13	69.8%	4	0	100.0%	0	2	0.0%	34	15	69.4%
12:00	23	20	53.5%	4	0	100.0%	0	2	0.0%	27	22	55.1%
12:30	27	16	62.8%	3	1	75.0%	0	2	0.0%	30	19	61.2%
13:00	31	12	72.1%	4	0	100.0%	0	2	0.0%	35	14	71.4%
13:30	36	7	83.7%	2	2	50.0%	0	2	0.0%	38	11	77.6%
14:00	35	8	81.4%	2	2	50.0%	0	2	0.0%	37	12	75.5%
14:30	35	8	81.4%	2	2	50.0%	0	2	0.0%	37	12	75.5%
15:00	28	15	65.1%	2	2	50.0%	0	2	0.0%	30	19	61.2%
15:30	23	20	53.5%	2	2	50.0%	0	2	0.0%	25	24	51.0%
16:00	25	18	58.1%	3	1	75.0%	0	2	0.0%	28	21	57.1%
16:30	19	24	44.2%	2	2	50.0%	0	2	0.0%	21	28	42.9%
17:00	18	25	41.9%	2	2	50.0%	0	2	0.0%	20	29	40.8%
17:30	19	24	44.2%	1	3	25.0%	0	2	0.0%	20	29	40.8%
18:00	21	22	48.8%	1	3	25.0%	0	2	0.0%	22	27	44.9%
18:30	20	23	46.5%	1	3	25.0%	0	2	0.0%	21	28	42.9%
19:00	19	24	44.2%	1	3	25.0%	0	2	0.0%	20	29	40.8%

Key	0%
	50%
	100%

Key	0%
	50%
	100%

Key	0%
	50%
	100%

Key	0%
	50%
	100%

Site: Car Park 3 - Paddocks

Location: Prospect Road, Hythe, CT21 5NN

Date: Friday 24th April 2026

Time: 07:00-19:00 (12 Hrs) Snapshot beats at 30-minute intervals

Car Park 3 - Paddocks - Friday 24th April 2026

30-MINUTE SNAPSHOT BEATS	Regular Bays (16 Bays)			Disabled Bays (1 Bay)			Electric Bays (4 Bays)			Total Bays (21 bays)		
	PARKED VEHICLES	SPACES AVAILABLE	%RESTRICTION STRESS	PARKED VEHICLES	SPACES AVAILABLE	%RESTRICTION STRESS	PARKED VEHICLES	SPACES AVAILABLE	%RESTRICTION STRESS	PARKED VEHICLES	SPACES AVAILABLE	%RESTRICTION STRESS
07:00	2	14	12.5%	0	1	0.0%	0	4	0.0%	2	19	9.5%
07:30	2	14	12.5%	0	1	0.0%	0	4	0.0%	2	19	9.5%
08:00	2	14	12.5%	0	1	0.0%	0	4	0.0%	2	19	9.5%
08:30	3	13	18.8%	0	1	0.0%	0	4	0.0%	3	18	14.3%
09:00	8	8	50.0%	0	1	0.0%	0	4	0.0%	8	13	38.1%
09:30	11	5	68.8%	0	1	0.0%	0	4	0.0%	11	10	52.4%
10:00	14	2	87.5%	0	1	0.0%	0	4	0.0%	14	7	66.7%
10:30	13	3	81.3%	1	0	100.0%	0	4	0.0%	14	7	66.7%
11:00	15	1	93.8%	1	0	100.0%	0	4	0.0%	16	5	76.2%
11:30	14	2	87.5%	1	0	100.0%	0	4	0.0%	15	6	71.4%
12:00	15	1	93.8%	1	0	100.0%	1	3	25.0%	17	4	81.0%
12:30	15	1	93.8%	0	1	0.0%	1	3	25.0%	16	5	76.2%
13:00	13	3	81.3%	1	0	100.0%	1	3	25.0%	15	6	71.4%
13:30	13	3	81.3%	1	0	100.0%	1	3	25.0%	15	6	71.4%
14:00	13	3	81.3%	1	0	100.0%	0	4	0.0%	14	7	66.7%
14:30	10	6	62.5%	1	0	100.0%	0	4	0.0%	11	10	52.4%
15:00	11	5	68.8%	1	0	100.0%	0	4	0.0%	12	9	57.1%
15:30	12	4	75.0%	0	1	0.0%	0	4	0.0%	12	9	57.1%
16:00	11	5	68.8%	0	1	0.0%	0	4	0.0%	11	10	52.4%
16:30	7	9	43.8%	0	1	0.0%	0	4	0.0%	7	14	33.3%
17:00	5	11	31.3%	0	1	0.0%	0	4	0.0%	5	16	23.8%
17:30	4	12	25.0%	0	1	0.0%	0	4	0.0%	4	17	19.0%
18:00	1	15	6.3%	0	1	0.0%	0	4	0.0%	1	20	4.8%
18:30	4	12	25.0%	1	0	100.0%	0	4	0.0%	5	16	23.8%
19:00	4	12	25.0%	1	0	100.0%	0	4	0.0%	5	16	23.8%

Key	0%
	50%
	100%

Key	0%
	50%
	100%

Key	0%
	50%
	100%

Key	0%
	50%
	100%

Site: Car Park 4 - Mount Street

Location: Mount Street, Hythe, CT21 5AL

Date: Friday 24th April 2026

Time: 07:00-19:00 (12 Hrs) Snapshot beats at 30-minute intervals

Car Park 4 - Mount Street - Friday 24th April 2026

30-MINUTE SNAPSHOT BEATS	Regular Bays (78 Bays)			Disabled Bays (4 Bay)			Electric Bays (3 Bays)			Total Bays (85 bays)		
	PARKED VEHICLES	SPACES AVAILABLE	%RESTRICTION STRESS	PARKED VEHICLES	SPACES AVAILABLE	%RESTRICTION STRESS	PARKED VEHICLES	SPACES AVAILABLE	%RESTRICTION STRESS	PARKED VEHICLES	SPACES AVAILABLE	%RESTRICTION STRESS
07:00	2	76	2.6%	0	4	0.0%	1	2	33.3%	3	82	3.5%
07:30	1	77	1.3%	0	4	0.0%	1	2	33.3%	2	83	2.4%
08:00	1	77	1.3%	0	4	0.0%	1	2	33.3%	2	83	2.4%
08:30	1	77	1.3%	0	4	0.0%	1	2	33.3%	2	83	2.4%
09:00	8	70	10.3%	2	2	50.0%	0	3	0.0%	10	75	11.8%
09:30	25	53	32.1%	3	1	75.0%	0	3	0.0%	28	57	32.9%
10:00	39	39	50.0%	4	0	100.0%	0	3	0.0%	43	42	50.6%
10:30	53	25	67.9%	4	0	100.0%	0	3	0.0%	57	28	67.1%
11:00	49	29	62.8%	3	1	75.0%	0	3	0.0%	52	33	61.2%
11:30	49	29	62.8%	4	0	100.0%	0	3	0.0%	53	32	62.4%
12:00	57	21	73.1%	4	0	100.0%	1	2	33.3%	62	23	72.9%
12:30	55	23	70.5%	4	0	100.0%	1	2	33.3%	60	25	70.6%
13:00	57	21	73.1%	3	1	75.0%	2	1	66.7%	62	23	72.9%
13:30	56	22	71.8%	3	1	75.0%	2	1	66.7%	61	24	71.8%
14:00	46	32	59.0%	4	0	100.0%	1	2	33.3%	51	34	60.0%
14:30	39	39	50.0%	4	0	100.0%	0	3	0.0%	43	42	50.6%
15:00	37	41	47.4%	4	0	100.0%	0	3	0.0%	41	44	48.2%
15:30	21	57	26.9%	4	0	100.0%	0	3	0.0%	25	60	29.4%
16:00	18	60	23.1%	3	1	75.0%	0	3	0.0%	21	64	24.7%
16:30	15	63	19.2%	3	1	75.0%	0	3	0.0%	18	67	21.2%
17:00	12	66	15.4%	3	1	75.0%	0	3	0.0%	15	70	17.6%
17:30	12	66	15.4%	2	2	50.0%	0	3	0.0%	14	71	16.5%
18:00	9	69	11.5%	0	4	0.0%	0	3	0.0%	9	76	10.6%
18:30	23	55	29.5%	0	4	0.0%	0	3	0.0%	23	62	27.1%
19:00	26	52	33.3%	0	4	0.0%	0	3	0.0%	26	59	30.6%

Key	
	0%
	50%
	100%

Key	
	0%
	50%
	100%

Key	
	0%
	50%
	100%

Key	
	0%
	50%
	100%

Site: Car Park 1 - Portland Road

Location: Portland Road, Hythe, CT21 6EG

Date: Saturday 25th April 2026

Time: 07:00-19:00 (12 Hrs) Snapshot beats at 30-minute intervals

Car Park 1 - Portland Road - Saturday 25th April 2026

30-MINUTE SNAPSHOT BEATS	Regular Bays (50 Bays)			Disabled Bays (3 Bays)			Total Bays (53 bays)		
	PARKED VEHICLES	SPACES AVAILABLE	%RESTRICTION STRESS	PARKED VEHICLES	SPACES AVAILABLE	%RESTRICTION STRESS	PARKED VEHICLES	SPACES AVAILABLE	%RESTRICTION STRESS
07:00	2	48	4.0%	0	3	0.0%	2	51	3.8%
07:30	2	48	4.0%	0	3	0.0%	2	51	3.8%
08:00	2	48	4.0%	0	3	0.0%	2	51	3.8%
08:30	3	47	6.0%	0	3	0.0%	3	50	5.7%
09:00	6	44	12.0%	0	3	0.0%	6	47	11.3%
09:30	12	38	24.0%	0	3	0.0%	12	41	22.6%
10:00	15	35	30.0%	0	3	0.0%	15	38	28.3%
10:30	22	28	44.0%	0	3	0.0%	22	31	41.5%
11:00	23	27	46.0%	0	3	0.0%	23	30	43.4%
11:30	17	33	34.0%	1	2	33.3%	18	35	34.0%
12:00	18	32	36.0%	1	2	33.3%	19	34	35.8%
12:30	22	28	44.0%	1	2	33.3%	23	30	43.4%
13:00	23	27	46.0%	1	2	33.3%	24	29	45.3%
13:30	28	22	56.0%	2	1	66.7%	30	23	56.6%
14:00	27	23	54.0%	1	2	33.3%	28	25	52.8%
14:30	22	28	44.0%	0	3	0.0%	22	31	41.5%
15:00	24	26	48.0%	0	3	0.0%	24	29	45.3%
15:30	19	31	38.0%	0	3	0.0%	19	34	35.8%
16:00	15	35	30.0%	0	3	0.0%	15	38	28.3%
16:30	13	37	26.0%	1	2	33.3%	14	39	26.4%
17:00	11	39	22.0%	0	3	0.0%	11	42	20.8%
17:30	6	44	12.0%	0	3	0.0%	6	47	11.3%
18:00	7	43	14.0%	0	3	0.0%	7	46	13.2%
18:30	4	46	8.0%	0	3	0.0%	4	49	7.5%
19:00	3	47	6.0%	0	3	0.0%	3	50	5.7%

Key	0%
	50%
	100%

Key	0%
	50%
	100%

Key	0%
	50%
	100%

Site: Car Park 2 - Military Road

Location: Military Road, Hythe, CT21 5BJ

Date: Saturday 25th April 2026

Time: 07:00-19:00 (12 Hrs) Snapshot beats at 30-minute intervals

Car Park 2 - Military Road - Saturday 25th April 2026

30-MINUTE SNAPSHOT BEATS	Regular Bays (43 Bays)			Disabled Bays (4 Bays)			Electric Bays (2 Bays)			Total Bays (49 bays)		
	PARKED VEHICLES	SPACES AVAILABLE	%RESTRICTION STRESS	PARKED VEHICLES	SPACES AVAILABLE	%RESTRICTION STRESS	PARKED VEHICLES	SPACES AVAILABLE	%RESTRICTION STRESS	PARKED VEHICLES	SPACES AVAILABLE	%RESTRICTION STRESS
07:00	7	36	16.3%	1	3	25.0%	0	2	0.0%	8	41	16.3%
07:30	9	34	20.9%	1	3	25.0%	0	2	0.0%	10	39	20.4%
08:00	9	34	20.9%	1	3	25.0%	0	2	0.0%	10	39	20.4%
08:30	16	27	37.2%	2	2	50.0%	0	2	0.0%	18	31	36.7%
09:00	13	30	30.2%	2	2	50.0%	0	2	0.0%	15	34	30.6%
09:30	22	21	51.2%	2	2	50.0%	0	2	0.0%	24	25	49.0%
10:00	25	18	58.1%	2	2	50.0%	0	2	0.0%	27	22	55.1%
10:30	32	11	74.4%	4	0	100.0%	0	2	0.0%	36	13	73.5%
11:00	35	8	81.4%	3	1	75.0%	0	2	0.0%	38	11	77.6%
11:30	39	4	90.7%	4	0	100.0%	0	2	0.0%	43	6	87.8%
12:00	40	3	93.0%	4	0	100.0%	0	2	0.0%	44	5	89.8%
12:30	42	1	97.7%	4	0	100.0%	0	2	0.0%	46	3	93.9%
13:00	42	1	97.7%	4	0	100.0%	0	2	0.0%	46	3	93.9%
13:30	41	2	95.3%	4	0	100.0%	0	2	0.0%	45	4	91.8%
14:00	35	8	81.4%	4	0	100.0%	0	2	0.0%	39	10	79.6%
14:30	33	10	76.7%	3	1	75.0%	0	2	0.0%	36	13	73.5%
15:00	30	13	69.8%	3	1	75.0%	0	2	0.0%	33	16	67.3%
15:30	24	19	55.8%	2	2	50.0%	0	2	0.0%	26	23	53.1%
16:00	21	22	48.8%	2	2	50.0%	0	2	0.0%	23	26	46.9%
16:30	21	22	48.8%	2	2	50.0%	0	2	0.0%	23	26	46.9%
17:00	20	23	46.5%	2	2	50.0%	0	2	0.0%	22	27	44.9%
17:30	11	32	25.6%	1	3	25.0%	0	2	0.0%	12	37	24.5%
18:00	14	29	32.6%	1	3	25.0%	0	2	0.0%	15	34	30.6%
18:30	17	26	39.5%	0	4	0.0%	0	2	0.0%	17	32	34.7%
19:00	15	28	34.9%	0	4	0.0%	0	2	0.0%	15	34	30.6%

Key	0%
	50%
	100%

Key	0%
	50%
	100%

Key	0%
	50%
	100%

Key	0%
	50%
	100%

Site: Car Park 3 - Paddocks

Location: Prospect Road, Hythe, CT21 5NN

Date: Saturday 25th April 2026

Time: 07:00-19:00 (12 Hrs) Snapshot beats at 30-minute intervals

Car Park 3 - Paddocks - Saturday 25th April 2026

30-MINUTE SNAPSHOT BEATS	Regular Bays (16 Bays)			Disabled Bays (1 Bay)			Electric Bays (4 Bays)			Total Bays (21 bays)		
	PARKED VEHICLES	SPACES AVAILABLE	%RESTRICTION STRESS	PARKED VEHICLES	SPACES AVAILABLE	%RESTRICTION STRESS	PARKED VEHICLES	SPACES AVAILABLE	%RESTRICTION STRESS	PARKED VEHICLES	SPACES AVAILABLE	%RESTRICTION STRESS
07:00	1	15	6.3%	0	1	0.0%	1	3	25.0%	2	19	9.5%
07:30	1	15	6.3%	0	1	0.0%	1	3	25.0%	2	19	9.5%
08:00	3	13	18.8%	0	1	0.0%	1	3	25.0%	4	17	19.0%
08:30	3	13	18.8%	0	1	0.0%	0	4	0.0%	3	18	14.3%
09:00	8	8	50.0%	0	1	0.0%	0	4	0.0%	8	13	38.1%
09:30	8	8	50.0%	1	0	100.0%	0	4	0.0%	9	12	42.9%
10:00	13	3	81.3%	1	0	100.0%	0	4	0.0%	14	7	66.7%
10:30	13	3	81.3%	1	0	100.0%	0	4	0.0%	14	7	66.7%
11:00	14	2	87.5%	1	0	100.0%	0	4	0.0%	15	6	71.4%
11:30	16	0	100.0%	1	0	100.0%	0	4	0.0%	17	4	81.0%
12:00	15	1	93.8%	1	0	100.0%	1	3	25.0%	17	4	81.0%
12:30	16	0	100.0%	1	0	100.0%	1	3	25.0%	18	3	85.7%
13:00	16	0	100.0%	1	0	100.0%	1	3	25.0%	18	3	85.7%
13:30	15	1	93.8%	1	0	100.0%	1	3	25.0%	17	4	81.0%
14:00	14	2	87.5%	1	0	100.0%	0	4	0.0%	15	6	71.4%
14:30	13	3	81.3%	1	0	100.0%	0	4	0.0%	14	7	66.7%
15:00	13	3	81.3%	1	0	100.0%	0	4	0.0%	14	7	66.7%
15:30	14	2	87.5%	1	0	100.0%	0	4	0.0%	15	6	71.4%
16:00	14	2	87.5%	1	0	100.0%	0	4	0.0%	15	6	71.4%
16:30	9	7	56.3%	1	0	100.0%	0	4	0.0%	10	11	47.6%
17:00	7	9	43.8%	0	1	0.0%	0	4	0.0%	7	14	33.3%
17:30	5	11	31.3%	0	1	0.0%	0	4	0.0%	5	16	23.8%
18:00	4	12	25.0%	0	1	0.0%	0	4	0.0%	4	17	19.0%
18:30	4	12	25.0%	0	1	0.0%	0	4	0.0%	4	17	19.0%
19:00	4	12	25.0%	0	1	0.0%	0	4	0.0%	4	17	19.0%

Key	0%
	50%
	100%

Key	0%
	50%
	100%

Key	0%
	50%
	100%

Key	0%
	50%
	100%

Site: Car Park 4 - Mount Street

Location: Mount Street, Hythe, CT21 5AL

Date: Saturday 25th April 2026

Time: 07:00-19:00 (12 Hrs) Snapshot beats at 30-minute intervals

Car Park 4 - Mount Street - Saturday 25th April 2026

30-MINUTE SNAPSHOT BEATS	Regular Bays (78 Bays)			Disabled Bays (4 Bay)			Electric Bays (3 Bays)			Total Bays (85 bays)		
	PARKED VEHICLES	SPACES AVAILABLE	%RESTRICTION STRESS	PARKED VEHICLES	SPACES AVAILABLE	%RESTRICTION STRESS	PARKED VEHICLES	SPACES AVAILABLE	%RESTRICTION STRESS	PARKED VEHICLES	SPACES AVAILABLE	%RESTRICTION STRESS
07:00	4	74	5.1%	0	4	0.0%	0	3	0.0%	4	81	4.7%
07:30	5	73	6.4%	0	4	0.0%	0	3	0.0%	5	80	5.9%
08:00	5	73	6.4%	0	4	0.0%	0	3	0.0%	5	80	5.9%
08:30	7	71	9.0%	0	4	0.0%	0	3	0.0%	7	78	8.2%
09:00	14	64	17.9%	0	4	0.0%	0	3	0.0%	14	71	16.5%
09:30	26	52	33.3%	1	3	25.0%	1	2	33.3%	28	57	32.9%
10:00	24	54	30.8%	3	1	75.0%	1	2	33.3%	28	57	32.9%
10:30	38	40	48.7%	3	1	75.0%	2	1	66.7%	43	42	50.6%
11:00	61	17	78.2%	4	0	100.0%	2	1	66.7%	67	18	78.8%
11:30	62	16	79.5%	4	0	100.0%	1	2	33.3%	67	18	78.8%
12:00	71	7	91.0%	4	0	100.0%	1	2	33.3%	76	9	89.4%
12:30	72	6	92.3%	4	0	100.0%	2	1	66.7%	78	7	91.8%
13:00	69	9	88.5%	4	0	100.0%	0	3	0.0%	73	12	85.9%
13:30	64	14	82.1%	4	0	100.0%	0	3	0.0%	68	17	80.0%
14:00	67	11	85.9%	4	0	100.0%	0	3	0.0%	71	14	83.5%
14:30	56	22	71.8%	3	1	75.0%	0	3	0.0%	59	26	69.4%
15:00	41	37	52.6%	3	1	75.0%	0	3	0.0%	44	41	51.8%
15:30	36	42	46.2%	4	0	100.0%	0	3	0.0%	40	45	47.1%
16:00	33	45	42.3%	2	2	50.0%	0	3	0.0%	35	50	41.2%
16:30	30	48	38.5%	2	2	50.0%	0	3	0.0%	32	53	37.6%
17:00	22	56	28.2%	1	3	25.0%	0	3	0.0%	23	62	27.1%
17:30	20	58	25.6%	2	2	50.0%	0	3	0.0%	22	63	25.9%
18:00	20	58	25.6%	0	4	0.0%	0	3	0.0%	20	65	23.5%
18:30	24	54	30.8%	0	4	0.0%	0	3	0.0%	24	61	28.2%
19:00	21	57	26.9%	0	4	0.0%	0	3	0.0%	21	64	24.7%

Key	0%
	50%
	100%

Key	0%
	50%
	100%

Key	0%
	50%
	100%

Key	0%
	50%
	100%