



# Improvement Options Appraisal

Wheatsheaf Junction, Maidstone

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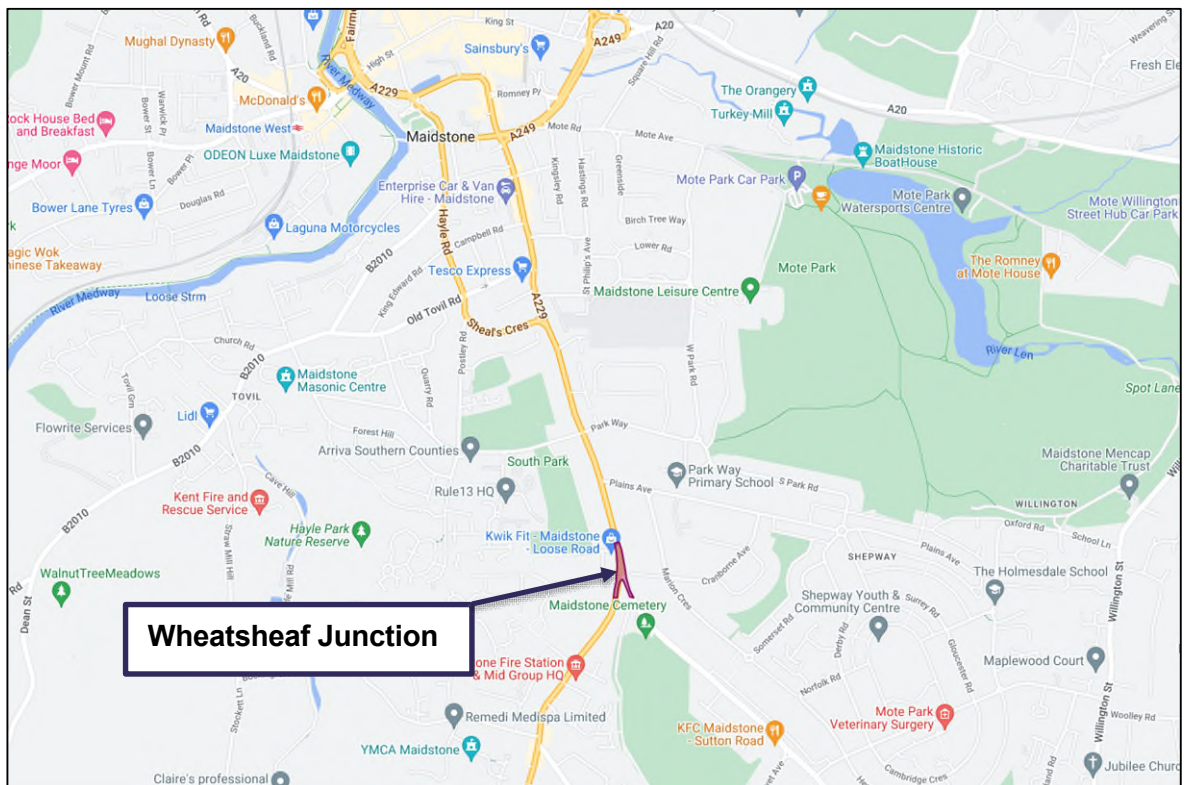
# 1 Introduction

## 1.1 Background

1.1.1 Charles & Associates Consulting Engineers Ltd (C&A) have been instructed by Kent County Council to provide a technical review of the performance of the Wheatsheaf Junction and A229 Loose Road corridor in Maidstone following the permanent closure of Cranborne Avenue. In this context the brief extended to considering potential complementary improvement options at the junction.

1.1.2 The Wheatsheaf Junction is located approximately 2km south of Maidstone town centre, as shown in the figure below and is a key strategic junction for the town as the A229 represents the main radial route into the town from the south. A former pub (the Wheatsheaf) building is present immediately to the south of the junction between the A274 Sutton Road and A229 Loose Rd (S) arms of the junction.

**Figure 1.1: Junction Location**



1.1.3 The junction was originally a four-arm traffic signal-controlled junction. However, as part of the A229 Loose Road corridor scheme, one of the arms of the junction, 'Cranborne Avenue,' has been permanently closed to vehicular traffic. This closure followed an 18-month "Experimental" Traffic Regulation Order (TRO) implemented in March 2022.

1.1.4 During the experimental TRO period, a traffic survey was also conducted. Subsequently, a review of traffic surveys conducted before and after the closure of Cranborne Avenue was undertaken. Based on this review, a decision was taken to permanently close Cranborne Avenue after the experimental TRO expired on 24 September 2023. Following the decision, Cranborne Avenue is now permanently closed to vehicular traffic, making it a three-arm signalised junction.

## 1.2 Scheme History

1.2.1 The Wheatsheaf junction has been identified as a longstanding area of constraint on the local highway network within Maidstone and it has been identified as a transport priority for Maidstone in KCC's Local Transport Plan 4. The junction is located at the convergence of the main routes to/from the southeast and southwest of Maidstone.

1.2.2 The highway network in Maidstone is operating at or over capacity during peak periods. Delays are prone to rapid escalation when problems arise at hotspots and from any other interruption to traffic flow. This is exacerbated by incidents on the M20; the impact from which rapidly affects the whole town. Traffic searches out alternative routes in such cases, often using inappropriate roads.

1.2.3 The road network to the south of Maidstone town centre, in particular, currently observes severe peak hour congestion and delay which is anticipated to be exacerbated by planned growth in the area as part of the adopted Local Plan up to 2031. The traffic problems in this area were recognised within the Examination of the adopted Local Plan following which the Inspector recommended an early review of the Plan to allow further investigation of potential transport mitigation in this area.

1.2.4 Largely as a result of the traffic congestion issues in the town, the entire urban conurbation of Maidstone is covered by an Air Quality Management Area (AQMA), which incorporates the Wheatsheaf junction. The AQMA was declared in 2008 following a review of air quality in the town which identified that the A229 Loose Rd/A274 Sutton Rd (Wheatsheaf) junction specifically had 9 of 37 exceedances of the nitrogen dioxide (NO<sub>2</sub>) and particulates (PM10) annual mean objectives due to emissions from road traffic.

1.2.5 An improvement at the junction has been proposed in different guises over many years having been identified in the Maidstone Integrated Transport Strategy (MITP) 2011-2031 which accompanies the currently adopted Local Plan.



- 1.2.6 Furthermore, Local Growth Fund (LGF) funds have been secured from SELEP through the submission of a business case for an improvement of the junction as part of a wider programme of works called the Maidstone Integrated Transport Package (MITP). The objectives of the MITP were identified as the following:
- Objective 1: Reduced travel time along A229 corridor
  - Objective 2: Improved journey time reliability
  - Objective 3: Non-worsening of current air quality issues
- 1.2.7 Prior to the experimental TRO on January 29, 2020, a six-week consultation was launched regarding the A229 Loose Road: Wheatsheaf Junction proposals, running until March 11. Among those who participated, 26% offered at least one positive comment, notably in favour of the closure of Cranborne Avenue and improvements to traffic flow.
- 1.2.8 However, 93% of consultees raised concerns, including doubts about whether the proposals would alleviate congestion or might even exacerbate it. Specific issues mentioned included disagreement with the closure of Cranborne Avenue, worries that congestion would simply shift further away, and the potential for increased tailbacks for those attempting to turn right. Additionally, many expressed a desire to retain the local pub.

### 1.3 Policy Context

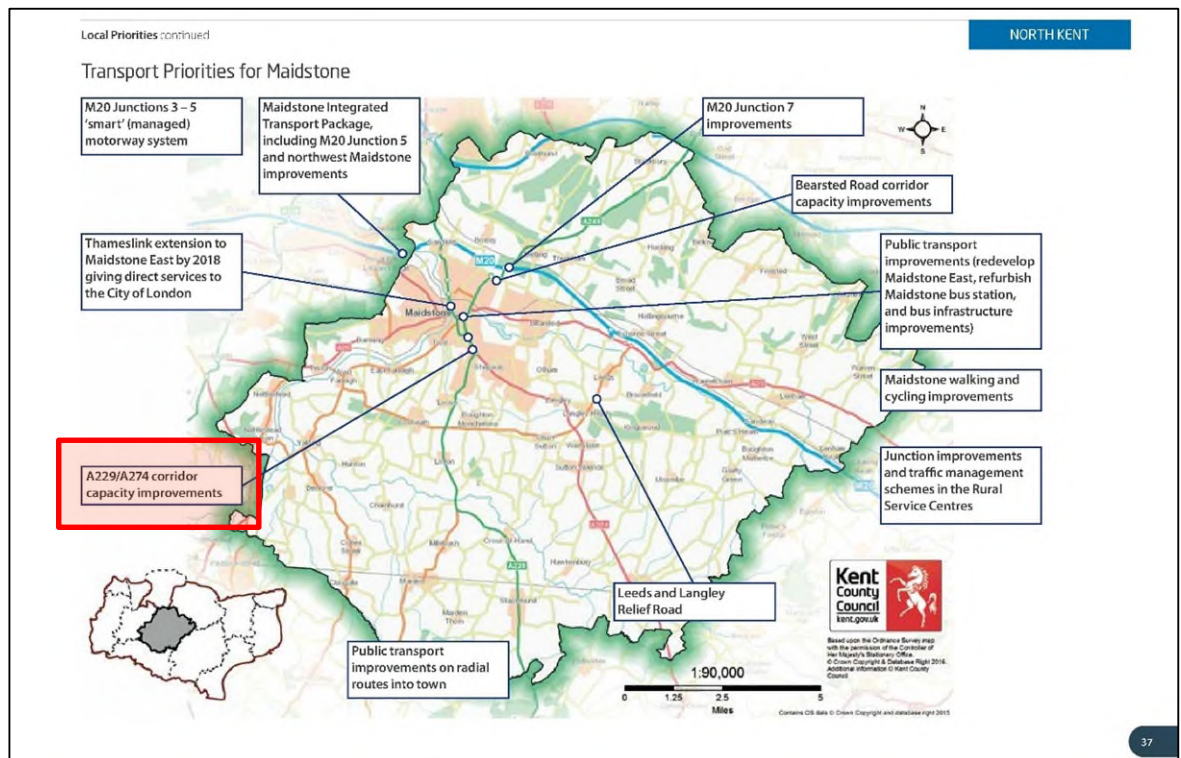
#### ***KCC Local Transport Plan 4***

- 1.3.2 Local Transport Plan 4 (LTP4): Delivering Growth without Gridlock 2016-2031 – highlights that there is increasing congestion in town centres (including Maidstone) and ‘growth across the county will be constrained unless we invest in increasing capacity or can reduce demand on the network.’
- 1.3.3 The overarching ambition of LTP4 is: *“To deliver safe and effective transport, ensuring that all Kent’s communities and businesses benefit, the environment is enhanced, and economic growth is supported.”*
- 1.3.4 This ambition will be realised through five overarching policies:
- Outcome 1: Economic growth and minimised congestion  
Deliver resilient transport infrastructure and schemes that reduce congestion and improve journey time reliability to enable economic growth and appropriate development, meeting demand from a growing population.
  - Outcome 2: Affordable and accessible door-to-door journeys  
Promote affordable, accessible, and connected transport to enable access for all to jobs, education, health, and other services.

- Outcome 3: Safer travel  
Provide a safer road, footway, and cycleway network to reduce the likelihood of casualties and encourage other transport providers to improve safety on their networks.
- Outcome 4: Enhanced environment  
Deliver schemes to reduce the environmental footprint of transport and enhance the historic and natural environment.
- Outcome 5: Better health and wellbeing  
Provide and promote active travel choices for all...to encourage good health and wellbeing and implement measures to improve local air quality.

1.3.5 The A229/A274 corridor capacity improvements are specifically identified in LTP4 as transport priorities for Maidstone as illustrated in **Figure 1.2** below.

**Figure 1.2: Transport Priorities for Maidstone<sup>1</sup>**



**Maidstone Borough Local Plan, 2017**

1.3.6 Policy SP23 of the adopted plan states that the Council, working together with partners, will: *“Improve highway network capacity and function at key locations and junctions across the borough; Improve highway network capacity and function at key locations and junctions across the borough”.*

<sup>1</sup> KCC Local Transport Plan, [https://www.kent.gov.uk/data/assets/pdf\\_file/0011/72668/Local-transport-plan-4.pdf](https://www.kent.gov.uk/data/assets/pdf_file/0011/72668/Local-transport-plan-4.pdf)

1.3.7 Furthermore, para 4.159<sup>2</sup> within chapter 4 - Strategic Policies of the plan specifically identifies the junction as a strategic location requiring capacity improvement.

## 1.4 Report Purpose

1.4.1 The purpose of this report is to present an overview of the work undertaken to review the performance of the network following the closure of Cranborne Avenue and to evaluate potential complementary improvement options at the junction.

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<sup>2</sup> Maidstone Borough Local Plan (October 2017) , Page 85 -  
[https://maidstone.gov.uk/\\_data/assets/pdf\\_file/0005/171149/Local-Plan-v2-November-2017.pdf](https://maidstone.gov.uk/_data/assets/pdf_file/0005/171149/Local-Plan-v2-November-2017.pdf)



## 2 Impact of Cranbourne Avenue Closure

### 2.1 Traffic Impact

2.1.1 To assess the impact of the permanent closure of Cranborne Avenue, comparative traffic surveys were conducted before and after the closure of the road. The surveys were carried out in September 2021, June 2022, October 2023, and June 2024.

2.1.2 Surveys were undertaken at two adjacent junctions on the A229 corridor as follows:

1. Wheatsheaf Junction
2. A229/Plains Avenue

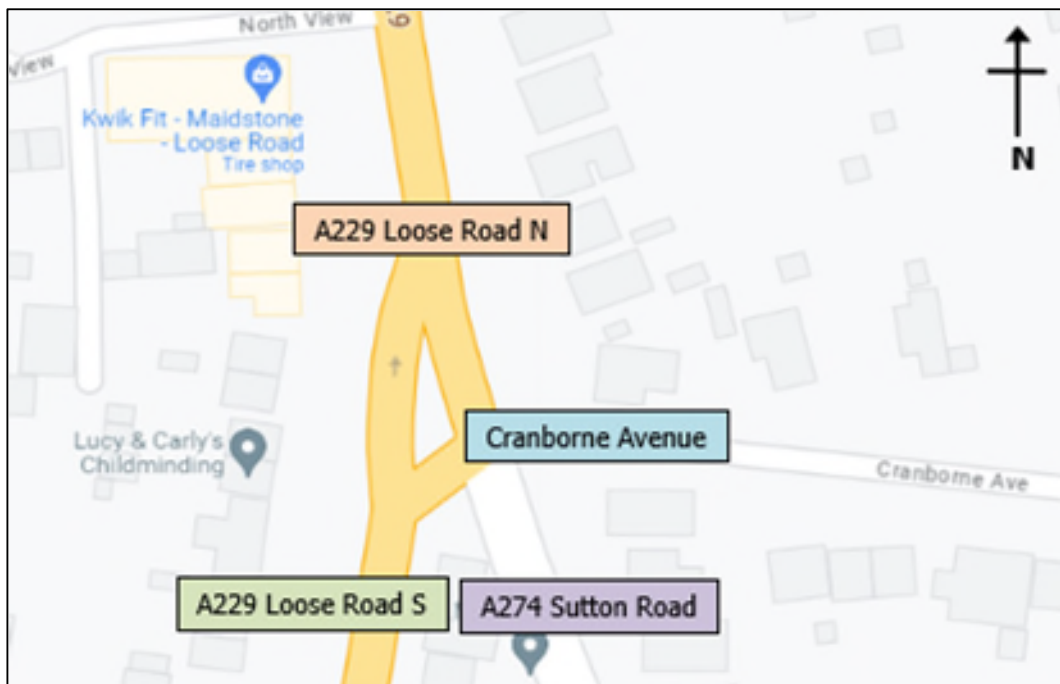
2.1.3 Turning count surveys, which show the total traffic throughput at the junction and on each individual approach, and queue length surveys were captured for the weekday AM (0700-1000) and PM (1600-1900) peak periods. The queue length surveys captured average queue length for each arm every 5-minutes during the survey period.

#### ***Wheatsheaf Junction***

##### Traffic Counts

2.1.4 The surveyed traffic flows within each year are presented in the table below. The figure below presents the location of each arms at the junction. The raw survey data is provided in **Appendix A**.

**Figure 2.1: Wheatsheaf Junction**

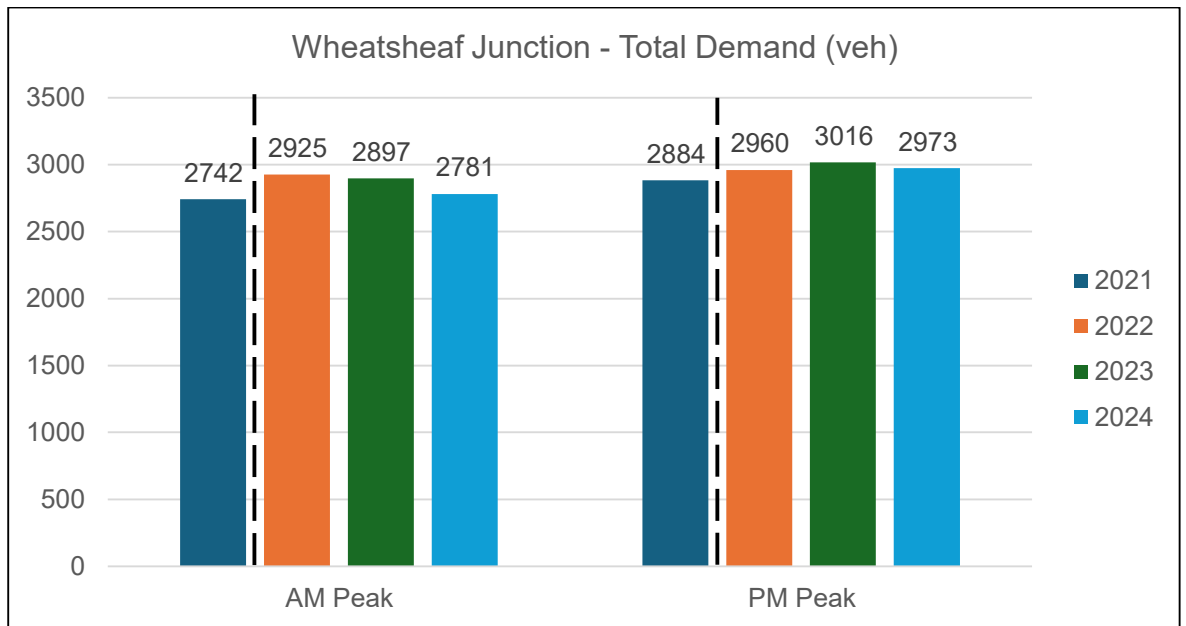


**Table 2.1: Turning Count Comparison**

From	To	Survey Year							
A229 Loose Rd (N)	Cranborne Ave	13	Closed			22	Closed		
	A274 Sutton Rd	604	602	752	676	686	689	774	771
	A229 Loose Rd (S)	555	723	742	658	663	782	765	729
Cranborne Ave	A274 Sutton Rd	15	Closed			18	Closed		
	A229 Loose Rd (S)	58				84			
	A229 loose Rd (N)	30				24			
A274 Sutton Rd	A229 Loose Rd (S)	101	160	111	143	93	120	137	157
	A229 loose Rd (N)	568	551	551	571	488	585	598	574
	Cranborne Ave	6	Closed			6	Closed		
A229 Loose Rd (S)	A229 Loose Rd (N)	627	782	641	624	628	662	592	609
	Cranborne Ave	44	Closed			57	Closed		
	A274 Sutton Rd	121	108	101	101	115	122	151	134
<b>Total Movements</b>		<b>2742</b>	<b>2925</b>	<b>2897</b>	<b>2781</b>	<b>2884</b>	<b>2960</b>	<b>3016</b>	<b>2973</b>

- 2.1.5 The data above indicates that the total traffic throughput at the junction during weekday peak periods was closely comparable in 2021, 2022, 2023, and 2024. This highlights that the datasets are valid and broadly comparable.
- 2.1.6 During the AM peak periods, total movements increased in 2022 and 2023 compared to 2021, with increases of circa 6%. However, in 2024, there was a more modest increase of circa 1% compared to 2021.
- 2.1.7 For the PM peak periods, total movements indicate a slight increase relative to 2021, with an increase of circa 3-5% in 2022, 2023, and 2024.
- 2.1.8 Therefore, it can be inferred that despite the closure of one of the arms of the junction during the 2022, 2023, and 2024 surveys, the junction operated with a similar level of overall capacity – effectively reallocating the capacity from the Cranbourne Avenue arm to the busier A229 and A274 approaches.
- 2.1.9 The traffic flows for each year are illustrated in the graph below, with bars representing the total traffic demand at the junction for each year in sequence. The dashed line marks the point at which the Cranbourne Avenue closure occurred.

Figure 2.2: Total Demand (Veh) at Wheatsheaf Junction



2.1.10 The graphs show that total vehicle demand at the Wheatsheaf junction has remained relatively stable over the four-year monitoring period. The most significant change occurred between 2021 and 2022, following the closure of Cranbourne Avenue. However, traffic volumes have since stabilised and slightly increased from pre-closure conditions in 2021.

Queues

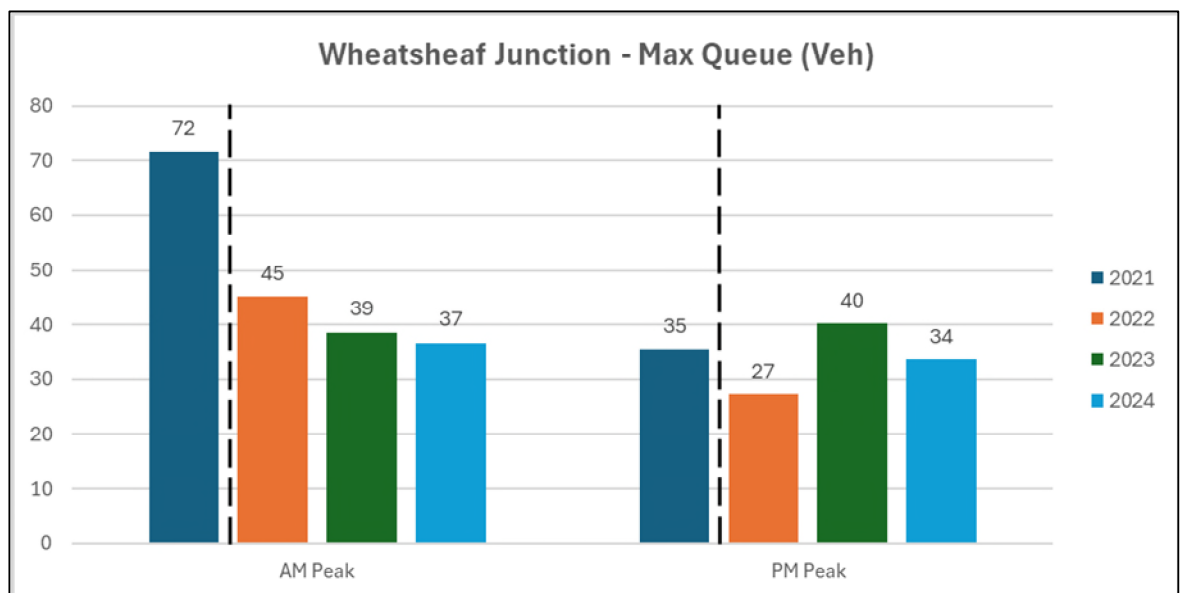
2.1.11 The queue lengths within each year at Wheatsheaf junction are presented in the table below. The average queue length was recorded on each arm of the junction for each 30-minute interval. The raw survey data is provided in **Appendix B**.

**Table 2.2: Wheatsheaf Junction - Average Queue Length (m) Comparison**

Survey Year	Arms	AM Peak														
2021	A229 Loose Rd N	400	412	311	310	267	130		104	106	87	70	80	139		
	Cranborne Ave	4	4	5	2	2	0		0	0	0	0	2	0		
	A274 Sutton Rd	168	176	184	135	80	103		184	204	177	189	190	172		
	A229 Loose Rd S	24	16	35	36	39	42		36	37	39	31	40	42		
	<b>Junction Total</b>															
2022	A229 Loose Rd N	144	260	141	39	189	75		70	111	103	156	136	57		
	Cranborne Ave	Closed								Closed						
	A274 Sutton Rd	54	80	49	50	120	56		88	56	69	49	52	46		
	A229 Loose Rd S	13	16	21	18	22	18		23	23	17	20	17	23		
	<b>Junction Total</b>															
2023	A229 Loose Rd N	118	222	214	146	151	109		196	225	231	158	94	91		
	Cranborne Ave	Closed								Closed						
	A274 Sutton Rd	181	214	216	214	128	102		182	204	208	126	143	59		
	A229 Loose Rd S	22	50	50	34	37	42		42	41	41	36	32	38		
	<b>Junction Total</b>															
2024	A229 Loose Rd N	110	201	159	211	124	49	854	158	193	171	128	115	112	877	
	Cranborne Ave	Closed								Closed						
	A274 Sutton Rd	94	96	87	115	93	98	583	122	101	104	97	78	98	600	
	A229 Loose Rd S	112	110	98	114	95	132	661	184	139	72	149	114	127	785	
	<b>Junction Total</b>															

- 2.1.12 The table above indicates that there was a significant decrease in average queue lengths at the junction following the experimental closure of Cranborne Avenue in 2022. The 2023 data, following the permanent closure, indicates a reduction in total queues at the junction in the AM peak period (0700-1000) of circa 630 metres (22%) compared to pre-closure conditions. However, during the PM peak the total queue length has increased by circa 220 metres (11%).
- 2.1.13 In 2022 during the experimental closure of Cranborne Avenue, the A229 (N) and A274 Sutton Road arms of the junction observed the most significant decreases in queue. In 2023, following the permanent closure of Cranborne Avenue, the A229 (N) arm observed a reduction of queue by circa 870 metres (48%) in the AM peak but observed an increase in queue length of circa 400 metres (70%) in the PM peak compared with pre-closure conditions. Similarly, the A274 arm of the junction observed a reduction in queue of circa 190 metres (17%) in the PM peak, however, observed an increase in queue of circa 210 metres (25%) in the AM peak.
- 2.1.14 Despite the increase in total vehicle demand at the Wheatsheaf junction following the closure of Cranborne Avenue, the average queue length (veh) has decreased. It now remains nearly half of what it was before the closure during the AM peak. Although for the PM peak the average queue increased slightly in 2023, it has now returned to levels similar to those observed before the closure.
- 2.1.15 The maximum recorded average queue length for each year has been compared in the graph below.

**Figure 2.3: Max Queue (Veh) at Wheatsheaf Junction**





- 2.1.16 The graph above shows the clear benefit of the closure of Cranbourne Avenue during the AM Peak with the maximum queue lengths approximately half of that observed pre-closure. PM peak queue lengths, which are generally lower than the AM peak, have remained relatively consistent. The maximum queue lengths at the junction are more even across the peak periods following the closure of Cranbourne Avenue with similar observations in the AM and PM peaks in 2024.
- 2.1.17 Whilst the data clearly suggests that the closure of Cranborne Avenue has created additional capacity within the junction, it is important to note that this additional capacity cannot be kept in reserve. With almost every vehicle now equipped with satellite navigation, either in-built or via the driver’s mobile phone, motorists are directed to the quickest and shortest routes. As such any capacity benefit derived will inevitably be filled over time as traffic re-routes across the network to find the most efficient route for their journey.

**A229/Plains Avenue Junction**

Traffic Counts

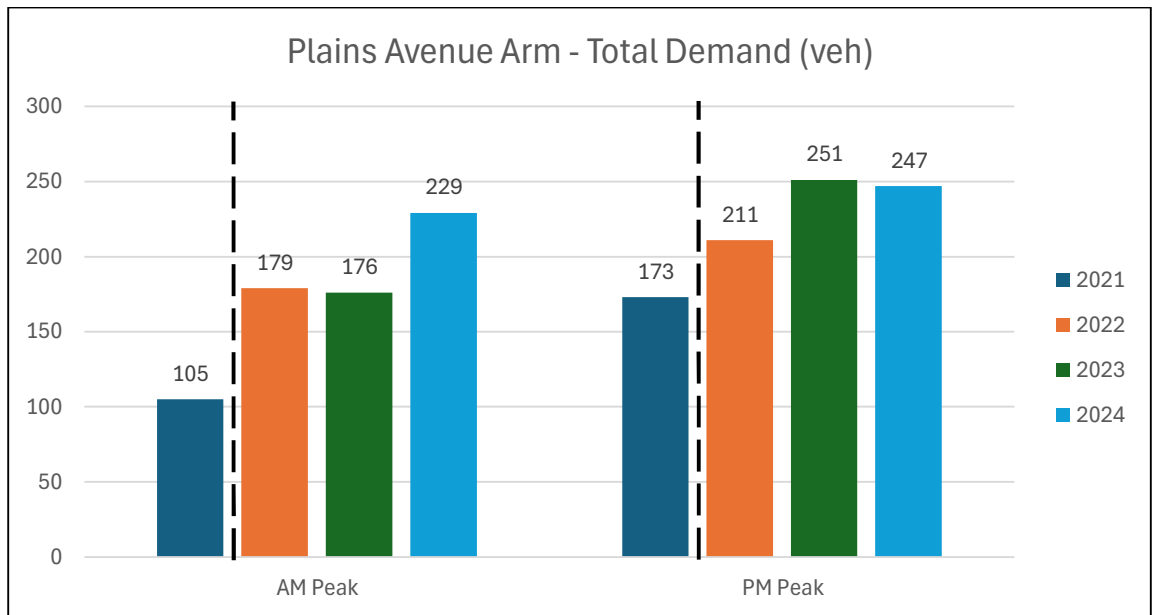
- 2.1.18 It is noted that concerns have been raised by local residents regarding the potential knock-on impacts of the closure of Cranbourne Avenue on surrounding areas of the network. In particular, the A229/Plains Avenue junction. The same traffic survey data as outlined above was captured at the junction to assess any potential impacts.
- 2.1.19 A summary of the vehicles demands to/from the Plains Avenue arm of the junction each year has been presented in table below. The raw survey data is provided in **Appendix A**.

**Table 2.3: Plains Avenue - Turning Count Comparison**

From	To	Survey Year							
		2021	2022	2023	2024	2021	2022	2023	2024
		AM Peak (07:00 - 10:00)				PM Peak (16:00 - 19:00)			
A229 (N)	Plains Ave	47	26	45	67	84	78	107	99
Plains Ave	A229 (S)	16	62	50	65	19	50	53	50
	A229 (N)	30	58	57	64	43	36	45	48
Loose Rd (S)	Plains Ave	12	33	24	33	27	47	46	50
<b>Total Movements</b>		<b>105</b>	<b>179</b>	<b>176</b>	<b>229</b>	<b>173</b>	<b>211</b>	<b>251</b>	<b>247</b>

- 2.1.20 The table above shows an increase in traffic throughput at the junction during weekday peak periods in 2022 after Cranborne Avenue was closed. Furthermore, the 2024 data also indicates rise in traffic throughput compared to 2021. The data has also been presented in the graph below.

Figure 2.4: Total Demand (Veh) at Plains Avenue Arm



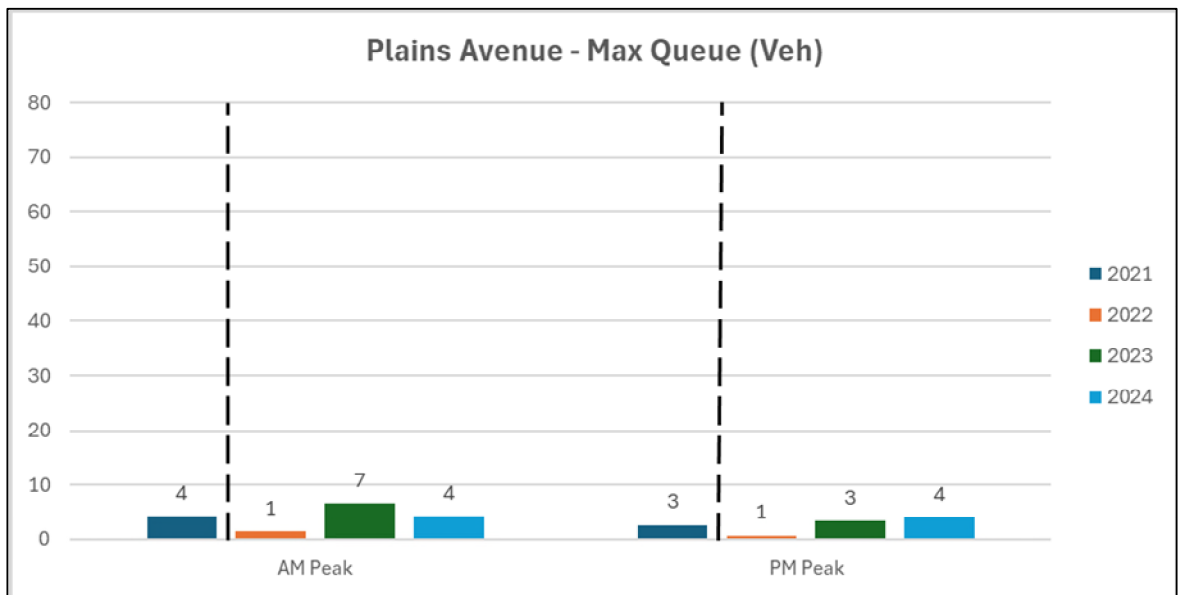
Queues

2.1.21 The queue lengths within each year at Plains Avenue junction are presented in the table below. The average queue length was recorded on each arm of the junction for each 30-minute interval. The raw survey data is provided in **Appendix B**.

Survey Year	Arms	AM Peak							PM Peak								
		07:30	08:00	08:30	09:00	09:30	10:00	Arm total	16:30	17:00	17:30	18:00	18:30	19:00	Arm total		
2021	A229 Loose Rd N	N/A								N/A							
	Plains Ave	10	18	24	9	6	5	72	10	15	12	11	12	9	69		
	A229 Loose Rd S	1	1	7	3	3	4	19	5	5	8	7	2	7	34		
	<b>Junction Total</b>							<b>91</b>								<b>103</b>	
2022	A229 Loose Rd N	N/A								N/A							
	Plains Ave	4	8	3	6	3	2	26	2	4	0	4	4	2	16		
	A229 Loose Rd S	0	0	1	3	0	1	5	1	0	3	2	0	0	6		
	<b>Junction Total</b>							<b>31</b>								<b>22</b>	
2023	A229 Loose Rd N	N/A								N/A							
	Plains Ave	12	19	38	22	12	9	112	19	10	13	15	16	13	86		
	A229 Loose Rd S	N/A								N/A							
	<b>Junction Total</b>							<b>112</b>								<b>86</b>	
2024	A229 Loose Rd N	N/A								N/A							
	Plains Ave	8	17	24	17	17	12	94	20	10	21	23	9	6	89		
	A229 Loose Rd S	N/A								N/A							
	<b>Junction Total</b>							<b>94</b>								<b>89</b>	

- 2.1.22 The table above indicates that there was a significant decrease in average queue lengths at the junction following the experimental closure of Cranborne Avenue in 2022. The 2023 and 2024 data, following the permanent closure, indicates a slight increase in total queues at the junction within both the AM and PM peak periods compared to pre-closure conditions.
- 2.1.23 The maximum recorded average queue length for each year at Plains Avenue has been compared in the graph below.

**Figure 2.5: Maximum Queue (Veh) at Plains Avenue Arm**



- 2.1.24 It is evident that peak hour queues at the junction have remained at a very low level throughout the assessment period and critically have not increased following the closure of Cranbourne Avenue in 2021.

## 2.2 Road Safety Impacts

- 2.2.1 To assess the impact of the permanent closure of Cranborne Avenue in terms of highway safety, a comparative analysis of personal injury collision records over a five-year period has been undertaken. The STATS 19 collision data was obtained for the five-year period up to March 31, 2024, and analysed to determine any trends in road safety conditions before and after the closure of Cranbourne Avenue.

### *Wheatsheaf Junction*

- 2.2.2 At the Wheatsheaf junction, there were 12 collisions recorded during the 5-year period. Among them, one was classified as fatal, four as Serious, and remaining 7 were classified as Slight. The data indicates that seven collisions occurred before the closure of the Cranborne Avenue arm of the junction, including one fatal collision.

2.2.3 During the temporary closure, five collisions were recorded, none of which were fatal. However, no collisions have been recorded since the permanent closure of Cranborne Avenue. There are no apparent trends suggesting that the closure of the Cranborne Avenue arm of the junction contributed to these collisions, nor to suggest that highway safety would be worsened due to the road closure. Furthermore, the removal of movements to/from Cranbourne Avenue is anticipated to have a positive impact on road safety conditions at the junction.

### ***A229/Plains Avenue Junction***

2.2.4 The records indicate that one serious collision was recorded over the five-year period at this junction. The collision occurred in January 2024 between two cars when car1 in nearside lane and car2 in offside lane both heading into Maidstone, car1 crossed over from the nearside lane into the offside and attempted to make a right turn into Plains Avenue in one motion.

2.2.5 This manoeuvre caused car2 to collide with the middle chassis of car1 as it crossed in front of it. This collision occurred due to driver error and a lack of awareness of the surrounding environment during the right turn, as such, it is considered that this collision cannot be attributed to the closure of Cranborne Avenue.

2.2.6 It can therefore be concluded that there have been no 'knock-on' safety issues at the A229/Plains Avenue junction following the permanent closure of Cranborne Avenue.

## **2.3 Summary**

2.3.1 The traffic data collected before and after the closure of Cranborne Avenue indicates that the closure has had a positive impact on the Wheatsheaf junction's operation without significantly affecting other parts of the network.

2.3.2 The level of traffic demand through this area of the network has remained relatively consistent with minor increases over time, however, queue lengths have significantly decreased at the Wheatsheaf junction in the worst case AM peak or else remained consistent with pre closure conditions following the closure of Cranbourne Avenue.

2.3.3 Highway safety conditions have not been detrimentally impacted and potentially improved through the removal of conflicting traffic movements to/from Cranbourne Avenue.



### 3 Junction Improvement Options

#### 3.1 Overview

3.1.1 Following the closure of Cranbourne Avenue, the scope of C&A's instruction was extended to consider complementary and/or alternative improvement measures at the junction.

3.1.2 KCC had previously identified two potential improvement options for the junction as set out below:

1. **Do Minimum** – implement permanent closure of Cranbourne Avenue, minor enabling civils works and traffic signal upgrades.
2. **Do Maximum** - implement permanent closure of Cranbourne Avenue alongside more comprehensive junction upgrade including removal of pub building and traffic signal upgrades.

3.1.3 A third alternative would be to re-open Cranbourne Avenue to general traffic and effectively go back to the previous arrangement at the junction. This approach has been discounted at this stage as it is considered that the additional and conflicting movements to/from Cranbourne Avenue would increase queueing and delays at the junction significantly, in addition to increasing highway safety risks at the junction

#### *Do Minimum Scheme*

3.1.4 The proposed do minimum scheme would consolidate and complement the permanent closure of Cranbourne Avenue through minor enabling works to facilitate the change in operation at the junction. A proposed scheme drawing is shown in **Appendix C** for reference.

3.1.5 The main civils works relate to the relocation of the southbound A229 refuge island and stop line closer to the junction. This previously had to accommodate right turning movements from Cranbourne Avenue, however, its relocation will reduce the lost time, or 'intergreen', needed between green signals on opposing arms.

3.1.6 New traffic signal technology will be provided at the junction. These include improved pedestrian crossing facilities, widened to 3.2m from 2.8m in width and being provided with kerbside and on-crossing detection. The new near sided puffin technology will cancel any spurious pedestrian demands and improve junction efficiency. In addition, the technology will improve co-ordination between the Wheatsheaf junction and the A229/Armstrong Road signal operation.

3.1.7 The closure of Cranbourne Avenue will also improve pedestrian and cyclist movements at the junction through the removal of a side road crossing on the eastern side of the junction.

### **Do Maximum Scheme**

- 3.1.8 The proposed do maximum scheme comprises a more comprehensive amendment to the junction involving the removal of the Wheatsheaf pub building and reconfiguration of the A229 Loose Rd (S) and A274 Sutton Rd approaches in addition to the improvements proposed within the ‘Do Minimum’ scheme. A proposed scheme drawing is shown in **Appendix D** for reference.
- 3.1.9 The scheme is a reconfigured traffic signal control junction which incorporates two dedicated lanes on the northbound A229 through the junction with a segregated left turn lane from the A274 Sutton Rd to the A229 Loose Rd (S). Cranbourne Avenue would be closed as part of the proposed scheme.
- 3.1.10 It is worth noting that this represents an iteration of the scheme included in the ‘Keep Maidstone Moving’ consultation. The scheme has subsequently been reviewed as part of this assessment due to lapse of time since the scheme development and original assessment by consultants WSP to assess whether the scheme is still fit for purpose and would represent good value for money.

## **3.2 Option Assessment**

- 3.2.1 Critically, both options involve the closure of Cranbourne Avenue which is considered to represent the main driver of capacity benefits at the junction. The relative merits both scheme options are set out in the following tables as pros and cons.

**Table 3.1: Do Minimum Scheme Pros/Cons**

<b>Pros</b>
<ul style="list-style-type: none"> <li>• Capacity improvement at junction delivered through Cranbourne Rd closure.</li> <li>• Improved highway safety at junction through removal of conflicting traffic</li> <li>• Relatively minor civils works – reduced costs/construction programme.</li> <li>• Improved pedestrian and cyclist environment.</li> <li>• Wheatsheaf public house building retained.</li> <li>• Traffic data evidence of scheme success from pre &amp; post closure monitoring.</li> </ul>
<b>Cons</b>
<ul style="list-style-type: none"> <li>• Does not resolve uneven A229 NB lane utilisation.</li> <li>• Perceived knock-on issues at A229/Plains Ave junction.</li> </ul>

**Table 3.2: Do Maximum Scheme Pros/Cons**

Pros
<ul style="list-style-type: none"> <li>• Potentially increased capacity benefit at junction from those delivered by the closure of Cranborne Avenue.</li> <li>• Improved highway safety at junction through removal of conflicting traffic</li> <li>• Improved pedestrian and cyclist environment.</li> </ul>
Cons
<ul style="list-style-type: none"> <li>• Requires demolition of Wheatsheaf public house building.</li> <li>• Significant civils works – increased costs/construction programme.</li> <li>• Does not resolve uneven A229 NB lane utilisation.</li> <li>• Significant disruption to traffic during construction.</li> <li>• Poor ‘Value for Money’ return on investment.</li> <li>• Perceived knock-on issues at A229/Plains Ave junction.</li> </ul>

**Capacity Modelling**

- 3.2.2 Consultants WSP undertook comparative network capacity assessments of each of the above options on behalf of KCC. The assessments were undertaken in the industry standard software platform LinSig which is typically used to assess individual or small groups of traffic signal-controlled junctions.
- 3.2.3 The key output LinSig assessments is the ‘Degree of Saturation’ (DoS). A junction is operating at full capacity when the DoS on one or more arms is 100% or greater. A DoS value of 85% or less is a generally preferred level and indicates that the approach in question is operating within theoretical capacity and has some practical reserve to account for normal fluctuations in traffic conditions. LinSig also provides an overall network performance metric known as ‘practical reserve capacity’ (PRC), which is also expressed as a percentage.
- 3.2.4 The assessments undertaken by WSP comprise of a small network of 3 junctions along the A229 including the A229/Armstrong Rd, A229/Plains Avenue and Wheatsheaf junctions. The LinSig assessment outputs are summarised in the table below for the Wheatsheaf junction and overall network performance (PRC).

**Table 3.3: Option Assessment Summary**

Arm	Do Minimum		Do Maximum	
	DoS	Queue	DoS	Queue
<b>AM Peak</b>				
A229 Loose Rd (N)	47%	7.0	79.6%	18.8
Cranbourne Ave	Closed			
A274 Sutton Rd	82.0%	11.1	76.3%	10.2
A229 Loose Rd (S)	80.3%	15.5	70.3%	13.6
Network PRC	9.7%		11.3%	
<b>PM Peak</b>				
A229 Loose Rd (N)	52%	8.2	83.6%	21.1
Cranbourne Ave	Closed			
A274 Sutton Rd	79.0%	11.0	83.7%	11.2
A229 Loose Rd (S)	75.8%	13.2	76.5%	9.8
Network PRC	12.4%		6.8%	

3.2.5 The assessment outputs above indicate that the Do Minimum would operate better than Do Maximum scenario. A comparison of the Do Minimum and Do Maximum scenarios indicates that the difference in operation of the junction and wider network between the two scenarios is negligible. Of particular note, however, the forecast operation of the A229 Loose Rd (N) arm is significantly improved in the Do Minimum scenario with maximum queues of 7-8 vehicles compared with queues of 19-21 in the Do Maximum Scenario.

### **Summary**

- 3.2.6 Based on the key findings above it is considered that the minor capacity benefits of the Do Maximum scheme compared with the Do Minimum scheme do not justify the more negative impacts such as the greatly increased scheme cost and disruption caused during construction. Critically, this scheme also requires demolition of the pub building to facilitate it.
- 3.2.7 It is evident from the review of traffic data and forecast capacity modelling that the key driver of benefits is the closure of Cranbourne Avenue itself. The limited additional benefits derived by the Do Maximum option is not considered to represent value for money for the public funds required to deliver it.
- 3.2.8 The Do Minimum scheme represents a consolidation of the closure of Cranbourne Avenue and seeks to optimise the benefits derived while keeping costs and disruption during construction to a minimum. Furthermore, it negates the need to demolish the pub building which can then be used for other purposes.

## 4 Summary and Recommendations

- 4.1.1 This report is intended to provide a review of impact of the closure of Cranbourne Avenue at the Wheatsheaf junction and the adjacent A229 corridor to the south of Maidstone. In addition, it considers potential complementary improvement options at the junction following the permanent closure of Cranbourne Avenue in September 2023.
- 4.1.2 Traffic data collected both prior and following the experimental closure of the road between 2021 and 2024 has been analysed to determine its impact on the surrounding network. The observed data indicates that the closure of Cranborne Avenue has positively impacted the Wheatsheaf junction by significantly reducing the average vehicle queues in the AM peak period. The operation of the junction during the PM peak has remained fairly consistent with pre-closure levels. The above has been achieved while enabling increased traffic demand through the junction.
- 4.1.3 Critically, the change to the highway network has not resulted in any knock-on impacts elsewhere at the network. Queue length data and observations at the A229/Plains Avenue junction indicate that the low level of queueing on Plains Avenue has been maintained throughout the monitoring period.
- 4.1.4 A review of historical personal injury collision data indicates that there has been no worsening of highway safety conditions at either the Wheatsheaf or A229/Plains Avenue junctions since the closure of Cranbourne Avenue. Furthermore, it is anticipated that the removal of conflicting traffic movements to/from the Cranbourne Avenue arm of the junction will have an ongoing positive impact on highway safety at the junction.
- 4.1.5 A review of potential complementary highway schemes has highlighted that a 'do minimum' approach of consolidating the closure through minor civils works and improving the traffic signal technology at the junction would derive a similar level of benefit to a significantly more complex 'do maximum' proposal; at a significantly reduced cost and without many of the associated negative implications.
- 4.1.6 The Do Maximum scheme is considered to represent poor value for money, and it is therefore recommended that the Do Minimum scheme is progressed. Whilst offering a significant reduction in cost and disruption the Do Minimum scheme in combination with the closure of Cranbourne Avenue is considered to meet the objectives of the secured LGF funding and relevant planning policy context. The cost saving associated with this would enable the secured funds to be reallocated to other schemes within the MITP which have increased delivery costs.



## Appendix A Traffic Count Data



# Intelligent Data Collection Limited Loose Road Corridor

**Client:** WSP  
**Project Number:** ID05935  
**Junction Number:** Site 3  
**Date of Survey:** 16.09.2021  
**Junction Name:** A229 Loose Road / Cranborne Avenue / Sutton Road  
**Junction Type:** Crossroads

# Quality Assurance and Issue Record



## Quality Assurance

Revision	Rev A			
Date	23.09.2021			
Prepared by	Gabriel Adelowo			
Signature				
Checked by	Luke Martin			
Signature				
Project Director	Paul O'Neill			
Signature				
Project Number	ID05935			
File Ref	ID05935 Loose Road Corridor - MCC Site 3 - 16.09.2021			

## Issue Record

Issued to	Date			
	24.09.2021			
Simon Bourne	E-mail			

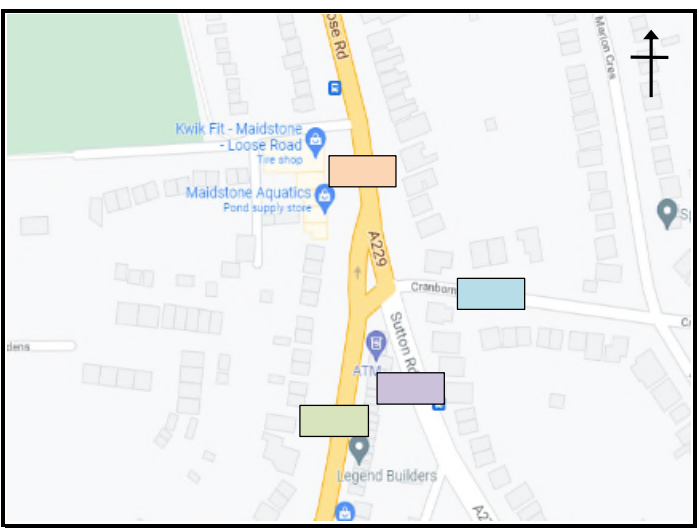
# Intelligent Data Collection Limited



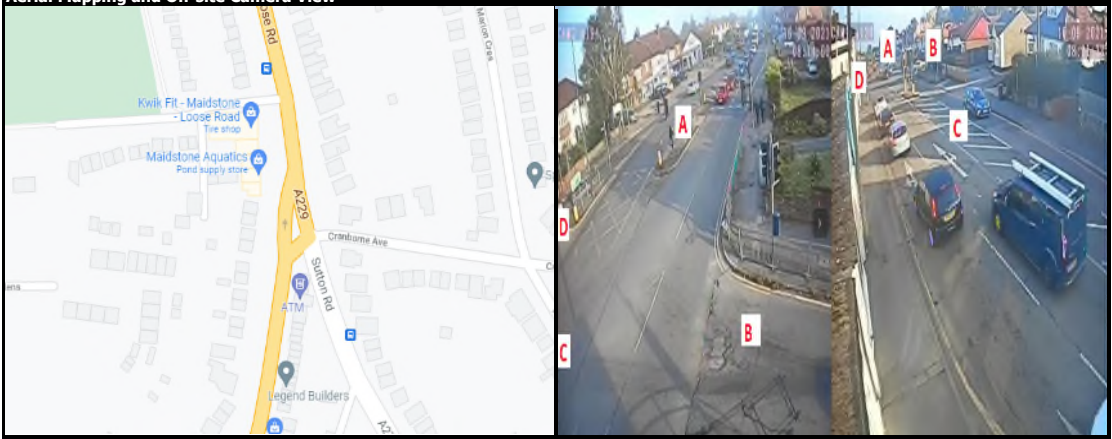
Client: WSP Date of Survey: 16.09.2021  
 Project Number: ID05935 Junction Name: A229 Loose Road / Cranborne Avenue / Sutton Road  
 Junction Number: Site 3 Junction Type: Crossroads

X Coordinate	Y Coordinate	Google Maps Link
51.257519	0.531210	<a href="#">Click Here</a>
AM Peak Conditions	Inter-Peak Conditions	PM Peak Conditions
Sunny Intervals	Sunny Intervals	Sunny Intervals

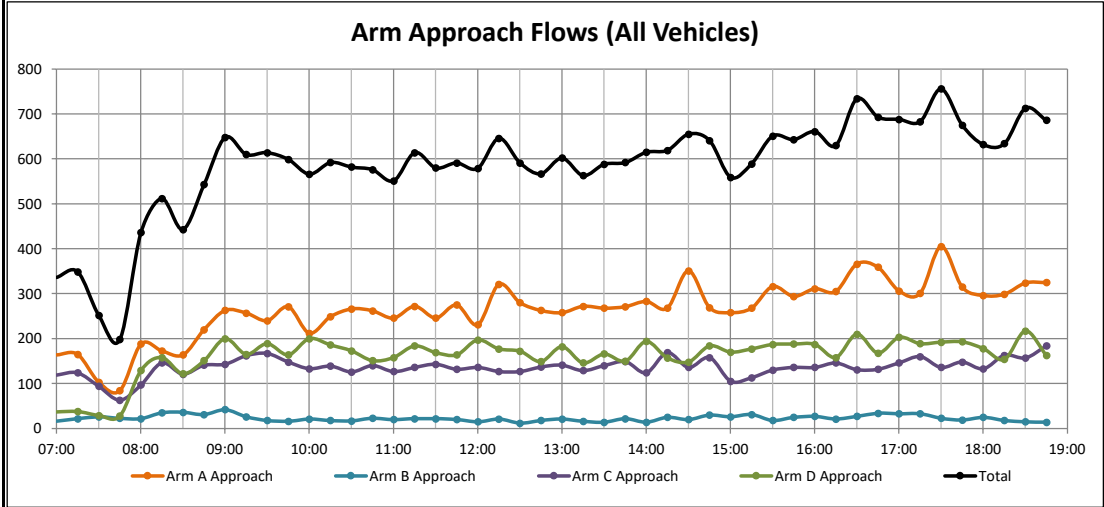
## Junction Layout



## Aerial Mapping and On-site Camera View



## Junction Flow Profile



## Additional Notes (Factors which may impact on survey results such as accidents, roadworks, special events):

There is severe blocking on Arm D between 07:00 and 08:00. The reason is not clear from the camera view.



# Intelligent Data Collection Limited



Client: WSP Date of Survey: 16.09.2021 Arm A: A229 Loose Road (N) Arm C: Sutton Road (SE)  
 Project Number: ID05935 Junction Name: A229 Loose Road / Cranborne Avenue / Sutton Road Arm B: Cranborne Avenue (E) Arm D: A229 Loose Road (S)  
 Junction Number: Site 3 Junction Type: Crossroads

Time	A to A								A to D								A to C							
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00								0	7	0	0	1	1	0	0	9	108	39	2	1	2	2	0	154

Start Time	Rolling Hour								Rolling Hour								Rolling Hour							
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	0	0	0	0	0	0	0	0	9	0	0	1	3	1	3	17	340	107	8	17	9	8	0	489











**Intelligent Data Collection Limited**

Client: WSP  
 Project Number: ID05935  
 Junction Number: Site 3

Date of Survey: 16.09.2021  
 Junction Name: A229 Loose Road / Cranborne Avenue / Sutton Road  
 Junction Type: Crossroads

Arm A: A229 Loose Road (N)  
 Arm B: Cranborne Avenue (E)

Arm C: Sutton Road (SE)  
 Arm D: A229 Loose Road (S)



Time	Cars	LGV	OGV1	D to A				Total
				OGV2	Buses	M/C	Cycle	
07:00	15	2	1	0	0	0	1	19
07:15	13	3	0	0	0	1	0	17
07:30	13	2	0	0	0	0	1	16
07:45	11	4	0	0	0	1	1	17
08:00	84	16	0	9	6	1	2	118
08:15	105	17	2	4	0	0	0	128
08:30	74	12	1	1	1	0	5	94
08:45	97	13	1	2	2	0	0	115
09:00	123	19	2	6	0	0	0	150
09:15	92	28	0	6	1	0	0	127
09:30	105	27	3	7	2	2	0	146
09:45	107	17	1	10	2	0	0	137
10:00	112	27	8	10	3	0	0	160
10:15	111	15	5	16	0	1	0	148
10:30	100	15	9	14	1	2	0	141
10:45	87	17	4	11	2	1	0	122
11:00	91	21	4	9	0	0	0	125
11:15	119	21	5	6	1	0	0	152
11:30	98	21	9	11	2	1	0	142
11:45	84	24	6	5	1	0	0	120
12:00	109	21	2	8	1	3	0	144
12:15	99	28	5	8	0	1	0	141
12:30	97	25	7	5	1	0	0	135
12:45	85	16	4	9	0	2	0	116
13:00	110	17	2	12	0	2	0	143
13:15	92	14	5	5	1	0	0	117
13:30	89	21	5	13	2	1	0	131
13:45	78	21	8	7	1	2	0	117
14:00	105	30	7	11	0	0	0	153
14:15	95	21	6	7	1	1	0	131
14:30	89	21	5	14	1	0	1	131
14:45	114	19	5	9	2	1	0	150
15:00	97	23	2	2	0	0	1	125
15:15	106	27	1	5	4	0	1	144
15:30	113	13	0	7	0	2	1	136
15:45	113	21	5	6	1	0	0	146
16:00	115	22	0	4	1	1	0	143
16:15	85	36	1	1	0	0	0	123
16:30	125	21	4	8	1	1	0	160
16:45	107	23	0	1	1	4	0	136
17:00	125	27	1	1	2	3	0	159
17:15	127	15	3	0	0	2	0	147
17:30	120	14	2	0	2	2	1	141
17:45	119	24	1	0	3	1	1	149
18:00	113	13	0	2	1	0	0	129
18:15	101	11	2	0	1	3	0	118
18:30	144	18	2	9	0	1	0	174
18:45	115	9	0	4	3	1	0	132
Start Time	Rolling Hour							Total
07:00	52	11	1	0	0	2	3	69
07:15	121	25	0	9	6	3	4	168
07:30	213	29	2	13	6	2	4	279
07:45	274	49	3	14	7	2	8	357
08:00	360	58	4	16	9	1	7	455
08:15	399	61	6	13	3	0	5	487
08:30	386	72	4	15	4	0	5	486
08:45	417	87	6	21	5	2	0	538
09:00	427	91	6	29	5	2	0	560
09:15	416	99	12	33	8	2	0	570
09:30	435	86	17	43	7	3	0	591
09:45	430	74	23	50	6	3	0	586
10:00	410	74	26	51	6	4	0	571
10:15	389	68	22	50	3	4	0	536
10:30	397	74	22	40	4	3	0	540
10:45	395	80	22	37	5	2	0	541
11:00	392	87	24	21	4	1	0	539
11:15	410	87	22	30	5	4	0	558
11:30	390	94	22	32	4	5	0	547
11:45	389	98	20	26	3	4	0	540
12:00	390	90	18	30	2	6	0	536
12:15	391	86	18	34	1	5	0	535
12:30	384	72	18	31	2	4	0	511
12:45	376	68	16	39	3	5	0	507
13:00	369	73	20	37	4	5	0	508
13:15	364	86	25	36	4	3	0	518
13:30	367	93	26	38	4	4	0	532
13:45	367	93	26	39	3	3	1	532
14:00	403	91	23	41	4	2	1	565
14:15	395	84	18	32	4	2	2	537
14:30	406	90	13	30	7	1	3	550
14:45	430	82	8	23	6	3	3	555
15:00	429	84	8	20	5	2	3	551
15:15	447	83	6	22	6	3	2	569
15:30	426	92	6	18	2	3	1	548
15:45	438	100	10	19	3	2	0	572
16:00	432	102	5	14	3	6	0	562
16:15	442	107	6	11	4	8	0	578
16:30	484	86	8	10	4	10	0	602
16:45	479	79	6	2	5	11	1	583
17:00	491	80	7	1	7	8	2	596
17:15	479	66	6	2	6	5	2	566
17:30	453	62	5	2	7	6	2	537
17:45	477	66	5	11	5	5	1	570
18:00	473	51	4	15	5	5	0	553











# Intelligent Data Collection Limited



Client: WSP Date of Survey: 16.09.2021  
 Project Number: ID05935 Junction Name: A229 Loose Road / Cranborne Avenue / Sutton Road  
 Junction Number: Site 3 Junction Type: Crossroads

Time	Total Junction Flow							Total
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	
07:00	239	76	6	5	4	4	2	336
07:15	247	75	11	9	3	4	0	349
07:30	176	47	9	7	6	6	1	252
07:45	143	34	0	7	5	8	1	198
08:00	326	58	9	26	11	4	2	436
08:15	465	73	7	16	5	4	2	532
08:30	349	58	8	13	6	3	6	443
08:45	425	78	10	20	7	3	0	543
09:00	507	98	12	22	6	2	1	648
09:15	448	123	15	17	3	3	1	610
09:30	444	110	19	26	9	5	1	614
09:45	446	88	17	32	10	5	1	599
10:00	411	99	20	25	8	2	1	566
10:15	438	94	17	32	7	3	1	592
10:30	429	82	26	30	6	8	1	582
10:45	429	96	18	23	8	2	0	576
11:00	423	89	10	25	3	1	0	551
11:15	487	78	18	19	8	3	1	614
11:30	423	88	23	24	7	3	2	580
11:45	450	86	28	16	6	5	0	591
12:00	449	82	16	20	6	6	0	579
12:15	484	110	17	24	5	6	0	646
12:30	448	91	21	21	5	3	2	591
12:45	434	80	17	22	5	8	1	567
13:00	477	79	17	18	3	8	0	602
13:15	426	84	21	19	7	6	0	563
13:30	432	102	18	23	5	3	2	588
13:45	447	95	16	20	7	6	1	592
14:00	475	91	14	26	4	4	1	615
14:15	487	95	13	15	7	2	0	619
14:30	490	109	14	27	6	3	1	655
14:45	512	82	20	12	8	6	1	641
15:00	427	95	15	10	4	7	1	559
15:15	455	93	9	16	11	4	1	589
15:30	533	71	10	19	5	12	1	651
15:45	521	82	13	13	8	2	4	643
16:00	531	96	11	11	5	6	1	661
16:15	483	115	5	8	10	7	2	630
16:30	588	97	11	17	5	4	2	724
16:45	574	89	1	6	8	13	2	693
17:00	578	90	2	5	4	9	0	688
17:15	579	80	4	4	6	8	2	683
17:30	642	82	6	4	7	12	3	756
17:45	568	80	5	8	7	6	1	675
18:00	557	56	2	7	6	3	1	632
18:15	544	61	3	6	7	12	1	634
18:30	608	71	2	14	5	13	0	713
18:45	593	66	2	8	9	8	0	686
Start Time	Rolling Hour							Total
07:00	805	232	26	28	18	22	4	1135
07:15	892	214	29	49	25	22	4	1235
07:30	1050	212	25	56	27	22	6	1398
07:45	1223	223	24	62	27	19	11	1589
08:00	1505	267	34	75	29	14	10	1934
08:15	1686	307	37	71	24	12	9	2146
08:30	1729	357	45	72	22	11	8	2244
08:45	1824	409	56	85	25	13	3	2415
09:00	1845	419	63	97	28	15	4	2471
09:15	1749	420	71	100	30	15	4	2389
09:30	1739	391	73	115	34	15	4	2371
09:45	1724	363	80	119	31	18	4	2339
10:00	1707	371	81	110	29	15	3	2316
10:15	1719	361	71	110	24	14	2	2301
10:30	1768	345	72	97	25	14	2	2323
10:45	1762	361	69	91	26	9	3	2321
11:00	1783	351	79	84	24	12	3	2336
11:15	1809	344	85	79	27	17	3	2364
11:30	1806	376	84	84	24	20	2	2396
11:45	1831	369	82	81	22	20	2	2407
12:00	1815	363	71	87	21	23	3	2383
12:15	1843	360	72	85	18	25	3	2406
12:30	1785	334	76	80	20	25	3	2323
12:45	1769	345	73	82	20	30	1	2320
13:00	1782	360	72	80	22	28	1	2345
13:15	1780	372	69	88	23	24	2	2358
13:30	1841	383	61	84	23	20	2	2414
13:45	1899	390	57	88	24	20	3	2481
14:00	1964	377	61	80	25	20	3	2530
14:15	1916	381	62	64	25	23	3	2474
14:30	1884	379	58	65	29	25	4	2444
14:45	1927	341	54	57	28	29	4	2440
15:00	1936	341	47	58	28	25	7	2442
15:15	2040	342	43	59	29	24	7	2544
15:30	2068	364	39	51	28	27	8	2585
15:45	2133	390	40	49	28	19	9	2668
16:00	2186	397	28	42	28	30	7	2718
16:15	2233	391	19	36	27	33	6	2745
16:30	2329	356	18	32	23	34	6	2798
16:45	2273	341	13	19	25	42	7	2820
17:00	2367	332	17	21	24	35	6	2802
17:15	2346	298	17	23	26	29	7	2746
17:30	2311	279	16	25	27	33	6	2697
17:45	2277	268	12	35	25	34	3	2654
18:00	2302	254	9	35	27	36	2	2665



# Intelligent Data Collection Limited



**Client:** WSP **Date of Survey:** 16.09.2021  
**Project Number:** ID05935 **Junction Name:** A229 Loose Road / Cranborne Avenue / Sutton R **Arm A:** A229 Loose Road (N)  
**Junction Number:** Site 3 **Junction Type:** Crossroads **Arm B:** Cranborne Avenue (E) **Arm C:** Sutton Road (SE)  
**Arm D:** A229 Loose Road (S)

**Count Method:**  **Classes Included:**  *Select the count method and desired user classes from the drop-downs in cells D8 and G8*

<b>Maximum 15-minute Junction Flow:</b>	<b>AM Peak</b>	<b>from:</b> 09:00	<b>until:</b> 09:15	<b>flow:</b> 708	<i>AM Peak covers 07:00 until 10:00</i>
	<b>Inter-Peak</b>	<b>from:</b> 14:30	<b>until:</b> 14:45	<b>flow:</b> 722	<i>Inter-Peak covers 10:00 until 16:00</i>
	<b>PM Peak</b>	<b>from:</b> 16:30	<b>until:</b> 16:45	<b>flow:</b> 780	<i>PM Peak covers 16:00 until 19:00</i>

**Period Starting:**  *Select the time from the drop-down in cell D16 to show the 15-minute data for that period*

### Movement Counts

		To				
		A	B	C	D	Total
From	A	0	2	162	132	<b>296</b>
	B	9	0	3	30	42
	C	131	1	0	25	156
	D	<b>163</b>	14	36	0	213
	Total	<b>303</b>	17	201	187	708

### HGV Proportions

		To				
		A	B	C	D	Total
From	A	0.0%	0.0%	17.1%	<b>21.5%</b>	<b>19.0%</b>
	B	0.0%	0.0%	0.0%	0.0%	0.0%
	C	17.1%	0.0%	0.0%	7.6%	15.5%
	D	13.0%	0.0%	0.0%	0.0%	9.9%
	Total	14.4%	0.0%	13.8%	<b>16.2%</b>	14.4%

<b>Maximum Hourly Junction Flow:</b>	<b>AM Peak</b>	<b>from:</b> 09:00	<b>until:</b> 10:00	<b>flow:</b> 2742
	<b>Inter-Peak</b>	<b>from:</b> 15:45	<b>until:</b> 16:45	<b>flow:</b> 2821
	<b>PM Peak</b>	<b>from:</b> 16:30	<b>until:</b> 17:30	<b>flow:</b> 2884

**Period Starting:**  *Select the time from the drop-down in cell D33 to show the hourly data for that period*

### Movement Counts

		To				
		A	B	C	D	Total
From	A	0	27	<b>719</b>	654	<b>1401</b>
	B	21	0	15	86	122
	C	483	7	0	97	587
	D	592	45	127	0	765
	Total	<b>1097</b>	79	862	837	2875

### HGV Proportions

		To				
		A	B	C	D	Total
From	A	0.0%	0.0%	5.9%	4.3%	5.0%
	B	0.0%	0.0%	0.0%	0.0%	0.0%
	C	<b>7.5%</b>	0.0%	0.0%	0.0%	<b>6.2%</b>
	D	5.0%	0.0%	4.6%	0.0%	4.6%
	Total	<b>6.0%</b>	0.0%	5.6%	3.4%	5.0%

*Bold entries in the above tables indicate the maximum movement, approach and exit flows for the selected time period, and similarly with the HGV proportions*



# Intelligent Data Collection Limited Loose Road Corridor

**Client:** WSP  
**Project Number:** ID05935  
**Junction Number:** Site 2  
**Date of Survey:** 16.09.2021  
**Junction Name:** A229 Loose Road / Plains Avenue  
**Junction Type:** T-Junction

# Quality Assurance and Issue Record



## Quality Assurance

Revision	Rev A			
Date	23.09.2021			
Prepared by	Gabriel Adelowo			
Signature				
Checked by	Luke Martin			
Signature				
Project Director	Paul O'Neill			
Signature				
Project Number	ID05935			
File Ref	ID05935 Loose Road Corridor - MCC Site 2 - 16.09.2021			

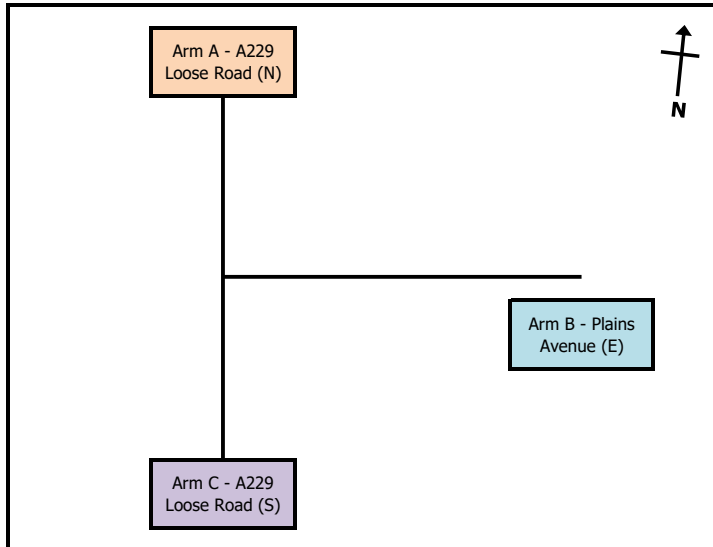
## Issue Record

Issued to	Date			
	24.09.2021			
Simon Bourne	E-mail			

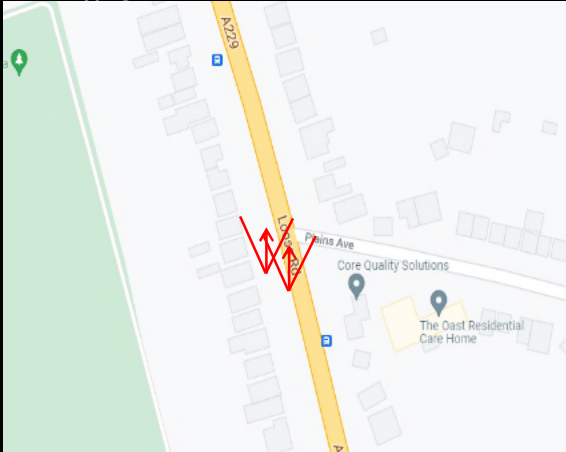
**Client:** WSP  
**Project Number:** ID05935  
**Junction Number:** Site 2  
**Date of Survey:** 16.09.2021  
**Junction Name:** A229 Loose Road / Plains Avenue  
**Junction Type:** T-Junction

X Coordinate	Y Coordinate	Google Maps Link
51.260236	0.530249	<a href="#">Click Here</a>
AM Peak Conditions	Inter-Peak Conditions	PM Peak Conditions
Sunny Intervals	Sunny Intervals	Sunny Intervals

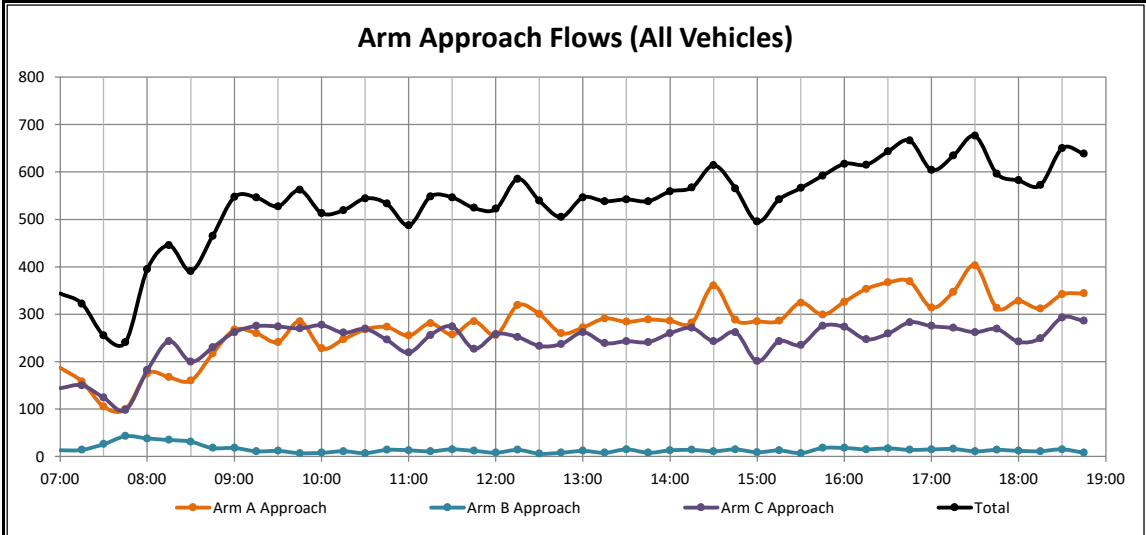
### Junction Layout



### Aerial Mapping and On-site Camera View



### Junction Flow Profile



**Additional Notes (Factors which may impact on survey results such as accidents, roadworks, special events):**

Intelligent Data Collection Limited

Client: WSP
Project Number: ID05935
Junction Number: Site 2

Date of Survey: 16.09.2021
Junction Name: A229 Loose Road / Plains Avenue
Junction Type: T-Junction

Arm A: A229 Loose Road (N)
Arm B: Plains Avenue (E)
Arm C: A229 Loose Road (S)



Table with columns for Time, Cars, LGV, OGV1, OGV2, Buses, M/C, Cycle, Total for Arms A to C, and a detailed Start Time/Rolling Hour section with multiple columns for each arm.



Intelligent Data Collection Limited



Client: WSP ID05935 Site 2 Junction Number:

Date of Survey: 16.09.2021 Junction Name: A229 Loose Road / Plains Avenue Junction Type: T-Junction

Arm A: A229 Loose Road (N) Arm B: Plains Avenue (E)

Arm C: A229 Loose Road (S)

Table with 18 columns: Time, Cars, LGV, OGV1, OGV2, Buses, M/C, Cycle, Total. Contains data for three directions (B to B, B to A, B to C) across various time intervals.









# Intelligent Data Collection Limited



Client: WSP Date of Survey: 16.09.2021  
 Junction Number: ID05935 Junction Name: A229 Loose Road / Plains Avenue  
 Junction Type: T-Junction Site 2

Time	Total Junction Flow							Total
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	
07:00	242	36	9	8	1	2	1	344
07:15	219	77	9	9	3	4	1	322
07:30	187	43	8	6	7	4	0	255
07:45	176	43	2	7	5	7	1	241
08:00	299	56	6	20	9	4	1	395
08:15	336	74	7	19	4	4	1	445
08:30	297	60	6	13	7	2	6	391
08:45	356	77	7	17	6	2	0	465
09:00	423	82	13	20	6	2	1	547
09:15	400	111	11	16	5	2	1	546
09:30	363	102	23	26	6	6	1	527
09:45	416	85	13	32	10	5	1	562
10:00	380	81	21	23	6	2	0	513
10:15	375	87	16	28	9	3	1	519
10:30	395	82	22	31	6	7	1	544
10:45	397	88	17	21	8	2	0	533
11:00	366	98	9	22	3	1	0	487
11:15	431	78	12	16	8	2	1	548
11:30	403	85	20	27	6	2	3	546
11:45	400	73	23	16	7	4	1	524
12:00	398	78	16	19	5	6	0	522
12:15	427	105	16	23	7	7	0	585
12:30	401	89	19	21	4	4	1	539
12:45	391	67	14	22	4	7	0	505
13:00	424	76	18	15	4	9	0	546
13:15	405	83	18	20	7	5	0	538
13:30	398	95	16	20	5	8	0	542
13:45	396	92	16	21	7	7	2	538
14:00	420	94	15	21	4	4	1	559
14:15	438	91	11	16	7	3	1	567
14:30	447	111	14	26	7	8	1	614
14:45	443	73	20	16	7	6	0	605
15:00	383	87	10	7	3	5	0	495
15:15	415	90	11	12	9	5	0	542
15:30	458	65	11	17	5	10	0	566
15:45	480	74	12	14	8	4	0	592
16:00	494	89	11	11	6	4	2	617
16:15	475	108	5	9	9	7	2	615
16:30	514	92	10	15	6	4	2	643
16:45	545	95	2	4	8	12	0	666
17:00	501	82	2	5	4	10	0	604
17:15	529	83	3	4	5	8	2	634
17:30	573	70	8	4	8	12	1	676
17:45	497	74	3	8	6	7	1	596
18:00	500	61	3	7	7	3	1	582
18:15	494	51	3	5	6	13	0	572
18:30	539	71	3	14	7	17	0	650
18:45	548	60	2	8	9	10	1	638

Start Time	Rolling Hour							Total
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	
07:00	824	239	28	30	18	20	3	1162
07:15	881	219	25	42	24	19	3	1213
07:30	998	216	23	52	25	19	3	1336
07:45	1108	233	21	59	25	17	9	1472
08:00	1288	267	26	69	26	12	8	1696
08:15	1412	293	33	69	23	10	8	1848
08:30	1476	330	37	66	24	8	8	1949
08:45	1542	372	54	79	23	12	3	2085
09:00	1602	380	60	94	27	15	4	2182
09:15	1559	379	68	97	27	15	3	2148
09:30	1534	355	73	109	31	16	3	2121
09:45	1566	335	72	114	31	17	3	2138
10:00	1547	338	76	103	29	14	2	2109
10:15	1533	343	64	102	26	13	2	2083
10:30	1589	334	60	90	25	12	2	2112
10:45	1597	337	58	86	25	7	4	2114
11:00	1600	322	64	81	24	9	5	2105
11:15	1632	314	71	78	26	14	5	2140
11:30	1628	341	75	85	25	19	4	2177
11:45	1626	345	74	79	23	21	2	2170
12:00	1617	339	65	85	20	24	1	2151
12:15	1643	337	67	81	19	27	1	2175
12:30	1621	315	69	78	19	25	1	2128
12:45	1618	321	66	77	20	29	0	2131
13:00	1623	346	68	76	23	26	2	2164
13:15	1619	364	65	82	23	21	3	2177
13:30	1652	372	58	78	23	19	4	2206
13:45	1701	388	56	84	25	19	5	2278
14:00	1748	369	60	79	25	21	3	2305
14:15	1711	362	55	65	24	22	2	2241
14:30	1688	361	55	61	26	24	1	2216
14:45	1699	315	52	52	24	26	0	2168
15:00	1736	316	44	50	25	24	0	2195
15:15	1847	318	45	54	28	23	2	2317
15:30	1907	336	39	51	28	25	4	2390
15:45	1963	363	38	49	29	19	6	2467
16:00	2028	384	28	39	29	27	6	2541
16:15	2035	377	19	33	27	33	4	2528
16:30	2089	352	17	28	23	34	4	2547
16:45	2148	330	15	17	25	42	3	2580
17:00	2100	309	16	21	23	37	4	2510
17:15	2099	288	17	23	26	30	5	2488
17:30	2064	256	17	24	27	35	3	2426
17:45	2030	257	11	34	26	40	2	2400
18:00	2081	243	10	34	29	43	2	2442

# Intelligent Data Collection Limited



Client: WSP  
 Project Number: ID05935  
 Junction Number: Site 2

Date of Survey: 16.09.2021  
 Junction Name: A229 Loose Road / Plains Avenue  
 Junction Type: T-Junction

Arm A: A229 Loose Road (N)  
 Arm B: Plains Avenue (E)  
 Arm C: A229 Loose Road (S)

Time	PCU Summary								
	A to A	A to C	A to B	B to B	B to A	B to C	C to C	C to B	C to A
07:00	0	200	4	0	13	0	0	3	148
07:15	0	164	8	0	10	4	0	0	163
07:30	0	119	3	0	18	8	0	0	134
07:45	0	103	10	0	38	6	0	1	101
08:00	0	197	5	0	31	7	0	3	205
08:15	0	190	5	0	28	7	0	8	253
08:30	0	166	15	0	20	11	0	5	208
08:45	0	238	9	0	14	4	0	2	244
09:00	0	296	6	0	10	8	0	2	282
09:15	0	269	13	0	8	3	0	2	297
09:30	0	269	14	0	10	1	0	5	303
09:45	0	320	14	0	2	4	0	3	303
10:00	0	254	9	0	6	2	0	5	308
10:15	0	262	16	0	7	3	0	6	303
15:45	0	307	16	0	10	8	0	4	294
16:00	0	321	27	0	13	5	0	4	283
16:15	0	355	18	0	13	2	0	10	247
16:30	0	360	20	0	12	5	0	5	284
16:45	0	352	23	0	10	4	0	8	284
17:00	0	305	17	0	10	5	0	4	274
17:15	0	332	23	0	11	5	0	10	265
17:30	0	391	22	0	6	4	0	10	261
17:45	0	317	11	0	7	7	0	9	267
18:00	0	308	29	0	10	2	0	5	252
18:15	0	308	16	0	6	4	0	6	246
18:30	0	326	22	0	11	5	0	8	307
18:45	0	331	18	0	5	2	0	4	302
Start Time	Rolling Hour								
07:00	0	585	25	0	79	18	0	4	546
07:15	0	582	26	0	97	25	0	4	603
07:30	0	608	23	0	115	28	0	12	693
07:45	0	656	35	0	117	31	0	17	767
08:00	0	791	34	0	93	29	0	18	910
08:15	0	890	35	0	72	30	0	17	987
08:30	0	970	43	0	52	26	0	11	1030
08:45	0	1072	42	0	42	16	0	11	1125
09:00	0	1154	47	0	30	16	0	12	1184
09:15	0	1112	50	0	26	10	0	15	1210
09:30	0	1104	53	0	25	10	0	19	1216
09:45	0	1127	50	0	20	11	0	19	1226
10:00	0	1096	45	0	27	14	0	21	1203
10:15	0	1112	43	0	28	18	0	17	1145
10:30	0	1142	40	0	29	18	0	15	1121
10:45	0	1124	43	0	35	20	0	15	1123
11:00	0	1129	55	0	33	18	0	13	1095
11:15	0	1133	62	0	31	16	0	18	1119
11:30	0	1172	66	0	31	19	0	25	1116
11:45	0	1225	61	0	21	19	0	26	1055
12:00	0	1197	59	0	18	18	0	24	1069
12:15	0	1194	63	0	23	17	0	18	1085
12:30	0	1170	58	0	19	15	0	9	1079
12:45	0	1127	66	0	27	17	0	5	1107
13:00	0	1161	67	0	27	17	0	9	1105
13:15	0	1182	72	0	26	18	0	14	1099
13:30	0	1160	73	0	27	22	0	16	1128
13:45	0	1250	69	0	28	17	0	17	1128
14:00	0	1237	73	0	31	21	0	15	1154
14:15	0	1219	78	0	28	20	0	18	1072
14:30	0	1216	83	0	33	15	0	17	1042
14:45	0	1163	98	0	27	17	0	25	1004
15:00	0	1182	90	0	30	17	0	26	1007
15:15	0	1230	90	0	37	19	0	22	1088
15:30	0	1303	89	0	40	18	0	29	1066
15:45	0	1343	81	0	48	20	0	23	1107
16:00	0	1387	88	0	48	16	0	27	1097
16:15	0	1371	78	0	45	16	0	27	1088
16:30	0	1348	84	0	43	19	0	27	1106
16:45	0	1379	86	0	37	18	0	32	1084
17:00	0	1345	74	0	34	21	0	33	1066
17:15	0	1348	85	0	34	18	0	34	1044
17:30	0	1324	78	0	30	17	0	30	1025
17:45	0	1258	78	0	34	18	0	28	1071
18:00	0	1272	84	0	33	13	0	23	1107

122 53

55 107



# Intelligent Data Collection Limited



**Client:** WSP **Date of Survey:** 16.09.2021 **Arm A:** A229 Loose Road (N)  
**Project Number:** ID05935 **Junction Name:** A229 Loose Road / Plains Avenue **Arm B:** Plains Avenue (E)  
**Junction Number:** Site 2 **Junction Type:** T-Junction **Arm C:** A229 Loose Road (S)

**Count Method:**  **Classes Included:**  *Select the count method and desired user classes from the drop-downs in cells D8 and G8*

<b>Maximum 15-minute Junction Flow:</b>	<b>AM Peak</b>	<b>from:</b> 09:45	<b>until:</b> 10:00	<b>flow:</b> 646	<i>AM Peak covers 07:00 until 10:00</i>
	<b>Inter-Peak</b>	<b>from:</b> 14:30	<b>until:</b> 14:45	<b>flow:</b> 681	<i>Inter-Peak covers 10:00 until 16:00</i>
	<b>PM Peak</b>	<b>from:</b> 17:30	<b>until:</b> 17:45	<b>flow:</b> 695	<i>PM Peak covers 16:00 until 19:00</i>

**Period Starting:**  *Select the time from the drop-down in cell D16 to show the 15-minute data for that period*

**Movement Counts**

		<i>To</i>			
		A	B	C	Total
From	A	0	5	197	202
	B	31	0	7	38
	C	<b>205</b>	3	0	<b>209</b>
	Total	<b>236</b>	8	204	449

**HGV Proportions**

		<i>To</i>			
		A	B	C	Total
From	A	0.0%	0.0%	<b>23.2%</b>	<b>22.7%</b>
	B	0.0%	0.0%	0.0%	0.0%
	C	22.5%	0.0%	0.0%	22.1%
	Total	19.5%	0.0%	<b>22.4%</b>	20.5%

<b>Maximum Hourly Junction Flow:</b>	<b>AM Peak</b>	<b>from:</b> 09:45	<b>until:</b> 10:45	<b>flow:</b> 2453
	<b>Inter-Peak</b>	<b>from:</b> 15:45	<b>until:</b> 16:45	<b>flow:</b> 2622
	<b>PM Peak</b>	<b>from:</b> 16:00	<b>until:</b> 17:00	<b>flow:</b> 2663

**Period Starting:**  *Select the time from the drop-down in cell D32 to show the hourly data for that period*

**Movement Counts**

		<i>To</i>			
		A	B	C	Total
From	A	0	25	<b>585</b>	<b>610</b>
	B	79	0	18	97
	C	546	4	0	550
	Total	<b>625</b>	29	603	1257

**HGV Proportions**

		<i>To</i>			
		A	B	C	Total
From	A	0.0%	0.0%	18.4%	<b>17.7%</b>
	B	2.4%	0.0%	0.0%	2.0%
	C	13.5%	<b>48.7%</b>	0.0%	13.7%
	Total	12.1%	6.6%	<b>17.9%</b>	14.7%

*Bold entries in the above tables indicate the maximum movement, approach and exit flows for the selected time period, and similarly with the HGV proportions*



# Intelligent Data Collection Limited Loose Road Corridor Repeat

**Client:** Kent County Council  
**Project Number:** ID06551  
**Junction Number:** Site 3  
**Date of Survey:** 09.06.2022  
**Junction Name:** A229 Loose Road / Cranborne Avenue / A274 Sutton Road  
**Junction Type:** 4-arm Junction

# Quality Assurance and Issue Record



## Quality Assurance

Revision	Rev A			
Date	24.06.2022			
Prepared by	Sam Hamilton-Peach			
Signature				
Checked by	Luke Martin			
Signature				
Project Director	Paul O'Neill			
Signature				
Project Number	ID06551			
File Ref	ID06551 Loose Road Corridor Repeat - MCC Site 3 - 09.06.2022			

## Issue Record

Issued to	Date			
	27.06.2022			
Sarah Tutt	E-mail			

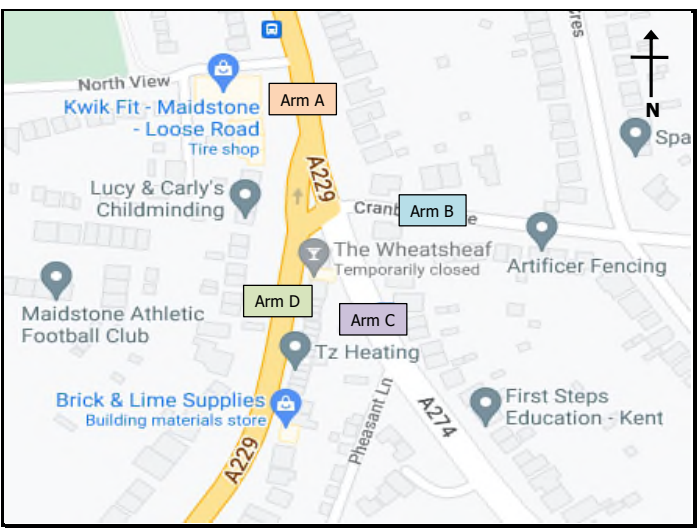
# Intelligent Data Collection Limited



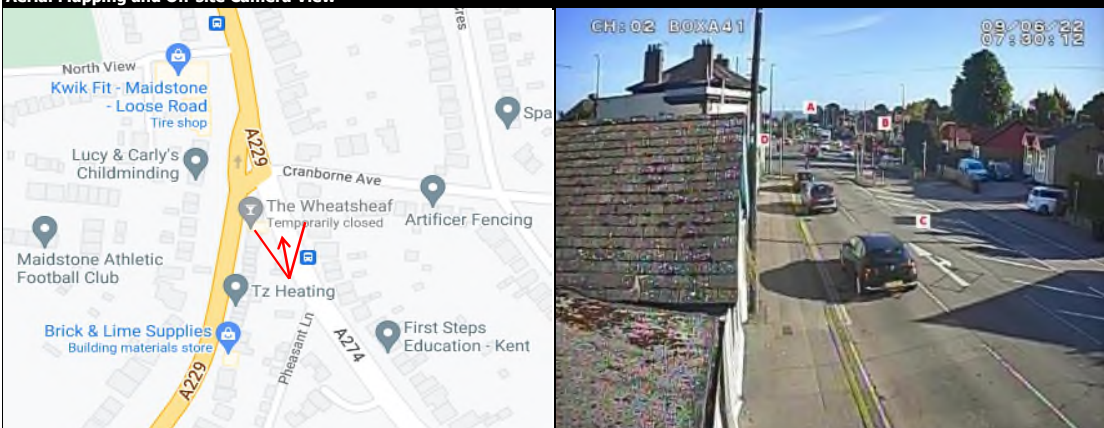
**Client:** Kent County Council      **Date of Survey:** 09.06.2022  
**Project Number:** ID06551      **Junction Name:** A229 Loose Road / Cranborne Avenue / A274 Sutton Road  
**Junction Number:** Site 3      **Junction Type:** 4-arm Junction

X Coordinate	Y Coordinate	Google Maps Link
51.257541	0.531196	<a href="#">Click Here</a>
AM Peak Conditions	Inter-Peak Conditions	PM Peak Conditions
Clear	Clear	Clear

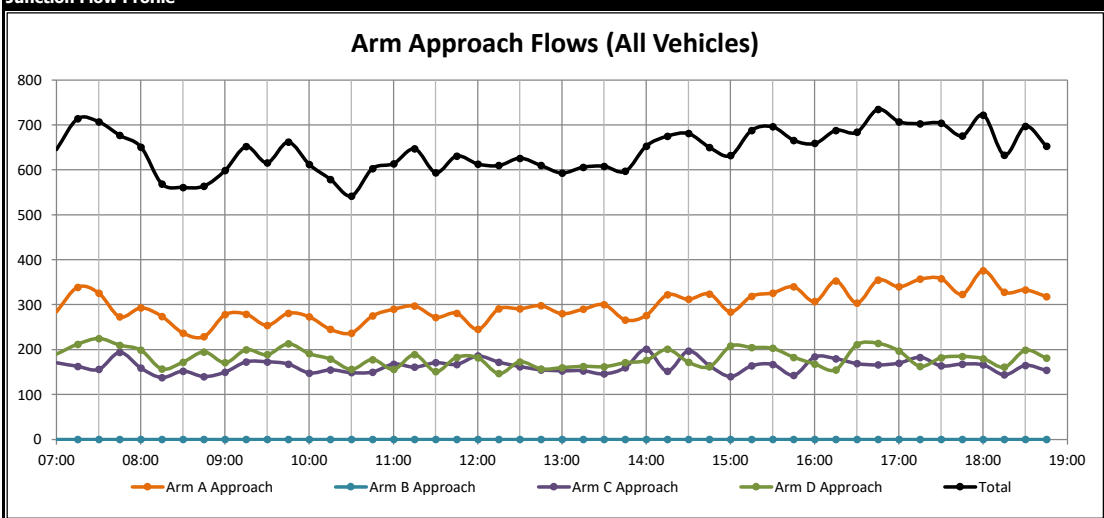
### Junction Layout



### Aerial Mapping and On-site Camera View



### Junction Flow Profile



**Additional Notes (Factors which may impact on survey results such as accidents, roadworks, special events):**







Intelligent Data Collection Limited



Client: Kent County Council
Project Number: ID06551
Junction Number: Site 3

Date of Survey: 09.06.2022
Junction Name: A229 Loose Road / Cranborne Avenue / A274 Sutton Road
Junction Type: 4-arm Junction

Arm A: A229 Loose Road (N)
Arm B: Cranborne Avenue (E)

Arm C: A274 Sutton Road (SE)
Arm D: A229 Loose Road (S)

Table with columns for Time, C to B, C to A, C to D, and Start Time. Rows represent time intervals from 07:00 to 18:00. Columns include various vehicle counts (Cars, LGV, OGV1, OGV2, Buses, M/C, Cycle) and totals for each direction and overall.





**Intelligent Data Collection Limited**



Client: Kent County Council  
 Project Number: ID06551  
 Junction Number: Site 3

Date of Survey: 09.06.2022  
 Junction Name: A229 Loose Road / Cranborne Avenue / A274 Sutton Road  
 Junction Type: 4-arm Junction

Arm A: A229 Loose Road (N)  
 Arm B: Cranborne Avenue (E)

Arm C: A274 Sutton Road (SE)  
 Arm D: A229 Loose Road (S)

Time	D to A							Total
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	
07:00	126	33	4	2	0	1	1	167
07:15	148	32	3	4	1	1	1	190
07:30	160	30	3	1	0	3	0	197
07:45	154	19	3	5	4	0	0	185
08:00	141	20	0	4	2	1	1	169
08:15	104	19	2	0	1	4	0	130
08:30	119	12	1	2	0	1	0	135
08:45	123	19	2	6	0	1	0	151
09:00	119	14	4	6	1	1	0	145
09:15	143	15	5	4	0	0	0	167
09:30	134	16	1	8	1	0	0	160
09:45	146	16	2	9	1	1	0	175
10:00	130	8	5	18	1	1	0	169
10:15	119	15	6	7	0	3	0	150
10:30	100	17	7	2	2	2	0	130
10:45	112	20	13	6	2	1	1	146
11:00	99	17	3	7	1	0	0	127
11:15	119	11	8	7	1	2	0	148
11:30	82	17	5	6	2	0	0	112
11:45	117	21	5	7	1	0	0	151
12:00	121	21	8	2	1	1	0	154
12:15	89	19	3	6	0	0	1	118
12:30	115	17	5	5	1	0	0	143
12:45	97	17	4	6	2	2	0	128
13:00	94	24	5	7	0	2	1	133
13:15	106	22	3	6	1	1	0	135
13:30	88	19	4	9	0	1	0	121
13:45	102	23	5	8	1	2	0	141
14:00	120	19	4	2	1	1	0	147
14:15	128	23	6	5	1	2	0	165
14:30	116	21	4	7	1	0	0	149
14:45	105	26	2	5	0	1	0	139
15:00	139	28	1	5	1	2	1	177
15:15	150	17	3	3	3	1	0	177
15:30	140	20	1	1	0	0	0	162
15:45	118	17	2	7	2	1	0	147
16:00	107	21	3	4	0	3	1	139
16:15	105	11	1	3	1	0	0	121
16:30	144	28	5	3	0	2	0	182
16:45	140	26	3	3	2	4	0	178
17:00	149	17	1	1	0	2	0	170
17:15	115	12	1	2	1	2	1	134
17:30	116	26	4	4	1	3	0	154
17:45	119	28	1	3	3	0	0	157
18:00	134	12	0	2	1	1	0	150
18:15	119	9	2	1	1	0	0	132
18:30	141	15	0	2	1	1	1	161
18:45	113	19	0	4	2	3	0	141
Start Time	Rolling Hour							Total
07:00	588	114	13	12	5	5	2	739
07:15	603	101	9	14	7	5	2	741
07:30	559	88	8	10	7	9	1	681
07:45	518	70	6	11	7	6	1	619
08:00	487	70	5	12	3	7	1	585
08:15	465	64	9	14	2	7	0	561
08:30	504	60	12	18	1	3	0	598
08:45	519	64	12	24	2	2	0	623
09:00	542	61	12	27	3	2	0	647
09:15	553	55	13	25	3	2	0	651
09:30	529	55	14	28	3	5	0	634
09:45	495	56	20	22	4	7	0	604
10:00	461	60	22	19	5	7	1	575
10:15	430	69	20	22	5	6	1	553
10:30	430	65	22	22	6	5	1	551
10:45	412	65	20	26	6	3	1	533
11:00	417	66	21	27	5	2	0	538
11:15	439	70	26	22	5	3	0	565
11:30	409	78	21	21	4	1	1	535
11:45	442	78	21	20	3	1	1	566
12:00	422	74	20	19	4	3	1	543
12:15	395	77	17	24	3	4	2	522
12:30	412	80	17	20	4	5	1	539
12:45	385	82	16	24	3	6	1	517
13:00	390	88	17	26	2	6	1	530
13:15	416	83	16	21	3	5	0	544
13:30	438	84	19	24	3	6	0	574
13:45	466	86	19	22	4	5	0	602
14:00	469	89	16	19	3	4	0	600
14:15	488	98	13	22	3	5	1	630
14:30	510	92	10	20	5	4	1	642
14:45	534	91	7	14	4	4	1	655
15:00	547	82	7	16	6	4	1	663
15:15	515	75	9	15	5	5	1	625
15:30	470	69	7	15	3	4	1	569
15:45	474	77	11	17	3	6	1	589
16:00	496	86	12	13	3	9	1	620
16:15	538	82	10	10	3	8	0	651
16:30	548	83	10	9	3	10	1	664
16:45	520	81	9	10	4	11	1	636
17:00	499	83	7	10	5	10	1	615
17:15	484	78	6	11	6	9	1	595
17:30	488	75	7	10	6	7	0	593
17:45	513	64	3	8	6	5	1	600
18:00	507	55	2	9	5	5	1	584









# Intelligent Data Collection Limited



Client: Kent County Council Date of Survey: 09/06/2022  
 Project Number: ID06551 Junction Name: A229 Loose Road / Cranborne Avenue / A274 Sutton Road  
 Junction Number: Site 3 Junction Type: 4-arm Junction

Total Junction Flow								
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	476	128	19	9	5	5	3	645
07:15	531	143	12	16	5	5	2	714
07:30	538	128	16	11	4	9	1	707
07:45	539	97	14	12	11	4	0	677
08:00	531	77	8	18	8	7	2	651
08:15	459	77	14	8	3	8	0	569
08:30	447	78	7	15	4	10	0	561
08:45	434	84	16	18	6	6	0	564
09:00	463	94	12	17	8	3	2	599
09:15	514	85	21	19	6	7	0	652
09:30	476	98	16	18	4	4	0	616
09:45	504	107	18	24	7	2	0	662
10:00	489	80	19	13	4	5	2	612
10:15	452	82	18	18	4	5	0	579
10:30	424	72	20	15	8	3	0	542
10:45	472	85	20	13	8	4	1	603
11:00	470	88	23	21	5	6	1	614
11:15	517	71	19	24	6	10	0	647
11:30	440	96	17	25	8	5	0	594
11:45	480	98	14	20	13	6	0	631
12:00	485	89	16	12	5	5	1	613
12:15	480	85	11	18	5	10	1	610
12:30	495	79	18	24	7	7	0	626
12:45	477	82	21	14	9	6	1	610
13:00	441	97	20	25	2	7	1	593
13:15	469	92	14	17	8	5	1	606
13:30	476	88	18	18	4	6	0	608
13:45	452	100	15	18	5	7	0	597
14:00	524	86	17	13	5	8	0	653
14:15	517	118	16	14	6	4	0	675
14:30	532	104	13	16	6	1	0	681
14:45	505	105	8	14	10	7	1	650
15:00	491	106	11	12	5	6	1	632
15:15	554	85	12	13	10	14	0	688
15:30	578	97	11	5	3	2	0	696
15:45	523	94	7	16	11	12	3	666
16:00	534	96	9	10	4	4	2	659
16:15	554	99	7	9	10	8	1	688
16:30	578	78	7	10	4	7	0	684
16:45	587	108	11	11	7	11	0	735
17:00	602	72	8	7	4	13	1	707
17:15	616	58	5	8	6	8	2	703
17:30	578	92	6	14	6	8	0	704
17:45	566	75	4	11	7	11	0	684
18:00	617	78	4	9	5	9	0	722
18:15	555	51	4	5	8	10	0	633
18:30	607	70	4	6	4	5	1	697
18:45	565	64	3	6	5	9	1	653
Start Time	Rolling Hour							Total
07:00	2084	496	61	48	25	23	6	2743
07:15	2139	445	50	57	28	25	5	2749
07:30	2067	379	52	49	26	29	2	2604
07:45	1976	329	43	53	26	29	2	2458
08:00	1871	316	45	59	21	31	2	2345
08:15	1803	333	49	58	21	27	2	2293
08:30	1858	341	56	69	24	26	2	2376
08:45	1887	361	65	72	24	20	2	2431
09:00	1957	384	67	78	25	16	2	2529
09:15	1983	370	74	74	21	18	2	2542
09:30	1921	367	71	73	19	16	2	2469
09:45	1869	341	75	70	23	15	2	2395
10:00	1837	319	77	59	24	17	3	2336
10:15	1818	327	81	67	25	18	2	2338
10:30	1883	316	82	73	27	23	2	2406
10:45	1899	340	79	83	27	28	2	2458
11:00	1907	353	73	90	32	30	1	2486
11:15	1922	354	66	81	32	29	1	2485
11:30	1885	368	58	75	31	29	2	2440
11:45	1940	351	59	74	30	24	2	2480
12:00	1937	335	66	68	26	24	3	2459
12:15	1893	343	70	81	23	26	3	2439
12:30	1882	350	73	80	26	21	3	2435
12:45	1863	359	73	74	23	22	3	2417
13:00	1838	377	67	78	19	23	2	2404
13:15	1921	366	64	66	22	24	1	2464
13:30	1969	392	66	63	20	23	0	2533
13:45	2025	408	61	61	22	28	1	2606
14:00	2078	413	54	57	27	28	2	2659
14:15	2045	433	48	56	27	26	3	2638
14:30	2082	400	44	55	31	36	3	2651
14:45	2128	393	42	44	28	29	2	2666
15:00	2146	382	41	46	29	34	4	2682
15:15	2189	372	39	44	28	32	5	2709
15:30	2189	386	34	40	28	26	6	2709
15:45	2189	367	30	45	29	31	6	2697
16:00	2253	381	34	40	25	30	3	2766
16:15	2321	357	33	37	25	39	2	2814
16:30	2383	316	31	36	21	39	3	2829
16:45	2383	330	30	40	23	40	3	2849
17:00	2362	297	23	40	23	40	5	2790
17:15	2377	303	19	42	24	36	4	2805
17:30	2316	296	18	39	26	38	2	2735
17:45	2345	274	16	31	24	35	3	2728
18:00	2344	263	15	26	22	33	2	2705

# Intelligent Data Collection Limited



**Client:** Kent County Council  
**Project Number:** ID06551  
**Junction Number:** Site 3

**Date of Survey:** 09.06.2022  
**Junction Name:** A229 Loose Road / Cranborne Avenue / A274 Su  
**Junction Type:** 4-arm Junction

**Arm A:** A229 Loose Road (N)  
**Arm B:** Cranborne Avenue (E)

**Arm C:** A274 Sutton Road (SE)  
**Arm D:** A229 Loose Road (S)

Time	PCU Summary															
	A to A	A to D	A to C	A to B	B to B	B to A	B to D	B to C	C to C	C to B	C to A	C to D	D to D	D to C	D to B	D to A
07:00	0	173	135	0	0	0	0	0	0	0	151	24	0	25	0	173
07:15	0	197	170	0	0	0	0	0	0	0	136	32	0	23	0	200
07:30	0	187	161	0	0	0	0	0	0	0	133	33	0	29	0	200
07:45	0	162	128	0	0	0	0	0	0	0	152	56	0	25	0	203
08:00	0	178	143	0	0	0	0	0	0	0	130	39	0	31	0	178
08:15	0	170	125	0	0	0	0	0	0	0	104	40	0	27	0	131
08:30	0	135	128	0	0	0	0	0	0	0	118	38	0	38	0	139
08:45	0	159	97	0	0	0	0	0	0	0	123	28	0	48	0	164
09:00	0	170	133	0	0	0	0	0	0	0	128	32	0	26	0	161
09:15	0	163	153	0	0	0	0	0	0	0	140	40	0	37	0	179
09:30	0	147	127	0	0	0	0	0	0	0	154	33	0	30	0	178
09:45	0	166	149	0	0	0	0	0	0	0	143	38	0	42	0	195
10:00	0	147	143	0	0	0	0	0	0	0	130	26	0	47	0	162
10:15	0	126	136	0	0	0	0	0	0	0	142	30	0	32	0	167
16:00	0	156	168	0	0	0	0	0	0	0	170	19	0	29	0	147
16:15	0	173	199	0	0	0	0	0	0	0	157	25	0	37	0	129
16:30	0	153	165	0	0	0	0	0	0	0	140	33	0	29	0	191
16:45	0	189	185	0	0	0	0	0	0	0	146	26	0	37	0	187
17:00	0	177	172	0	0	0	0	0	0	0	143	34	0	27	0	172
17:15	0	209	162	0	0	0	0	0	0	0	155	31	0	30	0	138
17:30	0	207	171	0	0	0	0	0	0	0	141	29	0	28	0	165
17:45	0	190	146	0	0	0	0	0	0	0	140	32	0	28	0	166
18:00	0	211	170	0	0	0	0	0	0	0	143	35	0	32	0	155
18:15	0	178	161	0	0	0	0	0	0	0	111	37	0	29	0	137
18:30	0	169	169	0	0	0	0	0	0	0	142	31	0	38	0	165
18:45	0	161	161	0	0	0	0	0	0	0	124	32	0	40	0	150
Start Time	Rolling Hour															
07:00	0	719	594	0	0	0	0	0	0	0	572	145	0	102	0	776
07:15	0	723	602	0	0	0	0	0	0	0	551	160	0	108	0	782
07:30	0	696	557	0	0	0	0	0	0	0	519	168	0	112	0	712
07:45	0	645	524	0	0	0	0	0	0	0	504	173	0	121	0	651
08:00	0	641	493	0	0	0	0	0	0	0	475	145	0	144	0	612
08:15	0	634	483	0	0	0	0	0	0	0	473	138	0	139	0	595
08:30	0	627	511	0	0	0	0	0	0	0	509	138	0	149	0	643
08:45	0	639	510	0	0	0	0	0	0	0	545	133	0	141	0	681
09:00	0	647	562	0	0	0	0	0	0	0	566	143	0	135	0	712
09:15	0	623	572	0	0	0	0	0	0	0	568	137	0	155	0	714
09:30	0	586	554	0	0	0	0	0	0	0	570	127	0	151	0	701
09:45	0	553	577	0	0	0	0	0	0	0	550	123	0	150	0	666
10:00	0	553	563	0	0	0	0	0	0	0	544	107	0	141	0	633
10:15	0	578	563	0	0	0	0	0	0	0	568	114	0	125	0	616
10:30	0	610	595	0	0	0	0	0	0	0	572	113	0	136	0	618
10:45	0	649	598	0	0	0	0	0	0	0	588	120	0	148	0	607
11:00	0	644	613	0	0	0	0	0	0	0	590	139	0	153	0	615
11:15	0	578	623	0	0	0	0	0	0	0	594	145	0	152	0	636
11:30	0	584	606	0	0	0	0	0	0	0	591	153	0	138	0	598
11:45	0	592	621	0	0	0	0	0	0	0	581	151	0	132	0	626
12:00	0	600	625	0	0	0	0	0	0	0	576	145	0	124	0	601
12:15	0	637	638	0	0	0	0	0	0	0	554	136	0	124	0	583
12:30	0	638	641	0	0	0	0	0	0	0	547	133	0	123	0	595
12:45	0	617	656	0	0	0	0	0	0	0	540	123	0	130	0	577
13:00	0	590	642	0	0	0	0	0	0	0	548	120	0	133	0	593
13:15	0	567	652	0	0	0	0	0	0	0	579	132	0	135	0	600
13:30	0	571	671	0	0	0	0	0	0	0	572	133	0	145	0	638
13:45	0	613	642	0	0	0	0	0	0	0	601	147	0	126	0	664
14:00	0	670	644	0	0	0	0	0	0	0	594	158	0	119	0	653
14:15	0	710	609	0	0	0	0	0	0	0	535	155	0	117	0	684
14:30	0	725	591	0	0	0	0	0	0	0	540	157	0	112	0	693
14:45	0	705	618	0	0	0	0	0	0	0	515	152	0	131	0	691
15:00	0	680	661	0	0	0	0	0	0	0	497	140	0	143	0	706
15:15	0	675	688	0	0	0	0	0	0	0	558	119	0	141	0	665
15:30	0	663	734	0	0	0	0	0	0	0	581	109	0	146	0	605
15:45	0	655	718	0	0	0	0	0	0	0	584	108	0	133	0	631
16:00	0	670	717	0	0	0	0	0	0	0	613	103	0	133	0	654
16:15	0	692	721	0	0	0	0	0	0	0	586	118	0	131	0	679
16:30	0	728	684	0	0	0	0	0	0	0	585	124	0	123	0	688
16:45	0	782	689	0	0	0	0	0	0	0	585	120	0	122	0	662
17:00	0	784	651	0	0	0	0	0	0	0	578	126	0	113	0	641
17:15	0	817	649	0	0	0	0	0	0	0	578	127	0	118	0	624
17:30	0	786	647	0	0	0	0	0	0	0	534	133	0	117	0	623
17:45	0	748	646	0	0	0	0	0	0	0	535	135	0	127	0	623
18:00	0	719	660	0	0	0	0	0	0	0	520	135	0	139	0	607



# Intelligent Data Collection Limited



**Client:** Kent County Council  
**Project Number:** ID06551  
**Junction Number:** Site 3

**Date of Survey:** 09.06.2022  
**Junction Name:** A229 Loose Road / Cranborne Avenue / A274 Su  
**Junction Type:** 4-arm Junction

**Arm A:** A229 Loose Road (N)  
**Arm B:** Cranborne Avenue (E)

**Arm C:** A274 Sutton Road (E)  
**Arm D:** A229 Loose Road (S)

**Count Method:**  **Classes Included:**  *Select the count method and desired user classes from the drop-downs in cells D8 and G8*

<b>Maximum 15-minute Junction Flow:</b>	<b>AM Peak</b>	<b>from:</b> 07:15	<b>until:</b> 07:30	<b>flow:</b> 714	<i>AM Peak covers 07:00 until 10:00</i>
	<b>Inter-Peak</b>	<b>from:</b> 15:30	<b>until:</b> 15:45	<b>flow:</b> 696	<i>Inter-Peak covers 10:00 until 16:00</i>
	<b>PM Peak</b>	<b>from:</b> 16:45	<b>until:</b> 17:00	<b>flow:</b> 735	<i>PM Peak covers 16:00 until 19:00</i>

**Period Starting:**  *Select the time from the drop-down in cell D16 to show the 15-minute data for that period*

### Movement Counts

		To				Total
		A	B	C	D	
From	A	0	0	129	155	<b>284</b>
	B	0	0	0	0	0
	C	147	0	0	24	171
	D	<b>167</b>	0	23	0	190
	Total	<b>314</b>	0	152	179	645

### HGV Proportions

		To				Total
		A	B	C	D	
From	A	0.0%	0.0%	4.7%	<b>9.0%</b>	<b>7.0%</b>
	B	0.0%	0.0%	0.0%	0.0%	0.0%
	C	3.4%	0.0%	0.0%	0.0%	2.9%
	D	3.6%	0.0%	8.7%	0.0%	4.2%
	Total	3.5%	0.0%	5.3%	<b>7.8%</b>	5.1%

<b>Maximum Hourly Junction Flow:</b>	<b>AM Peak</b>	<b>from:</b> 07:15	<b>until:</b> 08:15	<b>flow:</b> 2749
	<b>Inter-Peak</b>	<b>from:</b> 15:15	<b>until:</b> 16:15	<b>flow:</b> 2709
	<b>PM Peak</b>	<b>from:</b> 16:45	<b>until:</b> 17:45	<b>flow:</b> 2849

**Period Starting:**  *Select the time from the drop-down in cell D33 to show the hourly data for that period*

### Movement Counts

		To				Total
		A	B	C	D	
From	A	0	0	572	650	<b>1222</b>
	B	0	0	0	0	0
	C	546	0	0	138	684
	D	<b>739</b>	0	98	0	837
	Total	<b>1285</b>	0	670	788	2743

### HGV Proportions

		To				Total
		A	B	C	D	
From	A	0.0%	0.0%	3.5%	<b>7.7%</b>	<b>5.7%</b>
	B	0.0%	0.0%	0.0%	0.0%	0.0%
	C	4.6%	0.0%	0.0%	3.6%	4.4%
	D	4.1%	0.0%	4.1%	0.0%	4.1%
	Total	4.3%	0.0%	3.6%	<b>7.0%</b>	4.9%

*Bold entries in the above tables indicate the maximum movement, approach and exit flows for the selected time period, and similarly with the HGV proportions*



# Intelligent Data Collection Limited Loose Road Corridor Repeat

**Client:** Kent County Council  
**Project Number:** ID06551  
**Junction Number:** Site 2  
**Date of Survey:** 09.06.2022  
**Junction Name:** A229 Loose Road / Plains Avenue  
**Junction Type:** T-Junction

# Quality Assurance and Issue Record



## Quality Assurance

Revision	Rev A			
Date	24.06.2022			
Prepared by	Sam Hamilton-Peach			
Signature				
Checked by	Luke Martin			
Signature				
Project Director	Paul O'Neill			
Signature				
Project Number	ID06551			
File Ref	ID06551 Loose Road Corridor Repeat - MCC Site 2 - 09.06.2022			

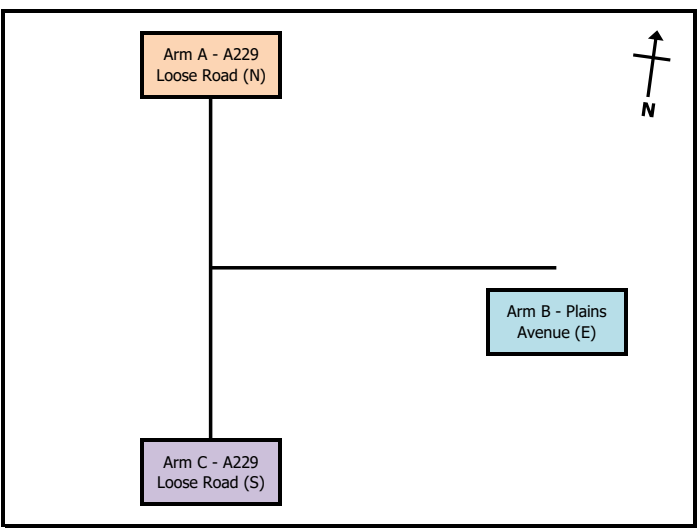
## Issue Record

Issued to	Date			
	27.06.2022			
Sarah Tutt	E-mail			

**Client:** Kent County Council      **Date of Survey:** 09.06.2022  
**Project Number:** ID06551      **Junction Name:** A229 Loose Road / Plains Avenue  
**Junction Number:** Site 2      **Junction Type:** T-Junction

X Coordinate	Y Coordinate	Google Maps Link
51.260241	0.530245	<a href="#">Click Here</a>
AM Peak Conditions	Inter-Peak Conditions	PM Peak Conditions
Clear	Clear	Clear

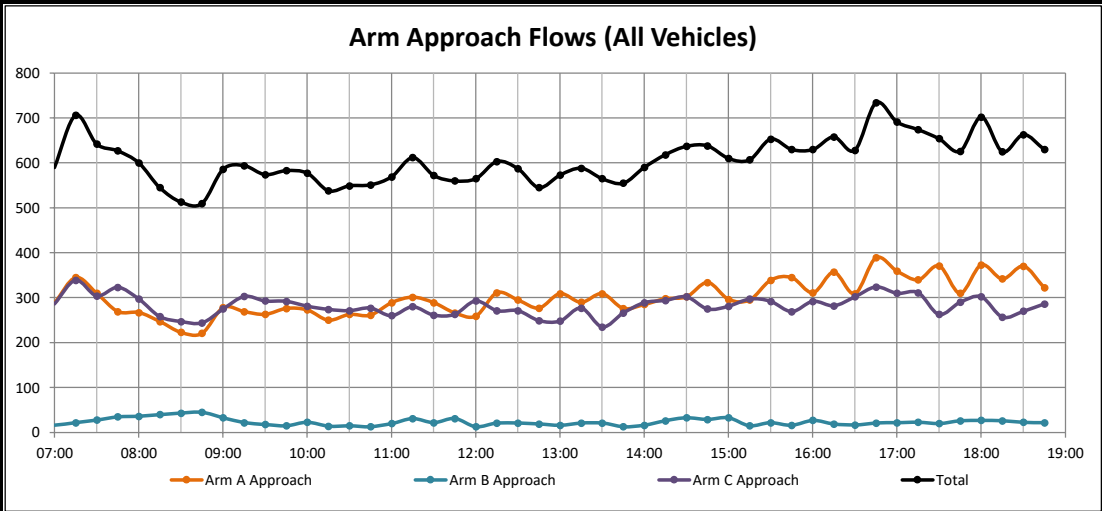
**Junction Layout**



**Aerial Mapping and On-site Camera View**



**Junction Flow Profile**



**Additional Notes (Factors which may impact on survey results such as accidents, roadworks, special events):**















# Intelligent Data Collection Limited



Client: Kent County Council Date of Survey: 09/06/2022  
 Project Number: ID06551 Junction Name: A229 Loose Road / Plains Avenue  
 Junction Number: Site 2 Junction Type: T-Junction

Time	Total Junction Flow							Total
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	
07:00	422	125	17	12	6	4	4	590
07:15	532	135	13	13	5	6	2	706
07:30	486	121	13	9	4	9	0	642
07:45	505	86	11	13	8	3	1	627
08:00	493	69	9	15	7	7	0	600
08:15	441	74	12	8	5	5	0	545
08:30	395	79	10	14	3	12	0	513
08:45	391	81	12	13	5	8	0	510
09:00	449	94	14	17	5	5	2	586
09:15	454	91	18	18	7	6	0	594
09:30	436	86	15	17	5	4	1	574
09:45	443	95	15	21	5	4	0	583
10:00	449	84	20	11	6	6	1	577
10:15	421	80	22	14	4	3	1	538
10:30	423	76	22	16	8	4	0	549
10:45	431	81	16	12	7	3	1	551
11:00	434	83	19	20	6	6	1	569
11:15	479	76	19	21	6	10	1	612
11:30	430	86	16	26	5	9	0	572
11:45	441	71	12	21	12	3	0	560
12:00	447	85	16	8	6	3	0	565
12:15	471	92	11	16	5	8	0	603
12:30	442	92	18	23	7	5	0	587
12:45	430	75	18	12	6	3	1	545
13:00	428	93	19	22	5	6	0	573
13:15	458	86	17	16	6	5	0	588
13:30	447	85	11	13	5	4	0	555
13:45	423	93	11	18	5	5	0	555
14:00	456	86	17	13	6	11	1	590
14:15	479	101	19	12	4	2	1	618
14:30	493	97	14	15	7	10	1	637
14:45	503	95	13	12	9	6	0	638
15:00	463	112	10	14	4	7	0	610
15:15	490	73	11	14	7	11	1	607
15:30	545	67	10	4	4	3	0	633
15:45	493	90	6	15	13	10	0	630
16:00	505	93	8	12	5	5	2	630
16:15	528	98	8	8	10	5	1	658
16:30	537	59	7	10	7	12	0	628
16:45	580	116	12	10	7	9	0	734
17:00	572	84	7	9	5	13	1	691
17:15	596	55	3	6	6	6	2	674
17:30	533	84	6	14	4	12	1	654
17:45	517	76	4	9	7	11	0	626
18:00	589	84	5	9	7	8	0	702
18:15	552	52	3	5	6	7	0	625
18:30	565	75	5	5	5	8	0	663
18:45	546	60	3	6	10	0	0	630
Start Time	Rolling Hour							Total
07:00	1945	467	54	47	23	22	7	2565
07:15	2016	411	46	50	24	25	3	2375
07:30	1925	350	45	45	26	23	1	2314
07:45	1834	308	42	50	23	27	1	2285
08:00	1720	303	43	50	20	32	0	2168
08:15	1676	328	48	52	18	30	2	2154
08:30	1689	345	54	62	20	31	2	2203
08:45	1730	362	59	65	22	23	3	2264
09:00	1782	376	62	73	22	19	3	2337
09:15	1782	366	68	67	23	20	2	2328
09:30	1749	355	65	63	20	17	3	2272
09:45	1736	335	72	62	23	17	2	2247
10:00	1724	321	73	53	25	16	3	2215
10:15	1709	320	72	62	25	16	3	2207
10:30	1767	316	76	69	27	23	3	2281
10:45	1774	326	70	79	24	28	3	2304
11:00	1784	316	66	88	29	28	2	2313
11:15	1797	318	63	76	29	25	1	2309
11:30	1789	334	55	71	28	23	0	2300
11:45	1801	340	57	68	30	19	0	2315
12:00	1790	344	63	59	24	19	1	2300
12:15	1771	352	66	73	23	22	1	2308
12:30	1758	346	72	73	24	19	1	2293
12:45	1763	339	65	63	22	18	1	2271
13:00	1756	357	58	69	21	20	0	2281
13:15	1784	350	56	60	22	25	1	2298
13:30	1805	365	58	56	20	22	2	2328
13:45	1851	377	61	58	22	28	3	2400
14:00	1931	379	63	52	26	29	3	2483
14:15	1938	405	56	53	24	25	2	2503
14:30	1949	377	48	55	27	34	2	2492
14:45	2001	367	44	44	24	27	1	2508
15:00	1991	362	37	47	28	31	4	2500
15:15	2033	343	35	45	29	29	6	2520
15:30	2071	368	32	39	32	23	6	2571
15:45	2063	340	29	45	31	32	6	2546
16:00	2150	366	35	40	25	31	3	2650
16:15	2217	357	34	37	25	39	2	2711
16:30	2285	314	29	35	21	40	3	2727
16:45	2281	339	28	39	22	40	4	2753
17:00	2218	299	20	38	22	42	6	2645
17:15	2235	299	18	38	24	37	5	2656
17:30	2191	296	18	37	24	38	3	2607
17:45	2223	287	17	28	25	34	2	2616
18:00	2252	271	16	24	24	33	0	2620

# Intelligent Data Collection Limited

Client: Kent County Council  
 Project Number: ID06551  
 Junction Number: Site 2

Date of Survey: 09.06.2022  
 Junction Name: A229 Loose Road / Plains Avenue  
 Junction Type: T-Junction

Arm A: A229 Loose Road (N)  
 Arm B: Plains Avenue (E)  
 Arm C: A229 Loose Road (S)

PCU Summary									
Time	A to A	A to C	A to B	B to B	B to A	B to C	C to C	C to B	C to A
07:00	0	311	4	0	9	7	0	4	297
07:15	0	367	4	0	13	9	0	4	348
07:30	0	324	6	0	14	14	0	7	306
07:45	0	286	7	0	16	18	0	5	339
08:00	0	280	9	0	15	21	0	17	301
08:15	0	264	3	0	22	18	0	10	259
08:30	0	242	9	0	17	25	0	19	233
08:45	0	239	4	0	23	21	0	10	251
09:00	0	299	9	0	8	23	0	14	281
09:15	0	293	11	0	11	11	0	8	317
09:30	0	271	15	0	11	6	0	7	314
09:45	0	302	7	0	7	8	0	6	311
10:00	0	277	16	0	10	13	0	13	292
15:45	0	344	23	0	5	10	0	11	282
16:00	0	311	19	0	7	19	0	16	291
16:15	0	356	20	0	10	9	0	9	288
16:30	0	292	27	0	8	7	0	9	306
16:45	0	386	26	0	11	10	0	12	324
17:00	0	351	18	0	7	15	0	12	311
17:15	0	334	19	0	11	12	0	12	304
17:30	0	372	15	0	7	13	0	11	266
17:45	0	305	18	0	13	12	0	13	287
18:00	0	364	15	0	11	16	0	14	310
18:15	0	330	21	0	13	13	0	13	252
18:30	0	345	29	0	8	14	0	9	275
18:45	0	308	17	0	12	10	0	11	287
Start Time	Rolling Hour								
07:00	0	1288	21	0	52	48	0	20	1289
07:15	0	1258	26	0	58	62	0	33	1293
07:30	0	1154	25	0	67	71	0	39	1204
07:45	0	1072	28	0	70	82	0	51	1131
08:00	0	1025	25	0	78	85	0	56	1044
08:15	0	1044	25	0	71	87	0	53	1024
08:30	0	1073	33	0	60	80	0	51	1082
08:45	0	1102	39	0	54	61	0	39	1163
09:00	0	1166	42	0	38	48	0	35	1223
09:15	0	1143	49	0	39	38	0	34	1234
09:30	0	1102	52	0	33	38	0	41	1202
09:45	0	1111	47	0	28	41	0	40	1185
10:00	0	1080	49	0	29	38	0	43	1168
10:15	0	1105	50	0	26	38	0	41	1156
10:30	0	1165	50	0	39	39	0	33	1178
10:45	0	1196	53	0	44	41	0	33	1167
11:00	0	1206	58	0	49	53	0	33	1165
11:15	0	1157	60	0	52	45	0	40	1183
11:30	0	1169	58	0	44	43	0	43	1155
11:45	0	1174	62	0	45	43	0	53	1152
12:00	0	1174	64	0	38	39	0	56	1122
12:15	0	1247	61	0	31	48	0	47	1093
12:30	0	1224	66	0	33	46	0	46	1106
12:45	0	1218	63	0	31	46	0	39	1074
13:00	0	1220	61	0	29	42	0	40	1092
13:15	0	1183	60	0	34	38	0	38	1127
13:30	0	1191	52	0	34	44	0	35	1146
13:45	0	1197	48	0	31	58	0	38	1206
14:00	0	1242	58	0	34	76	0	42	1207
14:15	0	1242	68	0	42	84	0	48	1190
14:30	0	1230	79	0	36	78	0	53	1182
14:45	0	1244	92	0	35	68	0	59	1153
15:00	0	1261	91	0	33	52	0	52	1154
15:15	0	1281	85	0	25	54	0	55	1158
15:30	0	1340	85	0	29	54	0	53	1143
15:45	0	1303	89	0	31	45	0	45	1167
16:00	0	1345	92	0	37	45	0	47	1209
16:15	0	1385	91	0	36	41	0	43	1228
16:30	0	1362	90	0	37	44	0	46	1245
16:45	0	1443	78	0	36	50	0	47	1204
17:00	0	1362	70	0	38	52	0	48	1168
17:15	0	1375	67	0	42	53	0	50	1167
17:30	0	1371	69	0	44	54	0	51	1115
17:45	0	1344	83	0	46	55	0	49	1124
18:00	0	1347	82	0	44	53	0	47	1123

# Intelligent Data Collection Limited



**Client:** Kent County Council  
**Project Number:** ID06551  
**Junction Number:** Site 2

**Date of Survey:** 09.06.2022  
**Junction Name:** A229 Loose Road / Plains Avenue  
**Junction Type:** T-Junction

**Arm A:** A229 Loose Road (N)  
**Arm B:** Plains Avenue (E)  
**Arm C:** A229 Loose Road (S)

**Count Method:** Vehicles **Classes Included:** All Classes *Select the count method and desired user classes from the drop-downs in cells D8 and G8*

<b>Maximum 15-minute Junction Flow:</b>	<b>AM Peak</b>	<b>from:</b> 07:15	<b>until:</b> 07:30	<b>flow:</b> 706	<i>AM Peak covers 07:00 until 10:00</i>
	<b>Inter-Peak</b>	<b>from:</b> 15:30	<b>until:</b> 15:45	<b>flow:</b> 653	<i>Inter-Peak covers 10:00 until 16:00</i>
	<b>PM Peak</b>	<b>from:</b> 16:45	<b>until:</b> 17:00	<b>flow:</b> 734	<i>PM Peak covers 16:00 until 19:00</i>

**Period Starting:** 08:00 *Select the time from the drop-down in cell D16 to show the 15-minute data for that period*

### Movement Counts

		To			
		A	B	C	Total
From	A	0	9	258	267
	B	15	0	21	36
	C	<b>280</b>	17	0	<b>297</b>
	Total	<b>295</b>	26	279	600

### HGV Proportions

		To			
		A	B	C	Total
From	A	0.0%	0.0%	<b>6.2%</b>	<b>6.0%</b>
	B	0.0%	0.0%	0.0%	0.0%
	C	5.4%	0.0%	0.0%	5.1%
	Total	5.1%	0.0%	<b>5.7%</b>	5.2%

<b>Maximum Hourly Junction Flow:</b>	<b>AM Peak</b>	<b>from:</b> 07:15	<b>until:</b> 08:15	<b>flow:</b> 2575
	<b>Inter-Peak</b>	<b>from:</b> 15:30	<b>until:</b> 16:30	<b>flow:</b> 2571
	<b>PM Peak</b>	<b>from:</b> 16:45	<b>until:</b> 17:45	<b>flow:</b> 2753

**Period Starting:** 07:00 *Select the time from the drop-down in cell D32 to show the hourly data for that period*

### Movement Counts

		To			
		A	B	C	Total
From	A	0	21	1191	1212
	B	52	0	49	101
	C	<b>1232</b>	20	0	<b>1252</b>
	Total	<b>1284</b>	41	1240	2565

### HGV Proportions

		To			
		A	B	C	Total
From	A	0.0%	0.0%	<b>6.1%</b>	<b>6.0%</b>
	B	0.0%	0.0%	0.0%	0.0%
	C	4.1%	0.0%	0.0%	4.1%
	Total	4.0%	0.0%	<b>5.9%</b>	4.8%

*Bold entries in the above tables indicate the maximum movement, approach and exit flows for the selected time period, and similarly with the HGV proportions*



# Intelligent Data Collection Limited Loose Road Corridor Oct23

**Client:** Kent County Council  
**Project Number:** ID07237  
**Junction Number:** Site 3  
**Date of Survey:** 10.10.2023  
**Junction Name:** A229 Loose Road / Cranborne Avenue / A274 Sutton Road  
**Junction Type:** 4-arm Junction

# Quality Assurance and Issue Record



## Quality Assurance

Revision	Rev A			
Date	27.10.2023			
Prepared by	Martin Kennedy			
Signature				
Checked by	Luke Martin			
Signature				
Project Director	Paul O'Neill			
Signature				
Project Number	ID07237			
File Ref	ID07237 Loose Road Corridor Oct23 - MCC Site 3 - 10.10.2023			

## Issue Record

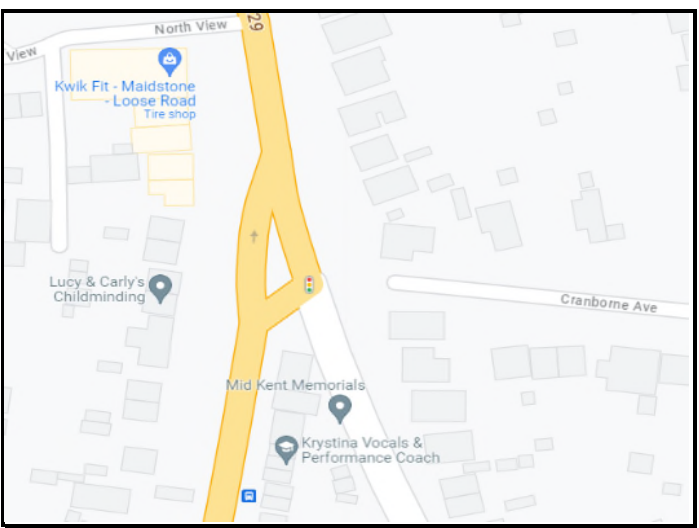
Issued to	Date			
	30.10.2023			
Sarah Tutt	E-mail			

# Intelligent Data Collection Limited



**Client:** Kent County Council      **Date of Survey:** 10.10.2023  
**Project Number:** ID07237      **Junction Name:** A229 Loose Road / Cranborne Avenue / A274 Sutton Road  
**Junction Number:** Site 3      **Junction Type:** 4-arm Junction

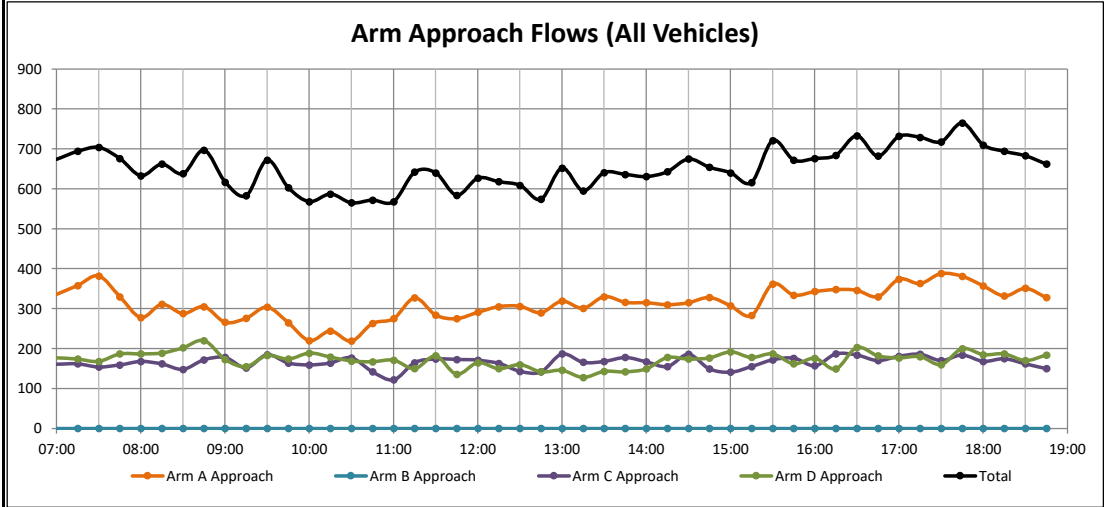
X Coordinate	Y Coordinate	Google Maps Link
51.257500	0.531278	<a href="#">Click Here</a>
AM Peak Conditions	Inter-Peak Conditions	PM Peak Conditions
Clear	Clear	Clear



### Aerial Mapping and On-site Camera View



### Junction Flow Profile



**Additional Notes (Factors which may impact on survey results such as accidents, roadworks, special events):**  
 Cranborne Avenue appears to be permanently closed, so no traffic is seen on this arm.









Client: Kent County Council  
Project Number: ID07237  
Junction Number: Site 3

Date of Survey: 10.10.2023  
Junction Name: A229 Loose Road / Cranborne Avenue / A274 Sutton Road  
Junction Type: 4-arm Junction

Arm A: A229 Loose Road (N)  
Arm B: Cranborne Avenue (E)

Arm C: A274 Sutton Road (SE)  
Arm D: A229 Loose Road (SW)

Table with columns for Time, Car, LGV, OGV1, OGV2, Buses, M/C, Cycle, Total for B to D and B to C directions, and C to C directions. It includes a Rolling Hour summary at the bottom.





# Intelligent Data Collection Limited

Client: Kent County Council  
 Project Number: ID07237  
 Junction Number: Site 3

Date of Survey: 10.10.2023  
 Junction Name: A229 Loose Road / Cranborne Avenue / A274 Sutton Road  
 Junction Type: 4-arm Junction

Arm A: A229 Loose Road (N)  
 Arm B: Cranborne Avenue (E)

Arm C: A274 Sutton Road (SE)  
 Arm D: A229 Loose Road (SW)



Time	D to A							Total
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	
07:00	124	27	2	1	2	0	0	160
07:15	121	18	2	2	1	0	0	144
07:30	114	22	2	1	0	3	1	143
07:45	139	16	1	5	3	0	1	165
08:00	137	23	4	1	2	2	0	169
08:15	120	28	1	5	1	3	2	160
08:30	129	15	3	4	3	1	0	155
08:45	149	18	5	2	0	2	1	177
09:00	126	14	3	4	1	0	0	148
09:15	103	15	6	5	1	0	1	131
09:30	119	24	3	4	2	0	0	152
09:45	107	22	4	7	1	2	0	143
10:00	114	22	5	6	2	0	0	149
10:15	117	20	2	2	0	1	0	142
10:30	106	17	4	0	2	1	0	130
10:45	100	17	6	9	0	0	0	132
11:00	130	12	0	6	1	1	0	150
11:15	96	18	3	3	0	1	0	121
11:30	119	21	3	2	2	0	0	147
11:45	78	16	5	3	0	0	0	102
12:00	101	18	1	8	2	4	0	134
12:15	87	17	6	8	0	2	0	120
12:30	102	19	2	6	2	1	0	132
12:45	94	18	3	5	0	1	0	121
13:00	84	16	3	3	1	4	0	111
13:15	81	17	1	6	0	0	0	105
13:30	95	15	2	7	2	2	0	123
13:45	85	23	3	4	0	2	0	117
14:00	87	19	5	1	1	1	0	119
14:15	116	27	8	3	0	0	0	154
14:30	97	22	9	4	2	0	0	134
14:45	121	25	4	1	1	0	0	152
15:00	124	16	6	3	1	1	0	151
15:15	118	19	1	7	2	2	0	149
15:30	123	23	2	3	1	0	0	152
15:45	115	14	0	1	0	2	0	134
16:00	110	17	3	3	0	4	0	137
16:15	105	11	1	1	2	2	0	122
16:30	144	22	0	3	1	1	0	171
16:45	123	24	2	2	2	1	0	154
17:00	111	17	2	4	1	2	0	137
17:15	123	16	0	2	1	2	0	144
17:30	101	20	0	2	1	3	0	127
17:45	120	30	0	3	3	1	0	157
18:00	127	15	1	2	0	2	0	147
18:15	127	10	0	2	2	0	0	141
18:30	116	9	4	5	2	2	0	138
18:45	129	11	0	2	1	3	0	146
Start Time	Rolling Hour							Total
07:00	498	83	10	9	5	5	2	612
07:15	511	79	9	9	6	5	2	621
07:30	510	89	8	12	6	8	4	637
07:45	525	82	9	15	9	6	3	649
08:00	535	84	13	12	6	8	3	661
08:15	524	75	12	15	5	6	3	640
08:30	507	62	17	15	5	3	2	611
08:45	497	71	17	15	4	2	2	608
09:00	455	75	16	20	5	2	1	574
09:15	443	83	18	22	6	2	1	575
09:30	457	88	14	19	5	3	0	586
09:45	444	81	15	15	5	4	0	564
10:00	437	76	17	17	4	2	0	553
10:15	453	66	12	17	3	3	0	554
10:30	432	64	13	18	3	3	0	533
10:45	445	68	12	20	3	2	0	550
11:00	423	67	11	14	3	2	0	520
11:15	394	73	12	16	4	5	0	504
11:30	385	72	15	21	4	6	0	503
11:45	368	70	14	25	4	7	0	488
12:00	384	72	12	27	4	8	0	507
12:15	367	70	14	22	3	8	0	484
12:30	361	70	9	20	3	6	0	469
12:45	354	66	9	21	3	7	0	460
13:00	345	71	9	20	3	8	0	456
13:15	348	74	11	23	3	5	0	464
13:30	383	84	18	20	3	5	0	513
13:45	385	91	25	17	3	3	0	524
14:00	421	93	26	14	4	1	0	559
14:15	458	90	27	11	4	1	0	591
14:30	460	82	20	15	6	3	0	586
14:45	486	83	13	14	5	3	0	604
15:00	480	72	9	14	6	5	0	586
15:15	466	73	6	14	5	8	0	572
15:30	453	65	6	8	5	8	0	545
15:45	474	64	4	8	5	9	0	564
16:00	482	74	6	9	5	8	0	584
16:15	483	74	5	10	6	6	0	584
16:30	501	79	4	11	5	6	0	606
16:45	458	77	4	10	5	8	0	562
17:00	455	83	2	11	6	8	0	565
17:15	471	81	1	9	5	8	0	575
17:30	475	75	1	9	6	6	0	572
17:45	490	64	5	12	7	5	0	583
18:00	499	45	5	11	5	7	0	572











# Intelligent Data Collection Limited



Client: Kent County Council Date of Survey: 10.10.2023  
 Project Number: ID07237 Junction Name: A229 Loose Road / Cranborne Avenue / A274 Sutton Road  
 Junction Number: Site 3 Junction Type: 4 arm Junction

Time	Total Junction Flow							Total
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	
07:00	498	134	21	13	3	5	0	674
07:15	536	127	13	15	6	7	0	694
07:30	560	112	12	9	3	6	2	704
07:45	540	102	7	10	8	8	1	676
08:00	504	95	9	9	8	4	4	633
08:15	516	107	10	18	4	4	3	662
08:30	511	91	7	15	7	7	0	638
08:45	557	95	16	11	7	9	2	697
09:00	499	87	12	10	5	4	0	617
09:15	445	90	20	21	5	1	1	583
09:30	533	103	13	15	7	1	0	672
09:45	453	102	14	19	7	8	0	603
10:00	436	90	17	16	7	1	1	568
10:15	464	85	14	14	5	5	0	587
10:30	427	88	24	9	7	10	0	565
10:45	444	80	15	22	5	5	1	572
11:00	452	74	14	13	6	9	0	568
11:15	497	104	15	12	6	8	0	642
11:30	505	110	9	4	7	5	0	640
11:45	461	84	13	15	6	4	1	584
12:00	483	98	11	19	7	9	0	627
12:15	476	84	23	20	6	7	2	618
12:30	485	78	19	14	5	7	1	609
12:45	442	95	12	10	6	9	0	574
13:00	512	101	10	14	4	11	0	652
13:15	451	102	11	18	5	7	1	595
13:30	491	97	13	15	8	11	6	641
13:45	472	114	19	16	6	9	0	636
14:00	480	104	17	20	4	5	1	631
14:15	493	99	23	13	6	9	0	643
14:30	535	95	20	13	8	3	0	675
14:45	510	103	16	7	10	8	0	654
15:00	512	88	18	8	6	7	1	640
15:15	492	78	11	15	7	12	1	616
15:30	597	91	12	6	6	5	4	721
15:45	549	88	8	9	7	7	4	672
16:00	544	95	10	9	3	14	1	676
16:15	556	80	8	5	10	24	1	684
16:30	660	108	1	9	6	6	0	733
16:45	553	100	4	8	10	6	1	682
17:00	603	92	6	11	4	15	1	732
17:15	631	70	2	7	5	13	1	729
17:30	598	92	5	5	7	11	0	718
17:45	647	89	1	8	7	8	5	755
18:00	608	74	6	5	5	12	0	710
18:15	592	76	1	7	8	10	0	694
18:30	597	51	9	10	4	11	1	683
18:45	594	47	0	5	5	11	0	662
Start Time	Rolling Hour							Total
07:00	2124	475	53	47	20	26	3	2748
07:15	2130	436	41	43	25	25	7	2707
07:30	2120	416	38	46	22	23	10	2675
07:45	2071	395	33	52	27	23	8	2609
08:00	2088	388	42	53	26	24	9	2630
08:15	2083	380	45	54	23	24	5	2614
08:30	2012	363	55	57	24	21	3	2535
08:45	2034	375	61	57	24	15	3	2569
09:00	1930	382	59	65	24	14	1	2475
09:15	1867	385	64	71	26	11	2	2426
09:30	1896	380	58	64	26	15	1	2430
09:45	1780	365	69	58	26	24	1	2323
10:00	1771	343	70	61	24	21	2	2292
10:15	1787	327	67	58	23	29	1	2292
10:30	1820	346	68	56	24	32	1	2347
10:45	1898	368	53	51	24	27	1	2422
11:00	1915	372	51	44	25	26	1	2434
11:15	1946	396	48	50	26	26	1	2493
11:30	1925	376	56	58	26	25	3	2469
11:45	1905	344	66	68	24	27	4	2438
12:00	1886	355	65	63	24	32	3	2428
12:15	1915	358	64	58	21	34	3	2453
12:30	1890	376	52	56	20	34	2	2430
12:45	1896	395	46	57	23	38	7	2462
13:00	1926	414	53	63	23	38	7	2524
13:15	1894	417	60	69	23	32	8	2503
13:30	1936	414	72	64	24	34	7	2551
13:45	1980	413	79	62	24	26	1	2585
14:00	2018	402	76	53	28	25	1	2603
14:15	2050	386	77	41	30	27	1	2612
14:30	2049	365	65	43	31	30	2	2585
14:45	2111	360	57	36	29	32	6	2631
15:00	2150	345	49	38	26	31	10	2649
15:15	2182	352	41	39	23	38	10	2685
15:30	2246	354	38	29	26	50	10	2753
15:45	2249	371	27	32	26	54	6	2765
16:00	2253	383	23	31	29	53	3	2775
16:15	2312	380	19	33	30	54	3	2831
16:30	2387	370	13	35	25	43	3	2876
16:45	2395	354	17	31	26	45	3	2861
17:00	2479	343	14	31	23	47	7	2944
17:15	2484	325	14	25	24	44	6	2922
17:30	2445	331	13	25	27	41	5	2887
17:45	2444	290	17	30	24	41	6	2852
18:00	2391	248	16	27	22	44	1	2749



# Intelligent Data Collection Limited



**Client:** Kent County Council  
**Project Number:** ID07237  
**Junction Number:** Site 3

**Date of Survey:** 10.10.2023  
**Junction Name:** A229 Loose Road / Cranborne Avenue / A274 S  
**Junction Type:** 4 arm Junction

**Arm A:** A229 Loose Road (N)  
**Arm B:** Cranborne Avenue (E)

**Arm C:** A274 Sutton Road (SE)  
**Arm D:** A229 Loose Road (SW)

**Count Method:**  **Classes Included:**  *Select the count method and desired user classes from the drop-downs in cells D8 and G8*

<b>Maximum 15-minute Junction Flow:</b>	<b>AM Peak</b>	<b>from:</b> 07:30	<b>until:</b> 07:45	<b>flow:</b> 704	<i>AM Peak covers 07:00 until 10:00</i>
	<b>Inter-Peak</b>	<b>from:</b> 15:30	<b>until:</b> 15:45	<b>flow:</b> 721	<i>Inter-Peak covers 10:00 until 16:00</i>
	<b>PM Peak</b>	<b>from:</b> 17:45	<b>until:</b> 18:00	<b>flow:</b> 765	<i>PM Peak covers 16:00 until 19:00</i>

**Period Starting:**  *Select the time from the drop-down in cell D16 to show the 15-minute data for that period*

### Movement Counts

		To				
		A	B	C	D	Total
From	A	0	0	<b>179</b>	157	<b>336</b>
	B	0	0	0	0	0
	C	142	0	0	19	161
	D	160	0	17	0	177
	Total	<b>302</b>	0	196	176	674

### HGV Proportions

		To				
		A	B	C	D	Total
From	A	0.0%	0.0%	5.0%	<b>9.6%</b>	<b>7.1%</b>
	B	0.0%	0.0%	0.0%	0.0%	0.0%
	C	3.5%	0.0%	0.0%	0.0%	3.1%
	D	4.4%	0.0%	5.9%	0.0%	4.5%
	Total	4.0%	0.0%	5.1%	<b>8.5%</b>	5.5%

<b>Maximum Hourly Junction Flow:</b>	<b>AM Peak</b>	<b>from:</b> 07:00	<b>until:</b> 08:00	<b>flow:</b> 2748
	<b>Inter-Peak</b>	<b>from:</b> 15:45	<b>until:</b> 16:45	<b>flow:</b> 2765
	<b>PM Peak</b>	<b>from:</b> 17:00	<b>until:</b> 18:00	<b>flow:</b> 2944

**Period Starting:**  *Select the time from the drop-down in cell D33 to show the hourly data for that period*

### Movement Counts

		To				
		A	B	C	D	Total
From	A	0	0	<b>726</b>	680	<b>1406</b>
	B	0	0	0	0	0
	C	528	0	0	108	636
	D	612	0	94	0	706
	Total	<b>1140</b>	0	820	788	2748

### HGV Proportions

		To				
		A	B	C	D	Total
From	A	0.0%	0.0%	3.0%	<b>6.8%</b>	<b>4.8%</b>
	B	0.0%	0.0%	0.0%	0.0%	0.0%
	C	4.0%	0.0%	0.0%	2.8%	3.8%
	D	3.9%	0.0%	4.3%	0.0%	4.0%
	Total	3.9%	0.0%	3.2%	<b>6.2%</b>	4.4%

*Bold entries in the above tables indicate the maximum movement, approach and exit flows for the selected time period, and similarly with the HGV proportions*



# Intelligent Data Collection Limited Loose Road Corridor Oct23

**Client:** Kent County Council  
**Project Number:** ID07237  
**Junction Number:** Site 2  
**Date of Survey:** 10.10.2023  
**Junction Name:** A229 Loose Road / Plains Avenue  
**Junction Type:** T-Junction

# Quality Assurance and Issue Record



## Quality Assurance

Revision	Rev A			
Date	27.10.2023			
Prepared by	Martin Kennedy			
Signature				
Checked by	Luke Martin			
Signature				
Project Director	Paul O'Neill			
Signature				
Project Number	ID07237			
File Ref	ID07237 Loose Road Corridor Oct23 - MCC Site 2 - 10.10.2023			

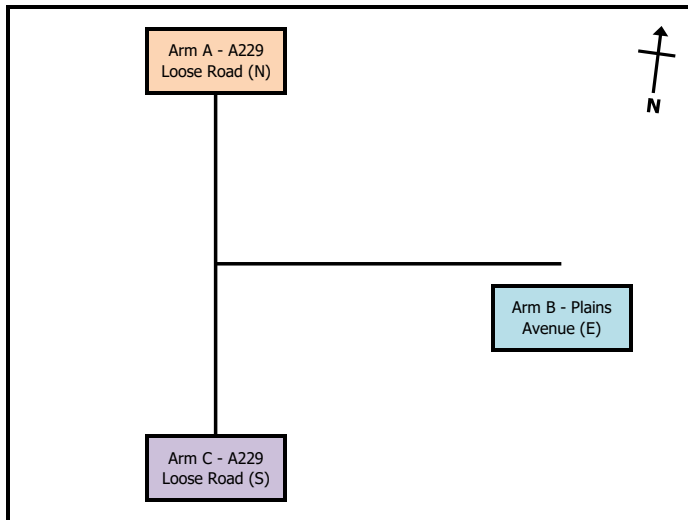
## Issue Record

Issued to	Date			
	30.10.2023			
Sarah Tutt	E-mail			

**Client:** Kent County Council      **Date of Survey:** 10.10.2023  
**Project Number:** ID07237      **Junction Name:** A229 Loose Road / Plains Avenue  
**Junction Number:** Site 2      **Junction Type:** T Junction

X Coordinate	Y Coordinate	Google Maps Link
51.260250	0.530250	<a href="#">Click Here</a>
AM Peak Conditions	Inter Peak Conditions	PM Peak Conditions
Clear	Clear	Clear

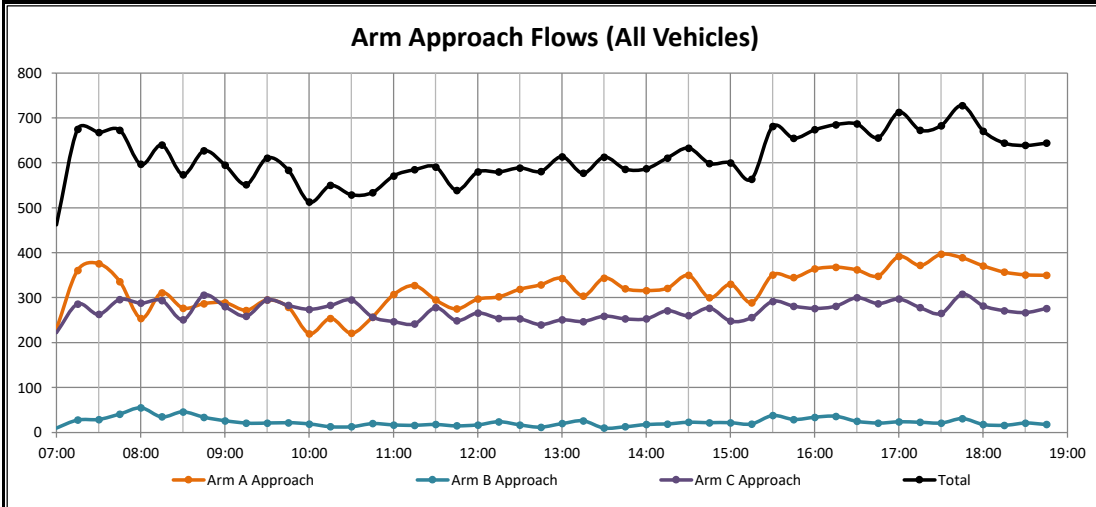
### Junction Layout



### Aerial Mapping and On-site Camera View



### Junction Flow Profile



**Additional Notes (Factors which may impact on survey results such as accidents, roadworks, special events):**  
 Footage is missing from 07:00 to 07:05.













Intelligent Data Collection Limited



Client: Kent County Council Date of Survey: 10.10.2023
Project Number: ID07237 Junction Name: A229 Loose Road / Paris Avenue
Junction Number: Site 2 Junction Type: T-Junction

Table with columns: Time, Cars, LGV, OGV1, OGV2, Buses, M/C, Cycle, Total for Arm C Approach and Arm C Exit. Includes a summary table at the bottom with columns: Start Time, Rolling Hour, Total, Rolling Hour, Total.

# Intelligent Data Collection Limited



Client: Kent County Council Date of Survey: 10.10.2023  
 Project Number: ID07237 Junction Name: A229 Loose Road / Pans Avenue  
 Junction Number: Site 2 Junction Type: T-Junction

Time	Total Junction Flow							Total
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	
07:00	340	93	12	11	2	4	0	462
07:15	506	132	10	13	6	7	1	675
07:30	535	101	14	9	3	6	0	668
07:45	530	111	8	10	6	6	2	673
08:00	487	81	9	7	7	4	2	597
08:15	501	102	9	18	5	3	2	640
08:30	457	81	6	16	5	8	1	574
08:45	507	82	16	7	7	7	1	627
09:00	470	90	15	12	3	5	0	595
09:15	432	85	10	17	6	2	0	552
09:30	489	92	10	13	6	1	0	611
09:45	448	90	14	17	8	7	0	584
10:00	381	87	19	17	6	2	1	513
10:15	434	81	11	11	6	6	1	550
10:30	400	82	20	10	7	10	0	529
10:45	412	74	16	20	4	7	1	534
11:00	452	80	10	13	5	11	0	571
11:15	450	95	14	12	5	8	1	585
11:30	465	98	9	5	9	5	0	591
11:45	424	78	11	14	5	6	1	539
12:00	435	98	12	19	7	9	0	580
12:15	437	87	23	17	7	6	3	580
12:30	471	71	17	15	5	8	2	589
12:45	447	96	14	10	5	9	0	581
13:00	478	96	16	13	4	7	0	614
13:15	438	96	10	18	5	7	3	577
13:30	470	96	11	15	9	11	0	613
13:45	446	94	18	14	5	9	0	586
14:00	443	101	15	18	4	5	1	587
14:15	471	90	22	13	5	9	1	611
14:30	489	103	20	9	8	4	0	633
14:45	474	86	14	8	9	8	0	599
15:00	470	87	17	9	6	10	1	600
15:15	453	69	10	12	6	14	0	564
15:30	555	95	12	7	6	5	1	681
15:45	541	87	6	8	5	8	0	655
16:00	542	100	7	7	4	14	0	674
16:15	556	87	6	5	11	19	1	685
16:30	555	105	1	9	5	11	1	687
16:45	528	92	4	11	9	11	1	656
17:00	584	95	5	9	3	16	1	713
17:15	574	73	2	7	6	9	2	673
17:30	568	83	7	5	8	11	1	683
17:45	613	98	2	8	7	7	5	728
18:00	558	89	1	4	5	14	0	671
18:15	553	70	2	6	5	8	0	644
18:30	549	53	9	9	7	11	1	639
18:45	567	57	0	5	4	10	1	644
Start Time	Rolling Hour							Total
07:00	1911	437	44	43	17	23	3	2478
07:15	2058	425	41	39	22	23	5	2613
07:30	2053	395	40	44	21	26	6	2578
07:45	1975	375	32	51	23	21	7	2484
08:00	1952	346	40	48	24	22	6	2438
08:15	1935	355	46	53	20	23	4	2436
08:30	1866	338	47	52	21	22	2	2348
08:45	1898	349	51	49	22	15	1	2385
09:00	1839	357	49	59	23	15	0	2342
09:15	1750	354	53	64	26	12	1	2260
09:30	1752	350	54	58	26	16	2	2258
09:45	1663	340	64	55	27	25	2	2176
10:00	1627	324	66	58	23	25	3	2126
10:15	1698	317	57	54	22	34	2	2184
10:30	1714	331	60	55	21	36	2	2219
10:45	1779	347	49	50	23	31	2	2281
11:00	1791	351	44	44	24	30	2	2286
11:15	1774	369	46	50	26	28	2	2295
11:30	1761	361	55	55	28	26	4	2290
11:45	1767	334	63	65	24	29	6	2288
12:00	1790	352	66	61	24	32	5	2330
12:15	1833	350	70	55	21	30	5	2364
12:30	1834	359	57	56	19	31	5	2361
12:45	1833	384	51	56	23	35	3	2385
13:00	1832	382	55	60	23	35	3	2390
13:15	1797	387	54	65	23	33	4	2363
13:30	1830	381	66	60	23	35	2	2397
13:45	1849	388	75	54	22	27	2	2417
14:00	1877	380	71	48	26	26	2	2430
14:15	1904	366	73	39	28	31	2	2443
14:30	1886	345	61	38	29	36	1	2396
14:45	1952	337	53	36	27	37	2	2444
15:00	2019	338	45	36	23	37	2	2500
15:15	2091	351	35	34	21	41	1	2574
15:30	2194	369	21	27	26	46	2	2695
15:45	2194	379	20	29	25	52	2	2701
16:00	2181	384	18	32	29	55	3	2702
16:15	2223	379	16	34	28	57	4	2741
16:30	2241	365	12	36	23	47	5	2729
16:45	2254	343	18	32	26	47	5	2725
17:00	2339	337	16	29	24	43	9	2797
17:15	2313	331	12	24	26	41	8	2755
17:30	2292	328	12	23	25	40	6	2726
17:45	2273	298	14	27	24	40	6	2682
18:00	2227	269	12	24	21	43	2	2598

# Intelligent Data Collection Limited



**Client:** Kent County Council  
**Project Number:** ID07237  
**Junction Number:** Site 2

**Date of Survey:** 10.10.2023  
**Junction Name:** A229 Loose Road / Plains Avenue  
**Junction Type:** T Junction

**Arm A:** A229 Loose Road (N)  
**Arm B:** Plains Avenue (E)  
**Arm C:** A229 Loose Road (S)

PCU Summary									
Time	A to A	A to C	A to B	B to B	B to A	B to C	C to C	C to B	C to A
07:00	0	245	7	0	4	5	0	9	224
07:15	0	382	9	0	13	15	0	6	288
07:30	0	384	11	0	16	12	0	3	273
07:45	0	330	18	0	24	17	0	6	308
08:00	0	256	10	0	29	26	0	4	300
08:15	0	329	12	0	25	10	0	7	303
08:30	0	276	16	0	20	25	0	13	262
08:45	0	288	17	0	17	17	0	12	309
09:00	0	291	17	0	13	13	0	13	286
09:15	0	285	16	0	11	10	0	9	270
09:30	0	299	18	0	10	10	0	11	305
09:45	0	281	23	0	9	13	0	10	301
10:00	0	232	11	0	9	10	0	6	302
10:15	0	265	11	0	7	5	0	9	288
10:30	0	240	14	0	5	8	0	11	293
10:45	0	268	11	0	10	9	0	10	279
11:00	0	309	19	0	6	11	0	11	250
11:15	0	333	16	0	7	9	0	12	245
11:30	0	298	12	0	10	8	0	18	273
11:45	0	277	17	0	7	8	0	11	259
12:00	0	302	18	0	7	10	0	14	282
12:15	0	318	12	0	10	15	0	12	271
12:30	0	313	26	0	5	12	0	10	268
12:45	0	326	20	0	5	7	0	11	245
13:00	0	340	31	0	12	9	0	6	257
13:15	0	304	23	0	8	17	0	10	259
13:30	0	346	24	0	2	8	0	11	267
13:45	0	331	16	0	6	7	0	10	260
14:00	0	323	15	0	6	12	0	13	268
14:15	0	328	16	0	3	15	0	18	276
14:30	0	359	15	0	10	12	0	11	270
14:45	0	302	16	0	11	11	0	17	279
15:00	0	327	21	0	12	9	0	13	251
15:15	0	279	21	0	10	9	0	12	265
15:30	0	343	22	0	14	24	0	15	292
15:45	0	324	30	0	9	20	0	16	279
16:00	0	342	33	0	21	13	0	17	265
16:15	0	354	27	0	17	19	0	17	269
16:30	0	338	31	0	10	15	0	11	300
16:45	0	347	24	0	12	7	0	9	287
17:00	0	361	33	0	10	13	0	9	303
17:15	0	361	22	0	12	11	0	17	267
17:30	0	381	25	0	10	11	0	8	269
17:45	0	369	27	0	13	18	0	12	309
18:00	0	349	24	0	10	8	0	7	280
18:15	0	343	22	0	9	7	0	9	270
18:30	0	341	19	0	13	8	0	13	273
18:45	0	327	29	0	11	7	0	9	270
Start Time	Rolling Hour								
07:00	0	1340	45	0	57	50	0	24	1093
07:15	0	1351	48	0	82	70	0	19	1169
07:30	0	1298	51	0	94	65	0	20	1184
07:45	0	1191	56	0	98	78	0	30	1173
08:00	0	1149	55	0	91	78	0	36	1174
08:15	0	1184	62	0	75	65	0	45	1160
08:30	0	1141	66	0	61	65	0	47	1126
08:45	0	1163	68	0	51	50	0	45	1170
09:00	0	1156	74	0	43	46	0	43	1161
09:15	0	1097	68	0	39	43	0	36	1178
09:30	0	1076	63	0	36	38	0	36	1195
09:45	0	1017	59	0	30	36	0	36	1183
10:00	0	1005	47	0	32	32	0	36	1161
10:15	0	1082	55	0	29	33	0	41	1109
10:30	0	1149	60	0	28	37	0	44	1067
10:45	0	1208	58	0	33	37	0	51	1047
11:00	0	1217	64	0	30	36	0	52	1027
11:15	0	1210	63	0	31	35	0	55	1058
11:30	0	1195	59	0	34	41	0	55	1083
11:45	0	1210	73	0	29	45	0	47	1079
12:00	0	1259	76	0	27	44	0	47	1066
12:15	0	1297	89	0	32	43	0	39	1041
12:30	0	1283	100	0	30	45	0	37	1029
12:45	0	1316	99	0	27	41	0	38	1028
13:00	0	1322	95	0	28	41	0	37	1042
13:15	0	1305	79	0	22	44	0	44	1053
13:30	0	1329	71	0	17	42	0	52	1071
13:45	0	1342	62	0	25	46	0	52	1074
14:00	0	1312	62	0	30	50	0	59	1093
14:15	0	1316	68	0	37	47	0	59	1077
14:30	0	1267	74	0	44	41	0	53	1066
14:45	0	1251	81	0	47	53	0	57	1088
15:00	0	1273	95	0	45	62	0	56	1088
15:15	0	1288	107	0	54	66	0	60	1102
15:30	0	1363	113	0	61	76	0	65	1105
15:45	0	1358	122	0	57	67	0	61	1113
16:00	0	1382	115	0	60	54	0	54	1121
16:15	0	1400	115	0	49	55	0	46	1159
16:30	0	1407	110	0	44	47	0	46	1157
16:45	0	1449	104	0	44	43	0	43	1126
17:00	0	1471	107	0	45	53	0	46	1147
17:15	0	1459	98	0	45	48	0	44	1125
17:30	0	1441	99	0	42	44	0	36	1128
17:45	0	1402	93	0	45	41	0	41	1132
18:00	0	1360	95	0	43	30	0	38	1093



# Intelligent Data Collection Limited



**Client:** Kent County Council  
**Project Number:** ID07237  
**Junction Number:** Site 2

**Date of Survey:** 10.10.2023  
**Junction Name:** A229 Loose Road / Plains Avenue  
**Junction Type:** T Junction

**Arm A:** A229 Loose Road (N)  
**Arm B:** Plains Avenue (E)  
**Arm C:** A229 Loose Road (S)

**Count Method:** Vehicles **Classes Included:** All Classes *Select the count method and desired user classes from the drop-downs in cells D8 and G8*

<b>Maximum 15-minute Junction Flow:</b>	<b>AM Peak</b>	<b>from:</b> 07:15	<b>until:</b> 07:30	<b>flow:</b> 675	<i>AM Peak covers 07:00 until 10:00</i>
	<b>Inter-Peak</b>	<b>from:</b> 15:30	<b>until:</b> 15:45	<b>flow:</b> 681	<i>Inter-Peak covers 10:00 until 16:00</i>
	<b>PM Peak</b>	<b>from:</b> 17:45	<b>until:</b> 18:00	<b>flow:</b> 728	<i>PM Peak covers 16:00 until 19:00</i>

**Period Starting:** 07:00 *Select the time from the drop-down in cell D16 to show the 15-minute data for that period*

### Movement Counts

From	To			Total
	A	B	C	
A	0	7	<b>223</b>	<b>230</b>
B	4	0	6	10
C	213	9	0	222
Total	217	16	<b>229</b>	462

### HGV Proportions

From	To			Total
	A	B	C	
A	0.0%	0.0%	<b>6.7%</b>	<b>6.5%</b>
B	0.0%	0.0%	0.0%	0.0%
C	4.7%	0.0%	0.0%	4.5%
Total	4.6%	0.0%	<b>6.6%</b>	5.4%

<b>Maximum Hourly Junction Flow:</b>	<b>AM Peak</b>	<b>from:</b> 07:15	<b>until:</b> 08:15	<b>flow:</b> 2613
	<b>Inter-Peak</b>	<b>from:</b> 15:45	<b>until:</b> 16:45	<b>flow:</b> 2701
	<b>PM Peak</b>	<b>from:</b> 17:00	<b>until:</b> 18:00	<b>flow:</b> 2797

**Period Starting:** 07:00 *Select the time from the drop-down in cell D32 to show the hourly data for that period*

### Movement Counts

From	To			Total
	A	B	C	
A	0	45	<b>1258</b>	<b>1303</b>
B	57	0	51	108
C	1043	24	0	1067
Total	1100	69	<b>1309</b>	2478

### HGV Proportions

From	To			Total
	A	B	C	
A	0.0%	0.0%	<b>4.8%</b>	<b>4.6%</b>
B	0.0%	0.0%	0.0%	0.0%
C	4.2%	0.0%	0.0%	4.1%
Total	4.0%	0.0%	<b>4.6%</b>	4.2%

*Bold entries in the above tables indicate the maximum movement, approach and exit flows for the selected time period, and similarly with the HGV proportions*



**Loose Road, Maidstone: Queue Length Survey - Friday, 05 July 2024**

Produced by Streetwise Services Ltd.

**Junction: A - (North) A229 Loose Road / B - Park Way / C - (South) A229 Loose Road / D - Armstrong Road**

CLASSIFICATION	PCU
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0
P/CYCLE	0.2
M/CYCLE	0.4



Loose Road, Maidstone - Manual Traffic and Queue Length Survey: Friday, 05 July 2024

Produced by Streetwise Services Ltd.

Junction: A - (North) A229 Loose Road / B - Park Way / C - (South) A229 Loose Road / D - Armstrong Road

Approach: A - (North) A229 Loose Road

Table with 19 columns: TIME, CAR, LGV, OGV1, OGV2, BUS, P/CYCLE, M/CYCLE, PCU, TOTAL, CAR, LGV, OGV1, OGV2, BUS, P/CYCLE, M/CYCLE, PCU, TOTAL. Data is organized into two sections: A to B and A to C, covering time intervals from 07:00 to 19:00.



























## ***Loose Road, Maidstone: Queue Length Survey - Friday, 05 July 2024***

**Produced by Streetwise Services Ltd.**

**Junction: A - (North) A229 Loose Road / B - Plains Avenue / C - (South) A229 Loose Road**

CLASSIFICATION	PCU
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0
P/CYCLE	0.2
M/CYCLE	0.4









From A									
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	197	48	6	10	5	0	4	288.6	270
07:15 - 07:30	256	47	8	12	3	0	6	351.0	332
07:30 - 07:45	271	51	13	7	2	0	5	363.6	349
07:45 - 08:00	252	51	9	6	1	0	3	333.5	322
<b>Hourly Total</b>	<b>976</b>	<b>197</b>	<b>36</b>	<b>35</b>	<b>11</b>	<b>0</b>	<b>18</b>	<b>1337</b>	<b>1273</b>
08:00 - 08:15	235	44	2	13	2	0	1	316.3	297
08:15 - 08:30	260	34	14	8	4	0	1	341.8	321
08:30 - 08:45	193	26	3	7	1	1	1	242.2	232
08:45 - 09:00	226	41	7	6	4	0	3	300.5	287
<b>Hourly Total</b>	<b>914</b>	<b>145</b>	<b>26</b>	<b>34</b>	<b>11</b>	<b>1</b>	<b>6</b>	<b>1201</b>	<b>1137</b>
09:00 - 09:15	230	37	14	9	2	0	3	313.9	295
09:15 - 09:30	232	32	10	9	3	0	2	306.5	288
09:30 - 09:45	193	43	7	7	3	0	3	269.8	256
09:45 - 10:00	232	54	13	16	3	0	4	349.9	322
<b>Hourly Total</b>	<b>887</b>	<b>166</b>	<b>44</b>	<b>41</b>	<b>11</b>	<b>0</b>	<b>12</b>	<b>1240</b>	<b>1161</b>
10:00 - 10:15	195	36	7	5	1	0	3	256.2	247
10:15 - 10:30	209	44	10	2	3	0	3	279.8	271
10:30 - 10:45	253	31	11	10	3	1	8	332.9	317
10:45 - 11:00	228	44	11	4	3	0	2	304.5	292
<b>Hourly Total</b>	<b>885</b>	<b>155</b>	<b>39</b>	<b>21</b>	<b>10</b>	<b>1</b>	<b>16</b>	<b>1173</b>	<b>1127</b>
11:00 - 11:15	262	46	6	5	2	0	4	334.1	325
11:15 - 11:30	266	34	7	3	3	0	3	324.6	316
11:30 - 11:45	249	51	11	5	3	0	7	336.8	326
11:45 - 12:00	239	30	8	8	4	0	5	309.4	294
<b>Hourly Total</b>	<b>1016</b>	<b>161</b>	<b>32</b>	<b>21</b>	<b>12</b>	<b>0</b>	<b>19</b>	<b>1305</b>	<b>1261</b>
12:00 - 12:15	245	27	7	9	1	0	8	308.4	297
12:15 - 12:30	235	48	11	9	4	0	7	331.0	314
12:30 - 12:45	262	40	8	6	2	0	7	334.6	325
12:45 - 13:00	243	41	7	6	3	0	16	320.7	316
<b>Hourly Total</b>	<b>985</b>	<b>156</b>	<b>33</b>	<b>30</b>	<b>10</b>	<b>0</b>	<b>38</b>	<b>1295</b>	<b>1252</b>
13:00 - 13:15	246	28	6	3	2	0	5	295.9	290
13:15 - 13:30	241	36	6	8	2	0	4	310.0	297
13:30 - 13:45	278	37	13	5	4	0	8	357.2	345
13:45 - 14:00	261	36	10	6	4	0	10	337.8	327
<b>Hourly Total</b>	<b>1026</b>	<b>137</b>	<b>35</b>	<b>22</b>	<b>12</b>	<b>0</b>	<b>27</b>	<b>1301</b>	<b>1259</b>
14:00 - 14:15	232	39	13	9	1	1	5	315.4	300
14:15 - 14:30	260	35	16	12	1	0	9	352.2	333
14:30 - 14:45	313	36	7	3	6	0	7	381.2	372
14:45 - 15:00	233	27	5	5	4	3	2	288.4	279
<b>Hourly Total</b>	<b>1038</b>	<b>137</b>	<b>41</b>	<b>29</b>	<b>12</b>	<b>4</b>	<b>23</b>	<b>1337</b>	<b>1284</b>
15:00 - 15:15	223	22	9	4	2	0	2	272.5	262
15:15 - 15:30	272	37	6	8	2	1	3	341.8	329
15:30 - 15:45	260	38	4	2	3	1	10	318.8	318
15:45 - 16:00	283	46	6	5	1	0	10	355.5	351
<b>Hourly Total</b>	<b>1038</b>	<b>143</b>	<b>25</b>	<b>19</b>	<b>8</b>	<b>2</b>	<b>25</b>	<b>1289</b>	<b>1260</b>
16:00 - 16:15	316	35	5	4	4	1	6	378.3	371
16:15 - 16:30	307	31	5	4	8	0	6	373.1	361
16:30 - 16:45	314	48	1	5	3	0	9	384.6	380
16:45 - 17:00	341	39	3	4	2	0	7	400.5	396
<b>Hourly Total</b>	<b>1278</b>	<b>153</b>	<b>14</b>	<b>17</b>	<b>17</b>	<b>1</b>	<b>28</b>	<b>1537</b>	<b>1508</b>
17:00 - 17:15	338	36	4	4	2	0	7	396.0	391
17:15 - 17:30	341	43	3	1	4	0	8	402.0	400
17:30 - 17:45	305	39	6	0	2	1	10	361.2	363
17:45 - 18:00	298	34	3	3	2	0	12	352.2	352
<b>Hourly Total</b>	<b>1282</b>	<b>152</b>	<b>16</b>	<b>8</b>	<b>10</b>	<b>1</b>	<b>37</b>	<b>1511</b>	<b>1506</b>
18:00 - 18:15	328	27	0	4	1	0	12	371.0	372
18:15 - 18:30	298	29	0	2	4	0	6	342.0	339
18:30 - 18:45	319	22	1	2	2	0	12	355.9	358
18:45 - 19:00	280	28	2	3	2	0	7	324.7	322
<b>Hourly Total</b>	<b>1225</b>	<b>106</b>	<b>3</b>	<b>11</b>	<b>9</b>	<b>0</b>	<b>37</b>	<b>1394</b>	<b>1391</b>





Loose Road, Maidstone - Manual Traffic and Queue Length Survey: Friday, 05 July 2024

Produced by Streetwise Services Ltd.

Junction: A - (North) A229 Loose Road / B - Plains Avenue / C - (South) A229 Loose Road

Approach: B - Plains Avenue

TIME	B to C								TOTAL	
	CAR	LGV	OGV1	OGV2	BUS	PICYCLE	MICYCLE	PCU		
07:00 - 07:15	7	1	0	0	0	0	0	0	8.0	8
07:15 - 07:30	5	2	0	0	0	0	0	0	7.0	7
07:30 - 07:45	12	3	0	0	0	0	0	0	15.0	15
07:45 - 08:00	12	0	0	0	0	0	0	0	12.0	12
<b>Hourly Total</b>	<b>36</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>42.0</b>	<b>42</b>
08:00 - 08:15	16	3	1	0	0	0	0	0	20.5	20
08:15 - 08:30	15	2	0	0	0	0	0	0	17.0	17
08:30 - 08:45	21	4	0	0	0	0	0	0	25.0	25
08:45 - 09:00	15	1	0	0	0	0	0	1	16.4	17
<b>Hourly Total</b>	<b>61</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>79.0</b>	<b>79</b>
09:00 - 09:15	11	2	0	0	0	0	0	0	13.0	13
09:15 - 09:30	13	1	0	0	0	0	0	0	14.0	14
09:30 - 09:45	10	1	0	0	0	0	0	0	11.0	11
09:45 - 10:00	8	2	0	1	0	0	0	0	12.3	11
<b>Hourly Total</b>	<b>42</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>49</b>
10:00 - 10:15	10	0	0	0	0	0	0	0	10.0	10
10:15 - 10:30	11	2	0	0	0	0	0	0	13.0	13
10:30 - 10:45	9	1	0	0	0	0	0	0	10.0	10
10:45 - 11:00	8	2	0	0	0	0	0	1	10.4	11
<b>Hourly Total</b>	<b>38</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>43.0</b>	<b>44</b>
11:00 - 11:15	11	0	0	0	0	0	0	0	11.0	11
11:15 - 11:30	14	2	1	0	0	0	0	0	17.0	17
11:30 - 11:45	7	1	0	0	0	0	0	0	8.0	8
11:45 - 12:00	13	2	0	0	0	0	0	1	15.4	16
<b>Hourly Total</b>	<b>45</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>52.0</b>	<b>52</b>
12:00 - 12:15	10	2	0	0	0	0	0	0	12.0	12
12:15 - 12:30	11	2	0	0	0	0	0	0	13.0	13
12:30 - 12:45	10	2	0	0	0	0	0	0	12.0	12
12:45 - 13:00	7	2	0	0	0	0	0	0	9.0	9
<b>Hourly Total</b>	<b>38</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>46.0</b>	<b>46</b>
13:00 - 13:15	10	3	0	0	0	0	0	0	13.0	13
13:15 - 13:30	10	2	0	0	0	0	0	0	12.0	12
13:30 - 13:45	12	2	0	0	0	0	0	0	14.0	14
13:45 - 14:00	4	0	0	0	0	0	0	0	4.0	4
<b>Hourly Total</b>	<b>36</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>43.0</b>	<b>43</b>
14:00 - 14:15	7	1	0	0	0	0	0	0	8.0	8
14:15 - 14:30	11	2	2	0	0	0	0	0	16.0	16
14:30 - 14:45	15	1	0	0	0	0	0	0	16.0	16
14:45 - 15:00	14	1	0	0	0	0	0	0	15.0	15
<b>Hourly Total</b>	<b>47</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>55.0</b>	<b>54</b>
15:00 - 15:15	15	1	0	0	0	0	0	0	16.0	16
15:15 - 15:30	18	1	0	0	0	0	0	0	19.0	19
15:30 - 15:45	14	2	0	0	0	0	0	0	16.0	16
15:45 - 16:00	11	2	1	0	0	0	0	1	14.9	15
<b>Hourly Total</b>	<b>58</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>66.0</b>	<b>66</b>
16:00 - 16:15	12	3	0	0	0	0	0	0	15.0	15
16:15 - 16:30	13	2	0	0	0	0	0	0	15.0	15
16:30 - 16:45	6	4	0	0	0	0	0	0	10.0	10
16:45 - 17:00	17	0	0	0	0	0	0	0	17.0	17
<b>Hourly Total</b>	<b>48</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>57.0</b>	<b>57</b>
17:00 - 17:15	8	0	0	0	0	0	0	0	8.0	8
17:15 - 17:30	10	2	0	0	0	0	0	0	12.0	12
17:30 - 17:45	11	0	1	0	0	0	0	0	12.0	12
17:45 - 18:00	9	2	0	0	0	0	0	0	11.0	11
<b>Hourly Total</b>	<b>38</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>44.0</b>	<b>43</b>
18:00 - 18:15	11	0	0	0	0	0	0	0	11.0	11
18:15 - 18:30	10	1	0	0	0	0	0	0	11.0	11
18:30 - 18:45	9	1	0	0	0	0	0	0	10.0	10
18:45 - 19:00	12	0	0	0	0	0	0	0	12.0	12
<b>Hourly Total</b>	<b>42</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>44.0</b>	<b>44</b>
<b>Session Total</b>	<b>636</b>	<b>71</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>821.0</b>	<b>819</b>

B to A								
CAR	LGV	OGV1	OGV2	BUS	PICYCLE	MICYCLE	PCU	TOTAL
11	2	0	0	0	0	0	13.0	13
9	1	0	0	0	0	0	10.0	10
12	1	0	0	0	0	0	13.0	13
17	2	0	0	0	0	0	19.0	19
48	6	0	0	0	0	0	55	55
12	2	0	0	0	0	0	14.0	14
14	4	0	0	0	0	0	18.0	18
18	3	0	0	0	1	1	21.6	23
8	1	0	0	0	0	0	9.0	9
52	10	0	0	0	1	1	53	64
11	2	2	0	0	0	0	16.0	16
17	2	0	0	0	0	0	19.0	19
4	2	0	0	0	0	0	6.0	6
8	0	0	0	0	0	1	8.4	9
40	6	2	0	0	0	1	49	49
14	4	1	0	0	0	0	19.5	19
9	1	0	0	0	0	1	10.4	11
16	3	0	0	0	0	0	19.0	19
14	3	0	0	0	0	0	17.0	17
53	11	1	0	0	0	1	66	66
6	0	0	0	0	0	1	8.4	9
6	1	0	0	0	0	1	7.4	8
7	1	0	0	0	0	0	8.0	8
4	4	0	0	0	0	0	8.0	8
25	6	0	0	0	0	2	32	33
16	1	0	0	0	0	0	17.0	17
5	1	0	0	0	0	0	6.0	6
9	2	0	0	0	0	0	11.0	11
4	2	1	0	0	0	0	7.5	7
34	6	1	0	0	0	0	42	41
7	1	0	0	0	0	1	8.4	9
4	0	0	0	0	0	0	4.0	4
4	1	0	0	0	0	0	5.0	5
5	3	0	0	0	0	0	8.0	8
20	6	0	0	0	0	1	25	26
10	1	0	0	0	0	0	11.0	11
5	0	0	0	0	0	1	6.4	6
12	1	0	0	0	0	0	13.0	13
7	4	0	0	0	0	0	11.0	11
34	6	0	0	0	0	1	40	41
11	4	0	0	0	0	0	16.0	16
9	3	0	0	0	0	0	12.0	12
17	3	0	0	0	0	1	20.4	21
13	1	0	0	0	0	0	14.0	14
17	11	0	0	0	0	1	51	52
17	4	0	0	0	0	0	21.0	21
11	1	0	0	0	0	1	12.4	13
6	2	0	0	0	0	0	8.0	8
10	1	1	0	0	0	0	12.5	12
44	8	1	0	0	0	1	54	54
10	1	0	0	0	0	1	11.4	12
10	2	0	0	0	0	0	12.0	12
11	1	0	0	0	0	0	12.0	12
6	0	0	0	0	0	1	6.4	7
37	4	0	0	0	0	2	42	43
9	1	0	0	0	0	0	10.0	10
6	2	0	0	0	0	0	8.0	8
10	1	0	0	0	0	0	11.0	11
9	2	0	0	0	0	0	11.0	11
34	6	0	0	0	0	0	40	40









**Loose Road, Maidstone - Manual Traffic and Queue Length Survey: Friday, 05 July 2024**

Produced by Streetwise Services Ltd.

Junction: **A - (North) A229 Loose Road / B - Plains Avenue / C - (South) A229 Loose Road**

Approach: **C - (South) A229 Loose Road**

TIME	C to A								TOTAL
	CAR	LGV	OGV1	OGV2	BUS	PICYCLE	MCYCLE	PCU	
07:00 - 07:15	187	48	11	5	1	2	9	269.0	263
07:15 - 07:30	237	44	4	4	2	0	1	300.6	292
07:30 - 07:45	246	33	7	4	2	0	5	304.7	297
07:45 - 08:00	212	38	4	7	9	1	1	290.7	272
<b>Hourly Total</b>	<b>882</b>	<b>163</b>	<b>26</b>	<b>20</b>	<b>14</b>	<b>3</b>	<b>16</b>	<b>1165</b>	<b>1124</b>
08:00 - 08:15	238	24	5	6	3	1	7	296.9	286
08:15 - 08:30	203	32	7	6	3	0	5	267.3	256
08:30 - 08:45	186	35	3	8	2	1	0	248.1	235
08:45 - 09:00	212	31	6	13	3	1	4	289.7	270
<b>Hourly Total</b>	<b>838</b>	<b>122</b>	<b>21</b>	<b>36</b>	<b>11</b>	<b>3</b>	<b>16</b>	<b>1162</b>	<b>1047</b>
09:00 - 09:15	216	41	5	11	3	1	3	297.2	280
09:15 - 09:30	227	41	6	6	1	0	3	294.0	284
09:30 - 09:45	256	38	12	6	3	1	3	333.2	319
09:45 - 10:00	220	33	6	6	2	0	3	291.0	270
<b>Hourly Total</b>	<b>919</b>	<b>163</b>	<b>29</b>	<b>29</b>	<b>9</b>	<b>2</b>	<b>12</b>	<b>1205</b>	<b>1153</b>
10:00 - 10:15	197	37	4	9	5	0	3	271.9	255
10:15 - 10:30	183	43	7	9	1	1	3	260.6	247
10:30 - 10:45	196	27	6	7	4	0	1	256.5	241
10:45 - 11:00	196	23	8	7	3	1	5	255.3	243
<b>Hourly Total</b>	<b>772</b>	<b>130</b>	<b>25</b>	<b>32</b>	<b>13</b>	<b>2</b>	<b>12</b>	<b>1044</b>	<b>986</b>
11:00 - 11:15	220	32	6	12	3	0	7	297.6	280
11:15 - 11:30	194	31	9	6	2	0	2	261.7	246
11:30 - 11:45	213	36	12	7	5	0	2	293.9	275
11:45 - 12:00	188	25	7	6	2	1	10	248.1	239
<b>Hourly Total</b>	<b>813</b>	<b>124</b>	<b>34</b>	<b>35</b>	<b>12</b>	<b>1</b>	<b>21</b>	<b>1101</b>	<b>1040</b>

12:00 - 12:15	204	26	9	10	2	1	6	273.1	268
12:15 - 12:30	223	29	5	7	3	0	4	283.2	271
12:30 - 12:45	228	28	10	5	3	0	9	292.1	283
12:45 - 13:00	232	32	3	3	3	0	7	294.2	280
<b>Hourly Total</b>	<b>887</b>	<b>115</b>	<b>27</b>	<b>25</b>	<b>11</b>	<b>1</b>	<b>26</b>	<b>1133</b>	<b>1092</b>
13:00 - 13:15	298	36	9	8	2	0	12	384.7	275
13:15 - 13:30	182	31	11	7	2	0	5	251.6	238
13:30 - 13:45	215	25	4	10	5	0	5	281.0	264
13:45 - 14:00	209	26	5	10	2	0	6	270.9	257
<b>Hourly Total</b>	<b>813</b>	<b>118</b>	<b>29</b>	<b>35</b>	<b>11</b>	<b>0</b>	<b>28</b>	<b>1058</b>	<b>1034</b>
14:00 - 14:15	216	30	9	7	2	0	2	288.4	266
14:15 - 14:30	222	33	9	3	2	0	8	282.6	277
14:30 - 14:45	223	27	8	9	4	0	6	293.1	277
14:45 - 15:00	209	42	5	5	3	1	5	278.2	270
<b>Hourly Total</b>	<b>870</b>	<b>132</b>	<b>31</b>	<b>24</b>	<b>11</b>	<b>1</b>	<b>21</b>	<b>1134</b>	<b>1090</b>
15:00 - 15:15	214	35	4	9	2	0	7	282.8	271
15:15 - 15:30	207	29	2	7	4	0	1	263.3	259
15:30 - 15:45	215	17	5	5	4	1	1	299.6	248
15:45 - 16:00	233	28	7	2	2	2	8	283.7	282
<b>Hourly Total</b>	<b>828</b>	<b>108</b>	<b>18</b>	<b>23</b>	<b>12</b>	<b>3</b>	<b>17</b>	<b>1053</b>	<b>1051</b>
16:00 - 16:15	213	32	6	2	2	0	5	264.6	260
16:15 - 16:30	223	32	7	4	2	1	6	281.3	275
16:30 - 16:45	235	37	6	6	3	1	7	303.8	295
16:45 - 17:00	226	28	4	3	5	0	3	278.1	269
<b>Hourly Total</b>	<b>897</b>	<b>129</b>	<b>23</b>	<b>15</b>	<b>12</b>	<b>2</b>	<b>21</b>	<b>1128</b>	<b>1099</b>
17:00 - 17:15	229	31	1	5	3	0	6	281.4	275
17:15 - 17:30	235	23	1	1	3	1	4	289.6	268
17:30 - 17:45	246	26	2	3	4	2	3	291.8	286
17:45 - 18:00	245	22	1	4	4	1	8	284.1	280
<b>Hourly Total</b>	<b>955</b>	<b>102</b>	<b>5</b>	<b>13</b>	<b>14</b>	<b>4</b>	<b>21</b>	<b>1127</b>	<b>1109</b>
18:00 - 18:15	239	20	5	5	4	1	11	289.6	284
18:15 - 18:30	253	21	1	1	3	0	4	285.4	283
18:30 - 18:45	243	22	4	1	2	0	6	279.7	278
18:45 - 19:00	247	19	0	3	3	1	9	282.7	282
<b>Hourly Total</b>	<b>981</b>	<b>82</b>	<b>10</b>	<b>10</b>	<b>12</b>	<b>2</b>	<b>30</b>	<b>1137</b>	<b>1127</b>
<b>Session Total</b>	<b>10492</b>	<b>1479</b>	<b>278</b>	<b>296</b>	<b>142</b>	<b>24</b>	<b>241</b>	<b>13454</b>	<b>12952</b>

C to B								
CAR	LGV	OGV1	OGV2	BUS	PICYCLE	MICYCLE	PCU	TOTAL
5	2	0	0	0	0	0	7.0	7
3	2	0	0	0	0	0	6.0	5
7	2	0	0	0	0	0	6.0	9
4	2	0	0	0	1	0	6.2	7
19	8	0	0	0	1	0	27	28
5	3	0	0	0	0	0	8.0	8
9	1	0	0	0	0	0	10.0	10
12	2	0	0	0	0	0	14.0	14
11	4	0	0	0	0	0	15.0	15
32	10	0	0	0	0	0	47	47
13	3	0	0	0	0	0	16.0	16
6	0	1	0	0	0	0	7.5	7
10	1	0	0	0	1	1	11.6	13
3	0	0	0	0	0	0	3.0	3
32	4	1	0	0	1	1	38	39
6	3	0	0	0	0	0	9.0	9
7	0	0	0	0	0	0	7.0	7
5	0	0	0	0	0	2	6.8	7
5	0	0	0	0	0	0	6.0	5
23	3	0	0	0	0	2	27	29
10	0	2	0	0	0	0	12.0	12
11	2	0	0	0	0	0	12.0	13
11	1	0	0	0	0	0	12.0	12
14	1	0	0	0	0	0	16.0	16
46	4	2	0	0	0	0	63	62

17	1	0	0	0	0	0	18.0	18
17	3	0	0	0	0	0	20.0	20
13	1	0	0	0	0	0	14.0	14
10	0	2	0	0	0	0	13.0	12
57	6	2	0	0	0	0	65	64
5	1	0	0	0	0	0	6.0	6
4	2	0	0	0	0	0	6.0	6
13	1	0	0	0	0	0	14.0	14
10	0	0	0	0	0	0	10.0	10
32	4	0	0	0	0	0	36	36
10	0	1	0	0	0	0	11.5	11
9	2	0	0	0	0	0	11.0	11
14	2	1	0	0	0	1	17.9	18
4	1	0	0	0	0	0	6.0	5
37	6	2	0	0	0	1	45	45
8	0	0	0	0	0	0	8.0	8
13	0	0	0	0	0	0	13.0	13
18	2	0	0	0	0	0	20.0	20
16	3	0	0	0	0	0	19.0	19
55	6	0	0	0	0	0	50	50
6	3	0	0	0	0	0	9.0	9
15	1	0	0	0	0	0	16.0	16
11	2	0	0	0	0	0	13.0	13
13	2	0	0	0	0	0	15.0	15
45	8	0	0	0	0	0	53	53
10	4	0	0	0	0	0	14.0	14
9	0	0	0	0	0	0	9.0	9
10	2	0	0	0	0	0	12.0	12
9	1	0	0	0	0	0	10.0	10
38	7	0	0	0	0	0	45	45
12	2	0	0	0	0	0	14.0	14
12	1	0	0	0	0	0	13.0	13
11	1	0	0	0	0	0	12.0	12
10	0	0	0	0	0	0	10.0	10
45	4	0	0	0	0	0	49	49
466	67	7	0	0	2	4	546	546





TIME	From C									To C								
	CAR	LGV	OGV1	OGV2	BUS	PICYCLE	MICYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	PICYCLE	MICYCLE	PCU	TOTAL
07:00 - 07:15	192	50	11	5	1	2	9	276.0	270	201	47	6	10	5	0	4	291.6	273
07:15 - 07:30	241	46	4	4	2	0	1	306.6	298	253	47	8	12	3	0	6	348.0	329
07:30 - 07:45	253	35	7	4	2	0	5	313.7	306	274	52	12	7	2	0	5	366.1	352
07:45 - 08:00	216	40	4	7	9	2	1	296.9	279	253	48	9	6	1	0	3	331.6	320
<b>Hourly Total</b>	<b>902</b>	<b>171</b>	<b>26</b>	<b>20</b>	<b>14</b>	<b>4</b>	<b>16</b>	<b>1193</b>	<b>1163</b>	<b>981</b>	<b>194</b>	<b>35</b>	<b>35</b>	<b>11</b>	<b>6</b>	<b>18</b>	<b>1337</b>	<b>1274</b>
08:00 - 08:15	244	27	5	8	3	1	7	305.9	295	236	39	3	13	2	0	1	313.8	294
08:15 - 08:30	212	33	7	6	3	0	5	277.3	266	264	32	13	8	4	0	1	342.3	322
08:30 - 08:45	198	38	3	8	2	1	0	253.1	250	200	30	3	7	1	1	1	253.2	243
08:45 - 09:00	223	35	6	13	3	1	4	304.7	285	228	39	7	6	4	0	4	300.9	288
<b>Hourly Total</b>	<b>977</b>	<b>138</b>	<b>21</b>	<b>35</b>	<b>11</b>	<b>9</b>	<b>16</b>	<b>1161</b>	<b>1096</b>	<b>928</b>	<b>140</b>	<b>26</b>	<b>34</b>	<b>11</b>	<b>5</b>	<b>7</b>	<b>1276</b>	<b>1147</b>
09:00 - 09:15	200	44	5	11	3	1	3	314.2	297	221	38	14	9	2	0	2	305.6	286
09:15 - 09:30	233	41	7	6	1	0	3	301.6	291	223	30	10	9	3	0	2	295.6	277
09:30 - 09:45	266	39	12	6	3	2	4	344.8	332	190	36	7	7	3	0	3	299.8	246
09:45 - 10:00	223	33	6	6	2	0	3	294.0	273	222	49	12	17	3	0	2	334.9	305
<b>Hourly Total</b>	<b>952</b>	<b>167</b>	<b>30</b>	<b>29</b>	<b>9</b>	<b>3</b>	<b>13</b>	<b>1245</b>	<b>1193</b>	<b>856</b>	<b>153</b>	<b>43</b>	<b>42</b>	<b>11</b>	<b>0</b>	<b>9</b>	<b>1196</b>	<b>1114</b>
10:00 - 10:15	203	40	4	9	5	0	3	285.9	264	194	34	7	5	1	0	2	262.8	243
10:15 - 10:30	191	43	7	9	1	1	3	268.6	255	208	43	9	2	3	0	3	278.3	268
10:30 - 10:45	201	27	6	7	4	0	3	262.3	248	247	32	10	10	3	1	6	328.6	309
10:45 - 11:00	201	23	8	7	3	1	5	260.3	248	222	46	10	4	3	0	3	299.4	288
<b>Hourly Total</b>	<b>796</b>	<b>133</b>	<b>25</b>	<b>32</b>	<b>13</b>	<b>2</b>	<b>14</b>	<b>1072</b>	<b>1016</b>	<b>871</b>	<b>165</b>	<b>36</b>	<b>21</b>	<b>10</b>	<b>1</b>	<b>14</b>	<b>1164</b>	<b>1108</b>
11:00 - 11:15	231	32	9	12	3	0	7	310.4	295	205	42	6	5	2	0	2	335.3	315
11:15 - 11:30	205	33	9	8	2	0	2	274.7	259	202	32	8	3	3	0	3	320.1	311
11:30 - 11:45	224	37	12	7	5	0	2	305.9	287	242	48	11	5	3	0	7	326.6	316
11:45 - 12:00	200	26	7	8	2	1	10	263.1	264	236	28	8	8	4	0	6	304.8	290
<b>Hourly Total</b>	<b>860</b>	<b>128</b>	<b>38</b>	<b>35</b>	<b>12</b>	<b>1</b>	<b>21</b>	<b>1155</b>	<b>1093</b>	<b>998</b>	<b>150</b>	<b>33</b>	<b>21</b>	<b>12</b>	<b>0</b>	<b>18</b>	<b>1277</b>	<b>1232</b>

12:00 - 12:15	221	27	9	10	2	1	6	291.1	276	244	28	7	9	1	0	8	308.4	297
12:15 - 12:30	240	32	5	7	3	0	4	303.2	291	234	48	10	9	4	0	7	328.5	312
12:30 - 12:45	241	29	10	5	3	0	9	306.1	297	253	38	8	6	2	0	6	323.2	313
12:45 - 13:00	244	32	5	3	3	0	7	299.2	294	238	42	6	6	3	0	15	314.8	319
Hourly Total	946	120	29	25	11	1	26	1200	1158	969	166	31	30	10	0	36	1275	1232
13:00 - 13:15	214	37	9	8	2	0	12	291.7	292	244	29	6	3	2	0	9	294.9	289
13:15 - 13:30	187	33	11	7	2	0	5	285.6	245	235	35	6	8	2	0	4	304.0	291
13:30 - 13:45	228	26	4	10	5	0	5	295.0	278	275	33	13	5	4	0	8	300.2	328
13:45 - 14:00	218	26	5	10	2	0	6	289.9	267	248	33	10	6	4	0	9	321.0	309
Hourly Total	847	122	29	35	11	0	28	1126	1072	1003	130	35	22	12	0	26	1270	1227
14:00 - 14:15	226	30	10	7	2	0	2	291.9	277	217	38	13	9	1	1	4	299.0	283
14:15 - 14:30	231	35	9	3	2	0	8	293.6	288	255	36	18	12	1	0	9	351.2	331
14:30 - 14:45	237	29	9	9	4	0	7	311.0	295	310	33	7	3	6	0	7	375.2	366
14:45 - 15:00	213	43	5	5	3	1	5	283.2	276	225	27	5	5	4	3	2	280.4	271
Hourly Total	907	137	33	24	11	1	22	1180	1135	1007	134	43	29	12	4	22	1308	1251
15:00 - 15:15	222	35	4	9	2	0	7	298.5	279	222	22	9	4	2	0	2	271.5	261
15:15 - 15:30	220	29	2	7	4	0	1	276.5	263	270	34	6	8	2	1	3	336.8	324
15:30 - 15:45	233	19	5	5	4	1	1	279.6	268	265	37	4	2	3	1	9	320.4	319
15:45 - 16:00	249	31	7	2	2	2	8	302.7	301	265	44	7	5	1	0	10	337.8	332
Hourly Total	924	114	18	23	12	3	17	1149	1111	1029	137	26	19	8	2	24	1226	1236
16:00 - 16:15	219	35	6	2	2	0	5	273.6	269	299	36	5	4	4	1	6	302.3	355
16:15 - 16:30	238	33	7	4	2	1	6	297.3	291	296	28	5	4	8	0	6	309.1	347
16:30 - 16:45	246	39	6	6	3	1	7	316.8	308	292	48	1	5	3	0	8	302.2	357
16:45 - 17:00	239	30	4	3	5	0	3	293.1	284	328	33	3	4	2	0	6	301.1	376
Hourly Total	942	137	23	15	12	2	21	1181	1162	1215	145	14	17	17	1	26	1455	1435
17:00 - 17:15	239	35	1	5	3	0	6	295.4	289	331	33	4	4	2	0	7	306.0	381
17:15 - 17:30	244	23	1	1	3	1	4	275.6	277	329	43	3	1	4	0	7	309.6	387
17:30 - 17:45	256	28	2	3	4	2	3	303.5	298	297	38	7	0	2	1	9	353.3	354
17:45 - 18:00	249	23	1	4	4	1	8	294.1	290	292	34	3	3	2	0	11	349.8	345
Hourly Total	918	109	8	13	14	4	21	1172	1154	1249	148	17	8	10	1	34	1475	1467
18:00 - 18:15	250	22	5	5	4	1	11	303.6	298	318	27	0	4	1	0	11	360.6	361
18:15 - 18:30	265	22	1	1	3	0	4	294.4	296	291	30	0	2	4	0	6	336.0	333
18:30 - 18:45	254	23	4	1	2	0	6	291.7	290	310	22	1	2	2	0	11	346.5	348
18:45 - 19:00	257	19	0	3	3	1	9	292.7	292	279	26	2	3	2	0	7	321.7	319
Hourly Total	1026	86	10	10	12	2	30	1186	1176	1198	105	3	11	9	6	35	1355	1361
Session Total	10987	1547	295	296	142	26	245	14010	13808	12295	1747	342	289	133	10	288	15895	15884



## Appendix B Queue Length Survey Data



# Intelligent Data Collection Limited Loose Road Corridor

**Client:** WSP  
**Project Number:** ID05935  
**Site Number:** Site 3  
**Date of Survey:** 16.09.2021  
**Junction Name:** A229 Loose Road / Cranborne Avenue / Sutton Road  
**Survey Type:** Queue Length Survey

# Quality Assurance and Issue Record



## Quality Assurance

Revision	Rev A			
Date	23.09.2021			
Prepared by	Gabriel Adelowo			
Signature				
Checked by	Luke Martin			
Signature				
Project Director	Paul O'Neill			
Signature				
Project Number	ID05935			
File Ref	ID05935 Loose Road Corridor - Queue Site 3 - 16.09.2021			

## Issue Record

Issued to	Date			
	24.09.2021			
Simon Bourne	E-mail			

# Intelligent Data Collection Limited



**Client:** WSP  
**Project Number:** ID05935  
**Site Number:** Site 3  
**Date of Survey:** 16.09.2021  
**Junction Name:** A229 Loose Road / Cranborne Avenue / Sutton Road  
**Survey Type:** Queue Length Survey

X Coordinate	Y Coordinate	Google Maps Link
51.257519	0.531210	<a href="#">Click Here</a>
AM Peak Conditions	Inter-peak Conditions	PM Peak Conditions
Sunny Intervals	Sunny Intervals	Sunny Intervals

## Junction Layout



## Queue Length Methodology

The maximum queue length, in vehicles, is reported by lane for each five-minute period.

These are segregated into 'light' and 'heavy' vehicles, and are then presented as a maximum queue length using the assumption that a light vehicle contributes 6m to a queue and a heavy vehicle 15m. These values can be updated by the user.

## Vehicle Length Assumptions (metres)

Lights	Heavies
6	15

## Additional Notes (Factors which may impact on survey results such as accidents, roadworks, special events)

Any shaded entries for Arms B, C and D indicate where queues reach the extent of the camera view.

Any shaded entries for Arm A indicate where queues reach back to the upstream signalised junction (Site 1).





# Intelligent Data Collection Limited Loose Road Corridor

**Client:** WSP  
**Project Number:** ID05935  
**Site Number:** Site 2  
**Date of Survey:** 16.09.2021  
**Junction Name:** A229 Loose Road / Plains Avenue  
**Survey Type:** Queue Length Survey

# Quality Assurance and Issue Record



## Quality Assurance

Revision	Rev A			
Date	23.09.2021			
Prepared by	Gabriel Adelowo			
Signature				
Checked by	Luke Martin			
Signature				
Project Director	Paul O'Neill			
Signature				
Project Number	ID05935			
File Ref	ID05935 Loose Road Corridor - Queue Site 2 - 16.09.2021			

## Issue Record

Issued to	Date			
	24.09.2021			
Simon Bourne	E-mail			



# Intelligent Data Collection Limited



**Client:** WSP  
**Project Number:** ID05935  
**Site Number:** Site 2  
**Date of Survey:** 16.09.2021  
**Junction Name:** A229 Loose Road / Plains Avenue  
**Survey Type:** Queue Length Survey

X Coordinate	Y Coordinate	Google Maps Link
51.260236	0.530249	<a href="#">Click Here</a>
AM Peak Conditions	Inter-peak Conditions	PM Peak Conditions
Sunny Intervals	Sunny Intervals	Sunny Intervals

## Junction Layout



## Queue Length Methodology

The maximum queue length, in vehicles, is reported by lane for each five-minute period.

These are segregated into 'light' and 'heavy' vehicles, and are then presented as a maximum queue length using the assumption that a light vehicle contributes 6m to a queue and a heavy vehicle 15m. These values can be updated by the user.

## Vehicle Length Assumptions (metres)

Lights	Heavies
6	15

## Additional Notes (Factors which may impact on survey results such as accidents, roadworks, special events)

Any shaded entries indicate where queues reach the extent of the camera view.







# Intelligent Data Collection Limited Loose Road Corridor Repeat

**Client:** Kent County Council  
**Project Number:** ID06551  
**Site Number:** Site 3  
**Date of Survey:** 09.06.2022  
**Junction Name:** A229 Loose Road / Cranborne Avenue / A274 Sutton Road  
**Survey Type:** Queue Length Survey

# Quality Assurance and Issue Record



## Quality Assurance

Revision	Rev A			
Date	24.06.2022			
Prepared by	Sam Hamilton-Peach			
Signature				
Checked by	Luke Martin			
Signature				
Project Director	Paul O'Neill			
Signature				
Project Number	ID06551			
File Ref	ID06551 Loose Road Corridor Repeat - Queue Site 3 - 09.06.2022			

## Issue Record

	Date			
Issued to	27.06.2022			
Sarah Tutt	E-mail			

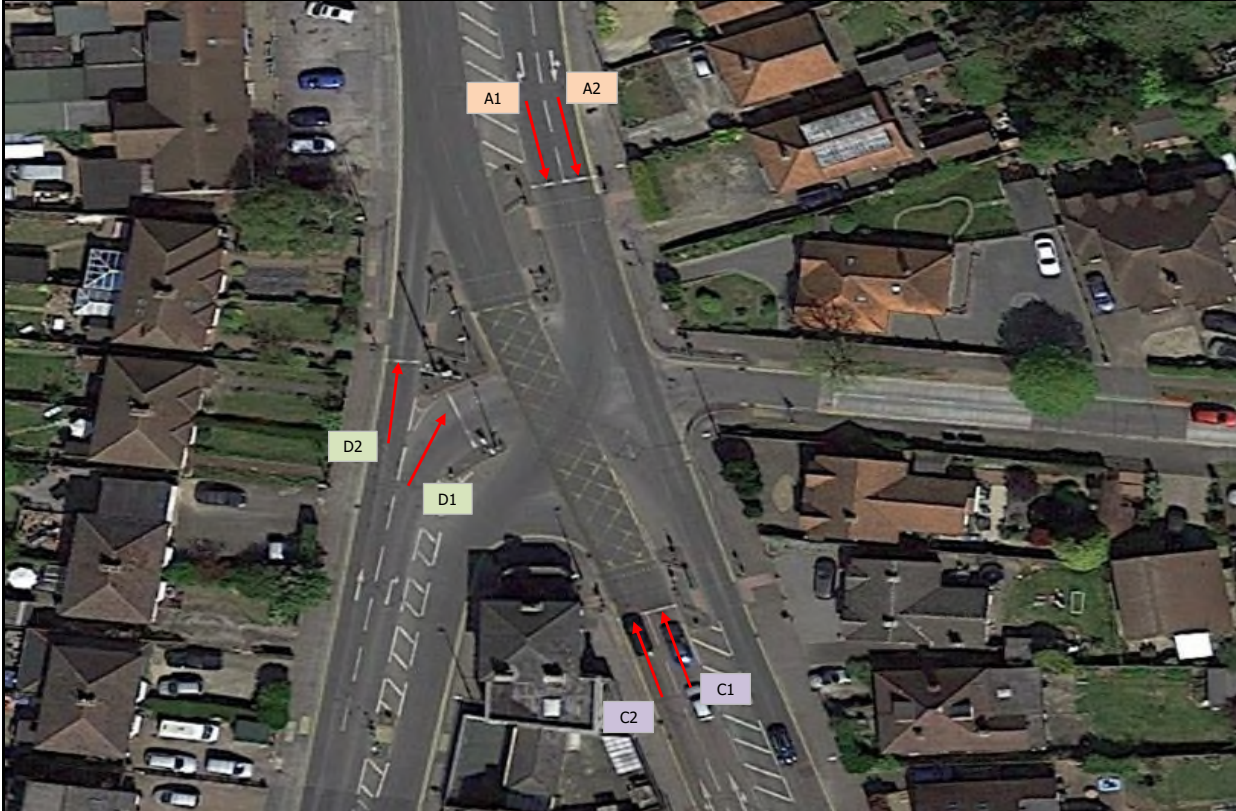
# Intelligent Data Collection Limited



**Client:** Kent County Council  
**Project Number:** ID06551  
**Site Number:** Site 3  
**Date of Survey:** 09.06.2022  
**Junction Name:** A229 Loose Road / Cranborne Avenue / A274 Sutton Road  
**Survey Type:** Queue Length Survey

X Coordinate	Y Coordinate	Google Maps Link
51.257541	0.531196	<a href="#">Click Here</a>
<b>AM Peak Conditions</b>	<b>Inter-peak Conditions</b>	<b>PM Peak Conditions</b>
Clear	Clear	Clear

## Junction Layout



## Queue Length Methodology

The snapshot queue length, in vehicles, is reported by lane at each five-minute interval. For signalised junctions the queue is recorded the first time the signals turn green after each interval.

These are segregated into 'light' and 'heavy' vehicles, and are then presented as a snapshot queue length using the assumption that a light vehicle contributes 6m to a queue and a heavy vehicle 15m. These values can be updated by the user.

## Vehicle Length Assumptions (metres)

Lights	Heavies
6	15

## Additional Notes (Factors which may impact on survey results such as accidents, roadworks, special events)

Any shaded entries indicate where queues reach the extent of the camera view.





# Intelligent Data Collection Limited Loose Road Corridor Repeat

**Client:** Kent County Council  
**Project Number:** ID06551  
**Site Number:** Site 2  
**Date of Survey:** 09.06.2022  
**Junction Name:** A229 Loose Road / Plains Avenue  
**Survey Type:** Queue Length Survey

# Quality Assurance and Issue Record



## Quality Assurance

Revision	Rev A			
Date	24.06.2022			
Prepared by	Sam Hamilton-Peach			
Signature				
Checked by	Luke Martin			
Signature				
Project Director	Paul O'Neill			
Signature				
Project Number	ID06551			
File Ref	ID06551 Loose Road Corridor Repeat - Queue Site 2 - 09.06.2022			

## Issue Record

Issued to	Date			
	27.06.2022			
Sarah Tutt	E-mail			



# Intelligent Data Collection Limited



**Client:** Kent County Council  
**Project Number:** ID06551  
**Site Number:** Site 2  
**Date of Survey:** 09.06.2022  
**Junction Name:** A229 Loose Road / Plains Avenue  
**Survey Type:** Queue Length Survey

X Coordinate	Y Coordinate	Google Maps Link
51.260241	0.530245	<a href="#">Click Here</a>
AM Peak Conditions	Inter-peak Conditions	PM Peak Conditions
Clear	Clear	Clear

## Junction Layout



## Queue Length Methodology

The snapshot queue length, in vehicles, is reported by lane at each five-minute interval. For signalised junctions the queue is recorded the first time the signals turn green after each interval.

These are segregated into 'light' and 'heavy' vehicles, and are then presented as a snapshot queue length using the assumption that a light vehicle contributes 6m to a queue and a heavy vehicle 15m. These values can be updated by the user.

## Vehicle Length Assumptions (metres)

Lights	Heavies
6	15

## Additional Notes (Factors which may impact on survey results such as accidents, roadworks, special events)

Any shaded entries indicate where queues reach the extent of the camera view.







# Intelligent Data Collection Limited

## Loose Road Corridor Oct23

**Client:** Kent County Council  
**Project Number:** ID07237  
**Site Number:** Site 3  
**Date of Survey:** 10.10.2023  
**Junction Name:** A229 Loose Road / Cranborne Avenue / A274 Sutton Road  
**Survey Type:** Queue Length Survey

# Quality Assurance and Issue Record



## Quality Assurance

Revision	Rev A			
Date	27.10.2023			
Prepared by	Martin Kennedy			
Signature				
Checked by	Luke Martin			
Signature				
Project Director	Paul O'Neill			
Signature				
Project Number	ID07237			
File Ref	ID07237 Loose Road Corridor Oct23 - Queue Site 3 - 10.10.2023			

## Issue Record

Issued to	Date			
	30.10.2023			
Sarah Tutt	E-mail			

# Intelligent Data Collection Limited



**Client:** Kent County Council  
**Project Number:** ID07237  
**Site Number:** Site 3  
**Date of Survey:** 10.10.2023  
**Junction Name:** A229 Loose Road / Cranborne Avenue / A274 Sutton Road  
**Survey Type:** Queue Length Survey

X Coordinate	Y Coordinate	Google Maps Link
51.2575	0.531278	<a href="#">Click Here</a>
AM Peak Conditions	Inter-peak Conditions	PM Peak Conditions
Clear	Clear	Clear

## Junction Layout



## Queue Length Methodology

The maximum queue length, in vehicles, is reported by lane for each five-minute period.

These are segregated into 'light' and 'heavy' vehicles, and are then presented as a maximum queue length using the assumption that a light vehicle contributes 6m to a queue and a heavy vehicle 15m. These values can be updated by the user.

## Vehicle Length Assumptions (metres)

Lights	Heavies
6	15

## Additional Notes (Factors which may impact on survey results such as accidents, roadworks, special events)

Any shaded entries for Arms C and D indicate where queues reach the extent of the camera view.

Any shaded entries for Arm A indicate where queues reach back to the upstream junction (Site 1).

Footage is missing for Arm D from 07:00 to 07:23.





# Intelligent Data Collection Limited Loose Road Corridor Oct23

**Client:** Kent County Council  
**Project Number:** ID07237  
**Site Number:** Site 2  
**Date of Survey:** 10.10.2023  
**Junction Name:** A229 Loose Road / Plains Avenue  
**Survey Type:** Queue Length Survey

# Quality Assurance and Issue Record



## Quality Assurance

Revision	Rev A			
Date	27.10.2023			
Prepared by	Martin Kennedy			
Signature				
Checked by	Luke Martin			
Signature				
Project Director	Paul O'Neill			
Signature				
Project Number	ID07237			
File Ref	ID07237 Loose Road Corridor Oct23 - Queue Site 2 - 10.10.2023			

## Issue Record

Issued to	Date			
	30.10.2023			
Sarah Tutt	E-mail			



# Intelligent Data Collection Limited



**Client:** Kent County Council  
**Project Number:** ID07237  
**Site Number:** Site 2  
**Date of Survey:** 10.10.2023  
**Junction Name:** A229 Loose Road / Plains Avenue  
**Survey Type:** Queue Length Survey

X Coordinate	Y Coordinate	Google Maps Link
51.26025	0.53025	<a href="#">Click Here</a>
AM Peak Conditions	Inter-peak Conditions	PM Peak Conditions
Clear	Clear	Clear

## Junction Layout



## Queue Length Methodology

The maximum queue length, in vehicles, is reported by lane for each five-minute period.

These are segregated into 'light' and 'heavy' vehicles, and are then presented as a maximum queue length using the assumption that a light vehicle contributes 6m to a queue and a heavy vehicle 15m. These values can be updated by the user.

## Vehicle Length Assumptions (metres)

Lights	Heavies
6	15

## Additional Notes (Factors which may impact on survey results such as accidents, roadworks, special events)

Footage is missing from 07:00 to 07:05.



# Intelligent Data Collection Limited



Client: Kent County Council  
Project Number: I007237  
Site Number: Site 2  
Date of Survey: 10.10.2023  
Duration of Survey: A229 Loose Road / Plains Avenue  
Survey Type: Queue Length Survey

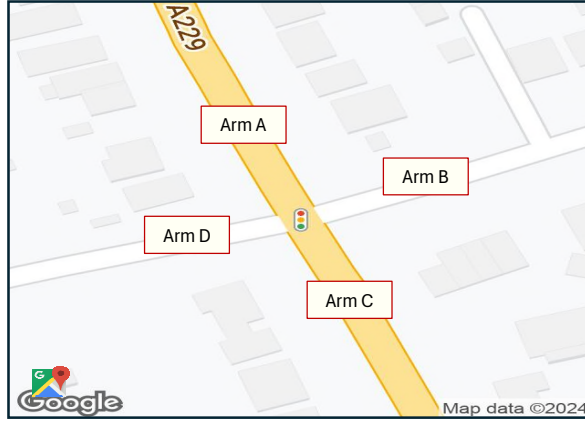
Time	Lane B1			Length (m)	Lane B2			Length (m)
	Lights	Heavies	Total		Lights	Heavies	Total	
07:00			0	0			0	0
07:05	1	0	1	6			0	6
07:10	2	0	2	12	1	0	1	6
07:15	2	0	2	12	2	0	2	12
07:20	3	0	3	18	1	0	1	6
07:25	1	0	1	6	3	0	3	18
07:30	3	0	3	18	1	0	1	6
07:35	2	0	2	12	1	0	1	6
07:40	3	0	3	18	1	0	1	6
07:45	7	0	7	42	6	0	6	36
07:50	2	0	2	12	3	0	3	18
07:55	4	0	4	24	3	0	3	18
08:00	1	0	1	6	2	0	2	12
08:05	7	0	7	42	5	0	5	30
08:10	7	0	7	42	7	0	7	42
08:15	7	0	7	42	0	0	0	0
08:20	7	0	7	42	1	0	1	6
08:25	4	0	4	24	2	0	2	12
08:30	6	0	6	36	4	0	4	24
08:35	7	0	7	42	8	0	8	48
08:40	1	0	1	6	2	0	2	12
08:45	2	0	2	12	1	0	1	6
08:50	3	0	3	18	2	0	2	12
08:55	4	0	4	24	2	0	2	12
09:00	5	0	5	30	3	0	3	18
09:05	1	0	1	6	1	0	1	6
09:10	1	0	1	6	1	0	1	6
09:15	3	0	3	18	1	0	1	6
09:20	1	0	1	6	1	0	1	6
09:25	3	0	3	18	1	0	1	6
09:30	3	0	3	18	1	0	1	6
09:35	1	0	1	6	1	0	1	6
09:40	1	0	1	6	1	0	1	6
09:45	1	0	1	6	1	0	1	6
09:50	2	0	2	12	4	0	4	24
09:55	1	0	1	6	1	0	1	6
10:00	1	0	1	6	1	0	1	6
10:05	1	0	1	6	1	0	1	6
10:10	1	0	1	6	1	0	1	6
10:15	2	0	2	12	0	0	0	0
10:20	2	0	2	12	2	0	2	12
10:25	1	0	1	6	1	0	1	6
10:30	1	0	1	6	1	0	1	6
10:35	0	0	0	0	1	0	1	6
10:40	1	0	1	6	1	0	1	6
10:45	2	0	2	12	1	0	1	6
10:50	2	0	2	12	1	0	1	6
10:55	2	0	2	12	1	0	1	6
11:00	2	0	2	12	3	0	3	18
11:05	2	0	2	12	1	0	1	6
11:10	3	0	3	18	1	0	1	6
11:15	1	0	1	6	1	0	1	6
11:20	1	0	1	6	2	0	2	12
11:25	1	0	1	6	1	0	1	6
11:30	1	0	1	6	2	0	2	12
11:35	2	0	2	12	1	0	1	6
11:40	4	0	4	24	1	0	1	6
11:45	2	0	2	12	1	0	1	6
11:50	2	0	2	12	1	0	1	6
11:55	1	0	1	6	0	0	0	0
12:00	2	0	2	12	1	0	1	6
12:05	0	0	0	0	1	0	1	6
12:10	1	0	1	6	1	0	1	6
12:15	1	0	1	6	1	0	1	6
12:20	3	0	3	18	2	0	2	12
12:25	3	0	3	18	0	0	0	0
12:30	2	0	2	12	2	0	2	12
12:35	1	0	1	6	1	0	1	6
12:40	3	0	3	18	1	0	1	6
12:45	0	0	0	0	1	0	1	6
12:50	1	0	1	6	1	0	1	6
12:55	2	0	2	12	1	0	1	6
13:00	3	0	3	18	2	0	2	12
13:05	1	1	2	21	2	0	2	12
13:10	3	0	3	18	0	0	0	0
13:15	2	0	2	12	1	0	1	6
13:20	4	0	4	24	0	0	0	0
13:25	1	0	1	6	2	0	2	12
13:30	1	0	1	6	1	0	1	6
13:35	0	0	0	0	1	0	1	6
13:40	0	0	0	0	2	0	2	12
13:45	3	0	3	18	0	0	0	0
13:50	1	0	1	6	0	0	0	0
13:55	1	0	1	6	1	0	1	6
14:00	2	0	2	12	0	0	0	0
14:05	3	0	3	18	1	0	1	6
14:10	0	0	0	0	1	0	1	6
14:15	1	0	1	6	2	0	2	12
14:20	1	0	1	6	1	0	1	6
14:25	1	0	1	6	2	0	2	12
14:30	3	0	3	18	1	0	1	6
14:35	3	0	3	18	2	0	2	12
14:40	1	0	1	6	2	0	2	12
14:45	4	0	4	24	0	0	0	0
14:50	1	0	1	6	2	0	2	12
14:55	1	0	1	6	0	0	0	0
15:00	1	0	1	6	1	0	1	6
15:05	1	0	1	6	2	0	2	12
15:10	1	0	1	6	1	0	1	6
15:15	3	0	3	18	0	0	0	0
15:20	2	0	2	12	1	0	1	6
15:25	3	0	3	18	0	0	0	0
15:30	3	0	3	18	6	0	6	36
15:35	1	0	1	6	2	0	2	12
15:40	3	0	3	18	2	0	2	12
15:45	2	0	2	12	4	0	4	24
15:50	1	0	1	6	1	0	1	6
15:55	3	0	3	18	1	0	1	6
16:00	3	0	3	18	1	0	1	6
16:05	6	0	6	36	1	0	1	6
16:10	2	0	2	12	3	0	3	18
16:15	2	0	2	12	2	0	2	12
16:20	4	0	4	24	2	0	2	12
16:25	2	0	2	12	2	0	2	12
16:30	3	0	3	18	1	0	1	6
16:35	1	0	1	6	3	0	3	18
16:40	2	0	2	12	2	0	2	12
16:45	3	0	3	18	1	0	1	6
16:50	1	0	1	6	0	0	0	0
16:55	2	0	2	12	2	0	2	12
17:00	1	0	1	6	2	0	2	12
17:05	1	0	1	6	1	0	1	6
17:10	4	0	4	24	3	0	3	18
17:15	2	0	2	12	1	0	1	6
17:20	1	0	1	6	1	0	1	6
17:25	3	0	3	18	2	0	2	12
17:30	2	0	2	12	3	0	3	18
17:35	1	0	1	6	1	0	1	6
17:40	0	0	0	0	2	0	2	12
17:45	1	0	1	6	1	0	1	6
17:50	1	0	1	6	5	0	5	30
17:55	3	0	3	18	5	0	5	30
18:00	2	0	2	12	1	0	1	6
18:05	7	0	7	42	1	0	1	6
18:10	1	0	1	6	1	0	1	6
18:15	1	0	1	6	1	0	1	6
18:20	1	0	1	6	2	0	2	12
18:25	3	0	3	18	2	0	2	12
18:30	3	0	3	18	2	0	2	12
18:35	2	0	2	12	1	0	1	6
18:40	3	0	3	18	1	0	1	6
18:45	1	0	1	6	1	0	1	6
18:50	2	0	2	12	1	0	1	6
18:55	3	0	3	18	1	0	1	6



**Loose Road, Maidstone - Manual Traffic and Queue Length Survey: Friday, 05 July 2024**

Produced by Streetwise Services Ltd.

**Junction: A - (North) A229 Loose Road / B - Park Way / C - (South) A229 Loose Road / D - Armstrong Road**



Matrix Totals: **Counts**

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

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

Show Peak Times: **No**

		Arm Destination				Total	% Total
		A	B	C	D		
Arm Origin	A	0	216	12044	645	12905	100.00%
	B	2	0	1101	1355	2458	100.00%
	C	9957	2156	1	1436	13550	100.00%
	D	194	1071	2213	0	3478	100.00%
Total		10153	3443	15359	3436		
% Total		100.00%	100.00%	100.00%	100.00%		

Classifications	Include
CAR	Yes
LGV	Yes
OGV1	Yes
OGV2	Yes
BUS	Yes
P/CYCLE	Yes
M/CYCLE	Yes



**Loose Road, Maidstone: Queue Length Survey - Friday, 05 July 2024**

Produced by Streetwise Services Ltd.

**Junction: A - (North) A229 Loose Road / B - Park Way / C - (South) A229 Loose Road / D - Armstrong Road**

Survey Period	A - (North) A229 Loose Road			B - Park Way		C - (South) A229 Loose Road		D - Armstrong Road	
	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	Lane 2
	MAX	MAX	MAX	MAX	MAX	MAX	MAX	MAX	MAX
07:00 - 07:05	11	11	0	3	3	20	5	1	9
07:05 - 07:10	11	13	2	8	4	22	3	1	16
07:10 - 07:15	8	10	3	3	8	22	4	1	6
07:15 - 07:20	13	14	0	4	5	23	7	3	5
07:20 - 07:25	14	14	1	1	3	23	4	2	2
07:25 - 07:30	13	10	3	4	5	23	13	4	5
07:30 - 07:35	14	11	1	3	6	24	14	3	8
07:35 - 07:40	11	12	3	3	8	23	7	6	6
07:40 - 07:45	13	12	2	3	6	23	10	3	7
07:45 - 07:50	10	10	2	7	7	24	9	4	7
07:50 - 07:55	14	10	2	3	8	23	6	5	7
07:55 - 08:00	15	8	2	4	8	24	10	7	13
08:00 - 08:05	8	11	3	9	12	26	14	7	13
08:05 - 08:10	9	9	4	2	10	26	9	4	7
08:10 - 08:15	10	13	2	4	14	22	8	3	15
08:15 - 08:20	12	13	1	8	7	24	12	8	12
08:20 - 08:25	9	13	4	3	6	25	10	8	13
08:25 - 08:30	16	16	5	7	7	24	3	4	9
08:30 - 08:35	13	9	3	4	3	24	9	9	11
08:35 - 08:40	11	11	10	3	11	22	9	9	21
08:40 - 08:45	14	17	1	3	11	23	5	3	13
08:45 - 08:50	15	13	3	3	19	24	10	4	22
08:50 - 08:55	13	12	3	3	18	23	7	6	20
08:55 - 09:00	12	11	4	3	16	24	11	13	21
09:00 - 09:05	12	8	6	3	8	24	18	9	22
09:05 - 09:10	14	11	0	7	8	24	12	8	19
09:10 - 09:15	14	8	2	1	7	22	7	8	14
09:15 - 09:20	17	10	1	3	2	23	9	4	7
09:20 - 09:25	18	11	4	1	4	23	9	2	8
09:25 - 09:30	13	13	2	5	7	25	10	4	5
09:30 - 09:35	12	10	2	2	7	25	7	6	8
09:35 - 09:40	15	8	3	2	2	24	15	3	8
09:40 - 09:45	16	14	1	4	5	23	12	4	3
09:45 - 09:50	15	9	4	1	6	25	12	1	8
09:50 - 09:55	18	12	2	3	6	23	9	7	10
09:55 - 10:00	12	11	3	4	5	24	10	6	10
10:00 - 10:05	11	11	4	3	4	22	6	4	5
10:05 - 10:10	12	13	4	2	3	22	13	2	4
10:10 - 10:15	15	8	3	3	5	21	9	6	4
10:15 - 10:20	13	12	2	2	3	21	6	3	1
10:20 - 10:25	16	14	2	3	6	21	5	3	7
10:25 - 10:30	11	8	2	1	5	21	8	2	6
10:30 - 10:35	11	9	4	3	3	20	20	3	11
10:35 - 10:40	11	8	2	3	4	22	11	2	2
10:40 - 10:45	9	10	4	3	5	21	12	3	7
10:45 - 10:50	17	11	3	3	6	22	2	3	6
10:50 - 10:55	15	13	3	4	4	22	19	3	5
10:55 - 11:00	14	11	4	2	3	21	16	2	6
11:00 - 11:05	14	12	5	6	4	22	12	3	8
11:05 - 11:10	15	12	3	3	7	23	11	4	8
11:10 - 11:15	15	13	1	2	8	22	9	5	11
11:15 - 11:20	11	12	3	5	3	21	13	1	5
11:20 - 11:25	11	7	5	4	5	22	7	3	5
11:25 - 11:30	10	13	2	4	8	21	8	5	6
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11:45 - 11:50	12	11	4	3	4	21	12	4	11

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12:10 - 12:15	12	14	2	5	2	22	7	4	11
12:15 - 12:20	15	14	1	5	2	22	7	4	5
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12:30 - 12:35	14	10	3	4	3	22	5	4	9
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14:10 - 14:15	18	20	3	6	4	24	8	6	8
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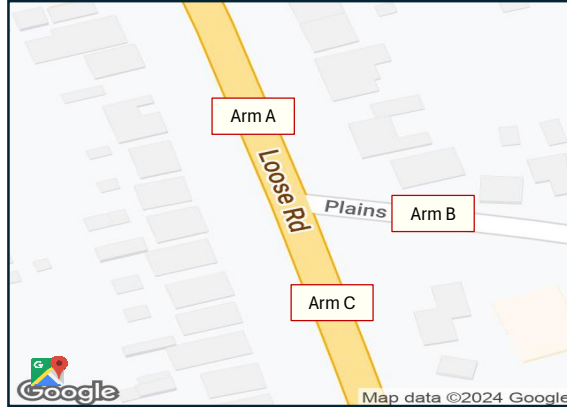
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18:20 - 18:25	17	14	4	4	4	24	13	3	12
18:25 - 18:30	13	17	4	5	6	24	12	1	5
18:30 - 18:35	18	17	7	5	2	22	7	5	10
18:35 - 18:40	15	14	8	6	6	22	7	2	9
18:40 - 18:45	16	12	6	3	8	21	6	2	7
18:45 - 18:50	16	19	4	2	9	23	12	1	10
18:50 - 18:55	15	10	4	2	10	22	12	5	7
18:55 - 19:00	18	19	2	2	3	24	6	3	5



## Loose Road, Maidstone - Manual Traffic and Queue Length Survey: Friday, 05 July 2024

Produced by Streetwise Services Ltd.

**Junction:** A - (North) A229 Loose Road / B - Plains Avenue / C - (South) A229 Loose Road



Matrix Totals: **Counts**

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

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

Show Peak Times: **No**

		Arm Destination			Total	% Total
		A	B	C		
Arm Origin	A	0	964	14455	15419	100.00%
	B	574	2	619	1195	100.00%
	C	12952	546	10	13508	100.00%
Total		13526	1512	15084		
% Total		100.00%	100.00%	100.00%		

Classifications	Include
CAR	Yes
LGV	Yes
OGV1	Yes
OGV2	Yes
BUS	Yes
P/CYCLE	Yes
M/CYCLE	Yes



**Loose Road, Maidstone: Queue Length Survey - Friday, 05 July 2024**

Produced by Streetwise Services Ltd.

**Junction: A - (North) A229 Loose Road / B - Plains Avenue / C - (South) A229 Loose Road**

Survey Period	A - (North) A229 Loose Road		B - Plains Avenue		C - (South) A229 Loose Road	
	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	Lane 2
	MAX	MAX	MAX	MAX	MAX	MAX
07:00 - 07:05	0	0	1	1	5	0
07:05 - 07:10	0	0	0	1	40	0
07:10 - 07:15	0	0	1	1	28	5
07:15 - 07:20	0	0	2	1	41	1
07:20 - 07:25	5	5	0	1	38	1
07:25 - 07:30	0	0	1	1	37	0
07:30 - 07:35	1	5	2	2	38	1
07:35 - 07:40	2	0	2	1	41	0
07:40 - 07:45	12	12	1	3	33	1
07:45 - 07:50	19	20	2	3	41	5
07:50 - 07:55	6	18	1	4	40	1
07:55 - 08:00	10	13	1	3	41	12
08:00 - 08:05	0	0	2	3	40	2
08:05 - 08:10	0	0	1	1	41	11
08:10 - 08:15	5	5	1	4	40	1
08:15 - 08:20	2	2	2	6	41	14
08:20 - 08:25	11	21	2	3	35	14
08:25 - 08:30	11	9	2	6	34	2
08:30 - 08:35	17	19	2	4	41	2
08:35 - 08:40	3	22	2	5	40	1
08:40 - 08:45	6	22	2	2	41	1
08:45 - 08:50	5	21	1	1	40	2
08:50 - 08:55	6	22	2	5	41	6
08:55 - 09:00	21	22	1	1	40	2
09:00 - 09:05	11	9	2	3	41	6
09:05 - 09:10	0	0	1	2	34	2
09:10 - 09:15	1	0	2	3	37	4
09:15 - 09:20	11	1	2	5	41	7
09:20 - 09:25	0	0	2	3	39	2
09:25 - 09:30	0	0	1	3	41	3
09:30 - 09:35	0	0	0	1	40	6
09:35 - 09:40	0	0	1	1	41	5
09:40 - 09:45	1	21	1	1	41	2
09:45 - 09:50	0	20	2	1	39	4
09:50 - 09:55	0	0	1	3	40	3
09:55 - 10:00	0	0	1	2	39	0
10:00 - 10:05	0	0	1	4	41	2
10:05 - 10:10	0	0	1	1	40	5
10:10 - 10:15	0	0	1	4	41	7

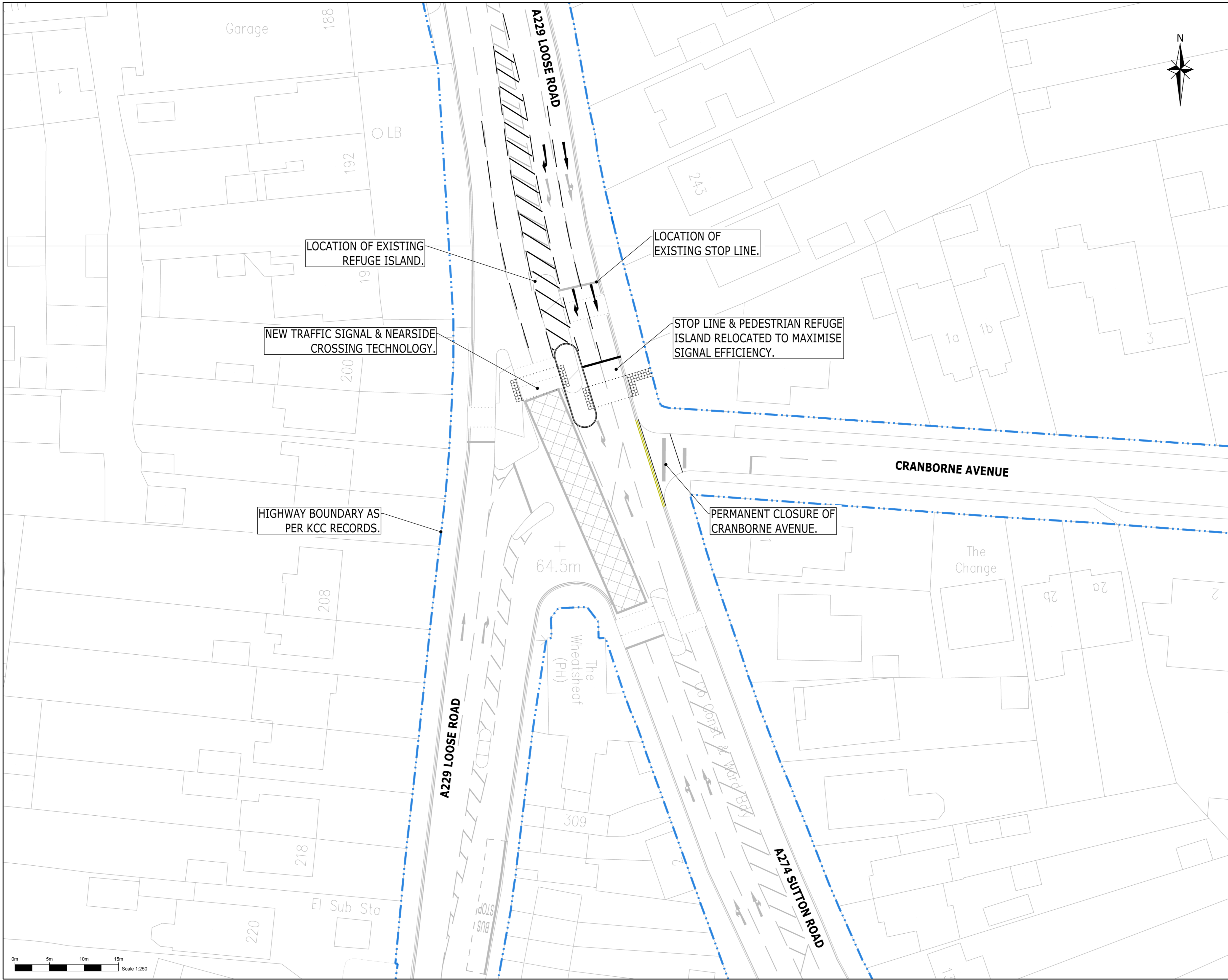
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10:25 - 10:30	4	0	1	3	41	0
10:30 - 10:35	8	0	1	11	41	4
10:35 - 10:40	16	9	1	9	40	3
10:40 - 10:45	0	0	1	4	41	0
10:45 - 10:50	10	20	1	4	39	4
10:50 - 10:55	0	0	1	3	41	3
10:55 - 11:00	3	2	1	4	39	2
11:00 - 11:05	21	20	0	0	40	5
11:05 - 11:10	1	0	2	1	41	0
11:10 - 11:15	5	0	1	10	40	4
11:15 - 11:20	0	0	1	4	41	2
11:20 - 11:25	5	4	2	1	40	5
11:25 - 11:30	0	0	2	1	39	4
11:30 - 11:35	1	0	2	2	41	0
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11:40 - 11:45	0	0	0	2	41	5
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11:50 - 11:55	0	0	2	2	40	0
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12:00 - 12:05	10	7	1	3	41	4
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12:10 - 12:15	0	16	2	3	42	6
12:15 - 12:20	0	0	2	1	43	2
12:20 - 12:25	0	4	1	1	42	3
12:25 - 12:30	6	2	2	3	43	3
12:30 - 12:35	0	0	2	5	41	4
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12:40 - 12:45	0	15	0	4	42	5
12:45 - 12:50	0	0	2	1	42	3
12:50 - 12:55	8	0	1	2	43	4
12:55 - 13:00	0	0	1	2	42	0
13:00 - 13:05	0	0	1	2	5	0
13:05 - 13:10	0	0	1	1	4	1
13:10 - 13:15	0	0	2	1	15	0
13:15 - 13:20	5	0	2	1	0	1
13:20 - 13:25	0	0	1	1	21	0
13:25 - 13:30	0	0	2	1	5	1
13:30 - 13:35	0	0	2	3	0	1
13:35 - 13:40	3	6	2	0	42	2
13:40 - 13:45	3	5	2	1	43	2
13:45 - 13:50	0	18	1	4	42	4
13:50 - 13:55	4	21	0	0	43	5
13:55 - 14:00	6	9	0	4	42	1
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14:05 - 14:10	3	0	1	2	39	3
14:10 - 14:15	0	0	0	2	40	5
14:15 - 14:20	2	0	1	2	41	7
14:20 - 14:25	0	0	3	4	40	5



14:25 - 14:30	1	5	2	1	39	4
14:30 - 14:35	0	0	2	2	38	7
14:35 - 14:40	0	0	2	6	40	4
14:40 - 14:45	0	18	2	1	41	1
14:45 - 14:50	2	21	0	2	39	0
14:50 - 14:55	15	22	2	2	40	4
14:55 - 15:00	7	21	2	3	41	1
15:00 - 15:05	14	21	2	4	38	2
15:05 - 15:10	20	21	1	2	21	3
15:10 - 15:15	15	22	2	1	19	2
15:15 - 15:20	6	21	1	1	22	3
15:20 - 15:25	19	20	2	5	40	4
15:25 - 15:30	19	22	2	5	41	6
15:30 - 15:35	2	21	1	12	39	7
15:35 - 15:40	9	0	2	3	40	7
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15:45 - 15:50	0	0	1	2	41	7
15:50 - 15:55	17	15	2	2	40	7
15:55 - 16:00	8	5	2	5	39	7
16:00 - 16:05	0	0	1	8	39	2
16:05 - 16:10	7	10	1	3	40	3
16:10 - 16:15	21	7	1	6	39	7
16:15 - 16:20	20	17	2	6	40	3
16:20 - 16:25	1	1	2	3	39	7
16:25 - 16:30	11	12	1	1	40	7
16:30 - 16:35	2	2	1	1	41	5
16:35 - 16:40	10	6	1	3	40	6
16:40 - 16:45	4	1	1	1	41	7
16:45 - 16:50	9	13	2	1	39	2
16:50 - 16:55	7	9	2	1	40	3
16:55 - 17:00	16	17	2	3	40	4
17:00 - 17:05	5	3	2	1	36	5
17:05 - 17:10	0	1	1	4	24	6
17:10 - 17:15	0	0	1	1	41	3
17:15 - 17:20	1	0	2	2	40	3
17:20 - 17:25	8	5	1	8	30	4
17:25 - 17:30	0	0	1	1	21	2
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17:50 - 17:55	4	13	2	3	44	4
17:55 - 18:00	0	6	1	1	44	7
18:00 - 18:05	0	0	1	3	44	8
18:05 - 18:10	2	14	1	1	44	4
18:10 - 18:15	21	13	3	2	43	5
18:15 - 18:20	0	0	1	2	44	8
18:20 - 18:25	0	0	1	1	44	7
18:25 - 18:30	0	0	0	2	44	5
18:30 - 18:35	o	6	1	1	40	4

18:35 - 18:40	o	0	1	1	39	5
18:40 - 18:45	o	7	2	2	44	6
18:45 - 18:50	0	2	0	0	44	5
18:50 - 18:55	0	0	0	1	44	3
18:55 - 19:00	1	3	1	1	44	4

## Appendix C Do Minimum Scheme



NOTES



LOCATION OF EXISTING REFUGE ISLAND.

LOCATION OF EXISTING STOP LINE.

NEW TRAFFIC SIGNAL & NEAR SIDE CROSSING TECHNOLOGY.

STOP LINE & PEDESTRIAN REFUGE ISLAND RELOCATED TO MAXIMISE SIGNAL EFFICIENCY.

HIGHWAY BOUNDARY AS PER KCC RECORDS.

PERMANENT CLOSURE OF CRANBORNE AVENUE.

B	Minor edits	DH	SW	SW	Oct 2024
A	Minor edits	DH	SW	SW	Sept 2024
Rev	Amendments	Dm	Chk	App	Date

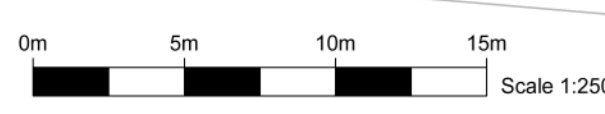
**Charles & Associates**

Landmark House  
Station Road  
Holk  
Hampshire  
RG27 9EA  
01256 430428

Issued by

Park Farm  
East Malling Trust Estate  
Bradborne Lane  
Aylesford  
Kent  
ME20 9NN  
01732 443120

Job Title		
Wheatsheaf Junction		
Drawing Title		
Proposed Do Minimum Scheme		
Client		
Kent County Council		
Scale	Date	Designed
1:250 @ A1	Aug 2024	DH
Drawn	Checked	Approved
DH	SW	DH
Job No	Drawing No	Rev
23-110	23-110/011	B



## Appendix D Do Maximum Scheme



DO NOT SCALE



LOCATION PLAN

NOTES:

- DO NOT SCALE THIS DRAWING.
- ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
- THIS DRAWING SHOULD BE PRINTED IN COLOUR.
- THIS DRAWING IS BASED ON TOPOGRAPHICAL SURVEY AND OS BASE DATA SUPPLIED BY KENT COUNTY COUNCIL.
- THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ALL RELEVANT SCHEME DRAWINGS AND SPECIFICATION.
- ALL WORKS TO BE CARRIED OUT IN ACCORDANCE WITH THE DEPARTMENT FOR TRANSPORT SPECIFICATION FOR HIGHWAY WORKS & SUPPLEMENTARY SPECIFICATION DOCUMENTS.
- ALL LEVELS SHOWN ARE IN METRES ABOVE ORDNANCE DATUM.
- ALL ROAD MARKINGS AND TRAFFIC SIGNS SHALL BE IN ACCORDANCE WITH THE TSRGD 2016.
- ALL PROPOSED KERBS TO TIE IN TO EXISTING KERB LINES AS REQUIRED.
- ANY DISCREPANCY WITH THE ORIGINAL SITE SURVEY MUST BE REPORTED IMMEDIATELY TO THE SITE ENGINEER OR KENT COUNCIL PROJECT MANAGER.
- ALL EXISTING ROAD MARKINGS TO BE RENEWED TO TIE IN WITH THE PROPOSED LAYOUT. REFER TO DRAWING 70043445-DD-033-1200-001 FOR DETAILS.
- PARKING RESTRICTIONS (YELLOW LINE ROAD MARKINGS) AT THE JUNCTION ARE TO BE MARKED IN CONSENT WITH KENT COUNTY COUNCIL.

PO1	09/09/2020	DS	REVISED LAYOUT	AB	MB
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS: S3 - FOR REVIEW

**wsp**

2 Lansdowne Rd, Craydon, CR9 2ER, UK  
T+ 44 (0) 208 263 2413  
wsp.com

CLIENT: Kent County Council  
1st Floor, Invicta House, Maidstone, ME14 1XX

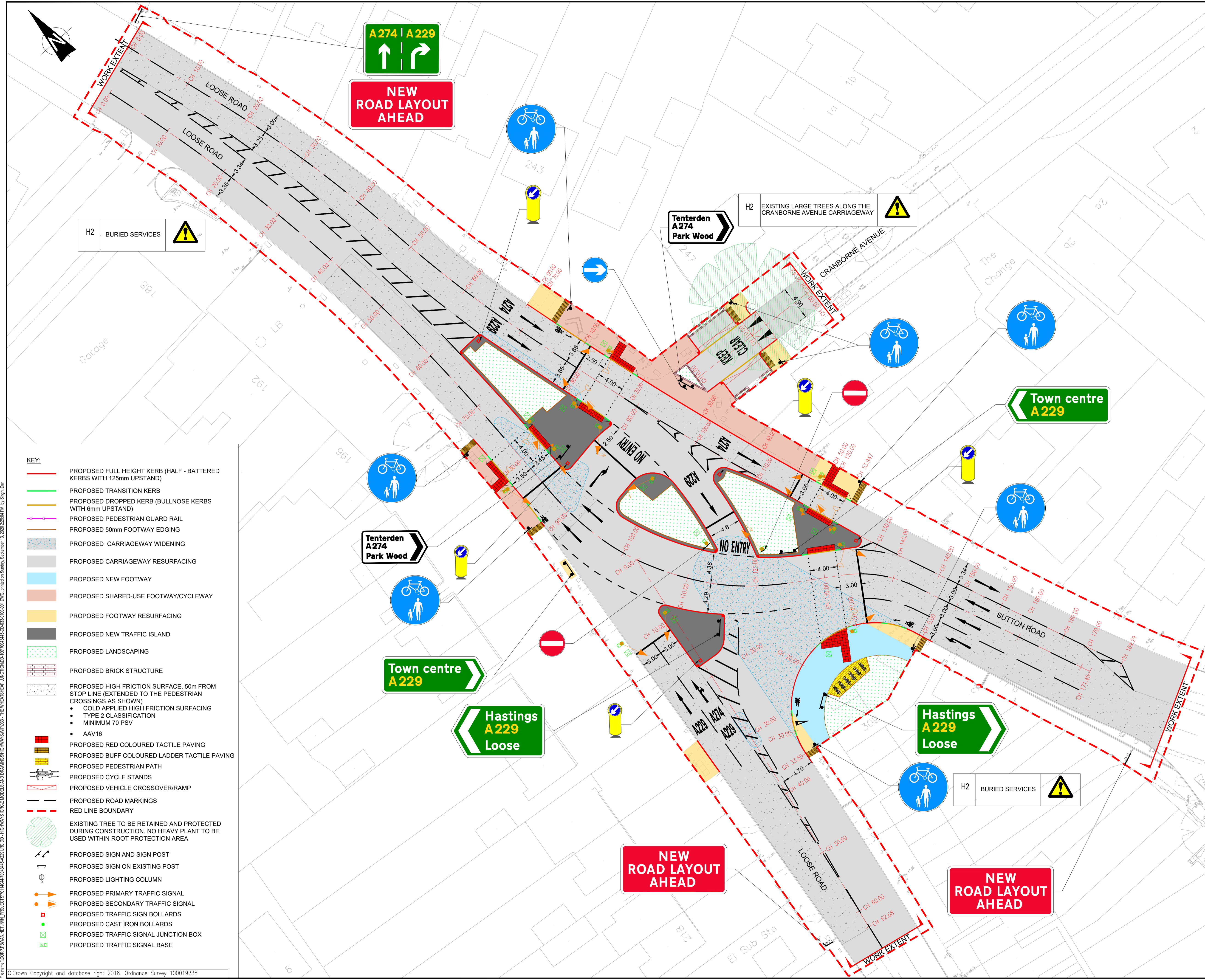
SITE PROJECT: A229 LOOSE ROAD CORRIDOR DETAILED DESIGN THE WHEATSHAEF JUNCTION

TITLE: GENERAL ARRANGEMENT

SCALE @ A1: 1:250	CHECKED: AB	APPROVED: MB
PROJECT NO: 70043445	DESIGNED: KK	DRAWN: DS
DATE: Sep-20		

DRAWING NO: 70043445-DD-033-0100-001

© WSP UK Ltd



- KEY:**
- PROPOSED FULL HEIGHT KERB (HALF - BATTERED KERBS WITH 125mm UPSTAND)
  - PROPOSED TRANSITION KERB
  - PROPOSED DROPPED KERB (BULLNOSE KERBS WITH 6mm UPSTAND)
  - PROPOSED PEDESTRIAN GUARD RAIL
  - PROPOSED 50mm FOOTWAY EDGING
  - PROPOSED CARRIAGEWAY WIDENING
  - PROPOSED CARRIAGEWAY RESURFACING
  - PROPOSED NEW FOOTWAY
  - PROPOSED SHARED-USE FOOTWAY/CYCLEWAY
  - PROPOSED FOOTWAY RESURFACING
  - PROPOSED NEW TRAFFIC ISLAND
  - PROPOSED LANDSCAPING
  - PROPOSED BRICK STRUCTURE
  - PROPOSED HIGH FRICTION SURFACE, 50m FROM STOP LINE (EXTENDED TO THE PEDESTRIAN CROSSINGS AS SHOWN)
    - COLD APPLIED HIGH FRICTION SURFACING
    - TYPE 2 CLASSIFICATION
    - MINIMUM 70 PSV
    - AAV16
  - PROPOSED RED COLOURED TACTILE PAVING
  - PROPOSED BUFF COLOURED LADDER TACTILE PAVING
  - PROPOSED PEDESTRIAN PATH
  - PROPOSED CYCLE STANDS
  - PROPOSED VEHICLE CROSSOVER/RAMP
  - PROPOSED ROAD MARKINGS
  - RED LINE BOUNDARY
  - EXISTING TREE TO BE RETAINED AND PROTECTED DURING CONSTRUCTION. NO HEAVY PLANT TO BE USED WITHIN ROOT PROTECTION AREA
  - PROPOSED SIGN AND SIGN POST
  - PROPOSED SIGN ON EXISTING POST
  - PROPOSED LIGHTING COLUMN
  - PROPOSED PRIMARY TRAFFIC SIGNAL
  - PROPOSED SECONDARY TRAFFIC SIGNAL
  - PROPOSED TRAFFIC SIGN BOLLARDS
  - PROPOSED CAST IRON BOLLARDS
  - PROPOSED TRAFFIC SIGNAL JUNCTION BOX
  - PROPOSED TRAFFIC SIGNAL BASE

File name: \CORP\PRIN\NET\NET\PROJECTS\70043445\A229 LOOSE ROAD CORRIDOR DETAILED DESIGN THE WHEATSHAEF JUNCTION\DD-033-0100-001.DWG, printed on: Sunday, September 13, 2020 2:28:04 PM, by: Sleigh, Dan

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