

APPENDICES

APPENDIX A. Local Policy Extracts

Marden Parish Council - Highways Improvement Plan Update 07/02/2023

Part A – Marden Parish Council Action Plan (Priorities)

HIGHWAY IMPROVEMENT PLAN – Stage 1				ACTION PLAN – Stage 2		
MPC ID	Priority	Location	Problem and suggested remedy	Cost Estimate	Funding Source	Action/Programme/Comments (Who/When)
HIP001	Completed	Pattenden Lane junction with Church Green	DYL installed at junction			COMPLETED – see back of document
HIP002	Completed	Sutton Forge	SYL installed at junction and full length of cul-de-sac			COMPLETED – see back of document
HIP003	Completed	Albion Road (Village Club/Tandoori to The Allens/ Roundel Way	SYL installed			COMPLETED – see back of document
HIP004	4	B2079 Maidstone Road – Footway Extension to Cemetery and Sports Club	Discontinuous pedestrian route between end of existing footway at Rhodes Close to cemetery and sports club with gaps requiring walking on the carriageway, sections not accessible by persons of restricted mobility and lengths unusable in poor weather See HIP 004 action plan	Refer to HIP004 action plan	Refer to HIP004 action plan	Refer to HIP004 action plan <i>JW to look at land ownership and report back Possible Developer scheme.</i>

Marden Parish Council - Highways Improvement Plan Update 07/02/2023

HIGHWAY IMPROVEMENT PLAN – Stage 1				ACTION PLAN – Stage 2		
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HIP005	1	B2079 from the top of Winchett Hill to 50 mph speed limit at Marden Beech	<p>Seven accidents recorded on Crashmap over the last five years plus two more recent accidents on 4th November 2019 and 11th December 2019. Other accidents have occurred although not reported.</p> <p>The road is heavily used by motorists, including HGV's, farm vehicles, cars and cyclists. Pedestrians also use the road as there is no footway.</p> <p>A 60 mph speed limit is in place from the Parish boundary to Marden Beech.</p> <p>There are a number of blind bends in the road as well as properties exiting onto this road.</p> <p>Speed is a contributory factor a 50 mph limit from the parish boundary to the existing 50mph limit would help mitigate the risks.</p> <p>The parallel road the B2162 has a 50 mph limit along much of its length and there is only one reported incident on Crash map.</p> <p>A safety assessment of this stretch of road would also indicate if any other action needs to be taken.</p>	£200 for speed survey Approx £3000 for TRO Approx £2000 for sign installation on site	TBC	<p>JW received data from GPS/tracking systems – majority of vehicles are travelling less than 50mph.</p> <p>JW will look into what can be done in regard to extending 50mph restrictions.</p> <p><u>Action:</u> TRO cost £3,000 approx Signage cost £2,000 approx</p> <p>MPC to speak with Goudhurst PC regarding extending restriction cross boundary</p> <p>MPC to speak with Eric Hotson regarding financing</p> <p>MPC to undertake an informal consultation prior to TRO</p>

Marden Parish Council - Highways Improvement Plan Update 07/02/2023

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HIP006	2	Church Green	<p>Bus stop currently located outside the Taj restaurant and adjacent to heavily used shops where cars are regularly parked. The bus has to double park at the bus stop, making it dangerous for passing traffic including motorists and cyclists.</p> <p>Move the bus stop further east onto Church Hill beyond the zebra crossing and appropriate bus clearway” signage/yellow boxes to be implemented.</p>			<p>JW emailed KCC Bus Stop Scheme on 17/7/20 to ascertain costs</p> <p><u>Action</u> JW would undertake an assessment of the area to see if moving the bus stop was safe to do so</p> <p>MPC to liaise with Southeastern / Network Rail regarding bus replacement signage</p> <p>20/7/20- JW emailed Bus Stop Team for advice on whether it is possible to relocate bus stop – awaiting response</p> <p>Bus Stop Team have advised that they would support the stop being moved, ideally keeping to close to the station. Have emailed them again to ask about funding for this.</p>

Marden Parish Council - Highways Improvement Plan Update 07/02/2023

HIGHWAY IMPROVEMENT PLAN – Stage 1				ACTION PLAN – Stage 2		
MPC ID	Priority	Location	Problem and suggested remedy	Cost Estimate	Funding Source	Action/Programme/Comments (Who/When)
HIP007	1 <i>(Priority 1 on KCC HIP form dated 10/11/22)</i>	B2079 south of Marden Primary School	<p>There are no parking restrictions on Goudhurst Road B2079 south of Marden Primary School. During the week cars are parked all day at this site and as there is very little evidence of parking here at weekends then it is safe to assume that it is commuter parking.</p> <p>The road is heavily used by all forms of transport with a notable increase in HGV's over the last few years. The road is not wide enough for parked cars and 2-way traffic and this becomes particularly difficult when HGV's have nowhere to pull in if they meet an oncoming vehicle. There have been occasions when HGV's have been seen to mount the footway on the west side when an oncoming vehicle approaches. This is particularly concerning as the footway is now heavily used by residents from the new Highwood Green estate. See HIP 008</p> <p>Additionally, at School drop off and pick up time Goudhurst Road is very heavily congested and the all-day parking prevents parents from using this part of the road to drop off/pick up children.</p> <p>Extending the single yellow line restriction to village boundary on both sides of the road would help to mitigate both of these problems.</p>	Approx £3000 for TRO plus lining and signing on site	TBC	<p>TRO required at a cost of approx. £3,000 to extend SYL</p> <p><u>Action</u> MPC to plot on a map the extent of SYL and send to JW Informal consultation would need to be undertaken by MPC followed by TRO</p> <p>This was one of the identified actions in the Marden Parish Council Parking Survey March 2018 but did not progress due to other higher priority changes that were needed at the time.</p> <p>20/7/20 – Parish Council to provide exact extents and KCC to produce a plan so that the Parish Council can carry out an informal consultation with affected residents and school etc. Timeplate 9.30 to 10.00</p> <p>1/2/22 - Extents to be south of zebra crossing to Admirals Way (both sides) – Plan to be sent to PC to carry out informal consultation first.</p> <p>(Speak to CMV re DYL's in Admirals Way)</p> <p>11/10/22 – Added as Priority 1 on Kent Highways document</p>

Marden Parish Council - Highways Improvement Plan Update 07/02/2023

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HIP007 (contd)	1 <i>(Priority 1 on KCC HIP form dated 10/11/22)</i>	B2079 south of Marden Primary School		Approx £3,000 for TRO plus £1,000 lining and signing on site	TBC	<p>5/12/22 – Meeting held with Kent Highways Officers: Q: If the parking is commuters, where are they likely to park when accessing the train station and where will parents park for the school? Any lining will also restrict this.</p> <p>Any reduction in parked cars will likely lead to increased speeds</p> <p>Q: Are householders in support of this? PC asked to carry out an informal consultation and submit photos of parked cars.</p> <p>Kent Highways in contact with developers (Dev02a) regarding DYLS/TROs being installed.</p>

Marden Parish Council - Highways Improvement Plan Update 07/02/2023

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HIP008	3	B2079 Goudhurst Road – Western Footway between School House and Maple Lodge	Varying width of footway, with some parts very narrow and difficult for wheelchair and pushchair users due to overhanging vegetation and other lengths having impediments such as a street lighting column and a telephone pole See HIP 008	£4000	MPC	Refer to HIP008 action plan <u>Action</u> JW/MPC(?) to write to residents requesting hedges are cut back JW to view Kent Highways maps to ascertain highway boundary 20/7/20 – Plan sent to PC showing what is considered to be publicly maintainable highway 1/2/22 – Verge and footway – Verge could be taken out and tarmacked. Approx. £40 to £50 per Lin.m – Approx. £4000 to carry out works

Marden Parish Council - Highways Improvement Plan Update 07/02/2023

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HIP009	1 <i>(Priority 2 on KCC HIP form dated 10/11/22 – jointly with HIP010)</i>	South end of Pattenden Lane near junction with B2079	<p>The road junction is very wide and dangerous for pedestrians as there is nowhere to escape to when a vehicle approaches. At certain times of day when there are few vehicles parked in Church Green vehicles passing through that area to turn into Pattenden Lane often travel at speed and there is no safe place for a pedestrian due to the width of the road if they are in the middle of crossing at the time.</p> <p>Many people daily cross at this point to and from the Primary School, Children's Centre, Pre School Play Group, Train Station. There are now many more properties to the south of this junction, since Highwood Green was built, whose residents regularly walk to and from Marden Station.</p> <p>In addition, pedestrians walk their children to school, pre-school etc on this side of the road and whilst they may be encouraged to use the opposite footway there is no guarantee they will so this will not reduce the risk.</p> <p>One option would be a pedestrian refuge island that would help alleviate the danger, but we want to work with KCC to identify the best solution</p>		TBC	<p>Kent Highways could undertake a feasibility study at a cost of £3,000 or a free desktop study. MPC requested a desktop study in the first instance</p> <p>20/7/20 – KCC to carry out desktop study to look at request for pedestrian island or other options to assist pedestrians at this junction</p> <p>20/4/21 MPC discussed with JW who would give us an estimate for a preliminary design & survey</p> <p>29/6/21 MPC identified that there are no dropped kerbs at this junction. JW to be notified that this should be added to the design.</p> <p>1/2/22 – Swept paths would make a traffic island difficult to manoeuvre – Will look at possibly extending the footpath outside the hairdressers. KCC to look at on site and provide preliminary costings to PC</p> <p>11/10/22 – Added as Priority 2 on Kent Highways document (in conjunction with HIP010)</p>

Marden Parish Council - Highways Improvement Plan Update 07/02/2023

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HIP009 (contd)	1 <i>(Priority 2 on KCC HIP form dated 10/11/22 – jointly with HIP010)</i>	South end of Pattenden Lane near junction with B2079		Cost of investigation / design approx. £1,000.	TBC	<p>5/12/22 – Meeting held with Kent Highways Officers:</p> <p>More clarity is required as to the reasons why HGVs are turning in Sovereigns Way.</p> <p>May be a costly scheme – does MPC have any funding towards this? Kent Highways can get a design and rough quote put together but may require extra funding from KCC Member if investigations prove this feasible.</p> <p>Kent Highways will provide rough costings of installing an island in the centre of the junction / another option is to look at the possibility of widening the kerb outside Little Eden.</p> <p>Request to improve the height restriction signage has been raised.</p>

Marden Parish Council - Highways Improvement Plan Update 07/02/2023

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HIP010	1 <i>(Priority 2 on KCC HIP form dated 10/11/22 – jointly with HIP009)</i>	Sovereigns Way and South end of Pattenden Lane at railway bridge	<p>There is a height restriction on the bridge. If an HGV has ignored the height restriction signs on B2079 and turns into Pattenden Lane they have to reverse into Sovereigns Way to turn round. This is causing residents to have safety concerns as the lorries often mount the footway. The footway is also breaking up as a result.</p> <p>KCC to work with Network Rail using the guidance in the 'Prevention of Strikes on Bridges over Highways – A Protocol for Highway Managers & Bridge Owners', published by Network Rail on behalf of the Bridge Strike Prevention Group</p> <p>Review signage especially in Maidstone Road (Underlyn Lane junction)</p>			<p>JW to review the document and liaise with Network Rail</p> <p>11/10/22 – Added as Priority 2 on Kent Highways document (in conjunction with HIP009)</p> <p>5/12/22 – Meeting held with Kent Highways Officers: See comments on HIP009</p>
HIP011	Completed	High Street junction with Albion Road (by Farm Shop)	SYL installed			COMPLETED – see back of document
HIP012	Completed	B2079 north of the railway line – bend at entrance to village	Safety measures installed			COMPLETED – see back of document

Marden Parish Council - Highways Improvement Plan Update 07/02/2023

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HIP013	2	B2079 Goudhurst Road – Beech Bridge Cottages to south of Roughlands Lane	Narrow carriageway between Beech Bridge Cottages to south of junction with Roughlands Lane resulting in kerb / verge damage from vehicular over-running See HIP013 action plan	Approx. £25,000	Marden PC	JW to review area and investigate boundary/grass verge ownership 20/7/20 – checked crashes and no personal recorded injuries over the last 3-year period to 31/12/19. Sent PC plan showing what is considered to be publicly maintained highway. There are road narrow warning signs already in place either side of bridge 1/2/22 – discussed at parish meeting – Approximate cost would be £25,000
HIP014	2	Howland Road – bend by Rose and Crown Cottages	A dangerous and blind bend where parking is permitted and there is no proper footway. Previous suggested improvements have been rejected but with the increasing amount of traffic using this road a scheme to protect pedestrian safety is needed. KCC to survey and identify potential solutions		TBC	JW would arrange for a desktop study to be undertaken 20/7/20 – KCC to carry out desktop study to see what measures can be implemented 20/4/21 Advised JW that we would like a meeting post election on site with C Cllr & residents to look at options 24/6/21 Asked Lottie Parfitt-Reid to liaise with Highways Manager re meeting

Marden Parish Council - Highways Improvement Plan Update 07/02/2023

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HIP015	Combined with HIP016	Pattenden Lane – north of railway line to entrance to the Guardian Business Estate				COMBINED WITH HIP016
HIP016 (combined with HIP015)	1	Pattenden Lane – north of railway line to entrance to Wheelbarrow Estate	<p>Severe problems with on road parking and on pavement parking. Dangerous for pedestrians and those with mobility needs/young children and cyclists</p> <p>Parking restrictions needed</p>			<p>JW would visit site and request MPC to undertake an informal consultation prior to TRO being raised.</p> <p>Kent Highways had already raised this issue with JW</p> <p>20/7/20 – Assessment to be carried out for waiting restrictions.</p> <p>1/2/22 KCC to pursue DYL MPC to take up illegal parking issues with MBC</p> <p>1/3/22 JW has sent MPC a DYL plan for review</p> <p>14/6/22 MPC sent letter to all businesses and residences in Pattenden Lane re DYL proposal. As a result MPC recommend SYL with restriction 9.00-5.00</p> <p>18/10/22 – TRO being submitted as a collective by Kent Highways</p> <p>7/2/23 – Awaiting outcome of TRO</p>

Marden Parish Council - Highways Improvement Plan Update 07/02/2023

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HIP017	4	Pattenden Lane – Footway Extension to 30 mph Limit	Existing footways along Pattenden Lane stop approx. halfway between railway bridge and end of 30 mph limit, leaving pedestrians to walk mostly along busy carriageway or trespass on Wheelbarrow Park Estate forecourt on western side (with deep ditch on eastern side) See HIP017 action plan	Refer to HIP017 action plan	Refer to HIP017 action plan	JW unsure ownership and cost of putting in a footway. 20/7/20 – Plan sent to PC showing extend of publicly maintained highway.
HIP018	Completed	Thorn Road bend (entrance to village)	Village gateway installed			COMPLETED – see back of document
HIP019	Completed	Sutton Court – Parking Issues				CLOSED – parking area belongs to Golding Homes - problem has resolved itself
HIP020	4	Oak Tree Close	No current parking restrictions difficult for emergency vehicles and refuse lorries to access, and although fully used there is no room for additional parking spaces and it is also unclear whether problems are caused by residents' vehicles of Oak Tree Close or surrounding properties or those seeking to avoid station car parking charges SYL to alleviate all day parking and allow access to emergency vehicles and refuse vehicles.			JW reported Kent Highways not responsible for this area but would view maps and report back ownership to MPC 20/7/20 – Plan sent to pc showing publicly maintained highway

Marden Parish Council - Highways Improvement Plan Update 07/02/2023

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HIP021	3	Various – Pedestrian Crossings for Inclusive Mobility	Some pedestrian crossings in the village centre lack dropped kerbs for those using wheelchairs, pushchairs, etc. and many others lack tactile paving for the visually impaired See HIP021 action plan	Refer to HIP021 action plan	KCC/CMG/MPC	<p>MPC to undertake a survey of possible sites Cost - £1,200 per pair of dropped kerbs</p> <p>20/7/20 – PC to provide locations – KCC to possibly fund 1 or 2 locations this financial year</p> <p>29/6/21 MPC identify locations & priorities</p> <ol style="list-style-type: none"> 1. Goudhurst Road, entrance to Marden Primary School 2. Haffenden Close/Church Hill junction 3. High Street – at entrance to The Old Market 4. Chantry Road/Lime close junction 5. Chantry Road by the bungalows <p>1/2/22. KCC to survey kerbs. Approx cost £1000 per pair. KCC maybe able to deliver 1 pair in next financial year</p> <p>1/3/22 KCC marked up Goudhurst Road entrance to MPS for work</p>

Marden Parish Council - Highways Improvement Plan Update 07/02/2023

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HIP022	4	Howland Road – Footway Extension to Bridgehurst Corner	Existing footway only on southern side beyond Ramsden Way, leaving pedestrians to walk along carriageway near blind bend from Poachers Keep to Footpath KM274 (for Sports Club, etc.) See HIP022 action plan	HIP022 action plan	HIP022 action plan	JW to investigate ownership of verge and report back to MPC 20/7/20 – Plan sent to pc showing extent of publicly maintained highway
HIP023	2	Finger posts	Refurbish 3 x cast iron finger posts and new wooden finger post at Goudhurst Road/Sheephurst Lane junction			August 2022 – 3 x cast iron signs in progress of being refurbished / new wooden post made and installed
HIP 024	3	Plain road/Thorn Road junction	Visibility very poor when turning right from Albion Road into Thorn Road. No pedestrian footway here. Options <ol style="list-style-type: none"> 1. Make one way round the island. However, unlikely to be suitable for large vehicles e.g. combine harvester 2. Remove island to make into conventional junction. Likely to be unpopular with residents 3. Consider pedestrian signage 			


Marden Parish Council - Highways Improvement Plan Update 07/02/2023

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HIP025	1 <i>(Priority 4 on KCC HIP form dated 10/11/22)</i>	Albion Road/Stanley Road junction	Double Yellow Lines due to poor visibility from parked cars when exiting Stanley Road. DYL at either side of junction with Stanley Road/Albion Road to junction with Seymour Drive			<p>11/10/22 – Added as Priority 4 on Kent Highways document</p> <p>5/12/22 – Meeting held with Kent Highways Officers:</p> <p>KCC will only support DYL corner protection where it could lead to an increase in safety, there are no recorded accidents at this location. It appears that several of the nearby properties do not have driveways.</p> <p>Q: Has an informal consultation been carried out to gauge support for this? What is the public support like?</p> <p>MPC to carry out an informal consultation with neighbouring properties. Any photos and evidence of the problem will be beneficial too.</p>

Marden Parish Council - Highways Improvement Plan Update 07/02/2023

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HIP026	1 <i>(Priority 3 on KCC HIP form dated 10/11/22)</i>	Maidstone Road/High Street junction	Bell bollards opposite side of Maidstone Road to Cornerways to protect pedestrians and properties especially from HGV's (approx. 4 per hour through this junction)			<p>11/10/22 – Added as Priority 3 on Kent Highways document</p> <p>5/12/22 – Meeting held with Kent Highways Officers:</p> <p>Q: Where exactly is the damage occurring? Where is the conflict between pedestrians and vehicles? Can MPC provide photos of the damage to properties and kerbs?</p> <p>Kent Highways no longer installed bell bollards as they can provide extra risks to pedestrians and vehicles.</p> <p>Kent Highways investigating the installation of normal bollards on the footway – MPC may be liable for maintenance costs.</p>
HIP027	3	High Street – outside White Lyon House	Continuation of footway outside White Lyon House to junction with Old Market for pedestrian safety			

Marden Parish Council - Highways Improvement Plan Update 07/02/2023

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HIP028	4	Park Road – junction with Pagehurst Road	Restore character of junction. 1. Install new wooden finger post / tidy area; or 2. As 1 above but with new road layout (triangle)			Operations Team to assess
HIP029	2	Hunton Road, Chainhurst	Resident requested gateways at each entrance to Chainhurst			
HIP030	1 <i>(Priority 5 on KCC HIP form dated 10/11/22)</i>	B2079 Maidstone Road near 30mph sign	Install gateway at entrance to village			 <p>Not enough room on these verges (a minimum of 1.5m is needed for a gateway. If MPC wish to pursue Kent Highways could investigate the location by the village sign round the bend in Maidstone Road.</p> <p>Kent Highways Definition Team are investigating the highway boundary to the right of the above image.</p>

Marden Parish Council - Highways Improvement Plan Update 07/02/2023

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MPC ID	Priority	Location	Problem and suggested remedy	Cost Estimate	Funding Source	Action/Programme/Comments (Who/When)
HIP031	2	Stanley Road	Resident requested DYL on either side of Stanley Road between junctions of South Road and Albion Road			

Marden Parish Council - Highways Improvement Plan Update 07/02/2023

Part B – Outstanding Planning Obligations

HIGHWAY IMPROVEMENT PLAN – Stage 1				ACTION PLAN – Stage 2		
MPC ID	Priority	Location	Problem and suggested remedy	Cost Estimate	Funding Source	Action/Programme/Comments (Who/When)
Dev01a		Highwood Green (Planning condition of MA/13/0115 & MA/13/1872)	Enhancement of 30mph gateway feature on Goudhurst Road		Developer (Redrow)	Status?
Dev02a		The Parsonage (Planning condition of MA/13/0693 & 15/510440/OUT)	Endeavour to provide parking restrictions along Goudhurst Road to the vicinity of the site access (TRO to be processed and implemented at the developer's cost)		Developer (Redrow)	Status?
Dev02b			Enhancement of 30mph gateway feature on northbound approach to the village on Goudhurst Road		Developer (Redrow)	See Dev01a
Dev02g			Sustainable measures based travel statement		Developer (Redrow)	Status?
Dev03a		Windsor Meadow (Planning Condition of MA/13/1585)	Measures to improve the bus waiting area in Plain Road		Developer (Millwood)	Status?
Dev04a		Appledown Grange (Planning Condition of MA/13/1291)	Extension to the footway on the northside of Howland Road outside "Walnut Tree Cottage" with parking restrictions		Developer (Jones Homes)	Status?

Marden Parish Council - Highways Improvement Plan Update 07/02/2023

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Dev04b			Dropped kerb crossings each side of the approved access; dropped kerb crossings each side of Howland Road in the vicinity of the proposed new site access; dropped kerb crossings each side of Howland Road in the vicinity of “Walnut Tree Cottage”		Developer (Jones Homes)	Status?
Dev04c			Enhancement to the 30mph speed limit gateway treatment on Howland Road at the east end of the site by the provision of red road surfacing, road roundels and dragons teeth road markings		Developer (Jones Homes)	Status?
Dev04d			Sustainable travel statement		Developer (Jones Homes)	Status?
Dev05e		Russet Grove (Planning Condition of 13/1928)	Road safety audit		Developer (Countryside)	Status?
Dev05f			Sustainable Travel Measures Action Plan		Developer (Countryside)	Status?

Marden Parish Council - Highways Improvement Plan Update 07/02/2023

Part C – Completed Schemes

HIGHWAY IMPROVEMENT PLAN – Stage 1				ACTION PLAN – Stage 2		
MPC ID	Priority	Location	Problem and suggested remedy	Cost Estimate	Funding Source	Action/Programme/Comments (Who/When)
HIP001		Pattenden Lane junction with Church Green/West End (a) West side from just before junction with West End to Sovereigns Way entrance and into Sovereigns Way entrance (b) East side from junction with Church Green to 2 Coronation Villas	Parked cars and dangerous junction: double yellows lines (distance to be discussed)	HIP001, 002 & 003 £2000	HIP001, 002 & 003 County Councillor Eric Hotson	Part (a) completed November 2019 Part (b) not proceeding due to number of objections
HIP002		Sutton Forge (complete cul-de-sac)	Parked cars/commuter parking: Single yellow lines (restriction times to be confirmed with MBC)	As above	As above	Completed November 2019
HIP003		Albion Road (Village Club/Tandoori to The Allens/Roundel Way)	Parked cars/commuter parking: single yellow lines (restriction times to be confirmed with MBC) Double yellow lines junction Sutton Forge/Albion Road, both sides	As above	As above	Completed November 2019

Marden Parish Council - Highways Improvement Plan Update 07/02/2023

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HIP011		High Street, junction of Albion Road by the Farm Shop	<p>The entrance to Albion Road from the High Street is very wide and well used by people visiting the Farm Shop. Due to the new development in Albion Road and Windsor Meadow there is a lot more traffic, including HGV's using this road.</p> <p>There is also a lot of traffic movement here as the Farm shop is on an island and used by vehicles turning round.</p> <p>Crossing the road becomes hazardous and a pedestrian island will help with pedestrian safety.</p> <p>When a temporary island was installed at this junction for utility works there were no pedestrian or traffic issues as a result, therefore a solution would be a pedestrian island in centre of Albion Road/High Street junction</p>		KCC	<p>Kent Highways could undertake a feasibility study at a cost of £3,000 or a free desktop study. MPC requested a desktop study in the first instance 20/7/20 – KCC to carry out desktop study to look at possibility of installing a pedestrian island</p> <p>20/4/21 JW to give MPC an estimate for a crossing point design & survey</p> <p>1/2/22 – <i>Jen and Gary to carry out site visit also check double yellow lines from Albion Road to shops</i></p> <p>1/3/22 Jen & Gary checked junction and not possible due to impact on large vehicles</p> <p>Confirm that DYL will be extended 10m beyond junction</p> <p>1/6/22 Completed</p>
HIP012		B2079 north of the railway line bend at entrance to village COMPLETED	<p>A dangerous and fast bend. A safety assessment needs to be carried out to identify mitigation</p> <p>We are concerned that the measures implemented are not effective and request a completion monitoring report</p>		KCC	<p>KCC works completed June 2020 Ref drawing number 2021-SWKS-MA-1226-11/01 <i>No traffic survey was undertaken prior to work carried out therefore nothing to compare.</i> <i>Agreed to close this item</i> Work completed – no further action required</p>

Marden Parish Council - Highways Improvement Plan Update 07/02/2023

HIGHWAY IMPROVEMENT PLAN – Stage 1				ACTION PLAN – Stage 2		
MPC ID	Priority	Location	Problem and suggested remedy	Cost Estimate	Funding Source	Action/Programme/Comments (Who/When)
HIP015		Pattenden Lane – north of railway line opposite the entrance to the Guardian estate	Vehicles/vans/lorries needing to access business roadways on the east side of Pattenden Lane are mounting the corner kerb and breaking up the surface which then floods in heavy rainfall due to vehicles being parked on opposite side of the road. Double yellow lines on Pattenden Lane opposite the Guardian estate would prevent the problem.			SEE HIP 016
HIP018		Thorn Road, bend close to 30 mph sign at entrance to village	Bend close to 30mph sign at entrance to village. Notorious spot for vehicles to come off the road into the ditch, at least 5 (21/10/18; 3/12/19; 23/12/19; 2 others no date given) reported to MPC potentially due to speed of vehicles. The road is increasingly busy and is one of the main entrances to the village. The provision of gateway, red road surfacing, road roundels and dragons teeth road markings is needed	£3000	TBC	<i>JW to visit site and price up gateway features. Red road surfacing may not be possible at the current time due to work involved.</i> 20/7/20 – Possibly could be funded by KCC small works budget Site visit to be carried out to measure up and design 29/6/21 <i>JW advises location for gateway. MPC contacts resident who objects because the location impairs their site line. MPC to ask JW to locate further along the road next to the 30mph sign.</i> 16/9/21 – Works Order raised for gateway to be installed WORKS COMPLETE

Marden Parish Council - Highways Improvement Plan Update 07/02/2023

HIGHWAY IMPROVEMENT PLAN – Stage 1				ACTION PLAN – Stage 2		
MPC ID	Priority	Location	Problem and suggested remedy	Cost Estimate	Funding Source	Action/Programme/Comments (Who/When)
HIP019		Sutton Court – Parking Issues	No current parking restrictions difficult for emergency vehicles and refuse lorries to access, and although fully used there is no room for additional parking spaces (and it is also unclear whether problems are caused by residents' vehicles or those seeking to avoid station car parking charges) See HIP019 action plan			CLOSED

Part D – Completed Planning Obligations

HIGHWAY IMPROVEMENT PLAN – Stage 1				ACTION PLAN – Stage 2		
MPC ID	Priority	Location	Problem and suggested remedy	Cost Estimate	Funding Source	Action/Programme/Comments (Who/When)
Dev01b		Highwood Green (Planning condition of MA/13/0115 & MA/13/1872)	Footpath on west side of Goudhurst Road leading northwards from the site to the point where the existing footpath ceases		Developer (Redrow)	Completed
Dev01c			Provision of interactive speed indicator device (SID) on the northbound approach to the site in Goudhurst Road		Developer (Redrow)	Mobile SID currently on order to be placed at locations in Goudhurst Road, Howland Road and Thorn Road COMPLETED
Dev01d			Provision of two bus stops, one on the west side and one on the east side of Goudhurst Road, a bus shelter on western side of Goudhurst Road and passenger information serving both bus stops		Developer (Redrow)	Completed

Marden Parish Council - Highways Improvement Plan Update 07/02/2023

HIGHWAY IMPROVEMENT PLAN – Stage 1				ACTION PLAN – Stage 2		
MPC ID	Priority	Location	Problem and suggested remedy	Cost Estimate	Funding Source	Action/Programme/Comments (Who/When)
Dev01e			Submission of residential travel plan		Developer (Redrow)	Completed
Dev02c		<i>The Parsonage (Planning condition of MA/13/0693 & 15/510440/OUT)</i>	Provision of interactive speed indicator device (SID) on the northbound approach to the site in Goudhurst Road		Developer (Redrow)	See Dev01c
Dev02d			<i>Upgrading/refurbishment of the existing zebra crossing on Goudhurst Road</i>			<i>Condition removed</i>
Dev02e			<i>Pedestrian/cycle links between site, Chantry Road, Maynards and Roundel Way</i>			<i>Condition removed</i>
Dev02f			Pedestrian crossing on Church Green close to its junction with the access to Marden Station		Developer (Redrow)	Completed
Dev02h			Cycle parking at the railway station, library and outside post office		Developer (Redrow)	Covered by S106 agreement
Dev03b		Windsor Meadow (Planning Condition of MA/13/1585)	Bus improvements within the High Street to provide raised bus boarders		Developer (Millwood)	Completed
Dev03c			Upgrading/refurbishment of the existing zebra crossing on Goudhurst Road		Developer (Millwood)	Completed – refurbishment only
Dev03d			Provision of new pedestrian crossing on Church Green close to its junction with the access to Marden Station		Developer (Millwood)	Completed

Marden Parish Council - Highways Improvement Plan Update 07/02/2023

HIGHWAY IMPROVEMENT PLAN – Stage 1				ACTION PLAN – Stage 2		
MPC ID	Priority	Location	Problem and suggested remedy	Cost Estimate	Funding Source	Action/Programme/Comments (Who/When)
Dev03e			Extension of the 30mph speed limit on Albion Road to include the junction of Plain Road and to extend into Plain Road past the proposed site access		Developer (Millwood)	Completed – extended along Thorn Road to corner at Cannon Farm and along the length of Plain road
Dev03f			Submission of a sustainable travel statement		Developer (Millwood)	Completed
Dev05a		<i>Russet Grove (Planning Condition of 13/1928)</i>	<i>Dropped kerb crossings to the north and south of the junction with Albion Road and Stanley Road and to each side of the proposed accesses to the site in Albion Road</i>		<i>Developer (Countryside)</i>	<i>Superseded by application 17/504754</i>
Dev05b			The upgrading of the existing zebra crossing in Goudhurst Road to a pelican crossing		Developer (Countryside)	See Dev03c
Dev05c			Improvement of two bus stops to aid accessibility for the mobility impaired, one on the north and one on the south side of High Street in the vicinity of Haffenden Close		Developer (Countryside)	See Dev03b
Dev05d			Provision of an uncontrolled pedestrian crossing across Church Green		Developer (Countryside)	See Dev02f and Dev03d
Dev06		Vicarage Field (Planning Condition of 17/505395)	No highways conditions			

**Marden Parish Council - Highways Improvement Plan
Update 07/02/2023**

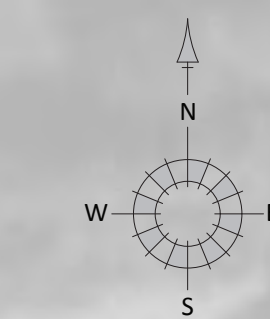
Abbreviations:

DYL: Double Yellow Lines

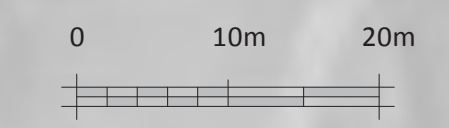
SYL: Single Yellow Lines

TRO: Traffic Regulation Order

APPENDIX B. Coloured Site Layout Plan

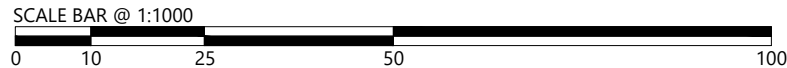
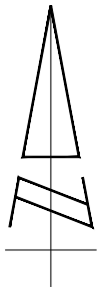


- KEY**
- Site boundary
 - Site access
 - Affordable Homes
 - Focal Building
 - Gateway Building
 - LAP Local Area of Play
 - SS Sub Station
 - Car Barn
 - Brickwork Walls



Coloured Site Layout
Land East of Albion Road
& North of Copper Lane, Marden
22037 / SK25J
Scale 1:500 @ A0 August 2023

APPENDIX C. Albion Road - Parking Beat Surveys

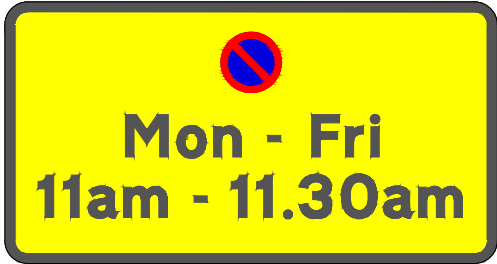


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TITLE: OBSERVED LOCATION OF PARKED VEHICLES ON ALBION ROAD THURSDAY 1st OCTOBER 2020 - 04:00 / 05:00 / 06:00					
PROJECT: ALBION ROAD, MARDEN					
CLIENT: RYDON HOMES LTD					
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PROJECT No: ITB15098		SCALE @ A3: 1:1000		DATE: 07.10.20	
DRAWING No: ITB15098-GA-100					REV: -



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11am - 11.30am

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CLIENT: RYDON HOMES LTD					
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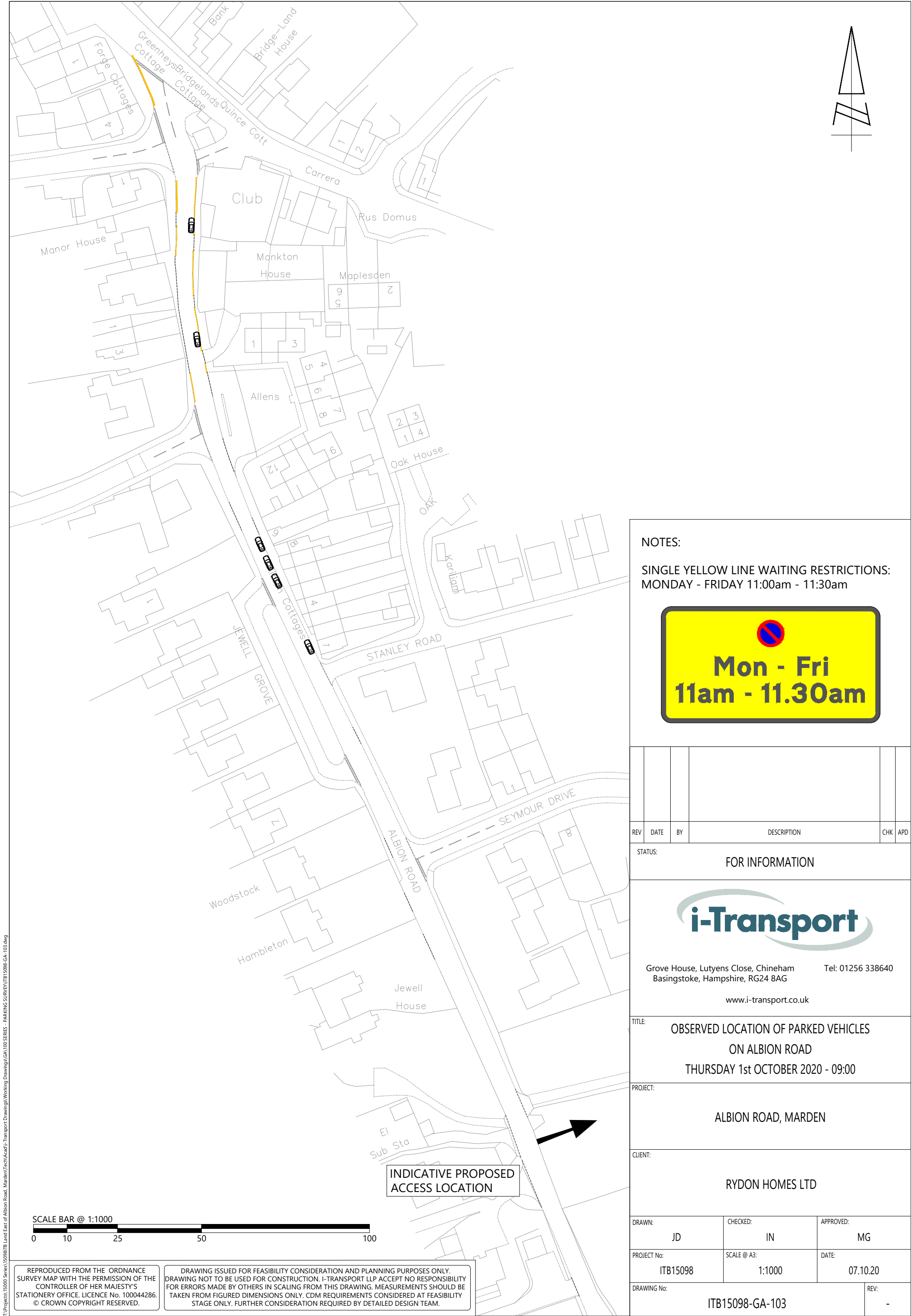
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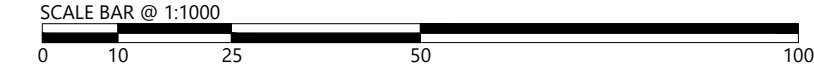


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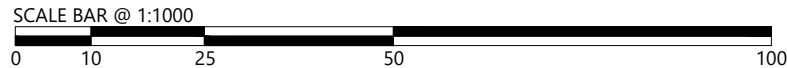
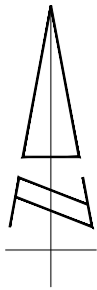
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PROJECT: ALBION ROAD, MARDEN					
CLIENT: RYDON HOMES LTD					
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Mon - Fri

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PROJECT: ALBION ROAD, MARDEN					
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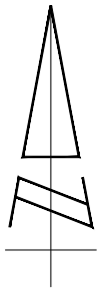
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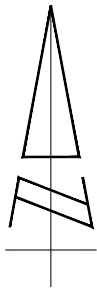
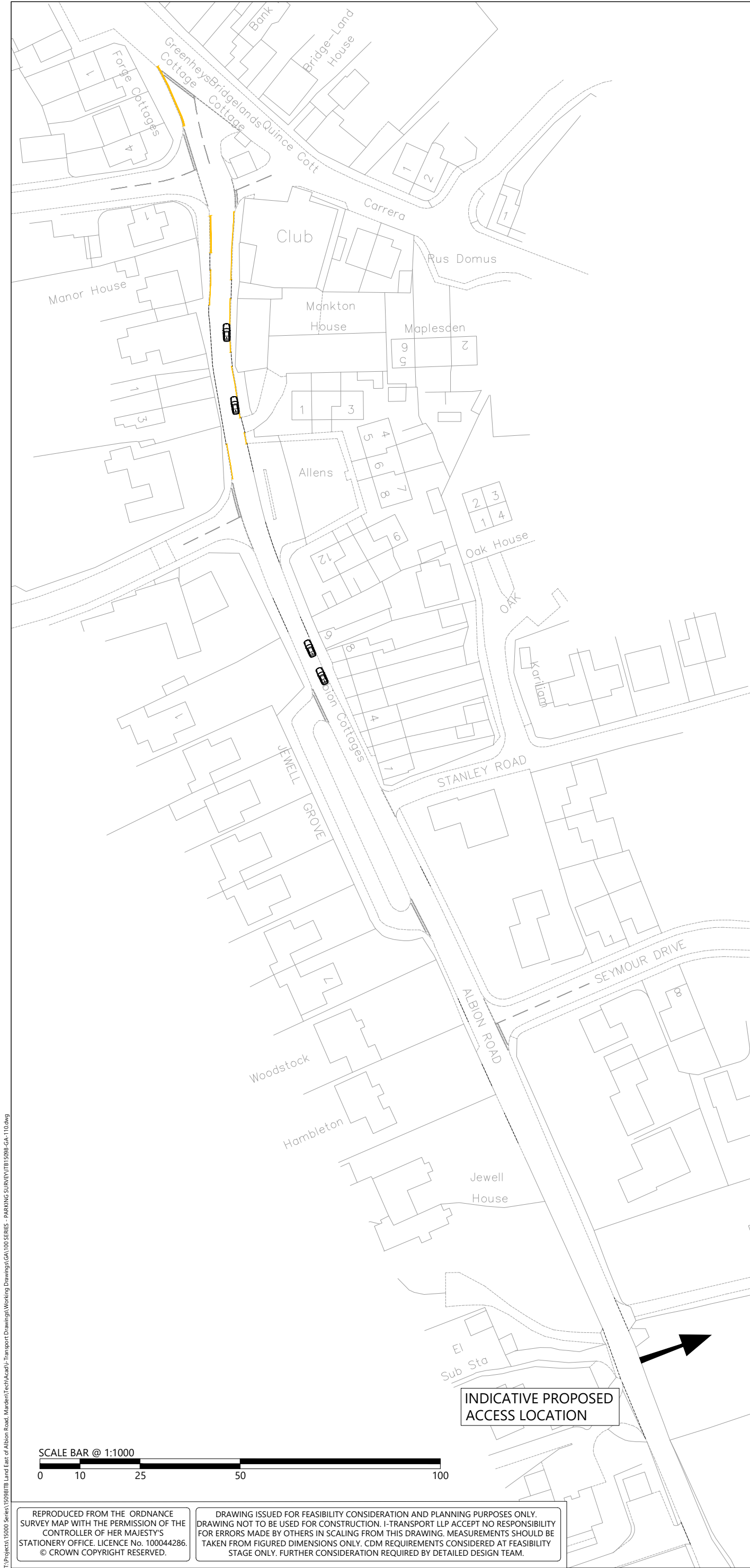
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TITLE: OBSERVED LOCATION OF PARKED VEHICLES ON ALBION ROAD THURSDAY 1st OCTOBER 2020 - 16:00					
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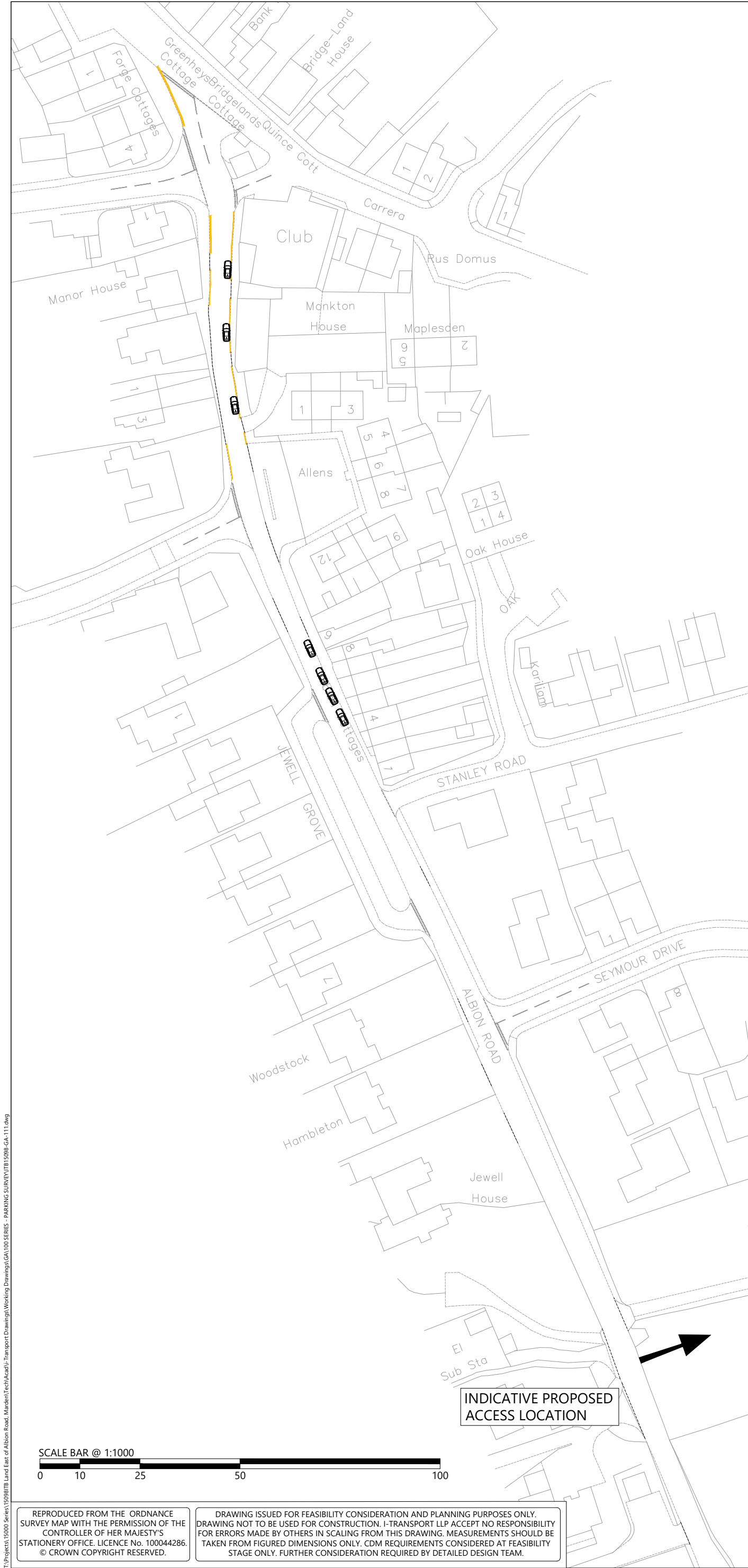


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<div><p>Grove House, Lutyens Close, Chineham Basingstoke, Hampshire, RG24 8AG</p><p>Tel: 01256 338640</p><p>www.i-transport.co.uk</p></div>					
TITLE: OBSERVED LOCATION OF PARKED VEHICLES ON ALBION ROAD THURSDAY 1st OCTOBER 2020 - 17:00					
PROJECT: ALBION ROAD, MARDEN					
CLIENT: RYDON HOMES LTD					
DRAWN: JD		CHECKED: IN		APPROVED: MG	
PROJECT No: ITB15098		SCALE @ A3: 1:1000		DATE: 07.10.20	
DRAWING No: ITB15098-GA-110				REV: -	

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STAGE ONLY. FURTHER CONSIDERATION REQUIRED BY DETAILED DESIGN TEAM.



NOTES:

SINGLE YELLOW LINE WAITING RESTRICTIONS:
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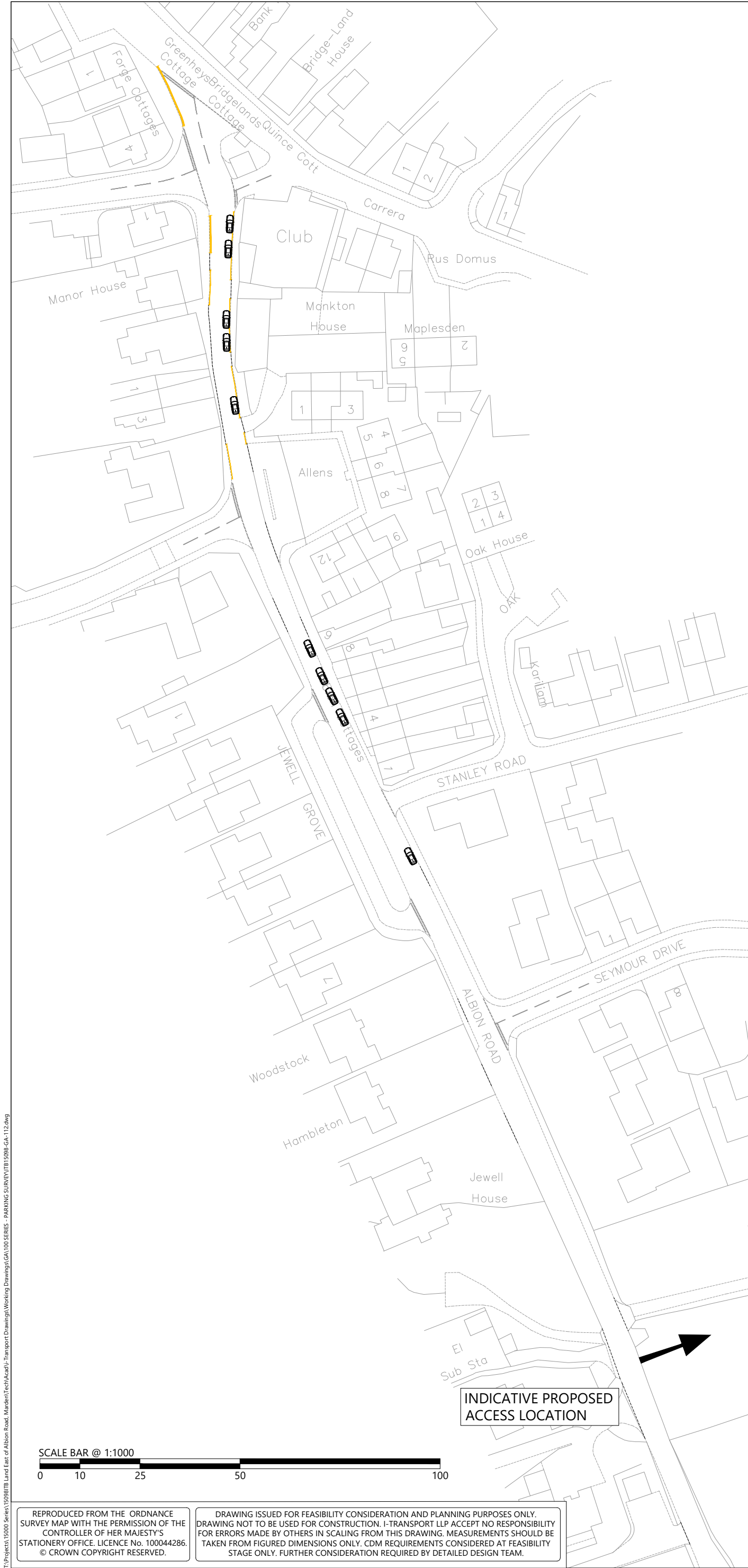
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11am - 11.30am

REV	DATE	BY	DESCRIPTION	CHK	APD
STATUS: FOR INFORMATION					
<div><div></div><div>Grove House, Lutyens Close, Chineham Basingstoke, Hampshire, RG24 8AG</div><div>www.i-transport.co.uk</div><div>Tel: 01256 338640</div></div>					
TITLE: OBSERVED LOCATION OF PARKED VEHICLES ON ALBION ROAD THURSDAY 1st OCTOBER 2020 - 18:00					
PROJECT: ALBION ROAD, MARDEN					
CLIENT: RYDON HOMES LTD					
DRAWN: JD		CHECKED: IN		APPROVED: MG	
PROJECT No: ITB15098		SCALE @ A3: 1:1000		DATE: 07.10.20	
DRAWING No: ITB15098-GA-111					REV: -

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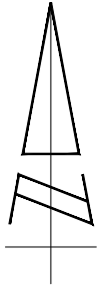
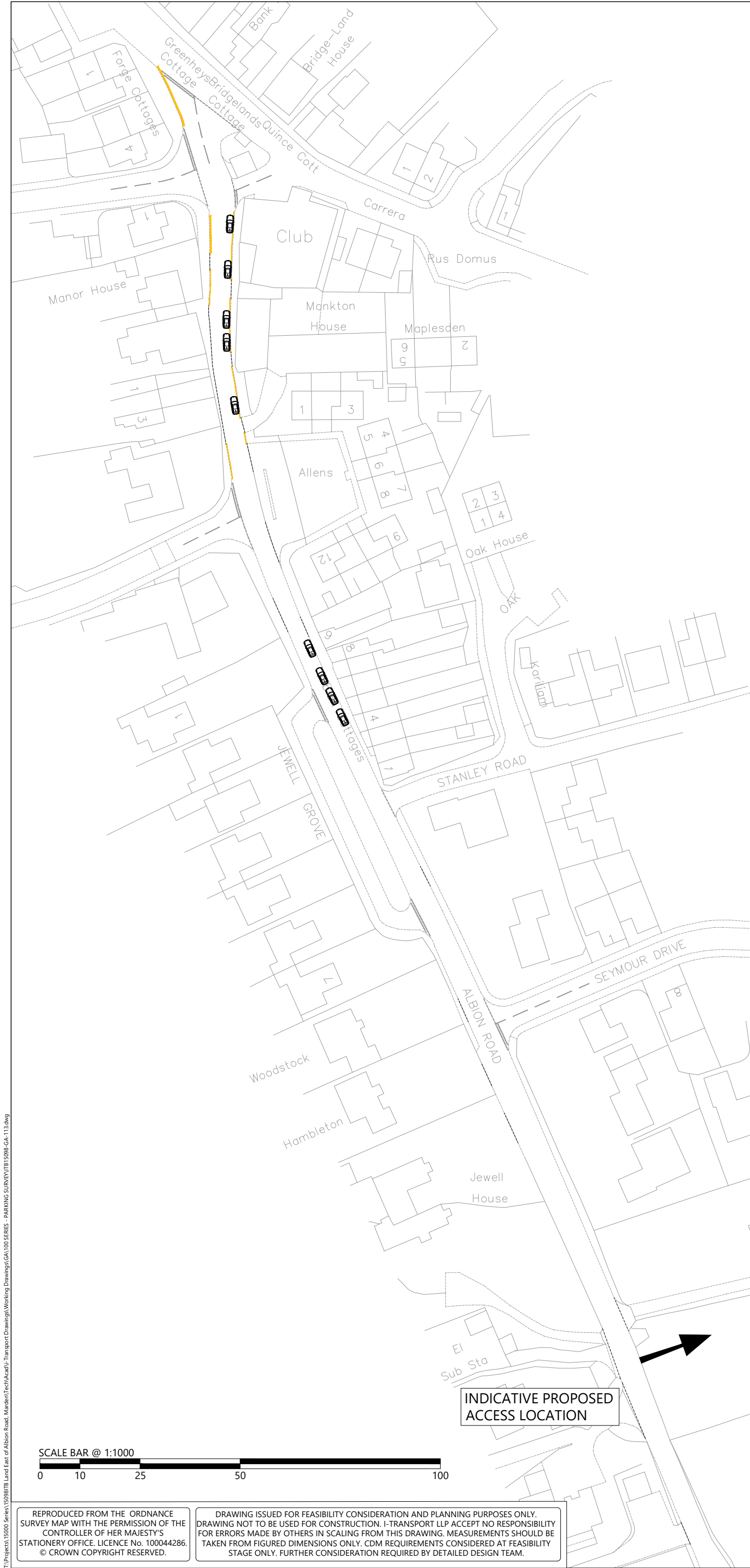
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11am - 11.30am

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<div><div><div>i-Transport</div><div>Grove House, Lutyens Close, Chineham Basingstoke, Hampshire, RG24 8AG www.i-transport.co.uk</div><div>Tel: 01256 338640</div></div></div>					
TITLE: OBSERVED LOCATION OF PARKED VEHICLES ON ALBION ROAD THURSDAY 1st OCTOBER 2020 - 19:00					
PROJECT: ALBION ROAD, MARDEN					
CLIENT: RYDON HOMES LTD					
DRAWN: JD		CHECKED: IN		APPROVED: MG	
PROJECT No: ITB15098		SCALE @ A3: 1:1000		DATE: 07.10.20	
DRAWING No: ITB15098-GA-112					REV: -

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SINGLE YELLOW LINE WAITING RESTRICTIONS:
MONDAY - FRIDAY 11:00am - 11:30am

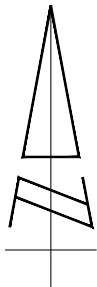


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STATUS: FOR INFORMATION					
<div><p>Grove House, Lutyens Close, Chineham Basingstoke, Hampshire, RG24 8AG</p><p>Tel: 01256 338640</p><p>www.i-transport.co.uk</p></div>					
TITLE: OBSERVED LOCATION OF PARKED VEHICLES ON ALBION ROAD THURSDAY 1st OCTOBER 2020 - 20:00					
PROJECT: ALBION ROAD, MARDEN					
CLIENT: RYDON HOMES LTD					
DRAWN: JD		CHECKED: IN		APPROVED: MG	
PROJECT No: ITB15098		SCALE @ A3: 1:1000		DATE: 07.10.20	
DRAWING No: ITB15098-GA-113					REV: -

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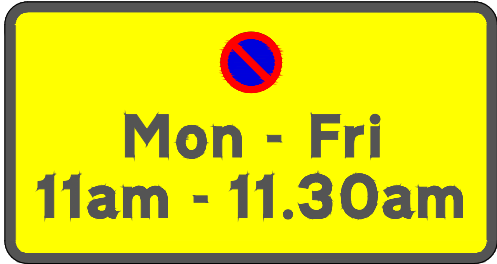
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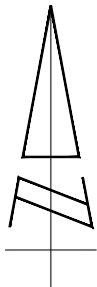


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STATUS: FOR INFORMATION					
<div><p>Grove House, Lutyens Close, Chineham Basingstoke, Hampshire, RG24 8AG</p><p>Tel: 01256 338640</p><p>www.i-transport.co.uk</p></div>					
TITLE: OBSERVED LOCATION OF PARKED VEHICLES ON ALBION ROAD SATURDAY 3rd OCTOBER 2020 - 04:00 / 05:00 / 06:00 / 07:00					
PROJECT: ALBION ROAD, MARDEN					
CLIENT: RYDON HOMES LTD					
DRAWN: JD		CHECKED: IN		APPROVED: MG	
PROJECT No: ITB15098		SCALE @ A3: 1:1000		DATE: 08.10.20	
DRAWING No: ITB15098-GA-114				REV: -	

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MONDAY - FRIDAY 11:00am - 11:30am



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STATUS: FOR INFORMATION					
<div><p>Grove House, Lutyens Close, Chineham Basingstoke, Hampshire, RG24 8AG</p><p>Tel: 01256 338640</p><p>www.i-transport.co.uk</p></div>					
TITLE: OBSERVED LOCATION OF PARKED VEHICLES ON ALBION ROAD SATURDAY 3rd OCTOBER 2020 - 08:00					
PROJECT: ALBION ROAD, MARDEN					
CLIENT: RYDON HOMES LTD					
DRAWN: JD		CHECKED: IN		APPROVED: MG	
PROJECT No: ITB15098		SCALE @ A3: 1:1000		DATE: 08.10.20	
DRAWING No: ITB15098-GA-115					REV: -

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SINGLE YELLOW LINE WAITING RESTRICTIONS:
MONDAY - FRIDAY 11:00am - 11:30am

Mon - Fri
11am - 11.30am

REV	DATE	BY	DESCRIPTION	CHK	APD
STATUS: FOR INFORMATION					
<div><div></div><div>Grove House, Lutyens Close, Chineham Basingstoke, Hampshire, RG24 8AG</div><div>www.i-transport.co.uk</div><div>Tel: 01256 338640</div></div>					
TITLE: OBSERVED LOCATION OF PARKED VEHICLES ON ALBION ROAD SATURDAY 3rd OCTOBER 2020 - 09:00 / 10:00					
PROJECT: ALBION ROAD, MARDEN					
CLIENT: RYDON HOMES LTD					
DRAWN: JD		CHECKED: IN		APPROVED: MG	
PROJECT No: ITB15098		SCALE @ A3: 1:1000		DATE: 08.10.20	
DRAWING No: ITB15098-GA-116					REV: -

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SINGLE YELLOW LINE WAITING RESTRICTIONS:
MONDAY - FRIDAY 11:00am - 11:30am

Mon - Fri
11am - 11.30am

REV	DATE	BY	DESCRIPTION	CHK	APD
STATUS: FOR INFORMATION					
<div><div></div><div>Grove House, Lutyens Close, Chineham Basingstoke, Hampshire, RG24 8AG</div><div>www.i-transport.co.uk</div><div>Tel: 01256 338640</div></div>					
TITLE: OBSERVED LOCATION OF PARKED VEHICLES ON ALBION ROAD SATURDAY 3rd OCTOBER 2020 - 11:00					
PROJECT: ALBION ROAD, MARDEN					
CLIENT: RYDON HOMES LTD					
DRAWN: JD		CHECKED: IN		APPROVED: MG	
PROJECT No: ITB15098		SCALE @ A3: 1:1000		DATE: 08.10.20	
DRAWING No: ITB15098-GA-117					REV: -

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SINGLE YELLOW LINE WAITING RESTRICTIONS:
MONDAY - FRIDAY 11:00am - 11:30am

Mon - Fri

11am - 11.30am

REV	DATE	BY	DESCRIPTION	CHK	APD
STATUS: FOR INFORMATION					
<div><div><div>i-Transport</div></div><div><div>Grove House, Lutyens Close, Chineham</div><div>Basingstoke, Hampshire, RG24 8AG</div></div><div><div>Tel: 01256 338640</div><div>www.i-transport.co.uk</div></div></div>					
TITLE: OBSERVED LOCATION OF PARKED VEHICLES ON ALBION ROAD SATURDAY 3rd OCTOBER 2020 - 12:00					
PROJECT: ALBION ROAD, MARDEN					
CLIENT: RYDON HOMES LTD					
DRAWN: JD		CHECKED: IN		APPROVED: MG	
PROJECT No: ITB15098		SCALE @ A3: 1:1000		DATE: 08.10.20	
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SINGLE YELLOW LINE WAITING RESTRICTIONS:
MONDAY - FRIDAY 11:00am - 11:30am

Mon - Fri
11am - 11.30am

REV	DATE	BY	DESCRIPTION	CHK	APD
STATUS: FOR INFORMATION					
<div><div><div>i-Transport</div><div>Grove House, Lutyens Close, Chineham Basingstoke, Hampshire, RG24 8AG www.i-transport.co.uk</div><div>Tel: 01256 338640</div></div></div>					
TITLE: OBSERVED LOCATION OF PARKED VEHICLES ON ALBION ROAD SATURDAY 3rd OCTOBER 2020 - 13:00					
PROJECT: ALBION ROAD, MARDEN					
CLIENT: RYDON HOMES LTD					
DRAWN: JD		CHECKED: IN		APPROVED: MG	
PROJECT No: ITB15098		SCALE @ A3: 1:1000		DATE: 08.10.20	
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NOTES:

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MONDAY - FRIDAY 11:00am - 11:30am

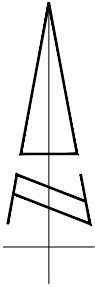
Mon - Fri
11am - 11.30am

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TITLE: OBSERVED LOCATION OF PARKED VEHICLES ON ALBION ROAD SATURDAY 3rd OCTOBER 2020 - 14:00					
PROJECT: ALBION ROAD, MARDEN					
CLIENT: RYDON HOMES LTD					
DRAWN: JD		CHECKED: IN		APPROVED: MG	
PROJECT No: ITB15098		SCALE @ A3: 1:1000		DATE: 08.10.20	
DRAWING No: ITB15098-GA-120					REV: -

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MONDAY - FRIDAY 11:00am - 11:30am



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STATUS: FOR INFORMATION					
<div><p>Grove House, Lutyens Close, Chineham Basingstoke, Hampshire, RG24 8AG</p><p>Tel: 01256 338640</p><p>www.i-transport.co.uk</p></div>					
TITLE: OBSERVED LOCATION OF PARKED VEHICLES ON ALBION ROAD SATURDAY 3rd OCTOBER 2020 - 15:00					
PROJECT: ALBION ROAD, MARDEN					
CLIENT: RYDON HOMES LTD					
DRAWN: JD		CHECKED: IN		APPROVED: MG	
PROJECT No: ITB15098		SCALE @ A3: 1:1000		DATE: 08.10.20	
DRAWING No: ITB15098-GA-121				REV: -	

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MONDAY - FRIDAY 11:00am - 11:30am

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11am - 11.30am

REV	DATE	BY	DESCRIPTION	CHK	APD
STATUS: FOR INFORMATION					
<p>Grove House, Lutyens Close, Chineham Basingstoke, Hampshire, RG24 8AG Tel: 01256 338640 www.i-transport.co.uk</p>					
<p>TITLE: OBSERVED LOCATION OF PARKED VEHICLES ON ALBION ROAD SATURDAY 3rd OCTOBER 2020 - 16:00</p>					
<p>PROJECT: ALBION ROAD, MARDEN</p>					
<p>CLIENT: RYDON HOMES LTD</p>					
DRAWN: JD		CHECKED: IN		APPROVED: MG	
PROJECT No: ITB15098		SCALE @ A3: 1:1000		DATE: 08.10.20	
DRAWING No: ITB15098-GA-122					REV: -

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TITLE: OBSERVED LOCATION OF PARKED VEHICLES ON ALBION ROAD SATURDAY 3rd OCTOBER 2020 - 17:00					
PROJECT: ALBION ROAD, MARDEN					
CLIENT: RYDON HOMES LTD					
DRAWN: JD		CHECKED: IN		APPROVED: MG	
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DRAWING No: ITB15098-GA-123					REV: -

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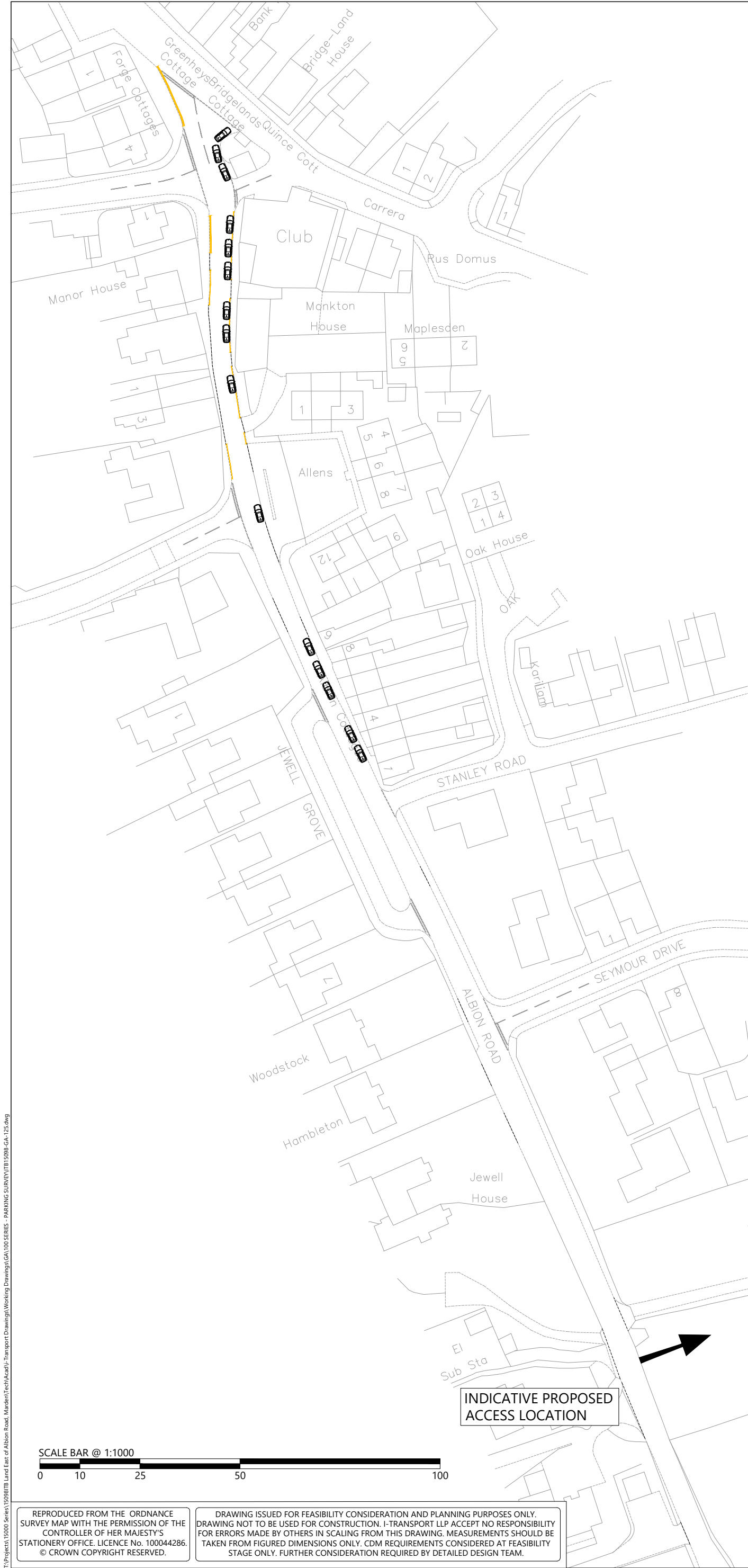
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<div><div><div>i-Transport</div><div>Grove House, Lutyens Close, Chineham Basingstoke, Hampshire, RG24 8AG</div><div>www.i-transport.co.uk</div></div><div>Tel: 01256 338640</div></div>					
TITLE: OBSERVED LOCATION OF PARKED VEHICLES ON ALBION ROAD SATURDAY 3rd OCTOBER 2020 - 18:00					
PROJECT: ALBION ROAD, MARDEN					
CLIENT: RYDON HOMES LTD					
DRAWN: JD		CHECKED: IN		APPROVED: MG	
PROJECT No: ITB15098		SCALE @ A3: 1:1000		DATE: 08.10.20	
DRAWING No: ITB15098-GA-124					REV: -

T:\Project\15000 Series\15098\BTL Land East of Albion Road - Marden\TechAcad\Transport Drawings\Working Drawings\GA\100 SERIES - PARKING SURVEY\ITB15098-GA-124.dwg

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NOTES:

SINGLE YELLOW LINE WAITING RESTRICTIONS:
MONDAY - FRIDAY 11:00am - 11:30am

Mon - Fri
11am - 11.30am

REV	DATE	BY	DESCRIPTION	CHK	APD
STATUS: FOR INFORMATION					
<div><div><div>i-Transport</div><div>Grove House, Lutyens Close, Chineham Basingstoke, Hampshire, RG24 8AG</div><div>www.i-transport.co.uk</div></div><div>Tel: 01256 338640</div></div>					
TITLE: OBSERVED LOCATION OF PARKED VEHICLES ON ALBION ROAD SATURDAY 3rd OCTOBER 2020 - 19:00					
PROJECT: ALBION ROAD, MARDEN					
CLIENT: RYDON HOMES LTD					
DRAWN: JD		CHECKED: IN		APPROVED: MG	
PROJECT No: ITB15098		SCALE @ A3: 1:1000		DATE: 08.10.20	
DRAWING No: ITB15098-GA-125					REV: -

T:\Project\15000 Series\15098\ITB Land East of Albion Road - Marden\TechAcad\Transport Drawings\Working Drawings\GA\100 SERIES - PARKING SURVEY\ITB15098-GA-125.dwg

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NOTES:

SINGLE YELLOW LINE WAITING RESTRICTIONS:
MONDAY - FRIDAY 11:00am - 11:30am

Mon - Fri
11am - 11.30am

REV	DATE	BY	DESCRIPTION	CHK	APD
STATUS: FOR INFORMATION					
<div> </div> <div> Grove House, Lutyens Close, Chineham Basingstoke, Hampshire, RG24 8AG </div> <div> Tel: 01256 338640 www.i-transport.co.uk </div>					
TITLE: OBSERVED LOCATION OF PARKED VEHICLES ON ALBION ROAD SATURDAY 3rd OCTOBER 2020 - 20:00					
PROJECT: ALBION ROAD, MARDEN					
CLIENT: RYDON HOMES LTD					
DRAWN: JD		CHECKED: IN		APPROVED: MG	
PROJECT No: ITB15098		SCALE @ A3: 1:1000		DATE: 08.10.20	
DRAWING No: ITB15098-GA-126					REV: -

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APPENDIX D. Marden - Public Right of Way Network

APPENDIX E. TRICS Multi Modal Trip Rates

Calculation Reference: AUDIT-236601-230717-0748

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES	EAST SUSSEX 3 days
	HC	HAMPSHIRE 1 days
	WS	WEST SUSSEX 2 days
04	EAST ANGLIA	
	NF	NORFOLK 5 days
	SF	SUFFOLK 1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
 Actual Range: 55 to 149 (units:)
 Range Selected by User: 50 to 150 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 01/03/23

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday	4 days
Wednesday	5 days
Thursday	3 days

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

Selected survey types:

Manual count	12 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	12
--------------	----

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	10
Out of Town	1
No Sub Category	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	2 days - Selected
-----------------------------	-------------------

Secondary Filtering selection:

Use Class:

C3 12 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	1 days
50,001 to 75,000	2 days
75,001 to 100,000	2 days
100,001 to 125,000	1 days
125,001 to 250,000	4 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	10 days
1.6 to 2.0	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	9 days
No	3 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present 12 days

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

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

LIST OF SITES relevant to selection parameters

1	ES-03-A-05 RATTLE ROAD NEAR EASTBOURNE STONE CROSS Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	MIXED HOUSES & FLATS 99 05/06/19	EAST SUSSEX	<i>Survey Type: MANUAL</i>
2	ES-03-A-07 NEW ROAD HAILSHAM HELLINGLY Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: THURSDAY</i>	MIXED HOUSES & FLATS 91 07/11/19	EAST SUSSEX	<i>Survey Type: MANUAL</i>
3	ES-03-A-08 WRESTWOOD ROAD BEXHILL Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	MIXED HOUSES & FLATS 110 12/10/22	EAST SUSSEX	<i>Survey Type: MANUAL</i>
4	HC-03-A-27 DAIRY ROAD ANDOVER Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: TUESDAY</i>	MIXED HOUSES 73 16/11/21	HAMPSHIRE	<i>Survey Type: MANUAL</i>
5	NF-03-A-25 WOODFARM LANE GORLESTON-ON-SEA Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: TUESDAY</i>	MIXED HOUSES & FLATS 55 21/09/21	NORFOLK	<i>Survey Type: MANUAL</i>
6	NF-03-A-33 LONDON ROAD ATTLEBOROUGH Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: THURSDAY</i>	MIXED HOUSES 143 29/09/22	NORFOLK	<i>Survey Type: MANUAL</i>
7	NF-03-A-34 NORWICH ROAD SWAFFHAM Edge of Town Out of Town Total No of Dwellings: <i>Survey date: TUESDAY</i>	MIXED HOUSES 80 27/09/22	NORFOLK	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

8	NF-03-A-35 REPTON AVENUE NORWICH	MIXED HOUSES & FLATS	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	116	
	Survey date: WEDNESDAY	28/09/22	Survey Type: MANUAL
9	NF-03-A-36 LONDON ROAD WYMONDHAM	MIXED HOUSES	NORFOLK
	Edge of Town No Sub Category Total No of Dwellings:	75	
	Survey date: THURSDAY	29/09/22	Survey Type: MANUAL
10	SF-03-A-10 LOVETOFTS DRIVE IPSWICH WHITEHOUSE	TERRACED & SEMI -DETACHED	SUFFOLK
	Edge of Town Residential Zone Total No of Dwellings:	149	
	Survey date: TUESDAY	22/06/21	Survey Type: MANUAL
11	WS-03-A-14 TODDINGTON LANE LITTLEHAMPTON WICK	MIXED HOUSES	WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:	117	
	Survey date: WEDNESDAY	20/10/21	Survey Type: MANUAL
12	WS-03-A-17 SHOPWHYKE ROAD CHICHESTER	MIXED HOUSES & FLATS	WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:	86	
	Survey date: WEDNESDAY	01/03/23	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

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

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.58

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	12	100	0.095	12	100	0.334	12	100	0.429
08:00 - 09:00	12	100	0.150	12	100	0.369	12	100	0.519
09:00 - 10:00	12	100	0.145	12	100	0.154	12	100	0.299
10:00 - 11:00	12	100	0.133	12	100	0.162	12	100	0.295
11:00 - 12:00	12	100	0.136	12	100	0.149	12	100	0.285
12:00 - 13:00	12	100	0.157	12	100	0.150	12	100	0.307
13:00 - 14:00	12	100	0.187	12	100	0.185	12	100	0.372
14:00 - 15:00	12	100	0.178	12	100	0.209	12	100	0.387
15:00 - 16:00	12	100	0.275	12	100	0.171	12	100	0.446
16:00 - 17:00	12	100	0.276	12	100	0.183	12	100	0.459
17:00 - 18:00	12	100	0.373	12	100	0.163	12	100	0.536
18:00 - 19:00	12	100	0.271	12	100	0.162	12	100	0.433
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.376			2.391			4.767

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

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

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Parameter summary

Trip rate parameter range selected:	55 - 149 (units:)
Survey date range:	01/01/15 - 01/03/23
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

i-Transport Grove House Basingstoke

Licence No: 236601

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

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	12	100	0.003	12	100	0.013	12	100	0.016
08:00 - 09:00	12	100	0.000	12	100	0.008	12	100	0.008
09:00 - 10:00	12	100	0.004	12	100	0.002	12	100	0.006
10:00 - 11:00	12	100	0.004	12	100	0.004	12	100	0.008
11:00 - 12:00	12	100	0.001	12	100	0.003	12	100	0.004
12:00 - 13:00	12	100	0.002	12	100	0.001	12	100	0.003
13:00 - 14:00	12	100	0.003	12	100	0.006	12	100	0.009
14:00 - 15:00	12	100	0.003	12	100	0.001	12	100	0.004
15:00 - 16:00	12	100	0.015	12	100	0.008	12	100	0.023
16:00 - 17:00	12	100	0.007	12	100	0.003	12	100	0.010
17:00 - 18:00	12	100	0.005	12	100	0.003	12	100	0.008
18:00 - 19:00	12	100	0.004	12	100	0.001	12	100	0.005
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.051			0.053			0.104

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

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

i-Transport Grove House Basingstoke

Licence No: 236601

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

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	12	100	0.111	12	100	0.431	12	100	0.542
08:00 - 09:00	12	100	0.179	12	100	0.550	12	100	0.729
09:00 - 10:00	12	100	0.164	12	100	0.197	12	100	0.361
10:00 - 11:00	12	100	0.158	12	100	0.205	12	100	0.363
11:00 - 12:00	12	100	0.168	12	100	0.188	12	100	0.356
12:00 - 13:00	12	100	0.189	12	100	0.180	12	100	0.369
13:00 - 14:00	12	100	0.236	12	100	0.236	12	100	0.472
14:00 - 15:00	12	100	0.229	12	100	0.259	12	100	0.488
15:00 - 16:00	12	100	0.465	12	100	0.216	12	100	0.681
16:00 - 17:00	12	100	0.412	12	100	0.249	12	100	0.661
17:00 - 18:00	12	100	0.495	12	100	0.233	12	100	0.728
18:00 - 19:00	12	100	0.358	12	100	0.210	12	100	0.568
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.164			3.154			6.318

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

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

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

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	12	100	0.023	12	100	0.046	12	100	0.069
08:00 - 09:00	12	100	0.035	12	100	0.122	12	100	0.157
09:00 - 10:00	12	100	0.034	12	100	0.027	12	100	0.061
10:00 - 11:00	12	100	0.013	12	100	0.034	12	100	0.047
11:00 - 12:00	12	100	0.041	12	100	0.037	12	100	0.078
12:00 - 13:00	12	100	0.032	12	100	0.044	12	100	0.076
13:00 - 14:00	12	100	0.027	12	100	0.023	12	100	0.050
14:00 - 15:00	12	100	0.028	12	100	0.031	12	100	0.059
15:00 - 16:00	12	100	0.090	12	100	0.044	12	100	0.134
16:00 - 17:00	12	100	0.064	12	100	0.034	12	100	0.098
17:00 - 18:00	12	100	0.043	12	100	0.029	12	100	0.072
18:00 - 19:00	12	100	0.044	12	100	0.022	12	100	0.066
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.474			0.493			0.967

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

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

i-Transport Grove House Basingstoke

Licence No: 236601

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

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	12	100	0.000	12	100	0.012	12	100	0.012
08:00 - 09:00	12	100	0.000	12	100	0.015	12	100	0.015
09:00 - 10:00	12	100	0.000	12	100	0.003	12	100	0.003
10:00 - 11:00	12	100	0.003	12	100	0.004	12	100	0.007
11:00 - 12:00	12	100	0.003	12	100	0.008	12	100	0.011
12:00 - 13:00	12	100	0.005	12	100	0.006	12	100	0.011
13:00 - 14:00	12	100	0.003	12	100	0.003	12	100	0.006
14:00 - 15:00	12	100	0.005	12	100	0.003	12	100	0.008
15:00 - 16:00	12	100	0.012	12	100	0.003	12	100	0.015
16:00 - 17:00	12	100	0.006	12	100	0.003	12	100	0.009
17:00 - 18:00	12	100	0.017	12	100	0.000	12	100	0.017
18:00 - 19:00	12	100	0.003	12	100	0.001	12	100	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.057			0.061			0.118

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

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

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

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	12	100	0.000	12	100	0.006	12	100	0.006
08:00 - 09:00	12	100	0.000	12	100	0.002	12	100	0.002
09:00 - 10:00	12	100	0.000	12	100	0.001	12	100	0.001
10:00 - 11:00	12	100	0.000	12	100	0.000	12	100	0.000
11:00 - 12:00	12	100	0.000	12	100	0.000	12	100	0.000
12:00 - 13:00	12	100	0.001	12	100	0.000	12	100	0.001
13:00 - 14:00	12	100	0.001	12	100	0.000	12	100	0.001
14:00 - 15:00	12	100	0.000	12	100	0.000	12	100	0.000
15:00 - 16:00	12	100	0.001	12	100	0.000	12	100	0.001
16:00 - 17:00	12	100	0.001	12	100	0.000	12	100	0.001
17:00 - 18:00	12	100	0.004	12	100	0.000	12	100	0.004
18:00 - 19:00	12	100	0.002	12	100	0.000	12	100	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.010			0.009			0.019

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

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

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

MULTI-MODAL COACH PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	12	100	0.000	12	100	0.001	12	100	0.001
08:00 - 09:00	12	100	0.000	12	100	0.003	12	100	0.003
09:00 - 10:00	12	100	0.000	12	100	0.000	12	100	0.000
10:00 - 11:00	12	100	0.000	12	100	0.000	12	100	0.000
11:00 - 12:00	12	100	0.000	12	100	0.000	12	100	0.000
12:00 - 13:00	12	100	0.000	12	100	0.000	12	100	0.000
13:00 - 14:00	12	100	0.000	12	100	0.000	12	100	0.000
14:00 - 15:00	12	100	0.000	12	100	0.000	12	100	0.000
15:00 - 16:00	12	100	0.001	12	100	0.000	12	100	0.001
16:00 - 17:00	12	100	0.003	12	100	0.000	12	100	0.003
17:00 - 18:00	12	100	0.001	12	100	0.000	12	100	0.001
18:00 - 19:00	12	100	0.000	12	100	0.000	12	100	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.005			0.004			0.009

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

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

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

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	12	100	0.000	12	100	0.018	12	100	0.018
08:00 - 09:00	12	100	0.000	12	100	0.019	12	100	0.019
09:00 - 10:00	12	100	0.000	12	100	0.003	12	100	0.003
10:00 - 11:00	12	100	0.003	12	100	0.004	12	100	0.007
11:00 - 12:00	12	100	0.003	12	100	0.008	12	100	0.011
12:00 - 13:00	12	100	0.006	12	100	0.006	12	100	0.012
13:00 - 14:00	12	100	0.003	12	100	0.003	12	100	0.006
14:00 - 15:00	12	100	0.005	12	100	0.003	12	100	0.008
15:00 - 16:00	12	100	0.013	12	100	0.003	12	100	0.016
16:00 - 17:00	12	100	0.010	12	100	0.003	12	100	0.013
17:00 - 18:00	12	100	0.022	12	100	0.000	12	100	0.022
18:00 - 19:00	12	100	0.005	12	100	0.001	12	100	0.006
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.070			0.071			0.141

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

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

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

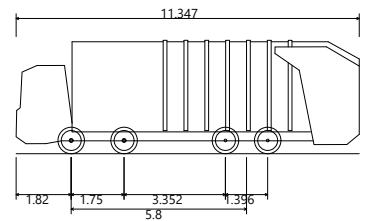
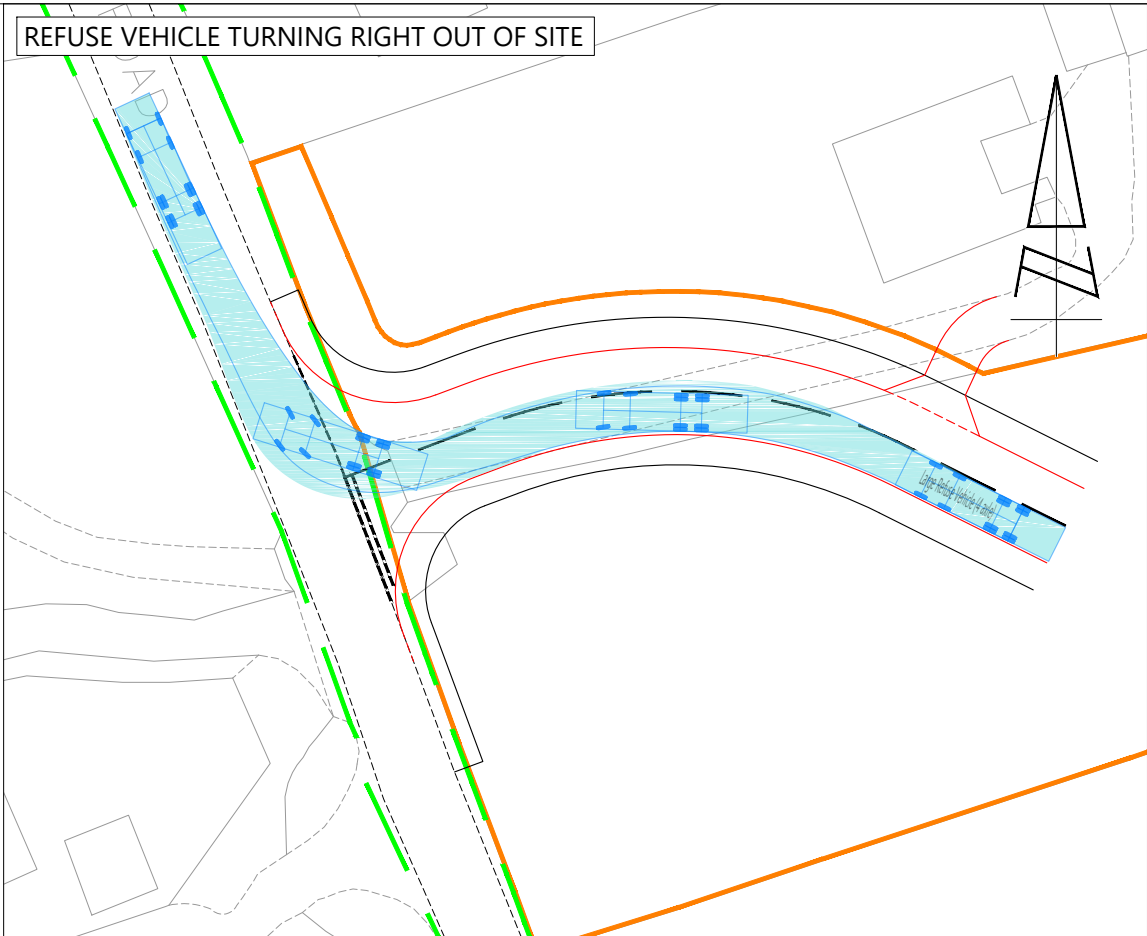
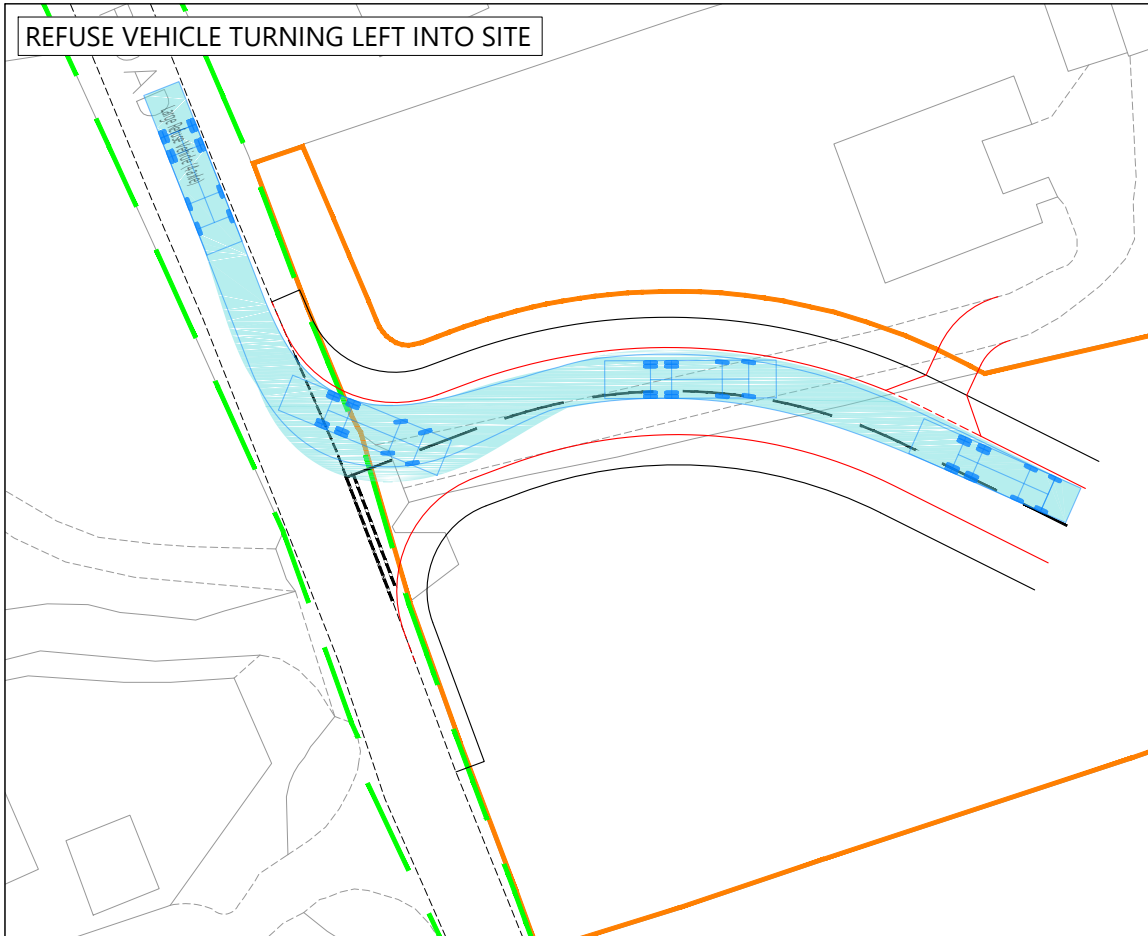
Total People to Total Vehicles ratio (all time periods and directions): 1.58

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	12	100	0.137	12	100	0.508	12	100	0.645
08:00 - 09:00	12	100	0.214	12	100	0.699	12	100	0.913
09:00 - 10:00	12	100	0.203	12	100	0.229	12	100	0.432
10:00 - 11:00	12	100	0.178	12	100	0.248	12	100	0.426
11:00 - 12:00	12	100	0.212	12	100	0.235	12	100	0.447
12:00 - 13:00	12	100	0.229	12	100	0.231	12	100	0.460
13:00 - 14:00	12	100	0.270	12	100	0.267	12	100	0.537
14:00 - 15:00	12	100	0.265	12	100	0.293	12	100	0.558
15:00 - 16:00	12	100	0.584	12	100	0.270	12	100	0.854
16:00 - 17:00	12	100	0.493	12	100	0.287	12	100	0.780
17:00 - 18:00	12	100	0.564	12	100	0.265	12	100	0.829
18:00 - 19:00	12	100	0.410	12	100	0.234	12	100	0.644
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.759			3.766			7.525

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

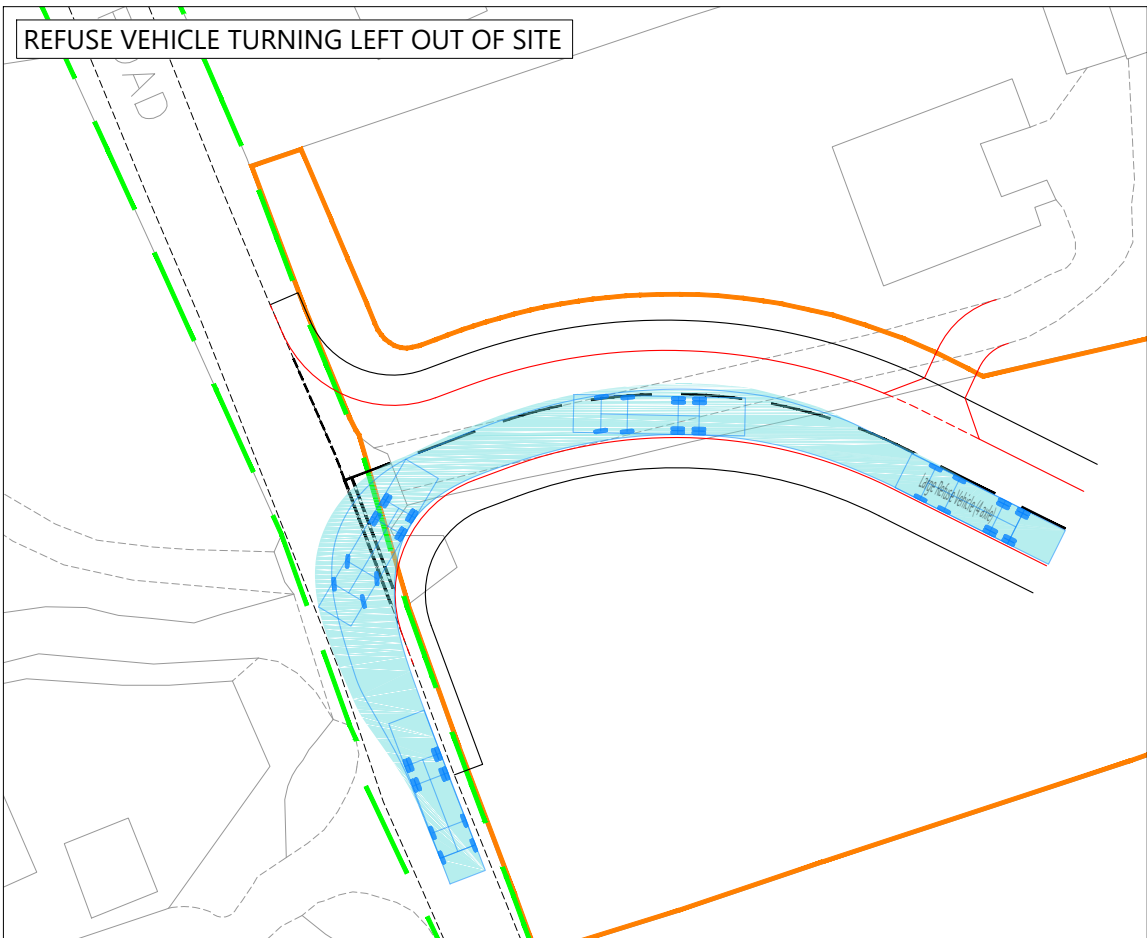
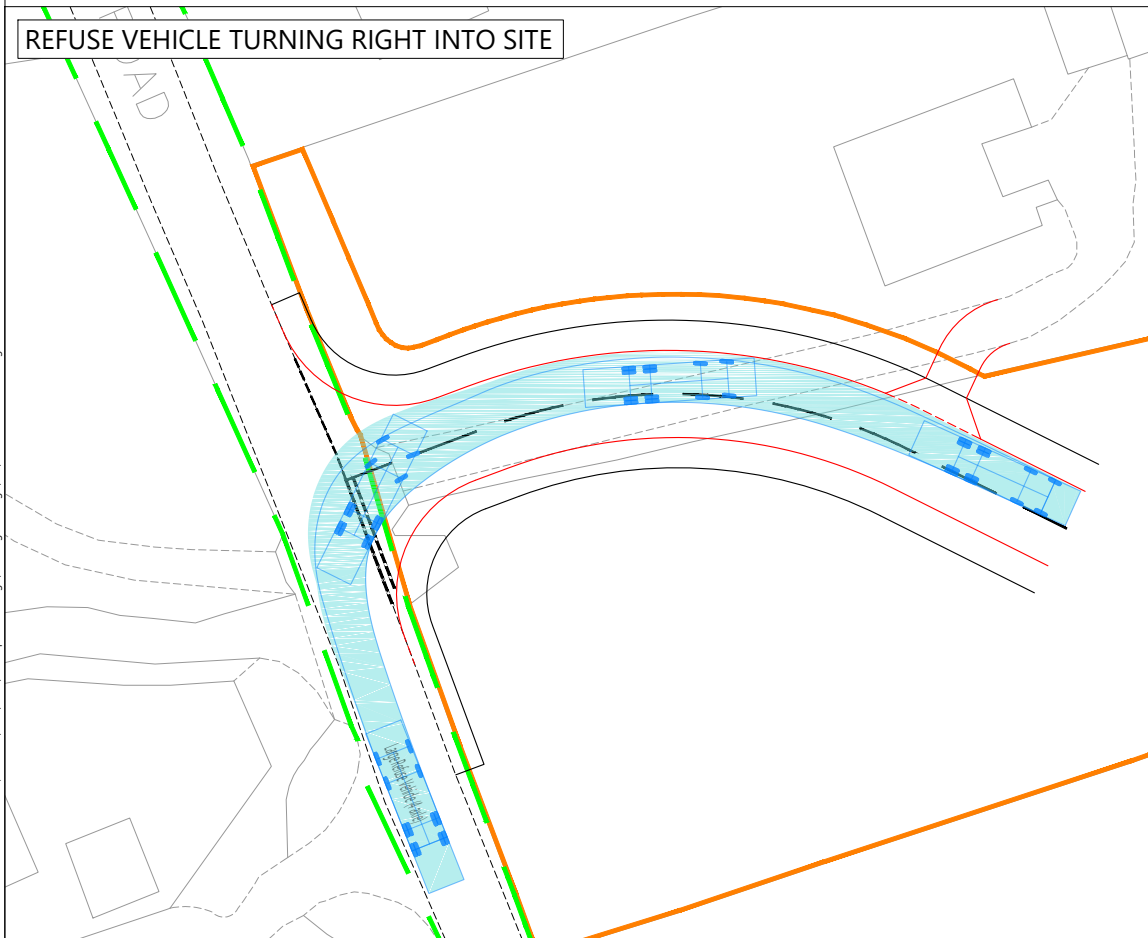
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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

APPENDIX F. Vehicle Swept Path Analysis - Refuse Vehicle



Large Refuse Vehicle (4 axle)
Overall Length 11.347m
Overall Width 2.500m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 6.00s
Wall to Wall Turning Radius 11.330m

A	02.08.23	JD	ACCESS ARRANGEMENT UPDATED	MG	MG
REV	DATE	BY	DESCRIPTION	CHK	APD



STATUS: FOR INFORMATION



The Square, Basing View,
Basingstoke, Hampshire, RG21 4EB
Tel: 01256 637940
www.i-transport.co.uk

TITLE:
SWEPT PATH ANALYSIS - REFUSE VEHICLE

PROJECT:
ALBION ROAD, MARDEN

CLIENT:
RYDON HOMES LTD

DRAWN: JD
CHECKED: MG
APPROVED: MG

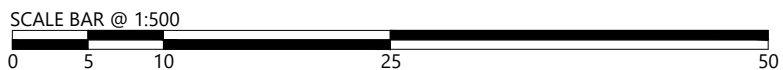
PROJECT No: ITB15098
SCALE @ A3: 1:500
DATE: 19.07.23

DRAWING No: ITB15098-GA-055
REV: A

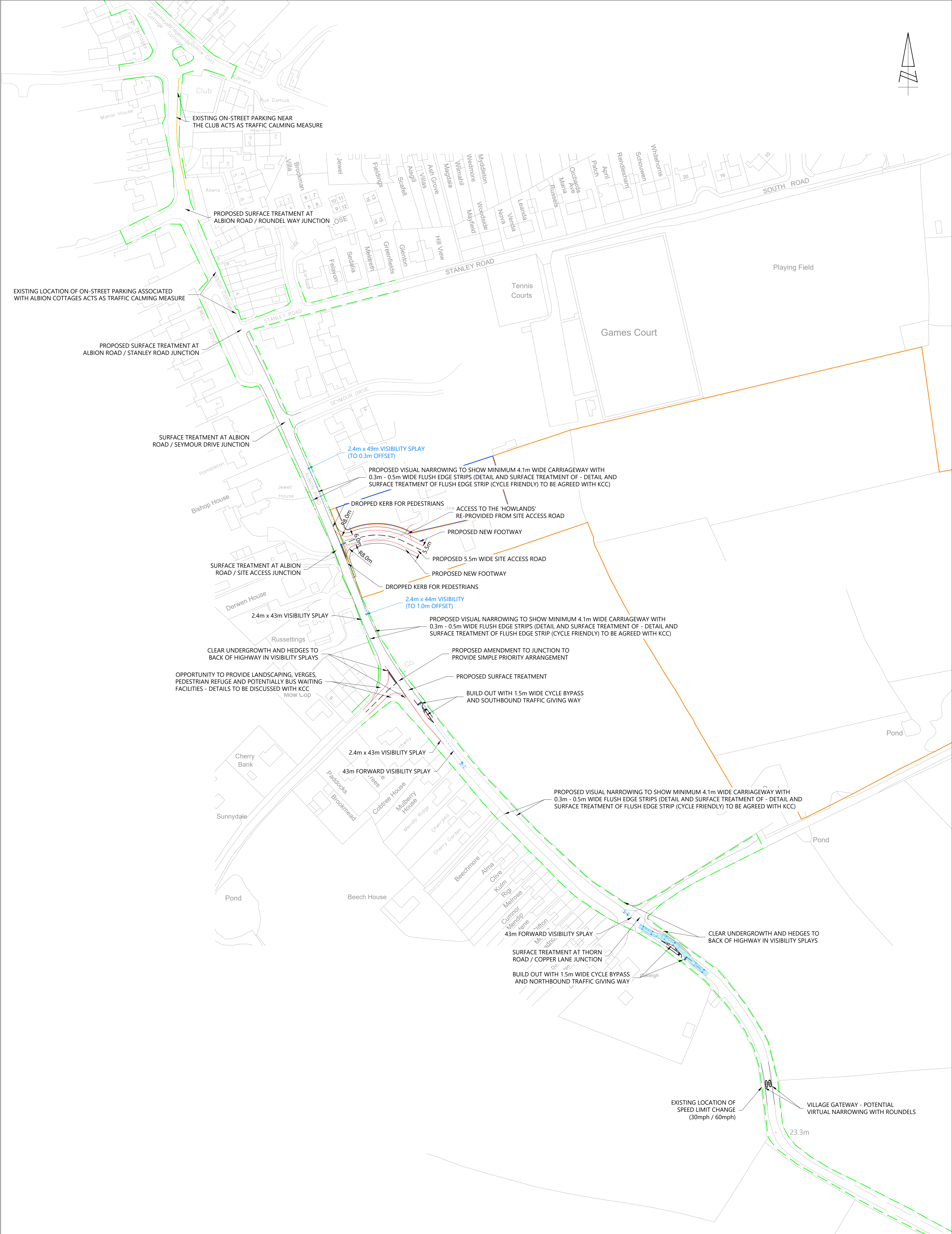
T:\Projects\15000 Series\15098\B1 Land East of Albion Road, Marden\Tech\Acad\i-Transport Drawings\Working Drawings\GA\ITB15098-GA-055A.dwg

REPRODUCED FROM THE ORDNANCE SURVEY
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TAKEN FROM FIGURED DIMENSIONS ONLY. CDM REQUIREMENTS CONSIDERED AT FEASIBILITY
STAGE ONLY. FURTHER CONSIDERATION REQUIRED BY DETAILED DESIGN TEAM.

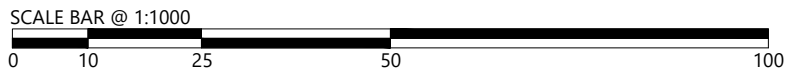


APPENDIX G. Potential Traffic Calming Scheme - Albion Road / Thorn Road



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KEY:

INDICATIVE SITE BOUNDARY

NOTES:

ALL TRAFFIC CALMING DETAIL AND LOCATIONS TO BE DISCUSSED AND AGREED WITH KENT COUNTY COUNCIL

Single Deck Bus
Overall Length 11.980m
Overall Width 2.440m
Overall Body Height 3.570m
Min Body Ground Clearance 0.100m
Track Width 2.550m
Kerb to Kerb Radius 10.368m

								POTENTIAL TRAFFIC CALMING MEASURES - ALBION ROAD AND THORN ROAD							
The Square, Basing View, Basingstoke, Hampshire, RG21 4EB				Tel: 01256 637940											
www.i-transport.co.uk															
				FOR INFORMATION				LAND EAST OF ALBION ROAD, MARDEN				RYDON HOMES			

Examples of Traffic Calming Schemes

Village Gateway – Potential Virtual Narrowing with Roundels

Newbury Road, Andover



Build Out with Cycle Bypass

Cliddesden Lane, Basingstoke



Surface Treatment at Junctions

Rogate, West Sussex



Carriageway Visual Narrowing with Flush Edge Strips

Rogate, West Sussex

