



Gravesham
Community
Investment Partnership



A Planning Application by
**GRAVESHAM COMMUNITY INVESTMENT PARTNERSHIP
LLP**

In respect of
**Milton Place Car Park, Gravesham,
KENT**

Transport Statement – Part 1 of 2

2302-048/TS/01 | February 2025



Document Management

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Issued by:

Bristol
Cambridge
London
Welwyn Garden City

Transport Planning Associates
1 Giltspur Street
London
EC1A 9DD

020 7119 1155
london@tpa.uk.com
www.tpa.uk.com

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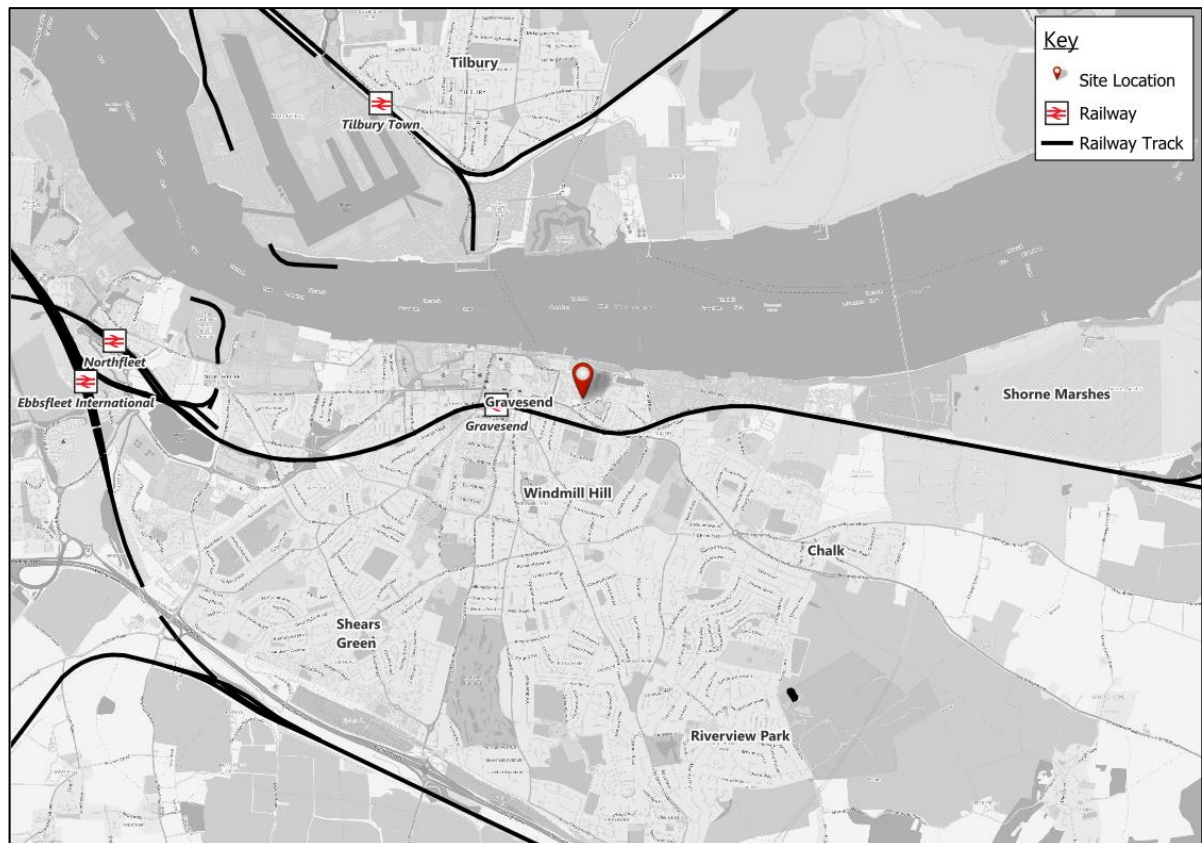
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1 Introduction

- 1.1 Transport Planning Associates (TPA/ **we**) have been commissioned by Gravesham Community Investment Partnership LLP to provide transport planning consultancy services in relation to the proposed development at Milton Place Car Park in Gravesham, Kent. The location of the site is shown below in **Figure 1.1** along with its context to the wider area, and local rail stations.

Figure 1.1 Site Location – Wider Context



Source: © OpenStreetMap Contributors

- 1.2 As shown, the site is located on Milton Place and Ordnance Road on the eastern edge of Gravesend Town Centre between Gravesend High Tower School and New Tavern Fort. It comprises the existing Milton Place Car Park, including the former extension (formerly the BT Storage Depot) and the adjacent open space.

Development proposals

- 1.3 The development proposals comprise a reduction in the existing Milton Place and Ordnance Road car parks to provide a residential development with 61 independent living apartments with 15 houses resulting in a total of 76 dwellings to be accessed via a new junction on Milton Place.

Relevant Planning History

- 1.4 An ongoing application (the **Albion Waterside** application) was submitted to Gravesham Borough Council in March 2021 for:

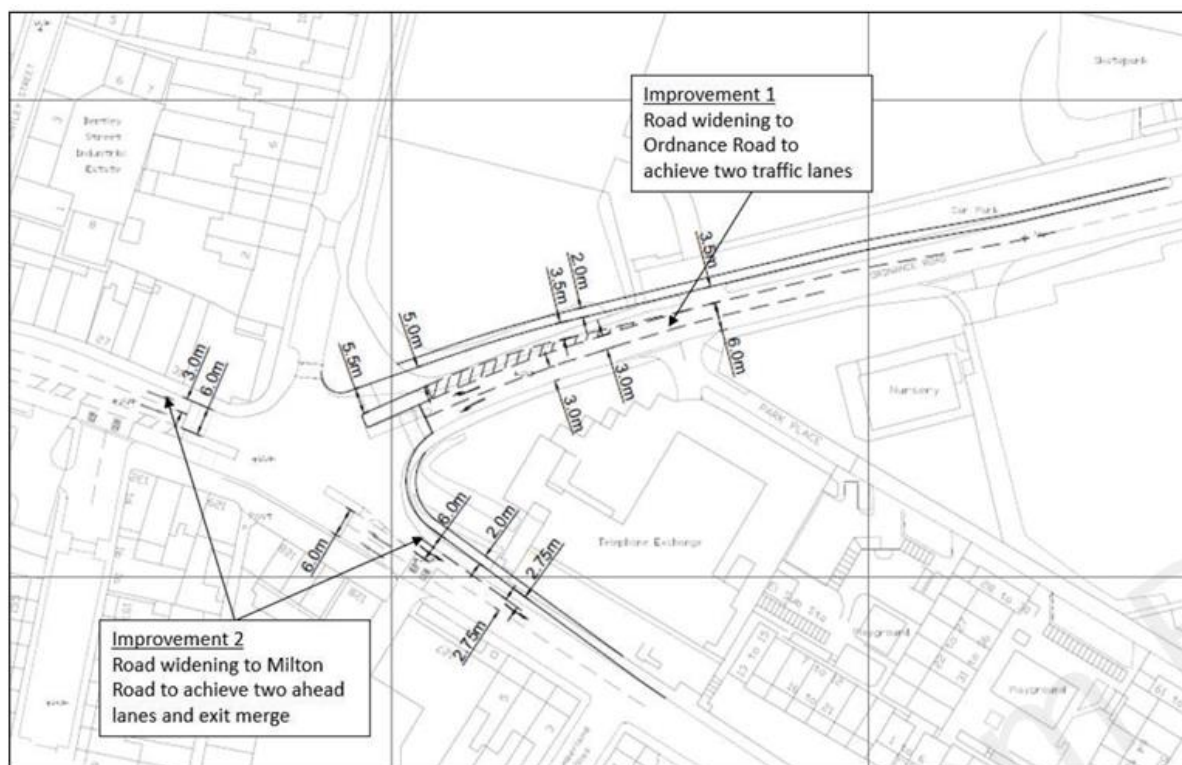
"Part A - Full planning application for demolition of existing buildings and structures, construction of a mixed use development comprising C3 and C2 Residential Uses and commercial floorspace (Use Class E), a new river wall, works to Swing Bridge, highway junction improvements at Milton Road and Ordnance Road, associated new public open spaces and public realm improvements, car and cycle parking, landscaping, infrastructure and earthworks and ancillary works; and

Part B - Outline planning application with all matters reserved (apart from access) for demolition of all existing buildings and structures and the construction of a mixed use development comprising C3 Uses and commercial floorspace (Use Class E) with associated vehicular access, car parking, landscaping, associated infrastructure and earthworks and ancillary works.

(The proposed development would consist of up to 1,500 homes and up to 4,500sqm (GIA) of commercial floorspace)."¹

- 1.5 The proposed scheme, which received a resolution to grant permission in 2021, includes highway works at the Ordnance Road/ Milton Road/ Milton Place signal-controlled junction as shown in **Figure 1.2**. we understand that the proposals illustrated below were welcomed by the Highway Authority in their consultation responses.

¹ Gravesham Borough Council (Application reference: 20210270)

Figure 1.2 Albion Waterside – Proposed Highway Works

Source: Caneparo Associates drawing 4294 SK030 dated 30 June 2021 submitted for application reference 20210270

- 1.6 As shown, the proposals require land within the site to come forward, and our scheme has subsequently been developed not to prejudice their delivery.

Pre-application Advice

- 1.7 Pre-application advice was sought from Kent County Council (**KCC**) in September 2024 and a Scoping Note was submitted to the Highway Authority. KCC subsequently provided a series of pre-application responses, with the key matters summarised below:
- 1.8 With regards to the reduction in the scale of the Milton Place Car Park the response states that “[...] I accept that the proposed reduction in the size of the existing car park is no greater than the spare capacity in that car park added to the fact that the two closest alternative car parks, Ordinance Road and Gurdwara both have spare capacity. I therefore raise no concerns in relation to the loss of part of the existing car park”².
- 1.9 The Officer also accepted the trip rates used later within this Report stating that “The trip rates for both the retirement and private house elements appear to be low. However, when considering approved trip rates associated with similar sites within the area, the comparative trip generation is not considered to

² E-mail from the Highways Officer dated 1 November 2024

*be significant*³. This in the context of the distribution resulted in KCC accepting that *"no junction modelling will be required"*⁴.

- 1.10 As part of the pre-application advice we sought to understand the baseline position for the Ordnance Road car park in the context of the Albion Waterside application, but it is understood that no analysis relating to the loss of parking resulting from the widening had been undertaken.

Scope of the Report

- 1.11 This Transport Statement has been prepared as part of a suite of documents prepared to support a planning application for the residential-led development of this site. The rest of this report is set out as follows:

- **Chapter 2** – Baseline Conditions;
- **Chapter 3** – Development Proposals;
- **Chapter 4** – Policy Context;
- **Chapter 5** – Trip Generation and Possible Impact;
- **Chapter 6** – Reduction in Car Park Size; and
- **Chapter 7** – Summary and Conclusion.

³ E-mail from the Highways Officer dated 8 November 2024

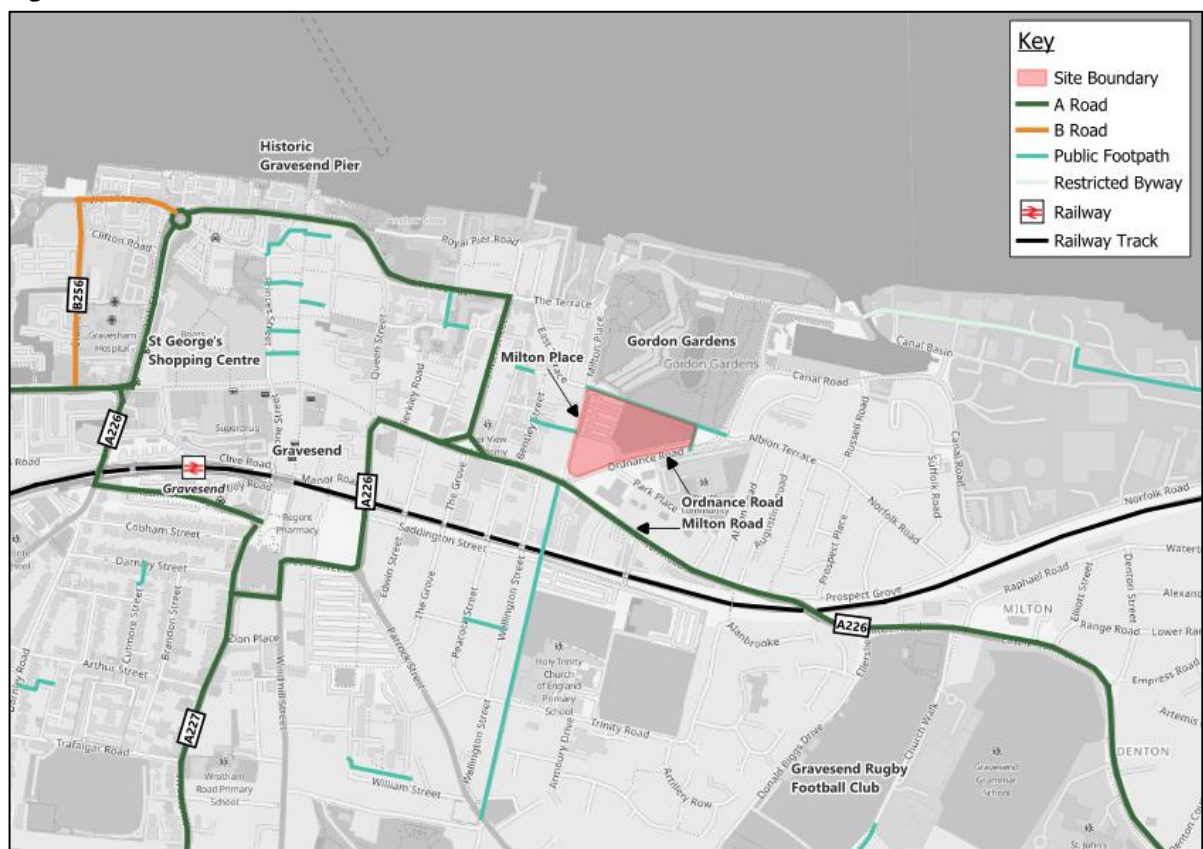
⁴ E-mail from the Highways Officer dated 8 November 2024

2 Baseline Conditions

The Existing Site

- 2.1 The site is situated on the eastern side of Gravesend town centre, circa 650m east of the Thamesgate Shopping Centre and 880m east of Gravesend Railway Station. It is located between the Riverside Leisure Area and Khartoum Place to the north, Milton Place to the west, Ordnance Road to the south and a vacant building to the east.
- 2.2 **Figure 2.1** represents the sites location on a local scale identifying the local highway and Public Right of Way (**PROW**) networks.

Figure 2.1 Site Location – Local Context



Source: © OpenStreetMap Contributors

- 2.3 The site currently comprises two car parks with a total of 178 spaces⁵, an area of open space (formerly the Gravesend Open Air Swimming Pool), and a skatepark. Access to the existing Milton Place Car Park is currently taken through the Ordnance Road Car Park taken from Ordnance Road on the southern boundary of the site. A vehicular link was previously provided between Khartoum Place in the

⁵ 163 spaces, 11 disabled bays, and 4 Electric Vehicle charging spaces as set out at <https://www.gravesham.gov.uk/directory-record/4/milton-place-car-park>

northwest corner of the site and the Milton Place car park, which has now been blocked (temporarily) with concrete blocks to prevent through traffic.

Pedestrian and Cycle Accessibility

Pedestrian

- 2.4 A pedestrian footway is provided along both sides of Milton Place and Ordnance Road, providing a continuous connection between the site and Gravesend Town Centre. Street lighting is provided throughout the local area including Milton Place, Ordnance Road and existing PROW along the northern boundary of the site. Crossing facilities are provided on Milton Road, Milton Place, and Ordnance Road at the signal-controlled junction adjacent to the southwest corner of the site. In addition, an uncontrolled raised table crossing is provided on Milton Place along the western boundary of the site.
- 2.5 CIHT's Planning for Walking (2015) guidance quotes the Department for Transport document "Building Sustainable Transport into New Developments" (2008), which states:

"Walking neighbourhoods are typically characterised as having a range of facilities within 10 minutes' walking distance (around 800 m). However, the propensity to walk or cycle is not only influenced by distance but also the quality of the experience; people may be willing to walk or cycle further where their surroundings are more attractive, safe, and stimulating. Developers should consider the safety of the routes (adequacy of surveillance, sight lines and appropriate lighting) as well as landscaping factors (indigenous planting, habitat creation) in their design" ⁶

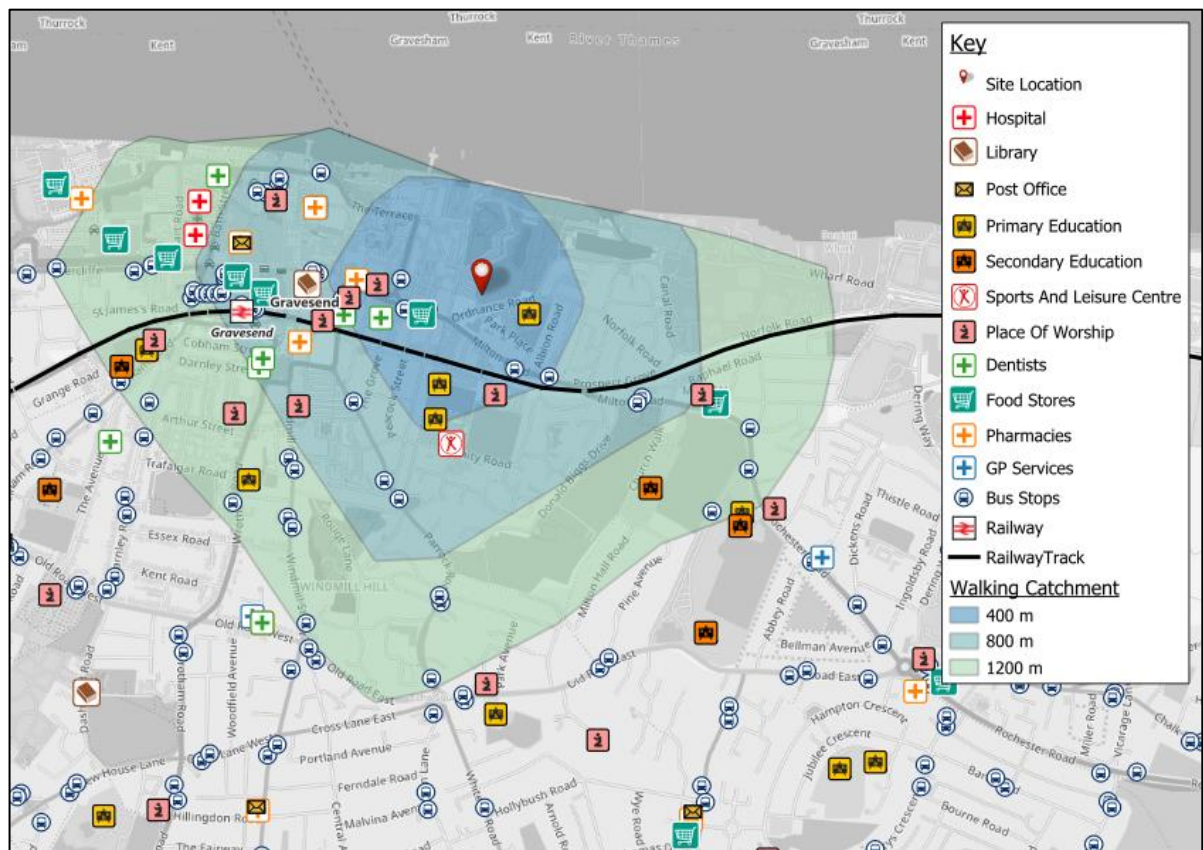
- 2.6 The Institution of Highway and Transportation also advise that:

"New developments should be located so that public transport trips involving a walking distance of less than 400m from the nearest bus stop or 800m from the nearest railway station" ⁷

- 2.7 **Figure 2.2** illustrates the local transport network within the vicinity of the site with context of approximate 400m, 800m, and 1,200m walking catchments.

⁶ Planning for Walking (CIHT, 2015, para 6.4)

⁷ Planning for Public Transportation in New Development (IHT, 1999, para 5.21)

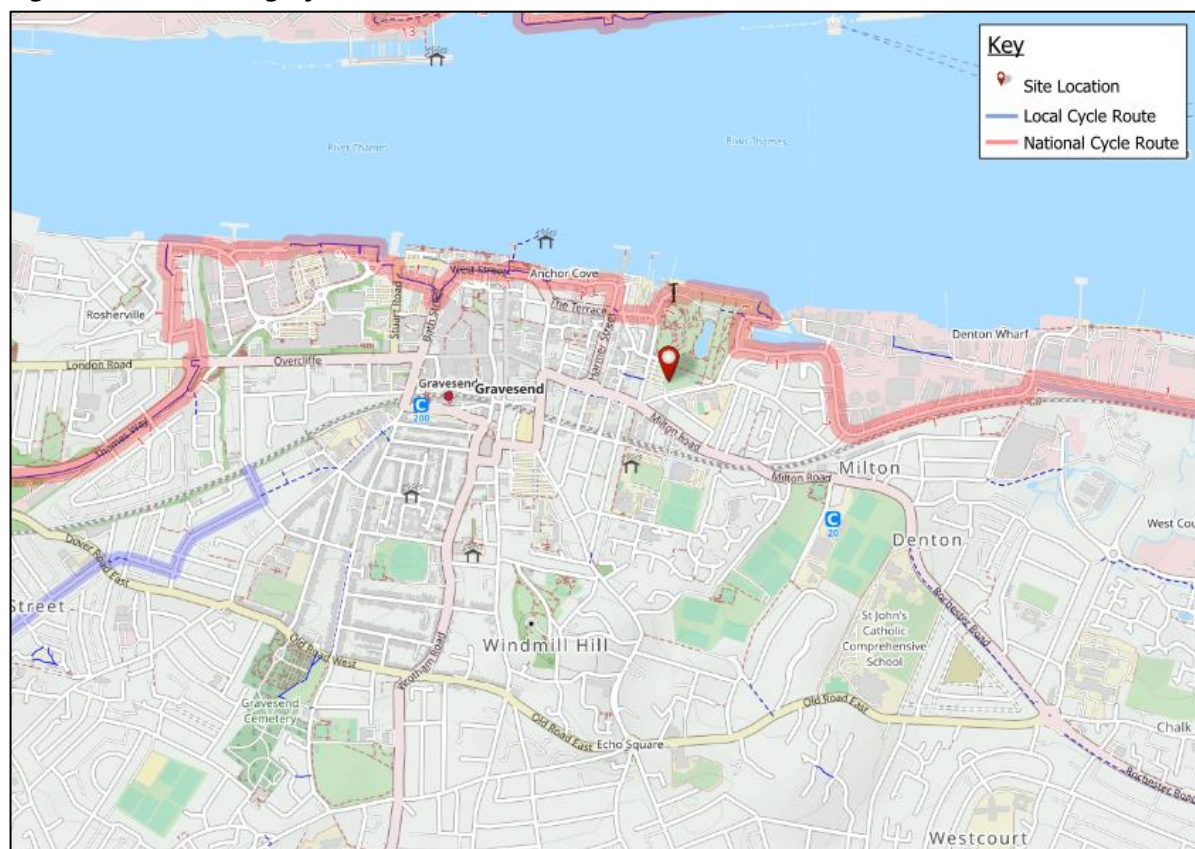
Figure 2.2 Walking Catchment

Source: © OpenStreetMap Contributors

- 2.8 As can be seen, the site benefits from a variety of services and amenities within walking distance in line with its edge-of-town centre location within Gravesend.

Cycle

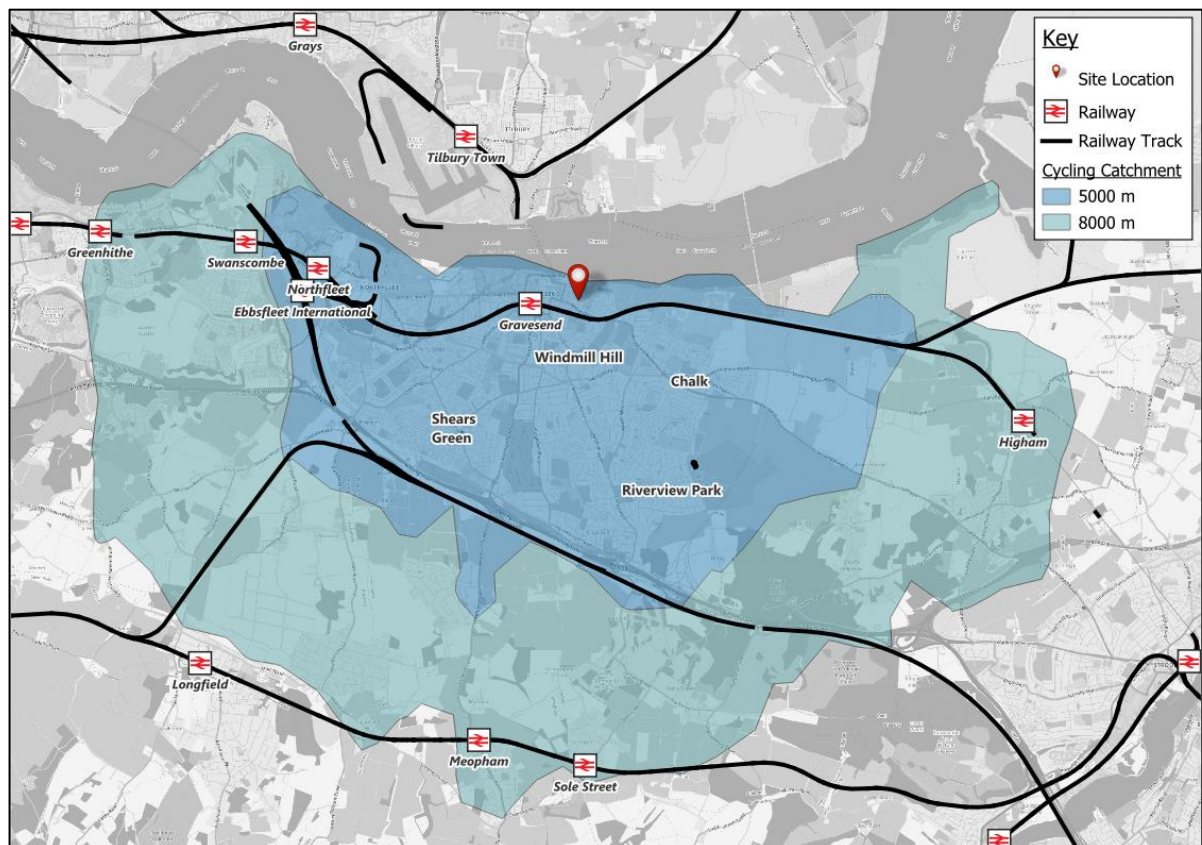
- 2.9 The existing cycle routes in the vicinity of the site are shown in **Figure 2.3**. As shown, National Cycle Network Route 1 runs approximately 130m north of the site which provides a connection to London and the North from Dartford and Dover from Rochester.

Figure 2.3 Existing Cycle Routes

Source: © OpenStreetMap Contributors

- 2.10 With regard to cycle catchment, the bicycle is an effective mode of transport for short trips up to five to eight km (20-35 minutes respectively)⁸. **Figure 2.4** illustrates the potential cycle catchment of the site based on both 5km and 8km distances. As shown, numerous settlements and railway stations are located within a 5km cycle of the site including Ebbsfleet.

⁸ *Changing Journeys to Work, An Employers Guide to Green Commuter Plans, Transport (2000)*

Figure 2.4 Cycle Catchment

Source: © OpenStreetMap Contributors

Public Transport

Bus Services

- 2.11 The closest bus stops to the site are the Clock Tower stops located circa 150m west of the site on Milton Road. Both stops provide timetabling information for relevant routes.
- 2.12 Additional stops are provided southeast of the site on Milton Road (the Albion Waterside stops). The eastbound stop is located circa 350m from the site and has a bus flag with timetable information, while the westbound stop is located circa 260m from the site and benefits from a bus shelter with timetable information.
- 2.13 The stops identified above provide access to a variety of services as summarised in Table 2.1.

Table 2.1 Summary of Local Bus Services

Bus No.	Route	Frequency		
		Mon -Fri	Sat	Sun
190	Gravesend Clock Tower – Chalk – Higham – Strood – Rochester - Chatham	3 / hr	3 / hr	1 / hr
	Gravesend Clock Tower – Gravesend Barrack Row	3 / hr	3 / hr	1 / hr
416	Gravesend Clock Tower – Shorne Country Park – Cobham – Sole Street - Meopham	4 / day	2 / day	N/A
	Gravesend Clock Tower – Gravesend Barrack Row	6 / day	3 / day	N/A
417	Gravesend Clock Tower – Denton – (Shorne Country Park) – Higham - Cliffe	3 / day	3 / day	N/A
	Gravesend Clock Tower – Gravesend Barrack Row	3 / day	3 / day	N/A
481	Gravesend Clock Tower – Perry Street - Northfleet – Springhead – Ebbsfleet International Railway Station	1 / hr	N/A	N/A
	Gravesend Clock Tower – Westcourt – Riverview Park	1 / hr	N/A	N/A
489	Gravesend Clock Tower – Perry Street – Shears Green – New Barn – Longfield – New Ash Green	1 / day	N/A	N/A
	Gravesend Clock Tower – Denton Lion Garage	1 / day	N/A	N/A
490	Gravesend Clock Tower – Denton - Kings Farm – Singlewell	3 / hr	2 / hr	2 / hr
	Gravesend Clock Tower – Gravesend Barrack Row	3 / hr	2 / hr	2 / hr
491	Gravesend Clock Tower – Denton – Kings Farm – Riverview Park	3 / hr	2 / hr	2 / hr
	Gravesend Clock Tower – Gravesend Barrack Row	3 / hr	2 / hr	2 / hr
735	Gravesend Clock Tower – Denton – Chalk – Riverview Pak – Kings Farm – Bexley – Canary Wharf – Aldgate – Cannon Street - Embankment	2 / day	N/A	N/A
G1*	Gravesend Clock Tower – Singlewell – Istead Rise – Northfleet – Springhead Park – Swanscombe – Greenhithe – Dartford – Fleet – Longfield Academy	1 / day	N/A	N/A
	Gravesend Clock Tower – Denton	1 / day	N/A	N/A
MEO1*	Gravesend Clock Tower – Gravesend – Istead Rise – Hook Green - Meopham	1 / day	N/A	N/A
	Gravesend Clock Tower – Denton	1 / day	N/A	N/A
NAG1*	Gravesend Clock Tower – Gravesend – Northfleet – New Barn – Longfield – Hartley – New Ash Green	1 / day	N/A	N/A
	Gravesend Clock Tower – Denton	1 / day	N/A	N/A
VIG1*	Gravesend Clock Tower – Gravesend – Istead Rise – Meopham – Hook Green – Culverstone Green – Vigo Village	1 / day	N/A	N/A
	Gravesend Clock Tower – Denton	1 / day	N/A	N/A

Source: <https://www.1stbusstop.co.uk/>, <https://www.arrivabus.co.uk/>, <https://bustimes.org/>, <https://www.redroutebuses.co.uk/>, <https://redwing-coaches.co.uk/>

Notes: * = Schooldays only

- 2.14 As set out above, the site has access to a wide variety of bus services providing access by sustainable modes of travel to a broad range of possible destinations.

Rail Services

- 2.15 As illustrated above in **Figure 2.1**, Gravesend Station is the closest railway station to the site. It is located on the North Kent Line with services provide by Southeastern and Thameslink. It is located circa 880m from the site and accessible from the site via an 11 min walk⁹, or alternatively a 5 min cycle.
- 2.16 Gravesend Station provides access to Southeastern and Thameslink services. The table below illustrates the services available from Gravesend Station.

Table 2.2 Summary of Train Services

Destination	Via	Frequency		
		Mon-Fri	Sat	Sun
Faversham	Rochester – Chatham – Rainham – Sittingbourne	1 / hr	N/A	N/A
London Bridge ¹⁰	Northfleet – Swanscombe – Greenhithe – Dartford – Abbey Wood – Woolwich Arsenal – Westcombe Park - Greenwich	N/A	N/A	3 / day
London Cannon Street	Northfleet – Swanscombe - Dartford – Erith - Abbey Wood – Plumstead – Woolwich Arsenal – Greenwich – London Bridge	2 / day	N/A	N/A
London Charing Cross	Northfleet – Swanscombe – Dartford – Sidcup – Lee – London Bridge – Waterloo East	2/ hr	2/ hr	2/ hr
London Victoria	Greenhithe – Dartford – Bexleyheath – Lewisham – Peckham Rye – Denmark Hill	2 / hr	2 / hr	N/A
London St Pancras International	Ebbsfleet International – Stratford International	2 / hr	1 / hr	1 / hr
Luton	Northfleet – Swanscombe – Greenhithe – Dartford – Abbey Wood – Woolwich Arsenal – Westcombe Park - Greenwich – London Bridge – London Blackfriars – City Thameslink – Farringdon – St Pancras International – West Hampstead Thameslink – (St Albans – Harpenden – Luton Airport Parkway)	2 / hr	2 / hr	2 / hr
Maidstone West	Strood	1 / day	N/A	N/A

⁹ Based on 80 metres per minute

¹⁰ Services terminating at London Bridge operate only on Sundays

Destination	Via	Frequency		
		Mon-Fri	Sat	Sun
Rainham	Higham – Strood – Rochester – Chatham – Gillingham	2 / hr	2 / hr	2 / hr
Ramsgate	Strood – Rochester – Chatham – Gillingham – Rainham – Faversham – Whitstable – Herne Bay – Margate – Broadstairs	1 / hr	1 / hr	1 / hr

Source: <https://www.thameslinkrailway.com/>, <https://www.southeasternrailway.co.uk/>

- 2.17 Focusing on journey times, services to/ from Stratford typically take circa 15 minutes, London St Pancras typically take up circa 23-25 minutes, London Bridge typically take in circa 50-57 minutes, and Maidstone West typically take in circa 40 minutes¹¹.

Local Highway Network

- 2.18 As previously set out, vehicular access to the site is currently taken from Ordnance Road on the southern boundary of the site. Khartoum Place, Milton Place, and Ordnance Road are all subject to 30mph speed limits.
- 2.19 Khartoum Place is a cul-de-sac accessed from Milton Place which abuts the western boundary of the site. Milton Place is a northbound one-way road which becomes The Terrace to the north of the site.

Milton Place Car Park

- 2.20 Gravesham Borough Council have previously commissioned a parking strategy for Gravesend¹². The study identified 148 total spaces in the car park with a maximum occupancy of 78 vehicles (53%) on a weekday and 35 (24%) on a weekend.

Milton Place Automatic Traffic Counter

- 2.21 An Automatic Traffic Counter survey was undertaken on Milton Place for one week between Tuesday 2 July and Monday 8 July 2024 (inclusive) A summary of the data obtained is provided in Table 2.3 with a copy of the raw survey data provided in **Appendix A**.

¹¹ <https://www.nationalrail.co.uk/journey-planner/?type=single&origin=GRV&destination=MDW&leavingType=departing&leavingDate=051224&leavingHour=10&leavingMin=30&adults=1&extraTime=0#O>

¹² Gravesend Parking Study prepared by Stantec (dated January 2023)

Table 2.3 Automatic Traffic Counter Summary – Milton Place

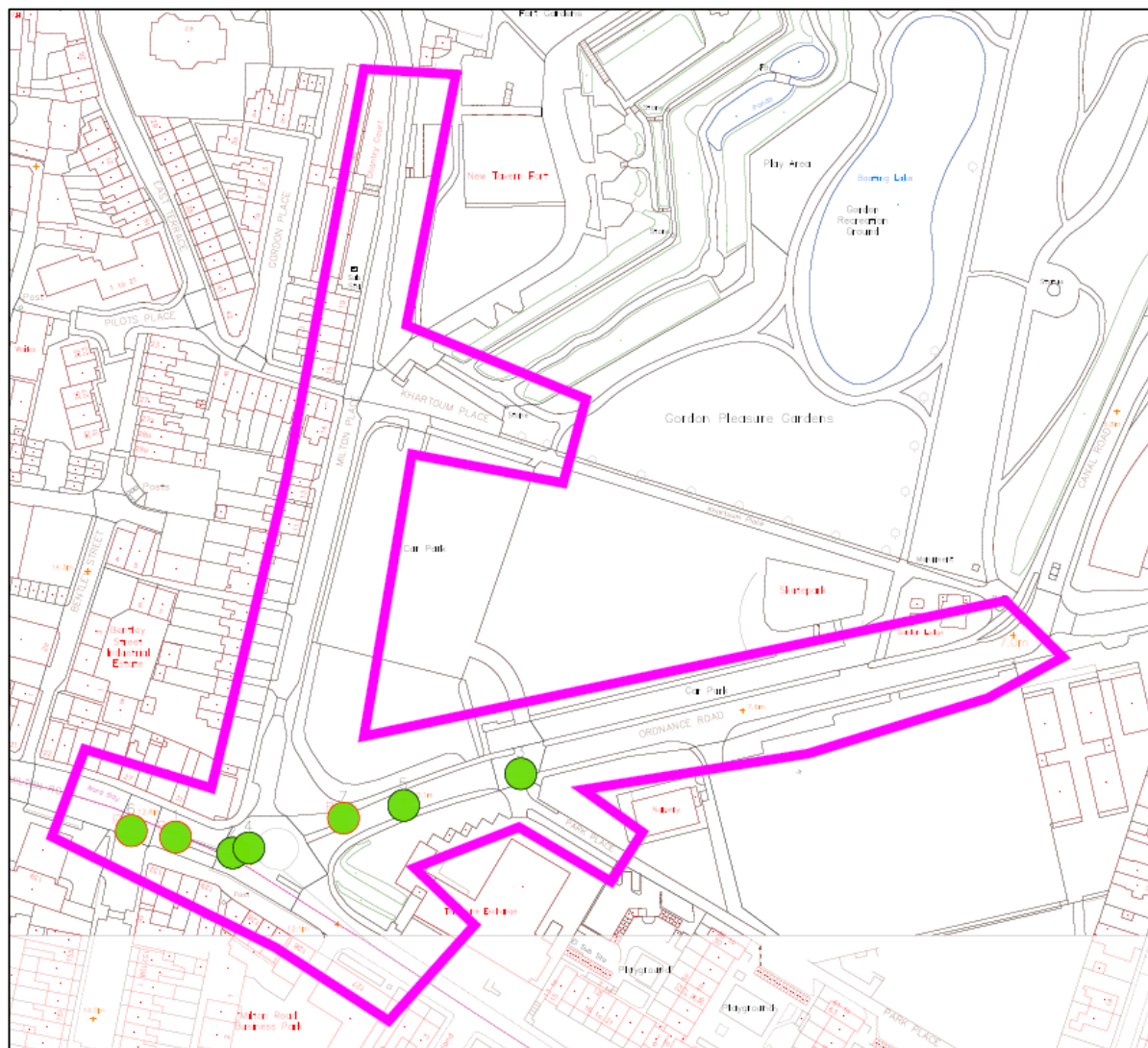
7-day Average Speed	7-day 85 th Percentile Speed	5-day average flow	7-day average flow
14mph	20mph	614	638

Source: Survey data contained within **Appendix A**

- 2.22 As shown, Milton Place is a lightly trafficked road with a low 85th percentile speed of only 20mph.

Road Safety

- 2.23 Personal Injury Collision (**PIC**) data has been obtained from KCC for the most recent five-year period (July 2019-June 2024 inclusive) for the area surrounding the site. The resultant PIC data together with the extent of the study area is shown in **Figure 2.5**, with a copy of the full dataset provided in **Appendix B**.

Figure 2.5 Personal Injury Collision Data

Source: data provided in **Appendix B**

Notes: Slight PICs shown as green circles

- 2.24 As shown, a total of seven PICs were identified within the study area over a five-year period, all of which were classified as slight. As shown, the PICs are dispersed along Ordnance Road and Milton Road with a summary of the data provided in Table 2.4.

Table 2.4 PIC Data Summary

No.	Date and Time	Road surface and weather	Vulnerable Road User Casualty	Notes
1	26 July 2019 19:00	Day Fine	Pedestrian	
2	17 March 2020 08:43	Day Fine		
3	August 2020 18:25	Day Fine		
4	21 March 2021 18:05	Day Fine		
5	25 August 2021 00:15	Day Fine		Positive breath test
6	12 July 2022 18:50	Day Fine	Pedestrian	
7	5 August 2022 13:16	Day Fine	Pedestrian	

Source: data provided in **Appendix B**

- 2.25 As set out above, each PIC occurred when the road surface was dry and the weather fine. The incidents occurred at a variety of times of day, and whilst four of the seven occurred in the evening, no references were made to the lack of visibility due the lighting.
- 2.26 Three of the incidents resulted in a pedestrian injury, each resulting from either a failure to give way or a failure to comply with the signals. No common causation factors have been identified, particularly as the incidents are dispersed throughout the study area.
- 2.27 Finally, it is noted that no PICs were recorded in the study area between August 2022 and June 2024.
- 2.28 Given the distribution of the PICs and the absence of any incidents resulting in a serious injury or a fatality, we do not consider that there are any pre-existing safety issues that would be exacerbated by a development of the scale being proposed.

3 Development Proposals

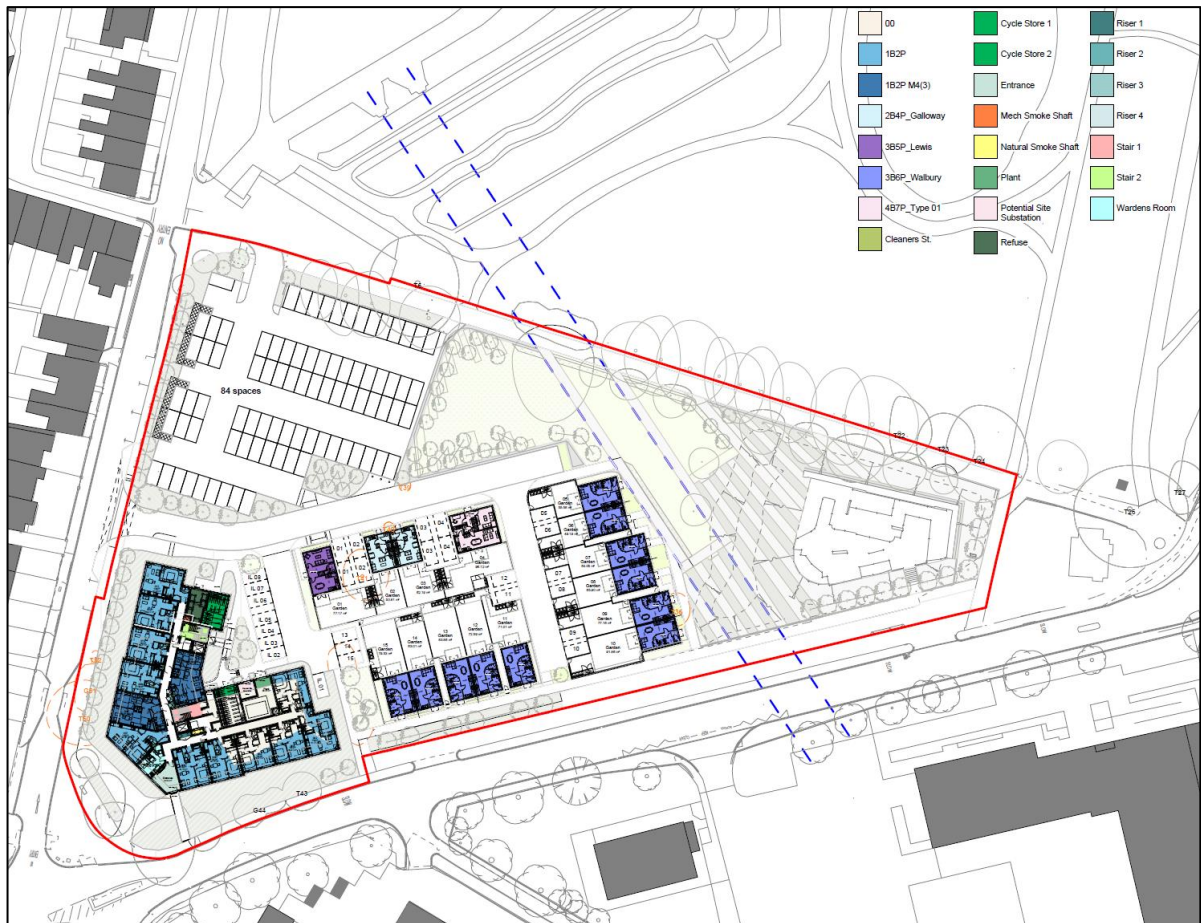
Proposed Development

3.1 The proposed development comprises:

Full Planning Application for the construction of 76 dwellings and associated infrastructure

3.2 The proposals include 61 independent living apartments with 15 private houses, comprising two 2-bed dwellings and twelve 3-bed dwellings. As shown in **Figure 3.1**, with the proposed site plan provided in **Appendix C.**, access to the site will be taken from Milton Place via a new junction, further details of which are provided below.

Figure 3.1 Proposed Layout



Source: JTP drawing number 02324-JTP-MP—00-DR-A-10001 received 23 January 2025

3.3 As shown, the proposals will result in a reduction in the quantum of spaces provided in the Milton Place Car Park and the Ordnance Road as set out below.

Access

- 3.4 Pedestrian and cycle access to the site will be taken from Milton Place, with an additional link provided into the Milton Place car park as shown in within **Appendix D**. A new cycleway will be provided on the eastern side of Milton Place between the proposed site access and the Ordnance Road/ Milton Road/ Milton Place signal-controlled junction, providing a connection to Ordnance Road as requested by KCC during pre-application consultation.
- 3.5 In addition to the above, a pedestrian footpath connection is proposed to be provided onto Ordnance Road to the west of the Ordnance Road car park.
- 3.6 Vehicular access to the residential development will be taken from Milton Place via a new junction. As shown in **Appendix D**, the proposals will result in the loss of two parking spaces on Milton Place and the relocation of three spaces further north on Milton Place. To minimise the impact of the proposed junction on Milton Place, and to maximise visibility, the proposals include build outs on either side of the access road. This is considered appropriate given the low volume of movements on Milton Place and the 20mph surveyed 85th percentile speed. The build outs also result in a reduced crossing distance for pedestrians.
- 3.7 With regards to the radii at the junction, these have been determined by the swept path of a 16.5m articulated vehicle as a proxy for Fairground traffic. A managed route through the Milton Place Car park is also proposed to enable movements of larger vehicles as necessary to facilitate events to the north of the site. The temporary arrangement proposed to enable Fairground access during construction and decommissioning is presented in **Appendix E**.

Parking

- 3.8 The proposed residential dwellings will be provided with car and cycle parking in accordance with the maximum parking standards as set out in Chapter 4. The proposed car parking provision is set out below:
- 8 independent living spaces; and
 - 19 residential dwelling spaces.
- 3.9 The proposals will include Electric Vehicle (**EV**) charging spaces in accordance with the quantum agreed during pre-application discussions with the Highway Authority with 10% of total provision active and the remaining 90% passive. This will include one active parking space for each dwelling..

- 3.10 With regards to cycle parking, with two cycle stores provided for the retirement flats with 62 total spaces, including storage for four larger. The residential dwellings will be provided with two dedicated cycle parking spaces within each garden as shown in **Appendix C**.

Reduction in Public Car Park Spaces

Milton Place Car Park

- 3.11 The existing Milton Place Car Park has 137 parking spaces, 7 disabled bays and 4 electric vehicle charging points. The total number of spaces will be reduced from 148¹³ to 84 spaces. The reduction is based on data relating to the existing car park use in 2024 as set out later in Chapter 6. Notwithstanding this analysis, the level of provision has been accepted by KCC during pre-application discussions as set out in chapter 1.
- 3.12 Four accessible parking spaces will be (re)provided at the reconfigured Milton Place Car Park equating to 5% of total provision (the same level as the existing car park). In addition, the existing EV charging spaces will be relocated within the car park. We anticipate the spaces will remain in the southwest corner of the car park, however it is understood the location of these is subject to discussions between Gravesham Borough Council's Car Park team and the provider.
- 3.13 Following public consultation and in response to comments received, a new 2m wide pedestrian footway connection adjacent to the existing Khartoum Place access was included within the scheme. In addition, a pedestrian/ cycle connection, as set out previously, was included between the proposed development and the car park. This will also provide emergency access for both the car park and the proposed development, with a minimum width of 3.7m provided, supplemented with a Grasscrete or a similar permeable surface.

Ordinance Road Car Park

- 3.14 The existing Ordinance Road Car Park has 29 parking spaces, including four disabled bays. The total number of spaces will be reduced from 30¹⁴ to 27 spaces as a result of the proposals without the proposed Albion Waterside Ordinance Road widening scheme. The reduction is based on data relating to the existing car park use in 2024 as set out in Chapter 6.

¹³ <https://www.gravesham.gov.uk/directory-record/4/milton-place-car-park>

¹⁴ <https://www.gravesham.gov.uk/directory-record/4/milton-place-car-park>

Swept Path Analysis

- 3.15 Swept path analysis has been undertaken on the proposed layout for a variety of vehicles including a fire tender, a delivery vehicle, and a large car. This analysis, which demonstrates that the required movements are possible, is provided within **Appendix F**.

Ordnance Road Widening

- 3.16 As previously set out, the Albion Waterside scheme proposes a widening of Ordnance Road to provide two approach lanes to the signal-controlled junction. To achieve this, Ordnance Road will be widened towards the north requiring a portion of this proposed development site to deliver the (Albion Waterside) scheme.
- 3.17 The Albion Waterside proposals will reduce the quantum of parking spaces available within the Ordnance Road Car Park due to the extent of widening proposed. Additionally, the existing car access to the public car parks on Ordnance Road will require alterations to accommodate the widening. Notwithstanding this, no information has been submitted as part of the Albion Waterside application relating to these changes.
- 3.18 In the absence of a future baseline position, the anticipated works associated with the Albion Waterside scheme have been identified and are presented in **Appendix G**. These works are associated with the Albion Waterside scheme and will therefore not be implemented by the Gravesham Community Investment Partnership LLP as part of these proposals. As illustrated, we anticipate the Albion Waterside widening to result in a reduction in parking spaces within the Ordnance Road Car Park from 30 spaces to 17 spaces.
- 3.19 The Gravesham Community Investment Partnership LLP scheme supported by this Transport Statement would not require any further alterations to the Ordnance Road car park than those set out in paragraph 3.14 (i.e. a reduction of three spaces). **Appendix H** illustrates the proposed layout of the Ordnance Road Car Park following completion of the widening scheme associated with Albion Waterside.

4 Policy Context

4.1 This chapter of the Transport Statement provides a policy context to the proposals, focusing on both national and local transport policy and guidance. The documents that we have reviewed in relation to these planning applications include:

- National Planning Policy Framework (2024);
- Gravesham Local Plan Core Strategy (2014); and
- Kent and Medway Structure Plan– Supplementary Planning Guidance 4 – Kent Vehicle Parking Standards (2006).

4.2 The key policies that have had a significant influence upon the development of the proposals from a transport perspective are set out below, with other policies dealt with elsewhere in the supporting documentation.

National Planning Policy Framework

4.3 The National Planning Policy Framework (**NPPF**) (2024), sets out the Government's planning policies for England and the applications thereof, providing a framework within which local authorities can produce plans for development and determine planning applications.

4.4 The NPPF defines a sustainable transport mode as follows:

*"Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, ultra low and zero emission vehicles, car sharing and public transport."*¹⁵

4.5 Regarding sustainability, it states that:

*"The purpose of the planning system is to contribute to the achievement of sustainable development, including the provision of homes, commercial development, and supporting infrastructure in a sustainable manner. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs."*¹⁶

¹⁵ NPPF 2024, annex 2, p. 79

¹⁶ NPPF 2024, para 7

4.6 Regarding transport assessments/statements and travel plans, it states that:

*"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored."*¹⁷

4.7 According to the NPPF, applications for development should, inter alia:

"a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles;

*e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."*¹⁸

4.8 Considering planning applications:

*"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios."*¹⁹

4.9 The review set out in Chapter 2 has demonstrated that the site is in a sustainable town centre location with access to a wide variety of services and amenities within by active and sustainable modes of travel. In this context, and noting that the trip generation from the retirement flats is expected to be low

¹⁷ NPPF 2024, para 118

¹⁸ NPPF 2024, para 117

¹⁹ NPPF 2024, para 116

given the limited quantum of parking spaces for residents, the impact of the proposals is expected to be limited.

Gravesham Local Plan Core Strategy

- 4.10 The Gravesham Local Plan Core Strategy, adopted September 2024 sets out the Council's adopted strategy relating for local development. Relating to issues of transport, paragraph 5.5.35 of the Local Plan sets out the requirements for new developments to provide a Transport Assessment and Travel Plans using Kent Guidance, stating the following:

"The Council will require applicable new developments to prepare and adopt Transport Assessments and Travel Plans using Kent County Council's guidance "Transport Assessments and Travel Plans, October 2008." It will also require developments to take into account current car parking standards. These will be refined taking into account the availability of alternative means of transport and accessibility to services and facilities."

"Currently, the Council uses the Kent Vehicle Parking Standards which it adopted in July 2006 as Supplementary Guidance. This recognises that the control of parking at new developments is one way of promoting more sustainable forms of transport. It also recognises that parking takes up a large amount of space and has a direct influence on the efficiency of land use, the density of development achieved and its cost. The Parking Standards document states that the parking provision determined for a development should follow an assessment of the travel options by all types of transport that are already available or that can be provided."

- 4.11 This Transport Statement provides the required information set out in the Kent County Council's guidance for Transport Assessments and will make use of the parking standards set out in the parking guidance for Kent as set out later in this Chapter.

Kent and Medway Structure Plan– Supplementary Planning Guidance 4 – Kent Vehicle Parking Standards

- 4.12 As set out previously, Gravesham Borough Council utilises the parking standards set by Kent County Council and set out in the Kent and Medway Structure Plan– Supplementary Planning Guidance 4 – Kent Vehicle Parking Standards (**SPG4**). The document sets out different standards dependent on the location of the site with a correlation between the provision of parking and the level of access to services and amenities.
- 4.13 The vehicular parking standards for dwellings as set out in SPG4 are replicated in Table 4.1.

Table 4.1 Maximum Vehicle Parking Standards

Bedrooms	Maximum Car Parking
1 bedroom	1 space per dwelling
2 and 3 bedroom	2 spaces per dwelling
4 or more bedrooms	3 spaces per dwelling
Sheltered accommodation	1 space per resident + 1 space per 2 units

Notes: 1. For 1-bedroom dwellings the parking will usually be provided as communal spaces. For other dwelling sizes part or all of the parking can be provided on a communal basis.

2. The level of car parking provision includes any garages, provided as an integral part of the dwelling or within its curtilage, and/or driveways provided within the curtilage, subject to the preferred sizes set out in Appendix B.

Source: <https://www.gravesham.gov.uk/local-plan-policy/supplementary-planning-guidance>

- 4.14 The development proposals will accord with the maximum standards. This approach is considered appropriate in the context of the town centre location with access to a variety of services and amenities by active and sustainable modes of travel.
- 4.15 Whilst there are no specific standards relating to the provision of electric vehicle charging spaces, one Electric Vehicle charging point is provided for each house and communal spaces are provided for apartments, with circa 10% as active provision and the remaining 90% of spaces as a passive provision.
- 4.16 The cycle parking standards for dwellings as set out in SPG4 are replicated below in Table 4.2.

Table 4.2 Minimum Cycle Parking Standards

Type	Standard
Individual residential dwellings	1 space per bedroom
Flats & maisonettes	1 space per unit
Sheltered accommodation	1 space per 5 units

Notes: 1. Cycle parking provision should normally be provided within the curtilage of the residential dwelling. Where a garage is provided it should be of a suitable size to accommodate the required cycle parking provision

2. Parking provision should be provided as a secure communal facility where a suitable alternative is not available.

Source: <https://www.gravesham.gov.uk/local-plan-policy/supplementary-planning-guidance>

- 4.17 The proposals will provide cycle parking in accordance with the minimum cycle parking standards with two cycle stores provided for the retirement flats with 62 total spaces, including storage for four larger. The residential dwellings will be provided with two dedicated cycle parking spaces within each garden as shown in **Appendix C**.

5 Trip Generation

- 5.1 This chapter for the Transport Statement will set out the potential impact of the development proposals on the operation of the local highway network. It has been prepared in the context of the pre-application response from KCC which stated that *"trips are already relatively low, and will be further distribution on the network as they travel further from the site, the proposed distribution is not anticipated to result in a significant impact"*²⁰.

Existing Land Use

- 5.2 To assess a worst-case scenario, no allowance has been made for the existing land use on the site including the reduction in on-site car parking resulting from the development proposals.

Proposed Land Use Trip Rates

- 5.3 To assess the potential impact of the development proposals trip rates have been obtained from the Trip Rate Information Computer System (**TRICS**) database version 7.11.2.

Independent Living Apartments

- 5.4 The parameters used in selecting suitable proxy survey sites from the TRICS database for the possible independent living apartments flats include:
- TRICS Land Use Class 03 – Residential : N – Retirement Flats;
 - Located in England (excluding Greater London);
 - Located in Edge of Town Centre and Suburban Area locations as defined by TRICS;
 - Multi-modal surveys only; and
 - Excludes surveys undertaken during COVID-19 restrictions.
- 5.5 The resultant trip rates are presented in **Appendix I** with a summary of the vehicular trip rates provided in Table 5.1.

²⁰ E-mail from the Highways Officer dated 8 November 2024

Table 5.1 Trip Rates – Independent Living Apartments

Time Period	Arrivals	Departures	Total
08:00-09:00	0.051	0.092	0.143
17:00-18:00	0.069	0.041	0.110

Source: TRICS Report contained within **Appendix I**

Notes: Trip rates per dwelling

Private Houses

5.6 The parameters used in selecting suitable proxy survey sites from the TRICS database for the possible private houses include:

- TRICS Land Use Class 03 – Residential : A – Houses Privately Owned;
- Located in England (excluding Greater London);
- Located in Edge of Town Centre and Suburban Area locations as defined by TRICS;
- Multi-modal surveys only; and
- Excludes surveys undertaken during COVID-19 restrictions.

5.7 The resultant trip rates are presented in **Appendix J** with a summary of the vehicular trip rates provided in Table 5.2.

Table 5.2 Trip Rates – Private Houses

Time Period	Arrivals	Departures	Total
08:00-09:00	0.118	0.406	0.524
17:00-18:00	0.360	0.170	0.530

Source: TRICS Report contained within **Appendix J**

Notes: Trip rates per dwelling

Anticipated Trip Generation

5.8 Based on the trip rates set out above the anticipated trip generation for the proposals set out in Chapter 3 has been calculated and is summarised below in Table 5.3.

Table 5.3 Preliminary Trip Generation Comparison

Land Use	08:00-09:00		17:00-18:00	
	Arr.	Dep	Arr.	Dep.
Independent Living Apartments (61 units)	3.1	5.6	4.2	2.5
15 houses	1.8	6.1	5.4	2.6
Total	4.9	11.7	9.6	5.1

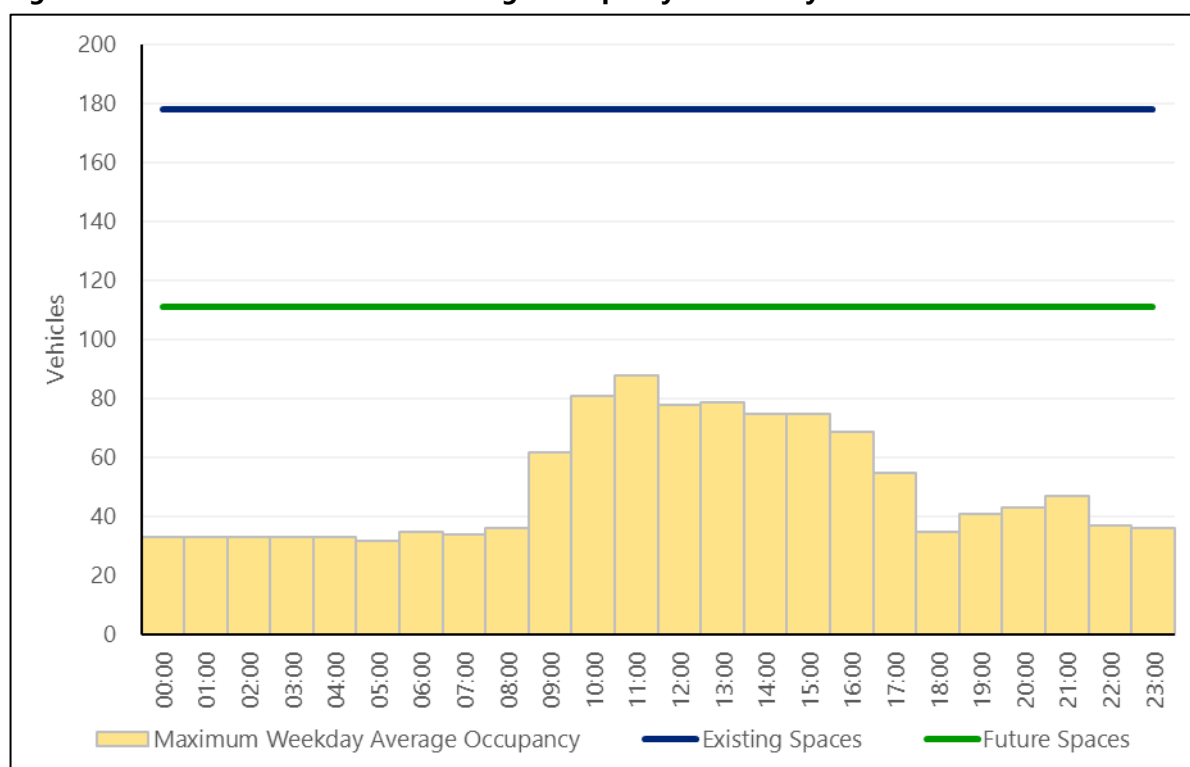
Note: Any arithmetic errors due to rounding

- 5.9 As shown, the anticipated impact of the development proposals is predicted to be low, with a maximum increase of circa 16 vehicle movements (equating to 1 vehicle every 3.75 minutes) in either traditional network peak hour. In this context, we do not predict that the development proposals will result in an impact on the highway network that could be considered to be severe in the context of the NPPF.
- 5.10 It should be noted that the movements above make no allowance the circa 50% reduction in the capacity of the Milton Place Car Park and therefore the potential increase identified is likely to be considerably lower.

6 Reduction in Public Parking Spaces

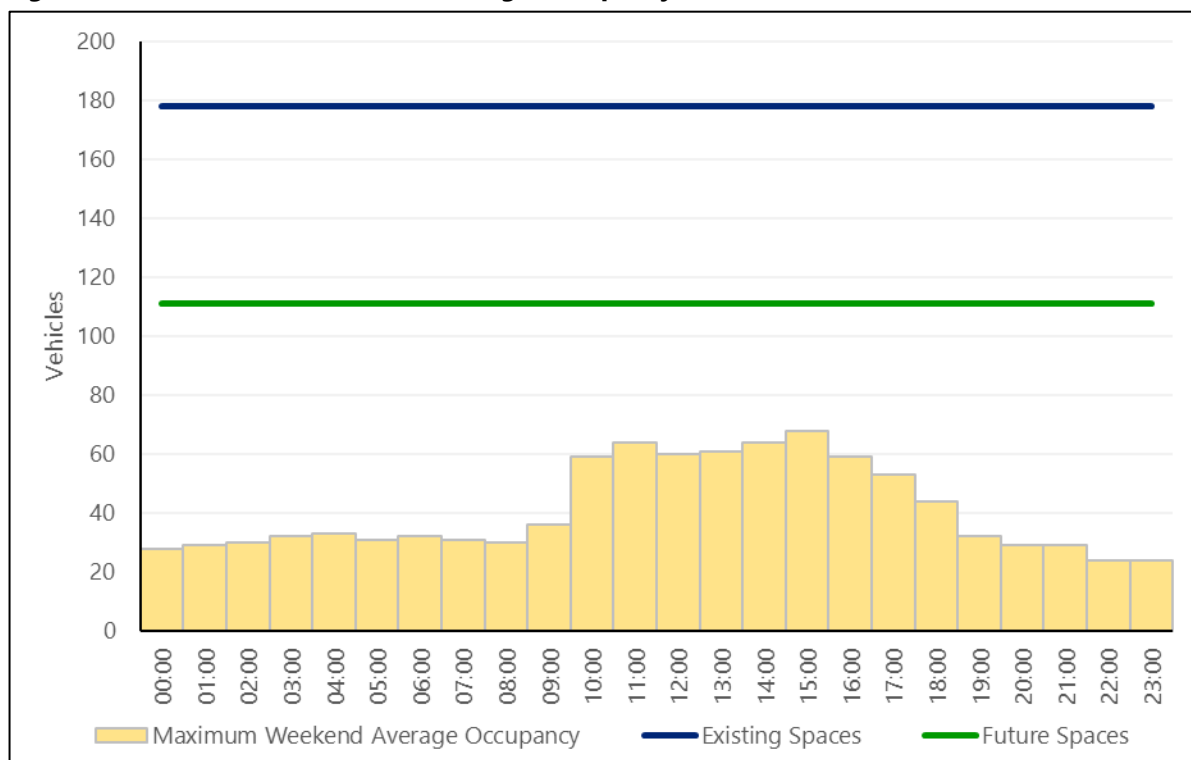
- 6.1 This chapter of the Transport Statement evidence that the proposed reduction in spaces in the Milton Place and Ordnance Road public car parks can be accommodated.
- 6.2 The proposals will result in a reduction to 84 spaces in the Milton Place Car Park and three spaces in the Ordnance Road Car Park. To ensure the proposed reduction does not have a negative impact on the surrounding area reference has been made to car park usage data provided by Gravesham Borough Council.
- 6.3 Gravesham Borough Council have provided average hourly occupancy data from the ANPR cameras in October 2024. It included data for each day of the month with both the Milton Place and Ordnance Road car parks included. Based on the data provided the maximum average occupancy has been plotted for weekdays and weekend days as shown in **Figure 6.1** and **Figure 6.2**.

Figure 6.1 Car Park Maximum Average Occupancy – Weekday



Source: Gravesham Borough Council ANPR Data for October 2024

- 6.4 As shown, the car parks are predicted to have more than adequate capacity to accommodate the maximum average occupancy observed over the entire month of weekdays.

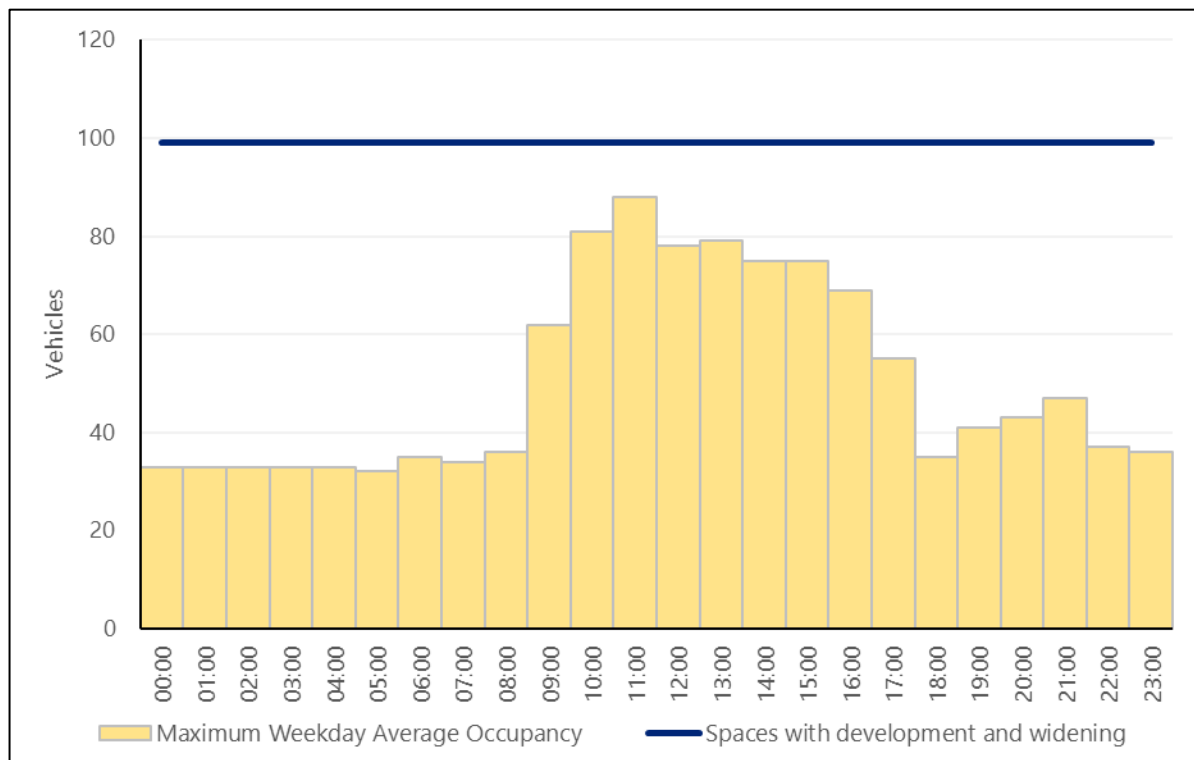
Figure 6.2 Car Park Maximum Average Occupancy – Weekend

Source: Gravesham Borough Council ANPR Data for October 2024

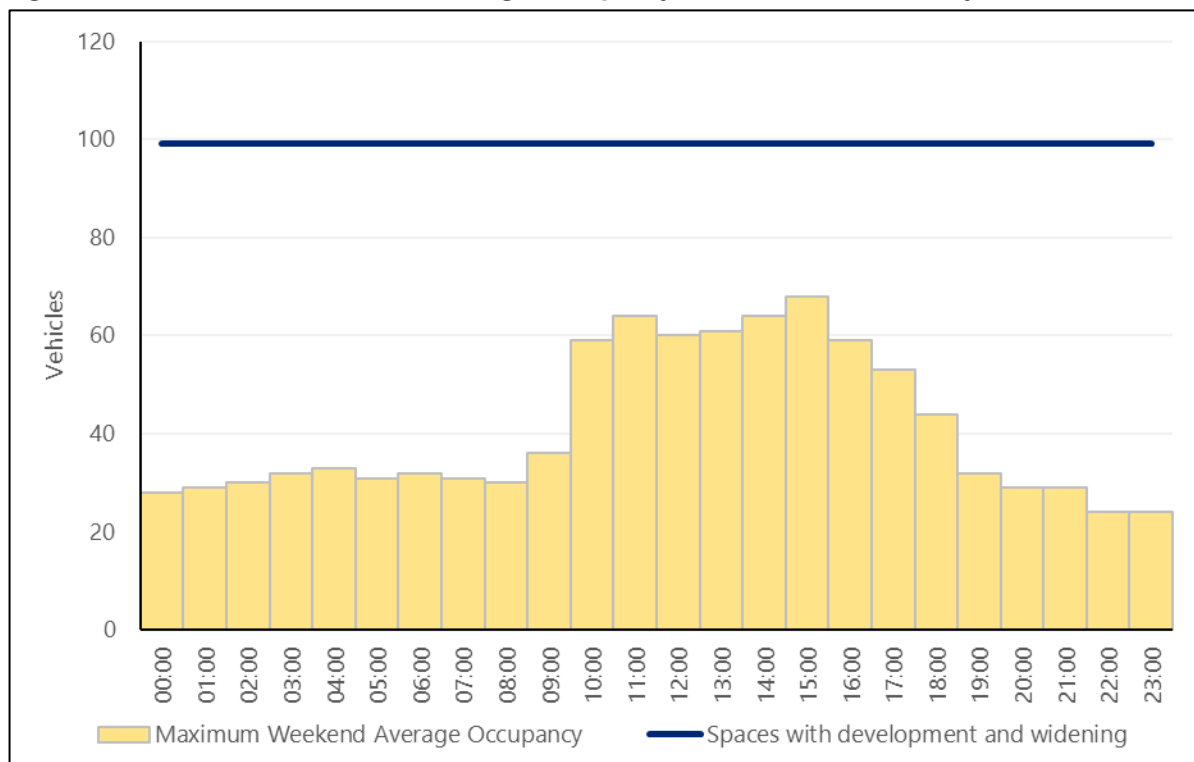
- 6.5 As shown, the car parks are predicted to have adequate capacity to accommodate the maximum average occupancy observed over the entire month of weekend days.
- 6.6 On the basis of the above it is predicted that ample parking capacity will be retained following the reduction in spaces due to the development proposals.

Sensitivity Test

- 6.7 As set out previously, the Albion Waterside scheme is expected to result in a further reduction of 17 spaces in the Ordnance Road Car Park. In this context a sensitivity test has been undertaken on the above scenarios illustrating a possible future scenario whereby the Ordnance Road widening comes forward. These graphs are provided in **Figure 6.3** and **Figure 6.4**.

Figure 6.3 Car Park Maximum Average Occupancy – Weekday – Sensitivity Test

Source: Gravesham Borough Council ANPR Data for October 2024

Figure 6.4 Car Park Maximum Average Occupancy – Weekend – Sensitivity Test

Source: Gravesham Borough Council ANPR Data for October 2024

- 6.8 As shown, even in the sensitivity test scenarios the car parks are predicted to have adequate capacity to accommodate the maximum average occupancy observed over the entire month. In this context it is concluded that the proposed reduction in spaces could be accommodated.

7 Summary and Conclusion

Summary

- 7.1 Transport Planning Associates have been commissioned by Gravesham Community Investment Partnership LLP to provide transport planning consultancy services in support of a full planning application at Milton Place Car Park in Gravesham, Kent.
- 7.2 The site is located within Gravesend Town Centre and subsequently benefits from a wide variety of services and amenities within walking and cycling distance. This includes access to frequent bus and rail services as set out within Chapter 2 of this Transport Statement.
- 7.3 The development proposals comprise:

Full Planning Application for the construction of 76 dwellings and associated infrastructure.

- 7.4 The Milton Place Car Park will be reduced from 148 to 84 spaces and the Ordnance Road Car Park reduced by three spaces to 27 spaces in order to deliver the development proposals. This reduction is supported by both a study into the use of the existing public car parks within Gravesend and the car park occupancy data analysis within this Transport Statement which demonstrate that adequate capacity will be retained. The reduction in scale has been agreed in principle with the Highway Authority as part of pre-application discussions. In addition to the reduced number of spaces, the Khartoum Place access will be reopened with a new pedestrian footway connection provided.
- 7.5 Access to the proposed residential dwellings will be taken from Milton Place via a new junction. Build outs will be provided to enable better visibility and a reduced crossing distance for pedestrians. In addition, a raised table will be provided across the access road to ease pedestrian movements.
- 7.6 Access to the site residential development will be undertaken from Milton Place via a new priority junction. The existing Milton Place Car Park access onto Khartoum Place will be reopened, with the Ordnance Road Car Park access retained as existing.
- 7.7 The proposals are predicted to generate circa 16 vehicle movements (equating to 1 vehicle every 3.75 minutes) in either traditional network peak hour. In this context, we do not predict that the development proposals will result in an impact on the highway network that could be considered to be severe in the context of the NPPF.

Conclusion

- 7.8 The proposals are compliant with the national and local transport policies and would not result in a material impact on the existing network or local on-street parking conditions. It is therefore considered that there are no highways and transport reasons for refusal of the planning application.

APPENDIX A



Milton Place, Gravesend, Kent, ATC

Site No. 666501

Site Ref. 666501

Site 1

Vehicle Count Report

Week Begin: 02 July 2024

Channel: Northbound

	Tue Jul 02	Wed Jul 03	Thu Jul 04	Fri Jul 05	Sat Jul 06	Sun Jul 07	Mon Jul 08	5-Day Ave.	7-Day Ave.
00:00	7	9	7	9	9	13	14	9	10
01:00	4	2	8	2	10	6	3	4	5
02:00	2	2	3	1	4	5	2	2	3
03:00	0	0	2	0	2	1	3	1	1
04:00	2	5	1	6	0	3	2	3	3
05:00	8	8	5	6	5	6	6	7	6
06:00	15	12	13	13	7	8	13	13	12
07:00	19	18	22	23	27	13	24	21	21
08:00	38	46	39	24	42	17	25	34	33
09:00	27	52	44	41	54	30	48	42	42
10:00	41	43	39	37	64	31	34	39	41
11:00	38	36	55	40	53	37	28	39	41
12:00	39	43	52	29	65	30	39	40	42
13:00	32	37	43	34	60	23	35	36	38
14:00	30	34	37	42	68	45	37	36	42
15:00	36	40	37	33	59	30	40	37	39
16:00	31	36	42	39	53	36	30	36	38
17:00	26	38	57	45	49	27	49	43	42
18:00	45	45	42	36	44	37	36	41	41
19:00	31	25	54	41	35	34	32	37	36
20:00	30	36	23	51	56	34	29	34	37
21:00	27	20	30	29	45	26	26	26	29
22:00	21	18	22	26	30	24	11	20	22
23:00	16	7	14	20	24	12	10	13	15
Total									
12H(7-19)	402	468	509	423	638	356	425	445	460
16H(6-22)	505	561	629	557	781	458	525	555	574
18H(6-24)	542	586	665	603	835	494	546	588	610
24H(0-24)	565	612	691	627	865	528	576	614	638
AM Peak	10:00 41	09:00 52	11:00 55	09:00 41	10:00 64	11:00 37	09:00 48	09:00 42	09:00 42
PM Peak	18:00 45	18:00 45	17:00 57	20:00 51	14:00 68	14:00 45	17:00 49	17:00 43	12:00 42



Milton Place, Gravesend, Kent, ATC

Site No. 666501

Site Ref. 666501

Site 1

Classification Report

Week Begin: 02 July 2024

Channel: Northbound

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
Tue 2 Jul	565	5	425	122	12	1
Wed 3 Jul	612	5	470	122	15	0
Thu 4 Jul	691	5	525	143	16	2
Fri 5 Jul	627	6	475	134	11	1
Sat 6 Jul	865	4	608	212	38	3
Sun 7 Jul	528	6	409	107	6	0
Mon 8 Jul	576	3	427	135	11	0
5 Day Ave.	614	5	464	131	13	1
7 Day Ave.	638	5	477	139	16	1

PCC Traffic Information Consultancy Ltd.



Milton Place, Gravesend, Kent, ATC

Site No. 666501 Site Ref. 666501

Site 1

Speed Report (Speed Limit 30 Mph)

Week Begin: 02 July 2024

Channel: Northbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
Tue 2 Jul	565	21	15	6	102	180	183	84	14	1	1	0	0	0	0	0	0
Wed 3 Jul	612	20	15	5	123	211	184	74	16	3	1	0	0	0	0	0	0
Thu 4 Jul	691	20	14	5	159	233	208	77	12	1	0	1	0	0	0	0	0
Fri 5 Jul	627	20	14	5	132	220	185	80	10	0	0	0	0	0	0	0	0
Sat 6 Jul	865	18	13	5	283	334	186	49	12	0	0	1	0	0	0	0	0
Sun 7 Jul	528	19	14	5	118	220	139	43	8	0	0	0	0	0	0	0	0
Mon 8 Jul	576	21	15	6	110	189	179	76	18	4	0	0	0	0	0	0	0
5 Day Ave.	614	20	15	5	125	207	188	78	14	2	0	0	0	0	0	0	0
7 Day Ave.	638	20	14	5	147	227	181	69	13	1	0	0	0	0	0	0	0



Milton Place, Gravesend, Kent, ATC

Site No. 666501

Site Ref. 666501

Site 1

Classification Report

02 Jul 2024

Channel: Northbound

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	7	0	5	2	0	0
01:00	4	0	4	0	0	0
02:00	2	0	2	0	0	0
03:00	0	0	0	0	0	0
04:00	2	0	1	1	0	0
05:00	8	0	5	3	0	0
06:00	15	0	10	4	1	0
07:00	19	0	16	3	0	0
08:00	38	0	32	4	1	1
09:00	27	0	18	8	1	0
10:00	41	0	31	10	0	0
11:00	38	0	27	10	1	0
12:00	39	0	33	6	0	0
13:00	32	0	25	6	1	0
14:00	30	0	19	10	1	0
15:00	36	1	26	8	1	0
16:00	31	0	21	9	1	0
17:00	26	1	20	3	2	0
18:00	45	0	35	8	2	0
19:00	31	1	26	4	0	0
20:00	30	1	21	8	0	0
21:00	27	1	18	8	0	0
22:00	21	0	18	3	0	0
23:00	16	0	12	4	0	0
Total						
12H(7-19)	402	2	303	85	11	1
16H(6-22)	505	5	378	109	12	1
18H(6-24)	542	5	408	116	12	1
24H(0-24)	565	5	425	122	12	1
AM Peak	10:00	11:00	08:00	11:00	11:00	08:00
	41	0	32	10	1	1
PM Peak	18:00	21:00	18:00	14:00	18:00	23:00
	45	1	35	10	2	0



Milton Place, Gravesend, Kent, ATC

Site No. 666501

Site Ref. 666501

Site 1

Classification Report

03 Jul 2024

Channel: Northbound

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/Van	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	9	0	9	0	0	0
01:00	2	1	1	0	0	0
02:00	2	1	1	0	0	0
03:00	0	0	0	0	0	0
04:00	5	0	4	0	1	0
05:00	8	0	5	3	0	0
06:00	12	0	10	2	0	0
07:00	18	0	15	3	0	0
08:00	46	0	36	9	1	0
09:00	52	0	38	13	1	0
10:00	43	0	26	16	1	0
11:00	36	0	23	12	1	0
12:00	43	0	34	7	2	0
13:00	37	0	29	6	2	0
14:00	34	0	25	9	0	0
15:00	40	0	32	6	2	0
16:00	36	0	29	6	1	0
17:00	38	0	33	4	1	0
18:00	45	0	37	6	2	0
19:00	25	1	21	3	0	0
20:00	36	1	25	10	0	0
21:00	20	0	18	2	0	0
22:00	18	1	13	4	0	0
23:00	7	0	6	1	0	0
Total						
12H(7-19)	468	0	357	97	14	0
16H(6-22)	561	2	431	114	14	0
18H(6-24)	586	3	450	119	14	0
24H(0-24)	612	5	470	122	15	0
AM Peak	09:00 52	02:00 1	09:00 38	10:00 16	11:00 1	11:00 0
PM Peak	18:00 45	22:00 1	18:00 37	20:00 10	18:00 2	23:00 0



Milton Place, Gravesend, Kent, ATC

Site No. 666501

Site Ref. 666501

Site 1

Classification Report

04 Jul 2024

Channel: Northbound

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/Van	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	7	0	6	0	1	0
01:00	8	0	5	2	1	0
02:00	3	0	3	0	0	0
03:00	2	0	2	0	0	0
04:00	1	0	1	0	0	0
05:00	5	0	4	0	1	0
06:00	13	1	8	3	1	0
07:00	22	0	20	2	0	0
08:00	39	0	31	7	1	0
09:00	44	0	39	5	0	0
10:00	39	0	31	7	1	0
11:00	55	0	37	16	1	1
12:00	52	0	34	15	2	1
13:00	43	1	33	9	0	0
14:00	37	0	29	7	1	0
15:00	37	1	24	10	2	0
16:00	42	0	32	9	1	0
17:00	57	2	43	11	1	0
18:00	42	0	30	11	1	0
19:00	54	0	42	12	0	0
20:00	23	0	20	2	1	0
21:00	30	0	19	11	0	0
22:00	22	0	19	3	0	0
23:00	14	0	13	1	0	0
Total						
12H(7-19)	509	4	383	109	11	2
16H(6-22)	629	5	472	137	13	2
18H(6-24)	665	5	504	141	13	2
24H(0-24)	691	5	525	143	16	2
AM Peak	11:00 55	06:00 1	09:00 39	11:00 16	11:00 1	11:00 1
PM Peak	17:00 57	17:00 2	17:00 43	12:00 15	15:00 2	12:00 1



Milton Place, Gravesend, Kent, ATC

Site No. 666501

Site Ref. 666501

Site 1

Classification Report

05 Jul 2024

Channel: Northbound

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/Van	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	9	0	8	1	0	0
01:00	2	0	2	0	0	0
02:00	1	0	1	0	0	0
03:00	0	0	0	0	0	0
04:00	6	0	6	0	0	0
05:00	6	0	2	3	1	0
06:00	13	1	8	3	0	1
07:00	23	0	15	8	0	0
08:00	24	1	19	3	1	0
09:00	41	0	37	4	0	0
10:00	37	0	27	9	1	0
11:00	40	0	24	15	1	0
12:00	29	0	21	7	1	0
13:00	34	0	24	8	2	0
14:00	42	0	32	9	1	0
15:00	33	1	25	7	0	0
16:00	39	0	30	8	1	0
17:00	45	1	28	16	0	0
18:00	36	0	29	6	1	0
19:00	41	0	34	6	1	0
20:00	51	2	39	10	0	0
21:00	29	0	24	5	0	0
22:00	26	0	21	5	0	0
23:00	20	0	19	1	0	0
Total						
12H(7-19)	423	3	311	100	9	0
16H(6-22)	557	6	416	124	10	1
18H(6-24)	603	6	456	130	10	1
24H(0-24)	627	6	475	134	11	1
AM Peak	09:00 41	08:00 1	09:00 37	11:00 15	11:00 1	06:00 1
PM Peak	20:00 51	20:00 2	20:00 39	17:00 16	13:00 2	23:00 0



Milton Place, Gravesend, Kent, ATC

Site No. 666501

Site Ref. 666501

Site 1

Classification Report

06 Jul 2024

Channel: Northbound

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/Van	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	9	0	8	1	0	0
01:00	10	0	10	0	0	0
02:00	4	0	3	1	0	0
03:00	2	0	2	0	0	0
04:00	0	0	0	0	0	0
05:00	5	0	3	0	1	1
06:00	7	0	5	1	0	1
07:00	27	0	17	9	1	0
08:00	42	0	29	11	2	0
09:00	54	0	40	11	3	0
10:00	64	0	46	17	1	0
11:00	53	0	37	14	2	0
12:00	65	0	49	14	2	0
13:00	60	1	38	17	4	0
14:00	68	0	43	18	7	0
15:00	59	0	43	10	5	1
16:00	53	0	43	9	1	0
17:00	49	0	33	13	3	0
18:00	44	1	28	13	2	0
19:00	35	1	26	7	1	0
20:00	56	0	40	15	1	0
21:00	45	0	30	14	1	0
22:00	30	0	18	11	1	0
23:00	24	1	17	6	0	0
Total						
12H(7-19)	638	2	446	156	33	1
16H(6-22)	781	3	547	193	36	2
18H(6-24)	835	4	582	210	37	2
24H(0-24)	865	4	608	212	38	3
AM Peak	10:00 64	11:00 0	10:00 46	10:00 17	09:00 3	06:00 1
PM Peak	14:00 68	23:00 1	12:00 49	14:00 18	14:00 7	15:00 1



Milton Place, Gravesend, Kent, ATC

Site No. 666501

Site Ref. 666501

Site 1

Classification Report

07 Jul 2024

Channel: Northbound

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	13	0	10	3	0	0
01:00	6	0	3	3	0	0
02:00	5	0	4	1	0	0
03:00	1	0	0	1	0	0
04:00	3	0	3	0	0	0
05:00	6	0	5	1	0	0
06:00	8	0	5	3	0	0
07:00	13	0	12	0	1	0
08:00	17	1	14	2	0	0
09:00	30	0	22	7	1	0
10:00	31	3	20	8	0	0
11:00	37	0	24	13	0	0
12:00	30	0	23	6	1	0
13:00	23	0	16	6	1	0
14:00	45	1	37	6	1	0
15:00	30	0	26	4	0	0
16:00	36	0	28	8	0	0
17:00	27	0	23	4	0	0
18:00	37	0	28	8	1	0
19:00	34	1	23	10	0	0
20:00	34	0	28	6	0	0
21:00	26	0	25	1	0	0
22:00	24	0	20	4	0	0
23:00	12	0	10	2	0	0
Total						
12H(7-19)	356	5	273	72	6	0
16H(6-22)	458	6	354	92	6	0
18H(6-24)	494	6	384	98	6	0
24H(0-24)	528	6	409	107	6	0
AM Peak	11:00 37	10:00 3	11:00 24	11:00 13	09:00 1	11:00 0
PM Peak	14:00 45	19:00 1	14:00 37	19:00 10	18:00 1	23:00 0



Milton Place, Gravesend, Kent, ATC

Site No. 666501

Site Ref. 666501

Site 1

Classification Report

08 Jul 2024

Channel: Northbound

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/Van	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	14	0	11	3	0	0
01:00	3	1	2	0	0	0
02:00	2	0	1	1	0	0
03:00	3	0	3	0	0	0
04:00	2	0	1	1	0	0
05:00	6	0	3	3	0	0
06:00	13	0	13	0	0	0
07:00	24	0	22	1	1	0
08:00	25	0	22	2	1	0
09:00	48	0	34	13	1	0
10:00	34	0	22	11	1	0
11:00	28	1	16	10	1	0
12:00	39	0	28	11	0	0
13:00	35	0	23	10	2	0
14:00	37	0	23	13	1	0
15:00	40	0	31	8	1	0
16:00	30	0	24	6	0	0
17:00	49	0	33	15	1	0
18:00	36	0	29	7	0	0
19:00	32	0	24	7	1	0
20:00	29	0	25	4	0	0
21:00	26	1	21	4	0	0
22:00	11	0	10	1	0	0
23:00	10	0	6	4	0	0
Total						
12H(7-19)	425	1	307	107	10	0
16H(6-22)	525	2	390	122	11	0
18H(6-24)	546	2	406	127	11	0
24H(0-24)	576	3	427	135	11	0
AM Peak	09:00 48	11:00 1	09:00 34	09:00 13	11:00 1	11:00 0
PM Peak	17:00 49	21:00 1	17:00 33	17:00 15	13:00 2	23:00 0



Milton Place, Gravesend, Kent, ATC

Site Ref. 666501

Site No. 666501

Site 1

Speed Report (Speed Limit 30 Mph)

02 Jul 2024

Channel: Northbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
00:00	7		17		3	0	2	1	0	0	1	0	0	0	0	0	0
01:00	4		16		0	1	3	0	0	0	0	0	0	0	0	0	0
02:00	2		13		1	0	1	0	0	0	0	0	0	0	0	0	0
03:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	2		15		0	1	1	0	0	0	0	0	0	0	0	0	0
05:00	8		15		2	3	1	1	1	0	0	0	0	0	0	0	0
06:00	15	19	14	6	5	5	2	2	1	0	0	0	0	0	0	0	0
07:00	19	20	17	3	1	4	10	4	0	0	0	0	0	0	0	0	0
08:00	38	22	16	6	8	8	13	8	1	0	0	0	0	0	0	0	0
09:00	27	23	17	6	3	8	9	3	4	0	0	0	0	0	0	0	0
10:00	41	20	15	5	8	12	14	4	3	0	0	0	0	0	0	0	0
11:00	38	19	14	5	9	17	7	4	0	1	0	0	0	0	0	0	0
12:00	39	20	16	4	6	10	17	5	1	0	0	0	0	0	0	0	0
13:00	32	21	16	5	2	13	9	8	0	0	0	0	0	0	0	0	0
14:00	30	18	14	4	5	15	8	2	0	0	0	0	0	0	0	0	0
15:00	36	18	13	5	11	11	12	2	0	0	0	0	0	0	0	0	0
16:00	31	21	16	5	4	8	12	7	0	0	0	0	0	0	0	0	0
17:00	26	21	16	6	6	5	9	5	1	0	0	0	0	0	0	0	0
18:00	45	20	15	5	9	13	15	7	1	0	0	0	0	0	0	0	0
19:00	31	21	16	5	3	10	11	7	0	0	0	0	0	0	0	0	0
20:00	30	19	15	5	4	13	9	4	0	0	0	0	0	0	0	0	0
21:00	27	21	16	5	4	8	9	6	0	0	0	0	0	0	0	0	0
22:00	21	20	14	5	4	10	3	3	1	0	0	0	0	0	0	0	0
23:00	16	18	14	4	4	5	6	1	0	0	0	0	0	0	0	0	0
Total																	
12H(7-19)	402	21	15	6	72	124	135	59	11	1	0	0	0	0	0	0	0
16H(6-22)	505	21	15	6	88	160	166	78	12	1	0	0	0	0	0	0	0
18H(6-24)	542	21	15	6	96	175	175	82	13	1	0	0	0	0	0	0	0
24H(0-24)	565	21	15	6	102	180	183	84	14	1	1	0	0	0	0	0	0
AM Peak	10:00 41	09:00 23	07:00 17	09:00 6	11:00 9	11:00 17	10:00 14	08:00 8	09:00 4	11:00 1	00:00 1	- 0	- 0	- 0	- 0	- 0	- 0
PM Peak	18:00 45	13:00 21	13:00 16	17:00 6	15:00 11	14:00 15	12:00 17	13:00 8	22:00 1	- 0	- 0	- 0	- 0	- 0	- 0	- 0	- 0

PCC Traffic Information Consultancy Ltd.



Milton Place, Gravesend, Kent, ATC

Site Ref. 666501

Site No. 666501

Site 1

Speed Report (Speed Limit 30 Mph)

03 Jul 2024

Channel: Northbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
00:00	9		14		3	1	4	1	0	0	0	0	0	0	0	0	0
01:00	2		13		0	2	0	0	0	0	0	0	0	0	0	0	0
02:00	2		20		0	1	0	0	1	0	0	0	0	0	0	0	0
03:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	5		16		0	3	1	1	0	0	0	0	0	0	0	0	0
05:00	8		15		2	1	4	1	0	0	0	0	0	0	0	0	0
06:00	12	20	13	7	6	2	1	3	0	0	0	0	0	0	0	0	0
07:00	18	23	19	5	0	5	6	5	2	0	0	0	0	0	0	0	0
08:00	46	19	14	5	11	11	21	3	0	0	0	0	0	0	0	0	0
09:00	52	20	14	6	16	17	11	6	1	1	0	0	0	0	0	0	0
10:00	43	19	13	5	11	18	9	5	0	0	0	0	0	0	0	0	0
11:00	36	20	15	5	7	12	11	4	2	0	0	0	0	0	0	0	0
12:00	43	19	15	5	8	19	10	3	2	1	0	0	0	0	0	0	0
13:00	37	19	13	6	16	9	7	5	0	0	0	0	0	0	0	0	0
14:00	34	19	16	3	1	16	14	2	0	1	0	0	0	0	0	0	0
15:00	40	19	15	4	6	15	14	4	1	0	0	0	0	0	0	0	0
16:00	36	21	16	6	6	12	10	6	2	0	0	0	0	0	0	0	0
17:00	38	21	16	5	5	14	11	6	2	0	0	0	0	0	0	0	0
18:00	45	20	16	4	7	12	18	6	1	0	1	0	0	0	0	0	0
19:00	25	20	16	4	2	8	11	4	0	0	0	0	0	0	0	0	0
20:00	36	19	14	5	9	12	12	2	1	0	0	0	0	0	0	0	0
21:00	20	20	15	5	3	10	3	3	1	0	0	0	0	0	0	0	0
22:00	18	20	15	5	3	6	5	4	0	0	0	0	0	0	0	0	0
23:00	7		13		1	5	1	0	0	0	0	0	0	0	0	0	0
Total																	
12H(7-19)	468	20	15	5	94	160	142	55	13	3	1	0	0	0	0	0	0
16H(6-22)	561	20	15	5	114	192	169	67	15	3	1	0	0	0	0	0	0
18H(6-24)	586	20	15	5	118	203	175	71	15	3	1	0	0	0	0	0	0
24H(0-24)	612	20	15	5	123	211	184	74	16	3	1	0	0	0	0	0	0
AM Peak	09:00	07:00	02:00	06:00	09:00	10:00	08:00	09:00	11:00	09:00	-	-	-	-	-	-	-
	52	23	20	7	16	18	21	6	2	1	0	0	0	0	0	0	0
PM Peak	18:00	16:00	18:00	13:00	13:00	12:00	18:00	18:00	17:00	14:00	18:00	-	-	-	-	-	-
	45	21	16	6	16	19	18	6	2	1	1	0	0	0	0	0	0

PCC Traffic Information Consultancy Ltd.



Milton Place, Gravesend, Kent, ATC

Site Ref. 666501

Site No. 666501

Site 1

Speed Report (Speed Limit 30 Mph)

04 Jul 2024

Channel: Northbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
00:00	7		14		3	1	1	2	0	0	0	0	0	0	0	0	0
01:00	8		14		3	2	1	2	0	0	0	0	0	0	0	0	0
02:00	3		16		0	1	2	0	0	0	0	0	0	0	0	0	0
03:00	2		13		1	0	1	0	0	0	0	0	0	0	0	0	0
04:00	1		8		1	0	0	0	0	0	0	0	0	0	0	0	0
05:00	5		18		1	0	2	2	0	0	0	0	0	0	0	0	0
06:00	13	18	14	4	3	5	4	0	1	0	0	0	0	0	0	0	0
07:00	22	23	18	5	2	3	9	7	1	0	0	0	0	0	0	0	0
08:00	39	22	17	5	5	7	17	7	3	0	0	0	0	0	0	0	0
09:00	44	21	15	5	6	16	13	8	1	0	0	0	0	0	0	0	0
10:00	39	19	15	4	6	13	16	4	0	0	0	0	0	0	0	0	0
11:00	55	21	15	6	10	18	15	10	2	0	0	0	0	0	0	0	0
12:00	52	19	14	5	8	25	14	5	0	0	0	0	0	0	0	0	0
13:00	43	20	14	5	10	14	13	5	1	0	0	0	0	0	0	0	0
14:00	37	20	16	4	3	13	15	5	1	0	0	0	0	0	0	0	0
15:00	37	18	13	5	11	14	9	2	0	1	0	0	0	0	0	0	0
16:00	42	21	15	6	9	14	11	8	0	0	0	0	0	0	0	0	0
17:00	57	18	14	5	13	24	16	2	2	0	0	0	0	0	0	0	0
18:00	42	18	13	5	12	17	9	4	0	0	0	0	0	0	0	0	0
19:00	54	18	12	5	22	16	14	1	0	0	0	1	0	0	0	0	0
20:00	23	17	13	5	7	9	6	1	0	0	0	0	0	0	0	0	0
21:00	30	15	11	4	13	12	5	0	0	0	0	0	0	0	0	0	0
22:00	22	19	14	4	5	6	9	2	0	0	0	0	0	0	0	0	0
23:00	14	18	13	5	5	3	6	0	0	0	0	0	0	0	0	0	0
Total																	
12H(7-19)	509	20	15	5	95	178	157	67	11	1	0	0	0	0	0	0	0
16H(6-22)	629	20	14	5	140	220	186	69	12	1	0	1	0	0	0	0	0
18H(6-24)	665	20	14	5	150	229	201	71	12	1	0	1	0	0	0	0	0
24H(0-24)	691	20	14	5	159	233	208	77	12	1	0	1	0	0	0	0	0
AM Peak	11:00 55	07:00 23	07:00 18	11:00 6	11:00 10	11:00 18	08:00 17	11:00 10	08:00 3	- 0	- 0	- 0	- 0	- 0	- 0	- 0	- 0
PM Peak	17:00 57	16:00 21	14:00 16	16:00 6	19:00 22	12:00 25	17:00 16	16:00 8	17:00 2	15:00 1	- 0	19:00 1	- 0	- 0	- 0	- 0	- 0

PCC Traffic Information Consultancy Ltd.



Milton Place, Gravesend, Kent, ATC

Site Ref. 666501

Site No. 666501

Site 1

Speed Report (Speed Limit 30 Mph)

05 Jul 2024

Channel: Northbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
00:00	9		18		0	3	4	1	1	0	0	0	0	0	0	0	0
01:00	2		13		0	2	0	0	0	0	0	0	0	0	0	0	0
02:00	1		18		0	0	1	0	0	0	0	0	0	0	0	0	0
03:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	6		17		1	2	1	1	1	0	0	0	0	0	0	0	0
05:00	6		15		1	2	2	1	0	0	0	0	0	0	0	0	0
06:00	13	20	15	5	4	2	4	2	1	0	0	0	0	0	0	0	0
07:00	23	22	17	5	1	7	8	7	0	0	0	0	0	0	0	0	0
08:00	24	22	17	5	2	6	8	8	0	0	0	0	0	0	0	0	0
09:00	41	20	16	4	7	11	16	5	2	0	0	0	0	0	0	0	0
10:00	37	20	15	5	7	11	13	6	0	0	0	0	0	0	0	0	0
11:00	40	19	13	5	12	14	10	4	0	0	0	0	0	0	0	0	0
12:00	29	20	15	5	3	12	9	5	0	0	0	0	0	0	0	0	0
13:00	34	21	16	6	3	15	8	8	0	0	0	0	0	0	0	0	0
14:00	42	19	15	4	6	13	18	4	1	0	0	0	0	0	0	0	0
15:00	33	18	14	5	7	13	11	2	0	0	0	0	0	0	0	0	0
16:00	39	18	13	5	13	12	11	3	0	0	0	0	0	0	0	0	0
17:00	45	18	13	5	17	15	9	3	1	0	0	0	0	0	0	0	0
18:00	36	19	14	5	10	13	8	4	1	0	0	0	0	0	0	0	0
19:00	41	19	13	6	13	13	10	5	0	0	0	0	0	0	0	0	0
20:00	51	18	13	5	11	25	11	3	1	0	0	0	0	0	0	0	0
21:00	29	20	14	6	9	8	7	5	0	0	0	0	0	0	0	0	0
22:00	26	18	15	4	3	12	9	1	1	0	0	0	0	0	0	0	0
23:00	20	19	15	4	2	9	7	2	0	0	0	0	0	0	0	0	0
Total																	
12H(7-19)	423	20	15	5	88	142	129	59	5	0	0	0	0	0	0	0	0
16H(6-22)	557	20	14	6	125	190	161	74	7	0	0	0	0	0	0	0	0
18H(6-24)	603	20	14	6	130	211	177	77	8	0	0	0	0	0	0	0	0
24H(0-24)	627	20	14	5	132	220	185	80	10	0	0	0	0	0	0	0	0
AM Peak	09:00 41	08:00 22	02:00 18	11:00 5	11:00 12	11:00 14	09:00 16	08:00 8	09:00 2	- 0	- 0	- 0	- 0	- 0	- 0	- 0	- 0
PM Peak	20:00 51	13:00 21	13:00 16	21:00 6	17:00 17	20:00 25	14:00 18	13:00 8	22:00 1	- 0	- 0	- 0	- 0	- 0	- 0	- 0	- 0

PCC Traffic Information Consultancy Ltd.



Milton Place, Gravesend, Kent, ATC

Site Ref. 666501

Site No. 666501

Site 1

Speed Report (Speed Limit 30 Mph)

06 Jul 2024

Channel: Northbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
00:00	9		16		0	3	6	0	0	0	0	0	0	0	0	0	0
01:00	10	15	16	-1	1	7	0	1	0	0	0	1	0	0	0	0	0
02:00	4		11		2	1	1	0	0	0	0	0	0	0	0	0	0
03:00	2		15		0	1	1	0	0	0	0	0	0	0	0	0	0
04:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	5		10		4	0	1	0	0	0	0	0	0	0	0	0	0
06:00	7		14		2	3	0	2	0	0	0	0	0	0	0	0	0
07:00	27	19	13	5	9	7	8	3	0	0	0	0	0	0	0	0	0
08:00	42	20	14	5	13	9	13	5	2	0	0	0	0	0	0	0	0
09:00	54	20	15	5	5	27	14	6	2	0	0	0	0	0	0	0	0
10:00	64	18	14	5	15	25	20	2	2	0	0	0	0	0	0	0	0
11:00	53	18	13	5	18	20	11	3	1	0	0	0	0	0	0	0	0
12:00	65	17	12	5	29	23	8	3	2	0	0	0	0	0	0	0	0
13:00	60	15	12	3	22	29	6	3	0	0	0	0	0	0	0	0	0
14:00	68	15	11	4	30	28	9	1	0	0	0	0	0	0	0	0	0
15:00	59	17	12	5	26	19	12	2	0	0	0	0	0	0	0	0	0
16:00	53	17	12	5	22	17	12	2	0	0	0	0	0	0	0	0	0
17:00	49	16	12	4	16	23	8	2	0	0	0	0	0	0	0	0	0
18:00	44	16	12	5	18	16	9	0	1	0	0	0	0	0	0	0	0
19:00	35	20	14	6	11	8	11	5	0	0	0	0	0	0	0	0	0
20:00	56	18	13	5	18	20	15	3	0	0	0	0	0	0	0	0	0
21:00	45	19	14	5	11	19	9	4	2	0	0	0	0	0	0	0	0
22:00	30	16	13	3	4	20	5	1	0	0	0	0	0	0	0	0	0
23:00	24	18	13	5	7	9	7	1	0	0	0	0	0	0	0	0	0
Total																	
12H(7-19)	638	18	13	5	223	243	130	32	10	0	0	0	0	0	0	0	0
16H(6-22)	781	18	13	6	265	293	165	46	12	0	0	0	0	0	0	0	0
18H(6-24)	835	18	13	6	276	322	177	48	12	0	0	0	0	0	0	0	0
24H(0-24)	865	18	13	5	283	334	186	49	12	0	0	1	0	0	0	0	0
AM Peak	10:00	08:00	01:00	08:00	11:00	09:00	10:00	09:00	10:00	-	-	01:00	-	-	-	-	-
	64	20	16	5	18	27	20	6	2	0	0	1	0	0	0	0	0
PM Peak	14:00	19:00	19:00	19:00	14:00	13:00	20:00	19:00	21:00	-	-	-	-	-	-	-	-
	68	20	14	6	30	29	15	5	2	0	0	0	0	0	0	0	0

PCC Traffic Information Consultancy Ltd.



Milton Place, Gravesend, Kent, ATC

Site Ref. 666501

Site No. 666501

Site 1

Speed Report (Speed Limit 30 Mph)

07 Jul 2024

Channel: Northbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
00:00	13	15	12	2	3	8	1	1	0	0	0	0	0	0	0	0	0
01:00	6		13		2	2	2	0	0	0	0	0	0	0	0	0	0
02:00	5		14		0	4	0	1	0	0	0	0	0	0	0	0	0
03:00	1		12		0	1	0	0	0	0	0	0	0	0	0	0	0
04:00	3		14		1	1	0	1	0	0	0	0	0	0	0	0	0
05:00	6		15		0	3	3	0	0	0	0	0	0	0	0	0	0
06:00	8		16		1	3	2	1	1	0	0	0	0	0	0	0	0
07:00	13	25	19	6	1	2	5	2	3	0	0	0	0	0	0	0	0
08:00	17	18	14	4	3	8	5	1	0	0	0	0	0	0	0	0	0
09:00	30	19	14	5	8	9	9	3	1	0	0	0	0	0	0	0	0
10:00	31	18	13	5	9	10	10	2	0	0	0	0	0	0	0	0	0
11:00	37	18	13	4	9	17	9	2	0	0	0	0	0	0	0	0	0
12:00	30	19	15	4	5	10	13	2	0	0	0	0	0	0	0	0	0
13:00	23	20	14	5	4	11	4	4	0	0	0	0	0	0	0	0	0
14:00	45	17	13	4	11	22	10	2	0	0	0	0	0	0	0	0	0
15:00	30	15	11	4	13	12	5	0	0	0	0	0	0	0	0	0	0
16:00	36	16	12	3	9	20	7	0	0	0	0	0	0	0	0	0	0
17:00	27	19	14	5	7	8	10	2	0	0	0	0	0	0	0	0	0
18:00	37	18	13	5	10	15	10	2	0	0	0	0	0	0	0	0	0
19:00	34	20	14	6	6	17	5	6	0	0	0	0	0	0	0	0	0
20:00	34	20	16	4	1	18	9	3	3	0	0	0	0	0	0	0	0
21:00	26	19	15	4	3	9	11	3	0	0	0	0	0	0	0	0	0
22:00	24	18	13	5	7	8	7	2	0	0	0	0	0	0	0	0	0
23:00	12	20	14	7	5	2	2	3	0	0	0	0	0	0	0	0	0
Total																	
12H(7-19)	356	19	13	5	89	144	97	22	4	0	0	0	0	0	0	0	0
16H(6-22)	458	19	14	5	100	191	124	35	8	0	0	0	0	0	0	0	0
18H(6-24)	494	19	14	5	112	201	133	40	8	0	0	0	0	0	0	0	0
24H(0-24)	528	19	14	5	118	220	139	43	8	0	0	0	0	0	0	0	0
AM Peak	11:00 37	07:00 25	07:00 19	07:00 6	11:00 9	11:00 17	10:00 10	09:00 3	07:00 3	- 0	- 0	- 0	- 0	- 0	- 0	- 0	- 0
PM Peak	14:00 45	23:00 20	20:00 16	23:00 7	15:00 13	14:00 22	12:00 13	19:00 6	20:00 3	- 0	- 0	- 0	- 0	- 0	- 0	- 0	- 0

PCC Traffic Information Consultancy Ltd.



Milton Place, Gravesend, Kent, ATC

Site Ref. 666501

Site No. 666501

Site 1

Speed Report (Speed Limit 30 Mph)

08 Jul 2024

Channel: Northbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
00:00	14	18	12	5	7	0	7	0	0	0	0	0	0	0	0	0	0
01:00	3		21		1	0	0	0	2	0	0	0	0	0	0	0	0
02:00	2		13		0	2	0	0	0	0	0	0	0	0	0	0	0
03:00	3		21		0	1	0	1	1	0	0	0	0	0	0	0	0
04:00	2		17		0	1	0	1	0	0	0	0	0	0	0	0	0
05:00	6		19		1	0	2	3	0	0	0	0	0	0	0	0	0
06:00	13	18	13	5	5	2	5	1	0	0	0	0	0	0	0	0	0
07:00	24	24	19	4	0	6	7	9	1	1	0	0	0	0	0	0	0
08:00	25	19	15	4	2	10	10	3	0	0	0	0	0	0	0	0	0
09:00	48	21	15	6	9	13	16	10	0	0	0	0	0	0	0	0	0
10:00	34	19	14	5	7	11	13	3	0	0	0	0	0	0	0	0	0
11:00	28	16	12	3	8	14	5	1	0	0	0	0	0	0	0	0	0
12:00	39	20	15	4	7	13	13	2	4	0	0	0	0	0	0	0	0
13:00	35	21	16	5	5	10	13	4	2	1	0	0	0	0	0	0	0
14:00	37	20	15	4	7	9	16	4	1	0	0	0	0	0	0	0	0
15:00	40	19	14	5	10	14	12	3	1	0	0	0	0	0	0	0	0
16:00	30	19	15	5	5	11	10	4	0	0	0	0	0	0	0	0	0
17:00	49	19	14	5	10	21	11	6	1	0	0	0	0	0	0	0	0
18:00	36	22	17	5	4	10	14	4	4	0	0	0	0	0	0	0	0
19:00	32	18	13	5	11	11	8	1	0	1	0	0	0	0	0	0	0
20:00	29	21	16	5	3	11	9	4	1	1	0	0	0	0	0	0	0
21:00	26	22	16	6	3	9	6	8	0	0	0	0	0	0	0	0	0
22:00	11	21	14	6	2	6	0	3	0	0	0	0	0	0	0	0	0
23:00	10	16	13	3	3	4	2	1	0	0	0	0	0	0	0	0	0
Total																	
12H(7-19)	425	21	15	5	74	142	140	53	14	2	0	0	0	0	0	0	0
16H(6-22)	525	21	15	5	96	175	168	67	15	4	0	0	0	0	0	0	0
18H(6-24)	546	21	15	6	101	185	170	71	15	4	0	0	0	0	0	0	0
24H(0-24)	576	21	15	6	110	189	179	76	18	4	0	0	0	0	0	0	0
AM Peak	09:00 48	07:00 24	01:00 21	09:00 6	09:00 9	11:00 14	09:00 16	09:00 10	01:00 2	07:00 1	- 0	- 0	- 0	- 0	- 0	- 0	- 0
PM Peak	17:00 49	21:00 22	18:00 17	22:00 6	19:00 11	17:00 21	14:00 16	21:00 8	18:00 4	20:00 1	- 0	- 0	- 0	- 0	- 0	- 0	- 0

APPENDIX B

Date: 08-October-2024

Time: 10:54:48

Title: **Milton Place J/W Milton Rd & Ordnance Rd, Gravesend**

Requested output: **D - Print Crash Report**

Date: 08-October-2024

Accident Date BETWEEN '01-Jul-2019' AND '30-Jun-2024'

There were 7 reported crashes resulting in injury

D-PRINT CRASH REPORT

8-Oct-2024
10:54:48

Milton Place J/W Milton Rd & Ordnance Rd, Gravesend
Accident Date BETWEEN '01-Jul-2019' AND '30-Jun-2024'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
1	Road No A226 Grid 565154E Section 161 Ref 174031N	SLIGHT	26/07/2019	6	19:00	L	Dry	Fine	SE	S.VEH	
	A226, MILTON RD J/W ORDNANCE RD, GRAVESEND								Gravesham		PED
	Collision has been reported by D1. V1 was travelling along Milton Road and stopped at the traffic lights at the junction with Ordnance Rd. Lights turned green and they started to move off. An unknown person ran off the path and hit passenger side wing mirror. C1 did not fall over but walked around in a circle holding the top part of their left arm. V1 pulled forwards and stopped. D1 got out but C1 had left the scene.						Veh1, car, NW -> SE			Casualties 1 Vehicles 1	
2	Road No A226 Grid 565172E Section 161 Ref 174026N	SLIGHT	17/03/2020	3	08:43	L	Dry	Fine		O/TAKE R.TURN	
	A226, MILTON RD J/W MILTON PLACE, GRAVESEND								Gravesham		
	V2 was travelling along Milton Rd at approx. 30mph towards the clock tower. There was a queue of traffic forming at the traffic lights, V2 has beared to the offside to overtake the queuing traffic, so they get into their lane to turn onto Milton Place as the lane was clear. V1 was emerging from the car park between Co-op Funeral Directors and Hergest & Cavell Funeral Directors, V1 was given way by a lorry who was in the nearside lane. V1 pulled out of the junction and then collided with V2.						Veh1, car, SW -> SE Veh2, car, SE -> NW			Casualties 1 Vehicles 2	
3	Road No U Grid 565263E Section 001 Ref 174051N	SLIGHT	02/08/2020	1	18:25	L	Dry	Fine		R.TURN	
	ORDNANCE RD J/W PARK PLACE, GRAVESEND								Gravesham		
	V1 turned right into Park Place across the path of V2, which was travelling southwest on Ordnance Rd.						Veh1, car, SW -> SE Veh2, car, NE -> SW			Casualties 2 Vehicles 2	

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight
STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

FACTORS

+VE Positive Breath Test
R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

Special Conditions

ATS OUT Traffic Lights Not Working
ATS DEF Traffic Lights Defective
SIGNS Road Signs Defective or Obscured
RD WRKS Road Works
Surface Road Surface Defective

D-PRINT CRASH REPORT

8-Oct-2024

10:54:48

Milton Place J/W Milton Rd & Ordnance Rd, Gravesend
Accident Date BETWEEN '01-Jul-2019' AND '30-Jun-2024'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
4	Road No A226 Grid 565175E Section 161 Ref 174028N	SLIGHT	21/03/2021	1	18:05	L	Dry	Fine		S.VEH +VE	
	A226, MILTON RD J/W MILTON PLACE, GRAVESEND.								Gravesham		
	V1 was travelling east bound on Milton Rd and has proceeded through a green ATS at a junction with Milton Place and Ordenance St. V1 has attempted to take the left hand junction into Milton Place but has collided with a traffic light with pelican crossing.						Veh1, car, NW -> NE			Casualties 1 Vehicles 1	
5	Road No U Grid 565226E Section 001 Ref 174041N	SLIGHT	25/08/2021	4	00:15	L	Dry	Fine			
	ORDNANCE RD, GRAVESEND (MAPPED TO COORDS)								Gravesham		
	OLR: D2 was sitting at the traffic lights on Ordnance Rd when V1 drove into the back of it at speed. After hitting V2, D1 then reversed and drove off.						Veh1, car, SW -> NE Veh2, car, SW -> NE			Casualties 1 Vehicles 2	
6	Road No U Grid 565140E Section Ref 174033N	SLIGHT	12/07/2022	3	18:50	L	Dry	Fine	NW NW	S.VEH R.TURN	
	WELLINGTON ST J/W A226, MILTON RD, GRAVESEND								Gravesham		PED
	D1 was driving on Milton Rd turning right onto Wellington St whereby they struck two pedestrians.						Veh1, car, NW -> S			Casualties 2 Vehicles 1	

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight

STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

FACTORS

+VE Positive Breath Test
R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

Special Conditions

ATS OUT Traffic Lights Not Working
ATS DEF Traffic Lights Defective
SIGNS Road Signs Defective or Obscured
RD WRKS Road Works
Surface Road Surface Defective

D-PRINT CRASH REPORT

8-Oct-2024

10:54:48

Milton Place J/W Milton Rd & Ordnance Rd, Gravesend
Accident Date BETWEEN '01-Jul-2019' AND '30-Jun-2024'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
7	Road No U Section 001	Grid 565207E Ref 174037N	SLIGHT	05/08/2022	6	13:16	L	Dry	Fine	SE	S.VEH
	ORDNANCE RD J/W A226 MILTON RD, GRAVESEND									Gravesham	PED
	V1 was travelling along Milton Rd away from Gravesend town centre continuing through a green light on to Ordnance Rd towards the promenade. V1 swerved at the crossing to avoid C1 who had walked into the road. V1 collided with C1 hitting them with the left wing mirror causing C1 to fall to the ground causing injuries. C1 taken to hospital.						Veh1, car, NW -> NE				Casualties 1 Vehicles 1

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

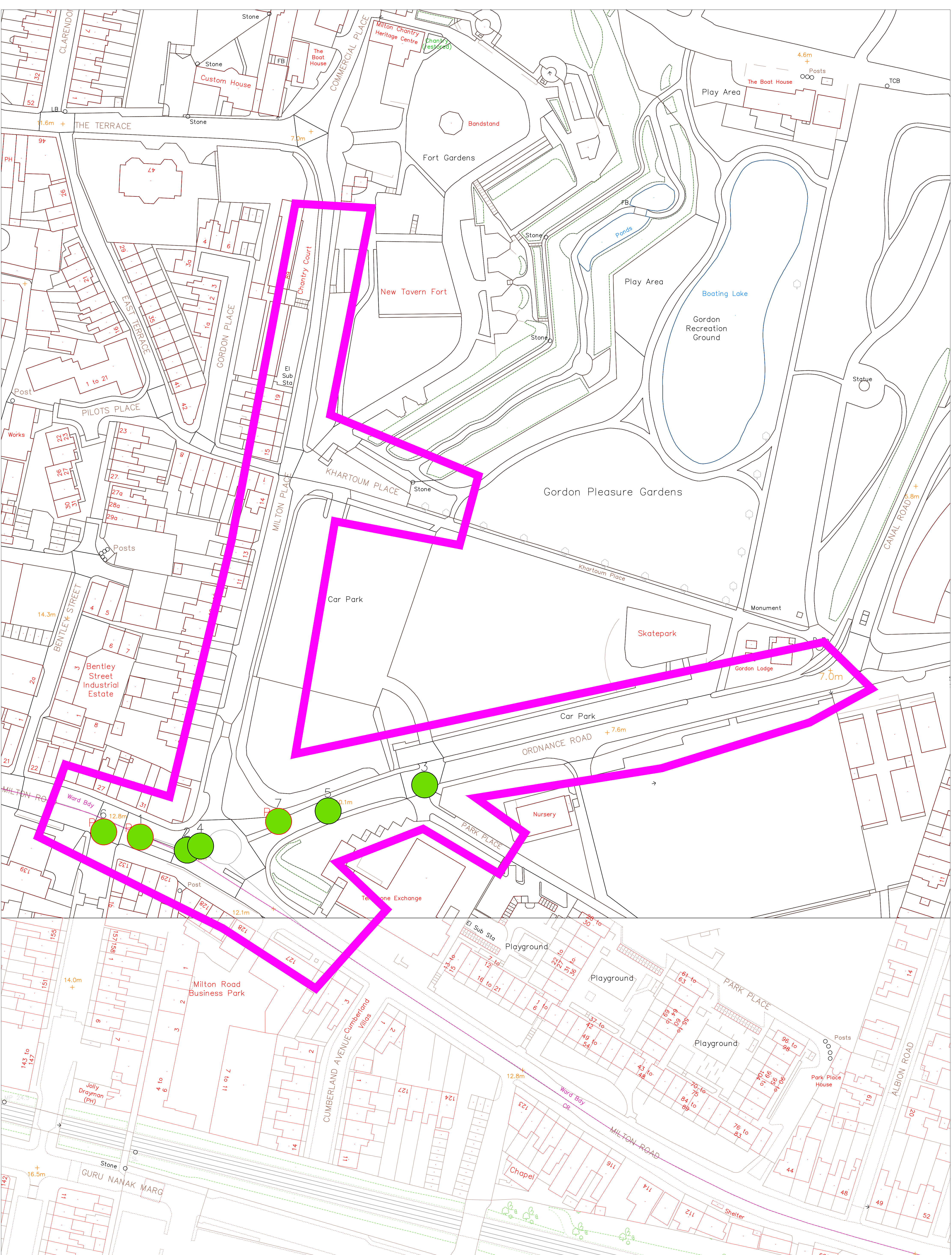
L Daylight
STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

FACTORS

+VE Positive Breath Test
R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

Special Conditions

ATS OUT Traffic Lights Not Working
ATS DEF Traffic Lights Defective
SIGNS Road Signs Defective or Obscured
RD WRKS Road Works
Surface Road Surface Defective



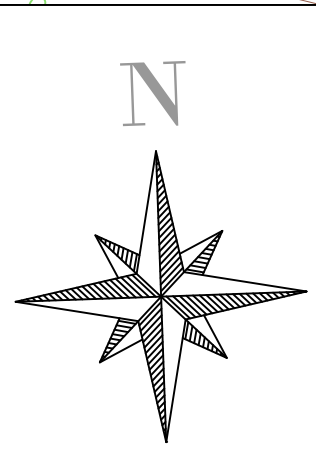
Location: Milton Place J/W Milton Rd & Ordnance Rd, Gravesend

5 years personal injury crash data up to 30/06/2024

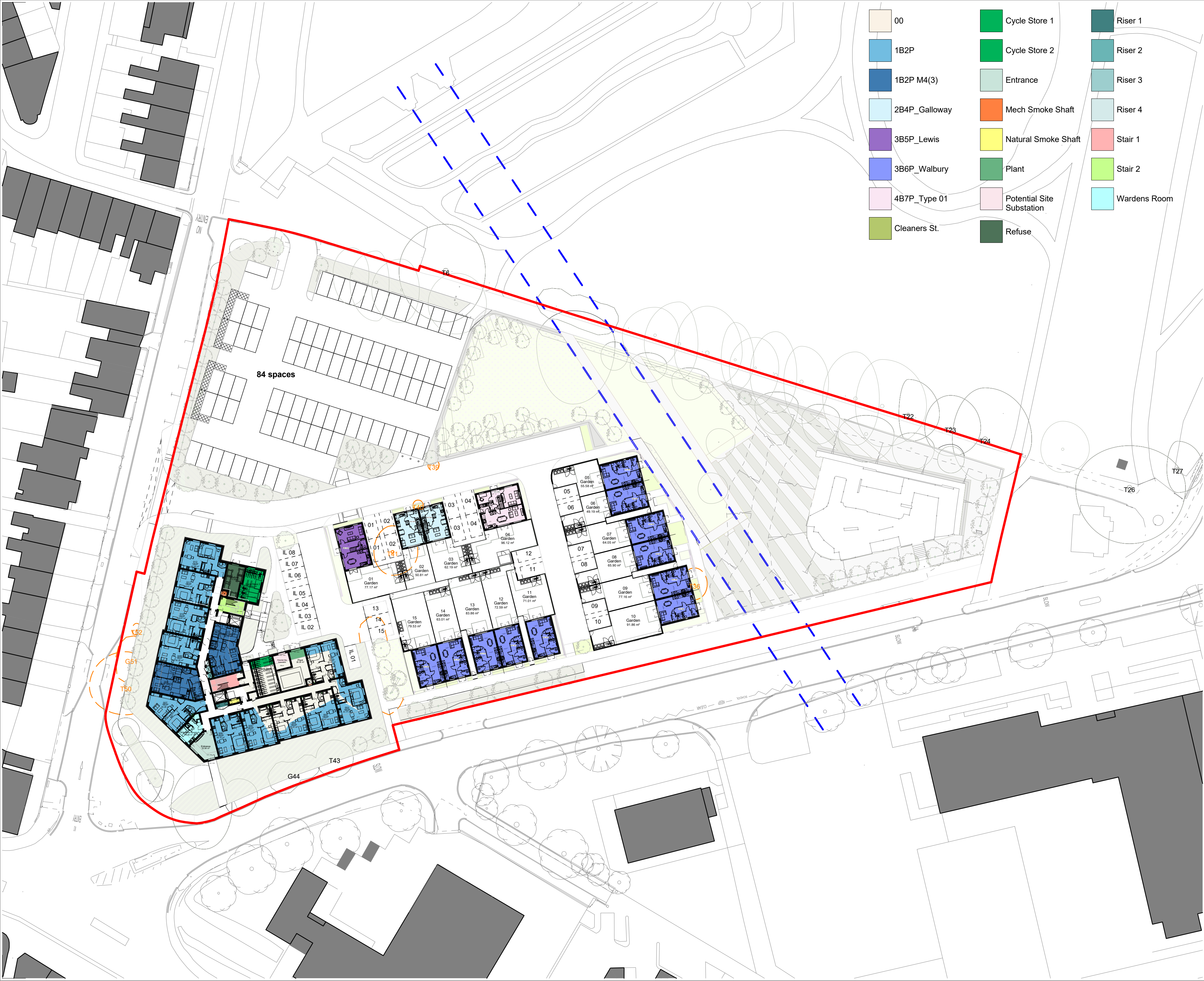
KCC Ref number: INT/173/24

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Crash Severity	
	Slight
	Serious
	Fatal



APPENDIX C



- | | | |
|---------------|---------------------------|--------------|
| 00 | Cycle Store 1 | Riser 1 |
| 1B2P | Cycle Store 2 | Riser 2 |
| 1B2P M4(3) | Entrance | Riser 3 |
| 2B4P_Galloway | Mech Smoke Shaft | Riser 4 |
| 3B5P_Lewis | Natural Smoke Shaft | Stair 1 |
| 3B6P_Walbury | Plant | Stair 2 |
| 4B7P_Type 01 | Potential Site Substation | Wardens Room |
| Cleaners St. | Refuse | |

Notes

Do not scale from this drawing.
All contractors must visit the site and be responsible for taking and checking dimensions.
All construction information should be taken from figured dimensions only.
Any discrepancies between drawings, specifications and site conditions must be brought to the attention of the supervising officer.
This drawing & the works depicted are the copyright of JTP.

This drawing is prepared for the specific project stage in the Drawing Status section below and it is not intended to be used for any other purpose. Whilst all reasonable efforts are used to ensure drawings are accurate, JTP accept no liability for any reliance placed on, or use made of, this plan by anyone for purposes other than those stated in the Drawing Status below.

- | | |
|---------------------------------------|-------------------------|
| — | Site Ownership Boundary |
| --- | Gun Sight Lines |

P1	21.02.25	Planning Submission	JTP	MM
Rev	Date	Description	Drawn	Chkd

Drawing Status
Planning



Project
Milton Place

Drawing Title
Sitewide GA Plan - Level 00

Drawing No.
02324-JTP-MP-00-DR-A-10001

Scale @A2 1 : 500 Job Ref. 02324

Drawing No. 10001

Scale Bar 0 5 10 15 m

Revision: P1

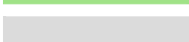
APPENDIX D



INDICATIVE

NOTES:

- Based on Topographical Survey "47661BWLS-01_02 Updated DWG";
- Based on JTP drawing number 02324-JTP-MP-00-DR-A-10001 Revision P1;
- Tree survey based on Tracy Clarke Tree Consultancy drawing TCTC-19152-PL-01.

- | | | |
|---|---|--|
|  | = | Application Boundary |
|  | = | Assumed Highway Boundary |
|  | = | Third Party Land Boundary |
|  | = | Existing White Lining |
|  | = | Existing Yellow Lining |
|  | = | Proposed Kerbline |
|  | = | Proposed Dropped Kerbline |
|  | = | 2.4m x 43m Visibility Splay |
|
 | | |
|  | = | Proposed Ramp |
|  | = | Raised Table |
|  | = | Potential Soft Landscaping |
|  | = | Indicative Footway Construction |
|  | = | Grasscrete or similar permeable material |
|  | = | Tactile Paving |
|  | = | Corduroy Paving |

- Subject to Detailed Design, Road Safety Audit process and Highway Authority Approval;
- Emergency access 3.7m wide in accordance with Building Regulations approved document B5;
- Visibility drawn in accordance with Manual for Streets 2 (2010) guidance with particular reference to Section 10.7 relating to obstacles within the visibility splay;
- 3m shared cycle infrastructure designed in accordance with Local Transport Note 1/20 (2020), Table 6-3: Recommended minimum width for shared use routes carrying up to 300 pedestrians and 300 cycles per hour.

A	20/02/25	Revised masterplan	SMK	TS	SMK
Rev	Date	Details	Drawn by	Checked by	Approved by



CLIENT:  Gravesham
Community
Investment Partnership

PROJECT:
**MILTON PLACE,
GRAVESEND**

TITLE:
PROPOSED SITE ACCESS
ARRANGEMENT

STATUS:	FOR INFORMATION
---------	-----------------

SCALE: 1:500	DATE: 30/01/25	DRAWN: SMK	CHECKED: DE	APPROVED: SMK
JOB NO: 2302-048		DRAWING NO: PL04		REVISION: A

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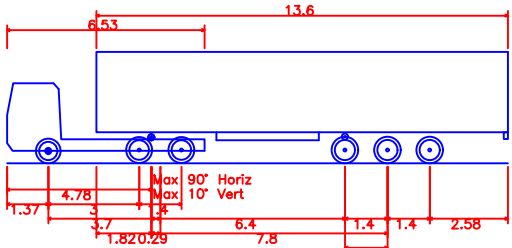
APPENDIX E

A3
ORIGINAL
PLOT SIZE

INBOUND MOVEMENT

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NOTES:
Based on JTP drawing number 02324-JTP-MP-00-DR-A-10001
Revision P1.
Spaces to be temporarily closed =



Refridgerated Articulated Vehicle (16.5m)
Overall Length 16.560m
Overall Width 2.600m
Overall Body Height 3.681m
Min Body Ground Clearance 0.411m
Max Track Width 2.500m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.530m

Rev	Date	Details	Drawn by	Checked by	Approved by
-----	------	---------	----------	------------	-------------

Bristol
Cambridge
London
Welwyn Garden City



1 Giltspur Street
London
EC1A 9DD
020 7119 1155
www.tpa.uk.com

CLIENT:



PROJECT:

MILTON PLACE,
GRAVESEND

TITLE:

SWEPT PATH ANALYSIS OF A
16.5M ARTICUALTED
VEHICLE

STATUS:

FOR INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:500	20/02/25	SMK	TS	SMK

JOB NO:	DRAWING NO:	REVISION:
2302-048	SP12	

OUTBOUND MOVEMENT

