



Proposed Commercial Development  
Unit K6 Lower Road, Northfleet

**Transport Assessment**

For

Jackson Lift Group

## Document Control Sheet

Proposed Commercial Development

Unit K6 Lower Road, Northfleet

Jackson Lift Group

This document has been issued and amended as follows:

| Date       | Issue                 | Prepared by | Approved by |
|------------|-----------------------|-------------|-------------|
| 04/05/2022 | 3 <sup>rd</sup> Draft | EU          | PdeJ        |
| 22/06/2022 | Final                 | EU          | PdeJ        |

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## 1.0 Introduction

- 1.1 This Transport Assessment has been prepared on behalf of Jackson Lifts Group to accompany a planning application for a proposed commercial development at Unit K6 Lower Road, Northfleet (herein referred to as 'the site'). This report considers highways and transport matters in respect to the proposed development.
- 1.2 The site is situated approximately 3.2 kilometres west of Gravesend and approximately 7.3 kilometres east of Dartford within Northfleet Industrial Estate. The site is located to the east of Lower Road and to the south of an unnamed road which connects with Lower Road to the west. The site falls within the administrative boundaries of Gravesham Borough Council (Local Authority) and Kent County Council (County Highway Authority).
- 1.3 Jackson Lifts Group is currently located within an existing industrial estate (Ropery Business Park, Charlton), with the use class B2/B8 warehouse. The existing warehouse employs 80 office-based staff with 35 car parking spaces. The proposals seek planning permission to relocate the existing warehouse and office space to Unit K6 Lower Road, Northfleet.
- 1.4 The site currently comprises a single storey building which accommodates an industrial unit with ancillary office space to the front. An area of hardstanding to the rear of the building is also included within the site boundary, this is accessed via an existing access road which connects with the unnamed road to the east of the site. The proposals seek to retain the existing warehouse on the ground floor to be used by Jackson Lift Group, with an office extension above resulting in two additional storeys. Access to the site will be achieved from the existing access road which links to the unnamed road to the east of the site. The proposals also include a multi-storey car park on the area of hardstanding to the rear of the building. Appropriate levels of car and cycle parking will be provided in accordance with relevant standards.
- 1.5 The application proposals have been subject to pre-application discussions with Kent County Council (KCC). The pre-application dialogue has been a key part in developing the proposals for the site and ensuring the assessment of the proposals is appropriate in view of the current planning context. KCC's pre-application response is included at **Appendix A**.
- 1.6 This Transport Assessment has been prepared having regard to advice received at pre-application stage as well as relevant guidance. In summary, this report demonstrates that:
- ▶ The proposals accord with national and local policies relevant to transport;
  - ▶ The site is accessible by public transport, walking and cycling, with bus services to be improved. This offers future employees a real choice of more sustainable modes;
  - ▶ Safe and suitable access to the site can be achieved for all users;
  - ▶ Appropriate provision is made for car and cycle parking having regard to the relevant guidance;
  - ▶ The proposals include appropriate provision for servicing activity; and,
  - ▶ The levels of traffic associated with the proposals will not lead to any harm to the existing operation and free-flow of traffic on the adjoining highway network.
- 1.7 Following this introduction, this Transport Assessment is split into 6 sections as follows:
- ▶ Section 2 outlines the transport planning policies that are considered to be relevant to this application;
  - ▶ Section 3 provides information on the site and planning background, reviews the accessibility of the site by all modes of transport and assess existing traffic and road safety conditions;
  - ▶ Section 4 provides an overview of the proposed development, including details of the proposed access, parking and servicing arrangements;

- ▶ Section 5 considers the trip generating potential of the proposals by all modes and considers this in comparison to the previous uses occupying the site;
- ▶ Section 6 sets out the objections, measures and monitoring of the Framework Travel Plan; and,
- ▶ Section 7 summarises the key findings and conclusions of this report.

## 2.0 Policy Context

### Overview

- 2.1 There are a number of documents that contain planning policies relevant to transport. The key policy documents which set the context for the development proposals are as follows:

- ▶ National Planning Policy Framework – July 2021;
- ▶ Gravesham Local Plan Core Strategy – September 2014; and,
- ▶ Kent and Medway Structure Plan SPG4 – Vehicle Parking Standards – July 2006.

### National Policy

#### *The National Planning Policy Framework*

- 2.2 The National Planning Policy Framework (NPPF) July 2021 sets out the Government's planning policies for England and how they are expected to be applied.

- 2.3 The NPPF presumes in favour of sustainable development and is a material consideration in planning decisions. "Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

*a) the potential impacts of development on transport networks can be addressed;*

*b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*

*c) opportunities to promote walking, cycling and public transport use are identified and pursued;*

*d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*

*e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places."*

Section 9 of the NPPF deals with 'Promoting Sustainable Transport'. Paragraph 105 states that:

*"Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."*

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

- 2.5 Paragraph 108 states:

*"Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local*

*authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists."*

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

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

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

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

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

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

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

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

- 2.8 Paragraph 113 states:

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

### **Local Policy**

#### **Gravesham Local Plan Core Strategy**

- 2.9 The Gravesham Borough Council was adopted in September 2014. It sets out key planning policies for the Borough. Policy CS11 relates to Transport and states that:

*"New developments should mitigate their impact on the highway and public transport networks as required. As appropriate, transport assessments and travel plans should be provided and implemented to ensure the delivery of travel choice and sustainable opportunities for travel. Transport assessment work is required to be undertaken in accordance with national and local policy guidance, and to identify detailed highway and public transport network requirements and management arising from the development.*

*Sufficient parking in new development will be provided in accordance with adopted parking standards which will reflect the availability of alternative means of transport and accessibility to services and facilities.*

*The Council will support proposals which improve public transport provision and facilities in the Borough. In particular, it will:*

- ▶ *seek to maintain and expand, where justified, segregation lanes for Fastrack and existing bus priority measures elsewhere;*

- ▶ require Key Sites to include provision for buses;
- ▶ support the development of transport hubs at Gravesend Town Centre and Ebbsfleet (in Dartford Borough Council area) to provide high quality interchange facilities between bus, rail, walking and cycling; and
- ▶ ensure an adequate supply of public car parking.

*The Council will seek improvements to walking and cycling facilities and networks in the Borough including provision in new development as appropriate. These should provide improved access to Gravesend Town Centre and Ebbsfleet and to other services and facilities in the Borough. In particular, the Council will seek the provision of pedestrian and cycle links between Northfleet and Ebbsfleet stations and along the River Thames, as part of the proposed Thames Estuary Path."*

#### **Kent and Medway Structure Plan 2006 SPG4 – Vehicle Parking Standards**

- 2.10 Gravesham Borough Council refer to Kent County Council for car and cycle parking standards. Car parking standards for new developments within Kent are contained within the Kent and Medway Structure Plan 2006 SPG4 – Vehicle Parking Standards. The current commercial standards are set out in Table 2.1.

| Land use                         | Cars (maximum)    | Goods Vehicles                           |
|----------------------------------|-------------------|------------------------------------------|
| Office up to 500 sqm             | 1 space / 20 sqm  | Adequate provision for delivery vehicles |
| Office up to 500 sqm – 2,500 sqm | 1 space / 25 sqm  | Adequate provision for delivery vehicles |
| Office over 2,500 sqm            | 1 space / 30 sqm  | Adequate provision for delivery vehicles |
| High Tech/Research/Light Ind     | 1 space / 35 sqm  | 1 space / 200 sqm                        |
| Storage and Distribution         | 1 space / 110 sqm | 1 space / 300 sqm                        |

Table 2.1: Kent County Council – Summary of maximum car parking provision

- 2.11 The parking guidance states that car parks with 40 to 200 spaces should provide 4 designated accessible spaces or 5% of the total capacity, whichever is greater.

#### **Summary**

- 2.12 On the basis of the above review, it is evident that the location of a site in relation to sustainable modes of transport is a key consideration when assessing the acceptability of a proposal. Furthermore, appropriate provision should be made for parking and facilitating access by more sustainable forms of travel by providing connections to existing networks.
- 2.13 The following sections of this report review the accessibility of the site and evaluate whether the development proposals will encourage sustainable modes of transport. In addition to this, a further assessment had been undertaken to establish the impact of the proposals upon the local highway network.

### 3.0 Baseline Conditions

#### Overview

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

#### Site Location and Details

- 3.2 The site is situated approximately 3.2 kilometres west of Gravesend and approximately 7.3 kilometres east of Dartford within Northfleet Industrial Estate. The site is located to the east of Lower Road and to the south of an unnamed road which connects with Lower Road to the west. The administrative authorities are Gravesham Borough Council and Kent County Council. The site location is shown in Figure 3.1 below.

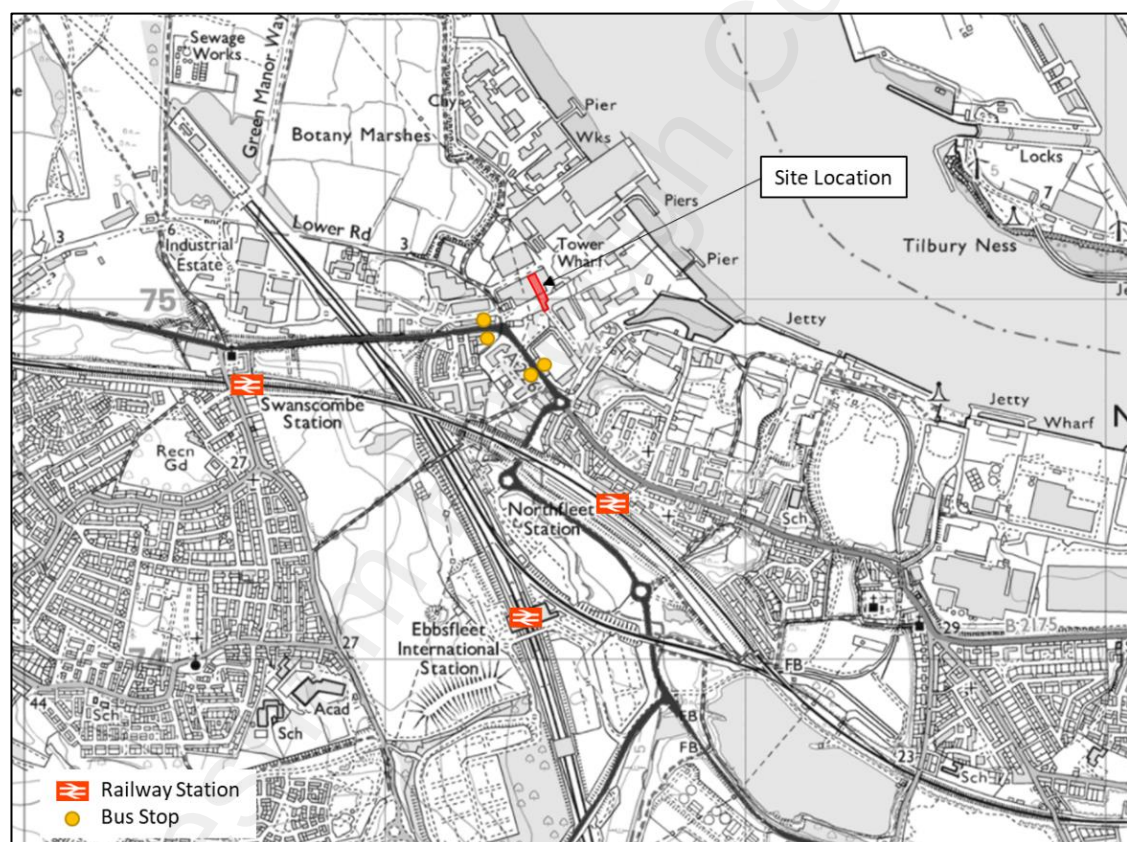


Figure 3.1: Site Location Plan

- 3.3 The site is located within a largely commercial/industrial area, with a number of industrial units surrounding the site. The site currently comprises a single storey building which accommodates an industrial unit with ancillary office space to the rear of the site. An area of hardstanding to the rear of the building is also included within the site boundary, this is accessed via an existing access road which connects with the unnamed road to the east of the site.

#### Highway Network

- 3.4 Vehicular access to the site will be achieved via an unnamed road which connects with Lower Road to the west. Lower Road passes through Northfleet Industrial Estate and connects with Manor Way to the

north which is a no through road. Parking within Northfleet Industrial Estate is largely unrestricted with some areas reserved for private parking.

- 3.5 Lower Road connects with the A226 Galley Hill Road/Stonebridge Road to the south of the site via a signalised priority junction. To the southeast the A226 provides access to the centre of Northfleet and connects with the B2175 which links Northfleet to Gravesend. Whilst to the west the A226 provides access to Greenhithe and further to Dartford. The A2 is located approximately 2.5 kilometres south of the site, the A2 connects with the M2 to the east and the M25 to the west.

### Existing On-Street Parking Opportunities

- 3.6 The existing on-street car parking levels, or "stress", surrounding the development site have been assessed through undertaking manual surveys in accordance with the 'Lambeth Council Parking Survey Guidance Note' (Lambeth Council, 2009).
- 3.7 Lambeth Council's parking survey methodology is broadly accepted across Greater London. For commercial uses the Lambeth methodology states that parking surveys should be undertaken during the proposed opening hours on an hourly beat basis. This is intended to capture the maximum commercial parking demand within a 500-metre radius of the identified site.
- 3.8 Additionally, for sites located close to other commercial units' additional morning and early evening surveys may also be required due to conflict with commuter parking. This includes surveys between the hours of 0700-0800 and 1800-1900, noting the amount of parking on a 15-minute basis over this time. The local parking network is deemed "stressed" when on-street parking occupancy exceeds 85% capacity.
- 3.9 In accordance with the above guidance parking surveys were undertaken on Wednesday 8<sup>th</sup> September 2021 between 07:00 hours and 19:00 hours. Beats were taken every 15 minutes between the hours of 07:00 and 08:30 and between the hours of 18:00 and 19:00. To capture the off-peak hours two snapshot surveys were taken at 10:45 hours and 14:00 hours.
- 3.10 The Lambeth methodology requires a 500-metre distance from commercial sites to be surveyed. Where the 500-metre boundary occurs part-way along a street, the survey area should be shortened or extended to the nearest junction. The survey area has been designed to extend 500 metres from the site, with the 500-metre radius comprising of the following roads:
- ▶ Grove Road;
  - ▶ Stonebridge Road;
  - ▶ Eagle Way;
  - ▶ Taunton Road;
  - ▶ Snowden Hill;
  - ▶ Robinson Way;
  - ▶ Black Eagle Drive;
  - ▶ Industrial Estate;
  - ▶ Galley Hill Road; and,
  - ▶ Lower Road.

3.11 The above roads within 500 metres of the site are shown in Figure 3.2.

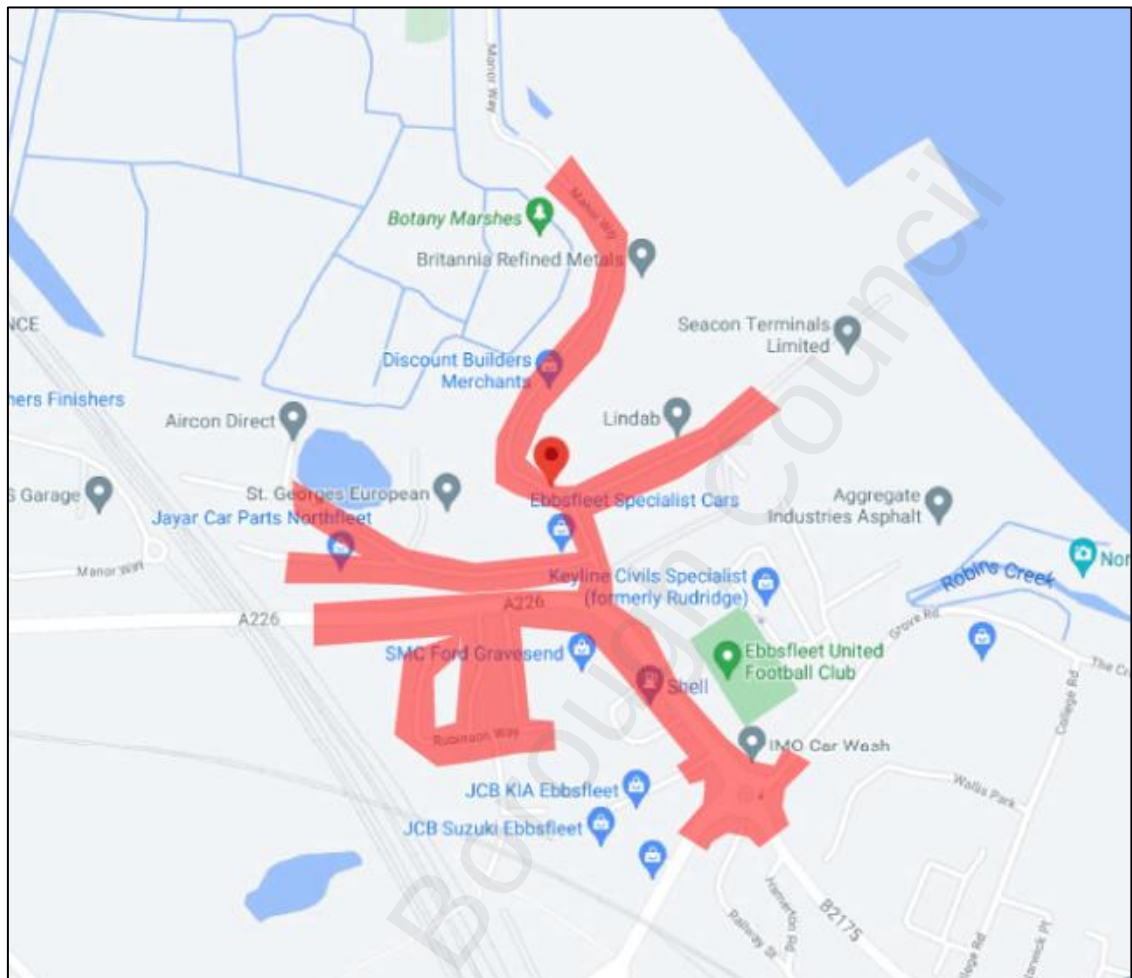


Figure 3.2: Extent of Parking Survey

3.12 The number of existing parking spaces in the survey area were identified from on-street observations and site measurement as part of the analysis. For the purposes of calculating parking stress as defined by the Lambeth guidance document, it is assumed that each vehicle takes up an average kerb space of 5 metres. Therefore, where parking bays are not physically marked out, lengths of kerb space were measured and split into increments of 5 metres. Physical bays have been divided into 5 metre intervals and rounded down to the nearest whole number to calculate the capacity of each space. Any locations with a length of kerb shorter than 5 metres or along vehicle crossovers, have been eliminated from the available kerb space, in accordance with the guidance.

#### On-Street Parking Analysis

- 3.13 The parking surveys were undertaken by K&M Traffic Surveys on 8<sup>th</sup> September 2021. The survey company provided a summary of the observed parking within the 500-metre study area on the aforementioned date. The parking survey outputs are included for reference at **Appendix B**.
- 3.14 The outputs indicate that across the assessment area there are equivalent of 319 spaces along unrestricted kerblines. However, 36 of these are located within a lay-by which is restricted for the use of HGV only with all other vehicles not permitted to park. Therefore, resulting in a total of 283 spaces available along unrestricted kerblines of which one is a blue badge bay. Additionally, any private parking has been excluded from the analysis.

- 3.15 Where carriageway widths were too narrow for parking on both sides of the carriageway, measurements were taken on the side where vehicles were found to be parked. The opposite side of the road was deemed unacceptable to park on and was not included within the analysis.
- 3.16 Available parking spaces are based on observations made on overnight and daytime parking site surveys ('observed spaces'). The number of spaces observed during a snapshot survey does vary based on how efficiently people park. If parking takes place inefficiently then the number of available spaces added to the occupied spaces will not reach the 'observed space' numbers. If parking takes place more efficiently then the number of available spaces could likely exceed the 'observed spaces'.
- 3.17 In terms of car parking occupancy, the daytime survey results for the 500 metre area from the site are set out in Table 3.1 and Table 3.2 for the morning peak period, Table 3.3 for the off peak snapshots and Table 3.4 for the evening peak period.

| Road              | 07:00      |           |            | 07:15      |           |            | 07:30      |           |            | 07:45      |           |            |
|-------------------|------------|-----------|------------|------------|-----------|------------|------------|-----------|------------|------------|-----------|------------|
|                   | Parked     | Observed  | % Stress   | Parked     | Observed  | % Stress   | Parked     | Observed  | % Stress   | Parked     | Observed  | % Stress   |
| Grove Road        | 2          | 0         | 100 %      | 2          | 0         | 100 %      | 2          | 0         | 100 %      | 2          | 0         | 100 %      |
| Stonebridge Road  | 29         | 23        | 56%        | 32         | 19        | 63%        | 33         | 18        | 65%        | 32         | 21        | 60%        |
| Eagle Way         | 16         | 6         | 73%        | 16         | 6         | 73%        | 16         | 6         | 73%        | 19         | 3         | 86%        |
| Taunton Road      | 21         | 8         | 72%        | 21         | 8         | 72%        | 21         | 8         | 72%        | 17         | 12        | 59%        |
| Snowden Hill      | 15         | 2         | 88%        | 14         | 3         | 82%        | 14         | 3         | 82%        | 13         | 4         | 76%        |
| Robinson Way      | 16         | 1         | 94%        | 16         | 1         | 94%        | 15         | 2         | 88%        | 15         | 2         | 88%        |
| Black Eagle Drive | 11         | 2         | 85%        | 12         | 1         | 92%        | 12         | 1         | 92%        | 12         | 1         | 92%        |
| Industrial Estate | 41         | 8         | 84%        | 46         | 5         | 90%        | 46         | 5         | 90%        | 47         | 4         | 92%        |
| Lower Road        | 12         | 27        | 31%        | 14         | 25        | 36%        | 14         | 25        | 36%        | 19         | 20        | 49%        |
| <b>TOTAL</b>      | <b>163</b> | <b>77</b> | <b>68%</b> | <b>173</b> | <b>68</b> | <b>72%</b> | <b>173</b> | <b>68</b> | <b>72%</b> | <b>176</b> | <b>67</b> | <b>72%</b> |

Table 3.1: Summary of Parking Survey for the Morning Peak Period: 07:00-07:45

| Road              | 08:00      |           |            | 08:15      |           |            | 08:30      |           |            |
|-------------------|------------|-----------|------------|------------|-----------|------------|------------|-----------|------------|
|                   | Parked     | Observed  | % Stress   | Parked     | Observed  | % Stress   | Parked     | Observed  | % Stress   |
| Grove Road        | 2          | 0         | 100%       | 2          | 0         | 100%       | 2          | 0         | 100%       |
| Stonebridge Road  | 29         | 23        | 56%        | 32         | 19        | 63%        | 33         | 18        | 65%        |
| Eagle Way         | 16         | 6         | 73%        | 16         | 6         | 73%        | 16         | 6         | 73%        |
| Taunton Road      | 21         | 8         | 72%        | 21         | 8         | 72%        | 21         | 8         | 72%        |
| Snowden Hill      | 15         | 2         | 88%        | 14         | 3         | 82%        | 14         | 3         | 82%        |
| Robinson Way      | 16         | 1         | 94%        | 16         | 1         | 94%        | 15         | 2         | 88%        |
| Black Eagle Drive | 11         | 2         | 85%        | 12         | 1         | 92%        | 12         | 1         | 92%        |
| Industrial Estate | 41         | 8         | 84%        | 46         | 5         | 90%        | 46         | 5         | 90%        |
| Lower Road        | 12         | 27        | 31%        | 14         | 25        | 36%        | 14         | 25        | 36%        |
| <b>TOTAL</b>      | <b>180</b> | <b>62</b> | <b>74%</b> | <b>180</b> | <b>62</b> | <b>74%</b> | <b>183</b> | <b>60</b> | <b>75%</b> |

Table 3.2: Summary of Parking Survey for the Morning Peak Period: 08:00-08:30

- 3.18 Table 3.1 and Table 3.2 indicates there is an average of 66 spaces available within the morning peak period. The overall parking occupancy averages at 73% along unrestricted kerblines, below the 85% "stress" threshold.

| Road              | 10:45      |           |            | 14:00      |           |            |
|-------------------|------------|-----------|------------|------------|-----------|------------|
|                   | Parked     | Observed  | % Stress   | Parked     | Observed  | % Stress   |
| Grove Road        | 2          | 0         | 100%       | 2          | 0         | 100%       |
| Stonebridge Road  | 44         | 8         | 85%        | 40         | 12        | 77%        |
| Eagle Way         | 18         | 7         | 72%        | 18         | 7         | 72%        |
| Taunton Road      | 15         | 12        | 56%        | 15         | 12        | 56%        |
| Snowden Hill      | 17         | 1         | 94%        | 18         | 0         | 100%       |
| Robinson Way      | 18         | 3         | 86%        | 20         | 1         | 95%        |
| Black Eagle Drive | 13         | 0         | 100%       | 13         | 0         | 100%       |
| Industrial Estate | 49         | 3         | 94%        | 46         | 6         | 88%        |
| Lower Road        | 25         | 13        | 66%        | 29         | 9         | 76%        |
| <b>TOTAL</b>      | <b>201</b> | <b>47</b> | <b>81%</b> | <b>201</b> | <b>47</b> | <b>81%</b> |

Table 3.3: Summary of Parking Survey for the Off Peak Snapshots

- 3.19 Table 3.3 indicates there is an average of 47 spaces available within the off-peak period. The overall parking occupancy averages at 81% along unrestricted kerblines, below the 85% "stress" threshold.

| Road              | 18:00      |            |            | 18:15      |            |            | 18:30      |            |            | 18:45      |            |            | 19:00      |            |            |
|-------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
|                   | Parked     | Observed   | % Stress   | Parked     | Observed   | % Stress   | Parked     | Observed   | % Stress   | Parked     | Observed   | % Stress   | Parked     | Observed   | % Stress   |
| Grove Road        | 2          | 0          | 100%       | 2          | 0          | 100%       | 1          | 1          | 50%        | 1          | 1          | 50%        | 2          | 0          | 100%       |
| Stonebridge Road  | 22         | 30         | 42%        | 26         | 25         | 51%        | 25         | 26         | 49%        | 20         | 32         | 38%        | 18         | 34         | 35%        |
| Eagle Way         | 17         | 8          | 68%        | 19         | 5          | 79%        | 19         | 5          | 79%        | 19         | 5          | 79%        | 19         | 5          | 79%        |
| Taunton Road      | 20         | 8          | 71%        | 19         | 9          | 68%        | 18         | 10         | 64%        | 19         | 9          | 68%        | 19         | 9          | 68%        |
| Snowden Hill      | 18         | 0          | 100%       | 18         | 0          | 100%       | 18         | 0          | 100%       | 18         | 0          | 100%       | 18         | 0          | 100%       |
| Robinson Way      | 20         | 1          | 95%        | 19         | 2          | 90%        | 21         | 0          | 100%       | 21         | 0          | 100%       | 21         | 0          | 100%       |
| Black Eagle Drive | 13         | 0          | 100%       | 13         | 0          | 100%       | 13         | 0          | 100%       | 13         | 0          | 100%       | 13         | 0          | 100%       |
| Industrial Estate | 20         | 32         | 38%        | 14         | 38         | 27%        | 14         | 35         | 29%        | 9          | 40         | 18%        | 9          | 40         | 18%        |
| Lower Road        | 7          | 30         | 19%        | 6          | 31         | 16%        | 7          | 30         | 19%        | 7          | 30         | 19%        | 7          | 30         | 19%        |
| <b>TOTAL</b>      | <b>139</b> | <b>109</b> | <b>56%</b> | <b>136</b> | <b>110</b> | <b>55%</b> | <b>136</b> | <b>107</b> | <b>56%</b> | <b>127</b> | <b>117</b> | <b>52%</b> | <b>126</b> | <b>118</b> | <b>52%</b> |

Table 3.4: Summary of Parking Survey for the Evening Peak Period: 18:00-19:00

- 3.20 Table 3.4 indicates there is an average of 112 spaces available within the morning peak period. The overall parking occupancy averages at 54% along unrestricted kerblines, below the 85% "stress" threshold.
- 3.21 A summary of the parking occupancy and observed spaces (available spaces) for each time period assessed is set out in Table 3.5.

| Time  | Observed Spaces/Available Spaces | % Stress |
|-------|----------------------------------|----------|
| 07:00 | 77                               | 68%      |
| 07:15 | 68                               | 72%      |
| 07:30 | 68                               | 72%      |
| 07:45 | 67                               | 72%      |
| 08:00 | 62                               | 74%      |
| 08:15 | 62                               | 74%      |
| 08:30 | 60                               | 75%      |
| 10:45 | 47                               | 81%      |
| 14:00 | 47                               | 81%      |
| 18:00 | 109                              | 56%      |
| 18:15 | 110                              | 55%      |
| 18:30 | 107                              | 56%      |
| 18:45 | 117                              | 52%      |
| 19:00 | 118                              | 52%      |

Table 3.5: Summary of Parking Survey

- 3.22 The three study periods have been assessed and under the existing conditions, the 500 metre study area has a parking demand averaging 67% over all study periods (morning, daytime and evening). The off-peak periods have the highest parking demand with 81% occupancy, whilst the evening peak period has the lowest parking demand with 52% occupancy.
- 3.23 Within the busiest period (off-peak daytime) a total of 47 spaces are available along unrestricted kerblines, 9-13 of which are located along Lower Road adjacent to the site. Furthermore, within the morning peak period an average of 21 spaces were available along Lower Road between 07:00 and 18:30 hours and an average of 30 spaces were available along Lower Road within the evening peak period between 18:00 and 19:00 hours.
- 3.24 In summary, the occupancy within 500 metres of the site does not exceed the 85% threshold at which network are considered "stressed". Resulting in a number of unrestricted spaces being available throughout an average weekday.

#### KCC pre-app comment - Parking

- 3.25 The KCC pre-app response specifically questioned the validity of the parking survey (Point 8). The recorded data was collected on a 'typical' day but there is no reason to indicated that this was any different from normal. There may be subtle differences with the on-street demands but these changes are not considered large enough to significantly alter the findings of the parking study.

#### Sustainable Transport Accessibility

##### Walking and Cycling

- 3.26 It is generally accepted that walking and cycling provide important alternatives to the private car and should be encouraged to form part of longer journeys via public transport. The Chartered Institution of Highways and Transportation released two documents, 'Planning for Walking' in April 2015 and 'Planning for Cycling' in October 2014. The documents provide an insight into the sustainable methods of transport, including:
- ▶ "Across Britain about 80% of journeys shorter than 1 mile are made wholly on foot...but beyond that distance cars are the dominant modes" (Planning for Walking, 2015).

- "Majority of cycling trips are used for short distances, with 80% being less than five miles and with 40% being less than two miles" (Planning for Cycling, 2014).

- 3.27 The NPPF recognises that "the transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel". Within Manual for Streets, it is noted that 800 metres is not considered the maximum walking distance for pedestrians, highlighting that walking can replace short car trips, particularly those under 2 kilometres. The National Travel Survey 2020 (NTS) also noted that "81% of all trips under one mile are walks", making it the most frequent mode of travel for very short distances.
- 3.28 The site is easily accessible on foot via adjacent footways on all local roads. Lit footways are provided on both sides of the unnamed road and Lower Road providing direct access towards local bus stops, railways stations and local towns.
- 3.29 A signalised pedestrian crossing, with dropped kerbs and tactile paving, is located approximately 100 metres west of the junction between Lower Road and Galley Hill Road/Stonebridge Road. This provides a safe route across the A226 towards local bus stops and Ebbsfleet International railway station. On the southern side of the A226, west of the pedestrian crossing, Snowden Hill and Black Eagle Drive provide access to a foot/cycleway which connects Northfleet with Swanscombe to the west. This lit route also provides access to Ebbsfleet International railway station.
- 3.30 Lit footways are also provided along Stonebridge Road to the south of the site providing access towards Northfleet railway station. Informal pedestrian crossing points in the form of dropped kerbs and tactile paving are provided along this route to facilitate pedestrian movement.

#### Accessibility by Bus

- 3.31 As illustrated in Figure 3.1, the nearest bus stops are located along Galley Hill Road approximately 300 metres south-west of the site. These stops provide access to services 480 Sapphire, 490 Sapphire and B Fastrack. A summary of the destinations served, and the frequency of the local bus services is provided below in Table 3.6.

| Service      | Destinations Served                                                                                                                                                        | Approximate Frequency |                     |
|--------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|---------------------|
|              |                                                                                                                                                                            | Weekday AM Peak       | Weekday PM Peak     |
| 480 Sapphire | Dartford – Bluewater – Swanscombe – Northfleet – Gravesend – Riverview Park                                                                                                | Every 20-25 minutes   | Every 20-25 minutes |
| 490 Sapphire | Dartford – Horns Cross – Bluewater – Swanscombe – Northfleet – Gravesend – Milton – Kings Farm – Singlewell                                                                | Every 20-25 minutes   | Every 20-25 minutes |
| B Fastrack   | Gravesend – Northfleet – Ebbsfleet International Railway Station – Swanscombe – Ingress Park – Greenhithe Railway Station – Bluewater Bus Station – Dartford – Temple Hill | Every 15-20 minutes   | Every 15-20 minutes |

Table 3.6: Bus Services in Close Proximity to the Site

#### Accessibility by Rail

- 3.32 The nearest railway station to the site is Northfleet located approximately 900 metres south of the site (12 minute walk). Northfleet railway station is located on the Thameslink Line which runs between Rainham and Luton, as well as the Southeastern services which run between London Charing Cross and Gravesend.
- 3.33 In addition, Ebbsfleet International railway station is located within a 15 minute walk of the site (1.2 kilometres). Ebbsfleet International railway station provides services towards Margate, London St Pancras International, Faversham, Dover Priory, Maidstone West, Sandwich and Ramsgate. A summary of the direct rail services from both stations are provided in Table 3.7 and Table 3.8.

| Service                         | Destinations Served                                                                                                                                                                                                                                                                                                                                                                                               | Approximate Frequency |                     |
|---------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|---------------------|
|                                 |                                                                                                                                                                                                                                                                                                                                                                                                                   | Weekday AM Peak       | Weekday PM Peak     |
| Northfleet Station              |                                                                                                                                                                                                                                                                                                                                                                                                                   |                       |                     |
| Gravesend                       | Northfleet – Gravesend                                                                                                                                                                                                                                                                                                                                                                                            | Every 10-20 minutes   | Every 10-20 minutes |
| London Charing Cross via Sidcup | Northfleet – Swanscombe – Greenhithe for Bluewater – Stone Crossing – Dartford – Crayford – Bexley – Albany Park – Sidcup – New Eltham – Mottingham – Lee (London_ – Hither Green – London Bridge – London Waterloo East – London Charing Cross                                                                                                                                                                   | Every 30 minutes      | Every 20-30 minutes |
| St Albans City                  | Northfleet – Swanscombe – Greenhithe for Bluewater – Stone Crossing – Dartford – Slade Green – Abbey Wood – Plumstead – Woolwich Arsenal – Charlton – Westcombe Park – Maze Hill – Greenwich – Deptford – London Bridge – London Blackfriars – City Thameslink – Farringdon – London St Pancras International – West Hampstead Thameslink – Mill Hill Broadway – Elstree & Borehamwood – Radlett – St Albans City | Every hour            | Every hour          |
| Rainham (Kent)                  | Northfleet – Gravesend – Higham – Strood (Kent) – Rochester – Chatham – Gillingham (Kent) – Rainham (Kent)                                                                                                                                                                                                                                                                                                        | Every hour            | Every hour          |

Table 3.7: Northfleet Rail Services

| Service                         | Destinations Served                                                                                                                                                                                                         | Approximate Frequency |                     |
|---------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|---------------------|
|                                 |                                                                                                                                                                                                                             | Weekday AM Peak       | Weekday PM Peak     |
| Ebbsfleet International Station |                                                                                                                                                                                                                             |                       |                     |
| London St Pancras International | Ebbsfleet International – Stratford International – London St Pancras International                                                                                                                                         | Every 10-15 minutes   | Every 10-15 minutes |
| Ramsgate                        | Ebbsfleet International – Gravesend – Strood (Kent) – Rochester – Chatham – Gillingham (Kent) – Rainham (Kent) – Sittingbourne – Faversham – Whitstable – Herne Bay – Birchington-on-Sea – Margate – Broadstairs – Ramsgate | Every 1-2 hours       | Every 1-2 hours     |
| Sandwich                        | Ebbsfleet International – Ashford International – Folkestone West – Folkestone Central – Dover Priory – Martin Mill – Walmer – Deal – Sandwich                                                                              | Every 1-2 hours       | Every 1-2 hours     |

Table 3.8: Ebbsfleet International Rail Services

- 3.34 These services provide a convenient link to the transport hubs of London St Pancras and London Charing Cross, which in turn provide access to other London hubs for onward travel services across the country.

### Road Safety Review

- 3.35 Consideration has been given to crashmap.com to identify any incidents to have occurred on the surrounding road network over the last five years (up to the end of 2021). Two incidents occurred at the Lower Road/A226 junction to the south of the site. Both crashmap reports are attached for reference at [Appendix C](#).

- 3.36 Both incidents resulted in a 'slight' injury. The first incident occurred due to a car turning left out of Lower Road colliding with a car travelling south along the A229. The second incident did not include any details of the causation, however it involved 2 cars.
- 3.37 The above accident record is not considered excessive over a five-year period. It is not considered that the accidents occurred as a result of an unsafe highway network, and more likely due to driver error. As a result, the increase in traffic associated with the proposals is unlikely to cause any road safety issues.

#### **Summary of Baseline Conditions**

- 3.38 The above review demonstrates that the site is accessible by transport modes that have the potential to reduce reliance upon the private car. In this regard, it is considered that the location of the site accords with paragraphs 105 of the National Planning Policy Framework as set out in Section 2 and as such gives future employees a genuine choice about how they travel.

## 4.0 Development Proposals

### Overview

- 4.1 Jackson Lifts Group is currently located within an existing industrial estate (Ropery Business Park, Charlton), with the use class B2/B8 warehouse. The existing warehouse employees 80 office-based staff with 35 car parking spaces.
- 4.2 The proposals seek planning permission to relocate the existing warehouse and office business to the existing Unit K6 Lower Road, Northfleet. The proposals seek to retain the existing warehouse on the ground floor to be used by Jackson Lift Group, with an office extension above resulting in two additional storeys. The floor area for the warehouse will remain largely unchanged. The proposals also include a multi-storey car park containing 59 car parking spaces on the area of hardstanding to the rear of the building, plus 2 car parking spaces at the front of the site.
- 4.3 The proposals will result in a total of 120 members of staff with an 1,858.50 sqm of office floor space and 1,063.58 sqm of storage floor space. It is anticipated the number of staff will increase from the existing 80 to 120 overtime to accommodate growth within the company. As such, the site would not attract 120 staff members from the first occupation and the number of staff would increase gradually from the existing 80. However, the following sections assess the site based on the future demand of 120 staff members to be robust.
- 4.4 The architects site layout plan is attached at **Appendix D** for reference.

### Access Arrangements

- 4.5 Vehicular access to the site will be achieved via the existing access road which links to the unnamed road east of the site. The access road measures circa 5.4 metres allowing two cars to pass at all times and provides access to the rear of the site where the proposed multi-storey car park will be situated. The design has been developed to provide a ramp access rather than car lifts further to feedback from KCC Highways (Pre-app comment 6).
- 4.6 Pedestrian access will primarily be achieved via the unnamed road which fronts the site as per the existing arrangement for customers and staff. An additional pedestrian access is provided between the proposed multi-storey car park and the site. This is provided via a walkway which links second floor of the car park with the proposed first floor of Unit K6. Lifts are provided in both the car park and Unit K6 to facilitate access for all users.

### Car Parking Provision

- 4.7 Gravesham Borough Council refer to Kent County Council for car and cycle parking standards. Car parking standards for new developments within Kent are contained within the Kent and Medway Structure Plan 2006 SPG4 – Vehicle Parking Standards. The current commercial standards are set out in Table 4.1.

| Land use                         | Cars (maximum)    | Goods Vehicles                           |
|----------------------------------|-------------------|------------------------------------------|
| Office up to 500 sqm             | 1 space / 20 sqm  | Adequate provision for delivery vehicles |
| Office up to 500 sqm – 2,500 sqm | 1 space / 25 sqm  | Adequate provision for delivery vehicles |
| Office over 2,500 sqm            | 1 space / 30 sqm  | Adequate provision for delivery vehicles |
| High Tech/Research/Light Ind     | 1 space / 35 sqm  | 1 space / 200 sqm                        |
| Storage and Distribution         | 1 space / 110 sqm | 1 space / 300 sqm                        |

Table 4.1: Kent County Council – Summary of maximum car parking provision

- 4.8 The parking guidance states that car parks with 40 to 200 spaces should provide 4 designated accessible spaces or 5% of the total capacity, whichever is greater.
- 4.9 The site is located approximately 100 metres east of Ebbsfleet Garden City (EGC). A draft document titled "Connecting People and Places" (February 2020) adopted by the Ebbsfleet Development Corporation sets out parking requirements for the Ebbsfleet Garden City. The draft commercial standards within Ebbsfleet Garden City are set out in Table 4.2.

| Land use                         | Cars             |
|----------------------------------|------------------|
| Office up to 500 sqm             | 1 space / 24 sqm |
| Office up to 500 sqm – 2,500 sqm | 1 space / 30 sqm |
| High Tech/Research/Light Ind     | 1 space / 42 sqm |
| Storage and Distribution         | No Standard      |

Table 4.2: Ebbsfleet Garden City – Summary of car parking provision

- 4.10 Table 4.2 demonstrates how neighbouring districts are trying to reduce the parking provision for B1/B8 uses. This is a shift many local authorities are pushing forward in order to encourage more sustainable modes of transport to meet the needs of the NPPF. The KCC standards are notably older than the draft 2020 standards set out by EGC. Therefore, the work EGC have undertaken provides a more up to date picture of parking demand and considers the aspirations of the NPPF (2021).
- 4.11 Gravesham Climate Change Strategy 2022-2030 (December 2021) sets out the council's approach to not only taking action against its own emissions but also supporting communities in the borough to reduce their emissions and carbon footprint. A priority 3 area for action states "*Encourage active travel through the use of public transport, cycle routes and walking facilities across the borough, promoting the health and climate change benefits for all.*" As such, it is clear that Gravesham are also trying to promote more sustainable modes of transport.
- 4.12 As the proposals include 1,858.50 sqm of office floor space and 1,063.58 sqm of storage floor space, the guidance states the site should accommodate 75 car parking spaces for the office space plus 10 car parking spaces for the storage space. Resulting in an overall parking provision of 85 spaces. However, it should be noted that KCC standards are maximum standards and therefore allow for a reduced provision.
- 4.13 The existing warehouse use currently provides 2 car parking spaces on the forecourt at the front of the site, along with an area for larger vehicles to undertake deliveries. This results in 1 space per 531.79 sqm (based on the existing 1,063.58 sqm of warehouse). It is clear that the existing warehouse operates with significantly less on-site parking than the maximum standards set out by KCC and this must have been approved by the local authority at some point. Furthermore, it is evident that the existing operation does not cause a serve impact to on-street parking on the surrounding road network. On this basis 10 car parking spaces for the proposed storage use is considered extensive considering the operation will be similar to the existing use.
- 4.14 It is understood that most employees who have a base/desk at the Jacksons Lift Group existing warehouse at Ropery Business Park are in supervisory roles and are not regularly in the office but are servicing and visiting installation sites. Additionally, there is no occasion where all employees would be in the office at any one time, in fact many arrive fleetingly to pick up items or arrive for a meeting only. Jacksons Lift Group have confirmed that 25% of the staff are in the office for a full day, as they work in sales and customer service. Furthermore, since the pandemic work travel patterns have shifted resulting in a more flexible arrangement, with working from home becoming increasingly favourable for both staff and companies. As such, it is considered robust to assume that 50% of future staff (60) will be on-site at any one time. It should be reiterated that the site will not attract 120 staff from the first day of occupation, with a gradual increase likely to take place from the existing staff number. Therefore, 60 members of staff on-site at any given time would be a worst-case future scenario.

- 4.15 To provide an indication of the likely modal split for the proposed staff, a review of census data for the category 'Method of travel to work (Workday population)' has been investigated for the workplace population of the output area within which the proposed site is located within (2011 output). The 2011 Census data is the most up to date census available and this is considered to provide a reasonable indication of travel modes for businesses in this area. It may be noted that existing Jackson Lifts staff travel to and from work by sustainable modes including public transport and would expect to do so with the proposed relocation. A large proportion of existing staff members reside within London and therefore have access to a number of rail services to access the site. Furthermore, 75% of existing staff members reside within Bexley, Dartford, Gravesham and the Medway Towns, all of which are accessible via local rail services. The redevelopment of this site will be for Jackson Lifts but may also be for another future occupier therefore the available Census Data is the most appropriate method to determine the predicted mode-share for the development of this site (this addresses KCC pre-app comment 3 & 4).
- 4.16 Table 4.3 summarises the modal split for the workplace population within the Gravesham 001 super output area, it also provides an indication of the number of employees likely to travel by each mode based on 60 staff members.

| Mode of Travel                         | % Modal Split | Proposed Modal Split – 50% Staff |
|----------------------------------------|---------------|----------------------------------|
| Driving a car or van                   | 73.8%         | 44                               |
| On foot                                | 7.0%          | 4                                |
| Bus, minibus or coach                  | 5.9%          | 4                                |
| Passenger in a car or van              | 5.7%          | 3                                |
| Train                                  | 2.6%          | 2                                |
| Bicycle                                | 2.4%          | 1                                |
| Motorcycle, scooter or moped           | 1.6%          | 1                                |
| Other method of travel to work         | 0.5%          | 1                                |
| Taxi                                   | 0.4%          | 0                                |
| Underground, metro, light rail or tram | 0.2%          | 0                                |
| <b>TOTAL</b>                           | <b>100%</b>   | <b>60</b>                        |

Table 4.3: Workplace Population Modal Split - Gravesham 001 super output area

- 4.17 Table 4.3 indicates that 73.8% of the workplace population travel to the output area by car, with 7% travelling on-foot and 8.7% travel by public transport. Based on the proposed 60 employees likely to be on-site at any one-time, a total of 44 could travel to the site by car. This is considered to be a robust approach since no allowance has been made for staff working at home which is now more widely undertaken due to general workplace evolution over the last few years due to the Covid-19 pandemic
- 4.18 As such, the proposals include a multi-storey car park which accommodates 59 car parking spaces within the multi-storey car parking plus 2 car parking spaces at the front of the site. 5% (3 spaces) of the proposed spaces are allocated to disabled users and are located on the ground floor of the multi-storey car park, with lifts providing access to the walkway into the building. As KCC's standards are maximum requirements the proposals accord with the relevant guidance and will meet the need for future staff based on the operation of Jackson Lift Group.
- 4.19 This approach provides a balance between encouraging employees to travel to the site by sustainable modes of travel and ensures that on-street parking does not occur to any significant degree. It also accords with aspirations set out within the NPPF and the aims of Gravesham's Climate Change Strategy.

### Swept Path Analysis

- 4.20 Swept path analysis has been carried out using AutoTurn for a large car, shown for reference at **Appendix E**. This demonstrates that a large car can enter the multi-storey car park in a forward gear, pass another car (including on ramps) and exit in forward gear. This is considered robust, as a large car within AutoTurn measures 4.8 metres in length and therefore represents a realistic worst case.

### Cycle Parking Provision

- 4.21 Cycle parking standards for new developments within Kent are also contained within the Kent and Medway Structure Plan 2006 SPG4 – Vehicle Parking Standards. The current commercial standards are set out in Table 4.4.

| Land Use                         | Cycle parking (minimum) |
|----------------------------------|-------------------------|
| Office up to 500 sqm             | 1 space / 200 sqm       |
| Office up to 500 sqm – 2,500 sqm | 1 space / 200 sqm       |
| Office over 2,500 sqm            | 1 space / 200 sqm       |
| High Tech/Research/Light Ind     | 1 space / 200 sqm       |
| Storage and Distribution         | 1 space / 200 sqm       |

Table 4.4: Kent County Council – Summary of minimum cycle parking provision

- 4.22 Based on 1,858.50 sqm of office floor space and 1,063.58 sqm of storage floor space a minimum of 15 cycle parking spaces should be provided in accordance with the above standards. The proposals include a covered secure cycle store to the rear of the building providing cycle parking for 20 bicycles. This address KCC Highways Pre-app comment 7.

### Servicing Arrangements

- 4.23 Servicing activity will be undertaken within 2 car parking spaces on the forecourt at the front of the site, as per the existing arrangement. The TRICS database suggests that a warehouse use could attract 11 servicing vehicles across an average day, whilst the office use could attract 8 servicing vehicles. As such, the proposed use could attract circa 19 servicing vehicles across an average day, which equates to 1-2 vehicles an hour, which is considered minimal over a daily profile.
- 4.24 Therefore, it is evident that the 2 parking spaces with the forecourt to the front of the site have more than sufficient capacity to accommodate the expected servicing demand associated with the development and servicing activity associated with the development will not have a material effect on the highway network local to the site. Swept path analysis for a delivery van entering the forecourt area, parking within the car parking spaces and exiting in forward gear is attached at **Appendix F**.
- 4.25 There is also space on the forecourt for vehicles to load/unload goods to/from the warehouse. The swept path analysis attached at **Appendix F** illustrates an 8m rigid vehicle reversing onto the forecourt and returning to the carriageway in forward gear. Any larger vehicles will unload on the highway and use forecourt area to turn. Delivery and servicing will be managed internally to ensure no more than 2 vehicles require parking on-site at any given time and deliveries requiring larger vehicles are scheduled such that there is sufficient space on the forecourt to accommodate loading/unloading.
- 4.26 Refuse collection will be undertaken on-street along the unnamed road as per the existing arrangement. A bin store is located within the forecourt to the front of the site within an appropriate drag distance from the carriageway.

## Summary

- 4.27 This section demonstrates that the proposal makes provision for safe and suitable access for private cars, pedestrians and cyclists and integrate with the existing highway network. In addition, appropriate provision will be made for parking and servicing in accordance with relevant standards and guidance.

## 5.0 Trip Generation

### Overview

- 5.1 This section sets out the effect of the development proposals on the highway network local to the site. The assessment focuses on the weekday morning and evening hours of 08:00-09:00 and 17:00-18:00, which constitutes the key trip generation periods for employment developments.

### Existing Use

- 5.2 As the existing warehouse on the ground floor will remain as an industrial warehouse/storage area, it is not expected that existing trip rates will be altered. However, the trip generation for the existing warehouse has been assessed based on trip rates derived from the TRICS database using the category '02 Employment: F – Warehousing (Commercial)', for site within England, excluding Greater London.
- 5.3 A summary of the peak hour vehicular trip rates and resultant trips for 1,063.58 sqm of existing warehouse space are provided in Table 5.1 below and the full TRICS output included at [Appendix G](#).

| Mode of Travel                                     | Weekday AM Peak<br>(08:00-09:00) |          | Weekday PM Peak<br>(17:00-18:00) |          | Weekday Daily<br>Movements |            |
|----------------------------------------------------|----------------------------------|----------|----------------------------------|----------|----------------------------|------------|
|                                                    | Arr                              | Dep      | Arr                              | Dep      | Arr                        | Dep        |
| Vehicular Trip Rates                               | 0.102                            | 0.043    | 0.057                            | 0.067    | 1.121                      | 1.104      |
| Vehicular Trips<br>(OGV/LGV/Servicing<br>Vehicles) | 1<br>(0)                         | 0<br>(0) | 1<br>(0)                         | 1<br>(0) | 12<br>(11)                 | 12<br>(10) |

Table 5.1: Existing Warehouse Use – Trip Rates and Resultant Trips

- 5.4 Table 5.1 indicates that the existing use could generate up to 2 vehicular trips within the weekday morning and evening peak periods. Over an average weekday, the existing use could generate 21 two-way total vehicular trips, the majority of these vehicle movements (21) are undertaken by servicing vehicles.

### Proposed Use

#### Proposed Warehouse Use

- 5.5 As the ground floor will continue to operate as a warehouse within ownership of Jackson Lift Group, it is anticipated that the vehicle and servicing movements will remain in line with the existing situation, set out above.

#### Proposed Office Use

- 5.6 The proposed office extension will result in an additional 1,858.50 sqm of office space. The trip generation potential for the proposed office use has been assessed based on trip rates derived from the TRICS database using the category '02 – Employment: A Office', with the following criteria:
- ▶ Sites located in England, excluding Greater London;
  - ▶ Sites with a high parking ratio; and
  - ▶ Sites in areas classed as Edge of Town Centre.
- 5.7 All selected sites have a parking provision similar to the proposals. As the proposals include 3.5 parking spaces per 100sqm, (based on 64 proposed spaces) sites were selected with a parking ratio of 4 car parking spaces per 100sqm or above.

- 5.8 A summary of the peak hour vehicular and total person trip rates and resultant trips for 1,858.50 sqm office use are provided in Table 5.2 below and the full TRICS output included at [Appendix H](#).

| Mode of Travel               | Weekday AM Peak<br>(08:00-09:00) |          | Weekday PM Peak<br>(17:00-18:00) |           | Weekday Daily<br>Movements |            |
|------------------------------|----------------------------------|----------|----------------------------------|-----------|----------------------------|------------|
|                              | Arr                              | Dep      | Arr                              | Dep       | Arr                        | Dep        |
| Total Person Trip Rates      | 4.280                            | 0.310    | 0.392                            | 4.672     | 21.534                     | 21.045     |
| Total Person Trips           | 80                               | 6        | 7                                | 87        | 400                        | 391        |
| Vehicular Trip Rates         | 3.104                            | 0.408    | 0.490                            | 3.365     | 15.978                     | 15.55      |
| Vehicular Trips<br>(OGV/LGV) | 58<br>(1)                        | 8<br>(1) | 9<br>(0)                         | 63<br>(0) | 297<br>(8)                 | 289<br>(7) |

Table 5.2: Proposed Office Use – Trip Rates and Resultant Trips

- 5.9 Table 5.2 indicates that the proposed office use could generate 86 total person trips in the weekday morning peak hour, with 66 being vehicular trips. In the evening peak hour, the development could generate 94 total person trips, of which 72 could be vehicular trips. Over an average weekday, the office use could generate 791 two-way total person trips, of which 586 could be vehicular. The office use could attract up to 8 servicing vehicles (OGV/LGV) across an average day.
- 5.10 To support the above trip attraction, the census data for the category 'Method of travel to work (Workday population)' has been used. The Census modal split of travel is summarised in Table 5.3 below. The total person trips identified in Table 5.2 for both the weekday morning and evening peak hours have been assigned based on the Census modal split percentages and are also summarised in Table 5.3 below.

| Mode of Travel                         | Census<br>Modal<br>Split | Weekday AM<br>Peak<br>(08:00-09:00) |          | Weekday PM<br>Peak<br>(17:00-18:00) |           | Weekday Daily<br>Movements |            |
|----------------------------------------|--------------------------|-------------------------------------|----------|-------------------------------------|-----------|----------------------------|------------|
|                                        |                          | Arr                                 | Dep      | Arr                                 | Dep       | Arr                        | Dep        |
| Driving a car or van                   | 73.8%                    | 59                                  | 4        | 5                                   | 64        | 295                        | 289        |
| On foot                                | 7.0%                     | 6                                   | 0        | 0                                   | 6         | 28                         | 27         |
| Bus, minibus or coach                  | 5.9%                     | 5                                   | 0        | 0                                   | 5         | 24                         | 23         |
| Passenger in a car or van              | 5.7%                     | 5                                   | 0        | 0                                   | 5         | 23                         | 22         |
| Train                                  | 2.6%                     | 2                                   | 0        | 0                                   | 2         | 10                         | 10         |
| Bicycle                                | 2.4%                     | 2                                   | 0        | 0                                   | 2         | 10                         | 9          |
| Motorcycle, scooter or moped           | 1.6%                     | 1                                   | 0        | 0                                   | 1         | 6                          | 6          |
| Other method of travel to work         | 0.5%                     | 0                                   | 0        | 0                                   | 0         | 2                          | 2          |
| Taxi                                   | 0.4%                     | 0                                   | 0        | 0                                   | 0         | 2                          | 2          |
| Underground, metro, light rail or tram | 0.2%                     | 0                                   | 0        | 0                                   | 0         | 1                          | 1          |
| <b>TOTAL</b>                           | <b>100%</b>              | <b>80</b>                           | <b>6</b> | <b>7</b>                            | <b>87</b> | <b>400</b>                 | <b>391</b> |

Table 5.3: Census Data Modal Split - Gravesham 001 super output area

- 5.11 The Gravesham 001 super output area experiences a similar proportion of car driver trips in comparison with site selected within TRICS.

### Traffic Distribution and Assignment

- 5.12 As the ground floor will continue to operate as a warehouse/storage area for Jackson Lift Group, the vehicle movements associated with the ground floor use have not been distributed onto the local highway network. The vehicle trips associated with the warehouse/storage area will already be on the local highway network. As such, the vehicle trips associated with the proposed office use have been distributed onto the local highway network as set out below.
- 5.13 In order to address KCC Pre-app comment 10, preliminary analysis has been carried out. Development related traffic has been distributed on the network with reference to relevant Census data (2011 output) for 'Location of Usual Residence and Place of Work'. The location of place of work is restricted to the 'Gravesham 001 super output area- middle layer' within the Gravesham district. This is the most detailed level of census data available for assessing travel patterns.
- 5.14 The above census output enables an understanding of all output areas that employees within Gravesham 001 reside at. A summary of all key destinations (those that attract less than 10 movements have been excluded for the purposes of this assessment) is shown within **Appendix I**.
- 5.15 The census data suggests that 50.3% of employees within the Gravesham 001 output area reside within Gravesham district. The site is located at the western extent of Gravesham district as such all employees who live within Gravesham district will enter/exit the site from the east. Other key destinations include Medway, Sevenoaks, Maidstone, Bexley, Swale and Tonbridge and Malling.
- 5.16 Analysis of the census data provides an understanding of the likely direction the employees would take at the Lower Road/A229 junction in order to travel to work. This has been verified via Google Maps journey times during peak periods. Table 5.4 below demonstrates percentage split of vehicular trips at the Lower Road/A229 junction based on the aforementioned census data.

| Direction of Travel | Percentage Split of Trips |
|---------------------|---------------------------|
| East along the A229 | 86.7%                     |
| West along the A229 | 13.3%                     |
| <b>TOTAL</b>        | <b>100%</b>               |

Table 5.4: Census Data - 'Location of Usual Residence and Place of Work'

- 5.17 Table 5.5 below summarises the distribution of vehicular trips associated with the proposed development. To be robust the vehicular trips are based on the census modal split summarised in Table 5.3.

| Direction of Travel | Weekday AM Peak<br>(08:00-09:00) |          | Weekday PM Peak<br>(17:00-18:00) |           |
|---------------------|----------------------------------|----------|----------------------------------|-----------|
|                     | Arr                              | Dep      | Arr                              | Dep       |
| East along the A229 | 51                               | 3        | 4                                | 55        |
| West along the A229 | 8                                | 1        | 1                                | 9         |
| <b>TOTAL</b>        | <b>59</b>                        | <b>4</b> | <b>5</b>                         | <b>64</b> |

Table 5.5: Development Traffic Distribution

- 5.18 Table 5.5 demonstrates that the majority of development related traffic will travel east along the A229. The proposed development could generate circa 54 two-way vehicle movements travelling east along Stonebridge Road within the weekday morning peak and 9 two-way vehicle movements travelling west along Galley Hill Road. Whilst in the evening peak hour, the proposed development could generate circa 59 two-way vehicle movements east along Stonebridge Road and 10 west along Galley Hill Road. A breakdown of the movements through the junction is presented in Table 5.6.

| Junction Approach     | Movement   | Weekday AM Peak<br>(08:00-09:00) | Weekday PM Peak<br>(17:00-18:00) |
|-----------------------|------------|----------------------------------|----------------------------------|
|                       |            |                                  |                                  |
| A229 Galley Hill Road | Left turn  | 51                               | 1                                |
| A229 Stonebridge Road | Right turn | 8                                | 4                                |
| Lower Road            | Left turn  | 3                                | 55                               |
|                       | Right turn | 1                                | 9                                |

Table 5.6: Development Traffic at A229 / Lower Road junction

- 5.19 When the flows are assigned to the junction the key increases will be on the right turn lane on A229 Stonebridge Road in the AM peak (51 vehicles) and the left turn lane from Lower Road in the PM peak (55 vehicles). The Lower Road/A229 junction has a signal cycle time in the order of 90 seconds per cycle, therefore in the peak times, this would amount to just over one additional vehicle on the Stonebridge Road right turn and Lower Road left turn lane per cycle.

### Summary

- 5.20 The proposals would likely result in an increase in traffic generation on the surrounding road network in the weekday peak hours and over a typical weekday. As such, the development proposals will have a marginal change in the operation of the local highway network.

## 6.0 Outline Travel Plan

### Overview

- 6.1 A Framework Travel Plan (FTP) is a management tool that allows a coordinated strategy to bring together daily travel issues and achieve a more sustainable travel choice. A successfully implemented FTP can offer substantial gains towards the sustainable transport objectives of central and local government.
- 6.2 The main aim of the FTP is to put in place the management tools deemed necessary to enable staff to make informed choices about their travel to and from the site, which at the same time minimises the adverse impacts of travel on the environment. This is achieved by setting out a strategy for eliminating barriers that keep staff from making use of sustainable modes.

### Objectives

- 6.3 Improving the transport choices available to people, rather than focusing on providing for the private car, will lead to a more equitable and sustainable development that provides travel options for all staff regardless of whether or not they own a car.
- 6.4 The transport principles for the site reflect sustainable objectives which can be summarised under the following headings:
- ▶ To promote walking and cycling to and from the site by all staff members;
  - ▶ To promote the use of non-car modes of travel by all staff members;
  - ▶ To enable informed decisions about how to travel and the impacts on health, the local environment etc.; and
  - ▶ Establish long-term sustainable and active travel patterns associated with the site.
- 6.5 The objectives accord with the aims of National and Local Government.

### Travel Plan Co-ordinator

- 6.6 A Travel Plan Co-ordinator (TPC) will be appointed prior to occupation of the site. This will allow the TPC to gather and prepare necessary information for staff, and to ensure that measures can be implemented from the first occupation of the site.

### Measures

- 6.7 Specific physical and management measures will be implemented to promote the opportunity to use sustainable modes of travel.
- 6.8 The following measures are proposed in order to promote walking and cycling:
- ▶ provide information about walking and cycling routes;
  - ▶ raise awareness of the health benefits of walking and cycling;
  - ▶ provide employees with changing facilities, showers and lockers where they can store clothes;
  - ▶ encourage participation in 'Walk to Work Week' and/or other relevant events;
  - ▶ install high quality, covered and secure cycle parking within the site;
  - ▶ inform employees about cycle skills and maintenance training courses;
  - ▶ encourage participation in national cycle events such as 'Bike Week';
- 6.9 The following measures are proposed in order to promote public Transport:

- ▶ provide information about routes, timings and operators of local public transport services connecting the site to the surrounding areas for staff;
  - ▶ the locations of local bus stops and the nearby rail station will be advised to staff;
  - ▶ National Rail and TfL journey planner websites, smartphone applications ("apps") and enquiry telephone numbers will be supplied for staff.
- 6.10 Lift-sharing is an effective method of reducing peak-hour traffic congestion and car parking stress. The following measures are proposed in order to promote travel by lift-sharing:
- ▶ provide information about the London-wide lift-sharing initiative <https://london.liftshare.com>; and
  - ▶ set out the benefits to staff of commuting by lift-sharing for those trips that are most suitably made by private car.

#### **Noticeboard and Travel Information Pack**

- 6.11 Noticeboards will be provided on-site for the benefit of staff being aware of the transport options available to them for travel to and from the site. A Travel Information Pack will be produced and supplied to the staff team in place when the site first opens.

#### **Potential Mini-Bus Service**

- 6.12 There is potential to provide a shuttle mini-bus service to serve the development, providing connections to both Ebbsfleet International and Northfleet railway stations. It would be intended that the service would operate between the hours of 07:00-10:00 and 16:00-18:00 hours approximately every 30 minutes. The occupancy of the service will be monitored through the FTP. Dependent on the demand the frequency of the service will be altered. (KCC pre-app comment 9).

#### **Monitoring**

- 6.13 The monitoring programme will begin with the initial travel survey undertaken within six months of the site opening. This survey will collect data that illustrates:
- ▶ employees' commuting travel in terms of the main transport mode used regularly as well occasionally when the regular main mode is not available;
  - ▶ use of and demand for on-site cycle parking;
  - ▶ awareness of and active involvement in car sharing; and
  - ▶ comments received from employees relating to the operation and implications of the Travel Plan.
- 6.14 Travel surveys will be repeated on the first, third and fifth anniversaries of the initial travel survey.

## 7.0 Summary and Conclusion

- 7.1 This Transport Assessment has been prepared on behalf of Jackson Lifts Group to accompany a planning application for a proposed commercial development at Unit K6 Lower Road, Northfleet.
- 7.2 Jackson Lifts Group is currently located within an existing industrial estate (Ropery Business Park, Charlton), with the use class B2/B8 warehouse. The existing warehouse employs 80 office-based staff with 35 car parking spaces. The proposals seek planning permission to relocate the existing warehouse and office space to Unit K6 Lower Road, Northfleet.
- 7.3 The proposals seek planning permission to relocate the existing warehouse and office business to the existing Unit K6 Lower Road, Northfleet. The proposals seek to retain the existing warehouse on the ground floor to be used by Jackson Lift Group, with an office extension above resulting in two additional storeys. The proposals also include a multi-storey car park containing 64 car parking spaces on the area of hardstanding to the rear of the building, plus 2 car parking spaces at the front of the site. This will result in a total of 120 members of staff within an 1,858.50 sqm of office floor space and 1,063.58 sqm of storage floor space.
- 7.4 In summary, this Transport Assessment has identified the following:
- ▶ The proposals accord with national and local policies relevant to transport;
  - ▶ The site is accessible by public transport, walking and cycling. This offers future residents a genuine choice of travel modes;
  - ▶ Parking on the surrounding road network does not exceed the 85% threshold at which network are considered "stressed";
  - ▶ Safe and suitable access to the site can be achieved for all users;
  - ▶ An appropriate level of car parking is proposed reflecting the local and national aspirations to encourage more sustainable travel;
  - ▶ A Framework Travel Plan sets out the objections, measures and monitoring to enable staff to make informed choices about their travel to and from the site;
  - ▶ Appropriate provision is made for cycle parking having regard to the relevant guidance;
  - ▶ The proposals include appropriate provision for servicing activity; and

The proposals would result in an increase in traffic generation on the surrounding road network in the weekday peak hours and over a typical weekday. As such, the development proposals will have a marginal change in the operation of the local highway network. The predicted change in traffic is not considered to be 'severe' and therefore the proposed scheme complies with NPPF Paragraph 111.

### Conclusion

- 7.5 In view of the above, the proposed development is considered to be acceptable in transport terms and meets with local and national policy criteria. The assessment work undertaken has shown that there would not be any demonstratable harm arising from the proposed scheme and it will not cause any severe impacts. Therefore, there are no traffic and transport related reasons why the development should not be granted planning consent.

## **Appendix A**

KCC Pre-Application Response

Gravesham Borough Council



**Motion Consultants Ltd.**

84 North Street  
Guildford  
GU1 4AU

**Highways and Transportation**

Ashford Highway Depot  
4 Javelin Way  
Ashford  
TN24 8AD

**Tel:** 03000 418181

**Date:** 28 January 2022

**Our Ref:**

**Application - PAP/2021/143**

**Location - Unit K9 Lower Road, Northfleet**

**Proposal - Seek to retain existing warehouse with office extension resulting in two additional storeys . Floor space of 2291 sqm**

Dear Phil

**Unit K6, Lower Road, Northfleet – Highways Pre-Application Advice – 27/01/2022**

I refer to your request for highways pre-application advice dated 17th November 2021 and I apologise for the delay in getting back to you.

I have now had the opportunity to consider the information you have provided in the Technical Note dated 15<sup>th</sup> November 2021 together with relevant drawings but before I can give you a full response on the likely highway impact of the proposal there are some additional details that I need to understand (numbering refers to your Technical Note):

1. (1.3) Is the existing warehouse to remain the same floor area? Is the multi-storey car park replacing the existing car park outside the building? Have the number of existing staff in the ancillary office space of Unit K9 been discounted for the purposes of your analysis.
2. (2.3) Cycling opportunities should be covered.
3. (3.7) Is there any evidence for this? Could a survey amongst existing employees be taken to establish how they currently travel and how they would travel to Northfleet? It is usually accepted that within Greater London accessibility to public transport is much better. However, Northfleet is an area of Kent where sustainable transport availability is considered high e.g. Fastrack.
4. (3.8) The 2011 Census data is now 11 years old and therefore not an entirely reliable source of data. A survey of existing employees as suggested above would help to justify the figures given. However, a 74% modal split would appear reasonable for this location.
5. (3.9) What is the relevance of the existing parking ratio of 1.5 which is in a different location?
6. (3.10) There are major concerns regarding the proposal to access the car park via a pair of lifts. Full details of its method of operation is required together with details of what happens if there is a breakdown – particularly long-term. It is noted that in Table 5.1 estimating trip generation that 71 vehicles are expected in the AM peak hour and 77 in

the PM peak hour. These flows may also come in waves and queues may result waiting for the lift to arrive. How will this be managed? There is concern that if the delays caused by the lift could result in staff preferring to park on-street rather than being delayed going in or out. Also I would like to see examples of similar facilities elsewhere already in operation with details of speed of operation, number of breakdowns, etc.

7. (3.12) Cycle parking provided should be weatherproof and secure. Are facilities such as changing and showers proposed to support this?
8. (4.0) The parking survey is only a "snapshot" of the parking availability on a single day and therefore may vary considerably from day to day. General observations around industrial developments in Gravesham have tended to indicate very haphazard parking, including on footways. A single articulated HGV or trailer can easily take 3 or 4 car parking spaces. It is generally accepted that businesses provide sufficient parking to avoid any need for on-street parking although the latter is acceptable for visitor parking. The level of availability of nearby on-street parking spaces should therefore not be considered, although encouraging the use of sustainable travel should i.e. via a Travel Plan.
9. (4.22) The provision of a mini-bus to transport staff to local transport hubs is welcomed. More details should be provided as to its operation e.g. frequency, times, routes etc. Alternatively complimentary public transport tickets for the Fastrack / local bus service (as per individual choice) could be provided to staff.
10. (5.5) The proposed Office use is likely to generate considerably greater traffic numbers than the other existing storage / warehousing / manufacturing uses. I therefore have concerns that the road junction between Lower Road and Stonebridge Road may become more congested as a result of this proposal. Initially a survey should be undertaken at that junction to assess its capacity, paying particular attention to queue lengths both turning right into Lower Road in the AM peak and turning out of Lower Road into Stonebridge Road in the PM peak. Also cyclist / pedestrian movements should be considered and improved if necessary.
11. (Appendix A) Fully dimensioned plans of the car park are required including car parking spaces and aisle widths. Generally parking spaces should be a minimum of 5.0m x 2.5m but extended to 2.7m wide when adjacent to a wall. Aisle width should be a minimum of 6.0m.

Once I have further details I should be able to give you my further views on this proposal and what needs to be provided in any Transport Assessment supporting a planning application.

**Informative: It is important to note that planning permission does not convey any approval to carry out works on or affecting the public highway.**

Any changes to or affecting the public highway in Kent require the formal agreement of the Highway Authority, Kent County Council (KCC), and it should not be assumed that this will be a given because planning permission has been granted. For this reason, anyone considering works which may affect the public highway, including any highway-owned street furniture, is advised to engage with KCC Highways and Transportation at an early stage in the design process.

Across the county there are pieces of land next to private homes and gardens that do not look like roads or pavements but are actually part of the public highway. Some of this highway land

is owned by Kent County Council whilst some is owned by third party owners. Irrespective of the ownership, this land may have highway rights over the topsoil.

Works on private land may also affect the public highway. These include works to cellars, to retaining walls which support the highway or land above the highway, and to balconies, signs or other structures which project over the highway. Such works also require the approval of the Highway Authority.

Kent County Council has now introduced a formal technical approval process for new or altered highway assets, with the aim of improving future maintainability. This process applies to all development works affecting the public highway other than applications for vehicle crossings, which are covered by a separate approval process.

Should the development be approved by the Planning Authority, it is the responsibility of the applicant to ensure, before the development is commenced, that all necessary highway approvals and consents have been obtained and that the limits of the highway boundary have been clearly established, since failure to do so may result in enforcement action being taken by the Highway Authority. The applicant must also ensure that the details shown on the approved plans agree in every aspect with those approved under the relevant legislation and common law. It is therefore important for the applicant to contact KCC Highways and Transportation to progress this aspect of the works prior to commencement on site.

Guidance for applicants, including information about how to clarify the highway boundary and links to application forms for vehicular crossings and other highway matters, may be found on Kent County Council's website:

<https://www.kent.gov.uk/roads-and-travel/highway-permits-and-licences/highways-permissions-and-technical-guidance>. Alternatively, KCC Highways and Transportation may be contacted by telephone: 03000 418181

Yours Faithfully

David Barton  
Senior Development Planner  
KCC Highways

\*This is a statutory technical response on behalf of KCC as Highway Authority. If you wish to make representations in relation to highways matters associated with the planning application under consideration, please make these directly to the Planning Authority.

## **Appendix B**

### Existing On-Street Parking Surveys

Gravesham Borough Council

LOCATION : NORTHFLEET, KENT

[illegible]

# K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 8TH SEPTEMBER 2021

LOCATION : NORTHFLEET, KENT

|                   |      |                                              |        |                       | WEDNESDAY 8TH SEPTEMBER 2021 |                    |                        |        |                    |                        |
|-------------------|------|----------------------------------------------|--------|-----------------------|------------------------------|--------------------|------------------------|--------|--------------------|------------------------|
|                   |      |                                              |        |                       | 10:45                        |                    |                        | 14:00  |                    |                        |
| ROAD NAME         | ZONE | RESTRICTION                                  | METRES | 5 METRES =<br>1 SPACE | PARKED                       | OBSERVED<br>SPACES | %RESTRICTION<br>STRESS | PARKED | OBSERVED<br>SPACES | %RESTRICTION<br>STRESS |
| GROVE RD          | 1    | SINGLE YELLOW LINE                           | 27.5   |                       |                              |                    |                        |        |                    |                        |
|                   | 2    | UNRESTRICTED                                 | 12.6   | 2                     | 2                            | 0                  | 100.00%                | 2      | 0                  | 100.00%                |
|                   |      | SINGLE YELLOW LINE                           | 12.5   |                       |                              |                    |                        |        |                    |                        |
| STONEBRIDGE RD    | 3    | SINGLE YELLOW LINE                           | 16     |                       |                              |                    |                        |        |                    |                        |
|                   | 4    | DOUBLE YELLOW LINE                           | 16     |                       |                              |                    |                        |        |                    |                        |
| THAMES WAY        | 5    | URBAN CLEARWAY                               | 45     |                       |                              |                    |                        |        |                    |                        |
|                   | 6    | URBAN CLEARWAY                               | 45     |                       |                              |                    |                        |        |                    |                        |
| STONEBRIDGE RD    | 7    | HATCH MARKINGS                               | 35     |                       |                              |                    |                        |        |                    |                        |
|                   | 8    | UNRESTRICTED                                 | 32.2   | 6                     | 7                            | 0                  | 100.00%                | 3      | 4                  | 42.86%                 |
| EAGLE WAY         | 9    | UNRESTRICTED                                 | 55.5   | 11                    | 6                            | 3                  | 66.67%                 | 6      | 3                  | 66.67%                 |
|                   | 10   | UNRESTRICTED                                 | 40     | 8                     | 7                            | 0                  | 100.00%                | 7      | 0                  | 100.00%                |
|                   | 11   | UNRESTRICTED                                 | 49.8   | 9                     | 5                            | 4                  | 55.56%                 | 5      | 4                  | 55.56%                 |
|                   |      | DROPPED KERB                                 | 4      |                       |                              |                    |                        |        |                    |                        |
|                   | 12   | TOO NARROW UNRESTRICTED                      | 131.3  |                       |                              |                    |                        |        |                    |                        |
| STONEBRIDGE RD    |      | DROPPED KERB                                 | 35.5   |                       |                              |                    |                        |        |                    |                        |
|                   | 13   | BUS STOP                                     | 19.6   |                       |                              |                    |                        |        |                    |                        |
|                   |      | UNRESTRICTED                                 | 16.2   | 3                     | 1                            | 2                  | 33.33%                 | 2      | 0                  | 100.00%                |
|                   | 14   | UNRESTRICTED                                 | 56     | 11                    | 9                            | 0                  | 100.00%                | 9      | 1                  | 90.00%                 |
|                   |      | UNRESTRICTED                                 | 45.3   | 9                     | 4                            | 4                  | 50.00%                 | 4      | 4                  | 50.00%                 |
| TAUNTON RD        | 14A  | WHITE LINE / HATCHINGS                       | 51.5   |                       |                              |                    |                        |        |                    |                        |
|                   |      | BUS STOP                                     | 22.8   |                       |                              |                    |                        |        |                    |                        |
|                   | 15   | UNRESTRICTED                                 | 97.6   | 17                    | 9                            | 5                  | 64.29%                 | 10     | 4                  | 71.43%                 |
|                   |      | DROPPED KERB                                 | 28.3   |                       |                              |                    |                        |        |                    |                        |
|                   | 16   | TOO NARROW UNRESTRICTED                      | 15     |                       | 2                            |                    |                        | 2      |                    |                        |
| GALLEY HILL RD    |      | DROPPED KERB                                 | 10.8   |                       |                              |                    |                        |        |                    |                        |
|                   |      | UNRESTRICTED                                 | 100.4  | 20                    | 6                            | 7                  | 46.15%                 | 5      | 8                  | 38.46%                 |
|                   | 17   | PEDESTRIAN CROSSING                          | 15.5   |                       |                              |                    |                        |        |                    |                        |
| SNOWDEN HILL      |      | DOUBLE YELLOW LINE                           | 54     |                       |                              |                    |                        |        |                    |                        |
|                   | 18   | DROPPED KERB                                 | 4.5    |                       |                              |                    |                        |        |                    |                        |
|                   |      | UNRESTRICTED                                 | 82.8   | 15                    | 12                           | 1                  | 92.31%                 | 13     | 0                  | 100.00%                |
| ROBINSON WAY      | 19   | DOUBLE YELLOW LINE                           | 88     |                       |                              |                    |                        |        |                    |                        |
|                   |      | DOUBLE YELLOW LINE                           | 5.3    |                       |                              |                    |                        |        |                    |                        |
|                   | 20   | UNRESTRICTED                                 | 54.5   | 10                    | 10                           | 0                  | 100.00%                | 10     | 0                  | 100.00%                |
| BLACK EAGLE DR    | 21   | DOUBLE YELLOW LINE                           | 88.9   |                       |                              |                    |                        |        |                    |                        |
|                   |      | UNRESTRICTED                                 | 44.3   | 8                     | 7                            | 0                  | 100.00%                | 7      | 0                  | 100.00%                |
|                   | 22   | DOUBLE YELLOW LINE                           | 104.2  |                       |                              |                    |                        |        |                    |                        |
|                   |      | UNRESTRICTED                                 | 37.5   | 7                     | 6                            | 0                  | 100.00%                | 6      | 0                  | 100.00%                |
| ROBINSON WAY      | 23   | DOUBLE YELLOW LINE                           | 64.2   |                       |                              |                    |                        |        |                    |                        |
|                   |      | UNRESTRICTED                                 | 39.3   | 7                     | 6                            | 1                  | 85.71%                 | 6      | 1                  | 85.71%                 |
|                   |      | DROPPED KERB                                 | 95.3   |                       | 1                            |                    |                        | 1      |                    |                        |
|                   | 24   | UNRESTRICTED                                 | 18.6   | 2                     | 2                            | 2                  | 50.00%                 | 4      | 0                  | 100.00%                |
|                   |      | DROPPED KERB                                 | 92     |                       | 2                            |                    |                        | 2      |                    |                        |
|                   |      | DOUBLE YELLOW LINE                           | 54.3   |                       |                              |                    |                        |        |                    |                        |
| SNOWDEN HILL      |      | DOUBLE YELLOW LINE                           | 47.8   |                       |                              |                    |                        |        |                    |                        |
|                   | 25   | UNRESTRICTED                                 | 27.3   | 4                     | 5                            | 0                  | 100.00%                | 5      | 0                  | 100.00%                |
|                   |      | DROPPED KERB                                 | 64.4   |                       |                              |                    |                        |        |                    |                        |
| GALLEY HILL RD    | 26   | WOULD NOT PARK UNRESTRICTED                  | 165    |                       |                              |                    |                        |        |                    |                        |
|                   | 27   | WOULD NOT PARK UNRESTRICTED                  | 253.3  |                       |                              |                    |                        |        |                    |                        |
|                   |      | PEDESTRIAN CROSSING                          | 14.2   |                       |                              |                    |                        |        |                    |                        |
|                   |      | BUS STOP                                     | 31.2   |                       |                              |                    |                        |        |                    |                        |
| LOWER RD          | 28   | WOULD NOT PARK UNRESTRICTED                  | 25     |                       |                              |                    |                        |        |                    |                        |
| INDUSTRIAL ESTATE | 29   | UNRESTRICTED                                 | 194.3  | 37                    | 29                           | 3                  | 90.63%                 | 30     | 2                  | 93.75%                 |
|                   |      | DROPPED KERB                                 | 18.3   |                       |                              |                    |                        |        |                    |                        |
|                   |      | HATCH MARKINGS                               | 12.2   |                       | 1                            |                    |                        | 1      |                    |                        |
|                   | 30   | UNRESTRICTED                                 | 115    | 21                    | 20                           | 0                  | 100.00%                | 16     | 4                  | 80.00%                 |
| LOWER RD          |      | DROPPED KERB                                 | 86.3   |                       | 6                            |                    |                        | 3      |                    |                        |
|                   | 31   | UNRESTRICTED                                 | 35.4   | 7                     | 2                            | 0                  | 100.00%                | 2      | 0                  | 100.00%                |
|                   |      | DOUBLE YELLOW LINE                           | 173.7  |                       |                              |                    |                        |        |                    |                        |
|                   |      | PARKING / DROPPED KERB - HGV<br>PARKING AREA | 184.7  | 36                    | 8                            | 7                  | 53.33%                 | 8      | 9                  | 47.06%                 |
|                   |      | WOULD NOT PARK UNRESTRICTED                  | 130    |                       |                              |                    |                        |        |                    |                        |
|                   | 32   | WOULD NOT PARK UNRESTRICTED                  | 131    |                       |                              |                    |                        |        |                    |                        |
|                   |      | DROPPED KERB                                 | 98.5   |                       |                              |                    |                        |        |                    |                        |
|                   |      | DOUBLE YELLOW LINE                           | 239.5  |                       |                              |                    |                        |        |                    |                        |
|                   | 33   | UNRESTRICTED                                 | 78.6   | 13                    | 4                            | 8                  | 33.33%                 | 8      | 4                  | 66.67%                 |
|                   |      | DROPPED KERB                                 | 93.5   |                       |                              |                    |                        | 1      |                    |                        |
| LOWER RD          | 34   | UNRESTRICTED                                 | 61.5   | 10                    | 6                            | 4                  | 60.00%                 | 6      | 4                  | 60.00%                 |
|                   |      | DROPPED KERB                                 | 97.6   |                       |                              |                    |                        |        |                    |                        |
|                   | 35   | UNRESTRICTED                                 | 73.7   | 13                    | 12                           | 1                  | 92.31%                 | 12     | 1                  | 92.31%                 |
|                   |      | DROPPED KERB                                 | 5      |                       |                              |                    |                        |        |                    |                        |
| STONEBRIDGE RD    |      | DISABLED BAY                                 | 5.6    | 1                     | 1                            | 0                  | 100.00%                | 1      | 0                  | 100.00%                |
|                   |      | TOO NARROW UNRESTRICTED                      | 14.7   |                       |                              |                    |                        |        |                    |                        |
|                   | 36   | TOO NARROW UNRESTRICTED                      | 43     |                       |                              |                    |                        |        |                    |                        |
|                   |      | UNRESTRICTED                                 | 165.5  | 32                    | 23                           | 2                  | 92.00%                 | 22     | 3                  | 88.00%                 |
|                   |      | DROPPED KERB                                 | 29.5   |                       |                              |                    |                        |        |                    |                        |
|                   |      | BUS STOP                                     | 19.2   |                       |                              |                    |                        |        |                    |                        |

LOCATION : NORTHFLEET, KENT

|                         |                    |                                         |                         |                       | WEDNESDAY 8TH SEPTEMBER 2021 - PARKING SURVEY |                    |                        |        |                    |                        |        |                    |                        |        |                    |                        |        |                    |                        |        |
|-------------------------|--------------------|-----------------------------------------|-------------------------|-----------------------|-----------------------------------------------|--------------------|------------------------|--------|--------------------|------------------------|--------|--------------------|------------------------|--------|--------------------|------------------------|--------|--------------------|------------------------|--------|
|                         |                    |                                         |                         |                       | 18:00                                         |                    |                        | 18:15  |                    |                        | 18:30  |                    |                        | 18:45  |                    |                        | 19:00  |                    |                        |        |
| ROAD NAME               | ZONE               | RESTRICTION                             | METRES                  | 5 METRES<br>= 1 SPACE | PARKED                                        | OBSERVED<br>SPACES | %RESTRICTION<br>STRESS | PARKED | OBSERVED<br>SPACES | %RESTRICTION<br>STRESS | PARKED | OBSERVED<br>SPACES | %RESTRICTION<br>STRESS | PARKED | OBSERVED<br>SPACES | %RESTRICTION<br>STRESS | PARKED | OBSERVED<br>SPACES | %RESTRICTION<br>STRESS |        |
| GROVE RD                | 1                  | SINGLE YELLOW LINE                      | 27.5                    |                       |                                               |                    |                        |        |                    |                        |        |                    |                        |        |                    |                        |        |                    |                        |        |
|                         | 2                  | UNRESTRICTED                            | 12.6                    | 2                     | 2                                             | 0                  | 100.00%                | 2      | 0                  | 100.00%                | 1      | 1                  | 50.00%                 | 1      | 1                  | 50.00%                 | 2      | 0                  | 100.00%                |        |
| STONEBRIDGE RD          | 3                  | SINGLE YELLOW LINE                      | 16                      |                       |                                               |                    |                        |        |                    |                        |        |                    |                        |        |                    |                        |        |                    |                        |        |
|                         | 4                  | DOUBLE YELLOW LINE                      | 16                      |                       |                                               |                    |                        |        |                    |                        |        |                    |                        |        |                    |                        |        |                    |                        |        |
| THAMES WAY              | 5                  | URBAN CLEARWAY                          | 45                      |                       |                                               |                    |                        |        |                    |                        |        |                    |                        |        |                    |                        |        |                    |                        |        |
|                         | 6                  | URBAN CLEARWAY                          | 45                      |                       |                                               |                    |                        |        |                    |                        |        |                    |                        |        |                    |                        |        |                    |                        |        |
| STONEBRIDGE RD          | 7                  | HATCH MARKINGS                          | 35                      |                       |                                               |                    |                        |        |                    |                        |        |                    |                        |        |                    |                        |        |                    |                        |        |
|                         | 8                  | UNRESTRICTED                            | 32.2                    | 6                     | 1                                             | 5                  | 16.67%                 | 4      | 1                  | 80.00%                 | 4      | 1                  | 80.00%                 | 2      | 4                  | 33.33%                 | 1      | 5                  | 16.67%                 |        |
| EAGLE WAY               | 9                  | UNRESTRICTED                            | 55.5                    | 11                    | 7                                             | 2                  | 77.78%                 | 7      | 2                  | 77.78%                 | 8      | 1                  | 88.89%                 | 8      | 1                  | 88.89%                 | 8      | 1                  | 88.89%                 |        |
|                         | 10                 | UNRESTRICTED                            | 40                      | 8                     | 4                                             | 3                  | 57.14%                 | 5      | 2                  | 71.43%                 | 4      | 3                  | 57.14%                 | 4      | 3                  | 57.14%                 | 4      | 3                  | 57.14%                 |        |
|                         | 11                 | UNRESTRICTED                            | 49.8                    | 9                     | 6                                             | 3                  | 66.67%                 | 7      | 1                  | 87.50%                 | 7      | 1                  | 87.50%                 | 7      | 1                  | 87.50%                 | 7      | 1                  | 87.50%                 |        |
|                         | 12                 | DROPPED KERB                            | 4                       |                       |                                               |                    |                        |        |                    |                        |        |                    |                        |        |                    |                        |        |                    |                        |        |
|                         |                    | TOO NARROW UNRESTRICTED                 | 131.3                   |                       |                                               |                    |                        |        |                    |                        |        |                    |                        |        |                    |                        |        |                    |                        |        |
|                         |                    | DROPPED KERB                            | 35.5                    |                       |                                               |                    |                        |        |                    |                        |        |                    |                        |        |                    |                        |        |                    |                        |        |
| STONEBRIDGE RD          | 13                 | BUS STOP                                | 19.6                    |                       |                                               |                    |                        |        |                    |                        |        |                    |                        |        |                    |                        |        |                    |                        |        |
|                         | 14                 | UNRESTRICTED                            | 16.2                    | 3                     | 1                                             | 1                  | 50.00%                 | 1      | 1                  | 50.00%                 | 1      | 1                  | 50.00%                 | 1      | 1                  | 50.00%                 | 1      | 1                  | 50.00%                 |        |
|                         |                    | UNRESTRICTED                            | 56                      | 11                    | 4                                             | 6                  | 7.00%                  | 4      | 6                  | 40.00%                 | 4      | 6                  | 40.00%                 | 4      | 6                  | 40.00%                 | 4      | 6                  | 40.00%                 |        |
|                         |                    | UNRESTRICTED                            | 45.3                    | 9                     | 5                                             | 3                  | 62.50%                 | 6      | 2                  | 75.00%                 | 6      | 2                  | 75.00%                 | 6      | 2                  | 75.00%                 | 6      | 2                  | 75.00%                 |        |
|                         | 14A                | WHITE LINE / HATCHINGS                  | 51.5                    |                       |                                               |                    |                        |        |                    |                        |        |                    |                        |        |                    |                        |        |                    |                        |        |
|                         |                    | BUS STOP                                | 22.8                    |                       |                                               |                    |                        |        |                    |                        |        |                    |                        |        |                    |                        |        |                    |                        |        |
| TAUNTON RD              | 15                 | UNRESTRICTED                            | 97.6                    | 17                    | 13                                            | 2                  | 86.67%                 | 12     | 3                  | 80.00%                 | 11     | 4                  | 73.33%                 | 11     | 4                  | 73.33%                 | 11     | 4                  | 73.33%                 |        |
|                         | 16                 | DROPPED KERB                            | 28.3                    |                       |                                               |                    |                        | 1      |                    |                        | 1      |                    |                        | 1      |                    |                        | 1      |                    |                        |        |
|                         |                    | TOO NARROW UNRESTRICTED                 | 15                      |                       | 2                                             |                    |                        | 2      |                    |                        | 2      |                    |                        | 2      |                    |                        | 2      |                    |                        |        |
|                         |                    | DROPPED KERB                            | 10.8                    |                       |                                               |                    |                        |        |                    |                        |        |                    |                        |        |                    |                        |        |                    |                        |        |
|                         |                    | UNRESTRICTED                            | 100.4                   | 20                    | 7                                             | 6                  | 53.85%                 | 7      | 6                  | 53.85%                 | 7      | 6                  | 53.85%                 | 8      | 5                  | 61.54%                 | 8      | 5                  | 61.54%                 |        |
| GALLEY HILL RD          | 17                 | PEDESTRIAN CROSSING                     | 15.5                    |                       |                                               |                    |                        |        |                    |                        |        |                    |                        |        |                    |                        |        |                    |                        |        |
| SNOWDEN HILL            | 18                 | DOUBLE YELLOW LINE                      | 54                      |                       |                                               |                    |                        |        |                    |                        |        |                    |                        |        |                    |                        |        |                    |                        |        |
|                         | 18                 | DROPPED KERB                            | 4.5                     |                       |                                               |                    |                        |        |                    |                        |        |                    |                        |        |                    |                        |        |                    |                        |        |
|                         |                    | UNRESTRICTED                            | 82.8                    | 15                    | 13                                            | 0                  | 100.00%                | 13     | 0                  | 100.00%                | 13     | 0                  | 100.00%                | 13     | 0                  | 100.00%                | 13     | 0                  | 100.00%                |        |
| ROBINSON WAY            | 19                 | DOUBLE YELLOW LINE                      | 88                      |                       |                                               |                    |                        |        |                    |                        |        |                    |                        |        |                    |                        |        |                    |                        |        |
|                         | 20                 | DOUBLE YELLOW LINE                      | 5.3                     |                       |                                               |                    |                        |        |                    |                        |        |                    |                        |        |                    |                        |        |                    |                        |        |
|                         |                    | UNRESTRICTED                            | 54.5                    | 10                    | 11                                            | 0                  | 100.00%                | 11     | 0                  | 100.00%                | 11     | 0                  | 100.00%                | 11     | 0                  | 100.00%                | 11     | 0                  | 100.00%                |        |
| BLACK EAGLE DR          | 21                 | DOUBLE YELLOW LINE                      | 88.9                    |                       |                                               |                    |                        |        |                    |                        |        |                    |                        |        |                    |                        |        |                    |                        |        |
|                         | 22                 | UNRESTRICTED                            | 44.3                    | 8                     | 7                                             | 0                  | 100.00%                | 7      | 0                  | 100.00%                | 7      | 0                  | 100.00%                | 7      | 0                  | 100.00%                | 7      | 0                  | 100.00%                |        |
|                         |                    | DOUBLE YELLOW LINE                      | 104.2                   |                       |                                               |                    |                        |        |                    |                        |        |                    |                        |        |                    |                        |        |                    |                        |        |
| ROBINSON WAY            | 23                 | UNRESTRICTED                            | 37.5                    | 7                     | 6                                             | 0                  | 100.00%                | 6      | 0                  | 100.00%                | 6      | 0                  | 100.00%                | 6      | 0                  | 100.00%                | 6      | 0                  | 100.00%                |        |
|                         |                    | DOUBLE YELLOW LINE                      | 64.2                    |                       | 1                                             |                    |                        | 1      |                    |                        | 1      |                    |                        | 2      |                    |                        | 2      |                    |                        |        |
|                         |                    | UNRESTRICTED                            | 39.3                    | 7                     | 6                                             | 1                  | 85.71%                 | 5      | 2                  | 71.43%                 | 7      | 0                  | 100.00%                | 7      | 0                  | 100.00%                | 7      | 0                  | 100.00%                |        |
|                         |                    | DROPPED KERB                            | 95.3                    |                       | 1                                             |                    |                        | 1      |                    |                        | 2      |                    |                        | 1      |                    |                        | 1      |                    |                        |        |
|                         |                    | UNRESTRICTED                            | 18.6                    | 2                     | 3                                             | 0                  | 100.00%                | 3      | 0                  | 100.00%                | 3      | 0                  | 100.00%                | 3      | 0                  | 100.00%                | 3      | 0                  | 100.00%                |        |
|                         |                    | DROPPED KERB                            | 92                      |                       |                                               |                    |                        |        |                    |                        |        |                    |                        |        |                    |                        |        |                    |                        |        |
|                         | DOUBLE YELLOW LINE | 54.3                                    |                         |                       |                                               |                    |                        |        |                    |                        |        |                    |                        |        |                    |                        |        |                    |                        |        |
| SNOWDEN HILL            | 25                 | DOUBLE YELLOW LINE                      | 47.8                    |                       |                                               |                    |                        |        |                    |                        |        |                    |                        |        |                    |                        |        |                    |                        |        |
|                         | 25                 | UNRESTRICTED                            | 27.3                    | 4                     | 5                                             | 0                  | 100.00%                | 5      | 0                  | 100.00%                | 5      | 0                  | 100.00%                | 5      | 0                  | 100.00%                | 5      | 0                  | 100.00%                |        |
|                         |                    | DROPPED KERB                            | 64.4                    |                       | 4                                             |                    |                        | 4      |                    |                        | 4      |                    |                        | 4      |                    |                        | 4      |                    |                        |        |
| GALLEY HILL RD          | 26                 | WOULD NOT PARK UNRESTRICTED             | 165                     |                       |                                               |                    |                        |        |                    |                        |        |                    |                        |        |                    |                        |        |                    |                        |        |
|                         | 27                 | WOULD NOT PARK UNRESTRICTED             | 253.3                   |                       |                                               |                    |                        |        |                    |                        |        |                    |                        |        |                    |                        |        |                    |                        |        |
|                         |                    | PEDESTRIAN CROSSING                     | 14.2                    |                       |                                               |                    |                        |        |                    |                        |        |                    |                        |        |                    |                        |        |                    |                        |        |
|                         |                    | BUS STOP                                | 31.2                    |                       |                                               |                    |                        |        |                    |                        |        |                    |                        |        |                    |                        |        |                    |                        |        |
| LOWER RD                | 28                 | WOULD NOT PARK UNRESTRICTED             | 25                      |                       |                                               |                    |                        |        |                    |                        |        |                    |                        |        |                    |                        |        |                    |                        |        |
| INDUSTRIAL ESTATE       | 29                 | UNRESTRICTED                            | 194.3                   | 37                    | 12                                            | 20                 | 37.50%                 | 7      | 25                 | 21.88%                 | 8      | 21                 | 27.59%                 | 3      | 26                 | 10.34%                 | 3      | 26                 | 10.34%                 |        |
|                         |                    | DROPPED KERB                            | 18.3                    |                       |                                               |                    |                        |        |                    |                        |        |                    |                        |        |                    |                        |        |                    |                        |        |
|                         |                    | HATCH MARKINGS                          | 12.2                    |                       |                                               |                    |                        |        |                    |                        |        |                    |                        |        |                    |                        |        |                    |                        |        |
|                         | 30                 | UNRESTRICTED                            | 115                     | 21                    | 8                                             | 12                 | 40.00%                 | 7      | 13                 | 35.00%                 | 6      | 14                 | 30.00%                 | 6      | 14                 | 30.00%                 | 6      | 14                 | 30.00%                 |        |
| LOWER RD                | 31                 | DROPPED KERB                            | 86.3                    |                       |                                               |                    |                        |        |                    |                        |        |                    |                        |        |                    |                        |        |                    |                        |        |
|                         |                    | UNRESTRICTED                            | 35.4                    | 7                     | 1                                             | 2                  | 33.33%                 | 1      | 2                  | 33.33%                 | 1      | 2                  | 33.33%                 | 1      | 2                  | 33.33%                 | 1      | 2                  | 33.33%                 |        |
|                         |                    | DOUBLE YELLOW LINE                      | 173.7                   |                       |                                               |                    |                        |        |                    |                        |        |                    |                        |        |                    |                        |        |                    |                        |        |
|                         |                    | PARKING / DROPPED KERB HGV PARKING AREA | 184.7                   | 36                    | 8                                             | 0                  | 100.00%                | 8      | 0                  | 100.00%                | 8      | 0                  | 100.00%                | 8      | 0                  | 100.00%                | 8      | 0                  | 100.00%                |        |
|                         |                    | WOULD NOT PARK UNRESTRICTED             | 130                     |                       |                                               |                    |                        |        |                    |                        |        |                    |                        |        |                    |                        |        |                    |                        |        |
|                         | 32                 | WOULD NOT PARK UNRESTRICTED             | 131                     |                       |                                               |                    |                        |        |                    |                        |        |                    |                        |        |                    |                        |        |                    |                        |        |
|                         |                    | DROPPED KERB                            | 98.5                    |                       |                                               |                    |                        |        |                    |                        |        |                    |                        |        |                    |                        |        |                    |                        |        |
|                         |                    | DOUBLE YELLOW LINE                      | 239.5                   |                       |                                               |                    |                        |        |                    |                        |        |                    |                        |        |                    |                        |        |                    |                        |        |
|                         | 33                 | UNRESTRICTED                            | 78.6                    | 13                    | 1                                             | 11                 | 8.33%                  | 1      | 11                 | 8.33%                  | 2      | 10                 | 16.67%                 | 2      | 10                 | 16.67%                 | 2      | 10                 | 16.67%                 |        |
|                         |                    | DROPPED KERB                            | 93.5                    |                       |                                               |                    |                        |        |                    |                        |        |                    |                        |        |                    |                        |        |                    |                        |        |
|                         | 34                 | UNRESTRICTED                            | 61.5                    | 10                    | 2                                             | 6                  | 25.00%                 | 1      | 7                  | 12.50%                 | 1      | 7                  | 12.50%                 | 1      | 7                  | 12.50%                 | 1      | 7                  | 12.50%                 |        |
|                         |                    | DROPPED KERB                            | 97.6                    |                       |                                               |                    |                        |        |                    |                        |        |                    |                        |        |                    |                        |        |                    |                        |        |
|                         | LOWER RD           | 35                                      | UNRESTRICTED            | 73.7                  | 13                                            | 2                  | 11                     | 15.38% | 2                  | 11                     | 15.38% | 2                  | 11                     | 15.38% | 2                  | 11                     | 15.38% | 2                  | 11                     | 15.38% |
| DROPPED KERB            |                    |                                         | 5                       |                       |                                               |                    |                        |        |                    |                        |        |                    |                        |        |                    |                        |        |                    |                        |        |
| DISABLED BAY            |                    |                                         | 5.6                     | 1                     | 1                                             | 0                  | 100.00%                | 1      | 0                  | 100.00%                | 1      | 0                  | 100.00%                | 1      | 0                  | 100.00%                | 1      | 0                  | 100.00%                |        |
| TOO NARROW UNRESTRICTED |                    |                                         | 14.7                    |                       |                                               |                    |                        |        |                    |                        |        |                    |                        |        |                    |                        |        |                    |                        |        |
| STONEBRIDGE RD          |                    | 36                                      | TOO NARROW UNRESTRICTED | 43                    |                                               |                    |                        |        |                    |                        |        |                    |                        |        |                    |                        |        |                    |                        |        |
| STONEBRIDGE RD          | 36                 | UNRESTRICTED                            | 165.5                   | 32                    | 11                                            | 15                 | 42.31%                 | 11     | 15                 | 42.31%                 | 10     | 16                 | 38.46%                 | 7      | 19                 | 26.92%                 | 6      | 20                 | 23.08%                 |        |
|                         |                    | DROPPED KERB                            | 29.5                    |                       |                                               |                    |                        |        |                    |                        |        |                    |                        |        |                    |                        |        |                    |                        |        |
|                         |                    | BUS STOP                                | 19.2                    |                       |                                               |                    |                        |        |                    |                        |        |                    |                        |        |                    |                        |        |                    |                        |        |
|                         |                    |                                         |                         |                       |                                               |                    |                        |        |                    |                        |        |                    |                        |        |                    |                        |        |                    |                        |        |

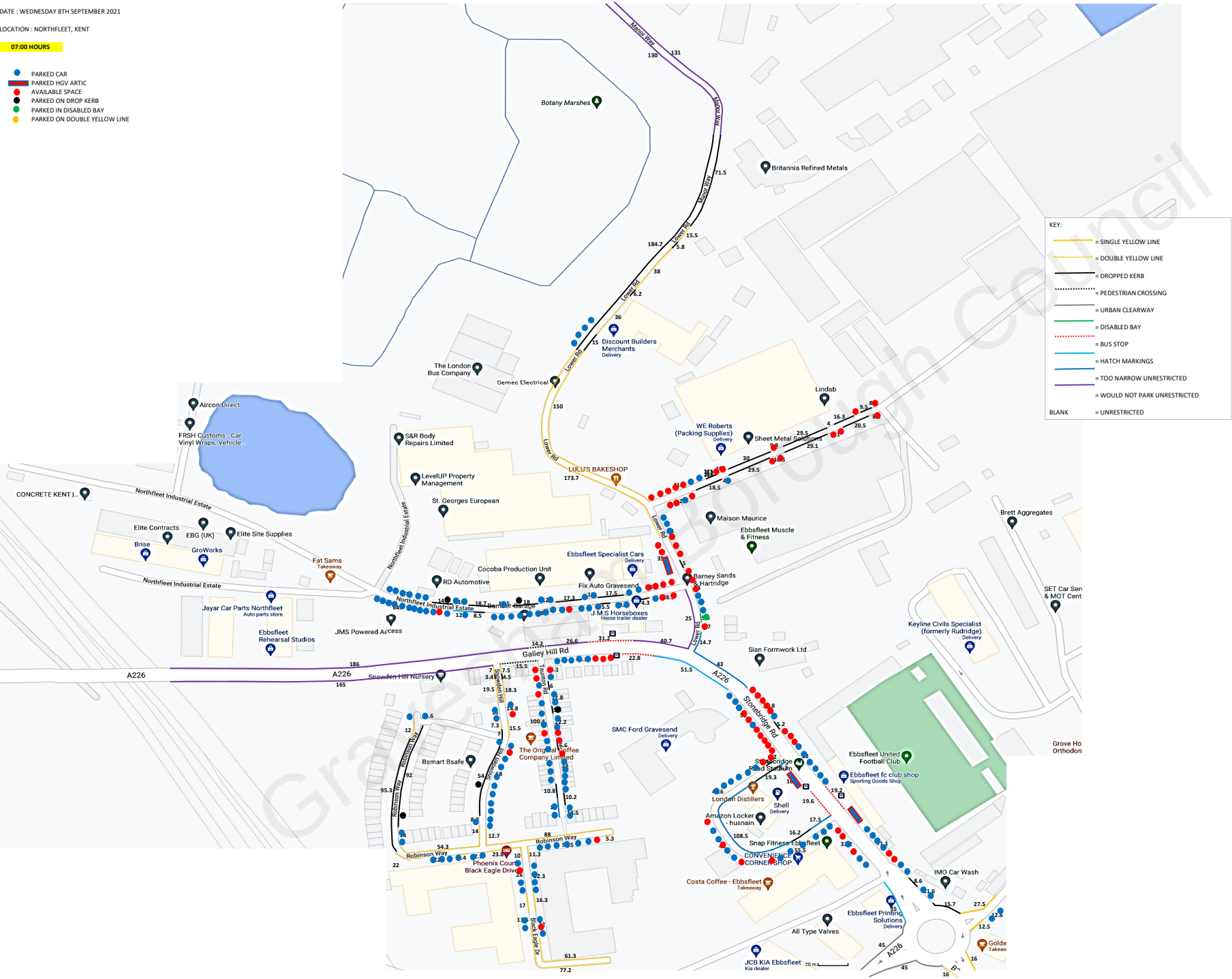
K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 8TH SEPTEMBER 2021

LOCATION : NORTHFLEET, KENT

07:00 HOURS

- PARKED CAR
- PARKED HGV ARTIC
- AVAILABLE SPACE
- PARKED ON DROP KERB
- PARKED IN DISABLED BAY
- PARKED ON DOUBLE YELLOW LINE



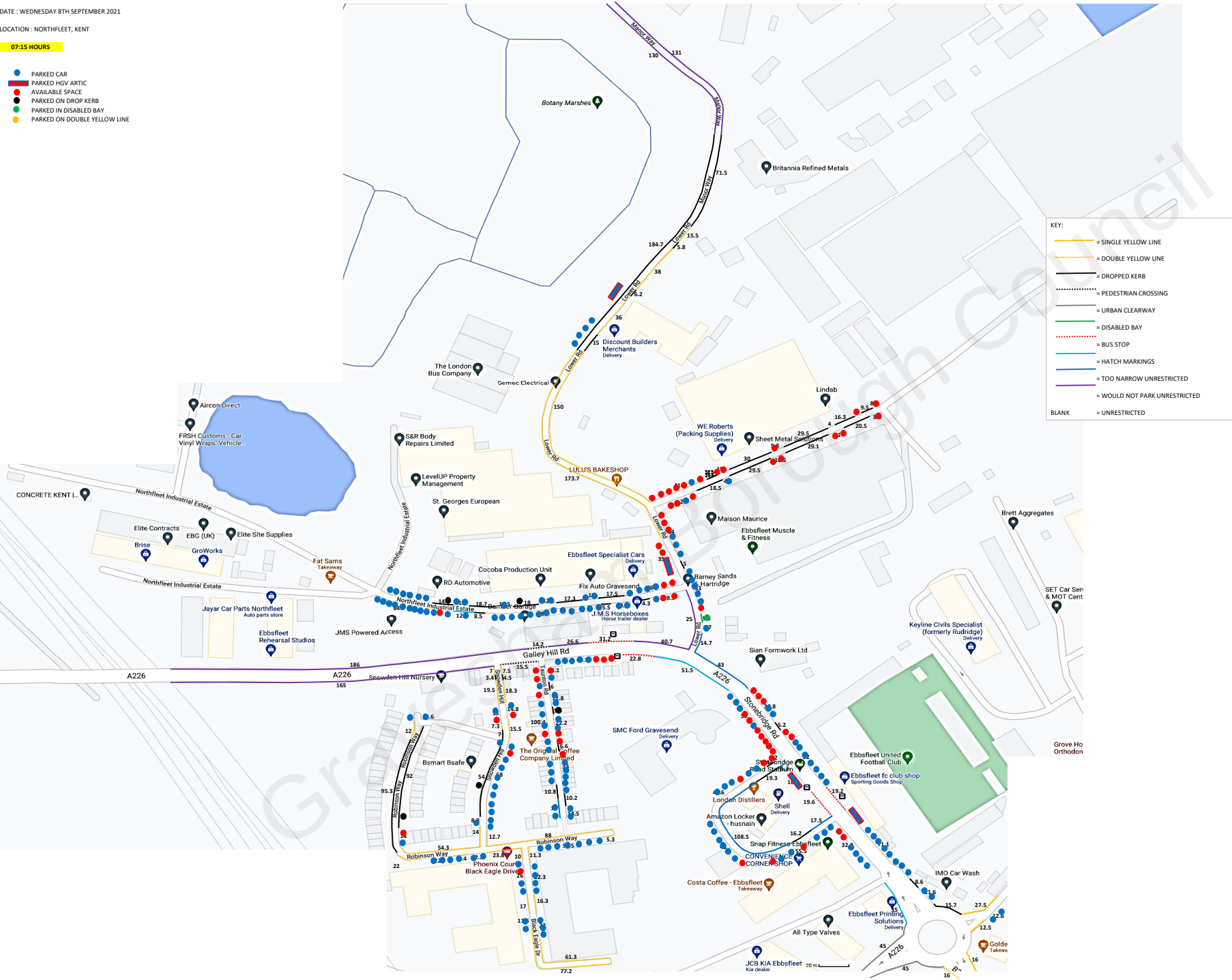
K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 8TH SEPTEMBER 2021

LOCATION : NORTHFLEET, KENT

07:15 HOURS

- PARKED CAR
- PARKED HGV ARTIC
- AVAILABLE SPACE
- PARKED ON DROP KERB
- PARKED IN DISABLED BAY
- PARKED ON DOUBLE YELLOW LINE

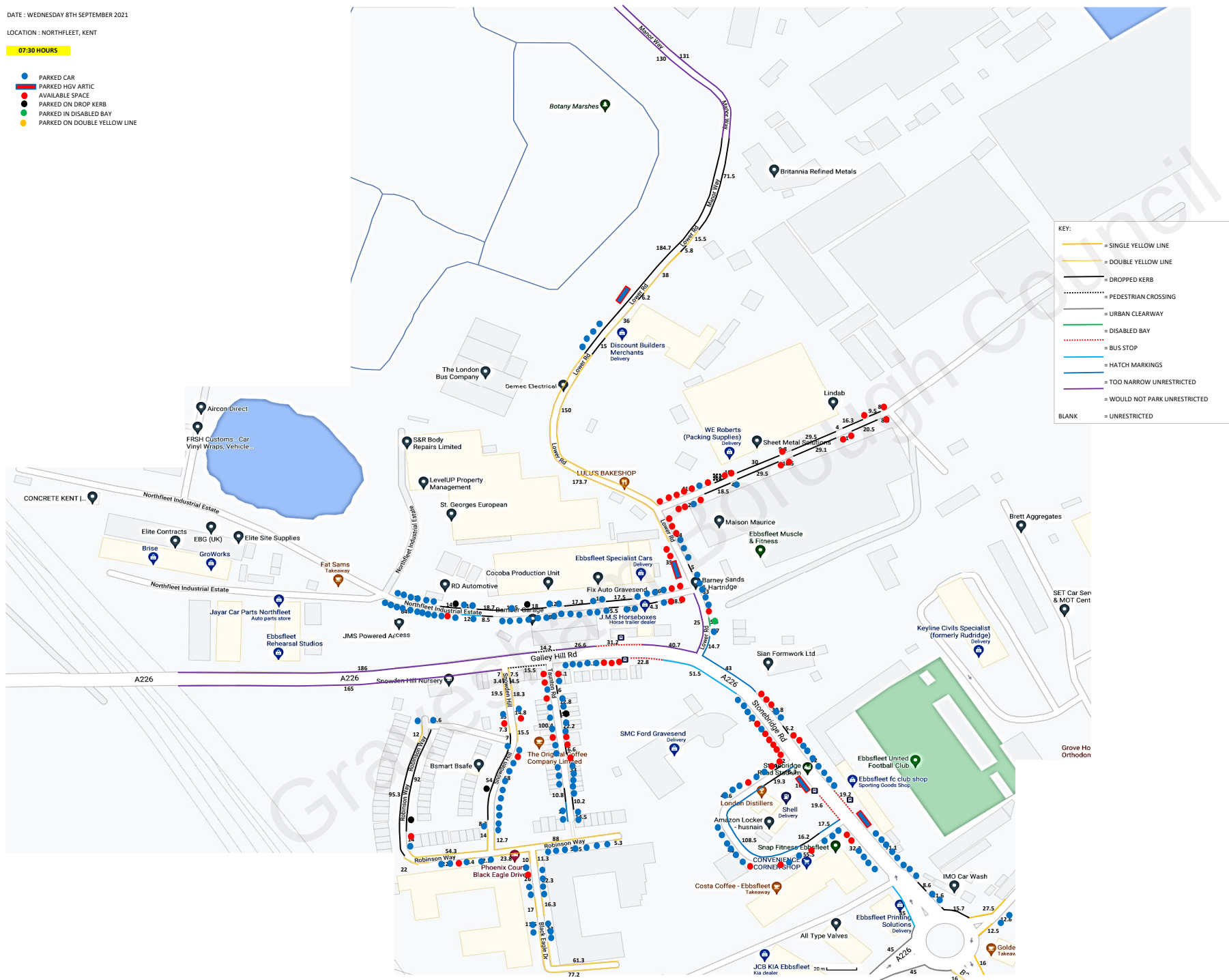


DATE : WEDNESDAY 8TH SEPTEMBER 2021

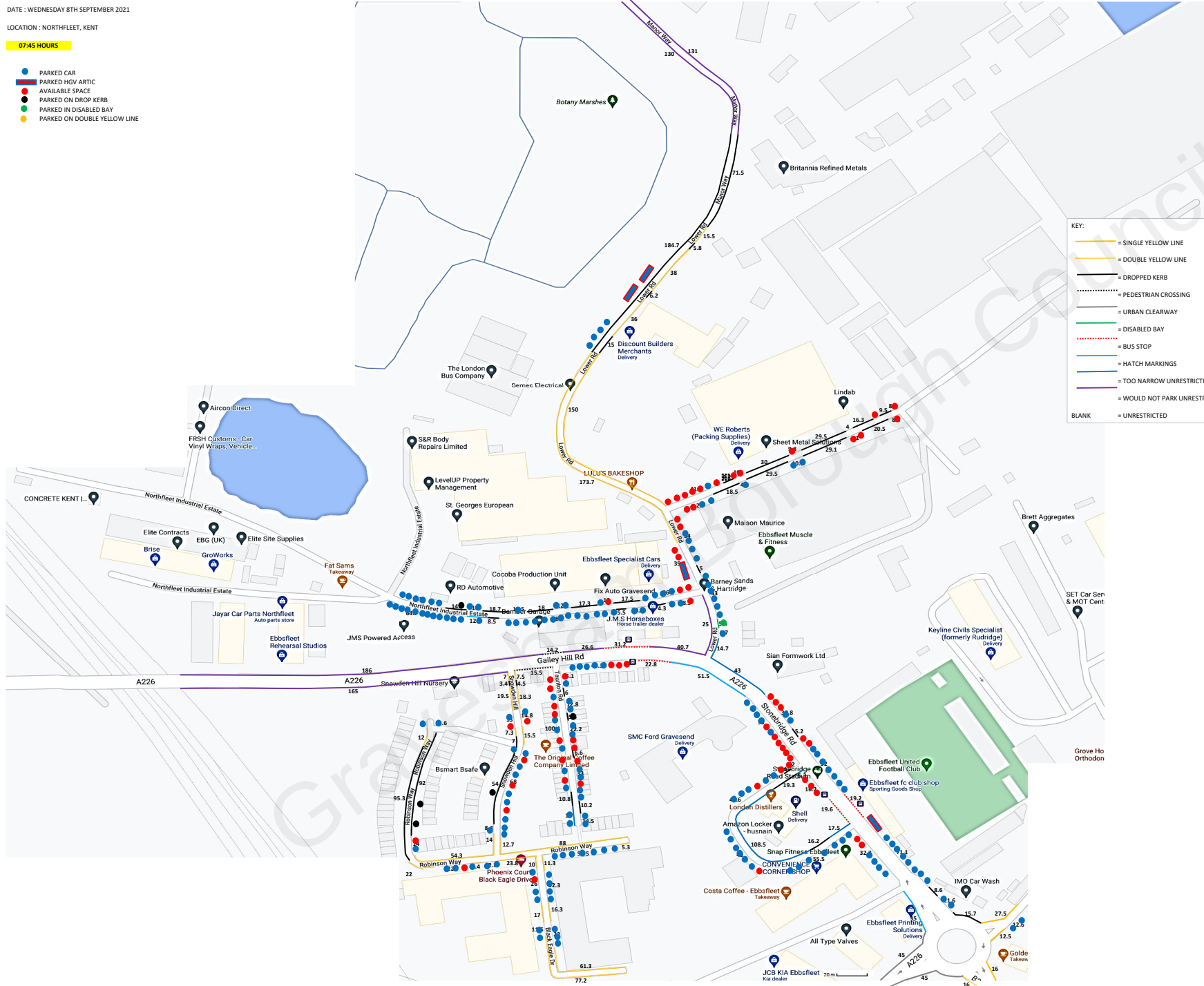
LOCATION : NORTHFLEET, KENT

07:30 HOURS

-  PARKED CAR
-  PARKED HGV ARTIC
-  AVAILABLE SPACE
-  PARKED ON DROP KERB
-  PARKED IN DISABLED BAY
-  PARKED ON DOUBLE YELLOW LINE



## 07:45 HOURS



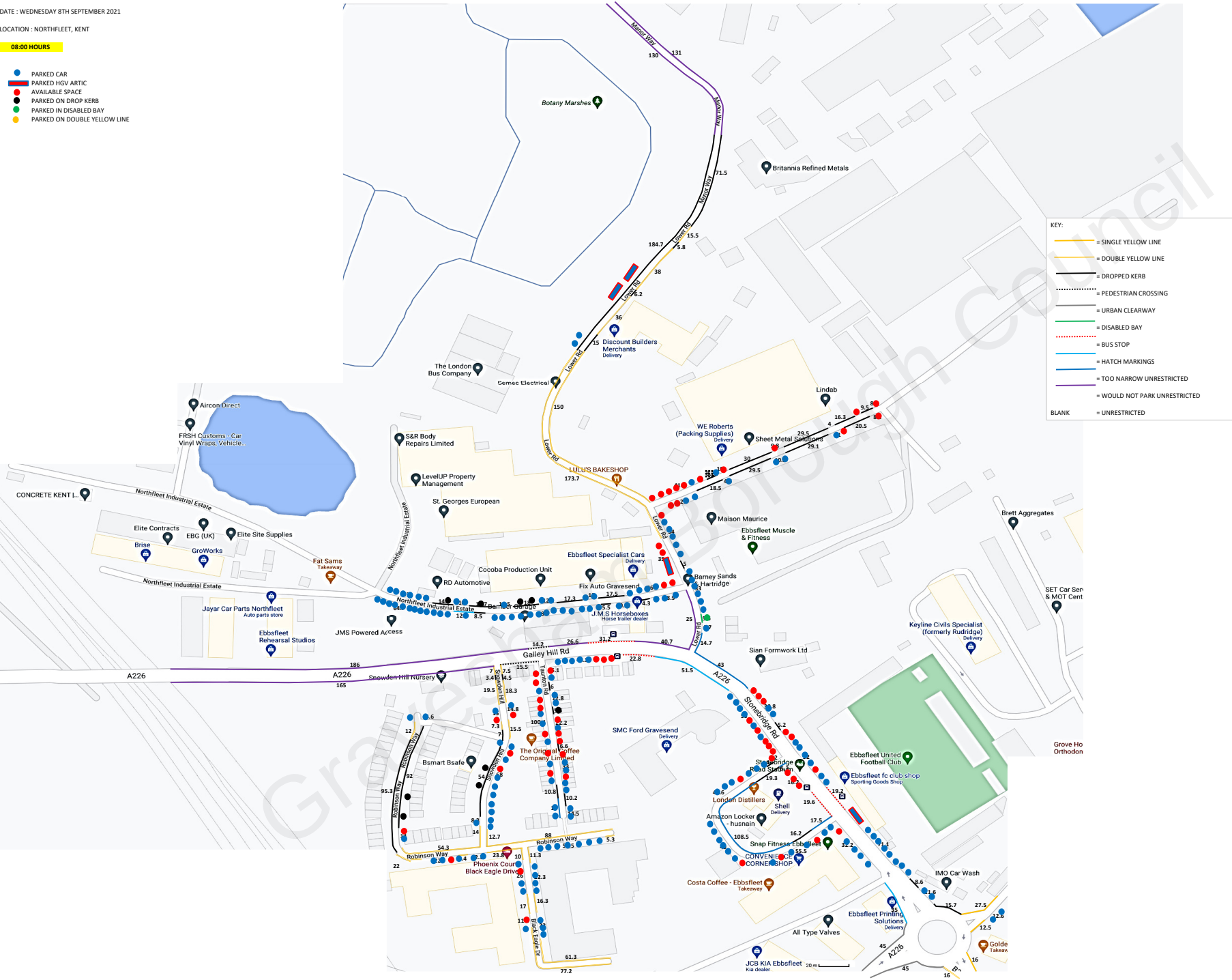
K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 8TH SEPTEMBER 2021

LOCATION : NORTHFLEET, KENT

08:00 HOURS

- PARKED CAR
- PARKED HGV ARTIC
- AVAILABLE SPACE
- PARKED ON DROP KERB
- PARKED IN DISABLED BAY
- PARKED ON DOUBLE YELLOW LINE



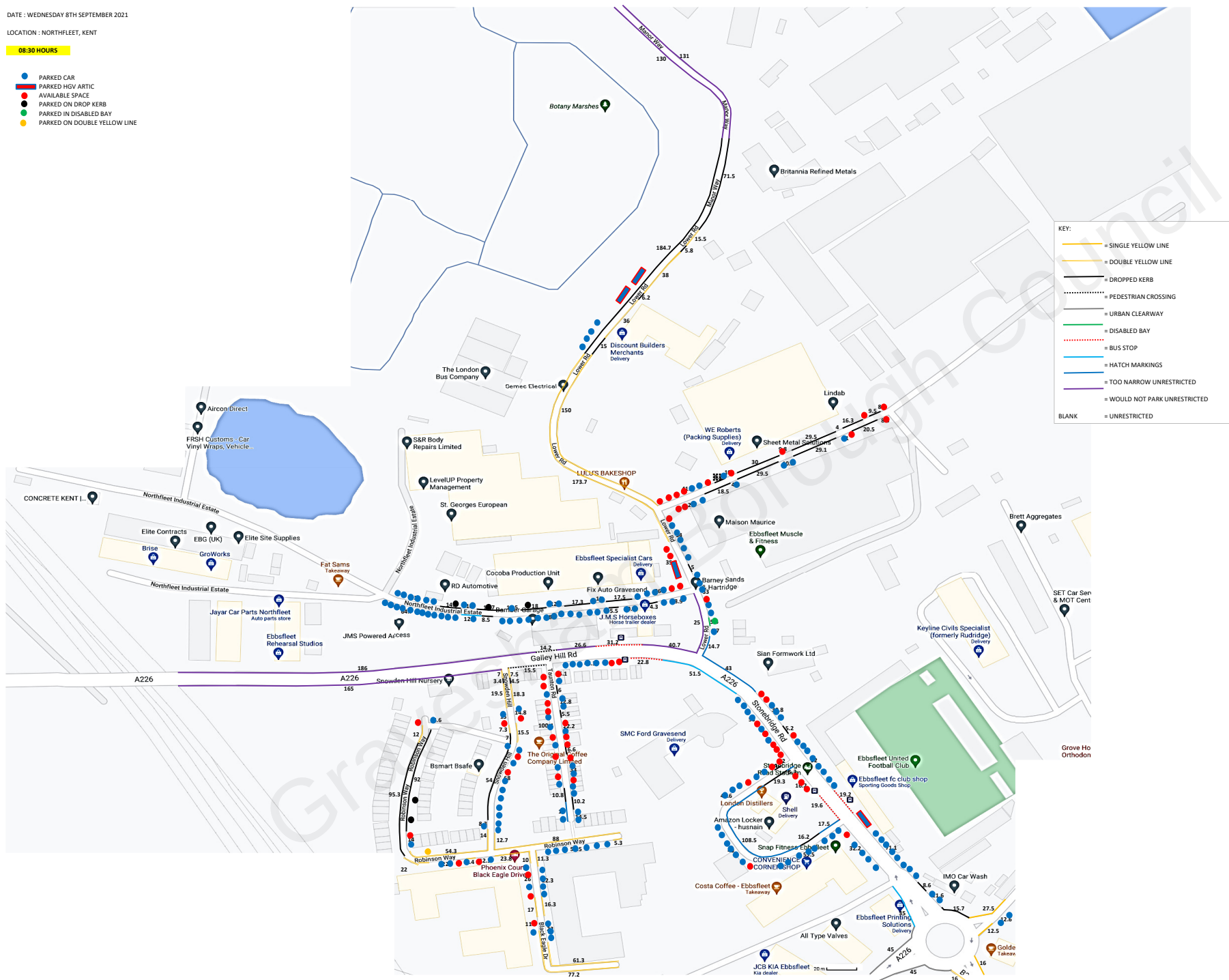
DATE : WEDNESDAY 8TH SEPTEMBER 2021

08:15 HOURS

- KEY:**
-  = SINGLE YELLOW LINE
  -  = DOUBLE YELLOW LINE
  -  = DROPPED KERB
  -  = PEDESTRIAN CROSSING
  -  = URBAN CLEARWAY
  -  = DISABLED BAY
  -  = BUS STOP
  -  = HATCH MARKINGS
  -  = TOO NARROW UNRESTRICTED
  -  = WOULD NOT PARK UNRESTRICTED
  -  = UNRESTRICTED

## 08:30 HOURS

-  PARKED CAR
-  PARKED HGV ARTIC
-  AVAILABLE SPACE
-  PARKED ON DROP KERB
-  PARKED IN DISABLED BAY
-  PARKED ON DOUBLE YELLOW LINE



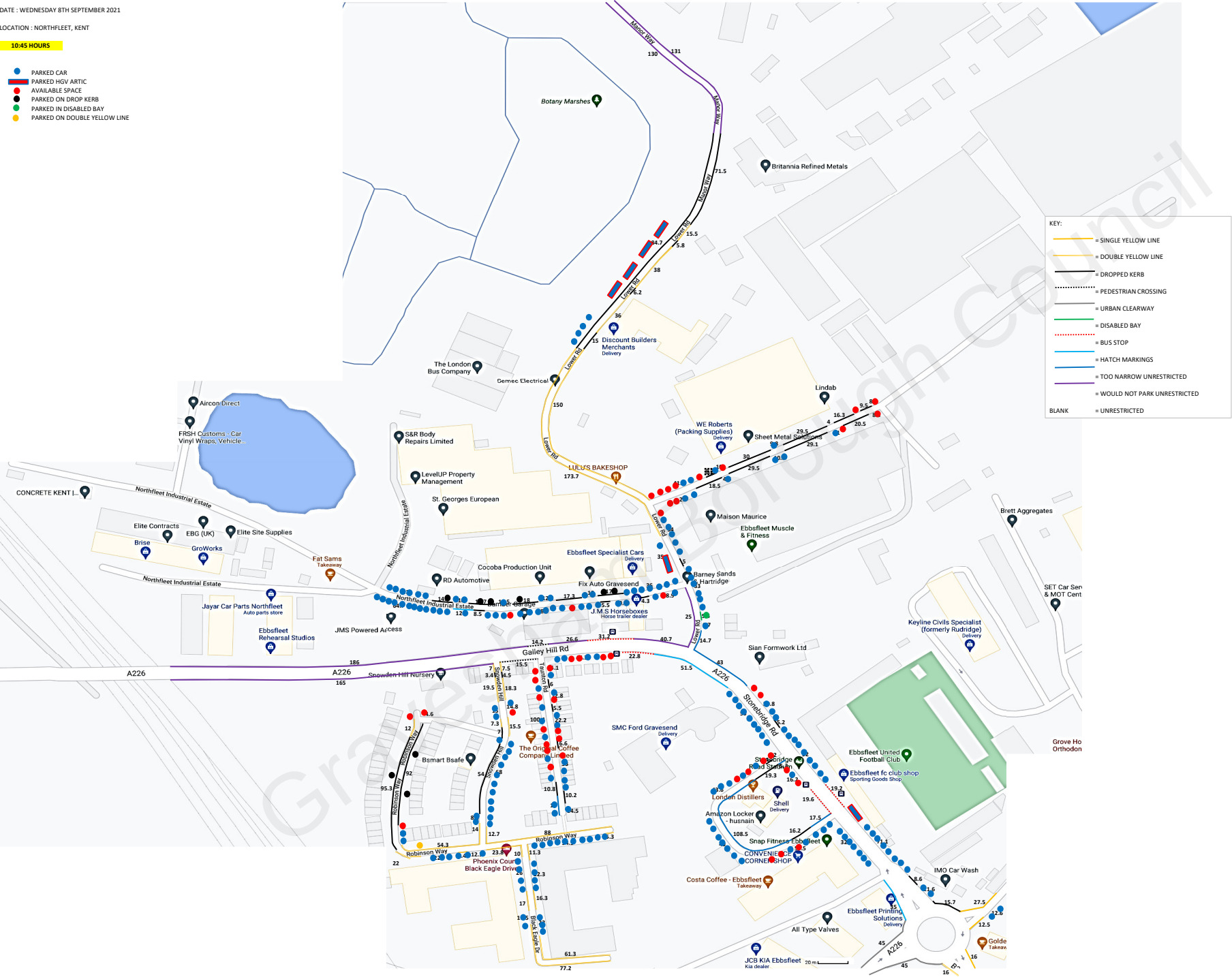
K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 8TH SEPTEMBER 2021

LOCATION : NORTHFLEET, KENT

10:45 HOURS

- PARKED CAR
- PARKED HGV ARTIC
- AVAILABLE SPACE
- PARKED ON DROP KERB
- PARKED IN DISABLED BAY
- PARKED ON DOUBLE YELLOW LINE



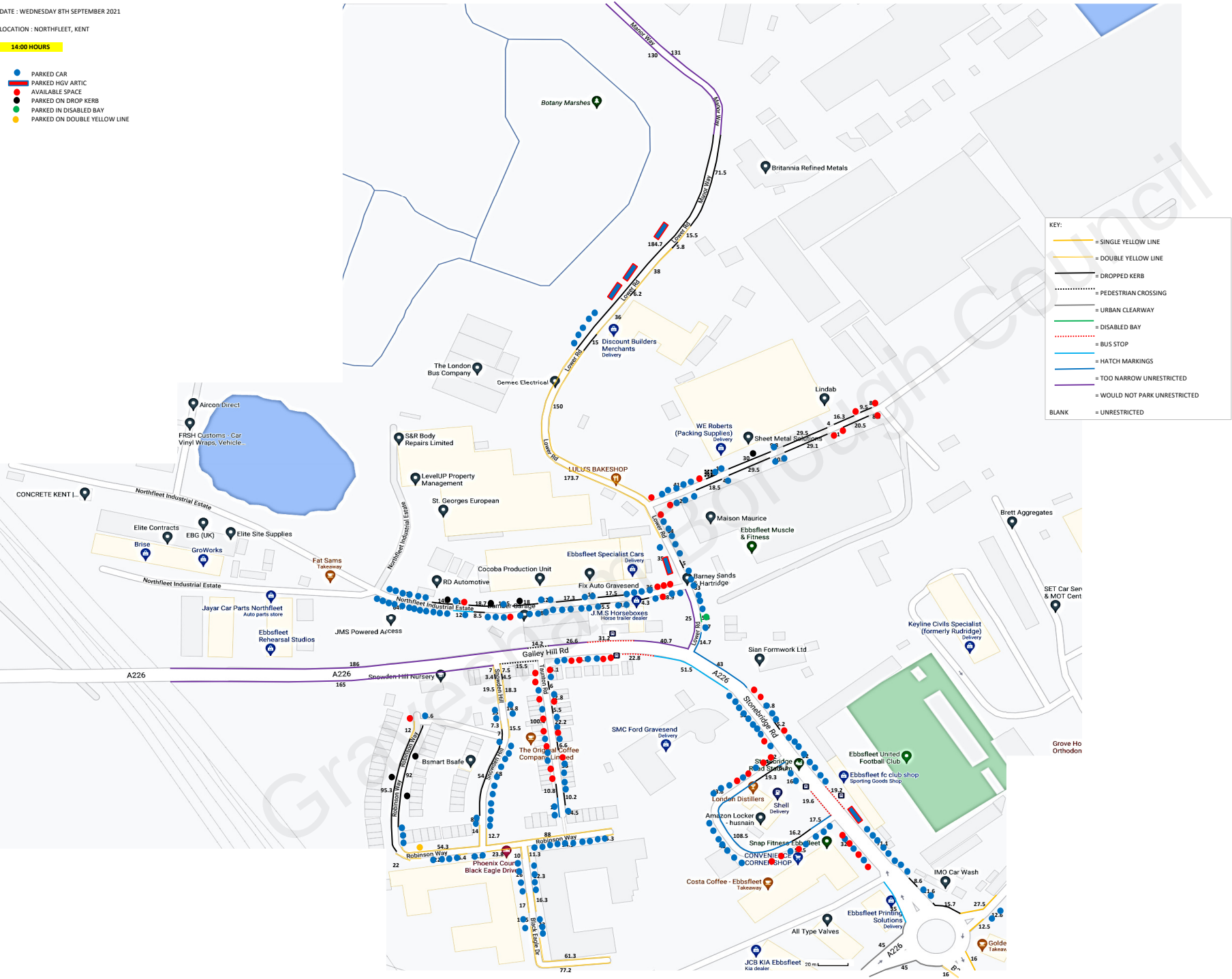
K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 8TH SEPTEMBER 2021

LOCATION : NORTHFLEET, KENT

14:00 HOURS

- PARKED CAR
- PARKED HGV ARTIC
- AVAILABLE SPACE
- PARKED ON DROP KERB
- PARKED IN DISABLED BAY
- PARKED ON DOUBLE YELLOW LINE



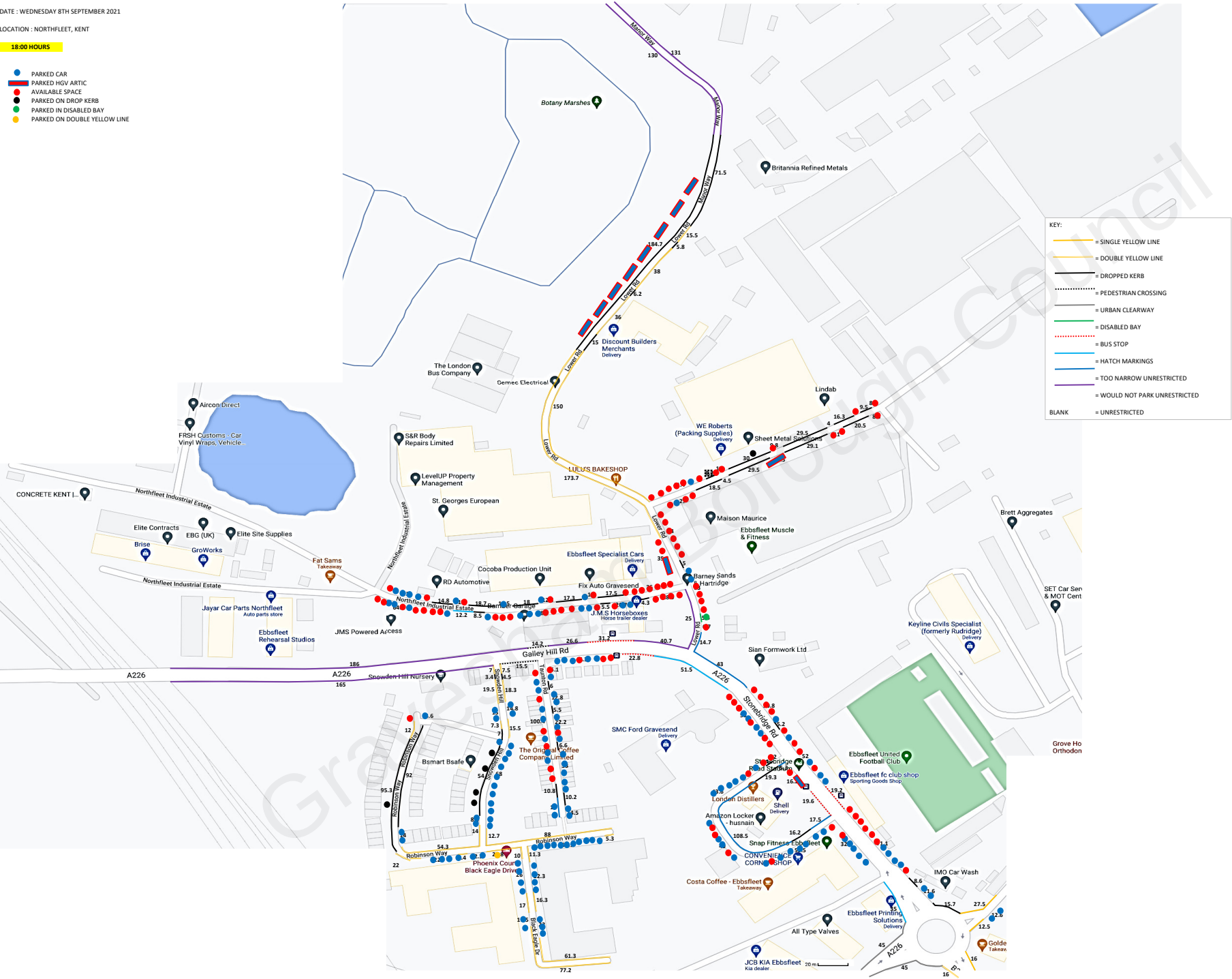
K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 8TH SEPTEMBER 2021

LOCATION : NORTHFLEET, KENT

18:00 HOURS

- PARKED CAR
- PARKED HGV ARTIC
- AVAILABLE SPACE
- PARKED ON DROP KERB
- PARKED IN DISABLED BAY
- PARKED ON DOUBLE YELLOW LINE

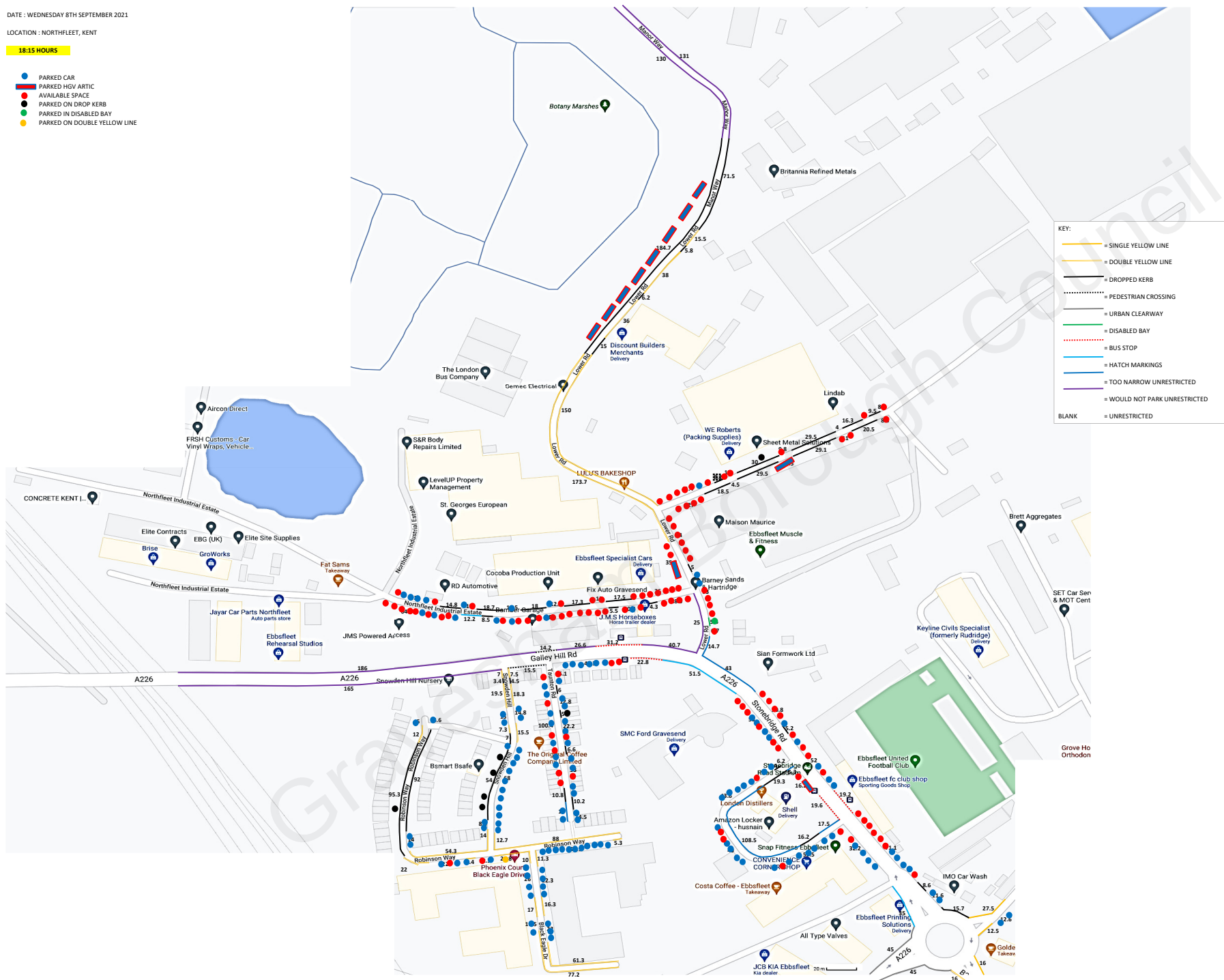


## 18:15 HOURS

LOCATION : NORTHFLEET, KENT

18:15 HOURS

-  PARKED CAR
-  PARKED HGV ARTIC
-  AVAILABLE SPACE
-  PARKED ON DROP KERB
-  PARKED IN DISABLED BAY
-  PARKED ON DOUBLE YELLOW LINE

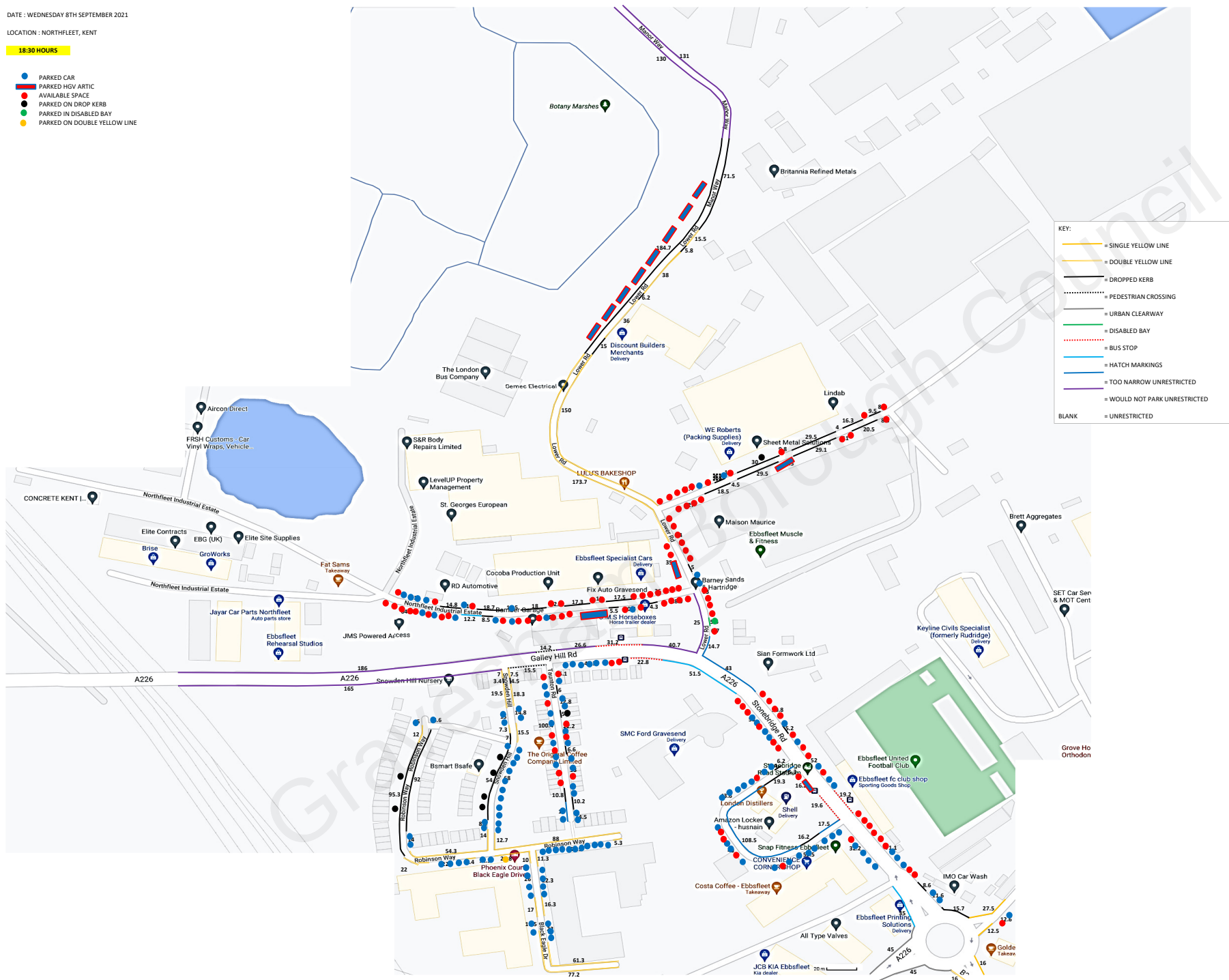


## 18:30 HOURS

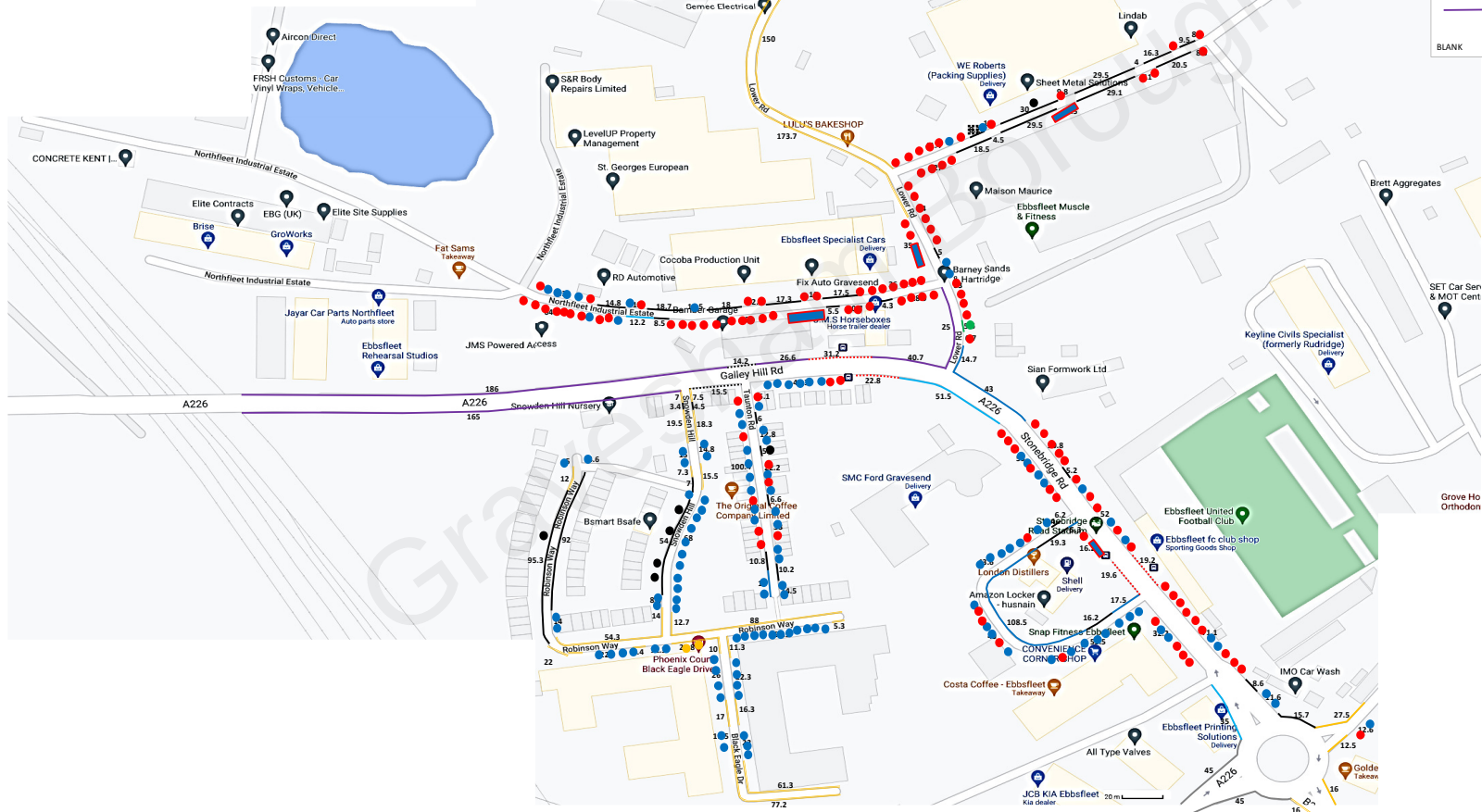
LOCATION : NORTHFLEET, KENT

18:30 HOURS

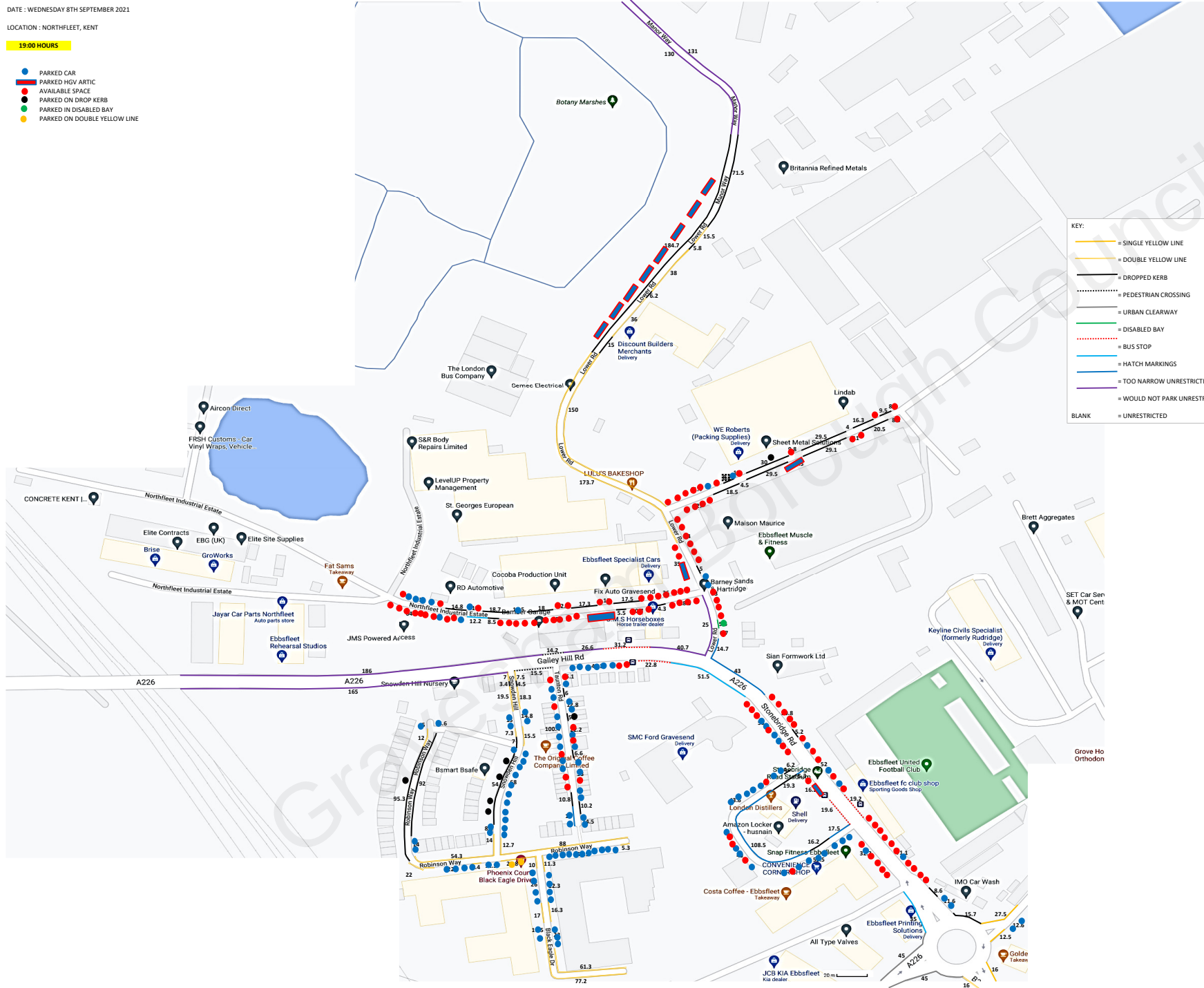
-  PARKED CAR
-  PARKED HGV ARTIC
-  AVAILABLE SPACE
-  PARKED ON DROP KERB
-  PARKED IN DISABLED BAY
-  PARKED ON DOUBLE YELLOW LINE



18:45 HOURS



## 19:00 HOURS



Gravesham Borough Council

## **Appendix C**

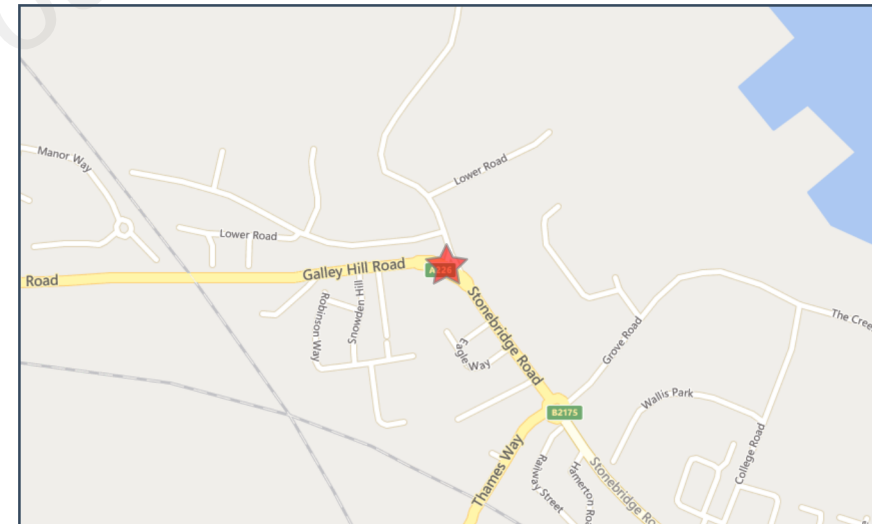
Crashmap Reports



## Validated Data

**Crash Date:** Wednesday, October 14, 2020 **Time of Crash:** 2:05:00 PM **Crash Reference:** 2020461001779

|                                      |                                                  |                            |    |                              |               |
|--------------------------------------|--------------------------------------------------|----------------------------|----|------------------------------|---------------|
| <b>Highest Injury Severity:</b>      | Slight                                           | <b>Road Number:</b>        | U0 | <b>Number of Casualties:</b> | 2             |
| <b>Highway Authority:</b>            | Kent exc Medway Towns                            | <b>Number of Vehicles:</b> | 2  | <b>OS Grid Reference:</b>    | 561318 174919 |
| <b>Local Authority:</b>              | Gravesham Borough                                |                            |    |                              |               |
| <b>Weather Description:</b>          | Raining without high winds                       |                            |    |                              |               |
| <b>Road Surface Description:</b>     | Dry                                              |                            |    |                              |               |
| <b>Speed Limit:</b>                  | 30                                               |                            |    |                              |               |
| <b>Light Conditions:</b>             | Daylight: regardless of presence of streetlights |                            |    |                              |               |
| <b>Carriageway Hazards:</b>          | None                                             |                            |    |                              |               |
| <b>Junction Detail:</b>              | Not at or within 20 metres of junction           |                            |    |                              |               |
| <b>Junction Pedestrian Crossing:</b> | No physical crossing facility within 50 metres   |                            |    |                              |               |
| <b>Road Type:</b>                    | One way street                                   |                            |    |                              |               |
| <b>Junction Control:</b>             | Not Applicable                                   |                            |    |                              |               |



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)  
To subscribe to unlimited reports using CrashMap Pro visit [www.crashmap.co.uk/Home/Premium\\_Services](http://www.crashmap.co.uk/Home/Premium_Services)



**Validated Data**

**Vehicles involved**

| Vehicle Ref | Vehicle Type                 | Vehicle Age | Driver Gender | Driver Age Band | Vehicle Maneuvre                                                        | First Point of Impact | Journey Purpose | Hit Object - On Carriageway | Hit Object - Off Carriageway |
|-------------|------------------------------|-------------|---------------|-----------------|-------------------------------------------------------------------------|-----------------------|-----------------|-----------------------------|------------------------------|
| 1           | Car (excluding private hire) | 3           | Male          | 21 - 25         | Vehicle is in the act of turning left                                   | Nearside              | Unknown         | None                        | None                         |
| 2           | Car (excluding private hire) | 11          | Male          | 26 - 35         | Vehicle proceeding normally along the carriageway, on a right hand bend | Offside               | Unknown         | None                        | None                         |

**Casualties**

| Vehicle Ref | Casualty Ref | Injury Severity | Casualty Class               | Gender | Age Band | Pedestrian Location | Pedestrian Movement |
|-------------|--------------|-----------------|------------------------------|--------|----------|---------------------|---------------------|
| 1           | 1            | Slight          | Vehicle or pillion passenger | Female | 16 - 20  | Unknown or other    | Unknown or other    |
| 2           | 2            | Slight          | Driver or rider              | Male   | 26 - 35  | Unknown or other    | Unknown or other    |

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

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

**Crash Date:** Tuesday, March 30, 2021

**Time of Crash:** 7:40:00 AM

**Crash Reference:** 2021461034527

**Highest Injury Severity:** Slight

**Road Number:** A226

**Number of Casualties:** 1

**Highway Authority:**

**Number of Vehicles:** 2

**Local Authority:**

**OS Grid Reference:** 561324 174907

**Weather Description:** Fine without high winds

**Road Surface Description:** Dry

**Speed Limit:** 30

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

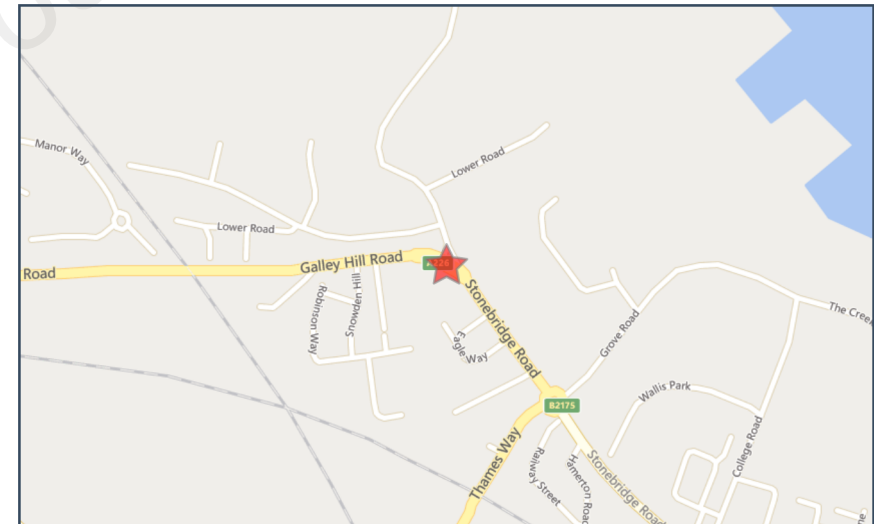
**Carriageway Hazards:** None

**Junction Detail:** Other junction

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

**Road Type:** Dual carriageway

**Junction Control:** Auto traffic signal



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

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



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

Gravesham Borough Council

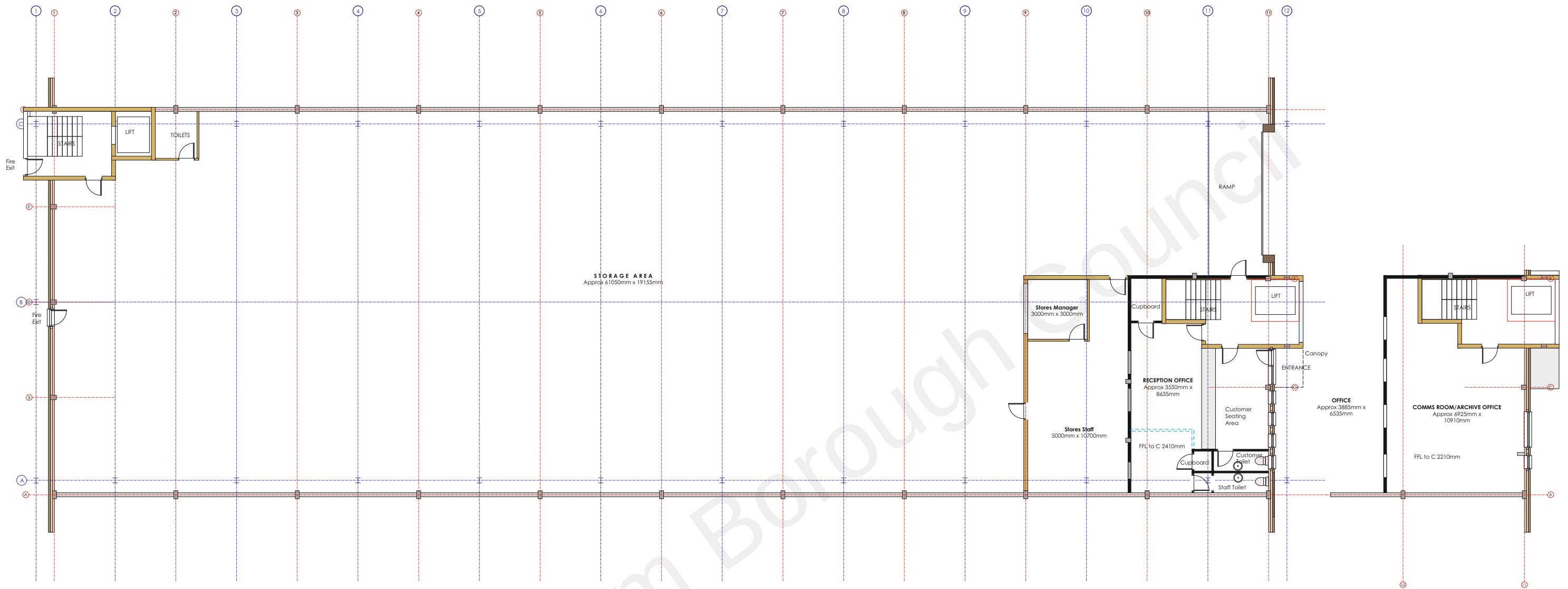
For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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

Gravesham Borough Council

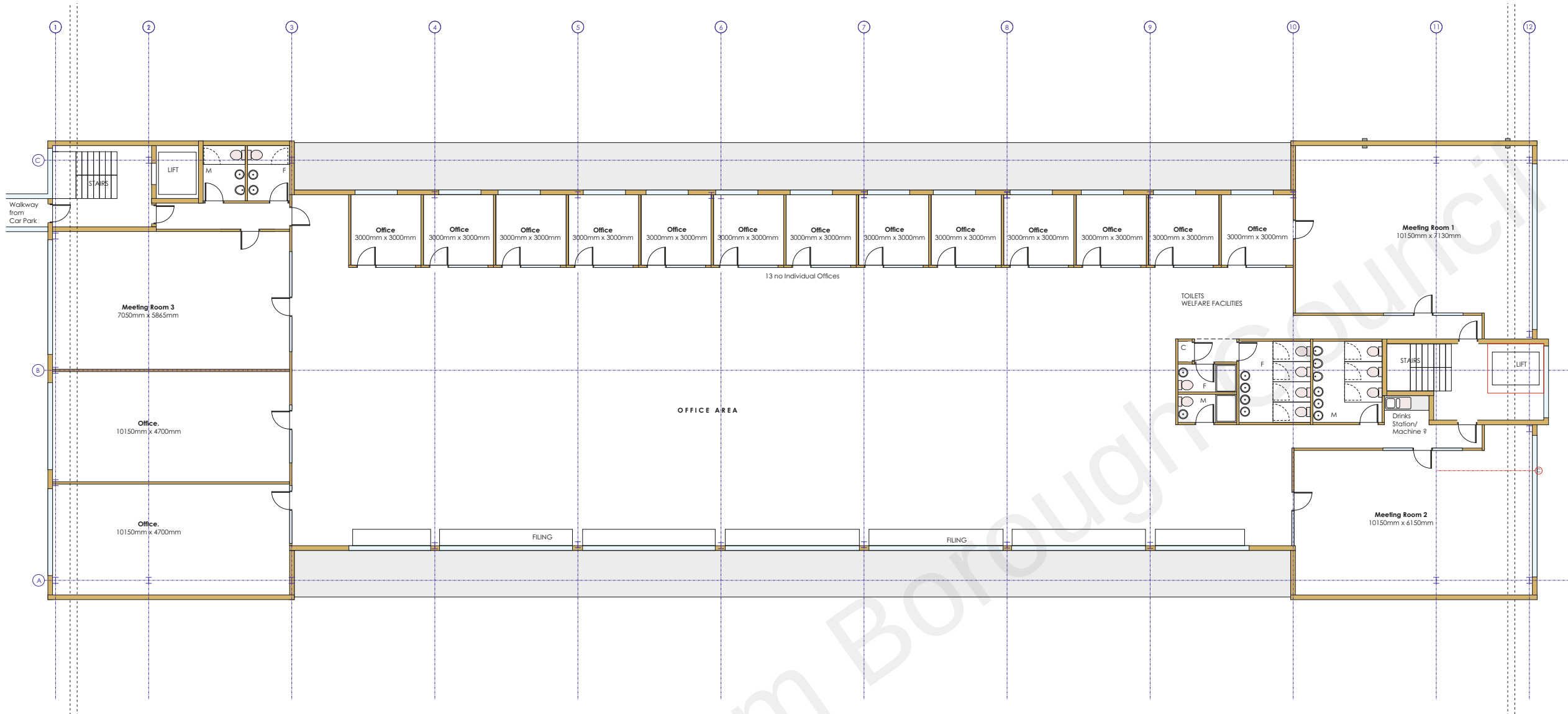
## **Appendix D**

Architects Site Layout Plan



Proposed Ground Floor Plan-1:100

Proposed First/Mezz Floor Plan-1:100



Proposed First Floor Plan-1:100



Units 3/19, Roper Business Park  
Anchor and Hope Lane, Charlton  
London SE7 7RX  
Telephone 020 8293 4176  
Facsimile 020 8305 0274  
E Mail: info@jacksonlifts.com  
Website: www.jacksonlifts.com



E. Application layout  
D. Minor changes  
C. Offices handed  
B. Client changes  
A. Revised to suit initial comments

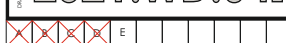
| REVISIONS | DATE       | BY       | APP'D |
|-----------|------------|----------|-------|
| SCALES    | 1:100      | REVISION | RFW   |
| DATE      | March 2022 |          |       |

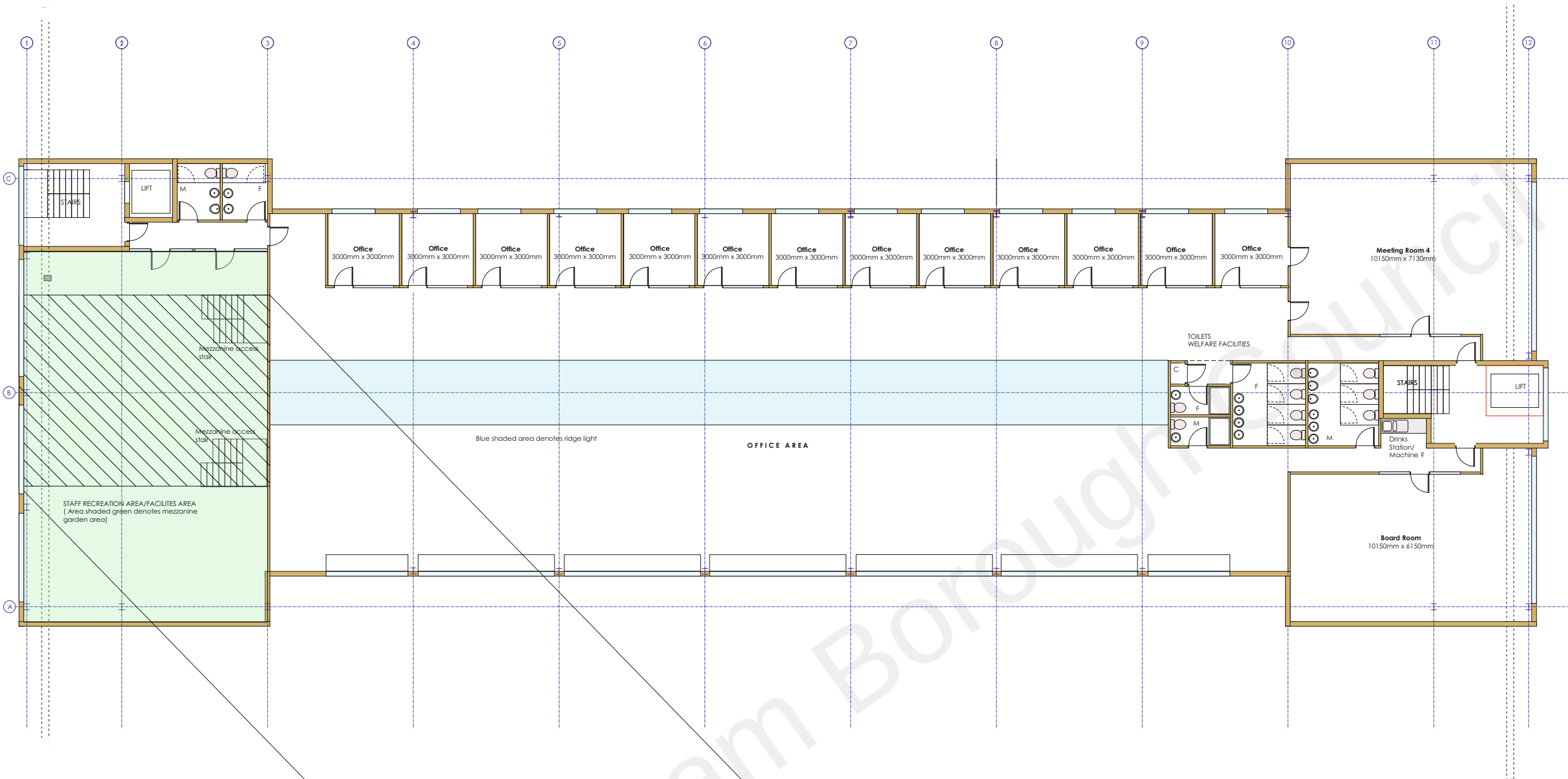
Proposed First Floor Plan

PROJECT  
Proposed New Warehouse and Offices  
Unit K6 Lower Road  
Northfleet Kent DA11 9BL  
for: Jackson Family Holdings limited

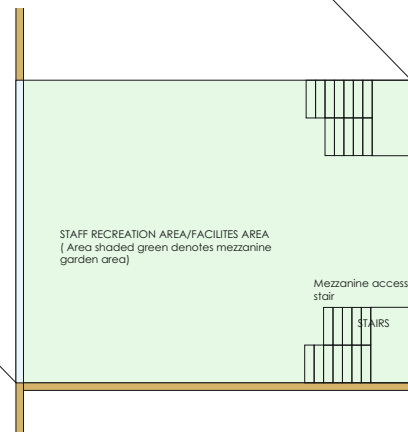
**WARD + ASSOCIATES**  
THE HOO WROTHAM ROAD  
MEOPHAM GRAVESEND KENT DA13 0HP  
T: 01474 814196 M: 07771 843940  
E: admin@wardassociates.co.uk W: www.wardassociates.co.uk  
Skype User Name: rogerwardassociates

2521.WD.04E

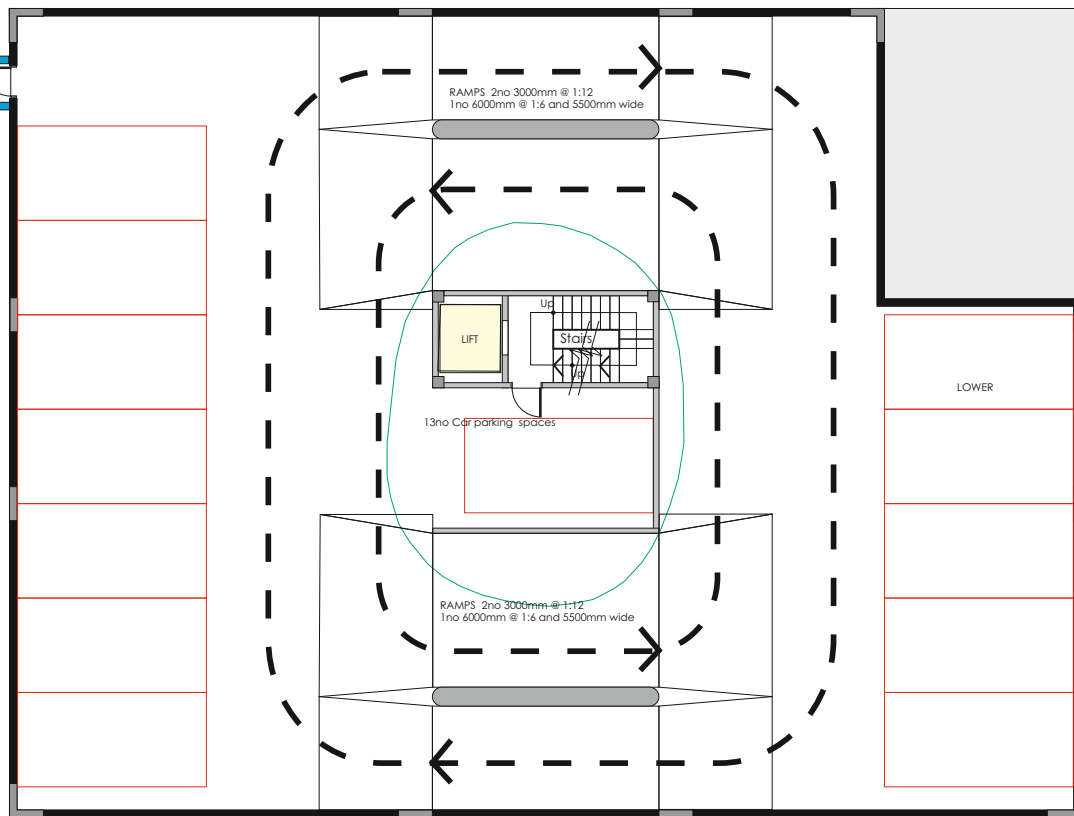




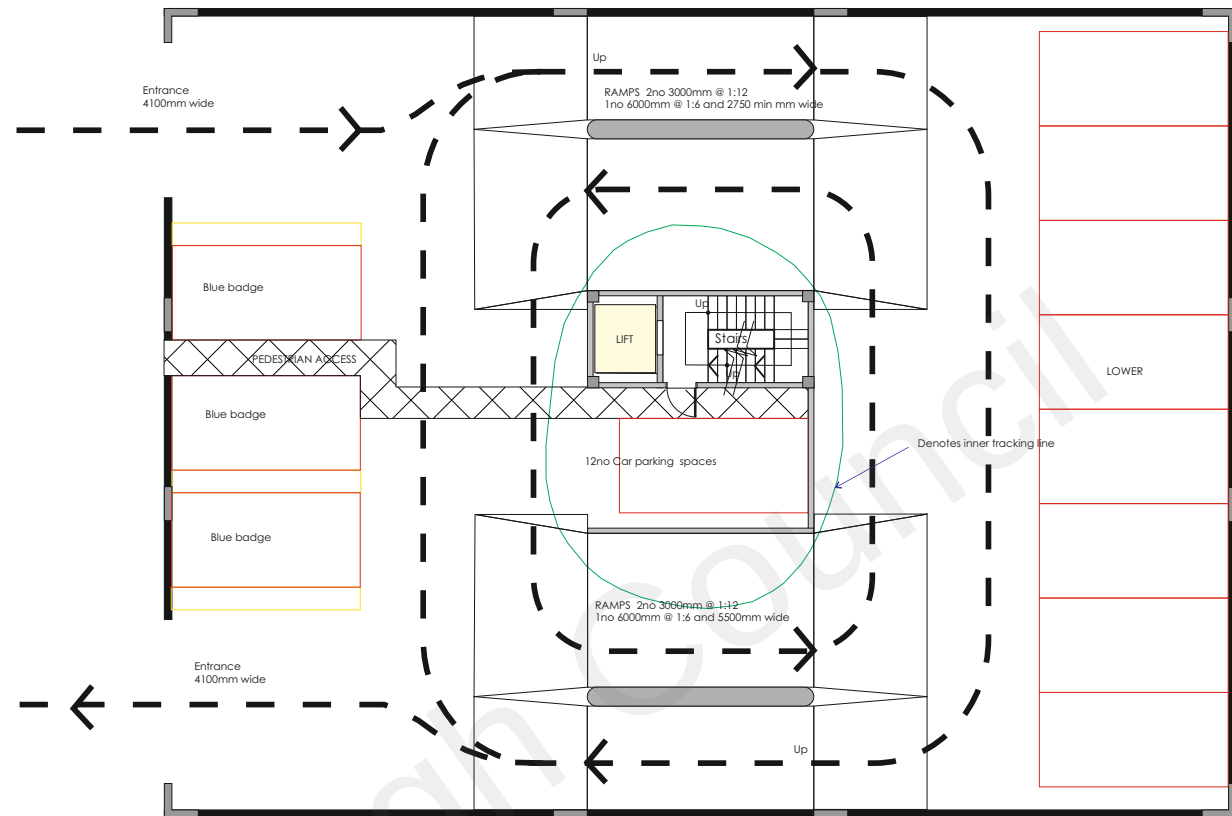
Proposed Second Floor Plan-1:100



Proposed Second Floor Garden Mezzanine Plan-1:100

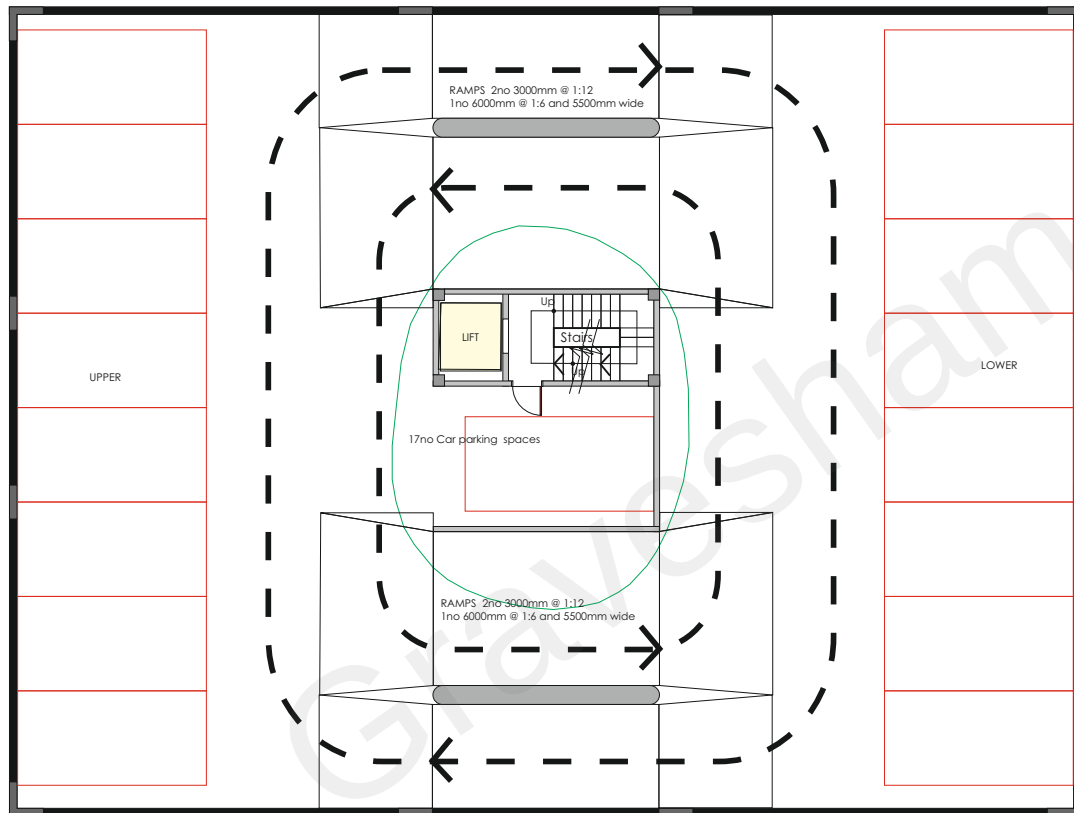


Second Floor Plans - 1:100 Multi-Story Car Park Similar

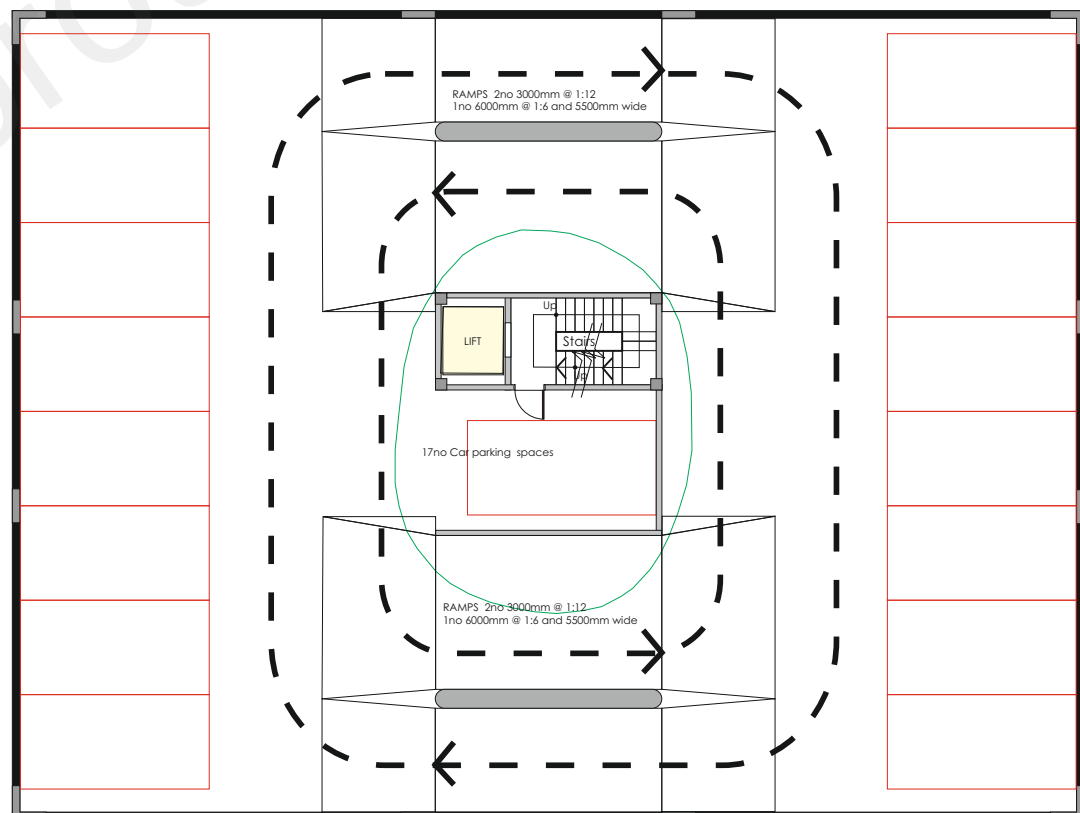


Ground Floor Plan - 1:100 Multi-Story Car Park

TOTAL 59no SPACES  
plus 2no spaces at  
the front 61no site  
total of which 3no  
are blue badge



Basement Floor Plan - 1:100 Multi-Story Car Park



First Floor Plan - 1:100 Multi-Story Car Park

E. Layout altered 61 spaces  
D. Layout altered 64 spaces  
C. Ramped access layout with bridge to main building  
B. Ramped access layout altered  
A. Ramped access layout

REVISIONS  
SCALE 1:100  
DATE April 2022  
DRAWN RFW

PROJECT  
Multi Storey Car Park - Ramped Split Level Floor Plans  
Total four floors and 64 No spaces

PROPOSED  
Proposed New Warehouse and Offices  
Unit K6 Lower Road  
Northfleet Kent DA11 9BL  
for: Jackson Family Holdings Limited

WARD + ASSOCIATES

THE HOO WROTHAM ROAD  
MEOPHAM GRAVESEND KENT DA13 0HP

T: 01474 814196 M: 07771 843940  
E: admin@wardassociates.co.uk W: www.wardassociates.co.uk  
Skype: User Name: rogerwardassociates

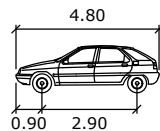
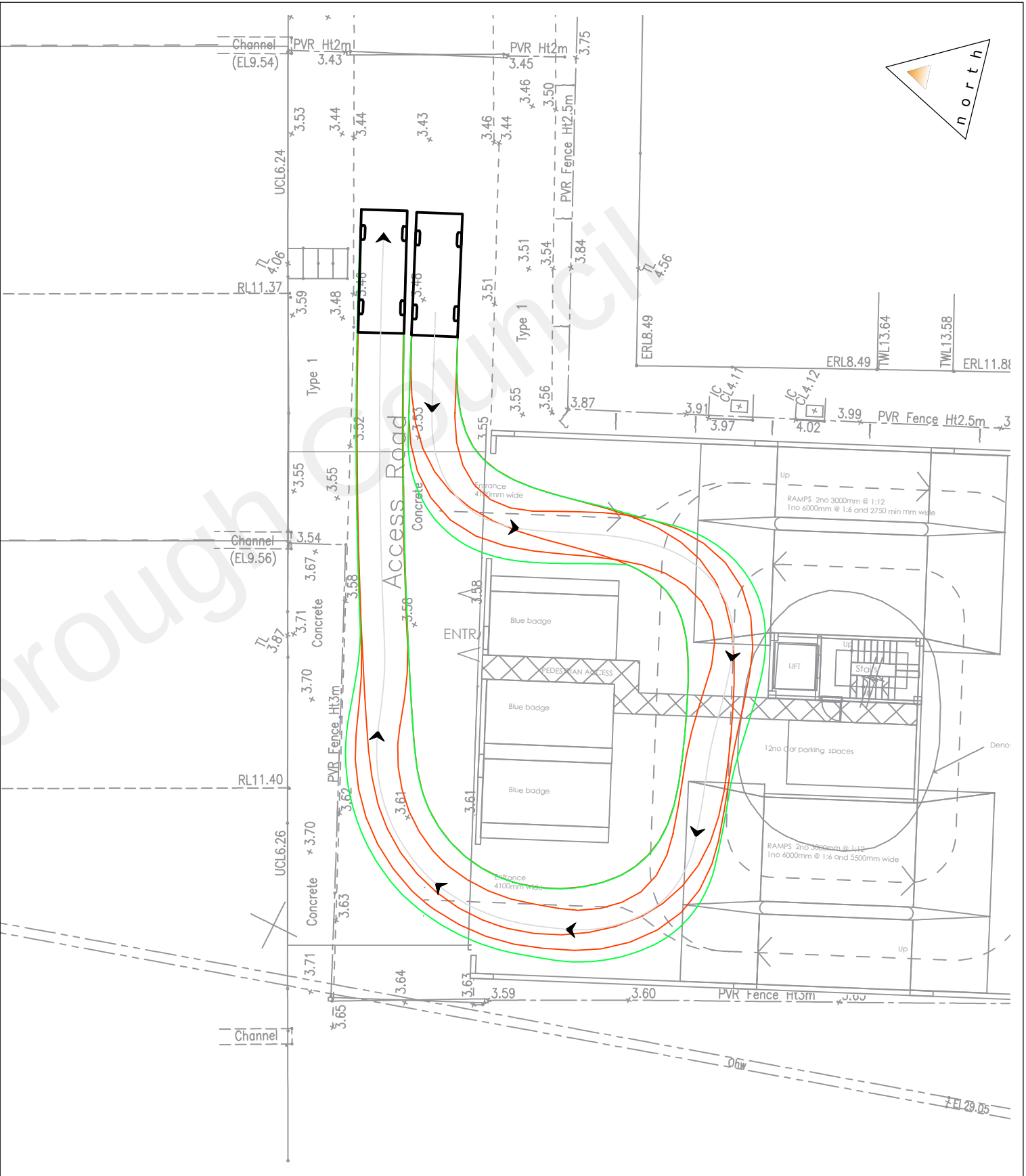
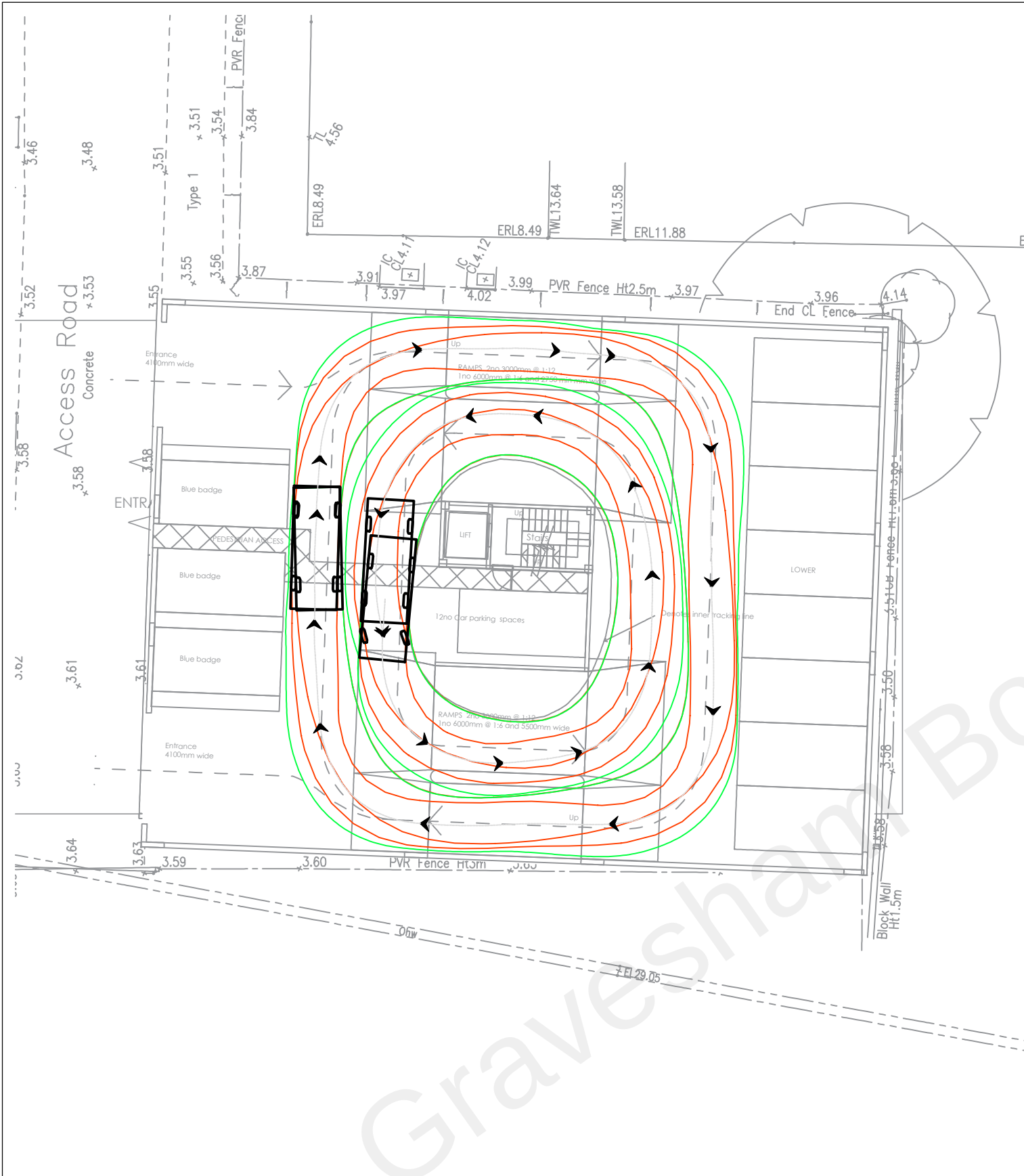
2521.WD.09E

0 0.5m 1m 2m 3m 4m 5m  
1:50 SCALE BAR

## **Appendix E**

Swept Path Analysis – Large Car

C:\Users\ellieupton\OneDrive - Motion\TP Projects\wanort 2107024\Drawings\2107024-TK03A.TK05.dwg



SDV

Width : 1.80  
Track : 1.80  
Lock to Lock Time : 6.0  
Steering Angle : 37.8

meters



84 North Street  
Guildford  
Surrey  
GU1 4AU

T: 01483 531 300

Golden Cross House  
8 Duncannon Street  
London  
WC2N 4JF

T: 020 8065 5208

www.motion.co.uk

Project:  
Unit K6 Lower Road, Northfleet

Title:  
Swept Path Analysis  
Large Car

Scale: 1:200 (@ A3)

Notes:

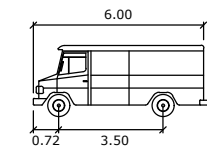
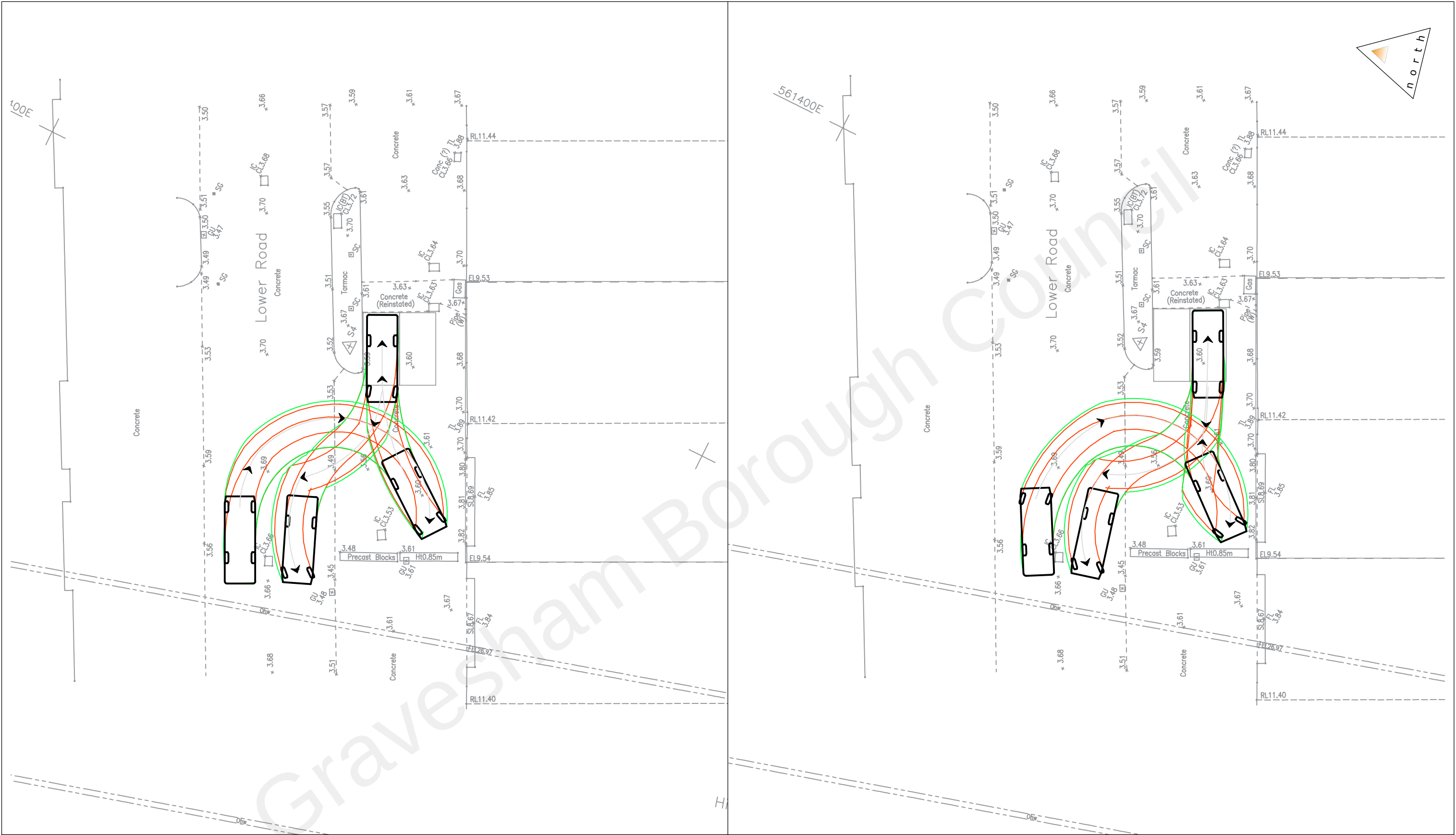
Drawing:  
2107024-TK03

Revision:  
A

## **Appendix F**

### Swept Path Analysis – Servicing Vehicles

C:\Users\ellieupton\OneDrive - Motion\TP Projects\wanort 2107024-TK03.TK04.dwg



Delivery Van

Width : 2.10  
Track : 2.10  
Lock to Lock Time : 6.0  
Steering Angle : 46.2



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

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

www.motion.co.uk

Project:  
Unit K6 Lower Road, Northfleet

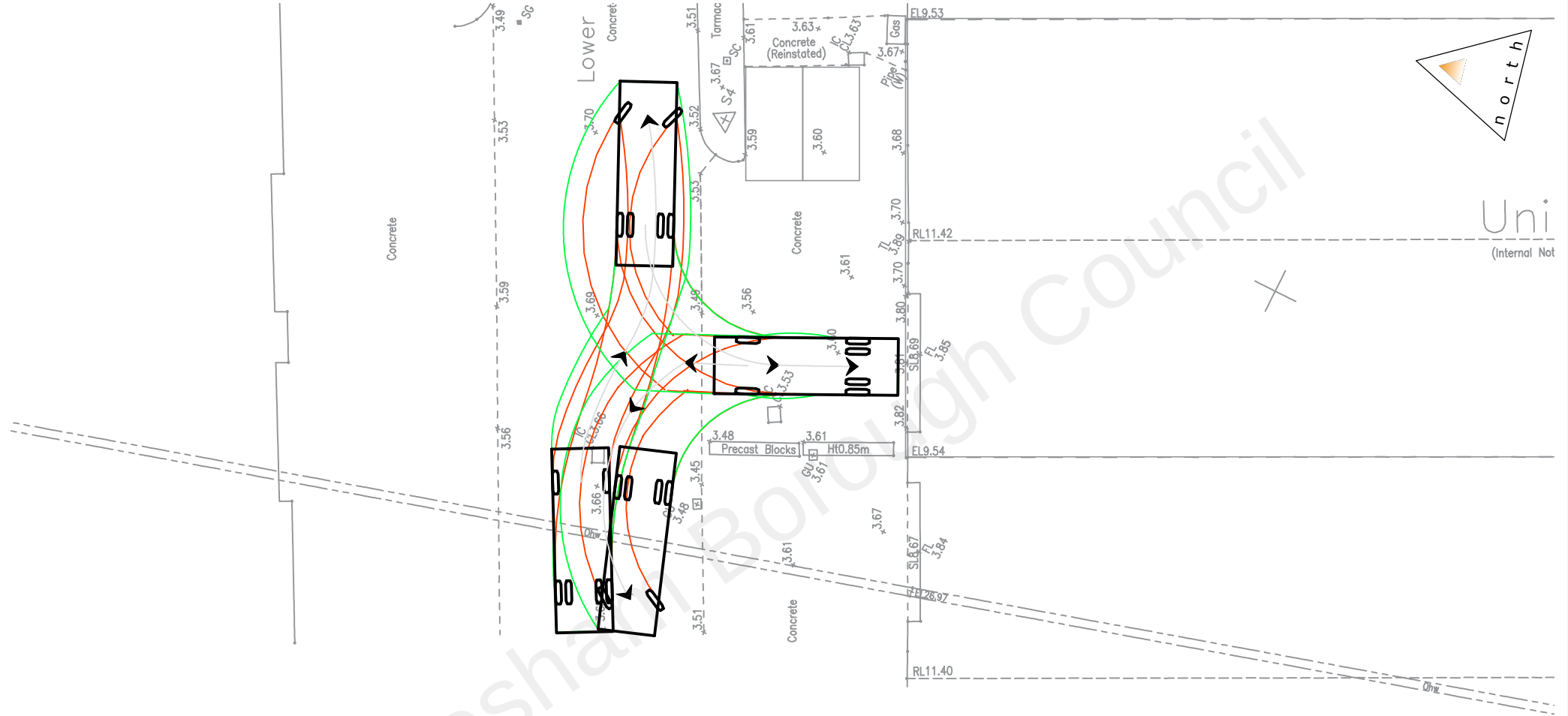
Title:  
Swept Path Analysis  
Servicing Vehicles

Scale: 1:250 (@ A3)

Notes:

Drawing:  
2107024-TK04

Revision:  
-



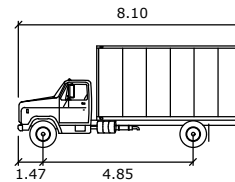
84 North Street  
Guildford  
Surrey  
GU1 4AU

Golden Cross House  
8 Duncannon Street  
London  
WC2N 4JF

T: 01483 531 300

T: 020 8065 5208

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



RIGID VAN 17T

|                   | metres |
|-------------------|--------|
| Width             | : 2.50 |
| Track             | : 2.50 |
| Lock to Lock Time | : 6.0  |
| Steering Angle    | : 38.8 |

Project:  
Unit K6 Lower Road, Northfleet

Title:  
Swept Path Analysis  
8.1m Rigid

Scale: 1:250 (@ A4)

Drawing: Revision:

2107024-TK05

-

## **Appendix G**

TRICS Output – Warehousing (Commercial)

Calculation Reference: AUDIT-734001-220426-0448

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT  
 Category : F - WAREHOUSING (COMMERCIAL)  
 MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

|    |                                |        |
|----|--------------------------------|--------|
| 02 | SOUTH EAST                     |        |
|    | EX ESSEX                       | 1 days |
| 03 | SOUTH WEST                     |        |
|    | DV DEVON                       | 1 days |
| 07 | YORKSHIRE & NORTH LINCOLNSHIRE |        |
|    | SY SOUTH YORKSHIRE             | 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: Gross floor area  
 Actual Range: 6560 to 80100 (units: sqm)  
 Range Selected by User: 3824 to 80100 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 22/11/21

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

Selected survey days:

|         |        |
|---------|--------|
| Monday  | 1 days |
| Tuesday | 1 days |
| Friday  | 1 days |

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

Selected survey types:

|                       |        |
|-----------------------|--------|
| Manual count          | 3 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:

|                                    |   |
|------------------------------------|---|
| Suburban Area (PPS6 Out of Centre) | 1 |
| Edge of Town                       | 1 |
| Free Standing (PPS6 Out of Town)   | 1 |

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

Selected Location Sub Categories:

|                 |   |
|-----------------|---|
| Industrial Zone | 2 |
| Out of Town     | 1 |

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

Motion High Street Guildford

Licence No: 734001

Secondary Filtering selection:

Use Class:

|     |        |
|-----|--------|
| n/a | 1 days |
| B8  | 2 days |

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.*

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

|                  |        |
|------------------|--------|
| 1,001 to 5,000   | 1 days |
| 10,001 to 15,000 | 1 days |
| 25,001 to 50,000 | 1 days |

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

Population within 5 miles:

|                    |        |
|--------------------|--------|
| 100,001 to 125,000 | 1 days |
| 125,001 to 250,000 | 2 days |

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

Car ownership within 5 miles:

|            |        |
|------------|--------|
| 1.1 to 1.5 | 3 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:

|    |        |
|----|--------|
| 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 | 3 days |
|-----------------|--------|

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

Motion High Street Guildford

Licence No: 734001

LIST OF SITES relevant to selection parameters

|   |                                                                                                                                                                                       |                           |                 |                     |
|---|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|-----------------|---------------------|
| 1 | DV-02-F-03<br>CHILLPARK BRAKE<br>NEAR EXETER<br>CLYST HONITON<br>Free Standing (PPS6 Out of Town)<br>Out of Town<br>Total Gross floor area: 49081 sqm<br>Survey date: MONDAY 22/11/21 | LIDL DISTRIBUTION CENTRE  | DEVON           | Survey Type: MANUAL |
| 2 | EX-02-F-01<br>BRUNEL WAY<br>COLCHESTER<br>SEVERALLS INDUSTRIAL PK<br>Edge of Town<br>Industrial Zone<br>Total Gross floor area: 6560 sqm<br>Survey date: FRIDAY 18/05/18              | SPORTS SUPPLEMENTS        | ESSEX           | Survey Type: MANUAL |
| 3 | SY-02-F-01<br>MIDDLE BANK<br>DONCASTER<br><br>Suburban Area (PPS6 Out of Centre)<br>Industrial Zone<br>Total Gross floor area: 80100 sqm<br>Survey date: TUESDAY 21/09/21             | TESCO DISTRIBUTION CENTRE | SOUTH YORKSHIRE | 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.

Motion High Street Guildford

Licence No: 734001

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.18

| Time Range    | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|               | No. Days | Ave. GFA | Trip Rate | No. Days   | Ave. GFA | Trip Rate | No. Days | Ave. GFA | 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 | 2        | 64591    | 0.142     | 2          | 64591    | 0.039     | 2        | 64591    | 0.181     |
| 06:00 - 07:00 | 2        | 64591    | 0.053     | 2          | 64591    | 0.098     | 2        | 64591    | 0.151     |
| 07:00 - 08:00 | 3        | 45247    | 0.062     | 3          | 45247    | 0.035     | 3        | 45247    | 0.097     |
| 08:00 - 09:00 | 3        | 45247    | 0.102     | 3          | 45247    | 0.043     | 3        | 45247    | 0.145     |
| 09:00 - 10:00 | 3        | 45247    | 0.091     | 3          | 45247    | 0.067     | 3        | 45247    | 0.158     |
| 10:00 - 11:00 | 3        | 45247    | 0.083     | 3          | 45247    | 0.074     | 3        | 45247    | 0.157     |
| 11:00 - 12:00 | 3        | 45247    | 0.079     | 3          | 45247    | 0.070     | 3        | 45247    | 0.149     |
| 12:00 - 13:00 | 3        | 45247    | 0.089     | 3          | 45247    | 0.112     | 3        | 45247    | 0.201     |
| 13:00 - 14:00 | 3        | 45247    | 0.086     | 3          | 45247    | 0.085     | 3        | 45247    | 0.171     |
| 14:00 - 15:00 | 3        | 45247    | 0.070     | 3          | 45247    | 0.141     | 3        | 45247    | 0.211     |
| 15:00 - 16:00 | 3        | 45247    | 0.061     | 3          | 45247    | 0.069     | 3        | 45247    | 0.130     |
| 16:00 - 17:00 | 3        | 45247    | 0.046     | 3          | 45247    | 0.051     | 3        | 45247    | 0.097     |
| 17:00 - 18:00 | 3        | 45247    | 0.057     | 3          | 45247    | 0.067     | 3        | 45247    | 0.124     |
| 18:00 - 19:00 | 3        | 45247    | 0.032     | 3          | 45247    | 0.076     | 3        | 45247    | 0.108     |
| 19:00 - 20:00 | 2        | 64591    | 0.032     | 2          | 64591    | 0.038     | 2        | 64591    | 0.070     |
| 20:00 - 21:00 | 2        | 64591    | 0.036     | 2          | 64591    | 0.039     | 2        | 64591    | 0.075     |
| 21:00 - 22:00 |          |          |           |            |          |           |          |          |           |
| 22:00 - 23:00 |          |          |           |            |          |           |          |          |           |
| 23:00 - 24:00 |          |          |           |            |          |           |          |          |           |
| Total Rates:  |          |          | 1.121     |            |          | 1.104     |          |          | 2.225     |

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:           | 6560 - 80100 (units: sqm) |
| Survey date range:                            | 01/01/14 - 22/11/21       |
| Number of weekdays (Monday-Friday):           | 3                         |
| Number of Saturdays:                          | 0                         |
| Number of Sundays:                            | 0                         |
| Surveys automatically removed from selection: | 0                         |
| 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.*

Motion High Street Guildford

Licence No: 734001

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

MULTI-MODAL OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|               | No. Days | Ave. GFA | Trip Rate | No. Days   | Ave. GFA | Trip Rate | No. Days | Ave. GFA | 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 | 2        | 64591    | 0.015     | 2          | 64591    | 0.008     | 2        | 64591    | 0.023     |
| 06:00 - 07:00 | 2        | 64591    | 0.021     | 2          | 64591    | 0.013     | 2        | 64591    | 0.034     |
| 07:00 - 08:00 | 3        | 45247    | 0.031     | 3          | 45247    | 0.026     | 3        | 45247    | 0.057     |
| 08:00 - 09:00 | 3        | 45247    | 0.034     | 3          | 45247    | 0.026     | 3        | 45247    | 0.060     |
| 09:00 - 10:00 | 3        | 45247    | 0.043     | 3          | 45247    | 0.032     | 3        | 45247    | 0.075     |
| 10:00 - 11:00 | 3        | 45247    | 0.044     | 3          | 45247    | 0.043     | 3        | 45247    | 0.087     |
| 11:00 - 12:00 | 3        | 45247    | 0.034     | 3          | 45247    | 0.027     | 3        | 45247    | 0.061     |
| 12:00 - 13:00 | 3        | 45247    | 0.032     | 3          | 45247    | 0.039     | 3        | 45247    | 0.071     |
| 13:00 - 14:00 | 3        | 45247    | 0.020     | 3          | 45247    | 0.033     | 3        | 45247    | 0.053     |
| 14:00 - 15:00 | 3        | 45247    | 0.028     | 3          | 45247    | 0.032     | 3        | 45247    | 0.060     |
| 15:00 - 16:00 | 3        | 45247    | 0.029     | 3          | 45247    | 0.026     | 3        | 45247    | 0.055     |
| 16:00 - 17:00 | 3        | 45247    | 0.019     | 3          | 45247    | 0.017     | 3        | 45247    | 0.036     |
| 17:00 - 18:00 | 3        | 45247    | 0.032     | 3          | 45247    | 0.024     | 3        | 45247    | 0.056     |
| 18:00 - 19:00 | 3        | 45247    | 0.015     | 3          | 45247    | 0.029     | 3        | 45247    | 0.044     |
| 19:00 - 20:00 | 2        | 64591    | 0.013     | 2          | 64591    | 0.022     | 2        | 64591    | 0.035     |
| 20:00 - 21:00 | 2        | 64591    | 0.015     | 2          | 64591    | 0.019     | 2        | 64591    | 0.034     |
| 21:00 - 22:00 |          |          |           |            |          |           |          |          |           |
| 22:00 - 23:00 |          |          |           |            |          |           |          |          |           |
| 23:00 - 24:00 |          |          |           |            |          |           |          |          |           |
| Total Rates:  |          |          | 0.425     |            |          | 0.416     |          |          | 0.841     |

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

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

Motion High Street Guildford

Licence No: 734001

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

MULTI-MODAL LGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|               | No. Days | Ave. GFA | Trip Rate | No. Days   | Ave. GFA | Trip Rate | No. Days | Ave. GFA | 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 | 2        | 64591    | 0.002     | 2          | 64591    | 0.000     | 2        | 64591    | 0.002     |
| 06:00 - 07:00 | 2        | 64591    | 0.002     | 2          | 64591    | 0.001     | 2        | 64591    | 0.003     |
| 07:00 - 08:00 | 3        | 45247    | 0.002     | 3          | 45247    | 0.000     | 3        | 45247    | 0.002     |
| 08:00 - 09:00 | 3        | 45247    | 0.015     | 3          | 45247    | 0.006     | 3        | 45247    | 0.021     |
| 09:00 - 10:00 | 3        | 45247    | 0.012     | 3          | 45247    | 0.006     | 3        | 45247    | 0.018     |
| 10:00 - 11:00 | 3        | 45247    | 0.007     | 3          | 45247    | 0.004     | 3        | 45247    | 0.011     |
| 11:00 - 12:00 | 3        | 45247    | 0.008     | 3          | 45247    | 0.007     | 3        | 45247    | 0.015     |
| 12:00 - 13:00 | 3        | 45247    | 0.007     | 3          | 45247    | 0.008     | 3        | 45247    | 0.015     |
| 13:00 - 14:00 | 3        | 45247    | 0.005     | 3          | 45247    | 0.006     | 3        | 45247    | 0.011     |
| 14:00 - 15:00 | 3        | 45247    | 0.007     | 3          | 45247    | 0.005     | 3        | 45247    | 0.012     |
| 15:00 - 16:00 | 3        | 45247    | 0.004     | 3          | 45247    | 0.008     | 3        | 45247    | 0.012     |
| 16:00 - 17:00 | 3        | 45247    | 0.003     | 3          | 45247    | 0.004     | 3        | 45247    | 0.007     |
| 17:00 - 18:00 | 3        | 45247    | 0.000     | 3          | 45247    | 0.003     | 3        | 45247    | 0.003     |
| 18:00 - 19:00 | 3        | 45247    | 0.001     | 3          | 45247    | 0.008     | 3        | 45247    | 0.009     |
| 19:00 - 20:00 | 2        | 64591    | 0.000     | 2          | 64591    | 0.002     | 2        | 64591    | 0.002     |
| 20:00 - 21:00 | 2        | 64591    | 0.001     | 2          | 64591    | 0.000     | 2        | 64591    | 0.001     |
| 21:00 - 22:00 |          |          |           |            |          |           |          |          |           |
| 22:00 - 23:00 |          |          |           |            |          |           |          |          |           |
| 23:00 - 24:00 |          |          |           |            |          |           |          |          |           |
| Total Rates:  |          |          | 0.076     |            |          | 0.068     |          |          | 0.144     |

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

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

Motion High Street Guildford

Licence No: 734001

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

MULTI-MODAL Servicing Vehicles

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|               | No. Days | Ave. GFA | Trip Rate | No. Days   | Ave. GFA | Trip Rate | No. Days | Ave. GFA | 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 | 2        | 64591    | 0.017     | 2          | 64591    | 0.009     | 2        | 64591    | 0.026     |
| 06:00 - 07:00 | 2        | 64591    | 0.023     | 2          | 64591    | 0.014     | 2        | 64591    | 0.037     |
| 07:00 - 08:00 | 3        | 45247    | 0.032     | 3          | 45247    | 0.026     | 3        | 45247    | 0.058     |
| 08:00 - 09:00 | 3        | 45247    | 0.045     | 3          | 45247    | 0.029     | 3        | 45247    | 0.074     |
| 09:00 - 10:00 | 3        | 45247    | 0.048     | 3          | 45247    | 0.035     | 3        | 45247    | 0.083     |
| 10:00 - 11:00 | 3        | 45247    | 0.046     | 3          | 45247    | 0.046     | 3        | 45247    | 0.092     |
| 11:00 - 12:00 | 3        | 45247    | 0.035     | 3          | 45247    | 0.029     | 3        | 45247    | 0.064     |
| 12:00 - 13:00 | 3        | 45247    | 0.032     | 3          | 45247    | 0.043     | 3        | 45247    | 0.075     |
| 13:00 - 14:00 | 3        | 45247    | 0.023     | 3          | 45247    | 0.038     | 3        | 45247    | 0.061     |
| 14:00 - 15:00 | 3        | 45247    | 0.032     | 3          | 45247    | 0.035     | 3        | 45247    | 0.067     |
| 15:00 - 16:00 | 3        | 45247    | 0.031     | 3          | 45247    | 0.032     | 3        | 45247    | 0.063     |
| 16:00 - 17:00 | 3        | 45247    | 0.020     | 3          | 45247    | 0.018     | 3        | 45247    | 0.038     |
| 17:00 - 18:00 | 3        | 45247    | 0.032     | 3          | 45247    | 0.024     | 3        | 45247    | 0.056     |
| 18:00 - 19:00 | 3        | 45247    | 0.017     | 3          | 45247    | 0.034     | 3        | 45247    | 0.051     |
| 19:00 - 20:00 | 2        | 64591    | 0.013     | 2          | 64591    | 0.025     | 2        | 64591    | 0.038     |
| 20:00 - 21:00 | 2        | 64591    | 0.015     | 2          | 64591    | 0.019     | 2        | 64591    | 0.034     |
| 21:00 - 22:00 |          |          |           |            |          |           |          |          |           |
| 22:00 - 23:00 |          |          |           |            |          |           |          |          |           |
| 23:00 - 24:00 |          |          |           |            |          |           |          |          |           |
| Total Rates:  |          |          | 0.461     |            |          | 0.456     |          |          | 0.917     |

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.

Gravesham Borough Council

## **Appendix H**

TRICS Output - Office

Calculation Reference: AUDIT-734001-220426-0430

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

## MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

|    |                                |        |
|----|--------------------------------|--------|
| 02 | SOUTH EAST                     |        |
|    | SO SLOUGH                      | 1 days |
| 04 | EAST ANGLIA                    |        |
|    | NF NORFOLK                     | 1 days |
| 07 | YORKSHIRE & NORTH LINCOLNSHIRE |        |
|    | NY NORTH YORKSHIRE             | 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: Gross floor area  
 Actual Range: 178 to 5050 (units: sqm)  
 Range Selected by User: 178 to 70291 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 21/10/21

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

Selected survey days:

|          |        |
|----------|--------|
| Monday   | 1 days |
| Thursday | 2 days |

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

Selected survey types:

|                       |        |
|-----------------------|--------|
| Manual count          | 3 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 Centre | 3 |
|---------------------|---|

*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:

|                 |   |
|-----------------|---|
| Commercial Zone | 1 |
| Built-Up Zone   | 2 |

*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.*

Motion High Street Guildford

Licence No: 734001

Secondary Filtering selection:

Use Class:

Not Known 3 days

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.*

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

15,001 to 20,000 1 days

25,001 to 50,000 2 days

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

Population within 5 miles:

25,001 to 50,000 1 days

100,001 to 125,000 1 days

125,001 to 250,000 1 days

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

Car ownership within 5 miles:

0.6 to 1.0 1 days

1.1 to 1.5 1 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 1 days

No 2 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 3 days

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

LIST OF SITES relevant to selection parameters

|   |                                                                   |                    |                     |
|---|-------------------------------------------------------------------|--------------------|---------------------|
| 1 | NF-02-A-02<br>NORTH QUAY<br>GREAT YARMOUTH                        | FINANCIAL PLANNERS | NORFOLK             |
|   | Edge of Town Centre<br>Commercial Zone<br>Total Gross floor area: | 894 sqm            |                     |
|   | Survey date: MONDAY                                               | 11/09/17           | Survey Type: MANUAL |
| 2 | NY-02-A-01<br>NORTH PARK ROAD<br>HARROGATE                        | SOLICITORS         | NORTH YORKSHIRE     |
|   | Edge of Town Centre<br>Built-Up Zone<br>Total Gross floor area:   | 178 sqm            |                     |
|   | Survey date: THURSDAY                                             | 04/10/18           | Survey Type: MANUAL |
| 3 | SO-02-A-02<br>BATH ROAD<br>SLOUGH                                 | COUNCIL OFFICES    | SLOUGH              |
|   | Edge of Town Centre<br>Built-Up Zone<br>Total Gross floor area:   | 5050 sqm           |                     |
|   | Survey date: THURSDAY                                             | 27/02/14           | 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.

MANUALLY DESELECTED SITES

| Site Ref   | Reason for Deselection |
|------------|------------------------|
| CB-02-A-02 | Low Parking            |
| DS-02-A-02 | Low Parking            |
| ES-02-A-12 | Low Parking            |
| ES-02-A-13 | Low Parking            |
| GM-02-A-09 | Low Parking            |
| HF-02-A-04 | Low Parking            |
| MS-02-A-02 | Low Parking            |
| NF-02-A-03 | Low Parking            |
| NY-02-A-02 | Low Parking            |

Motion High Street Guildford

Licence No: 734001

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.35

| Time Range    | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|               | No. Days | Ave. GFA | Trip Rate | No. Days   | Ave. GFA | Trip Rate | No. Days | Ave. GFA | 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 | 2        | 2972     | 0.976     | 2          | 2972     | 0.050     | 2        | 2972     | 1.026     |
| 08:00 - 09:00 | 3        | 2041     | 3.104     | 3          | 2041     | 0.408     | 3        | 2041     | 3.512     |
| 09:00 - 10:00 | 3        | 2041     | 3.904     | 3          | 2041     | 1.274     | 3        | 2041     | 5.178     |
| 10:00 - 11:00 | 3        | 2041     | 1.225     | 3          | 2041     | 0.947     | 3        | 2041     | 2.172     |
| 11:00 - 12:00 | 3        | 2041     | 0.817     | 3          | 2041     | 0.980     | 3        | 2041     | 1.797     |
| 12:00 - 13:00 | 3        | 2041     | 1.111     | 3          | 2041     | 1.503     | 3        | 2041     | 2.614     |
| 13:00 - 14:00 | 3        | 2041     | 1.519     | 3          | 2041     | 1.094     | 3        | 2041     | 2.613     |
| 14:00 - 15:00 | 3        | 2041     | 1.176     | 3          | 2041     | 0.980     | 3        | 2041     | 2.156     |
| 15:00 - 16:00 | 3        | 2041     | 0.866     | 3          | 2041     | 1.274     | 3        | 2041     | 2.140     |
| 16:00 - 17:00 | 3        | 2041     | 0.588     | 3          | 2041     | 2.565     | 3        | 2041     | 3.153     |
| 17:00 - 18:00 | 3        | 2041     | 0.490     | 3          | 2041     | 3.365     | 3        | 2041     | 3.855     |
| 18:00 - 19:00 | 2        | 2972     | 0.202     | 2          | 2972     | 1.110     | 2        | 2972     | 1.312     |
| 19:00 - 20:00 |          |          |           |            |          |           |          |          |           |
| 20:00 - 21:00 |          |          |           |            |          |           |          |          |           |
| 21:00 - 22:00 |          |          |           |            |          |           |          |          |           |
| 22:00 - 23:00 |          |          |           |            |          |           |          |          |           |
| 23:00 - 24:00 |          |          |           |            |          |           |          |          |           |
| Total Rates:  |          |          | 15.978    |            |          | 15.550    |          |          | 31.528    |

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:           | 178 - 5050 (units: sqm) |
| Survey date range:                            | 01/01/14 - 21/10/21     |
| Number of weekdays (Monday-Friday):           | 3                       |
| Number of Saturdays:                          | 0                       |
| Number of Sundays:                            | 0                       |
| Surveys automatically removed from selection: | 1                       |
| Surveys manually removed from selection:      | 9                       |

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

Motion High Street Guildford

Licence No: 734001

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|               | No. Days | Ave. GFA | Trip Rate | No. Days   | Ave. GFA | Trip Rate | No. Days | Ave. GFA | 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 | 2        | 2972     | 0.017     | 2          | 2972     | 0.000     | 2        | 2972     | 0.017     |
| 08:00 - 09:00 | 3        | 2041     | 0.033     | 3          | 2041     | 0.033     | 3        | 2041     | 0.066     |
| 09:00 - 10:00 | 3        | 2041     | 0.000     | 3          | 2041     | 0.016     | 3        | 2041     | 0.016     |
| 10:00 - 11:00 | 3        | 2041     | 0.000     | 3          | 2041     | 0.000     | 3        | 2041     | 0.000     |
| 11:00 - 12:00 | 3        | 2041     | 0.000     | 3          | 2041     | 0.000     | 3        | 2041     | 0.000     |
| 12:00 - 13:00 | 3        | 2041     | 0.000     | 3          | 2041     | 0.000     | 3        | 2041     | 0.000     |
| 13:00 - 14:00 | 3        | 2041     | 0.000     | 3          | 2041     | 0.000     | 3        | 2041     | 0.000     |
| 14:00 - 15:00 | 3        | 2041     | 0.016     | 3          | 2041     | 0.016     | 3        | 2041     | 0.032     |
| 15:00 - 16:00 | 3        | 2041     | 0.016     | 3          | 2041     | 0.016     | 3        | 2041     | 0.032     |
| 16:00 - 17:00 | 3        | 2041     | 0.000     | 3          | 2041     | 0.000     | 3        | 2041     | 0.000     |
| 17:00 - 18:00 | 3        | 2041     | 0.000     | 3          | 2041     | 0.000     | 3        | 2041     | 0.000     |
| 18:00 - 19:00 | 2        | 2972     | 0.000     | 2          | 2972     | 0.000     | 2        | 2972     | 0.000     |
| 19:00 - 20:00 |          |          |           |            |          |           |          |          |           |
| 20:00 - 21:00 |          |          |           |            |          |           |          |          |           |
| 21:00 - 22:00 |          |          |           |            |          |           |          |          |           |
| 22:00 - 23:00 |          |          |           |            |          |           |          |          |           |
| 23:00 - 24:00 |          |          |           |            |          |           |          |          |           |
| Total Rates:  |          |          | 0.082     |            |          | 0.081     |          |          | 0.163     |

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

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

Motion High Street Guildford

Licence No: 734001

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.35

| Time Range    | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|               | No. Days | Ave. GFA | Trip Rate | No. Days   | Ave. GFA | Trip Rate | No. Days | Ave. GFA | 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 | 2        | 2972     | 1.094     | 2          | 2972     | 0.050     | 2        | 2972     | 1.144     |
| 08:00 - 09:00 | 3        | 2041     | 4.280     | 3          | 2041     | 0.310     | 3        | 2041     | 4.590     |
| 09:00 - 10:00 | 3        | 2041     | 4.704     | 3          | 2041     | 1.454     | 3        | 2041     | 6.158     |
| 10:00 - 11:00 | 3        | 2041     | 1.650     | 3          | 2041     | 1.323     | 3        | 2041     | 2.973     |
| 11:00 - 12:00 | 3        | 2041     | 1.143     | 3          | 2041     | 1.323     | 3        | 2041     | 2.466     |
| 12:00 - 13:00 | 3        | 2041     | 1.976     | 3          | 2041     | 2.597     | 3        | 2041     | 4.573     |
| 13:00 - 14:00 | 3        | 2041     | 2.761     | 3          | 2041     | 1.944     | 3        | 2041     | 4.705     |
| 14:00 - 15:00 | 3        | 2041     | 1.617     | 3          | 2041     | 1.323     | 3        | 2041     | 2.940     |
| 15:00 - 16:00 | 3        | 2041     | 1.111     | 3          | 2041     | 1.470     | 3        | 2041     | 2.581     |
| 16:00 - 17:00 | 3        | 2041     | 0.621     | 3          | 2041     | 3.267     | 3        | 2041     | 3.888     |
| 17:00 - 18:00 | 3        | 2041     | 0.392     | 3          | 2041     | 4.672     | 3        | 2041     | 5.064     |
| 18:00 - 19:00 | 2        | 2972     | 0.185     | 2          | 2972     | 1.312     | 2        | 2972     | 1.497     |
| 19:00 - 20:00 |          |          |           |            |          |           |          |          |           |
| 20:00 - 21:00 |          |          |           |            |          |           |          |          |           |
| 21:00 - 22:00 |          |          |           |            |          |           |          |          |           |
| 22:00 - 23:00 |          |          |           |            |          |           |          |          |           |
| 23:00 - 24:00 |          |          |           |            |          |           |          |          |           |
| Total Rates:  |          |          | 21.534    |            |          | 21.045    |          |          | 42.579    |

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

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

Motion High Street Guildford

Licence No: 734001

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL LGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|               | No. Days | Ave. GFA | Trip Rate | No. Days   | Ave. GFA | Trip Rate | No. Days | Ave. GFA | 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 | 2        | 2972     | 0.000     | 2          | 2972     | 0.000     | 2        | 2972     | 0.000     |
| 08:00 - 09:00 | 3        | 2041     | 0.016     | 3          | 2041     | 0.000     | 3        | 2041     | 0.016     |
| 09:00 - 10:00 | 3        | 2041     | 0.065     | 3          | 2041     | 0.065     | 3        | 2041     | 0.130     |
| 10:00 - 11:00 | 3        | 2041     | 0.033     | 3          | 2041     | 0.082     | 3        | 2041     | 0.115     |
| 11:00 - 12:00 | 3        | 2041     | 0.082     | 3          | 2041     | 0.049     | 3        | 2041     | 0.131     |
| 12:00 - 13:00 | 3        | 2041     | 0.033     | 3          | 2041     | 0.033     | 3        | 2041     | 0.066     |
| 13:00 - 14:00 | 3        | 2041     | 0.000     | 3          | 2041     | 0.000     | 3        | 2041     | 0.000     |
| 14:00 - 15:00 | 3        | 2041     | 0.065     | 3          | 2041     | 0.065     | 3        | 2041     | 0.130     |
| 15:00 - 16:00 | 3        | 2041     | 0.065     | 3          | 2041     | 0.082     | 3        | 2041     | 0.147     |
| 16:00 - 17:00 | 3        | 2041     | 0.016     | 3          | 2041     | 0.000     | 3        | 2041     | 0.016     |
| 17:00 - 18:00 | 3        | 2041     | 0.016     | 3          | 2041     | 0.000     | 3        | 2041     | 0.016     |
| 18:00 - 19:00 | 2        | 2972     | 0.017     | 2          | 2972     | 0.017     | 2        | 2972     | 0.034     |
| 19:00 - 20:00 |          |          |           |            |          |           |          |          |           |
| 20:00 - 21:00 |          |          |           |            |          |           |          |          |           |
| 21:00 - 22:00 |          |          |           |            |          |           |          |          |           |
| 22:00 - 23:00 |          |          |           |            |          |           |          |          |           |
| 23:00 - 24:00 |          |          |           |            |          |           |          |          |           |
| Total Rates:  |          |          | 0.408     |            |          | 0.393     |          |          | 0.801     |

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.

Gravesham Borough Council

## **Appendix I**

Census Data Distribution

## WF01BEW - Location of usual residence and place of work (OA level)

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population All usual residents ages 16 and over in employment the week before the census  
units Persons  
date 2011

|                                                                              |                              | place of work |              |
|------------------------------------------------------------------------------|------------------------------|---------------|--------------|
| currently residing in :<br>2011 census merged<br>local authority<br>district | E02005055 :<br>Gravesham 001 | % Trips       | Distribution |
| Gravesham                                                                    | 1,147                        | 50.3% East    |              |
| Medway                                                                       | 348                          | 15.3% East    |              |
| Sevenoaks                                                                    | 76                           | 3.3% East     |              |
| Maidstone                                                                    | 75                           | 3.3% East     |              |
| Bexley                                                                       | 67                           | 2.9% East     |              |
| Swale                                                                        | 55                           | 2.4% East     |              |
| Tonbridge and Malling                                                        | 53                           | 2.3% East     |              |
| Bromley                                                                      | 29                           | 1.3% East     |              |
| Greenwich                                                                    | 28                           | 1.2% East     |              |
| Ashford                                                                      | 24                           | 1.1% East     |              |
| Canterbury                                                                   | 18                           | 0.8% East     |              |
| Crawley                                                                      | 14                           | 0.6% East     |              |
| Croydon                                                                      | 14                           | 0.6% East     |              |
| Lewisham                                                                     | 14                           | 0.6% East     |              |
| Tunbridge Wells                                                              | 14                           | 0.6% East     | 86.7%        |
| Dartford                                                                     | 269                          | 11.8% West    |              |
| Thurrock                                                                     | 23                           | 1.0% West     |              |
| Havering                                                                     | 11                           | 0.5% West     | 13.3%        |
| TOTAL                                                                        | 2,279                        | 100%          |              |

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