



**NEW SCOUT HUT
31ST GRAVESEND ST AIDENS SCOUT
GROUP
166 HAMPTON CRESCENT, GRAVESEND**

TRANSPORT STATEMENT

FEBRUARY 2025

**NEW SCOUT HUT
31ST GRAVESEND ST AIDENS SCOUT
GROUP
166 HAMPTON CRESCENT, GRAVESEND**

TRANSPORT STATEMENT

FEBRUARY 2025

Report Reference:	TS - Site 17
Project Code:	B/CWAYouthHubs.1
Prepared by:	HI / MS
Approved by:	RG
Issue Date:	February 2025
Status:	Revision A

**New Scout Hut
31st Gravesend St Aidens Scout Group
166 Hampton Crescent, Gravesend
Transport Statement**

List of Contents

Sections

1	Introduction	1
2	Site Background.....	2
3	Accessibility	6
4	Development Proposals	10
5	Trip Generation and Parking Demand	12
6	Conclusion	14

Figures

Figure 2.1: Site location.....	2
Figure 3.1: Walking catchment area	7
Figure 3.2: Cycling catchment area	8

Appendices

APPENDIX A: Existing and proposed site layouts	
APPENDIX B: Existing Centre timetable	
APPENDIX C: Existing user travel survey	
APPENDIX D: Existing bus services	
APPENDIX E: Predicted Centre timetables	
APPENDIX F: Trip generation	

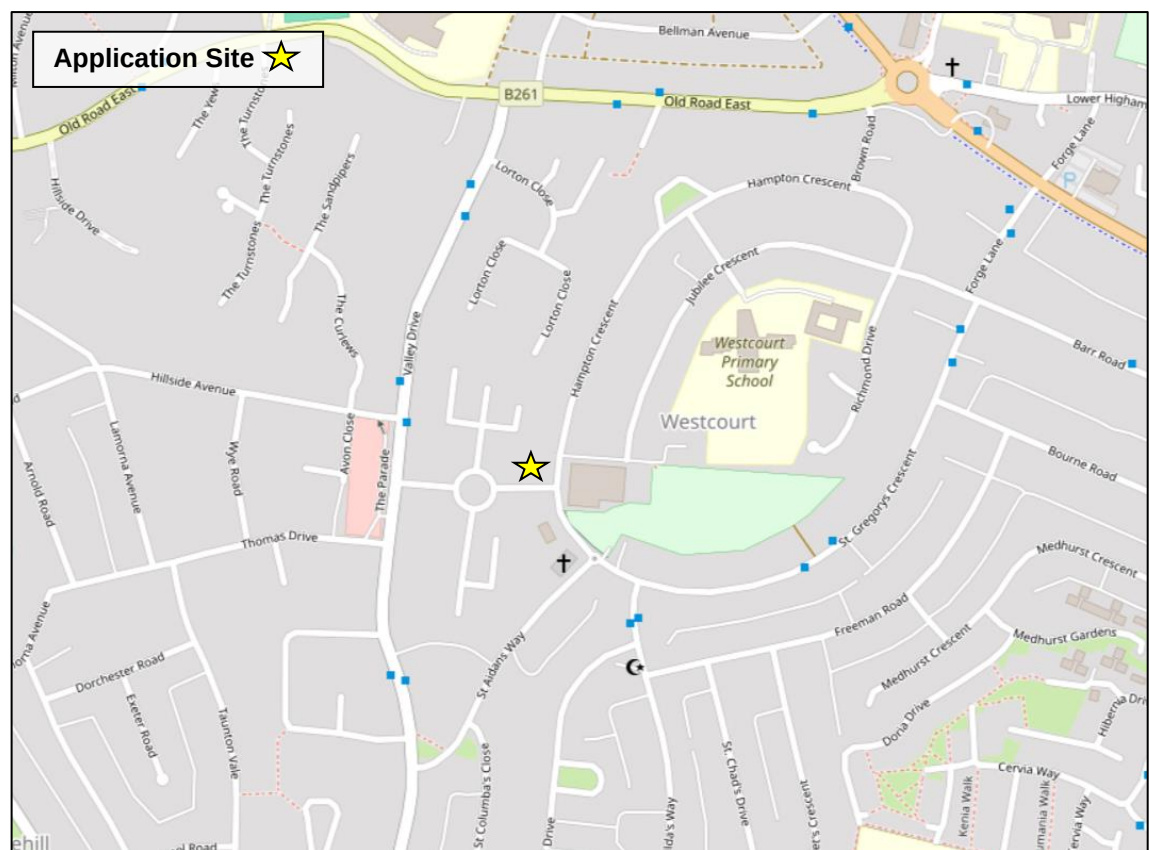
1 Introduction

- 1.1 Mayer Brown Limited has been appointed to prepare a Transport Statement (TS) in support of the planning application for a redevelopment at the 31st Gravesend St Aidens Scout Hut on Hampton Crescent, Gravesend, DA12 4HZ. It is intended to form part of the planning application documentation to be submitted to the local planning authority, Gravesham Borough Council and local highway authority, Kent County Council.
- 1.2 The development proposals comprise of the demolition of the existing building to enable construction of a new modern Scout hut, to provide improved facilities for the local community.

2 Site Background

Site location

- 2.1 The Scout Hut is sited in a mainly residential area off Hampton Road, Gravesham. The site is bounded to the north and west by residential housing, to the east by St Gregory's Crescent, and to the south by St Benedict's Avenue.
- 2.2 An indicative site location plan is shown as **Figure 2.1**.



Source: Map data © OpenStreetMap contributors, CC BY-SA; www.openstreetmap.org; www.creativecommons.org

Figure 2.1: Site location

Highway network

- 2.3 Hampton Crescent is a residential road with a 20mph speed limit and regular speed calming in the form of humps. There are footways provided on both sides of the road and regularly spaced streetlights. Parking is permitted on both sides of the road with many dwellings also having private off-street parking. There is an on-street disabled parking bay opposite the site.
- 2.4 Immediately to the south of the site, Hampton Crescent becomes St Gregory's Close and there is a priority junction providing access to St Benedict's Avenue to the west.

- 2.5 St Gregory's Close has a similar character to Hampton Crescent and meets St Aiden's Way via a mini-roundabout and St Hilda's Way via a priority junction. East of St Hilda's Way, the speed limit increases to 30mph and there is no more speed calming.
- 2.6 St Benedict's Avenue bordering the south of the site is a 30mph road with footways and parking permitted on both sides. Halfway along its length it has a large roundabout with all four arms also called St Benedict's Avenue. No houses directly front onto this road, with pedestrian and vehicular access to the northern and southern arms from the rear. At its western end it meets with Valley Drive as the minor arm in a priority junction.
- 2.7 Valley Drive is a 30mph road with central hatching and footways on both sides. Near the junction with St Benedict's Road, there are barriers separating the road and the footway and no parking is permitted. To the north Valley Drive meets the B261 Old Road East at a signal-controlled junction and to the south it terminates at a roundabout junction with the A2 Watling Street.
- 2.8 B261 Old Road East is a 30mph road which connects to the A226 Rochester Road / Thames Way to the east / west and acts as an alternative route avoiding the town centre. The A226 continues to Northfleet to the west and Strood to the east.
- 2.9 The A2 Watling Street is a major dual carriageway with four lanes in each direction. It connects with Dartford to the west and the Medway Towns to the east.

Highway safety

- 2.10 A review of recorded collisions using crashmap.co.uk has been undertaken for the latest five years of available data for the main routes to the site within approximately 400m walking distance.
- 2.11 There were no accidents in the immediate vicinity of the Scout Hut on Hampton Crescent or on St Benedict's Avenue. One slight accident occurred around 120m north of the Hut on Hampton Crescent, involving a motorcyclist. Two slight accidents occurred on St Gregory's Crescent, one resulting in injuries to a child cyclist, the other involving three vehicles.
- 2.12 A further four accidents occurred close to the junction of St Benedict's Avenue with Valley Drive, one of which resulted in serious injuries to a car occupant. The remaining three accidents at this location were slight in nature, with one resulting in injuries to a child cyclist and one resulting in injuries to a child passenger. There were no pedestrian injuries close to the site.
- 2.13 Due to the low number of recorded accidents, it is concluded that there are no significant highway safety issues in the vicinity of the proposed development.

Existing site overview

- 2.14 The site currently comprises the Scout Hut and an area of fenced off land and takes vehicular access from a gated crossover onto St Gregory's Crescent. Pedestrian access to the existing building is also through this gate.
- 2.15 There is currently no dedicated cycle parking or car parking on the site. Bins are stored to the front of the building and collected by the Council upon request by the Scout management team.
- 2.16 The building currently provides a main hall, small storage and secondary rooms, plus kitchen and toilet facilities. Outside, there are grassed and paved areas which can be used for activities. The current layout and construction of the building is outdated and not conducive to the users' activities.
- 2.17 A plan showing the existing site layout is included in **Appendix A**.

User numbers and times

- 2.18 The site currently has four groups, those being Squirrels, Beavers, Cubs and Scouts, ranging in age from 4 to 14. A timetable of existing usage of the building, including typical user numbers and ages at each session, is shown in **Appendix B**.
- 2.19 Scouting sessions run for three evenings per week on Tuesdays, Wednesday and Thursdays, with the earliest starting at 17:00 and the latest ending at 21:00.
- 2.20 The hut is used occasionally at weekends for some group and section events on an ad hoc basis. It is also used for drying and packing camping equipment after wet camps, usually on Sundays and Mondays.
- 2.21 The Scout Hut undertook travel surveys of its young member attendees in September 2024. Attendees were asked via a "hands up" how they travelled to the Scout Hut.
- 2.22 A total of 71 responses was received from four sessions (Tuesday Beavers, Wednesday Squirrels and Scouts, Thursday Cubs), equating to around a 95% response rate, and this is considered to provide an excellent representation of travel by a range of users. A copy of the survey data is included in **Appendix C** and overall modal split proportions are summarised below:
- Walking – 20%;
 - Scooting – 3%;
 - Cycling – 1%;
 - Public transport (bus/rail) – 0%;
 - Dropped off by car – 76%; and

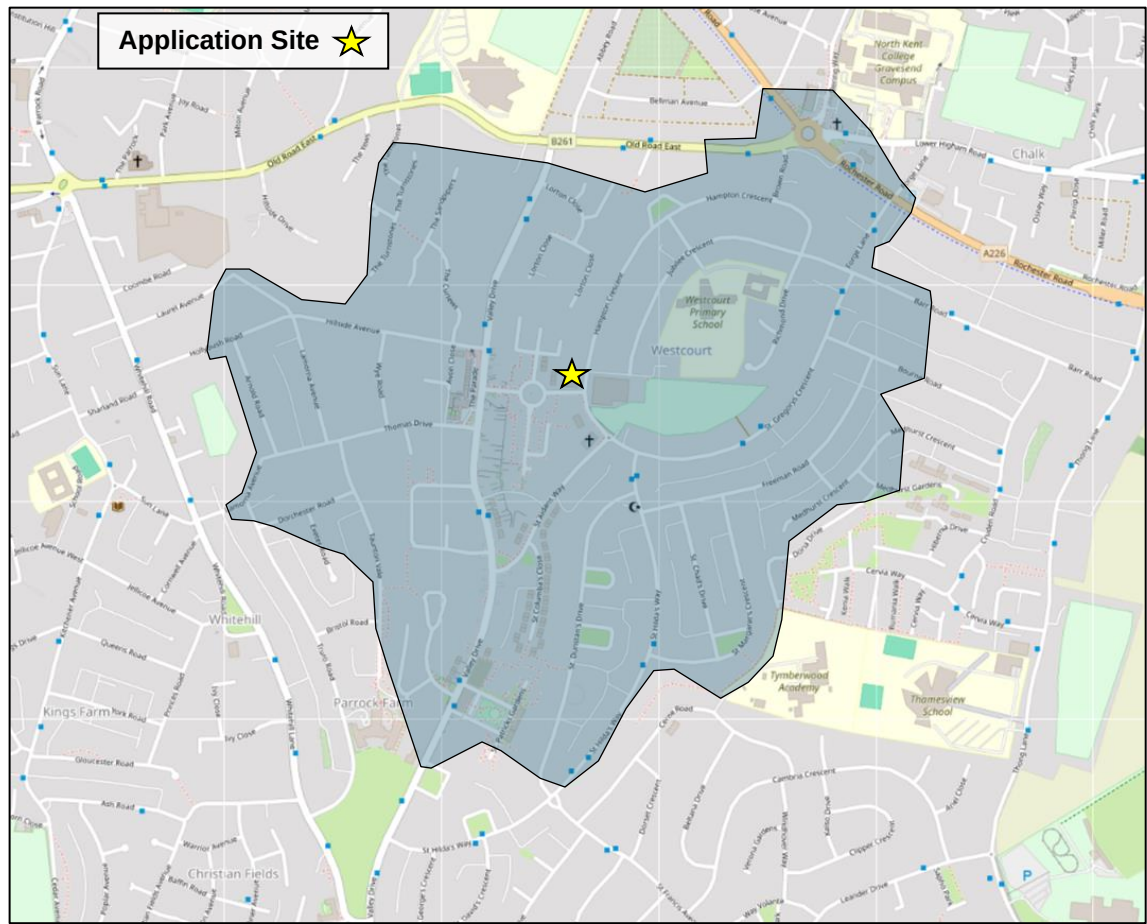
- Car driver who parked on-site/nearby – 0%.
- 2.23 The majority of attendees are dropped off by parents/guardians, who are unlikely to remain on-site or nearby for the duration of these sessions, with the rest travelling by active travel modes.

3 Accessibility

- 3.1 Whilst it is recognised that a car will often be desirable for dropping off and collecting younger children in particular, it is important to undertake an assessment of how the site can be accessed via non-car modes of travel.

Walking

- 3.2 Walking is the most important mode of travel at a local level as it offers the greatest potential to replace short car journeys. Typically if able, people will consider walking if their destination is less than a mile (1.6km), although take up of walking is considered more realistic for a catchment of around 800m, or a 10-minute walk time based on a comfortable walking pace of 80m per minute. This is also considered a realistic walking distance for parents/carers of younger children, whilst older teenagers may be willing to walk further if travelling independently and/or with a group of friends.
- 3.3 A walking distance of 800m covers a mostly residential area broadly bounded by Old Road East to the north, by Doria Drive / Forge Lane to the east, by St Patricks Gardens to the south and by Whitehill Road to the west, as shown in **Figure 3.1**.



Source: Map data © OpenStreetMap contributors, CC BY-SA; www.openstreetmap.org; www.creativecommons.org

Figure 3.1: Walking catchment area

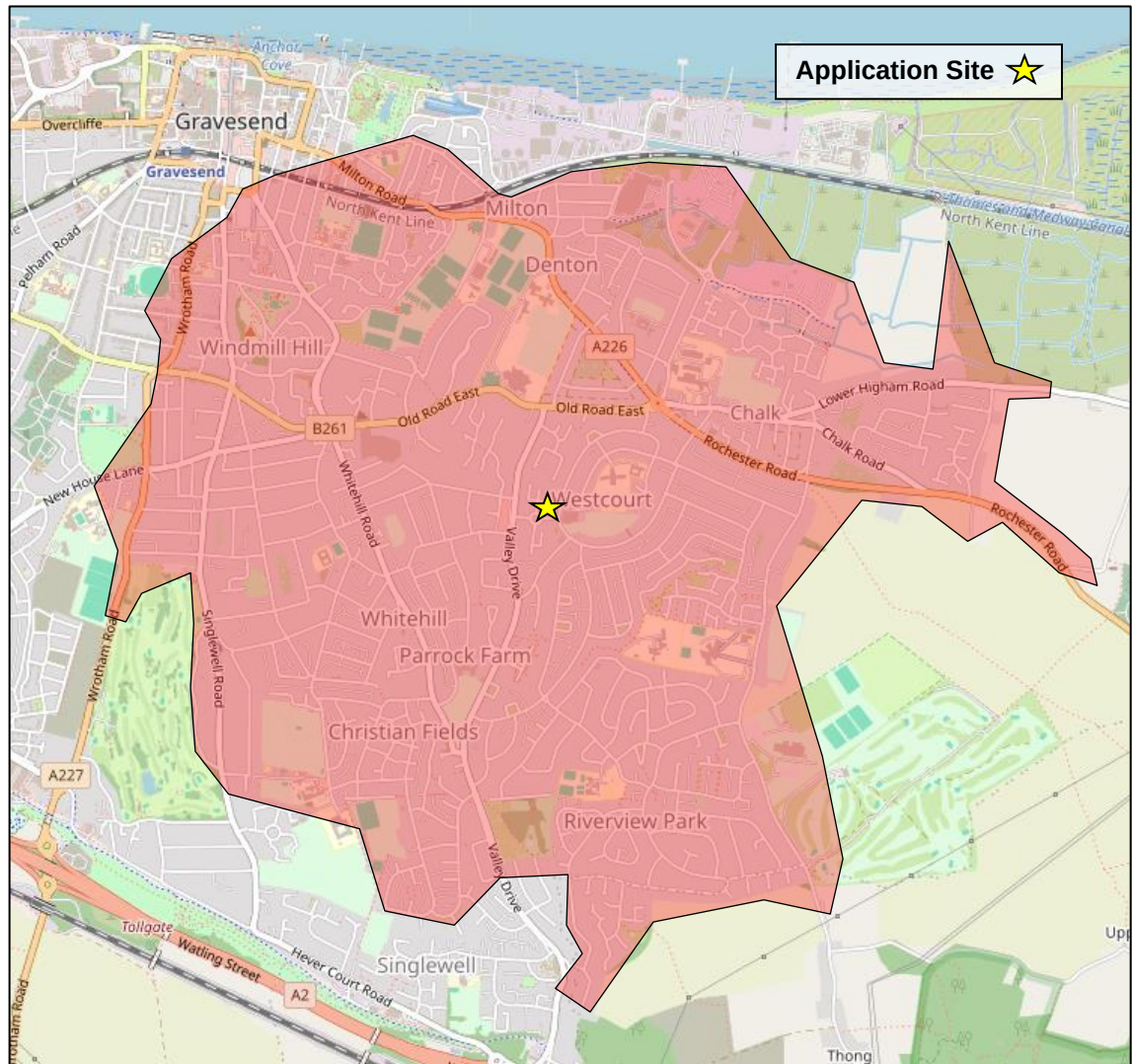
- 3.4 In addition to the footways on both sides of St Gregory's Crescent, Hampton Crescent and St Benedict's Avenue, there is an informal crossing with dropped kerbs over St Gregory's Crescent directly in front of the Scout Hut and another crossing on the other side of St Benedict's Avenue which has dropped kerbs and tactile paving on one side.
- 3.5 At the end of Hampton Crescent there is a footpath into St Gregory's Park which offers a more direct route to some areas of the residential estate.
- 3.6 On the north and south arms of the St Benedict's Avenue roundabout there are informal crossings with dropped kerbs.
- 3.7 At the junction between Valley Drive and St Benedict's Avenue there is a signalised crossing over Valley Drive which provides access to a small number of retail units serving as a local centre.

Cycling

- 3.8 Cycling is seen as a viable alternative for journeys of up to 5km, equivalent to a 20-minute cycle time based on a speed of 10mph (16kph). Given the land use and age

profile of users, however, a maximum 10-minute cycle time is seen as more realistic at this site.

- 3.9 A plan showing a 2.5km cycling catchment area for the site is shown in **Figure 3.2**.



Source: Map data © OpenStreetMap contributors, CC BY-SA; www.openstreetmap.org; www.creativecommons.org

Figure 3.2: Cycling catchment area

- 3.10 There are limited dedicated cycle facilities in the vicinity of the site, but there is a quiet network of residential streets which are more suitable for cyclists than busier roads. Along the A226 Rochester Road there is a shared cycleway / footway travelling from St John's School to the outskirts of Strood.
- 3.11 Approximately 2km cycle to the north of the site is the National Cycle Network (NCN) Route 1 which follows the Thames and Medway Canal locally.

Public transport

- 3.12 The nearest bus stops to the site are Hillside Avenue (275m away on Valley Drive) and St Dunstan's Drive (200m away on St Hilda's Way) that receive routes 490 and 491, and 481 respectively. These stops provide shelters with seating and timetable information.
- 3.13 Details of local bus services are set out within **Appendix D**.
- 3.14 The nearest train station is Gravesend (2.7km away) and is served by all three bus services.

4 Development Proposals

Proposed development

- 4.1 The current site operators have advised that current layout and construction of the building onsite is outdated and not conducive to the users' activities.
- 4.2 Consequently, current proposals aim to demolish the existing building to enable construction of a new modern energy-efficient single-storey building that is suitable for all users.
- 4.3 Plans showing the current and proposed layouts are included in **Appendix A**.

Site access arrangements

- 4.4 There are no changes proposed to pedestrian or vehicular access, which will be retained via the crossover arrangement on Hampton Crescent.

Parking

Bicycles

- 4.5 Two Sheffield stands to accommodate four bicycles will be provided to the eastern side of the building, close to the site entrance and in a location with good visibility from the building and street.
- 4.6 Kent County Council cycle parking standards set out within *SPG4: Kent Vehicle Parking Standards (2006)* require minimum provision of 1 long term space per 10 staff and 1 short term space per 10 participants +10% for D2: Other Uses.
- 4.7 There will be no staffing requirement for the building, and based on maximum user numbers of 30, this results in the requirement for four spaces.
- 4.8 The development proposals therefore meet local standards.

Car parking

- 4.9 No on-site parking is proposed for the site, with local on-street parking to be used as per current arrangements when required, mainly for drop-off and collection.
- 4.10 It is probable that for older children, parents will pull up at the roadside to drop off children, but for younger children they will park briefly to walk the children to the centre. At the end of the sessions, parents are more likely to park locally and then walk to the centre to collect the children.

Servicing and deliveries

- 4.11 A storage area will be provided to the north of the building for the Scout trailer, which is used for trips and camping.
- 4.12 There are few deliveries required by the site, with the Scout group volunteers and management team generally bringing all materials from home for the relevant sessions at present, which will continue following development.
- 4.13 A bin store will be provided on the southern side of the building, and bins will be moved to the edge of the site/footway for collection. The building management team contact the Council for a commercial collection when their bins are full and collection takes place from the roadside. This will continue to be the procedure following redevelopment.

Attendee times and numbers

- 4.14 A timetable of estimated predicted usage of the building, including typical user numbers and ages at each session, is shown in **Appendix E**.
- 4.15 This includes the addition of a new Explorer Scouts weekly group on Mondays with 20 members and the expansion of Scouts and Cubs to cater to up to 30 attendees resulting in a maximum increase of up to eight users per existing session.

5 Trip Generation and Parking Demand

- 5.1 Multi-modal trip generation for the predicted increase in users is shown in the calculation tables in **Appendix F** and summarised herein.

Existing sessions

- 5.2 As set out in the previous section, the new building will result in a small increase of up to eight users when compared to current sessions and up to 20 new Explorers on Monday nights.
- 5.3 Based upon existing modal split proportions, this indicates that proposals will potentially result in an increase of up to five additional vehicles at the start and end of each activity session, a majority of which are noted to occur outside typical peak hours, with parents/guardians dropping off the children and then returning to collect them at the end of the session.
- 5.4 This level of additional trip generation is not expected to have a significant or severe impact on the local highway network or to affect highway/parking capacity.

New sessions

- 5.5 As discussed, the Explorer Scouts group is new and will take place on Monday nights when the hut is currently unused.
- 5.6 This will have up to 20 members plus a small number of adult volunteers. Based on current modal share from the oldest existing Scout group, this will result in up to 15 cars dropping off and collecting, plus potentially two or three cars associated with the volunteers.
- 5.7 This is comparable to the current usage of the site on Tuesdays, Wednesdays and Thursdays from the existing groups and is not expected to have a significant impact on the capacity of the local highway network.
- 5.8 As the Explorer Scouts are older than the existing groups, these members may be more able to travel independently and may be less likely to get dropped off. Additionally, it is probable that some of these will travel by car in groups with siblings or friends and therefore the number of generated cars will be less than the number of individuals travelling by this mode.
- 5.9 In line with the existing situation, additional vehicles are likely to be very short stay in nature, of approximately up to five to ten minutes in duration in the vicinity of the site at the start and end of each session, generally outside of network peak hours. The timings

of the groups mean there is no crossover between vehicles collecting from one session and dropping off for the next.

Car parking demand

- 5.10 Parents/guardians who are dropping off children are expected to park on-street, as currently happens.
- 5.11 The increases predicted for the existing sessions, of up to five additional vehicles for approximately five to ten minutes at the start and end of four sessions throughout the week, is not expected to cause significant ongoing issues of parking in the vicinity.
- 5.12 The new Explorer Scouts group is likely to have similar parking demand as the current groups but on a new night and again, is not of a sufficient level or duration to cause significant parking issues for existing residents or users.
- 5.13 Overall, it is considered that existing parking availability in the vicinity of the site is appropriate to accommodate associated demand and not cause adverse impact on the local highway network.

6 Conclusion

6.1 Mayer Brown Limited has been appointed to prepare this Transport Statement in support of the proposals for redevelopment at the 31st Gravesend St Aidens Scout Hut on Hampton Crescent, Gravesend.

6.2 This Transport Statement demonstrates that:

- 31st Gravesend Scouts currently occupy the building but the building arrangement and condition does not meet their needs;
- Access to the site for attendees and staff/volunteers is currently provided via a gated crossover onto St Gregory's Crescent;
- The site is accessible via sustainable modes of travel with footways linking to the surrounding areas;
- Travel surveys of attendees were undertaken which shows around three quarters being dropped off by car and one quarter travelling by foot, scooter or bicycle;
- Development proposals seek to provide a new energy efficient building to current design standards that better meets the needs of the Scout groups. Existing activities will see a small increase in attendees and there will be a new Explorer Scouts group introduced on Monday evenings;
- New cycle storage will be provided in line with local standards;
- Following development, there will be a small increase in traffic associated with the existing sessions. The new Explorer Scouts group is likely to have similar trip generation to the current sessions held at the site, only on a different evening;
- Small increases in parking demand as a result of the increase in user numbers will be limited to short periods at the start and end of activity sessions from drop-off and collection;
- Given the low increase in vehicular traffic and associated parking demand, it is expected that the proposed development would have no material/significant impact on the safety or operation of the local highway network.

6.3 In light of the above and preceding assessment, it is reasonable to conclude that the development proposals are acceptable in transport planning terms and do not generate any significant impact on the local transport network and therefore accord with the principles of sustainable development set out within the National Planning Policy Framework.

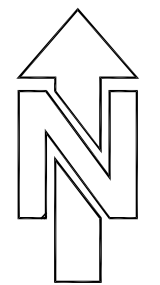
APPENDIX A: Existing and proposed site layouts

ADJOINING PROPERTIES

ADJOINING PROPERTIES

HAMPTON CRESCENT

ST BENEDICT'S AVENUE



APPROXIMATE
DIRECTION
OF NORTH

copyright

Copyright of this drawing is retained by HB Surveys Ltd. Any discrepancies between this drawing and any other information should be reported to HB Surveys Ltd.

Drawing Naming Convention:

Job No/Code/Dwg type/Location/Ref

Code: 02 = Existing

Dwg Type: B = Building E = Elevation
S = Section T = Topographical

Location: B = Basement C = Ceiling Plan
E = External F = Front
G = Ground S = Side
1 = First R = Rear
M = Mezzanine GA = General Layout
AA = Section A-A

Ref Ref to individual dwg I.D. (e.g. Revision)

Standard Abbreviations (where applicable):

Building Survey	Land Survey
AB AIR BRICK	B BOLLARD
ACU AIR CONDITIONING UNIT	BS BRICK SETTS
AH ACCESS HATCH	BT B.T. COVER
AP ACCESS PANEL	CAM CAMERA
AV AIR VALVE	CATV CABLE TV COVER
BH BEAM HT	CL COVER LEVEL
BR BOILER	EL ELECTRIC COVER
BSL BEAM SOFFIT LEVEL	EP ELECTRIC POLE
CB CUPBOARD	ER EARTH ROD
CC CEILING CHANGE	FB FLOWERBED
CH CLEAR INTERNAL HT	FH FIRE HYDRANT
C-A CILL TO APEX HT	FW FOUL WATER
C-H CILL TO HEAD HT	GU GULLY
C-S CILL TO SPRING HT	GV GAS VALVE
DB DOOR BASE HT	IC INSPECTION COVER
DH DOOR HEAD HT	IL INVERT LEVEL
FA FIRE ALARM	LP LAMP POST
FAB FIRE ALARM BELL	MH MANHOLE
FX FIRE EXTINGUISHER	OHT OVERHEAD TELECOM POST
F-A FLOOR TO APEX HT	P PARKING METER
F-C FLOOR TO CILL HT	PM
F-H FLOOR TO HEAD HT	P1 PIPE
F-S FLOOR TO SPRING HT	RO RODDING EYE
GEA GROSS EXTERNAL AREA	RS ROAD SIGN
GIA GROSS INTERNAL AREA	RTW RETAINING WALL
GU GULLY	RWP RAIN WATER PIPE
HT HEATER	SA SITE AREA
HW HOT WATER TANK	SI SIGN
IA NET INTERNAL AREA	STU TREE STUMP
NTS NOT TO SCALE	SV STOP VALVE
RAD RADIATOR	SVP SOL VENT PIPE
RE RECESS HEAD HEIGHT	SW STORM WATER
RFV RAISED FLOOR VOID	TOP TOP OF WALL
RL ROOF LIGHT	TOW TOP OF FENCE
RSH ROLLER SHUTTER	TP TELEGRAPH POLE
RWP RAIN WATER PIPE	UTL UNABLE TO LIFT
SPO SPOT LIGHT	VP VENT PIPE
SVP SOIL VENT PIPE	WM WATER METER
V VENT	WT WATER TAP

Symbols (where applicable):

Notes:

The Survey has been computed to ordnance survey 'Active Network'

All levels are in metres and relate to ordnance survey 'Active Network'

All direction arrows indicate UP unless otherwise stated.

Drainage pipe sizes (where shown) have been gauged from the surface (for safety reasons) and should be regarded as approximate only.

Visible features in the vicinity of any boundaries, as shown on this survey, may not represent the extent of legally conveyed ownership.

Whilst every effort has been made to determine wall materials, no guarantee is given. Materials should be regarded as assumed unless verified by a qualified third party.

Trees spread and height are approximate. Species should be regarded as assumed unless verified by a qualified third party.

Rev	Date	By	Description
-----	------	----	-------------

HB Surveys Ltd
Land & Measured Building Surveyors

Spring House, 60 Poplar Way, Midhurst, West Sussex GU29 9TA
t. 01730 814884 info@hbsurveys.com

Client: CORSTOPHINE & WRIGHT

Project: 31st GRAVESEND St AIDENS SCOUT GROUP
166 HAMPTON CRESECENT
GRAVESEND

Drawing Title: EXISTING
GROUND FLOOR PLAN

Date: JULY 2024	Scale: 1:100@A1	Surveyor: KR	Drawn: KR	Checked: HB
Job No: 24052	Drawing No: 24052-02-B-G	Sheet No: 1 of 2	Rev:	

APPENDIX B: Existing Centre timetable

Current 31st Gravesend Scout Hut events and attendee numbers

Activity / Group / Event	Day(s)	Time	Number of existing attendees	Age of attendees (if <18)
Beavers	Tuesday	18:00 – 19:30	12	6-8
Squirrels	Wednesday	17:00 – 18:00	15	4-6
Scouts	Wednesday	19:30 – 21:00	24	10-14
Cubs	Thursday	18:00 – 19:30	24	8-10

APPENDIX C: Existing user travel survey

31st Gravesend St Aidens Scout Group - 166 Hampton Crescent

Modal share

Activity / Group / Event	Day(s)	Time	Travel mode - numbers							Total	Travel mode - share						
			Walk	Scoot	Cycle	Bus / Train	Droppe d off	Car Driver	Other		Walk	Scoot	Cycle	Bus / Train	Droppe d off	Car Driver	Other
Beavers	Tue	18:00-19:30	6				12			18	33%	0%	0%	0%	67%	0%	0%
Squirrels	Wed	17:00-18:00	3				9			12	25%	0%	0%	0%	75%	0%	0%
Scouts	Wed	19:30-21:00	2	2	1		15			20	10%	10%	5%	0%	75%	0%	0%
Cubs	Thu	18:00-19:30	3				18			21	14%	0%	0%	0%	86%	0%	0%
Totals			14	2	1	0	54	0	0	71	20%	3%	1%	0%	76%	0%	0%

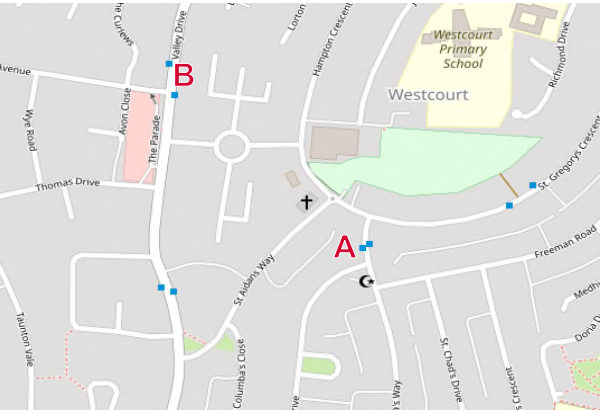
APPENDIX D: Existing bus services

31st Gravesend Scouts

Local Bus Information

Updated 11 October 2024
BREEAM Period: 08:00-19:00
"Other buildings"

Local Stop Details



XX = School / College Services

Stop Name	Direction	Walk Distance (m)	Routes served
A St Dunstan's Drive	Both	200	481
B Hillside Avenue	Both	275	490, 491, 3, M1

Stop Facilities e.g. shelter, RTPI, seating, layby , raised bus kerbs, paper timetables etc
A Shelter, Seating, Paper Timetables
B Shelter, Seating, Paper Timetables

Bus Service Summary

Service No:	481
Local Stop(s) Served:	A
Operator:	Arriva
Route:	Riverview Park to Gravesend
Timetable Source:	https://www.arrivabus.co.uk/find-a-service/481-riverview-park-to-gravesend
Timetable Last Updated:	28/07/2024

FREQUENCY	Mon - Fri	Saturday	Sunday
Morning:	Hourly	-	-
Daytime:	Hourly	-	-
Evening:	Hourly	-	-
08:00-19:00	11		

OUTBOUND	Mon - Fri	Saturday	Sunday
First Service:	07:35	-	-
Last Service:	23:35	-	-

INBOUND	Mon - Fri	Saturday	Sunday
First Service:	07:20	-	-
Last Service:	20:20	-	-

Service No:	491
Local Stop(s) Served:	B
Operator:	Arriva
Route:	Riverview Park to Gravesend
Timetable Source:	https://www.arrivabus.co.uk/find-a-service/491-gravesend-to-valley-drive-or-riverview-park
Timetable Last Updated:	28/07/2024

FREQUENCY	Mon - Fri	Saturday	Sunday
Morning:	Every 25 minutes	-	-
Daytime:	Every 20 minutes	Every 30 minutes	Every 30 minutes
Evening:	Every 20 minutes	Every 30 minutes	Every 30 minutes
08:00-19:00	31		

OUTBOUND	Mon - Fri	Saturday	Sunday
First Service:	06:00	08:18	08:18
Last Service:	18:54	18:48	18:48

INBOUND	Mon - Fri	Saturday	Sunday
First Service:	05:46:00	08:01	08:32
Last Service:	19:15:00	18:32	18:32

Service No:	490
Local Stop(s) Served:	B
Operator:	Arriva
Route:	Valley Drive to Gravesend
Timetable Source:	https://www.arrivabus.co.uk/find-a-service/490-491-gravesend-to-valley-drive-or-riverview-park
Timetable Last Updated:	28/07/2024

FREQUENCY	Mon - Fri	Saturday	Sunday
Morning:	Every 25 minutes	Every 20 minutes	Every 40 minutes
Daytime:	Every 20 minutes	Every 30 minutes	Every 30 minutes
Evening:	Every 30 minutes	Every 20 minutes	Every 40 minutes
08:00-19:00	31		

OUTBOUND	Mon - Fri	Saturday	Sunday
First Service:	04:25	04:46	05:26
Last Service:	00:19	23:39	22:59

INBOUND	Mon - Fri	Saturday	Sunday
First Service:	04:11	04:32	05:12
Last Service:	00:44	00:04	23:24

APPENDIX E: Predicted Centre timetables

Predicted 31st Gravesend Scout Hut events and attendee numbers

Activity / Group / Event	Day(s)	Time	Number of predicted attendees	Change in attendees compared to existing usage	Age of attendees (if <18)
Explorer Scouts	Monday	20:00 – 21:30	20	+20 (new activity)	14-18
Beavers	Tuesday	18:00 – 19:30	20	+8	6-8
Squirrels	Wednesday	17:00 – 18:00	20	+5	4-6
Scouts	Wednesday	19:30 – 21:00	30	+6	10-14
Cubs	Thursday	18:00 – 19:30	30	+6	8-10

APPENDIX F: Trip generation

31st Gravesend St Aidens Scout Group - 166 Hampton Crescent

Trip generation

Activity / Group / Event	Day(s)	Time	Number of attendees			Travel mode - percentage by session							Travel mode - change in attendees						
			Existing	Proposed	Change	Walk	Scoot	Cycle	Bus / Train	Dropped off	Car Driver	Other	Walk	Scoot	Cycle	Bus / Train	Dropped off	Car Driver	Other
Explorer Scouts	Mon	20:00-21:30	0	20	20	10%	10%	5%	0%	75%	0%	0%	2	2	1	0	15	0	0
Beavers	Tue	18:00-19:30	12	20	8	33%	0%	0%	0%	67%	0%	0%	3	0	0	0	5	0	0
Squirrels	Wed	17:00-18:00	15	20	5	25%	0%	0%	0%	75%	0%	0%	1	0	0	0	4	0	0
Scouts	Wed	19:30-21:00	24	30	6	10%	10%	5%	0%	75%	0%	0%	1	1	0	0	5	0	0
Cubs	Thu	18:00-19:30	24	30	6	14%	0%	0%	0%	86%	0%	0%	1	0	0	0	5	0	0
Average						20%	3%	1%	0%	76%	0%	0%							

