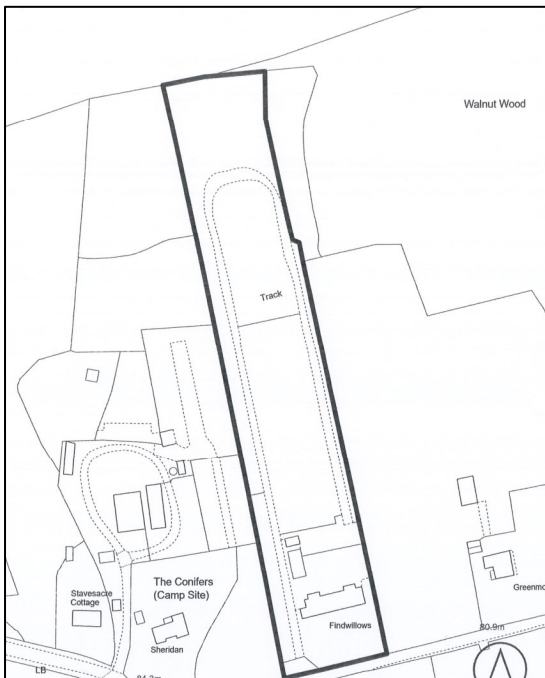


Proposed Office Development, Walnut Hill Nursery, Gravesend, Kent, DA13 9HL

Revised Transport Statement

November 2025



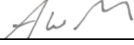
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Walnut Hill Nursery

Revised Transport Statement

November 2025

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1 Introduction

- 1.1 PT Planners (PTP) has been appointed to advise on the access and transport issues associated with development proposals at the Walnut Hill Nursery, Walnut Hill Road, Gravesend, Kent, DA13 9HL. The site has a commercial plant nursery use. The site was the subject of enforcement action undertaken by Gravesham Borough Council, notice Ref: 24/00190/COU, which was subsequently appealed. The enforcement related to the use of the site by a drainage company (First4drains) and not the commercial plant nursery use. The notice outlined a number of reasons for enforcement action being taken with the following relating to highway matters.

“Walnut Hill Road and Nash Bank are narrow in width with a lack of passing places, poor forward visibility, no pedestrian facilities and no street lighting unsuitable for the increased movement of traffic including HGVs, associated with the unauthorised use. The unauthorised use would be detrimental to highway safety, contrary to the requirements of Policies T1, T5 and P3 of the Gravesham Local Plan First Review 1994, Policy CS11 (Transport) of the Gravesham Local Plan Core Strategy 2014, and Section 9 (Promoting sustainable transport), including paragraph 115, of the National Planning Policy Framework 2023.”

- 1.2 Following the appeal of the notice Ref: APP/K2230/C/25/3358530, the Planning Inspector upheld the enforcement action and refused to grant planning permission for the site activities subject to the notice. Within the appeal decision, in relation to transport issues, the Inspector reasoned that the activities subject to the notice generated a significant number of commercial vehicle movements. For this reason the Inspector concluded that the site could not provide safe or suitable access given the nature and geometry of Walnut Hill Road and Nash Bank. In relation to highway safety the inspector raised the primary concern that the local road network was not suitable to accommodate significant commercial vehicle movements generated by the site, especially in relation to the large size of vehicles (HGV's). The Inspector then concluded that the continued use of Walnut Hill Road and Nash Bank by traffic generated by the activities subject to the notice would be detrimental to the safety and the flow of traffic. In conflict with Policies T1 and T5 of the Gravesham Local Plan First Review 1994 (the 'LPFR'), and Policy CS11 of the LPCS.

- 1.3 In relation to sustainable transport, the Inspectors decision highlighted that for activities reliant on significant commercial vehicle movements, the site cannot be deemed to be in a location where sustainable transport options offer an alternative. In this respect the Inspector concluded that a continuation of the existing site activities would not comply with paragraphs 110 and 115 of the NPPF.
- 1.4 This Transport Statement (TS) has been prepared in support of a planning application proposing existing buildings being occupied as offices within the front section of the site adjacent to Walnut Hill Road. It provides the information required to fully assess the highway safety and transport impacts of the development in relation to Walnut Hill Road and Nash Bank. It also considers whether the proposed site use complies with the Gravesham Borough Council and NPPF transport policies referenced within the enforcement notice and the Inspectors Decision. In addition, the sustainable transport and highway safety issues specifically raised within the Inspectors Decision have been considered. The TS demonstrates that:
- An office use of the scale proposed will generate limited weekday peak hour traffic at a level which is significantly below the accepted traffic assessment thresholds. In addition, Walnut Hill Road is also very lightly trafficked.
 - The proposals will result in a reduction in commercial vehicle traffic using the site and local highway network when compared with the existing lawful commercial plant nursery use and the drainage company operations involving commercial vehicles. An office use will therefore be beneficial in highway safety terms through the removal of commercial vehicle movements, including HGV's, from the site and surrounding highway network. In this respect the proposals will fully address the highway safety concerns previously raised by the borough council and within the Inspectors Decision.
 - In relation to the Walnut Hill Road and Nash Bank the existing road alignment, road widths and forward visibility has acted to reduce vehicle speeds which is beneficial in highway safety terms. This is reflected in the accident history for both these highways as no Personal Injury Collision (PIC) accidents have been recorded over the most recent 5 year period.

- A review of the site accessibility by modes of transport other than the car demonstrates that it is located within walking and a short cycling distance of public transport (bus) services and within a short cycling distance of extensive residential areas including Gravesend. Rail services are also accessible by cycle. In addition, the proposed office use will be no less sustainable in transport terms than existing lawful commercial use.
- Given the limited level of peak period traffic generated by the proposals, the lack of any accident record over the local highway network and a reduction in commercial vehicle movements, it is reasonable to conclude that the proposals will not have a severe impact on highway capacity or be detrimental to highway safety as defined by paragraph 116 of the NPPF.
- The proposals will comply with the relevant Gravesham Borough Council and NPPF transport policies referenced within the enforcement notice and Inspectors Decision.

1.5 The TS is an updated version of the report dated August 2025 which was submitted with the planning application. The TS has been revised to address highway authority (KCC) comments on the original report dated 30/09/25 which were further clarified by a meeting held with KCC officers on 29/10/25. At the meeting it was agreed that a revised Transport Statement should be submitted to include the following:

- A Travel Plan Statement outlining the measures that would be implemented to reduce the site traffic generation going forward. It was advised that the statement should focus on car sharing for staff employed at the site.
- Clarification on and a more detailed explanation for the TRICS based assessment used to calculate traffic generation associated with the former plant nursery use and proposed office use.

- A survey of vehicle movements associated with recent commercial (First4drains) use at the site to be used as a predictor of the anticipated office use traffic generation going forward.

1.6 It was agreed with officers at the 29/10/25 meeting that subject to the submission of a satisfactory Travel Plan Statement and the additional information on site traffic generation requested, KCC would not maintain any objections to the application subject to conditions. This revised TS sets out in full the additional information requested by KCC with the Travel Plan Statement attached at **Appendix A**. It replaces the original version of the TS dated August 2025 with sections 2, 3 and 5 updated where required. Following this introduction the TS is structured as follows:

Section 2.0, Existing Conditions: Provides a description of the site, the surrounding area and the local highway network and reports on the accident history over the local network. This section also details the number of weekday peak period vehicle movements associated with the existing lawful site use (commercial plant nursery) and recent commercial site use (First4drains).

Section 3.0, Development Proposals and Transport Issues: Provides details for the scheme and makes predictions for the level of weekday peak hour traffic generated by the proposed office use using suitable TRICS comparison sites and data from a recent survey which recorded peak hour vehicle movements associated with the First4drains operation at the site. The potential impact of traffic associated with the proposals has then been assessed with reference to the relevant traffic assessment thresholds.

Section 4.0, Policy Context: Reviews the local and national transport policies referenced within the enforcement notice / Inspectors Decision and considers if the proposals will comply with policy.

Section 5.0, Summary and Conclusions: Presents a summary of the report and draws together its conclusions.

2 Existing Conditions

Development Site

- 2.1 The Walnut Hill Nursery, is located adjacent to and to the north of Walnut Hill Road approximately 400m to the east of the New Barn built up area. The site falls under the jurisdiction of Gravesham Borough Council as the local planning authority with Kent County Council being the local highway authority. It comprises the buildings and indoor / outdoor planting areas associated with a former commercial plant nursery plus extensive hardstanding areas used for vehicle parking, turning and deliveries. It is currently accessed via a wide surfaced crossover and access road connecting to the northern side of Walnut Hill Road. The existing layout has been designed to accommodate two-way traffic and commercial vehicle movements as illustrated by **Image 2.1**.

Image 2.1: Walnut Hill Road Site Access



- 2.2 The site owner has confirmed that the existing on-site parking / servicing areas and access has operated without any recorded highway capacity or safety issues.
- 2.3 The site is bounded to the north by agricultural land, to the south by Walnut Hill Road, to the east by woodland and to the west by a camping / caravan site. The

site location can be seen at **Figure 2.1** with the existing site layout shown at **Appendix B**.

Former Site Use

- 2.4 Until recently the site operated as a commercial plant nursery involving both retail and trade sales. It is understood that this business vacated the site approximately 2 years ago. This existing site use which could resume, has therefore the potential to generate traffic using the site access and the wider highway network. This traffic includes commercial vehicle movements associated with the deliveries of plants and materials. It is understood that the nursery traded 7 days a week i.e. during both weekdays and at weekends. The existing buildings that would be occupied as offices have a combined total floor area of 685 sqm. The existing areas schedule can also be seen at **Appendix B**.

Former Site Use Traffic Generation

- 2.5 To determine the former (plant nursery) site use traffic generation a TRICS based assessment has been undertaken based on the commercial plant nursery business which recently operated from the site. Trip predictions have been derived from the available garden centre sites provided by the TRICS Database for weekday 08.00-09.00 and 17.00-18.00 peak hour periods. **Table 2.1** illustrates the vehicle trip rates per 100 sqm GFA derived and **Table 2.2** illustrates the existing site use traffic generation with these rates applied to the site floor areas formerly occupied by the commercial plant nursery which is 685 sqm. The full TRICS data including the selection parameters used can be seen at **Appendix C**.

Table 2.1: Former Site Use (Commercial Plant Nursery) Vehicle Trip Generation

Time Period	Trip Rate (Per 100 Sqm GFA)		
	Arrivals	Departures	Totals
Weekday 08.00-09.00	0.351	0.054	0.405
Weekday 17.00-18.00	0.108	0.270	0.378

Table 2.2: Former Site Use Traffic Generation

Time Period	Vehicle Movements		
	Arrivals	Departures	Totals
Weekday 08.00-09.00	3	0	3
Weekday 17.00-18.00	0	3	3

- 2.6 As set out at **Table 2.2**, using TRICS comparison sites, it has been calculated that the former site use, if it were to resume, would generate 3 vehicle movements during weekday peak hour periods. These figures include commercial vehicle movements associated with the deliveries of plants and materials. A review of garden centre site surveys within TRICS suggests that commercial vehicle movements, including HGV's, typically comprise 5% of daily trips.
- 2.7 It should be noted that the TRICS database does not provide any sites which are directly comparable to the plant nursery which formerly traded at the Walnut Hill Nursery site. The traffic generation figures illustrated at **Table 2.2** should therefore be taken as a general guide to rather than a precise prediction for the former plant nursery traffic characteristics. It has however been agreed with KCC officers that the plant nursery would have generated some peak hour traffic on the local network, including HGV commercial vehicle movements.

Recent Site Use

- 2.8 From 2024 - 2025 the site has been occupied by a drainage business, First4drains, utilising primarily the site buildings formerly occupied by the plant nursery and the site access to Walnut Hill Road with a combined total floor area of 685 sqm. Further to enforcement action, the company's operations involving large commercial vehicle movements have now ceased with only office functions being retained at the site.
- 2.9 The operator has confirmed that the drainage business was open on weekdays only with occasionally and on a seasonal basis one private car per day on weekends visiting the site to facilitate a driver swap. The operator has also confirmed that all traffic generated was associated with First4drains staff, deliveries and the occasional visitor.

Recent Use Traffic

- 2.10 To determine the traffic generation associated with the drainage business a manual classified turning count was commissioned and undertaken on Thursday 6th and Friday 7th February 2025. The survey recorded all vehicle movements at the site access to Walnut Hill Road during weekday morning and afternoon / evening peak periods. The survey times were 07.30-10.00 during the morning period and 16.00-18.30 during the afternoon / evening period. The full survey results can be seen at **Appendix D** and **Table 2.3** illustrates the total vehicle movements to and from the site recorded at the access during the weekday 08.00-09.00 AM and 17.00-18.00 PM peak hour periods. At these times a combination of network traffic and that associated with development typically reaches a maximum level.

Table 2.3: Drainage Business Site Use Traffic

Time Period	Vehicle Movements (Total Traffic)		
	Arrivals	Departures	Totals
08.00-09.00	3	4	7
17.00-18.00	1	10	11

- 2.11 The survey results confirm that the drainage business occupying the site generated a relatively limited number of vehicle movements during weekday peak hour periods reaching a maximum of 11 vehicle movements during the PM peak. It should also be noted that no HGV's were recorded entering or leaving the site during peak hours and therefore the traffic recorded at these times relates solely to the office functions associated with the drainage business. The survey can therefore be used as a guide to an office use continuing at the site. In relation to the directional distribution of traffic from the access to Walnut Hill Road, the surveys confirm that during the AM survey period all traffic travels to and from the east with the directional split during the PM survey period being 83% east and 17% west. The surveys also confirm that Walnut Hill Road is very lightly trafficked at present with only 19 two-way vehicle movements recorded passing the site during the weekday AM peak hour and 14 movements during the PM peak hour.

Local Highway Network

- 2.12 The review of the highway network in the vicinity of the site focuses on Walnut Hill Road and Nash Bank between the site and the A227 Wrotham Road to the east as agreed with KCC.
- 2.13 Walnut Hill Road is a rural highway which provides a route between the site, New Barn to the West and Nash Bank leading to the A227 to the east. At the site frontage and along the majority of the route to the A227 Walnut Hill Road is subject to a 30 mph speed limit. There are no footways or street lighting along this route. Approximately 450m to the east of the access Walnut Hill Road transitions to Nash Bank where the speed limit increases to 60 mph. Nash Bank continues east for a further 300m and terminates at a priority junction with the A227 Wrotham Road. The entire length of the route between the site access and the A227 is approximately 750m. The A227 carries traffic between Wrotham in the south and Gravesend to the north. En route to these destinations this route provides access to the M20 and A2 respectively.
- 2.14 Both Walnut Hill Road and Nash Bank are single track roads with formal and informal passing places. Site observations suggest that the existing road widths, alignment and geometry along Nash Bank which is subject to a 60 mph limit acts to reduce vehicle speeds to a level significantly below the limit and more in keeping with a 30 mph speed zone. In this respect the existing route characteristics between the site and A227 should be considered beneficial in highway safety terms by encouraging lower vehicle speeds.
- 2.15 To establish if the site access and Walnut Hill Road / Nash Bank have incurred any reported highway safety issues the Personal Injury Collision (PIC) data available from Crashmap for the most recent 5 year period has been reviewed. An analysis of the data confirms that no accidents were recorded within the study area over the 5 year period. This suggests that the existing carriageway widths, road geometry and forward visibility available along Walnut Hill Road and Nash Bank have not been detrimental to highway safety. A plot from Crashmap illustrating the accident record can be seen at **Appendix E**.

Sustainable Transport

Access on Foot

- 2.16 Walnut Hill Road does not provide formal pedestrian provision or access to the site however this road is very lightly trafficked and existing properties served by it use this road as a shared surface for vehicles and pedestrians. The nearest formal footways are located at Longfield Avenue and commence approximately 450m to the west of the site. The review of the PIC accident data for Walnut Hill Road / Longfield Avenue to the west of the site access confirms that no accidents were recorded over a 5 year period which suggests that the lack of formal footway provision has not raised any recorded highway safety issues.

Access by Cycle

- 2.17 In relation to cycle trips, the statistics published by Cycling UK for the most recent year available (2023) suggest an average cycle trip length of 3 miles which equates to 5 km. Trips by cycle will be a potential travel option for staff employed at the site. It is located within a short cycling distance of New Barn, Hook Green and further afield settlements including Gravesend can be reached within 5 km. This is a substantial catchment. In addition, for onward travel the nearest rail station, Meopham, which is located 1.5km from the site can be accessed by cycle well within 5 km. The site is therefore accessible by cycle.

Access by Bus

- 2.18 The application site is accessible by this mode of transport with the nearest bus stops located on the A227 Wrotham Road close to its junction with Nash Bank. These stops are located approximately 750m to the east of the site which equates to a relatively short walking time of 10 minutes. The Wrotham Road stops are served by the 306, 308 and 416 bus routes which provide services to Meopham, Sevenoaks and Gravesend. Further bus stops are available on New Barn Road to the west of the site which are served by the 489 route operating between New Ash Green and Gravesend.

Access by Rail

- 2.19 The nearest rail station to the site is Meopham which is accessible within a short cycle or bus journey. The station is located on the Chatham Main Line with train

services operated by Southeastern to London Victoria, Gillingham and Dover Priory via Canterbury East. Service frequencies are high with typically 5 trains per hour during weekday peak periods.

- 2.20 Within the enforcement notice and Inspectors Decision it was suggested that that a continuation of a commercial vehicle based site use would be contrary to the relevant policies and guidance on sustainable transport outlined within the Gravesham Local Plan and NPPF. For the proposed office use overall, the review of the site accessibility by modes of transport other than the car demonstrates that it is located within walking and a short cycling distance of public transport (bus) services and within a short cycling distance of extensive residential areas including Gravesend. Rail services are also accessible by cycle. In addition, it should be recognised that the proposed office use is no less sustainable in transport terms than the existing commercial plant nursery use which could resume at the site.

3 Development Proposals and Transport Issues

- 3.1 This section of the report provides a summary of the development proposals and considers the potential impact in traffic and highway safety terms associated with the 685 sqm floor space at the site being occupied by an office use when compared with the former plant nursery use which could resume at the site. It makes predictions for the number of weekday peak hour vehicle movements generated by the proposals and calculates the change in site vehicle movements when compared with former use. It then establishes if any changes in site traffic levels will be of a sufficient magnitude to impact on the operation of the site access and the local highway network. The weekday peak hours assessed are the 08.00-09.00 and 17.00-18.00 periods when a combination of network trips and trips associated with development of the type proposed typically reach a maximum.
- 3.2 The potential impact of development traffic has been assessed with respect to the advice on determining the significance of development generated traffic levels published by the Department for Transport (DfT) within its “Guidance on Transport Assessment” (GOTA).

Development Proposals

- 3.3 The proposals involve existing buildings at the site being occupied as offices. They are currently occupied by office functions associated with the First4drains business and therefore it is proposed that this use will continue going forward. The buildings are located within the front section of the site adjacent to Walnut Hill Road. It is proposed that the rear section of the site will be developed for housing which is the subject of a separate planning application. The existing site layout can be seen at **Appendix B** and illustrates that the building, parking area and access layout which will remain as existing. As outlined at Section 2 of the TS the existing access layout has been designed to accommodate two-way traffic and commercial vehicle movements far larger than that associated with the proposed use. The layout should therefore remain suitable to serve the predominantly private car traffic associated with the development and incorporates ample vehicle parking and turning areas.

Proposed Site Use Traffic Generation

- 3.4 To determine the traffic generation associated with the proposed office use two data sources have been used, a TRICS based assessment and a site specific survey of the First4drains office use. Using TRICS, trip predictions have been derived from office sites provided by the TRICS Database for weekday 08.00-09.00 and 17.00-18.00 peak hour and daily periods. **Table 3.1** illustrates the vehicle trip rates per 100 sqm GFA derived and **Table 3.2** illustrates the proposed site use traffic generation with these rates applied to the 685 sqm floor space that would be occupied by offices. The full TRICS data including the selection parameters used can be seen at **Appendix F**.

Table 3.1: Proposed Office Vehicle Trip Generation

Time Period	Trip Rate (Per 100 sqm GFA)		
	Arrivals	Departures	Totals
Weekday 08.00-09.00	1.213	0.185	1.398
Weekday 17.00-18.00	0.062	1.437	1.499

Table 3.2: Proposed Office Traffic Generation

Time Period	Vehicle Movements		
	Arrivals	Departures	Totals
Weekday 08.00-09.00	8	1	9
Weekday 17.00-18.00	0	10	10

- 3.5 As set out at **Table 3.2**, using TRICS comparison sites, it has been calculated that the proposed office use will generate a limited number, a maximum of 10, vehicle movements during weekday peak hour periods.
- 3.6 It should be noted that in terms of site location, the TRICS database does not provide office sites which are directly comparable to the Walnut Hill Nursery site and therefore the traffic generation figures illustrated at **Table 3.1** should therefore be taken as a general guide to rather than a precise prediction. This being the case a more accurate prediction for traffic associated with an office use at the site going forward is provided by the traffic survey reported at section 2 of the TS which recorded peak hour traffic associated with the First4drains office

functions. As outlined at **Table 2.3** a total of 7 car/light vehicle movements were recorded during the AM peak hour with 11 movements during the PM peak hour. When compared with the former commercial plant nursery site use traffic outlined at Section 2 of the TS the proposals would result in a small number of additional vehicle movements (8 maximum) using the site access and local highway network during weekday peak hours.

Traffic Impact

- 3.7 The relevant advice on determining the significance of development generated traffic levels was published by the Department for Transport (DfT) within its “Guidance on Transport Assessment” (GOTA). Although this has been replaced by the National Planning Practice Guidance it still provides valuable advice on the thresholds for undertaking a traffic assessment and is commonly adopted by highway authorities. GOTA recommends that a detailed assessment should only be necessary at locations where traffic levels will increase by 30 or more vehicle movements per hour.
- 3.8 As identified above the proposed office use will during weekday peak hour periods result in a level of traffic at the site access and over the local highway network that is limited and falls significantly below the GOTA assessment threshold.
- 3.9 Office developments do not typically generate any material commercial or HGV vehicle movements. Section 2 of the TS identified that the existing commercial plant nursery site use were it to resume has the potential to generate commercial vehicle movements. The proposals would remove this traffic from the site and local highway network which will be beneficial in highway safety terms.
- 3.10 Section 2 of the TS identified that Walnut Hill Road is lightly trafficked and has operated without any reported accidents over a 5 year period. Given this and the fact that the proposed use will result in a limited level of site traffic during weekday peak periods it is reasonable to conclude that the impact of the proposals will not be severe or detrimental to highway safety as defined by paragraph 116 of the NPPF.

- 3.11 The previous highway objections to a traffic generating use continuing at the nursery site raised by the borough council and within the Inspectors Decision focus primarily on the highway safety implications of commercial vehicles and especially HGV's using the local network, namely Walnut Hill Road and Nash Bank. The office proposals will not generate any material commercial vehicle movements over this network.

Mitigation

- 3.12 As agreed with KCC, to mitigate the impact of traffic generated by the site going forward a Travel Plan will be implemented with a particular focus on car sharing for office staff. The Travel Plan would be secured via a planning condition and a Travel Plan Statement outlining the proposed aims, objectives, targets, measures and monitoring arrangements can be seen at **Appendix A**.

4 Policy Context

- 4.1 This section of the TS reviews the local and national transport policies previously referenced within the enforcement notice and Inspectors Decision considers if the office proposals will comply with policy.

National Policy

National Planning Policy Framework (NPPF) 2024

- 4.2 The NPPF adopted in March 2012 and revised most recently in December 2024 sets out the Government's overall planning policy guidance. In relation to the sustainable travel aspects of new development paragraph 110 advises that:

“The planning system should actively manage patterns of growth in support of these objectives. 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.”

- 4.3 The transport aspects of specific development proposals are considered at paragraph 115 of the NPPF which advises that:

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

a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;

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

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code⁴⁸; and

d) 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 through a vision-led approach.”

4.4 Paragraph 116 outlines 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, following mitigation, would be severe, taking into account all reasonable future scenarios.”

Local Policy

Gravesham Local Plan First Review 1994, Saved Policies T1, T5, P3

Gravesham Local Plan Core Strategy 2014, Policy CS11 (Transport)

4.5 The Gravesham Local Plan First Review 1994 saved policies and Local Plan 2014 Core Strategy are the development plan documents relevant to the site. Saved Policy T1 deals with transport impact issues and states that:

“The Local Planning and Highway Authorities will consider the impact on the transport system and on the environment of traffic generated by new development and will wish to ensure that all proposed developments are adequately served by the highway network identified on the Proposals Map.”

4.6 Saved Policy T5 deals with access issue and states that:

“The formation of new accesses or the intensification of use of existing accesses to the roads forming the highway network shown on the Proposals Map, will not normally be permitted, except where no danger would arise and where a properly formed access can be created in a location and to a standard acceptable to the Local Planning and Highway Authorities.”

4.7 Saved Policy P3 relates to parking matters and advises that:

“The Borough Council will expect development to make provision for vehicle parking, in accordance with the Kent County Council Vehicle Parking Standards, as interpreted by Gravesham Borough Council, unless justified as an exception. All vehicle parking provision should normally be made on the development site. In the case of proposals for development in Class B1, as defined in the Town and Country Planning (Use Classes) Order 1987, the Borough Council will expect car parking provision to be made at the standard for offices and will also require lorry parking and manoeuvring areas to be provided, unless the applicant is willing to enter into an agreement to restrict the uses to which the permission relates.”

- 4.8 Within the Local Plan Core Strategy Policy CS11 deals with development related transport issues and outlines that:

“5.5.38 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.

5.5.39 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.”

Compliance With Policy

- 4.9 In relation to compliance with the NPPF guidance and Gravesham Local Plan policies, the site is accessible by sustainable transport modes as identified at Section 2 of the TS and can therefore provide safe and suitable access for all users. The site access has served the former commercial plant nursery use without any recorded highway capacity or safety issues. As identified at Section 3 of the TS the potential impact of traffic associated with an office use at the site will be limited during weekday peak hour periods with a reduction in commercial vehicle movements. As agreed with KCC appropriate mitigation in the form of a

Travel Plan will be implemented. In relation to on-site vehicle parking and servicing areas, these are ample and will comply with the relevant borough council adopted standards.

- 4.10 Overall the TS has demonstrated that the proposals will not have an unacceptable impact on highway safety or result in a severe impact on the road network. In addition, set in the context of its rural location, the site is a sustainable location for the proposed use which offers a choice of transport modes. The proposed office use should therefore be considered to be in compliance with the national and local transport policies and guidance referenced within the enforcement notice.

5 Summary and Conclusions

Summary

- 5.1 This Revised Transport Statement (TS) has been prepared in support of a of a planning application proposing existing buildings being occupied as offices at the Walnut Hill Nursery, Walnut Hill Road, Gravesend, Kent, DA13 9HL.
- 5.2 The TS has assessed the highway safety and transport impacts associated with the proposals and has also considered if the proposed use complies with the relevant Gravesham Borough Council and NPPF transport policies, including those relating to sustainable transport.

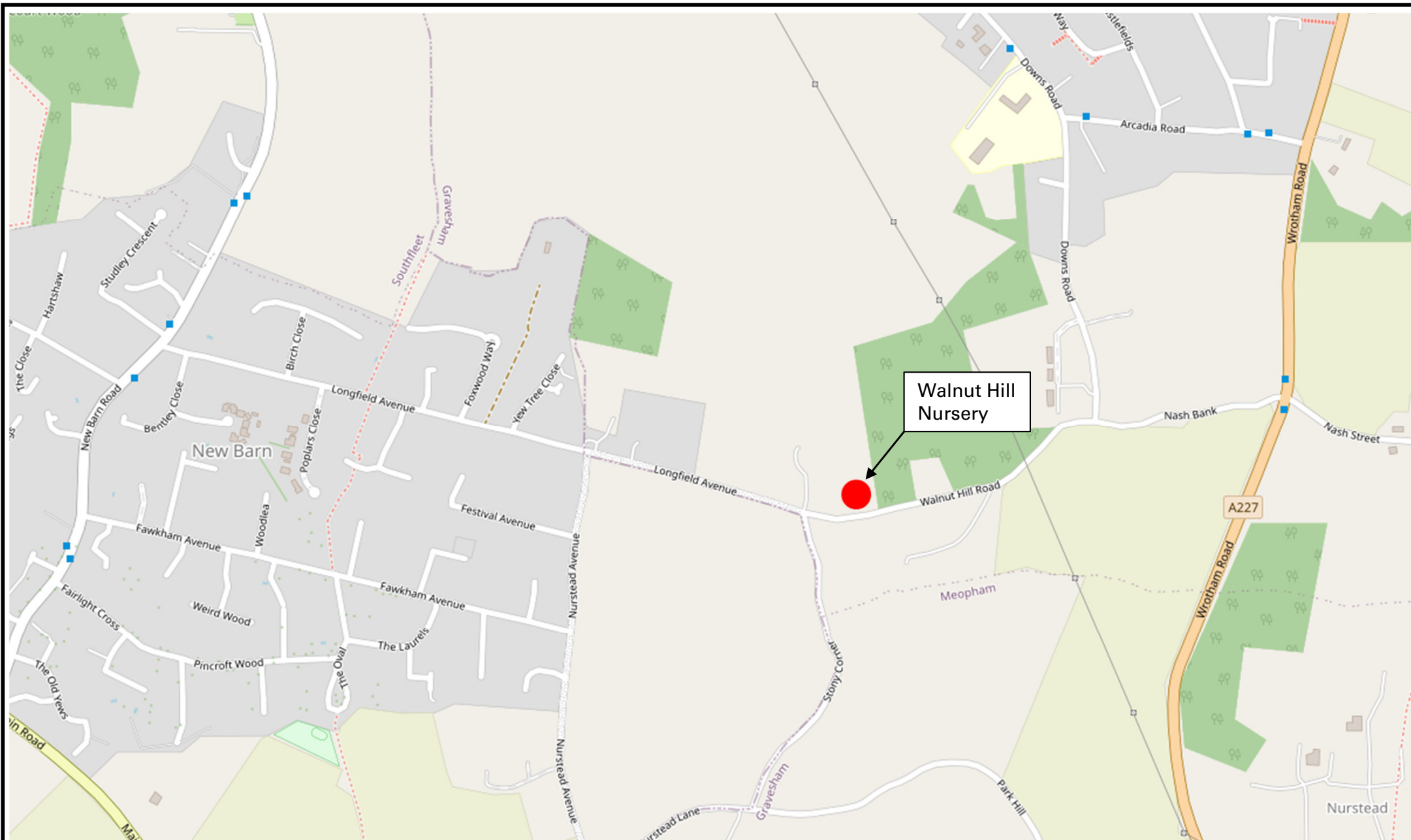
Conclusions

- 5.3 Further to the assessments undertaken, the following main conclusions can be drawn:
- The existing site access, a surfaced crossover to Walnut Hill Road, and on-site vehicle parking and servicing areas have operated satisfactorily for the existing site use and will continue to do so going forward with no highway safety or capacity issues being recorded.
 - The site benefits from an existing lawful commercial plant nursery use and under this use formerly operated as a as a plant nursery / garden centre. Were this use to resume, a TRICS based assessment has demonstrated that the site would generate vehicle movements at the site access and over the local highway network during weekday AM and PM peak periods. Under the existing use the site also has the potential to generate commercial / HGV vehicle movements.
 - A further TRICS based assessment undertaken and a survey into existing office use traffic at the site has demonstrated that during weekday peak periods the development will result in a level of traffic at the site access and over the local highway network that is limited and falls significantly below the accepted traffic assessment thresholds.

- The proposals will result in a reduction in commercial and HGV vehicle movements both at the site and over the local network. The proposals should therefore be considered to be beneficial in highway safety terms.
- In relation to the route between the site and the wider highway network, Walnut Hill Road and Nash Bank, the existing road alignment, road widths and forward visibility has acted to reduce vehicle speeds which is beneficial in highway safety terms. This is reflected in the accident history for both these highways as no Personal Injury Collision (PIC) accidents have been recorded over the most recent 5 year period.
- The previous highway objections to a traffic generating use continuing at the nursery site raised by the borough council focus primarily on the highway safety implications of commercial vehicles and especially HGV's using the local network, namely Walnut Hill Road and Nash Bank. The office proposals will not generate any material commercial vehicle movements over this network. For these reasons the proposals will fully address the highway safety concerns previously raised.
- As agreed with KCC, to mitigate the impact of traffic generated by the site going forward a Travel Plan will be implemented with a particular focus on car sharing for office staff. The Travel Plan would be secured via a planning condition.
- A review of the site accessibility by modes of transport other than the car demonstrates that it is located within walking and a short cycling distance of public transport (bus) services and within a short cycling distance of extensive residential areas including Gravesend. Rail services are also accessible by cycle. In addition, it should be recognised that the proposed office use is no less sustainable in transport terms than the existing commercial plant nursery.
- The proposals will comply with the relevant Gravesham Borough Council and NPPF transport policies namely Policies T1, T5 and P3 of the Gravesham

Local Plan First Review 1994, Policy CS11 (Transport) of the Gravesham Local Plan Core Strategy 2014 and Section 9 (Promoting sustainable transport), of the NPPF.

- Overall the proposals will not have an unacceptable impact on highway safety or result in a severe impact on the road network as defined by paragraph 116 of the NPPF. Consequently, the proposals should be considered to be acceptable in transport terms.



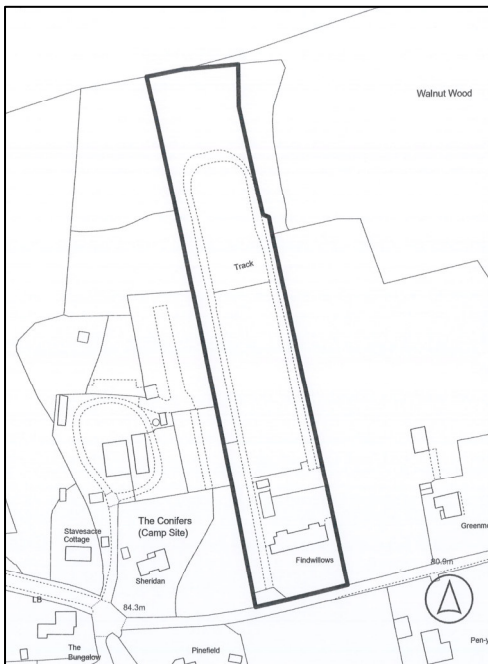
SCALE:	Do Not Scale	CLIENT:	FIRST4DRAINS			JOB TITLE:	WALNUT HILL NURSERY, WALNUT HILL ROAD		
DATE:	February 2025	TITLE:	LOCATION PLAN			JOB NUMBER:	21516	FIGURE:	2.1
DRAWN:	AR								

Appendix A
Travel Plan Statement

Proposed Office Use Walnut Hill Nursery, Gravesend

Travel Plan Statement (Workplace)

November 2025



PTP

Unit 2
20 Leigham Court Road
London
SW16 2PL
UK
Tel: +44 (0)7711-185805
www.ptplanners.com

Walnut Hill Nursery, Gravesend

Travel Plan Statement (Workplace)

Author Aled Roderick



Approved Paul Turner



Document Number 21518-PTPR-04

Date Issued November 2025

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APPENDICES

A.....	Site Location and Layout
--------	--------------------------

1 Introduction

1.1 PT Planners (PTP) has been commissioned to produce a Travel Plan (TP) Statement for a planning application proposing existing buildings being occupied as offices at the Walnut Hill Nursery, Walnut Hill Road, Gravesend, Kent DA13 9HL. The site access and parking arrangements will remain as existing.

1.2 The company responsible for the development is First4drains Ltd. The company responsible for preparing the Travel Plan is:

PT Planners Ltd

Unit 2

20 Leigham Court Road

London

SW16 2PI

Aled.roderick@ptplanners.com

1.3 The Travel Plan Statement has been requested by the local highway authority, Kent County Council (KCC) and has been prepared in accordance with its Transport Assessment & Travel Plan Guidance (2025). The Travel Plan is aimed at staff employed at the site and will be submitted to KCC for approval prior to implementation. It should be read in conjunction with a separate Transport Statement (TS) also prepared by PTP.

Definition of a Travel Plan

1.4 The KCC Travel Plan Guidance defines a Travel Plan as:

“A long term strategy for managing multi-modal access to a site, promoting sustainable modes and reducing the proportion of car based trips. Travel Plans help to enhance the accessibility and transport efficiency of the site, while minimising any adverse impact on either the local highway network or on other elements of the local transport system.”

1.5 The remainder of this section considers the national and local policy relevant to the Travel Plan for this development.

1.6 The National Planning Policy Framework 2024 (NPPF) is an overarching national policy document, which is used to assist planning authorities when making decisions regarding planning applications. Paragraph 118 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.’

- 1.7 The local planning policy document relevant to the transport aspects of the development is the Gravesham Borough Council Core Strategy which was adopted in 2014. This document at paragraph 5.5.34 advises that:

“Travel Plans are aimed at promoting sustainable transport options for sites and reducing car dependence and single car occupancy. They can reduce reliance on the private car by promoting the opportunities for travelling to and from sites by public transport, walking or cycling and by offering new opportunities to reduce car use, for example through the establishment of car sharing services or car clubs.”

- 1.8 Core Strategy Policy CS11: Transport outlines 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.”

2 Context

2.1 This Travel Plan Statement has been structured as follows:

- Chapter 1, Introduction, sets out the key details of the development and the plan and provides the policy context for the Travel Plan.
- Chapter 2, Context, provides a summary and overview of the structure of the Travel Plan document.
- Chapter 3, Site assessment, focused around the findings of the Transport Statement, provides details for the development and the existing transport provision.
- Chapter 4, Travel surveys, sets out methodology to be used in establishing staff travel patterns and modal choice.
- Chapter 5, Objectives describe the key goals that the Travel Plan seeks to achieve.
- Chapter 6, Targets, sets out the targets applicable to the development.
- Chapter 7, Package of measures, sets out the measures linked to the development and how they and the Travel Plan will be managed.
- Chapter 8, Monitoring and review, outlines how site travel patterns and Travel Plan progress towards achieving targets will be monitored and reviewed over the lifetime of the plan. This also outlines how the Travel Plan will be secured and funded.

2.2 This Travel Plan supports an office use and it covers the staff employed at the site.

3 Site Assessment

Site Location & Access Arrangements

- 3.1 The Walnut Hill Nursery, is located adjacent to and to the north of Walnut Hill Road approximately 400m to the east of the New Barn built up area. The site falls under the jurisdiction of Gravesham Borough Council as the local planning authority with Kent County Council (KCC) being the local highway authority. It comprises the buildings and indoor / outdoor planting areas associated with a former commercial plant nursery plus extensive hardstanding areas used for vehicle parking, turning and deliveries. It is currently accessed via a wide surfaced crossover and access road connecting to the northern side of Walnut Hill Road. The existing layout has been designed to accommodate two-way traffic and commercial vehicle movements.
- 3.2 The site is bounded to the north by agricultural land, to the south by Walnut Hill Road, to the east by woodland and to the west by a camping / caravan site. The site location and existing site layout be seen at **Appendix A**.

Local Highway Network

- 3.3 Walnut Hill Road is a rural highway which provides a route between the site, New Barn to the West and Nash Bank leading to the A227 to the east. At the site frontage and along the majority of the route to the A227 Walnut Hill Road is subject to a 30 mph speed limit. There are no footways or street lighting along this route. Approximately 450m to the east of the access Walnut Hill Road transitions to Nash Bank where the speed limit increases to 60 mph. Nash Bank continues east for a further 300m and terminates at a priority junction with the A227 Wrotham Road. The entire length of the route between the site access and the A227 is approximately 750m. The A227 carries traffic between Wrotham in the south and Gravesend to the north. En route to these destinations this route provides access to the M20 and A2 respectively.

Sustainable Transport

Access on Foot

- 3.4 Walnut Hill Road does not provide formal pedestrian provision or access to the site however this road is very lightly trafficked and existing properties served by it use this road as a shared surface for vehicles and pedestrians. The nearest formal footways are located at Longfield Avenue and commence approximately 450m to the west of the site.

Access by Cycle

- 3.5 In relation to cycle trips, the statistics published by Cycling UK for the most recent year available (2023) suggest an average cycle trip length of 3 miles which equates to 5 km. Trips by cycle will be a potential travel option for staff employed at the site. It is located within a short cycling distance of New Barn, Hook Green and further afield settlements including Gravesend can be reached within 5 km. This is a substantial catchment. In addition, for onward travel the nearest rail station, Meopham, which is located 1.5km from the site can be accessed by cycle well within 5 km. The site is therefore accessible by cycle.

Access by Bus

- 3.6 The nearest bus stops to the site are located on the A227 Wrotham Road close to its junction with Nash Bank. These stops are located approximately 750m to the east of the site which equates to a relatively short walking time of 10 minutes. The Wrotham Road stops are served by the 306, 308 and 416 bus routes which provide services to Meopham, Sevenoaks and Gravesend. Further bus stops are available on New Barn Road to the west of the site which are served by the 489 route operating between New Ash Green and Gravesend.

Access by Rail

- 3.7 The nearest rail station to the site is Meopham which is accessible within a short cycle or bus journey. The station is located on the Chatham Main Line with train services operated by Southeastern to London Victoria, Gillingham and Dover Priory via Canterbury East. Service frequencies are high with typically 5 trains per hour during weekday peak periods.

Development Details

- 3.8 The proposals involve existing buildings at the site being occupied as offices extending to 685 sqm GFA. These are located within the front section of the site adjacent to Walnut Hill Road. The existing site layout can be seen at **Appendix A** and illustrates that the building, parking area and access layout which will remain as existing. The existing access layout has been designed to accommodate two-way traffic and commercial vehicle movements far larger than that associated with the proposed use. The layout should therefore remain suitable to serve the predominantly private car traffic associated with the development and incorporates ample vehicle parking and turning areas. Secure and covered cycle parking will be provided within the office buildings.

4 Travel Surveys

- 4.1 The performance of the Travel Plan will be monitored over a 5 year period via a programme of multi-modal travel surveys.
- 4.2 The travel surveys will aimed at staff employed at the site with an initial baseline survey to be undertaken within six months of planning permission being granted to establish the baseline modal split. All surveys will be TRICS compliant and will follow the SAM methodology for multi modal travel surveys aimed specifically at Travel Plan monitoring. Follow up surveys will be undertaken at years 3 and 5 within the monitoring period. The specific format and specification for surveys will be agreed with KCC prior to being undertaken. It is envisaged that a questionnaire to meet the specific requirements of its site will be developed that will capture as a minimum data for the main mode of travel for staff. The baseline and follow up surveys for staff will have a target response rate of a minimum of 25% which will be achieved by engaging with staff and stressing the importance of the Travel Plan aims, objectives and process.
- 4.3 Baseline modal splits for assessing the Travel Plan performance in meeting stipulated targets will be determined from the site specific baseline travel survey.

5 Objectives

5.1 The NPPG sets out the overarching objectives of the Travel Plan as follows:

NPPG

'Travel Plans, Transport Assessments and Statements can positively contribute to:

- *encouraging sustainable travel;*
- *lessening traffic generation and its detrimental impacts;*
- *reducing carbon emissions and climate impacts;*
- *creating accessible, connected, inclusive communities;*
- *improving health outcomes and quality of life;*
- *improving road safety; and*
- *reducing the need for new development to increase existing road capacity or provide new roads.'*

6 Targets

- 6.1 The Travel Plan puts forward targets to specifically reduce car use and encourage travel by all sustainable modes. The targets will be SMART (specific, measurable, attainable, realistic and timebound), and set over the five-year Travel Plan monitoring period. They are also linked to the objectives of the plan. The Travel Plan adopts an overall target of reducing the number of single occupancy car trips by 10% over its lifetime when compared with the modal splits to be determined by the baseline travel survey. It also adopts an interim target of a 5% reduction in single occupancy car trips at year 3 of the plan.
- 6.2 The progress of the plan in meeting these targets will be assessed via the programme of multi modal travel surveys outlined at section 4 of this document. In the event that targets are not met by the end of the 5 year monitoring period, this period would be extended until such time as the targets are met with additional funding and resources devoted to the Travel Plan. This would be enforced by the planning authority.

7 Package of Measures

- 7.1 This section of the Travel Plan outlines the specific package of measures that will be implemented over the lifetime of the plan to discourage car use and encourage site staff to travel by more sustainable modes i.e. car sharing and on foot, by cycle and using public transport. Following KCC advice the Travel Plan will have a particular focus on measures to encourage car sharing and the take up of cycling.

Management and Promotional Measures

- 7.2 A designated Travel Plan Co-ordinator (TPC) will be appointed within the development who will oversee implementation, monitoring and review of the Travel Plan. The TPC will be in place from the date that the approved Travel Plan is implemented and for the full duration of the 5 year monitoring period. The TPC name and contact details will be confirmed and supplied to KCC on implementation along with the names and details of any other individuals working on the Travel Plan. The TPC will dedicate the time required to fully implement the plan and ensure that the specified targets are met within the monitoring period. The TPC will have the capacity to deliver every element of the plan that has been set out. It is expected that the site operator, responsible for implementing the Travel Plan and appointing the TPC will be First4drains Ltd.

- 7.3 The TPC will be responsible for:

- The annual review and monitoring of the property's accessibility in sustainable transport terms in accordance with the monitoring programme outlined within the Travel Plan.
- The regular promotion to staff of measures to facilitate the site accessibility in sustainable transport terms.
- Making copies of the Travel Plan available to staff.
- Ongoing senior management commitment and consultation with staff at the property.
- Implementing a communications strategy within the development about the benefits of the Travel Plan.
- The provision of a staff notice board in a prominent location within the development showing the information in the staff welcome pack. This will include a local area map showing, walking, cycling, public transport, and local amenity information.

- 7.4 The TPC will also be responsible for the following measures.

Measures to Discourage Car Use

- 7.5 The TPC will implement a site specific car sharing scheme for staff as a measure to reduce single occupancy car trips.

Emission / Vehicle Reduction Initiatives

- 7.6 The TPC will explore the use of alternatively-fuelled vehicles for servicing and deliveries (such as electric and LPG vehicles and cycles). This will include exploring options for greener- fuelled vehicle grants from the Energy Saving Trust (www.est.org.uk).

Measures to Encourage Public Transport Use

- 7.7 The TPC will provide in-house information on public transport options for travel to and from the site including details for both local and National Rail travel information available from the websites www.kentconnected.org and www.nationalrail.co.uk. This information will be displayed on the staff notice board provided within the development and within the welcome pack supplied to staff.

Measures to Encourage Cycling

- 7.8 The provision of the following measures will be implemented to encourage workplace cycling:
- Secure and covered workplace cycle parking;
 - Information on local cycle routes via the staff welcome pack and staff notice board.
 - Promotion of free cycle training available from the LPA / Kent County Council.

Measures to Encourage Walking

- 7.9 The TPC will encourage walking through the provision of information on safe and convenient local walking routes to public transport and local facilities via the staff notice board and staff welcome pack.

Other Measures

- 7.10 A Travel Plan welcome pack will be issued to all staff when commencing employment at the site. This pack will include a number of incentives to influence travel habits, which will include the following:

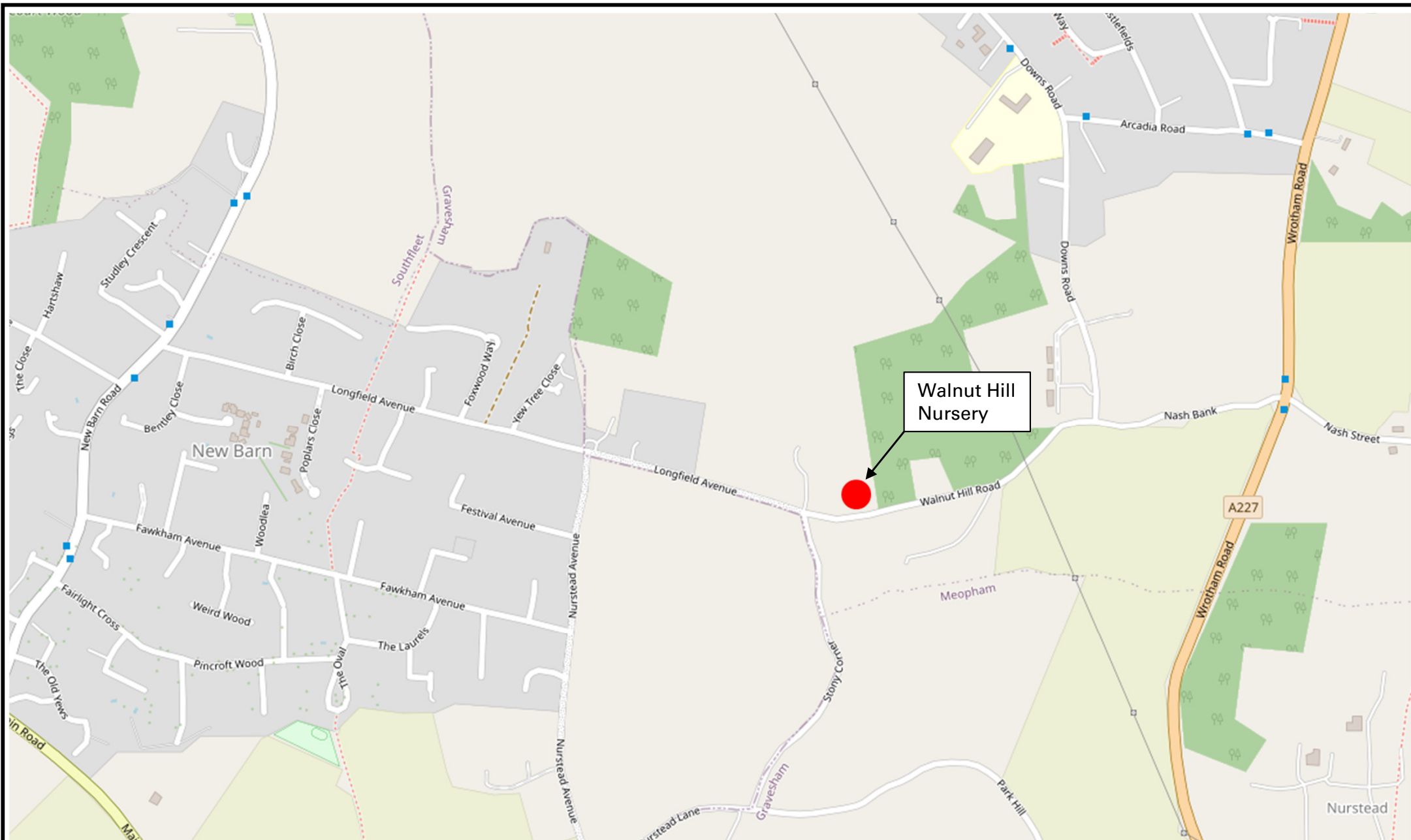
- Details of all current sustainable travel modes available, including bus and rail services accessible from the site, along with maps showing local walking and cycle routes, plus details of any forthcoming promotional events for sustainable travel.
- Options for discounted public transport ticketing will be explored with the relevant local operators. Details for existing discounts available for public transport tickets will also be included.
- Cycling information advising on such details as how to improve cycle parking facilities at their home, information on any cycle promotions and discounts that local stores are offering and local cycling information / maps. Options for discount vouchers for redemption at local outdoor wear and / or cycle retailers will be explored for inclusion within the welcome pack.
- A copy of the Travel Plan and contact details for relevant organisations, such as Kent County Council, Gravesham Borough Council and local taxi companies.

7.11 The TPC will also promote the use of Kentjourneyshare, the membership of a car club and the use of taxis as appropriate via the welcome pack and staff notice board and explore registering to join the Zero Emissions Network (ZEN). This includes a range of emission reducing measures (such as discounts on cargo bike couriers and bike subscription services) and schemes (including trials and grants for sustainable transport options).

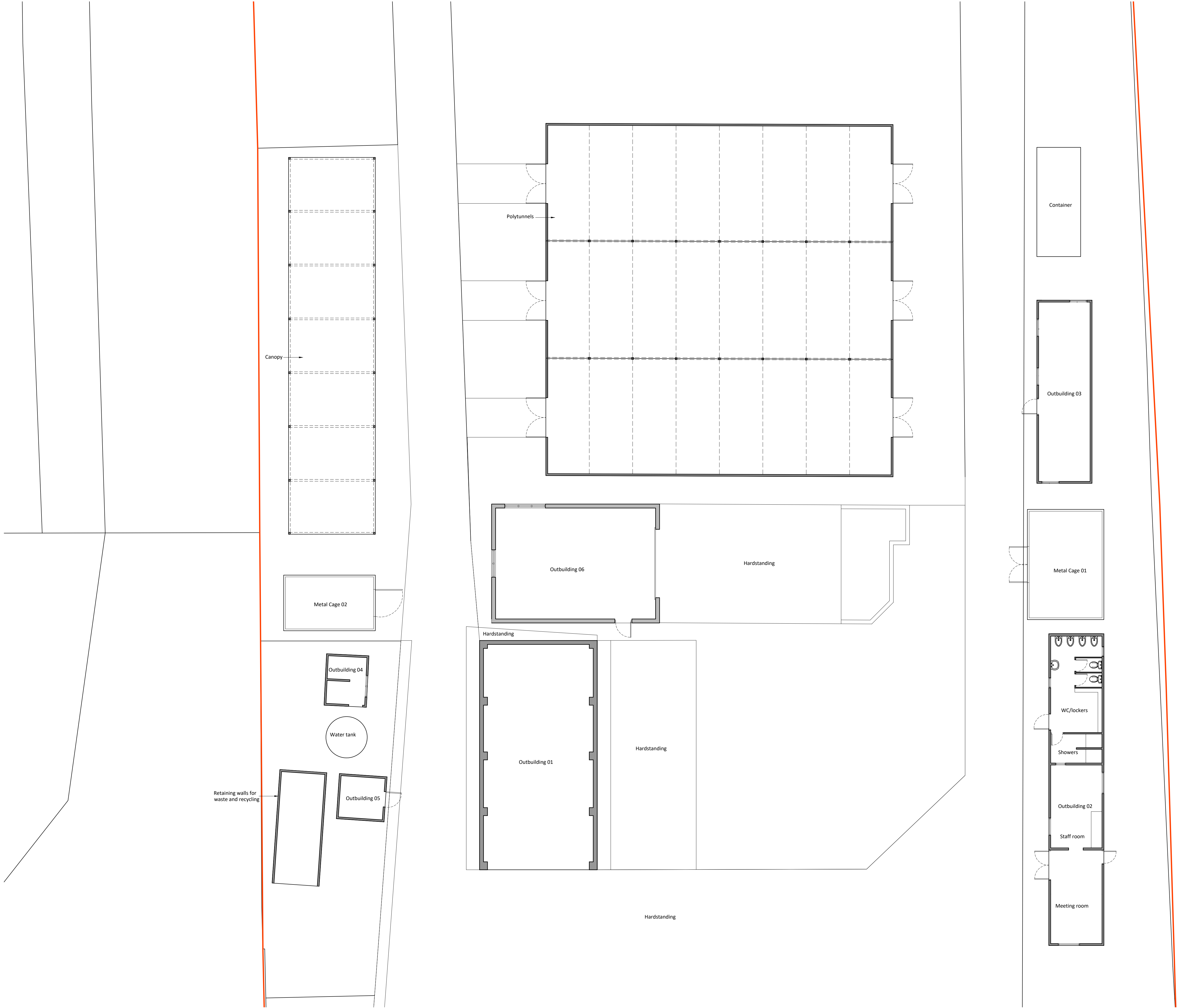
7.12 The Travel Plan and all of the measures outlined will be fully funded by the site operator which is anticipated to be First4drains Ltd.

8 Monitoring and Review

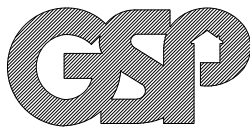
- 8.1 The TPC will be responsible for the ongoing monitoring and review of the Travel Plan to determine the success of the specific measures outlined in achieving the overall target of reducing the number of single occupancy car trips by 10% over the 5 year monitoring period.
- 8.2 The monitoring process will be informed by the results of the staff travel surveys to be undertaken at years 1, 3 and 5 as outlined at section 4 of this document. Following completion of the surveys a monitoring report will be supplied to KCC Council for review also at years 1, 3 and 5.
- 8.3 The monitoring and review process will include the following elements.
- A review the developments transport accessibility by all modes.
 - Consultation with employees of the development to promote the concept of a Travel Plan. Meetings will seek to identify a common set of objectives for encouraging public transport usage and reducing the reliance on the private car.
 - Employee and travel surveys to examine the use of existing modes of travel, attitudes towards sustainable modes of transport and the most effective measures to promote sustainable transport for commuting.
- 8.4 It is envisaged that implementation of the Travel Plan will be secured by a planning condition. All measures proposed will be fully funded by the site operator along with the costs incurred by the operator in undertaking monitoring, including travel surveys and providing KCC with monitoring reports.



SCALE:	Do Not Scale	CLIENT:	FIRST4DRAINS			JOB TITLE:	WALNUT HILL NURSERY, WALNUT HILL ROAD	
DATE:	February 2025	TITLE:				JOB NUMBER:		
DRAWN:	AR	LOCATION PLAN				21516	FIGURE:	2.1

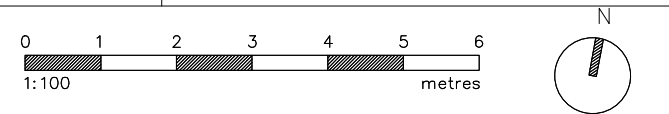


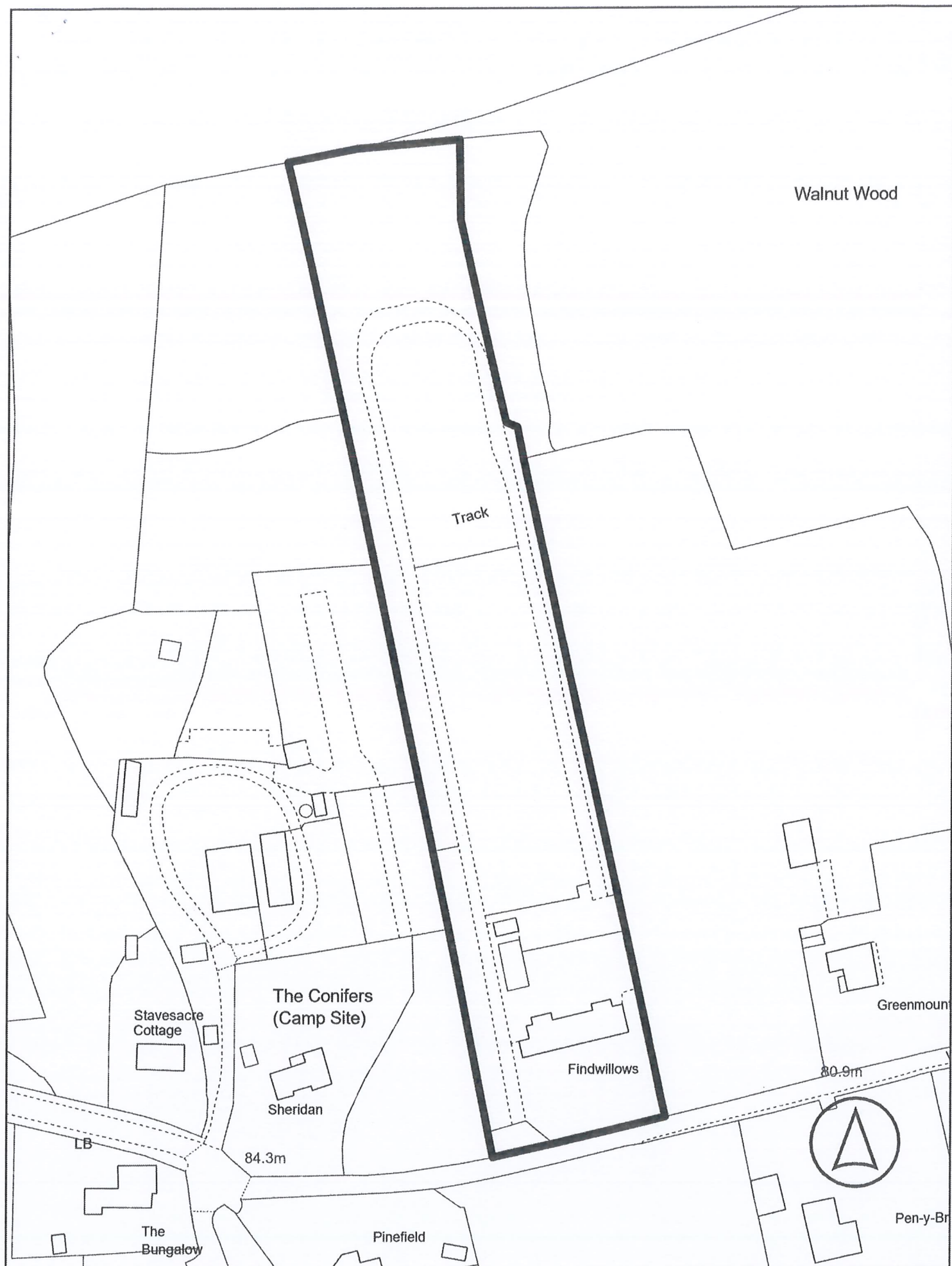
	Footprint	GIA	Volume
Outbuilding 01	83 m2	75 m2	368 m3
Outbuilding 02	53 m2	49 m2	151 m3
Outbuilding 03	31 m2	28 m2	89 m3
Outbuilding 04	7 m2	6 m2	15 m3
Outbuilding 05	7 m2	6 m2	15 m3
Outbuilding 06	61 m2	55 m2	200 m3
Polytunnels	376 m2	368 m2	1274 m3
Canopy	100 m2	96 m2	209 m3
Metal Cage 01	26 m2	N/A	67 m3
Metal Cage 02	16 m2	N/A	32 m3
Container	15 m2	N/A	39 m3
Retaining walls	16 m2	15 m2	36 m3



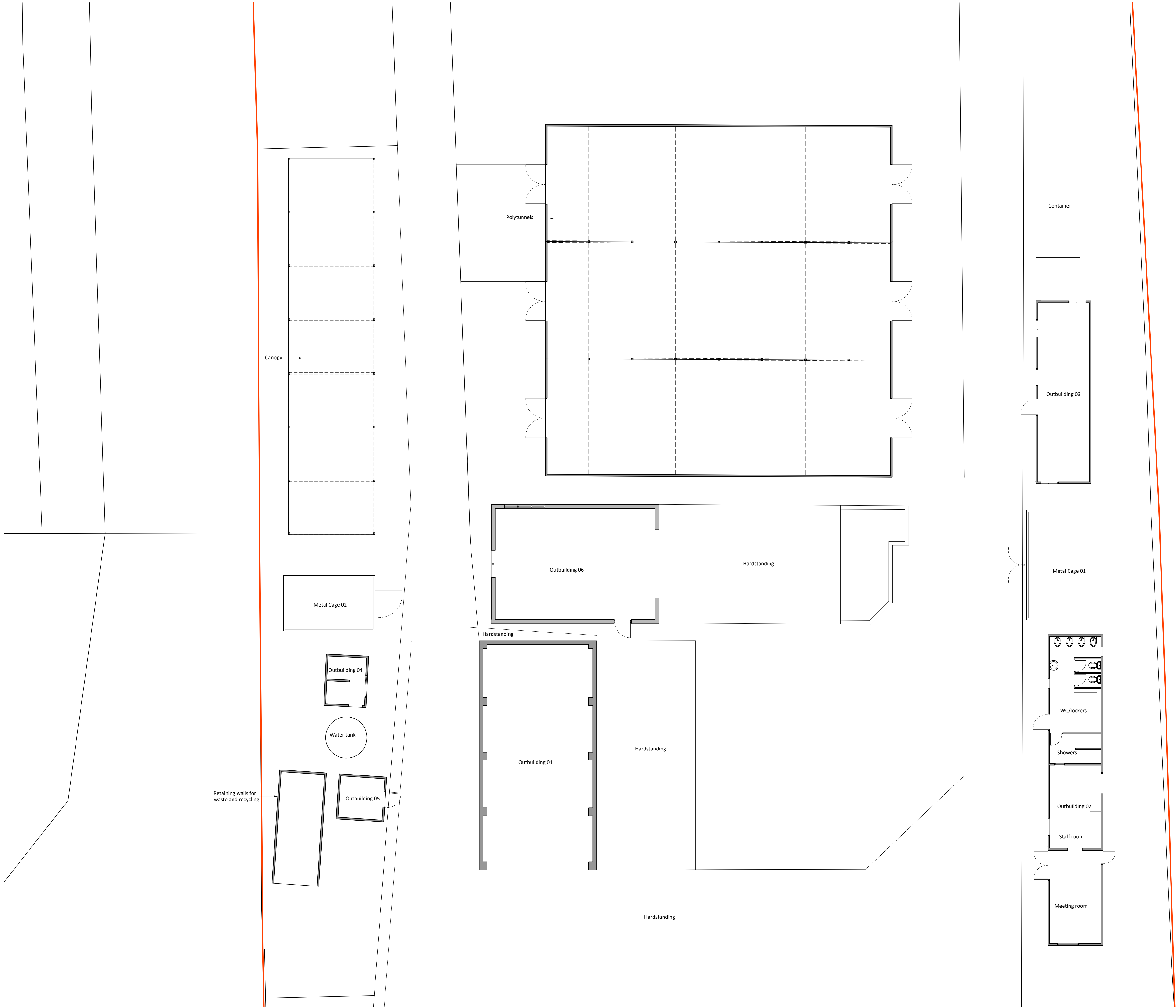
2 The Parade, Ash Road, Hartley
Longfield, Kent DA3 8BG
Tel: 01474 703705
www.gspplanning.uk
Email: office@gspplanning.uk

Project Title Walnut Hill Nursery, Walnut Hill Road, Longfield Hill, DA13 9HL	Job No 4244
Drawing Title Existing Outbuildings Floor Plans	Revision —
Date 16.10.2024	Checked by PN
Scale 1:100 @ A1	Note





Appendix B
Existing Site Layout



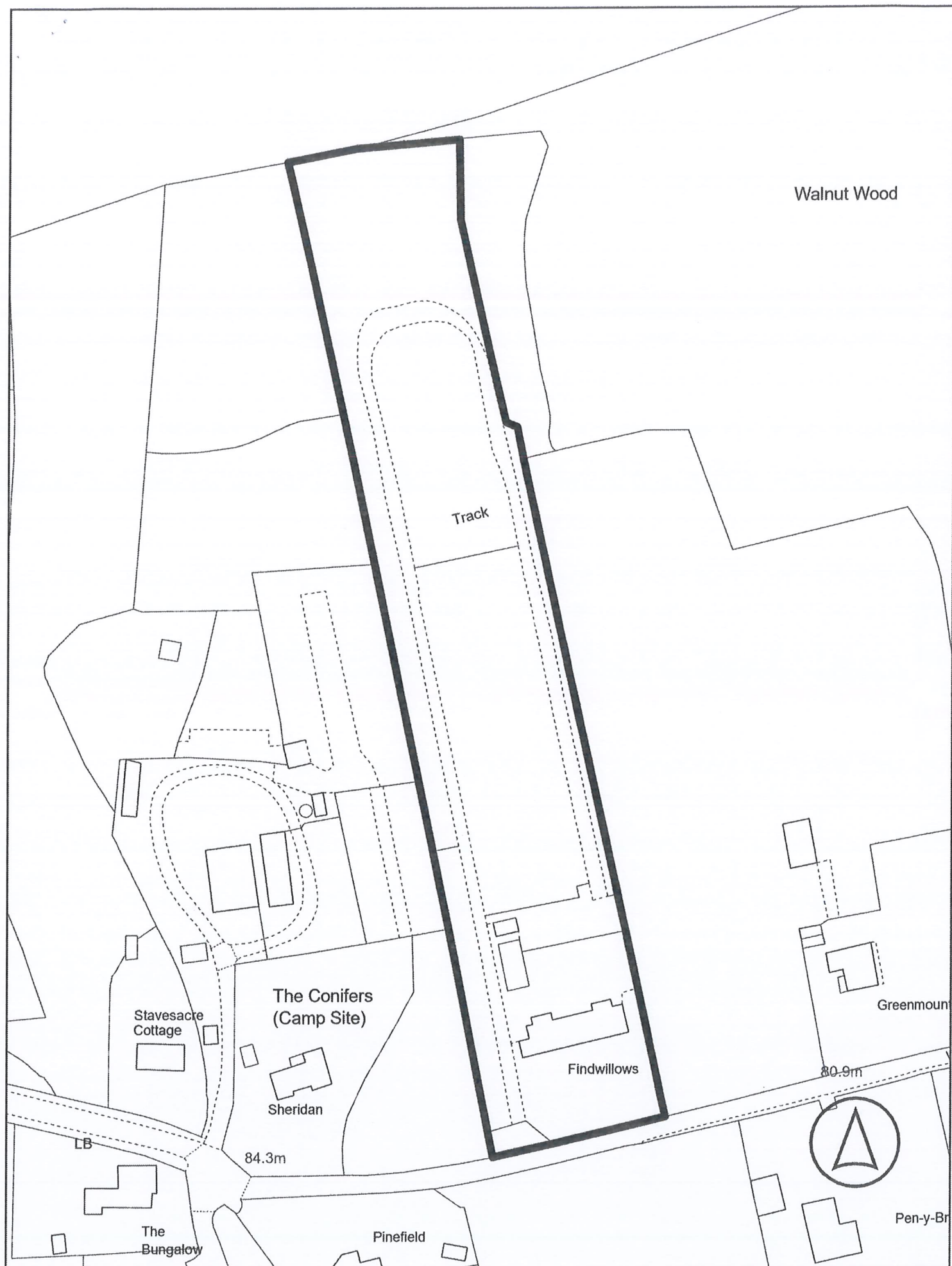
	Footprint	GIA	Volume
Outbuilding 01	83 m2	75 m2	368 m3
Outbuilding 02	53 m2	49 m2	151 m3
Outbuilding 03	31 m2	28 m2	89 m3
Outbuilding 04	7 m2	6 m2	15 m3
Outbuilding 05	7 m2	6 m2	15 m3
Outbuilding 06	61 m2	55 m2	200 m3
Polytunnels	376 m2	368 m2	1274 m3
Canopy	100 m2	96 m2	209 m3
Metal Cage 01	26 m2	N/A	67 m3
Metal Cage 02	16 m2	N/A	32 m3
Container	15 m2	N/A	39 m3
Retaining walls	16 m2	15 m2	36 m3



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Project Title Walnut Hill Nursery, Walnut Hill Road, Longfield Hill, DA13 9HL	Job No 4244
Drawing Title Existing Outbuildings Floor Plans	Drawing No 305
Date 16.10.2024	Drawn by MW
	Checked by PN

Scale 1:100 @ A1	Note
0 1 2 3 4 5 6 1:100 metres	N 1



Appendix C
Former Site Use TRICS Data

Calculation Reference: AUDIT-848401-250204-0221

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : H - GARDEN CENTRE
TOTAL VEHICLES

Selected regions and areas:

02 SOUTH EAST
HC HAMPSHIRE 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: 2323 to 3700 (units: sqm)
 Range Selected by User: 400 to 23465 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/97 to 29/06/24

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

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

Selected survey types:

Manual count 1 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

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:

No Sub Category 1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included X days - Selected
 Servicing vehicles Excluded 4 days - Selected

Secondary Filtering selection:

Use Class:

E(a) 1 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

15,001 to 20,000 1 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:

50,001 to 75,000 1 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 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.

Petrol filling station:

Included in the survey count 0 days

Excluded from count or no filling station 1 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No 1 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 1 days

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

LIST OF SITES relevant to selection parameters

1 HC-01-H-03 GARDEN CENTRE HAMPSHIRE
ROMSEY ROAD
WINCHESTER

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Gross floor area: 3700 sqm
Survey date: MONDAY 19/11/07 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
ES-01-H-03	Too Large
MO-01-H-01	Too Large

MANUALLY DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
BC-01-H-02	19/09/97	Date

TRIP RATE for Land Use 01 - RETAIL/H - GARDEN CENTRE
TOTAL 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									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	3700	0.351	1	3700	0.054	1	3700	0.405
09:00 - 10:00	1	3700	0.270	1	3700	0.270	1	3700	0.540
10:00 - 11:00	1	3700	0.757	1	3700	0.757	1	3700	1.514
11:00 - 12:00	1	3700	1.514	1	3700	1.595	1	3700	3.109
12:00 - 13:00	1	3700	0.838	1	3700	0.838	1	3700	1.676
13:00 - 14:00	1	3700	1.000	1	3700	0.865	1	3700	1.865
14:00 - 15:00	1	3700	1.405	1	3700	0.946	1	3700	2.351
15:00 - 16:00	1	3700	0.865	1	3700	1.243	1	3700	2.108
16:00 - 17:00	1	3700	0.351	1	3700	0.649	1	3700	1.000
17:00 - 18:00	1	3700	0.108	1	3700	0.270	1	3700	0.378
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			7.459			7.487			14.946

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:	2323 - 3700 (units: sqm)
Survey date range:	01/01/97 - 29/06/24
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	2

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.

Appendix D
Recent Site Use Traffic Survey Data

K&M TRAFFIC SURVEYS

DATE : FRIDAY 7TH FEBRUARY 2025

LOCATION : WALTNUT HILL NURSERY (FIRST4DRAINS), WALNUT HILL ROAD, ISTEAD RISE, GRAVESEND, KENT

WALNUT HILL NURSERY ACCEESS (FIRST4DRAINS) / WALNUT HILL ROAD

	WALNUT HILL NURSERY OUT LEFT TO WALNUT HILL RD - EAST (Downhill)							WALNUT HILL NURSERY OUT RIGHT TO WALNUT HILL RD - WEST							WALNUT HILL NURSERY RIGHT TURN IN FROM WALNUT HILL RD - EAST (Downhill)							WALNUT HILL NURSERY LEFT TURN IN FROM WALNUT HILL RD - WEST					
	CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT
0730-0745	0					0		0					0		2					2		0					0
0745-0800	1					1		0					0		6					6		0					0
0800-0815	2					2		0					0		1					1		0					0
0815-0830	0					0		0					0		2					2		0					0
0830-0845	2					2		0					0		0					0		0					0
0845-0900	0					0		0					0		0					0		0					0
0900-0915	0					0		0					0		0					0		0					0
0915-0930	0					0		0					0		0					0		0					0
0930-0945	1					1		0					0		0					0		0					0
0945-1000	0					0		0					0		0					0		0					0
0730-1000	6	0	0	0	0	6		0	0	0	0	0	0		11	0	0	0	0	11		0	0	0	0	0	0
0730-0830	3	0	0	0	0	3		0	0	0	0	0	0		11	0	0	0	0	11		0	0	0	0	0	0
0745-0845	5	0	0	0	0	5		0	0	0	0	0	0		9	0	0	0	0	9		0	0	0	0	0	0
0800-0900	4	0	0	0	0	4		0	0	0	0	0	0		3	0	0	0	0	3		0	0	0	0	0	0
0815-0915	2	0	0	0	0	2		0	0	0	0	0	0		2	0	0	0	0	2		0	0	0	0	0	0
0830-0930	2	0	0	0	0	2		0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0
0845-0945	1	0	0	0	0	1		0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0
0900-1000	1	0	0	0	0	1		0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0

K&M TRAFFIC SURVEYS

DATE : THURSDAY 6TH FEBRUARY 2025

LOCATION : WALNUT HILL NURSERY (FIRST4DRAINS), WALNUT HILL ROAD, ISTEAD RISE, GRAVESEND, KENT

WALNUT HILL NURSERY ACCEESS (FIRST4DRAINS) / WALNUT HILL ROAD

	WALNUT HILL NURSERY OUT LEFT TO WALNUT HILL RD - EAST (Downhill)						WALNUT HILL NURSERY OUT RIGHT TO WALNUT HILL RD - WEST						WALNUT HILL NURSERY RIGHT TURN IN FROM WALNUT HILL RD - EAST (Downhill)						WALNUT HILL NURSERY LEFT TURN IN FROM WALNUT HILL RD - WEST					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
1600-1615	1					1	0					0	0					0	0					0
1615-1630	1					1	0					0	0	1				1	0					0
1630-1645	2					2	0					0	0					0	0					0
1645-1700	1					1	0	1				1	1					1	0					0
1700-1715	3					3	0				1	1	0					0	0					0
1715-1730	3					3	2					2	0					0	0					0
1730-1745	2					2	0					0	1					1	0					0
1745-1800	0					0	0					0	0					0	0					0
1800-1815	3					3	0					0	0					0	0					0
1815-1830	0					0	0					0	0					0	0					0
1630-1830	16	0	0	0	0	16	2	1	0	0	1	4	2	1	0	0	0	3	0	0	0	0	0	0
1600-1700	5	0	0	0	0	5	0	1	0	0	0	1	1	1	0	0	0	2	0	0	0	0	0	0
1615-1715	7	0	0	0	0	7	0	1	0	0	1	2	1	1	0	0	0	2	0	0	0	0	0	0
1630-1730	9	0	0	0	0	9	2	1	0	0	1	4	1	0	0	0	0	1	0	0	0	0	0	0
1645-1745	9	0	0	0	0	9	2	1	0	0	1	4	2	0	0	0	0	2	0	0	0	0	0	0
1700-1800	8	0	0	0	0	8	2	0	0	0	1	3	1	0	0	0	0	1	0	0	0	0	0	0
1715-1815	8	0	0	0	0	8	2	0	0	0	0	2	1	0	0	0	0	1	0	0	0	0	0	0
1730-1830	5	0	0	0	0	5	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0

K&M TRAFFIC SURVEYS

DATE : FRIDAY 7TH FEBRUARY 2025

LOCATION : WALTNUT HILL NURSERY (FIRST4DRAINS), WALNUT HILL ROAD, ISTEAD RISE, GRAVESEND, KENT

WALNUT HILL NURSERY ACCEESS (FIRST4DRAINS) / WALNUT HILL ROAD

WALNUT HILL ROAD FROM EAST STRAIGHT AHEAD TO WALNUT HILL ROAD WEST							WALNUT HILL ROAD FROM WEST STRAIGHT AHEAD TO WALNUT HILL RD - EAST (Downhill)						
	CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT
0730-0745	1					1	5						5
0745-0800	4					4	0						0
0800-0815	2				1	3	1						1
0815-0830	3					3	0						0
0830-0845	4					4	2						2
0845-0900	3					3	3						3
0900-0915	2					2	2						2
0915-0930	2				1	3	1						1
0930-0945	1					1	1						1
0945-1000	2					2	1						1
0730-1000	24	0	0	0	2	26	16	0	0	0	0	0	16
0730-0830	10	0	0	0	1	11	6	0	0	0	0	0	6
0745-0845	13	0	0	0	1	14	3	0	0	0	0	0	3
0800-0900	12	0	0	0	1	13	6	0	0	0	0	0	6
0815-0915	12	0	0	0	0	12	7	0	0	0	0	0	7
0830-0930	11	0	0	0	1	12	8	0	0	0	0	0	8
0845-0945	8	0	0	0	1	9	7	0	0	0	0	0	7
0900-1000	7	0	0	0	1	8	5	0	0	0	0	0	5



K&M TRAFFIC SURVEYS

DATE : THURSDAY 6TH FEBRUARY 2025

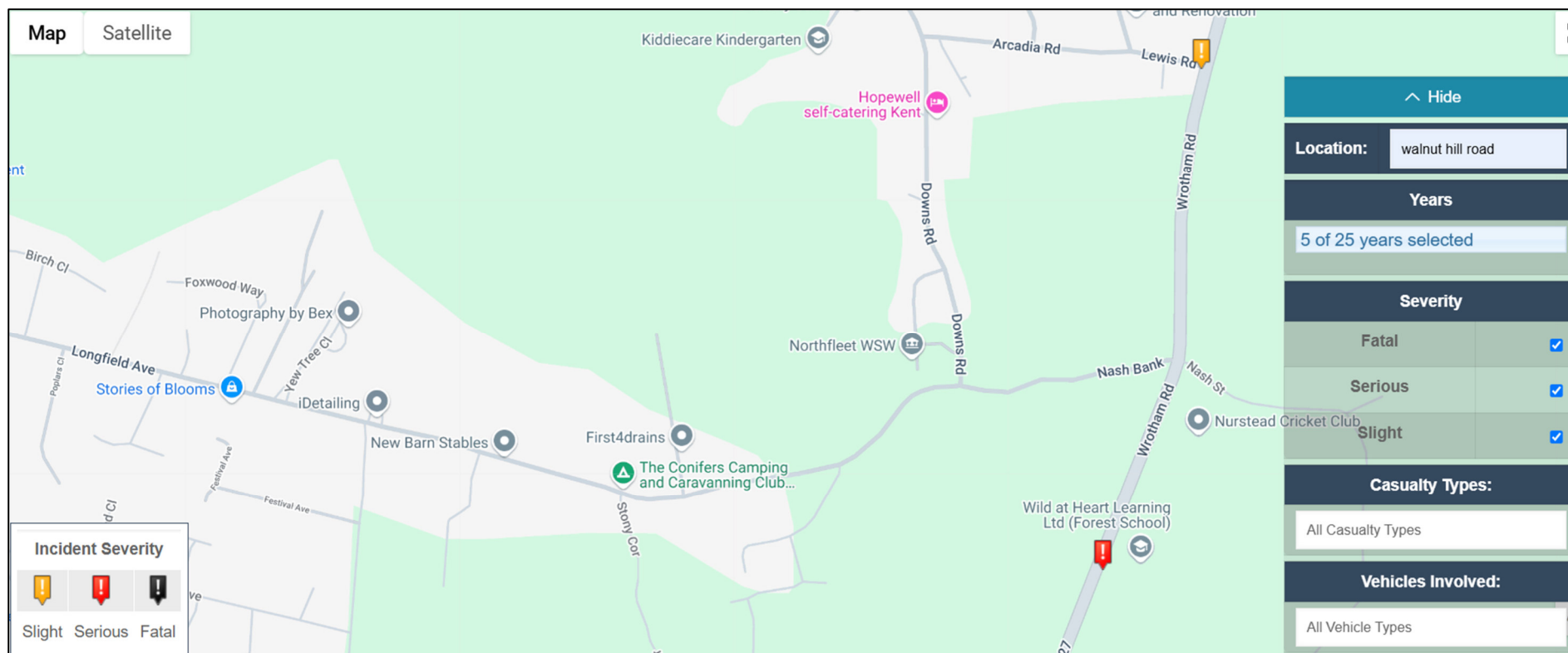
LOCATION : WALTNUT HILL NURSERY (FIRST4DRAINS), WALNUT HILL ROAD, ISTEAD RISE, GRAVESEND, KENT

WALNUT HILL NURSERY ACCEESS (FIRST4DRAINS) / WALNUT HILL ROAD

WALNUT HILL ROAD FROM EAST STRAIGHT AHEAD TO WALNUT HILL ROAD WEST							WALNUT HILL ROAD FROM WEST STRAIGHT AHEAD TO WALNUT HILL RD - EAST (Downhill)						
	CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT
1600-1615	3					3	5						5
1615-1630	2					2	3						3
1630-1645	5					5	2						2
1645-1700	4					4	0						0
1700-1715	1					1	3						3
1715-1730	0					0	2						2
1730-1745	2					2	4						4
1745-1800	1					1	1						1
1800-1815	2					2	2						2
1815-1830	2					2	2						2
1630-1830	22	0	0	0	0	22	24	0	0	0	0	0	24
1600-1700	14	0	0	0	0	14	10	0	0	0	0	0	10
1615-1715	12	0	0	0	0	12	8	0	0	0	0	0	8
1630-1730	10	0	0	0	0	10	7	0	0	0	0	0	7
1645-1745	7	0	0	0	0	7	9	0	0	0	0	0	9
1700-1800	4	0	0	0	0	4	10	0	0	0	0	0	10
1715-1815	5	0	0	0	0	5	9	0	0	0	0	0	9
1730-1830	7	0	0	0	0	7	9	0	0	0	0	0	9



Appendix E
PIC Accident Locations and Severity



Appendix F
Proposed Site Use TRICS Data

Audit Code: e0b319b2-af75-4490-bb62-711ba2ad0fd8

Filtering Summary:

Land Use: 02/A EMPLOYMENT/OFFICE

Selected Trip Rate Calculation Parameter Range: 118 - 3000 sqm GFA

Actual Trip Rate Calculation Parameter Range: N/A sqm GFA

Date Range: Minimum: 1/1/2016 Maximum: 6/27/2024

Parking Spaces Range: All Surveys Selected

Population Within 500m Range: All Surveys Selected

Days of the week selected:

Monday	1
Thursday	1
Tuesday	3
Wednesday	2

Main Location Types selected:

Edge of Town	7
--------------	---

Inclusion of Servicing Vehicles Counts:

Servicing Vehicle Excluded	4
Servicing Vehicles Included	3

Population <1 Mile ranges selected:

1,001 to 5,000	2
10,001 to 15,000	4
15,001 to 20,000	1

Audit Code: e0b319b2-af75-4490-bb62-711ba2ad0fd8

Population <5 Mile ranges selected:

100,001 to 125,000	1
125,001 to 250,000	3
25,001 to 50,000	1
5,001 to 25,000	1
50,001 to 75,000	1

Car Ownership <5 Mile ranges selected:

0.6 to 1.0	6
1.1 to 1.5	1

PTAL Rating:

No PTAL Present	7
-----------------	---

Audit Code: e0b319b2-af75-4490-bb62-711ba2ad0fd8

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: A - OFFICE

Total Vehicles

Selected regions and areas:

03	SOUTH WEST		
	WL	WILTSHIRE	1 day
04	EAST ANGLIA		
	NF	NORFOLK	1 day
	SF	SUFFOLK	1 day
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 day
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	AK	WAKEFIELD	1 day
08	NORTH WEST		
	EC	CHESHIRE EAST	1 day

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

Audit Code: e0b319b2-af75-4490-bb62-711ba2ad0fd8

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:	GFA
Actual Range:	500 to 3000 (units:sqm)
Range Selected by User:	118 to 3000 (units:sqm)
Parking Spaces Range:	0 - 2923

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/16 to 27/06/24

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	1 days
Tuesday	3 days
Wednesday	2 days

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

Selected survey types:

Manual count	7
Direction ATC Count	0

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	7 days
--------------	--------

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	2 days
Development Zone	1 days
Industrial Zone	3 days
No Sub Category	1 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	4 days
Servicing vehicles Included	3 days

Audit Code: e0b319b2-af75-4490-bb62-711ba2ad0fd8

Secondary Filtering Selection:

Use Class:

Not Known

7 surveys

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

Population within 500m Range:

0 - 0

Population within 1 mile:

1,001 to 5,000

2 surveys

10,001 to 15,000

4 surveys

15,001 to 20,000

1 surveys

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 surveys

125,001 to 250,000

3 surveys

25,001 to 50,000

1 surveys

5,001 to 25,000

1 surveys

50,001 to 75,000

1 surveys

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

6 surveys

1.1 to 1.5

1 surveys

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.

Audit Code: e0b319b2-af75-4490-bb62-711ba2ad0fd8

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No 7 surveys

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 7 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

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

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Audit Code: e0b319b2-af75-4490-bb62-711ba2ad0fd8

1 PIONEER WAY CASTLEFORD WHITWOOD Edge of Town No Sub Category Gross floor area: 1230 sqm Survey date: Tuesday 23/05/2017	AK-02-A-01	OFFICES	WAKEFIELD Survey Type: Manual
2 WINTERTON WAY MACCLESFIELD LYME GREEN BUSINESS PK Edge of Town Commercial Zone Gross floor area: 3000 sqm Survey date: Tuesday 04/05/2021	EC-02-A-04	OFFICES	CHESHIRE EAST Survey Type: Manual
3 LINCOLN WAY LOUTH FAIRFIELD Edge of Town Industrial Zone Gross floor area: 2114 sqm Survey date: Monday 29/04/2024	LN-02-A-01	OFFICES	LINCOLNSHIRE Survey Type: Manual
4 WHITING ROAD NORWICH Edge of Town Commercial Zone Gross floor area: 500 sqm Survey date: Wednesday 13/11/2019	NF-02-A-04	BUILDING CONSULTANT	NORFOLK Survey Type: Manual
5 WHITE HOUSE ROAD IPSWICH Edge of Town Industrial Zone Gross floor area: 2800 sqm Survey date: Thursday 24/09/2020	SF-02-A-03	OFFICES	SUFFOLK Survey Type: Manual
6 BUDBROOKE ROAD WARWICK Edge of Town Industrial Zone Gross floor area: 796 sqm Survey date: Wednesday 23/11/2022	WK-02-A-03	ENGINEERING CONSULTANTS	WARWICKSHIRE Survey Type: Manual
7 THE CRESCENT AMESBURY SUNRISE WAY Edge of Town Development Zone Gross floor area: 2500 sqm Survey date: Tuesday 18/09/2018	WL-02-A-01	PET INSURANCE COMPANY	WILTSHIRE Survey Type: Manual

DESELECTED SURVEYS



Audit Code: e0b319b2-af75-4490-bb62-711ba2ad0fd8

Site Ref	Survey Date	Reason for Deselection
AN-02-A-06	20-11-2018	Wrong Location
CV-02-A-01	25-10-2022	Wrong Location
LU-02-A-01	09-11-2020	Wrong Location

Audit Code: e0b319b2-af75-4490-bb62-711ba2ad0fd8

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

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	7	1849	0.394	0.077	0.471
08:00-09:00	7	1849	1.213	0.185	1.398
09:00-10:00	7	1849	1.291	0.209	1.500
10:00-11:00	7	1849	0.425	0.131	0.556
11:00-12:00	7	1849	0.147	0.193	0.340
12:00-13:00	7	1849	0.185	0.402	0.587
13:00-14:00	7	1849	0.379	0.294	0.673
14:00-15:00	7	1849	0.317	0.263	0.580
15:00-16:00	7	1849	0.193	0.294	0.487
16:00-17:00	7	1849	0.155	0.788	0.943
17:00-18:00	7	1849	0.062	1.437	1.499
18:00-19:00	6	1952	0.043	0.529	0.572
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			4.804	4.802	9.606

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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Audit Code: e0b319b2-af75-4490-bb62-711ba2ad0fd8

Parameter Summary:

Trip rate parameter range selected:	118 - 3000 (units: sqm)
Survey date date range:	23/05/2017 - 29/04/2024
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.