

22-25 LONDON ROAD, NORTHFLEET, DA11 9JH

TRANSPORT STATEMENT

1. Project Description

- 1.1 This Transport Statement (TS) has been prepared by Entran Ltd in order to identify and discuss the proposal for the redevelopment of 22-25 London Road for:
- 12 x 1-bed dwellings
 - 4 x Car Parking spaces (Two at 2.7m wide)
 - 12 x secured cycle parking spaces
 - Communal waste/recycling storage
 - Use of existing site access off Rural Vale
- 1.2 This TS has sought to consider both National and Local Policy and Plan Documents including:
- NPPF 2019
 - Travel Plans, transport assessments and statements in decision making (2014)
 - DfT – GTA (2007)
 - Local Plan and associated Supplementary Planning Documents and guidance
- 1.3 It is noted that an application approved on the adjacent empty land (reference: 20220431) was for 14 units and 13 parking spaces.

2. Location

- 2.1 The Site is located approx. 700m east of Northfleet and 1200m west of Gravesend.
- 2.2 All local roads are subject to a 30mph speed limit, are lit and have footways along both sides of the road. Pedestrian access to and from the site is unhindered with numerous crossing facilities along London Road and tactile paving at side roads.
- 2.3 In addition, local roads are subject to restricted on street parking via charges and permits.
- 2.4 The application site Location is shown in **Figure 2.1** with the site in its strategic location shown in **Figure 2.2** below. Redline plan is shown at **Figure 2.3**.
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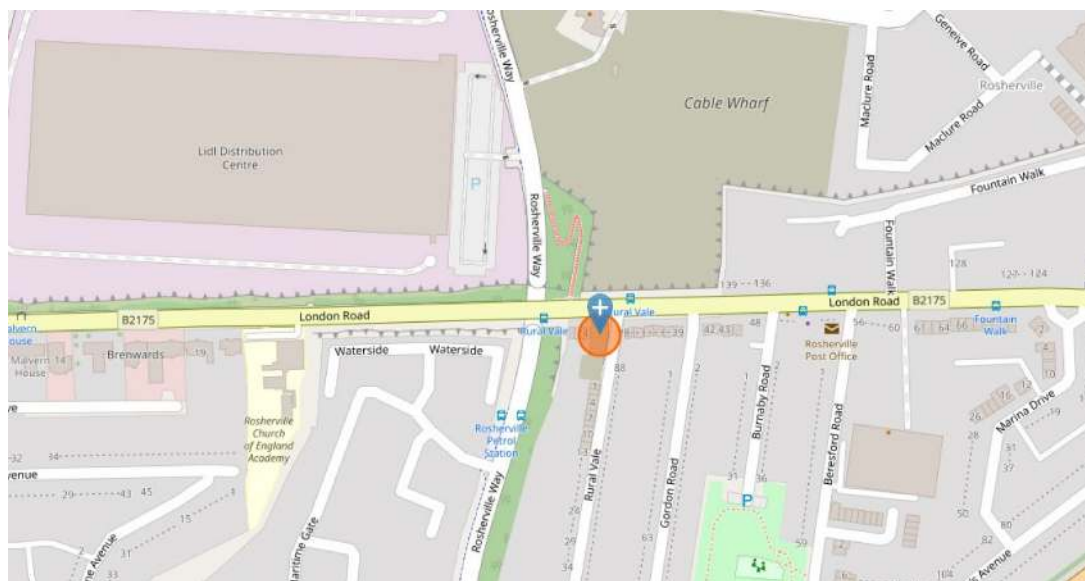


Figure 2.1 – Local Site Location Plan



Plate A – View of the Site

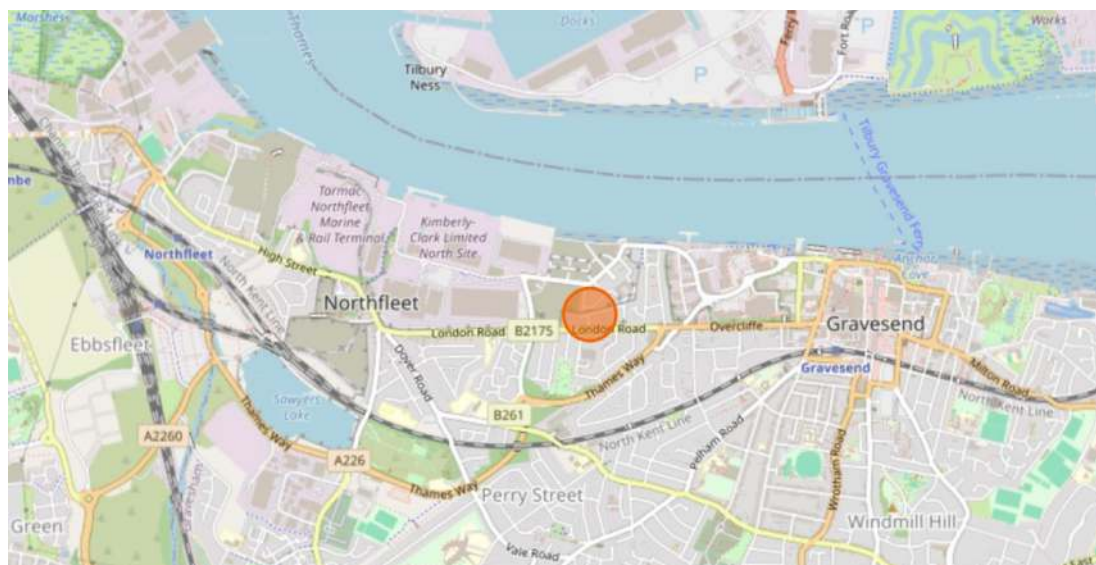


Figure 2.2 – Strategic Site Location



Figure 2.3 – Red Line Plan

- 2.5 In terms of cycle access, there are a number of local routes that could be used to access the Town both Northfleet and Gravesens centres and its associated facilities. Cycle mapping is shown in Figure 2.4 below.

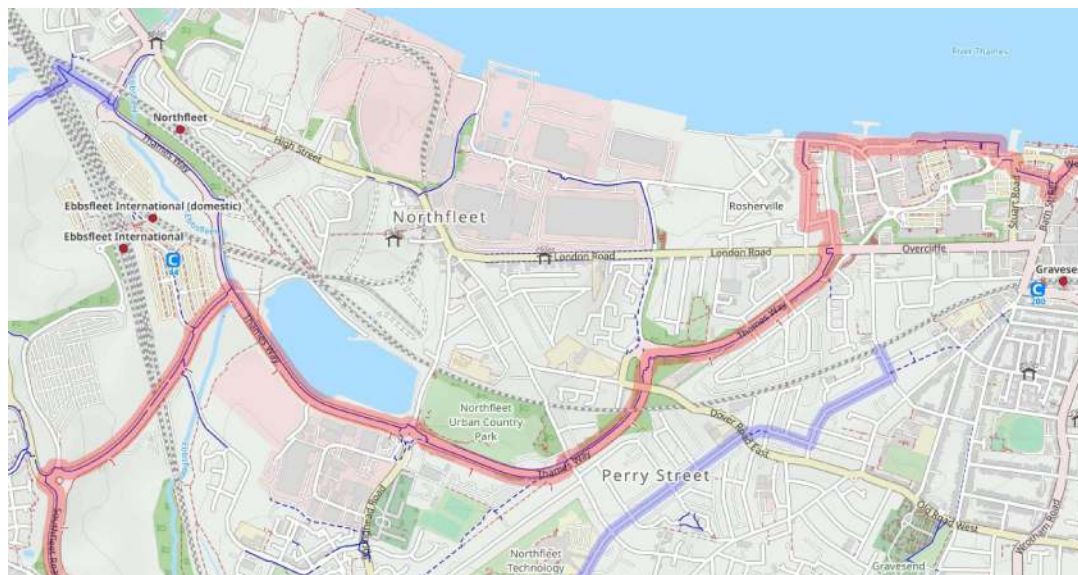


Figure 2.4 – Cycle Mapping

- 2.6 The nearest bus stops are immediately adjacent to the site on London Road. West bound bus stop includes flag and raised kerb, whilst the east bound also includes a shelter.
- 2.7 These stops are served by the frequent number 480 and 490 routes which provides access to both Northfleet and Gravesend Town Centre, bus and rail stations at 10 minute intervals. Use of public transport for all journeys is therefore very viable.
- 2.8 Northfleet railway station serves the town of Northfleet in North Kent with regular Southeastern trains running along the North Kent Line and select Thameslink services.
- 2.9 Gravesend station also runs many of the same services but includes different intermediate and sometime destinations.
- 2.10 Travel by bus / walk / cycle (parking available at both stations) makes travel beyond Northfleet and Gravesend by rail extremely viable.
- 2.11 It is concluded that the site is very well placed to promote travel modes other than the private car.

3. Facilities

- 3.1 Within 400m of the site there is a convenience store, takeaway, post office, play area. Some 200m away there is a primary and nursery school whilst a secondary school / academy is within 800m.
- 3.2 Within 700m there are a range of town centre facilities (commercial, retail, leisure) whilst within 1.0km there are a range of health services.
- 3.3 The site can therefore be considered to be in a very sustainable location.

4. Proposals

- 4.1 The development proposals as they relate to traffic movements comprise:
 - 12 x 1-bed dwellings
 - 4 x Car Parking spaces (Two at 2.7m wide)
 - 12 x secured cycle parking spaces (consistent with KCC design guide)
 - Communal waste/recycling storage
 - Use of existing site access off Rural Vale
- 4.2 Full architects' plans are attached as **Appendix A**.
- 4.3 Car parking standards suggest a maximum of 1 space per unit which can be varied depending on



local circumstances. It has been demonstrated above that the site is in an extremely sustainable location and is surrounded by local parking restrictions such that the need and / or ability to own / use a car is somewhat restricted.

- 4.4 In this regard a reduced provision is considered appropriate in this location.

5. Traffic Generation

- 5.1 A review of TRICS data for the proposed residential use is quite difficult as there are not many relevant sites to choose from. Nevertheless, the TRICS data base using flats privately owned suggests that a development of this scale would generate;

TOTAL VEHICLES

Survey Start/End: 07:00-19:00

Trip rate parameter range available: 18 - 19 (units:)

Estimate TRIP rates

State TRP Figure & Extrapolate Results

ON

Estimated TRIP rate value per 12 DWELLS

Estimated TRIP rates shown in shaded column (for 12 DWELLS)

TRIP RATE VALUE PER 1 DWELLS	ARRIVALS			Total	DEPARTURES			Total	TOTALS			Total
	Total Rate: 1.107 Peak: 16:00-17:00			13.296	Total rate: 1.080 Peak: 10:00-11:00			12.973	Total rate: 2.187 Peak: 13:00-14:00			26.269
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip rate
00:00-01:00												
01:00-02:00												
02:00-03:00												
03:00-04:00												
04:00-05:00												
05:00-06:00												
06:00-07:00												
07:00-08:00	2	19	0.027	0.324	2	19	0.162	1.946	2	19	0.189	2.270
08:00-09:00	2	19	0.000	0.000	2	19	0.108	1.297	2	19	0.108	1.297
09:00-10:00	2	19	0.135	1.622	2	19	0.054	0.649	2	19	0.189	2.271
10:00-11:00	2	19	0.027	0.324	2	19	0.216	2.595	2	19	0.243	2.919
11:00-12:00	2	19	0.108	1.297	2	19	0.027	0.324	2	19	0.135	1.621
12:00-13:00	2	19	0.081	0.973	2	19	0.027	0.324	2	19	0.108	1.297
13:00-14:00	2	19	0.108	1.297	2	19	0.189	2.270	2	19	0.297	3.567
14:00-15:00	2	19	0.108	1.297	2	19	0.135	1.622	2	19	0.243	2.919
15:00-16:00	2	19	0.081	0.973	2	19	0.054	0.649	2	19	0.135	1.622
16:00-17:00	2	19	0.162	1.946	2	19	0.027	0.324	2	19	0.189	2.270
17:00-18:00	2	19	0.162	1.946	2	19	0.000	0.000	2	19	0.162	1.946
18:00-19:00	2	19	0.108	1.297	2	19	0.081	0.973	2	19	0.189	2.270
19:00-20:00												
20:00-21:00												
21:00-22:00												
22:00-23:00												
23:00-24:00												

TRICS 12 FLATS

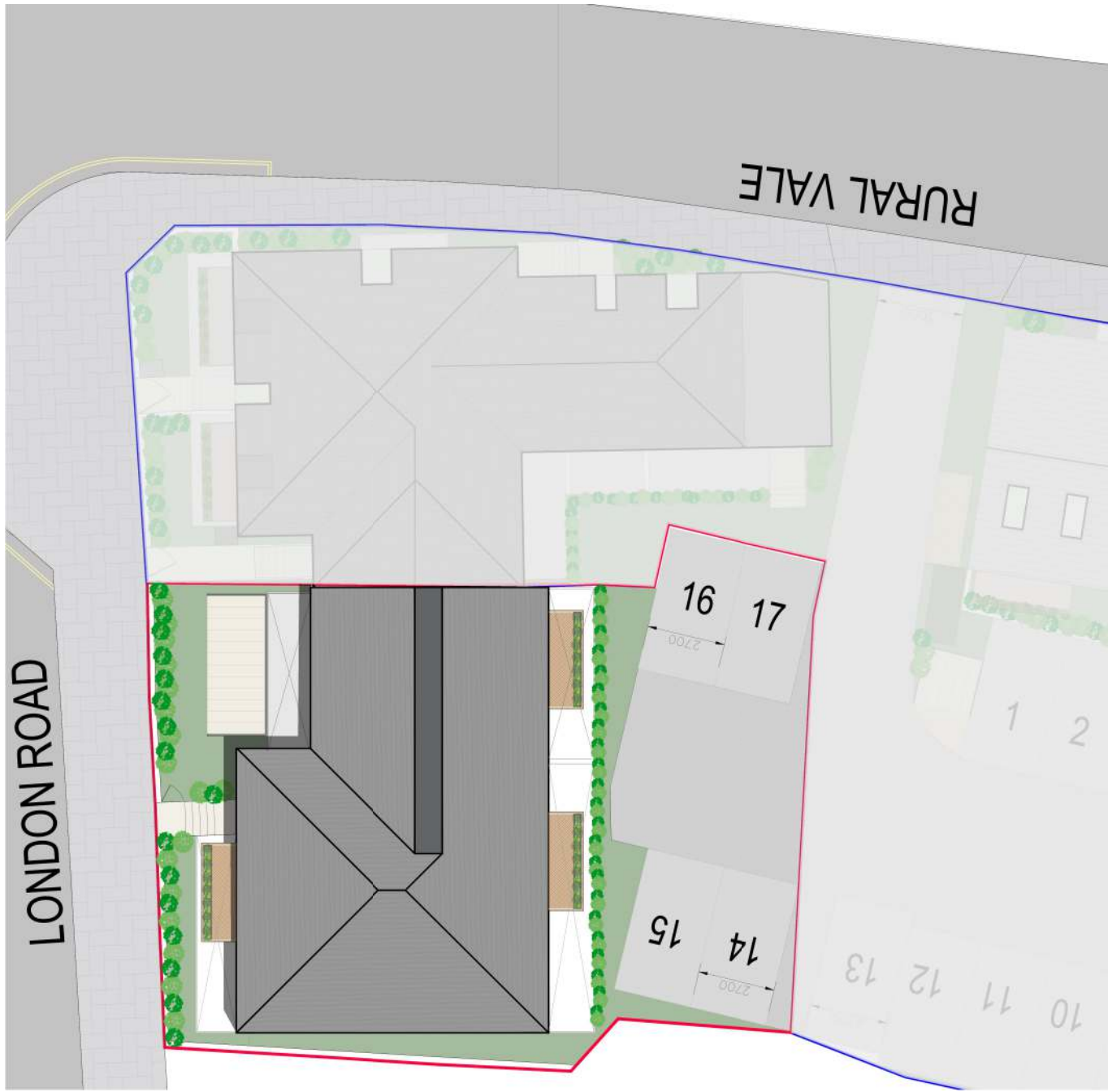
- 5.2 Clearly the development will produce a minimal number of vehicular trips such that further analysis is not necessary.
- 5.3 TRICS data is attached as **Appendix B**.

6. Conclusion

- 6.1 It has been demonstrated that the site is in a sustainable location and in a location that promotes the use of sustainable travel modes.
- 6.2 Policy compliant cycle parking provision is proposed and based on 6.1 above, a reduced level of car parking below local standard is proposed.
- 6.3 Based on the above it is concluded that the proposals are consistent in highway terms with local policy, provide safe means of access for all vehicles using the site and will have no impact on highway safety.
- 6.4 On this basis it is considered that the proposals should be considered acceptable in highway terms.



APPENDIX A



Proposed Block Plan

- Do not scale from this drawing.
- All dimensions to be verified on site and is in mm.
- Builder to verify all dimension, heights and levels prior to commencement of work.
- All documents shall be checked to ensure that they are compatible by the contractor before construction commences. In the event of apparent ambiguity, preconstruction the engineer and/or architect shall be notified.
- The contractor is preparing its estimate and visit the site and acquaint himself with the problems involved.
- The contractor shall issue all statutory notices to the local Authority during progress and completion of works.

1:100



A	-	-	- / - / -
REV:	DESCRIPTION:	BY:	DATE:



GILL
STERLING

Whitehall Place
47 The Terrace,
Gravesend, Kent
DA12 2DL
01474 247 176
info@gilsterling.co.uk
www.gilsterling.co.uk

SITE: 22-25 London Road
Northfleet
Gravesend
DA11 9JH

DATE: 01/19/2019	TIME: 10:00 AM	LOCATION: 1000	STATUS: 1000	REMARKS: 1000
Block Plan				

SCALE AT A3: 1:100	DATE: 12/12/23	DRAWN: HH
PROJECT NO: 230401	DRAWING NO: 001	REVISION: A



APPENDIX B

Calculation Reference: AUDIT-337901-240109-0103

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	WS WEST SUSSEX	1 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 18 to 19 (units:)
 Range Selected by User: 6 to 20 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 11/05/22

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:

Wednesday 1 days
 Friday 1 days

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

Selected survey types:

Manual count 2 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:

Neighbourhood Centre (PPS6 Local Centre) 2

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

Selected Location Sub Categories:

Residential Zone 2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 1 days - Selected
 Servicing vehicles Excluded 1 days - Selected

Secondary Filtering selection:

Use Class:

C3 2 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

Secondary Filtering selection (Cont.):

Population within 1 mile:

20,001 to 25,000

2 days

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

Population within 5 miles:

125,001 to 250,000

1 days

250,001 to 500,000

1 days

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

Car ownership within 5 miles:

0.5 or Less

1 days

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.

Travel Plan:

No

2 days

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

PTAL Rating:

No PTAL Present

2 days

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

Covid-19 Restrictions

Yes

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

LIST OF SITES relevant to selection parameters

1	LE-03-C-01	BLOCK OF FLATS	LEICESTERSHIRE
	NEW STREET		
	LEICESTER		
	OADBY		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total No of Dwellings:	19	
	Survey date: FRIDAY	16/10/20	Survey Type: MANUAL
2	WS-03-C-01	BLOCKS OF FLATS	WEST SUSSEX
	GORING ROAD		
	WORTHING		
	GORING-BY-SEA		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total No of Dwellings:	18	
	Survey date: WEDNESDAY	11/05/22	Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

TOTAL VEHICLES

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 12 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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												
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19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			1.107	13.296			1.080	12.973			2.187	26.269

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: 18 - 19 (units:)
 Survey date range: 01/01/15 - 11/05/22
 Number of weekdays (Monday-Friday): 2
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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