

planning
transport
design
environment
infrastructure

Transport Statement for Milestone Civil Engineering Ltd
Cobham Lodge, Franklin Drive, Gravesend, Kent

July 2022
PL/HA/TV/16995



Contents

1	INTRODUCTION	2
2	EXISTING TRANSPORT CONDITIONS	3
2.1	The Existing Site	3
2.2	Local Highway Network	3
2.3	Walking and Cycling Infrastructure	4
2.4	Public Transport Infrastructure	6
2.5	Accessibility	7
2.6	Highway Safety	7
3	DEVELOPMENT PROPOSALS	9
3.1	Overview	9
3.2	Access	9
3.3	Parking	10
3.4	Site Servicing	10
3.5	Construction Traffic	10
4	TRANSPORT PLANNING POLICY	12
4.1	National Planning Policy Framework (NPPF)	12
4.2	Planning Practice Guidance (PPG)	13
4.3	Local Transport Plan 4 (LTP4): Delivering Growth without Gridlock 2016-2031	13
4.4	Gravesham Local Plan Core Strategy	14
4.5	Gravesham Local Plan First Review (saved policy)	14
4.6	Parking Policy	15
4.7	Policy Compliance	16
5	TRIP GENERATION	18
5.1	Overview	18
5.2	Existing Site Vehicle Trip Generation	18
5.3	Proposed Development Vehicle Trip Generation	18
	Houses Privately Owned	19
	Flats Privately Owned	19
5.4	Residual Trip Generation	20
6	SUMMARY AND CONCLUSION	21

Appendices

A	Personal Injury Collision Data
B	Proposed Site Layout
C	Swept Path Analysis
D	TRICS Reports

1 Introduction

- 1.1.1 DHA has been commissioned by Milestone Civil Engineering Ltd to provide transport planning advice in relation to the proposed redevelopment of Cobham Lodge, off Franklin Drive, in Gravesend, Kent.
- 1.1.2 Planning permission was previously sought for the development of 64 apartments on the site under Planning Application Reference: 20190169. This application was subsequently refused for several reasons, including concerns relating to a car dominated layout and associated implications for pedestrian safety.
- 1.1.3 This Transport Statement (TS) has been produced to support a revised application, which reduces the scale of development to 32 dwellings. It has been produced in accordance with the Planning Practice Guidance (March 2014). Following this introduction, the TS is structured as follows:-
- Section 2 summarises the existing transport conditions local to the site;
 - Section 3 sets out the development proposals;
 - Section 4 provides an assessment of compliance with transport planning policy;
 - Section 5 looks at the forecast trip generation; and
 - Section 6 provides a summary and conclusion.

2 Existing Transport Conditions

2.1 The Existing Site

- 2.1.1 The site is located to the south-east of Gravesend in Kent, as shown in Figure 2-1 below.



Figure 2-1: Site Location (courtesy of Google Earth)

- 2.1.2 At present, the site is occupied by a single dwelling, with a large garden and outhouse to the rear. Two accesses are currently taken from Franklin Road. The site is surrounded by residential properties to the north and south, with open fields and woodland to the east. The property known as Alva House to the north has been converted to a business centre, with several firms sharing the building.

2.2 Local Highway Network

- 2.2.1 Franklin Road is a minor access road of approximately 120m in length. It has a carriageway width of approximately 5.0m, with double yellow line restrictions on both sides. It routes parallel to Valley Drive and intersects it at its northern and

southern ends. Both roads are subject to a 30mph speed restriction and streetlighting.

- 2.2.2 Valley Drive takes a general north / south alignment, meeting with the B261 Old East Road to the north and the A2 / Hever Court Road roundabout a short distance to the south of the site. It has a carriageway width of between 6.0m and 10.0m, allowing for two-way vehicle movements.
- 2.2.3 Access to the wider highway network is achieved to the south of the site, where Valley Drive meets with Hever Court Road at the Marling Cross Interchange on the A2 Trunk Road. The A2 connects London in the north-west with Dover in the south-east. Routing south-east, it connects with the M2, which provides a route to locations including the Medway Towns and Sittingbourne, before connecting with the A299 Thanet Way, which continues to Whitstable and Ramsgate.
- 2.2.4 To the north, Valley Drive continues towards Gravesend Town Centre.
- 2.2.5 It is therefore evident that the site enjoys good access to the primary and strategic road networks and that a range of local and regional destinations are readily served.

2.3 Walking and Cycling Infrastructure

- 2.3.1 A short section of footway is provided outside the site on Franklin Road between the two site accesses, measuring approximately 1.0m in width.
- 2.3.2 Footways are provided on both sides of Valley Drive, with a toucan crossing situated close to the site on National Cycle Route 177 (see below).
- 2.3.3 A number of Public Rights of Way (PRoW) are also present in the vicinity of the site, as shown overleaf in Figure 2-2. Purple lines indicate Public Footpaths, green lines indicate Public Bridleways and yellow lines demonstrate Promoted Routes.
- 2.3.4 Footpath NG17 routes from the southern side of Franklin Road in a south-easterly direction to the A2 Watling Street. This route provides a connection to Bridleway NS174, which further connects with Footpath NS167, providing a route into the nearby village of Thong.

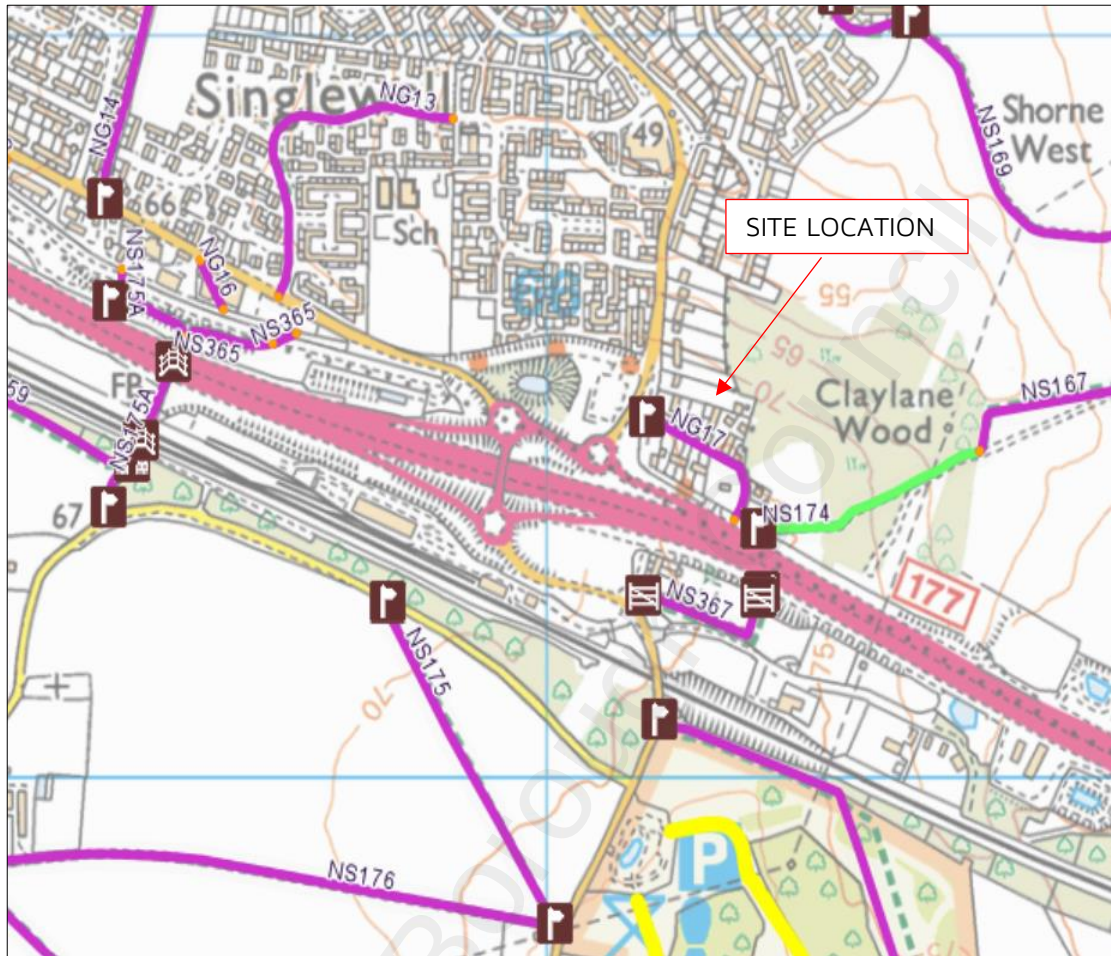


Figure 2-2: PRow Network (courtesy of Kent County Council)

- 2.3.5 As has been noted, the site is located within close proximity of National Cycle Route 177, as shown in Figure 2-3 overleaf. This route runs from Northfleet via Rochester, Maidstone and Ashford, to join with National Route 2 on the south coast.
- 2.3.6 To the east, National Cycle Route 177 also intersects National Cycle Route 1, which is a long-distance route between Scotland and Dover.
- 2.3.7 Moreover, given the suburban location of the site, the surrounding roads are generally low-speed in nature and considered to be suitable for on-carriageway cycling by many user groups.



Figure 2-3: Local Cycle Network (courtesy of OpenCycleMap)

2.4 Public Transport Infrastructure

- 2.4.1 The closest bus stops to the site are located on MacKenzie Way, which is approximately 260m to the north-west and can be accessed within approximately a four-minute walk. The Ifield Way bus stops are located approximately 500m from the site on Valley Drive and Ifield Way, which provide access to additional services. A summary of the bus routes serving these stops are outlined in Table 2-1 below.

Service No.	Route	Weekday Frequency
111	Shorne – Gravesend	School Service
490	Valley Drive – Gravesend – Bluewater – Dartford	Up to three per hour
735	Gravesend – Riverview Park – London	Up to five journeys per day
G1	Singlewell – Gravesend – Bluewater – Dartford	School Service

Table 2-1: Local Bus Route and Frequency

- 2.4.2 Gravesend Railway Station is located approximately 4.3km from the site, taking approximately 10 minutes by car and 18 minutes by bicycle. Gravesend Station is served by a wide range of services, including High Speed trains to London St Pancras at a rate of up to four per hour during the weekday peak periods. Services

to locations such as Luton, Faversham and Rainham are also provided, also at a frequency of up to four per hour during peak periods.

2.5 Accessibility

- 2.5.1 A range of everyday services and facilities is accessible within a short walking distance of the site. These include – but are not limited to – a primary school, library and convenience store. A summary of the walk distances, as measured along walking routes from the site and not taken ‘as the crow flies’, is provided in Table 2-2.

Facility	Walk Distance	Walk Time
Nell’s Café	100m	1 minute
Bus Stop – MacKenzie Way	260m	4 minutes
Mackenzie Convenience Store	500m	6 minutes
Marling Cross Library	500m	6 minutes
Doctors – Sumner Dr D J	500m	6 minutes
Primary School – Singlewell Primary School	500m	6 minutes
Pub – The George	850m	10 minutes
Shopping Parade – Pharmacy, Takeaways and Post Office	1.1km	13 minutes
Jeskyns Community Woodland	1.1km	15 minutes
Church – St Margaret’s Church	1.4km	17 minutes

Table 2-2: Site Accessibility to Local Services

- 2.5.2 The walk times provided above are based on a walk speed of 80m per minute, a figure that is widely used to estimate walk times and forms the basis of the London Based Public Transport Accessibility Level (PTAL) analysis. It aims to provide a typical average value that estimates it takes five minutes to walk 400m, 10 minutes to walk 800m and so on.
- 2.5.3 It is therefore evident that future residents of the site could undertake many everyday journeys by non-car modes.

2.6 Highway Safety

- 2.6.1 As part of the previous planning application, Personal Injury Collision (PIC) data was sourced from Kent County Council (KCC) for the area surrounding the proposal site for the most recent three-year study period up to 30th September 2018. This data, along with updated data ranging from 1st April 2019 to 31st March 2022, has been utilised in this TS. Both incident plots and reports are included at **Appendix A**.
- 2.6.2 A total of four incidents were recorded on Valley Drive in the three-year period to 30th September 2018; two of which resulted in ‘slight’ injuries and two of which resulted in ‘serious’ injuries. None of the incidents occurred in the vicinity of the site or on Franklin Road, with the TS submitted in support of Planning Application

Reference: 20190169 concluding that the incidents stemmed from human error rather than any inherent fault with the highway layout or condition.

- 2.6.3 The updated PIC report highlights three further 'slight' incidents; two of which occurred at the A2 / Hever Court Road roundabout and one at the Valley Drive / Marley Way junction.
- 2.6.4 The first of the two 'slight' incidents at the A2 / Hever Court Road roundabout involved two cars. One of the cars performed an overtaking manoeuvre and cut in front of the second vehicle. The second vehicle has then collided with an object in the highway, causing damage to that vehicle. The second incident at this junction was the result of a police pursuit, with a police car making tactical contact to stop a second vehicle, which had failed to stop.
- 2.6.5 The single 'slight' incident recorded at the Valley Drive / Marley Way junction occurred when a vehicle failed to stop when exiting Marley Way, continued into the ditch on Valley Drive and subsequently collided with a building.
- 2.6.6 The recorded incidents again appear to have resulted from road user error and did not take place within the immediate site vicinity. It is therefore considered unlikely that the proposed development would materially exacerbate the highway safety record in this location.

3 Development Proposals

3.1 Overview

- 3.1.1 The proposed development comprises the conversion of the existing residential dwelling to provide 10 flatted dwellings. A further 11 flats and 11 houses will also be constructed on the site. All units will be provided as private dwellings. A summary of the accommodation schedule is provided in Table 3-1 below.

Unit Type	No of units
1-bed flat	5
2-bed flat	16
3-bed house	6
4-bed house	5
Total	32

Table 3-1: Proposed Development Accommodation Schedule

- 3.1.2 The proposed site layout plans are included at **Appendix B**.

3.2 Access

- 3.2.1 The northern access to the site will be retained as existing, with the southern access being closed. The access will measure 6.0m in width and will be provided as a shared surface, with a 1.2m footway delineated for pedestrians, in a similar arrangement to that shown in Figure 3-1 below. The internal roads will be maintained privately.



Figure 3-1: Park Farm Road, Folkestone – Shared Surface Arrangement

3.3 Parking

- 3.3.1 The block of 10 flats to the south-east of the site will be served by nine parking spaces, one of which will be provided as a dedicated disabled bay. A total of 11 parking spaces will serve the block of 11 flats to the north of the site, one of which will be provided as a disabled bay. The parking for the flatted dwellings will be unallocated in nature to allow for flexibility.
- 3.3.2 Each of the 11 houses will be provided with two independently accessible parking spaces. The suitability of this provision is considered further in Section 4 of this TS.
- 3.3.3 Two secure communal cycle stores are to be provided for the flatted dwellings, with cycle parking for the individual houses to be provided within their curtilage, in accordance with the standards contained in the Kent and Medway Structure Plan: Supplementary Planning Guidance 4 (SPG4).
- 3.3.4 Electric Vehicle (EV) charging facilities will be provided in accordance with Part S of the Building Regulations.
- 3.3.5 The on-site parking bays will measure a minimum of 2.4m by 4.8m. The width of the bays is increased to 2.7m where the parking space abuts a hard boundary. In addition, clear access zones have been provided between a number of parking spaces, measuring 1.0m in width, to allow for access to individual dwellings.

3.4 Site Servicing

- 3.4.1 Communal refuse stores will be provided for the flats, accessible directly from the internal spine road. The layout ensures that the relevant drag distances for all units can be adhered to.
- 3.4.2 To ensure that the proposed site layout is accessible to all relevant vehicle types, swept path analysis has been undertaken. A fire tender, pantechicon, refuse vehicle and estate car have been assessed within the analysis and the associated drawings are included at **Appendix C**.
- 3.4.3 The drawings demonstrate that the site layout can accommodate the necessary vehicle movements, ensuring that accessibility is maintained and that they can access and egress the site in a forward gear.

3.5 Construction Traffic

- 3.5.1 Site offices and welfare facilities will be located on the construction site. Wheel washing equipment will be provided as necessary for construction phases. Access to the construction site will be secured and operated in accordance with current health and safety legislation. Delivery and construction HGV traffic will be accommodated on the construction site, with no requirement for waiting on the public highway. Daily movements of goods vehicles in particular will be timed to avoid peak traffic times.

- 3.5.2 Third-party suppliers and contractors visiting the site will be made aware of the construction access and routing arrangements at the start of the project. Site management will ensure compliance with the construction access arrangements.

Gravesend Borough Council

4 Transport Planning Policy

4.1 National Planning Policy Framework (NPPF)

4.1.1 The NPPF sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other developments can be produced. The NPPF is a material consideration in planning decisions.

4.1.2 At the heart of the NPPF is a presumption in favour of sustainable development. This is reflected in Section 9 of the document where it is noted that significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering genuine choice of transport modes. The NPPF advises that in assessing sites, it should be ensured that:-

- a) *"Appropriate opportunities to promote sustainable transport can be – or have been – taken up, given the type of development and its location;*
- b) *Safe and suitable access to the site can be achieved for all users;*
- c) *The design of streets, parking areas, other transport elements and the content of associated standards reflect current national guidance, including the National Design Guide and the National Model Design Code*
- 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."*

4.1.3 Paragraph 111 states that: *"development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or if the residual cumulative impacts on the road network would be severe."*

4.1.4 Paragraph 112 then goes on to note that applications for development should:-

- a) *"Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- b) *Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) *Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) *Allow for the efficient delivery of goods, and access by service and emergency vehicles; and*

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

- 4.1.5 Paragraph 113 further states that: *"all developments that will generate significant amounts of movement should be required to provide a Travel Plan, and the application should be supported by a Transport Statement or Transport Assessment so that the likely impacts of the proposal can be assessed."*

4.2 Planning Practice Guidance (PPG)

- 4.2.1 The PPG was established in March 2014 as a supporting resource in conjunction with the NPPF, which is also a material consideration in determining planning applications. With respect to transport, the PPG includes a section titled *'Travel Plans, Transport Assessments and Statements in Decision-Taking'*. This provides general guidance on the process of producing these documents.

- 4.2.2 With regard to the purpose of a Transport Assessment or Statement it is noted that:-

"The Transport Assessment or Transport Statement may propose mitigation measures where these are necessary to avoid unacceptable or "severe" impacts. Travel Plans can play an effective role in taking forward those mitigation measures which relate to on-going occupation and operation of the development."

4.3 Local Transport Plan 4 (LTP4): Delivering Growth without Gridlock 2016-2031

- 4.3.1 LTP4 was prepared by KCC and runs from 2016 to 2031. The Plan includes details on how the County Council will meet its transport ambition for Kent, which is:-

"To deliver safe and effective transport, ensuring that all Kent's communities and businesses benefit, the environment is enhanced and economic growth is supported".

- 4.3.2 This ambition will be realised through five targeted, overarching policies which will aim to deliver specific outcomes for the county:-

"Outcome 1: Economic growth and minimised congestion

Policy: *Deliver resilient transport infrastructure and schemes that reduce congestion and improve journey time reliability to enable economic growth and appropriate development, meeting demand from a growing population.*

Outcome 2: Affordable and accessible door-to-door journeys

Policy: *Promote affordable, accessible and connected transport to enable access for all to jobs, education, health and other services.*

Outcome 3: Safer travel

Policy: *Provide a safer road, footway and cycleway network to reduce the likelihood of casualties, and encourage other transport providers to improve safety on their networks.*

Outcome 4: Enhanced environment

Policy: Deliver schemes to reduce the environmental footprint of transport, and enhance the historic and natural environment.

Outcome 5: Better health and wellbeing

Policy: Provide and promote active travel choices for all members of the community to encourage good health and wellbeing, and implement measures to improve local air quality."

- 4.3.3 Within LTP4, KCC outlines Strategic, Countywide and Local strategies for achieving the above outcomes, whilst continuing to promote and deliver 'Growth without Gridlock'.

4.4 Gravesham Local Plan Core Strategy

- 4.4.1 The Core Strategy was adopted by Gravesham Borough Council (GBC) in September 2014 and is the Council's principal document within its Local Plan, setting out the main planning policy objectives for the Borough up to 2028.

- 4.4.2 With regard to transport, Strategic Objective 7 is to:-

"Enhance the Borough's public transport network to serve existing and new neighbourhoods and communities in Gravesend, Northfleet and Ebbsfleet."

- 4.4.3 Policy CS11 states the following:-

"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..."

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

The Council will seek improvements to walking and cycling facilities and networks in the Borough including provision in new development as appropriate..."

4.5 Gravesham Local Plan First Review (saved policy)

- 4.5.1 Although the adopted Core Strategy replaces a number of the policies contained within the Local Plan (First Review), those which were 'saved' by the Secretary of State will remain applicable in the determination of planning applications.

- 4.5.2 Policies T1 to T3 are in accordance with general policy outlined by the Local Highway Authority with respect to the use of the highway network. These are set out as follows:-

"Policy T1: 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.

Policy T2: *The Local Planning and Highway Authorities will seek to channel all traffic travelling through Gravesend on to the primary road network and to channel traffic between and within residential, industrial and principal business districts of the Borough onto the district distributors.*

Policy T3: *The Local Planning and Highway Authorities will not normally permit any proposed development that generates significant volumes of commercial vehicle traffic, if it is not well related to the primary and district distributor network."*

4.5.3 In addition, **Policy T5** relates to the formation or intensified use of an access to the main highway network as identified on the Proposals Map, stating that this would not usually be permitted unless it can be demonstrated that there would be no safety implications and that the access is designed to a suitable standard which is acceptable to the Local Planning and Highway Authorities.

4.5.4 **Policy T9** requires new residential development to comply with the Kent Design Guide and the relevant vehicle parking standards, and in appropriate circumstances the Borough Council will encourage the use of traffic calming measures. Furthermore **Policy P3** requires provision for vehicle parking to be made within the development site.

4.6 Parking Policy

4.6.1 GBC's adopted parking policy is taken from Kent and Medway Structure Plan: Supplementary Planning Guidance 4 (SPG4). This outlines the maximum parking standards required for new residential developments based on dwelling size, which are as follows:-

- 1-bedroom units – **1 space per dwelling**;
- 2- and 3-bedroom units – **2 spaces per dwelling**; and
- 4+ bedroom units – **3 spaces per dwelling**.

4.6.2 The standards note that for "1-bedroom dwellings the parking will usually be provided as communal spaces. For other dwelling sizes part or all of the parking can be provided on a communal basis."

4.6.3 The standards do not explicitly seek any additional visitor parking provisions, beyond the requirements outlined above.

4.6.4 In addition to the above, KCC have further adopted standards, as outlined within the Kent Design Guide: Interim Guidance Note 3 (IGN3, 2008) for residential development. For sites in 'suburban edge/village/rural' locations, the guidance sets minimum parking standards based on dwelling type as follows:-

- For 1 and 2 bed flats – **1 space per unit (unallocated)**;

- For 1 and 2 bed houses – **1.5 spaces per unit (allocation of 1 space is possible)**;
- For 3 bed houses – **2 independently accessible spaces per unit (allocation of 1 or both spaces possible)**; and
- For 4+ bed houses – **2 independently accessible spaces per unit (allocation of both spaces)**.

4.6.5 Further to this, an additional 0.2 spaces per unit should be provided for visitor parking.

4.6.6 Cycle parking requirements are set out in the Kent and Medway Structure Plan: Supplementary Planning Guidance 4 (SPG4). The minimum requirement for flats is one space per unit which should be provided within a secure communal facility. For houses, SPG4 outlines that provision for cycle parking should usually be made within their curtilage, at a rate of one space per bedroom.

4.6.7 Approved Document S of The Building Regulations 2010 outlines the infrastructure required for the charging of Electric Vehicles (EVs). This approved document is part of the 2021 edition of the Regulations and took effect in June 2022.

4.6.8 Requirement S1 outlines the guidance for the erection of new residential buildings:-

"(1) A new residential building with associated parking must have access to electric vehicle charge points as provided for in paragraph (2).

(2) The number of associated parking spaces which have access to electric vehicle charge points must be -

(a) the total number of associated parking spaces, where there are fewer associated parking spaces than there are dwellings contained in the residential building; or

(b) the number of associated parking spaces that is equal to the total number of dwellings contained in the residential building, where there are the same number of associated parking spaces as, or more associated parking spaces than, there are dwellings."

4.7 Policy Compliance

4.7.1 The proposed development is seen to comply with all levels of transport planning policy. The NPPF accepts that levels of access by sustainable travel modes will reflect the setting of the site and given that the proposal site is within walking distance of a number of everyday services and facilities, it is considered that it has good accessibility.

4.7.2 With respect to local policy, the proposed development traffic impacts are not considered to be 'severe', as demonstrated in Section 5 of this report. The site is considered to be suitable to accommodate the proposed development in terms of highway design and safety implications. A review of the local highway safety

record has found that the development proposals are unlikely to materially exacerbate any pre-existing highway safety concerns.

- 4.7.3 As detailed above, for the 21 flats a total of 20 parking spaces will be provided, with each house developed with two independently accessible parking spaces, giving a total of 42 spaces across the site. The flatted dwellings will be provided with an unallocated provision to allow for flexibility.
- 4.7.4 Based on GBC's adopted parking guidance, up to 64 spaces could be provided for the site. As detailed above, this is a maximum standard, with no requirement for dedicated visitor parking. Moreover, KCC's adopted guidance recommends one space per dwelling for flatted units, which is considered suitable in the context of the site's location and GBC's adopted standards.
- 4.7.5 A review of car ownership has been made for the Middle-Layer Super Output Area (MSOA) in which the site is located (Gravesham 011). Table 4-1 below shows that of the households in the area, the vast majority (71%) own one or fewer vehicles, with over a quarter (27%) owning no car at all. The table also shows that on average, car ownership per household is just over one vehicle. This further supports the level of parking proposed within the development.

Number of cars owned per household	Number	Ownership Percentage
Zero Cars	773	27%
1 Car	1,292	44%
2 Cars	675	23%
3 Cars	125	4%
4+ Cars	39	1%
No of Households in Area		2,904
Cars Owned in Area		3,186
Cars per Household Average		1.1

Table 4-1: Car Ownership Percentages by Household in MSOA Gravesham 011

- 4.7.6 Finally, it is understood that detailed discussions have been undertaken with GBC and Kent County Council as the Local Highway Authority with respect to the onsite parking provision and the level proposed is considered suitable by both authorities.
- 4.7.7 Cycle parking will be provided in accordance with the prevailing standards, with EV charging facilities to be developed in accordance with Part S of the Building Regulations.

5 Trip Generation

5.1 Overview

- 5.1.1 This section outlines the methodology employed to calculate the likely vehicle trip generation of the proposed development. At present the site is occupied by a single residential dwelling; therefore consideration is also given to its trip generation potential in order to determine the residual impact of the proposal.

5.2 Existing Site Vehicle Trip Generation

- 5.2.1 The national TRICS trip rate database has been interrogated to determine the vehicular trip generation potential of the existing dwelling, with the selection '03-RESIDENTIAL, A – HOUSES PRIVATELY OWNED' applied. Survey sites in England, Scotland and Wales (excluding Greater London) were selected in Suburban, Edge of Town and Neighbourhood Centre locations with development yields of between 5 and 50 units to provide a robust assessment and representative sample size. Surveys undertaken since the beginning of the Covid-19 pandemic were excluded from the sample and the population criteria were refined to remove larger population centres in order to better represent the site's location.
- 5.2.2 The resulting average trip rates are summarised below in Table 5-1 and the TRICS reports referenced within this section are included in full at **Appendix D**.

Period	Arrivals	Departures	Total
0800-0900	0.150	0.340	0.490
1700-1800	0.296	0.155	0.451
0700-1900	2.246	2.331	4.577

Table 5-1: TRICS Trip Rates – Houses Privately Owned (trips/dwelling)

- 5.2.3 These trip rates have subsequently been factored by the single existing dwelling to provide the trip generation in Table 5-2 below. Please note that any inaccuracies in this section are the result of rounding in MS Excel.

Period	Arrivals	Departures	Total
0800-0900	0	0	0
1700-1800	0	0	0
0700-1900	2	2	5

Table 5-2: Existing Site Vehicle Trip Generation – One Dwelling

- 5.2.4 It is noted that the existing dwelling has the potential to generate approximately five vehicle movements across a typical 12-hour weekday period.

5.3 Proposed Development Vehicle Trip Generation

- 5.3.1 To assess the vehicular trip impacts of the proposed development, the TRICS database has again been utilised.

Houses Privately Owned

- 5.3.2 The TRICS trip rates detailed in Table 5-1 have been applied to the 11 houses proposed to provide the trip generation forecast in Table 5-3 below. Please note that any inaccuracies in this section are the result of rounding in MS Excel.

Period	Arrivals	Departures	Total
0800-0900	2	4	5
1700-1800	3	2	5
0700-1900	25	26	50

Table 5-3: Total Vehicular Trip Generation – 11no. Private Houses

Flats Privately Owned

- 5.3.3 The vehicular trip generation of the proposed flatted dwellings has been determined utilising the TRICS category '03-RESIDENTIAL, C – FLATS PRIVATELY OWNED'. Survey sites in England, Scotland and Wales (excluding Greater London) were selected in Suburban and Edge of Town locations. Surveys undertaken since the beginning of the Covid-19 pandemic were excluded from the sample and the population criteria were refined to remove larger population centres in order to better represent the site's location. The resulting average trip rates are summarised below in Table 5-4.

Period	Arrivals	Departures	Total
0800-0900	0.082	0.196	0.278
1700-1800	0.232	0.109	0.341
0700-1900	1.291	1.345	2.636

Table 5-4: TRICS Trip Rates – Flats Privately Owned (trips/dwelling)

- 5.3.4 The above trip rates have subsequently been factored by the 21 flats proposed to provide the summary of vehicle trip generation in Table 5-5 below. Please note that any inaccuracies in this section are the result of rounding in MS Excel.

Period	Arrivals	Departures	Total
0800-0900	2	4	6
1700-1800	5	2	7
0700-1900	27	28	55

Table 5-5: Total Vehicular Trip Generation – 21no. Private Flats

- 5.3.5 Table 5-6 overleaf summarises the total vehicular trip generation of the proposed development. Please note that any inaccuracies in this section are the result of rounding in MS Excel.

Period	Arrivals	Departures	Total
0800-0900	3	8	11
1700-1800	8	4	12
0700-1900	52	54	106

Table 5-6: Total Proposed Development Trip Generation

- 5.3.6 It is noted that the proposed development has the capacity to generate up to 106 vehicle movements across the 12-hour weekday period. This equates to an average of just under nine vehicle trips per hour, with the AM and PM peak hours experiencing 11 and 12 trips respectively.

5.4 Residual Trip Generation

- 5.4.1 Utilising the outcome of the above assessments, the residual trip generation of the site can be calculated by subtracting the existing use trip generation from the proposed development trip generation, as shown in Table 5-7 below. Please note that any inaccuracies in this section are the result of rounding in MS Excel.

Period	Arrivals	Departures	Total
0800-0900	+3	+8	+11
1700-1800	+8	+4	+12
0700-1900	+50	+52	+101

Table 5-7: Residual Trip Generation

- 5.4.2 It is noted that a net increase of 101 two-way vehicle movements is expected across the 12-hour weekday period. This equates to an average increase of just over eight movements per hour, which is not considered to represent a significant or 'severe' residual impact on the local highway network with reference to NPPF Paragraph 111.

6 Summary and Conclusion

- 6.1.1 This Transport Statement has been prepared on behalf of Milestone Civil Engineering Ltd in relation to the proposed residential development at Cobham Lodge, off Franklin Drive, in Gravesend, Kent.
- 6.1.2 The proposed development comprises the construction of 32 dwellings. Vehicular access to the site will be taken from the existing northern site access, with the southern access to be closed. The internal roads will be developed as shared surfaces and will be privately maintained.
- 6.1.3 The proposals are seen to comply with all levels of transport planning policy. The site is in an accessible location, with bus services and pedestrian and cycle links located within the near vicinity. Future residents will therefore have the opportunity to undertake many journeys by non-car means. The proposed on-site vehicle and cycle parking provision is also seen to accord with the needs of the site and local policy requirements.
- 6.1.4 From a review of the Personal Injury Collision data for the site vicinity, it is confirmed that the local highway network has a good safety record. In light of this, it is not considered that the development proposals will materially exacerbate any pre-existing highway safety concerns.
- 6.1.5 Vehicle swept path analysis has demonstrated that the site can be accessed safely and efficiently by the relevant service vehicles.
- 6.1.6 The proposed development is likely to produce an increase of 101 vehicle movements over the 12-hour weekday period (07:00-19:00), including approximately 11 vehicle movements in the AM peak hour and 12 during the PM peak hour.
- 6.1.7 It is therefore concluded that the proposals should not result in any detrimental impacts in transport terms and therefore there should be no sound transport-based objections to the planning application.

APPENDIX

A



Personal Injury Collision Data

Gravesham Borough Council

Date: 15-January-2019

Time: 09:47:44

Title: **Valley Drive, Gravesend**

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

Date: 15-January-2019

Accident Date BETWEEN '01-Oct-2015' AND '30-Sep-2018'

There were 4 reported crashes resulting in injury

D-PRINT CRASH REPORT

15-Jan-2019

09:47:43

Valley Drive, Gravesend

Accident Date BETWEEN '01-Oct-2015' AND '30-Sep-2018'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
1	Road No U Section Grid 566100E Ref 170453N	SLIGHT	22/03/2016	3	17:10	L	Dry	Fine			
	VALLEY DRIVE 20 METRES NORTH OF JW HEVER COURT ROAD ROUNDABOUT, GRAVESEND										Gravesham
	PASSENGER OF V1 STATES THAT THE D1 WAS TRAVELLING IN A DIRECTION TOWARDS THE A2. IT IS STATED THAT THE DRIVER OF V1 HAD BEEN DRINKING PRIOR TO DRIVING AND D1 WAS ATTEMPTING TO CHANGE THE CD WHEN THEY SWERVED VIOLENTLY CROSSING THE CENTRAL WHITE LINE INTO ONCOMING VEHICLES (V2). SUBSTANTIAL DAMAGED CAUSED TO BOTH VEHICLES.						Veh1, car, N -> S Veh2, car, S -> N			Casualties 1 Vehicles 2	
2	Road No C4 Section 046 Grid 566175E Ref 170648N	SERIOUS	24/04/2016	1	16:55	L	Dry	Fine		S.VEH	M/C
	VALLEY DRIVE, OUTSIDE NUMBER 354, GRAVESEND										Gravesham
	D1 FAILED TO SEE TRAFFIC IN FRONT HAD SLOWED/STOPPED AND WHEN DID BRAKE HARD LOCKING FRONT WHEEL CAUSING RIDER TO FALL OFF BUT AVOIDED HITTING OTHER VEHICLES.						Veh1, m/cycle 125 - 500cc, S -> N			Casualties 1 Vehicles 1	
3	Road No U Section 001 Grid 566179E Ref 170733N	SERIOUS	03/07/2017	2	17:55	L	Dry	Fine			P/C
	VALLEY DRIVE, GRAVESEND (MAPPED TO 566174,170733)										Gravesham
	V1 (pedal cycle) being ridden on pavement up the hill, rider has got too close to the edge of the kerb and tried to put their right leg down to steady themselves, but it was further down than they expected and they lost balance. As they fell into the road, V2 has tried to avoid them but the rear nearside has made contact with the rider and driven over their left leg causing injury. V2 has stopped at the scene.						Veh1, pedal cycle, N -> S Veh2, car, N -> S			Casualties 1 Vehicles 2	

Key

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

Street Lighting

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

FACTORS

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

Special Conditions

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

D-PRINT CRASH REPORT

15-Jan-2019
09:47:43

Valley Drive, Gravesend
Accident Date BETWEEN '01-Oct-2015' AND '30-Sep-2018'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
4	Road No C4 Section 046 Grid 566164E Ref 170675N	SLIGHT	09/08/2018	5	17:05	L	Wet/Damp	Rain			
	C4 VALLEY DRIVE J/W MACKENZIE WAY, SINGLEWELL								Gravesham		
	V1 and V2 both exited the A2 onto Valley Drive. V2 braked just prior to Mackenzie Way to allow other traffic out. V1 went into the rear of V2.						Veh1, car, S -> N Veh2, car, S -> N			Casualties Vehicles	1 2

Key Involved

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

Street Lighting

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

FACTORS

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

Special Conditions

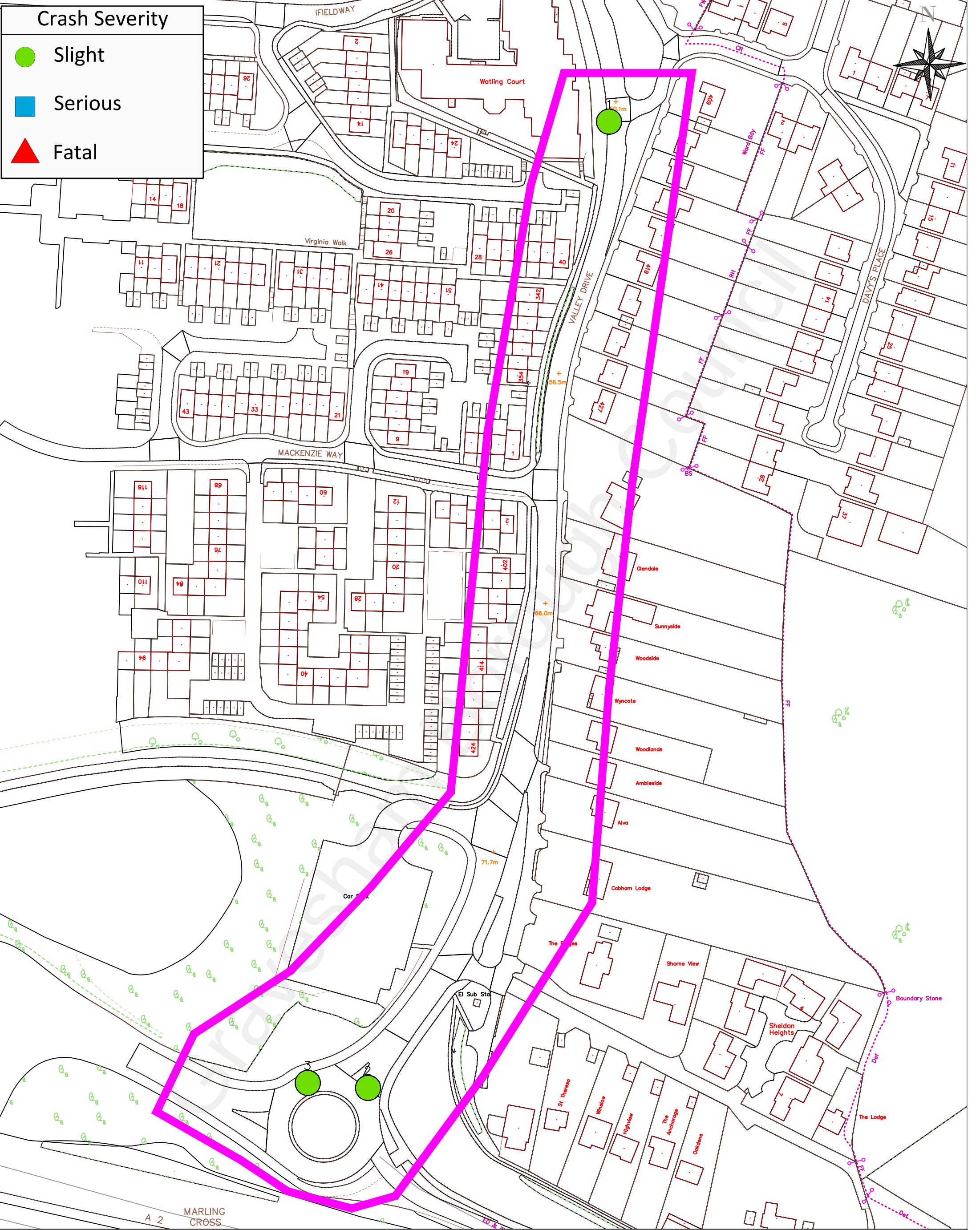
ATS OUT Traffic Lights Not Working
ATS DEF Traffic Lights Defective
SIGNS Road Signs Defective or Obscured
RD WRKS Road Works
Surface Road Surface Defective

Crash Severity

Slight

Serious

Fatal



Location: Valley Drive, Gravesend

3 years personal injury crash data up to 31/03/2022

KCC Ref number: EXT/123/22

This map is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office
© Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. 100019238 (2015)

Kent
County
Council

kent.gov.uk

Date: 21-June-2022

Time: 14:54:07

Title: **Valley Drive, Gravesend**

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

Date: 21-June-2022

Accident Date BETWEEN '01-Apr-2019' AND '31-Mar-2022'

There were 3 reported crashes resulting in injury

D-PRINT CRASH REPORT

21-Jun-2022
14:54:07

Valley Drive, Gravesend
Accident Date BETWEEN '01-Apr-2019' AND '31-Mar-2022'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
1	Road No C4 Section 044 Grid 566190E Ref 170829N	SLIGHT	25/01/2020	7	09:20	L	Dry	Fine		S.VEH	
	C4 VALLEY DRIVE J/W MARLEY WAY, SINGLEWELL									Gravesham	
	V1 was exiting Marling Way when it failed to stop at the junction, went straight across Valley Drive without colliding with traffic and entered the ditch straight ahead at the junction and collided with a building.						Veh1, car, NE -> W			Casualties Vehicles	3 1
2	Road No C4 Section 001 Grid 566094E Ref 170444N	SLIGHT	25/04/2020	7	16:30	L	Dry	Fine			
	C4 VALLEY DRIVE J/W C367 HEVER COURT RD RDNBT, THONG									Gravesham	
	V1 HAS OVERTAKEN V2, V1 HAS HAD TO SWERVE BACK IN CAUSING V2 TO HIT OBJECT ON ITS NEARSIDE CAUSING MINOR DAMAGE.						Veh1, car, NE -> SW Veh2, car, NE -> SW			Casualties Vehicles	1 2
3	Road No C367 Section 001 Grid 566070E Ref 170446N	SLIGHT	14/01/2021	5	21:48	DRK STL	Dry	Fine			
	C367, HEVER COURT RD RDNBT J/W C4 VALLEY DRIVE, GRAVESHAM.									Gravesham	
	THIS IS A PURSUIT WHICH STARTED ON MET GROUND AND CONTINUED INTO KENT. V1 WAS FAILING TO STOP, IT WAS TRAVELLING ON A2 A C/WAY & CAME OFF AT THE HEVER CT RD SLIP. V1 APPROACHED THE RDNBT AT THE TOP OF THE SLIP RD & V2/MET PATROL WHO WAS PURSUING THE VEHICLE, MADE TACTICAL CONTACT WITH V1 IN ORDER TO STOP IT.						Veh1, car, NW -> SE Veh2, car, NW -> SE			Casualties Vehicles	1 2

Key Involved

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

Street Lighting

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

FACTORS

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

Special Conditions

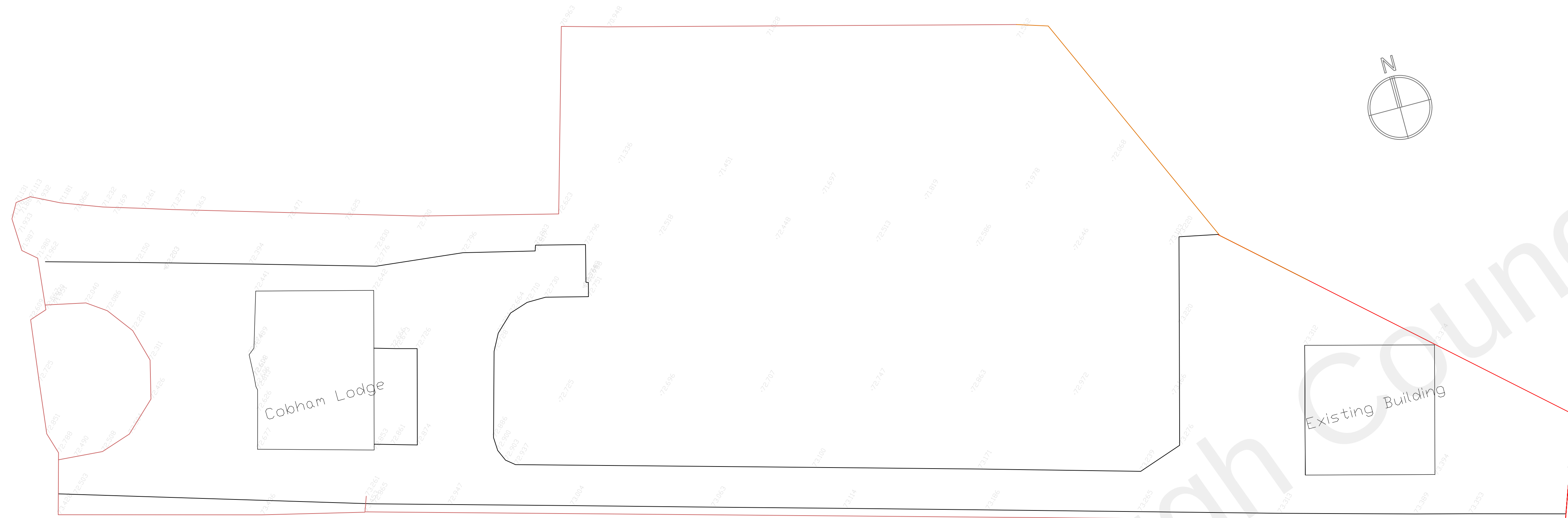
ATS OUT Traffic Lights Not Working
ATS DEF Traffic Lights Defective
SIGNS Road Signs Defective or Obscured
RD WRKS Road Works
Surface Road Surface Defective

APPENDIX B



Proposed Site Layout

Gravesham Borough Council

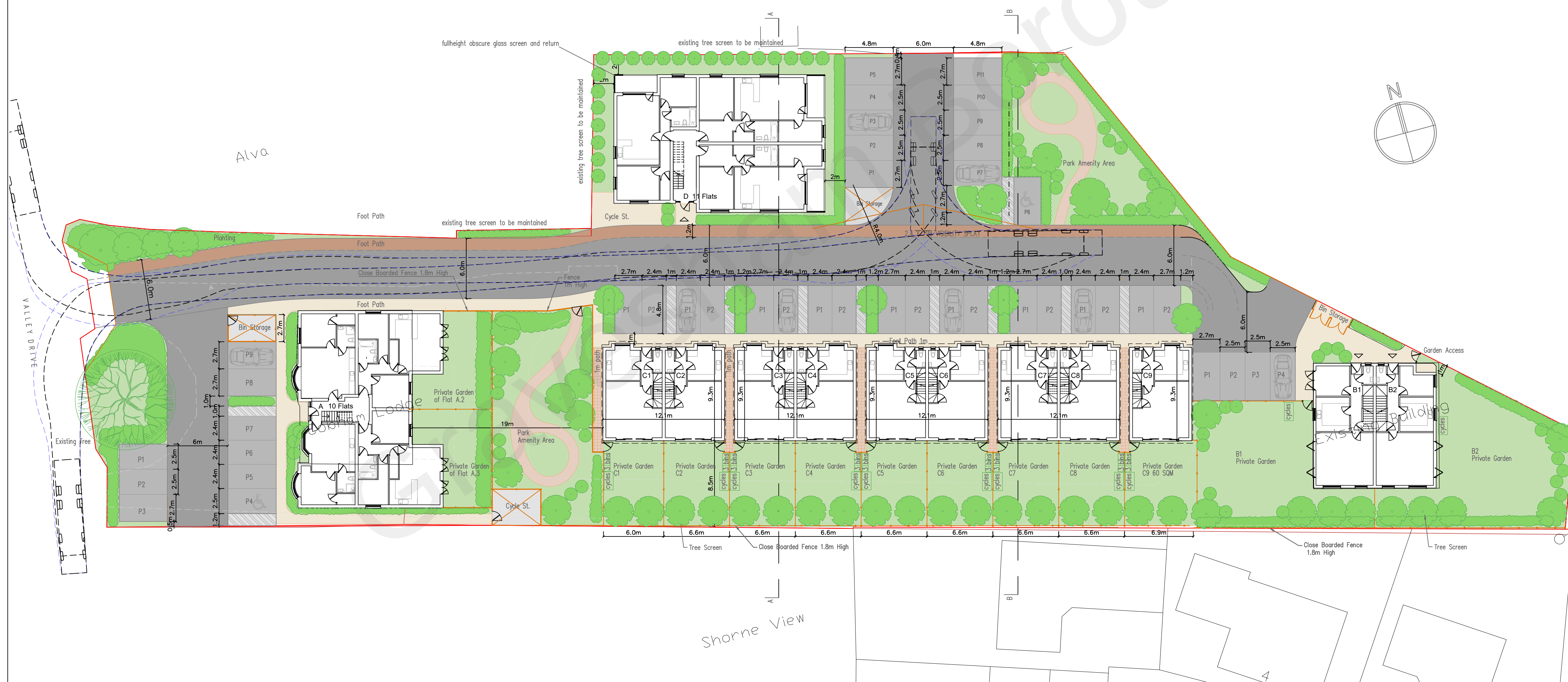


Existing Block Plan
Scale 1:250 @ A1



Proposed Location Plan
Scale 1:1000 @ A1

10 0 10 20 30 40 50
Scale Bar - 1:1000 @ A1



Proposed Block Plan
Scale 1:250 @ A1

Key:

- 1800mm close boarded fence
- 1000mm fence
- Soft landscape - green areas
- Hard landscape - block paving
- Hard landscape - previous block paving - parking areas
- Hard landscape - red tarmac - bicycle lane
- Hard landscape - foot path
- Hard landscape - paving slabs
- Park hard surfacing
- Existing pavement to be removed
- Existing tree
- Existing tree to be removed
- Proposed vegetation
- Disabled parking bay
- Clear access zone

PROJECT:
Cobham Lodge, Valley Drive
Gravesend, Kent, DA12 5UE

TITLE:
Existing and Proposed Block Plan

SCALE:
1:250 @ A1

DATE:
June 22

Drawing No.
1458-02

REV
Q



Breley Design Ltd, Harrier House
Aviation Way, Southend on Sea
Essex S32 6UN, England
Telephone: +44 (0)1702 541300
Facsimile: +44 (0)1702 543123
Email: info@breleydesign.com

Copyright of this drawing shall remain the property of Breley Design Limited. It may not be used in whole or part by any other parties for any other purpose without prior consent. All dimensions to be checked on site and any discrepancies reported to Breley Design Limited before work commences.

APPENDIX C



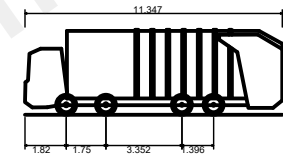
Swept Path Analysis

Gravesham Borough Council



DO NOT SCALE

- Notes:
- This drawing has been prepared in accordance with the scope of DHA's appointment with its client and is subject to the terms and conditions of that appointment. DHA accepts no liability for any use of this document other than by its client and only for the purposes for which it was prepared and provided.
 - If received electronically it is the recipients responsibility to print to correct scale. Only written dimensions should be used.
 - Where applicable Ordnance Survey (c) Crown Copyright 2022 All rights reserved. Licence Number 100031961.
 - Drawing is based on OS data and a site layout plan provided by Breley Design Ltd on 13th July 2022.



11.4m Refuse
Overall Length 11.347m
Overall Width 2.500m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 11.330m

P1	13.07.22	JM	First Issue	HA	HA
REV	DATE	BY	DESCRIPTION	CHK	APD

client
MILESTONE CIVIL ENGINEERING LTD

project
COBHAM LODGE, GRAVESEND

title
VEHICLE SWEPT PATH ANALYSIS REFUSE VEHICLE

project	drwg	rev
16995	T-01	P1

Drawn	Checked	Approved	scale @ A3	date
JM	HA	HA	1:500	13.07.22

status
FOR INFORMATION P



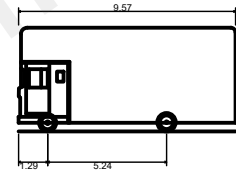
Eclipse House, Eclipse Park, Sittingbourne Road
Maidstone, Kent. ME14 3EN
t: 01622 776226 f: 01622 776227
e: info@dhaplanning.co.uk w: www.dhaplanning.co.uk

CAD Reference:	A3
----------------	----



DO NOT SCALE

- Notes:
- This drawing has been prepared in accordance with the scope of DHA's appointment with its client and is subject to the terms and conditions of that appointment. DHA accepts no liability for any use of this document other than by its client and only for the purposes for which it was prepared and provided.
 - If received electronically it is the recipients responsibility to print to correct scale. Only written dimensions should be used.
 - Where applicable Ordnance Survey (c) Crown Copyright 2022 All rights reserved. Licence Number 100031961.
 - Drawing is based on OS data and a site layout plan provided by Breley Design Ltd on 13th July 2022.



DB32 Pantechnicon
Overall Length 9.570m
Overall Width 2.520m
Overall Body Height 4.571m
Min Body Ground Clearance 0.383m
Max Track Width 2.300m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 10.450m

P1	13.07.22	JM	First Issue	HA	HA
REV	DATE	BY	DESCRIPTION	CHK	APD

client
MILESTONE CIVIL ENGINEERING LTD

project
COBHAM LODGE, GRAVESEND

title
VEHICLE SWEPT PATH ANALYSIS
PANTECHNICON

project	16995	drwg	T-02	rev	P1
Drawn	JM	Checked	HA	Approved	HA
scale @ A3	1:500	date	13.07.22	status	
FOR INFORMATION				P	

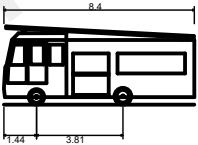


Eclipse House, Eclipse Park, Sittingbourne Road
Maidstone, Kent. ME14 3EN
t: 01622 776226 f: 01622 776227
e: info@dhaplanning.co.uk w: www.dhaplanning.co.uk



DO NOT SCALE

- Notes:
- This drawing has been prepared in accordance with the scope of DHA's appointment with its client and is subject to the terms and conditions of that appointment. DHA accepts no liability for any use of this document other than by its client and only for the purposes for which it was prepared and provided.
 - If received electronically it is the recipients responsibility to print to correct scale. Only written dimensions should be used.
 - Where applicable Ordnance Survey (c) Crown Copyright 2022 All rights reserved. Licence Number 100031961.
 - Drawing is based on OS data and a site layout plan provided by Breley Design Ltd on 13th July 2022.



Fire Appliance	8.400m
Overall Length	2.480m
Overall Width	3.452m
Overall Body Height	0.337m
Min Body Ground Clearance	2.121m
Max Track Width	6.00s
Lock to lock time	7.910m
Kerb to Kerb Turning Radius	

P1	13.07.22	JM	First Issue	HA	HA
REV	DATE	BY	DESCRIPTION	CHK	APD

client
MILESTONE CIVIL ENGINEERING LTD

project
COBHAM LODGE, GRAVESEND

title
VEHICLE SWEEP PATH ANALYSIS FIRE TENDER

project	drwg	rev
16995	T-03	P1

Drawn	Checked	Approved	scale @ A3	date
JM	HA	HA	1:500	13.07.22

status	P
FOR INFORMATION	



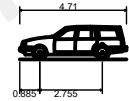
Eclipse House, Eclipse Park, Sittingbourne Road
Maidstone, Kent. ME14 3EN
t: 01622 776226 f: 01622 776227
e: info@dhaplanning.co.uk w: www.dhaplanning.co.uk

CAD Reference:	A3
----------------	----



DO NOT SCALE

- Notes:
- This drawing has been prepared in accordance with the scope of DHA's appointment with its client and is subject to the terms and conditions of that appointment. DHA accepts no liability for any use of this document other than by its client and only for the purposes for which it was prepared and provided.
 - If received electronically it is the recipients responsibility to print to correct scale. Only written dimensions should be used.
 - Where applicable Ordnance Survey (c) Crown Copyright 2022 All rights reserved. Licence Number 100031961.
 - Drawing is based on OS data and a site layout plan provided by Breley Design Ltd on 13th July 2022.



Estate Car (2006)	4.71m
Overall Length	1.804m
Overall Width	1.442m
Overall Body Height	0.207m
Min Body Ground Clearance	1.756m
Max Track Width	4.00s
Lock to lock time	5.950m
Kerb to Kerb Turning Radius	

P1	13.07.22	JM	First Issue	HA	HA
REV	DATE	BY	DESCRIPTION	CHK	APD

client				
MILESTONE CIVIL ENGINEERING LTD				
project				
COBHAM LODGE, GRAVESEND				
title				
VEHICLE SWEPT PATH ANALYSIS ESTATE CAR				
project		drwg		rev
16995		T-04		P1
Drawn	Checked	Approved	scale @ A3	date
JM	HA	HA	1:500	13.07.22
status				P
FOR INFORMATION				
Eclipse House, Eclipse Park, Sittingbourne Road Maidstone, Kent. ME14 3EN t: 01622 776226 f: 01622 776227 e: info@dhaplanning.co.uk w: www.dhaplanning.co.uk				
CAD Reference:				A3

APPENDIX

D



TRICS Reports

Gravesham Borough Council

Calculation Reference: AUDIT-704001-220629-0637

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED
 TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	3 days
03	SOUTH WEST	
	DC DORSET	1 days
	DV DEVON	1 days
	SM SOMERSET	1 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	3 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	ST STAFFORDSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	3 days
	LC LANCASHIRE	1 days
09	NORTH	
	DH DURHAM	1 days
10	WALES	
	PS POWYS	1 days
	VG VALE OF GLAMORGAN	1 days
11	SCOTLAND	
	HI HIGHLAND	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: 10 to 50 (units:)
 Range Selected by User: 5 to 50 (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: 01/01/14 to 19/11/21

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

Selected survey days:

Monday	5 days
Tuesday	3 days
Wednesday	9 days
Thursday	6 days
Friday	2 days

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

Selected survey types:

Manual count	24 days
Directional ATC Count	1 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)	9
Edge of Town	15
Neighbourhood Centre (PPS6 Local 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:

Residential Zone	24
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.

Secondary Filtering selection:

Use Class:

C3	25 days
----	---------

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	6 days
10,001 to 15,000	6 days
15,001 to 20,000	5 days
20,001 to 25,000	3 days
25,001 to 50,000	3 days

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

Population within 5 miles:

5,001 to 25,000	3 days
25,001 to 50,000	3 days
50,001 to 75,000	6 days
75,001 to 100,000	4 days
125,001 to 250,000	9 days

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

Car ownership within 5 miles:

0.6 to 1.0	6 days
1.1 to 1.5	19 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	7 days
No	18 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	25 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	CA-03-A-05 EASTFIELD ROAD PETERBOROUGH	DETACHED HOUSES	CAMBRIDGESHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	28	
	Survey date: MONDAY	17/10/16	Survey Type: MANUAL
2	CH-03-A-09 GREYSTOKE ROAD MACCLESFIELD HURDSFIELD	TERRACED HOUSES	CHESHIRE
	Edge of Town Residential Zone Total No of Dwellings:	24	
	Survey date: MONDAY	24/11/14	Survey Type: MANUAL
3	CH-03-A-10 MEADOW DRIVE NORTHWICH BARNTON	SEMI-DETACHED & TERRACED	CHESHIRE
	Edge of Town Residential Zone Total No of Dwellings:	40	
	Survey date: TUESDAY	04/06/19	Survey Type: MANUAL
4	CH-03-A-11 LONDON ROAD NORTHWICH LEFTWICH	TOWN HOUSES	CHESHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	24	
	Survey date: THURSDAY	06/06/19	Survey Type: MANUAL
5	DC-03-A-09 A350 SHAFTESBURY	MIXED HOUSES	DORSET
	Edge of Town No Sub Category Total No of Dwellings:	50	
	Survey date: FRIDAY	19/11/21	Survey Type: MANUAL
6	DH-03-A-01 GREENFIELDS ROAD BISHOP AUCKLAND	SEMI DETACHED	DURHAM
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	50	
	Survey date: TUESDAY	28/03/17	Survey Type: MANUAL
7	DV-03-A-01 BRONSHILL ROAD TORQUAY	TERRACED HOUSES	DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	37	
	Survey date: WEDNESDAY	30/09/15	Survey Type: MANUAL
8	HC-03-A-17 CANADA WAY LIPHOOK	HOUSES & FLATS	HAMPSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	36	
	Survey date: THURSDAY	12/11/15	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	HC-03-A-21 PRIESTLEY ROAD BASINGSTOKE HOUNDMILLS Edge of Town Residential Zone Total No of Dwellings: Survey date: TUESDAY	TERRACED & SEMI-DETACHED 39 13/11/18	HAMPSHIRE	Survey Type: MANUAL
10	HC-03-A-22 BOW LAKE GARDENS NEAR EASTLEIGH BISHOPSTOKE Edge of Town Residential Zone Total No of Dwellings: Survey date: WEDNESDAY	MIXED HOUSES 40 31/10/18	HAMPSHIRE	Survey Type: MANUAL
11	HI-03-A-14 KING BRUDE ROAD INVERNESS SCORGUIE Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: Survey date: WEDNESDAY	SEMI-DETACHED & TERRACED 40 23/03/16	HIGHLAND	Survey Type: MANUAL
12	LC-03-A-31 GREENSIDE PRESTON COTTAM Edge of Town Residential Zone Total No of Dwellings: Survey date: FRIDAY	DETACHED HOUSES 32 17/11/17	LANCASHIRE	Survey Type: MANUAL
13	NF-03-A-03 HALING WAY THETFORD Edge of Town Residential Zone Total No of Dwellings: Survey date: WEDNESDAY	DETACHED HOUSES 10 16/09/15	NORFOLK	Survey Type: MANUAL
14	NF-03-A-05 HEATH DRIVE HOLT Edge of Town Residential Zone Total No of Dwellings: Survey date: THURSDAY	MIXED HOUSES 40 19/09/19	NORFOLK	Survey Type: MANUAL
15	NF-03-A-10 HUNSTANTON ROAD HUNSTANTON Edge of Town Residential Zone Total No of Dwellings: Survey date: WEDNESDAY	MIXED HOUSES & FLATS 17 12/09/18	NORFOLK	Survey Type: DIRECTIONAL ATC COUNT

LIST OF SITES relevant to selection parameters (Cont.)

16	NT-03-A-08 WIGHAY ROAD HUCKNALL	DETACHED HOUSES		NOTTINGHAMSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		36	
	Survey date: MONDAY		18/10/21	Survey Type: MANUAL
17	NY-03-A-13 CATTERICK ROAD CATTERICK GARRISON OLD HOSPITAL COMPOUND Suburban Area (PPS6 Out of Centre) Residential Zone	TERRACED HOUSES		NORTH YORKSHIRE
	Total No of Dwellings:		10	
	Survey date: WEDNESDAY		10/05/17	Survey Type: MANUAL
18	PS-03-A-02 GUNROG ROAD WELSHPOOL	DETACHED / SEMI-DETACHED		POWYS
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		28	
	Survey date: MONDAY		11/05/15	Survey Type: MANUAL
19	SF-03-A-05 VALE LANE BURY ST EDMUNDS	DETACHED HOUSES		SUFFOLK
	Edge of Town Residential Zone Total No of Dwellings:		18	
	Survey date: WEDNESDAY		09/09/15	Survey Type: MANUAL
20	SH-03-A-06 ELLESMERE ROAD SHREWSBURY	BUNGALOWS		SHROPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		16	
	Survey date: THURSDAY		22/05/14	Survey Type: MANUAL
21	SM-03-A-01 WEMBDON ROAD BRIDGWATER NORTHFIELD Edge of Town Residential Zone	DETACHED & SEMI		SOMERSET
	Total No of Dwellings:		33	
	Survey date: THURSDAY		24/09/15	Survey Type: MANUAL
22	ST-03-A-08 SILKMORE CRESCENT STAFFORD MEADOWCROFT PARK Edge of Town Residential Zone	DETACHED HOUSES		STAFFORDSHIRE
	Total No of Dwellings:		26	
	Survey date: WEDNESDAY		22/11/17	Survey Type: MANUAL
23	VG-03-A-01 ARTHUR STREET BARRY	SEMI-DETACHED & TERRACED		VALE OF GLAMORGAN
	Edge of Town Residential Zone Total No of Dwellings:		12	
	Survey date: MONDAY		08/05/17	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

24	WL-03-A-02	SEMI DETACHED	WILTSHIRE
	HEADLANDS GROVE		
	SWINDON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	27	
	Survey date: THURSDAY	22/09/16	Survey Type: MANUAL
25	WY-03-A-01	MIXED HOUSING	WEST YORKSHIRE
	SPRING VALLEY CRESCENT		
	LEEDS		
	BRAMLEY		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total No of Dwellings:	46	
	Survey date: WEDNESDAY	21/09/16	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
BD-03-A-03	Covid
HF-03-A-04	Covid
KC-03-A-09	Covid
WO-03-A-07	Covid

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	25	30	0.069	25	30	0.257	25	30	0.326
08:00 - 09:00	25	30	0.150	25	30	0.340	25	30	0.490
09:00 - 10:00	25	30	0.150	25	30	0.196	25	30	0.346
10:00 - 11:00	25	30	0.153	25	30	0.148	25	30	0.301
11:00 - 12:00	25	30	0.155	25	30	0.182	25	30	0.337
12:00 - 13:00	25	30	0.163	25	30	0.187	25	30	0.350
13:00 - 14:00	25	30	0.171	25	30	0.177	25	30	0.348
14:00 - 15:00	25	30	0.158	25	30	0.191	25	30	0.349
15:00 - 16:00	25	30	0.278	25	30	0.211	25	30	0.489
16:00 - 17:00	25	30	0.274	25	30	0.159	25	30	0.433
17:00 - 18:00	25	30	0.296	25	30	0.155	25	30	0.451
18:00 - 19:00	25	30	0.229	25	30	0.128	25	30	0.357
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.246			2.331			4.577

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	10 - 50 (units:)
Survey date range:	01/01/14 - 19/11/21
Number of weekdays (Monday-Friday):	25
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	4

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.

Calculation Reference: AUDIT-704001-220725-0727

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

03	SOUTH WEST	
	DC DORSET	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	1 days
	SF SUFFOLK	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	RI EAST RIDING OF YORKSHIRE	1 days
09	NORTH	
	CB CUMBRIA	2 days
	TW TYNE & WEAR	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: 14 to 82 (units:)
 Range Selected by User: 6 to 215 (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: 01/01/14 to 15/10/21

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

Selected survey days:

Monday	3 days
Tuesday	1 days
Wednesday	2 days
Friday	2 days

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

Selected survey types:

Manual count	8 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)	5
Edge of Town	3

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

Selected Location Sub Categories:

Residential Zone	6
No Sub Category	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.

Secondary Filtering selection:

Use Class:

C3 8 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

10,001 to 15,000	4 days
20,001 to 25,000	2 days
25,001 to 50,000	2 days

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	5 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 8 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 8 days

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

LIST OF SITES relevant to selection parameters

1	CA-03-C-03 CROMWELL ROAD CAMBRIDGE	BLOCKS OF FLATS		CAMBRIDGESHIRE
	Suburban Area (PPS6 Out of Centre) No Sub Category Total No of Dwellings:	82		
	Survey date: MONDAY	18/09/17	Survey Type: MANUAL	
2	CB-03-C-02 BRIDGE LANE PENRITH	BLOCK OF FLATS		CUMBRIA
	Edge of Town No Sub Category Total No of Dwellings:	35		
	Survey date: WEDNESDAY	11/06/14	Survey Type: MANUAL	
3	CB-03-C-03 LOUND STREET KENDAL	FLATS & BUNGALOWS		CUMBRIA
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	33		
	Survey date: MONDAY	09/06/14	Survey Type: MANUAL	
4	DC-03-C-02 PALM COURT WEYMOUTH SPA ROAD	FLATS IN BLOCKS		DORSET
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	14		
	Survey date: FRIDAY	28/03/14	Survey Type: MANUAL	
5	NF-03-C-02 HALL ROAD NORWICH LAKENHAM	MIXED FLATS & HOUSES		NORFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	82		
	Survey date: MONDAY	18/11/19	Survey Type: MANUAL	
6	RI-03-C-01 465 PRIORY ROAD HULL	FLATS		EAST RIDING OF YORKSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	20		
	Survey date: TUESDAY	13/05/14	Survey Type: MANUAL	
7	SF-03-C-03 TOLLGATE LANE BURY ST EDMUNDS	BLOCKS OF FLATS		SUFFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	30		
	Survey date: WEDNESDAY	03/12/14	Survey Type: MANUAL	
8	TW-03-C-01 CAULDWELL AVENUE WHITLEY BAY MONKESEATON	BLOCKS OF FLATS		TYNE & WEAR
	Edge of Town Residential Zone Total No of Dwellings:	45		
	Survey date: FRIDAY	15/10/21	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
HF-03-C-01	COVID
HF-03-C-05	COVID
SF-03-C-04	COVID
SR-03-C-03	COVID

Gravesham Borough Council

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

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	8	43	0.035	8	43	0.135	8	43	0.170
08:00 - 09:00	8	43	0.082	8	43	0.196	8	43	0.278
09:00 - 10:00	8	43	0.106	8	43	0.138	8	43	0.244
10:00 - 11:00	8	43	0.076	8	43	0.106	8	43	0.182
11:00 - 12:00	8	43	0.094	8	43	0.094	8	43	0.188
12:00 - 13:00	8	43	0.073	8	43	0.065	8	43	0.138
13:00 - 14:00	8	43	0.065	8	43	0.111	8	43	0.176
14:00 - 15:00	8	43	0.103	8	43	0.109	8	43	0.212
15:00 - 16:00	8	43	0.135	8	43	0.091	8	43	0.226
16:00 - 17:00	8	43	0.129	8	43	0.088	8	43	0.217
17:00 - 18:00	8	43	0.232	8	43	0.109	8	43	0.341
18:00 - 19:00	8	43	0.161	8	43	0.103	8	43	0.264
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.291			1.345			2.636

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	14 - 82 (units:)
Survey date range:	01/01/14 - 15/10/21
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	4

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.