

LITTLE ACRES, LONGFIELD AVENUE,
LONGFIELD

TRANSPORT STATEMENT

October 2021

RESIDENTIAL SCHEME
LITTLE ACRES, LONGFIELD AVENUE
LONGFIELD

TRANSPORT STATEMENT

CONTROLLED DOCUMENT

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2	26.10.21	AF	Updated Drawings	JL	JL

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Paul Basham Associates Ltd
The Bothy
Cams Hall Estate
Fareham
Hampshire
PO16 8UT

RESIDENTIAL DEVELOPMENT
LITTLE ACRES, LONGFIELD AVENUE
LONGFIELD

TRANSPORT STATEMENT

Contents

1.	INTRODUCTION.....	2
2.	EXISTING CONDITIONS.....	4
3.	SITE ACCESSIBILITY	7
4.	DEVELOPMENT PROPOSALS.....	12
5.	TRIP GENERATION	15
6.	SUMMARY AND CONCLUSIONS.....	17

Figures

- Figure 1: Site Location
- Figure 2: Site Surroundings
- Figure 3: PIA Data (source: CrashMap)
- Figure 4: PRow Routes
- Figure 5: Site Location in Proximity to National Cycle Network

Tables

- Table 1: Distances to Local Amenities, Facilities and Services
- Table 2: Local Bus Services
- Table 3: Local Rail Services
- Table 4: Accommodation Schedule
- Table 5: Car Parking Standard
- Table 6: Cycle Parking Standard
- Table 7: Proposed Trip Generation

Appendices

- Appendix A: GeoPlace FindMyStreet Map
- Appendix B: Site Layout
- Appendix C: Visibility Splay Assessment
- Appendix D: Fire Tender Tracking
- Appendix E: Proposed Development Trip Rates

1. INTRODUCTION

- 1.1 This Transport Statement (TS) has been prepared by Paul Basham Associates to support a planning application for the redevelopment of Little Acres, Longfield Avenue, Longfield to provide a residential development comprising 16 age-restricted static homes and one management building. The site location is identified within Figure 1 below.



Figure 1: Site Location

- 1.2 Paul Basham Associates have prepared a Travel Plan Statement (TPS) (*document reference: 216.0002/TPS/1*) which should be read in conjunction with this Transport Statement.
- 1.3 The site was subject to a planning application to Gravesham Borough Council (GDC) in January 2019 (planning reference: 20190003) for *“Demolition of garage, outbuildings and removal of two mobile homes and the erection of detached chalet bungalow with associated car parking and garden and the use of existing stable block, sand school and paddock for equestrian purposes, including the enlargement of the paddock area and the formation of a new access from Longfield Avenue.”* The application was approved in April 2020, but concerns were raised regarding the sustainability of the area and visibility.

- 1.4 This TS aims to relieve concerns raised by GDC and considers the existing site uses. It provides a review of the accessibility of the site, assesses Personal Injury Accident Data, discusses the development proposals with reference to the access and servicing arrangements, provides a review of the car and cycle parking standards and anticipated trip generation of the site before drawing conclusions.

2. EXISTING CONDITIONS

- 2.1 The site is located in New Barn, a residential area within the village of Longfield. The site is located within Kent on the border of Dartford Borough Council (DBC) and Gravesham Borough Council (GBC) but ultimately falls within GBC. The site is currently occupied by a single dwelling along with a number of associated outhouses and temporary buildings. The site also includes a number of buildings which appear to be associated with the care of horses, including a paddock, although this is for private use.
- 2.2 The site is bordered by the Longfield Avenue/Nurstead Avenue junction to the south, woodland to the north and residential dwellings to the east and west. The existing site conditions are shown in **Figure 2**.



Figure 2: Site Surroundings

Local Highway Network

- 2.3 The site is located on Longfield Avenue, a 30mph c. 5.5m wide road with a c. 1.5m footway on either side of the carriageway. Approximately 700m to the west, Longfield Avenue connects to New Barn Road which provides a route to Longfield via Main Road (Longfield being c. 3km from the site location). New Barn Road northbound provides a route to the strategic highway network via the A2 (c.4km from the site location). The A2 provides connections to the wider strategic road network including the M25 to the west and the M2 & M20 to the east. The existing conditions along Longfield Avenue are shown in **Photograph 1**.



Photograph 1: Longfield Avenue

- 2.4 To the west of the site, Longfield Avenue is suburban in nature and provides direct access to a number of residential properties. However, at the site frontage to the east of the Longfield Avenue/Nurstead Avenue junction the road becomes private as identified by the GeoPlace Find My Street Map. This map was produced in partnership with the Local Government Association and is enclosed within **Appendix A**. At this point the carriageway reduces in width to c.3m and becomes unmetalled. It provides access to a handful of further residential dwellings before re-joining the public highway at Walnutt Hill Road c.400m from the site location. The existing conditions along the site frontage and Longfield Avenue (private) are shown in **Photographs 2 and 3** respectively.



Photograph 2: Site Frontage



Photograph 3: Longfield Avenue (Private)

Personal Injury Accident (PIA) Data

- 2.5 PIA data for the latest available 5-year period (2016-2021) has been obtained from CrashMap and indicates that no incidents occurred on Longfield Avenue. One slight and one serious incident occurred in proximity to the site on New Barn Road. The area assessed in relation to the site location is shown within Figure 3.

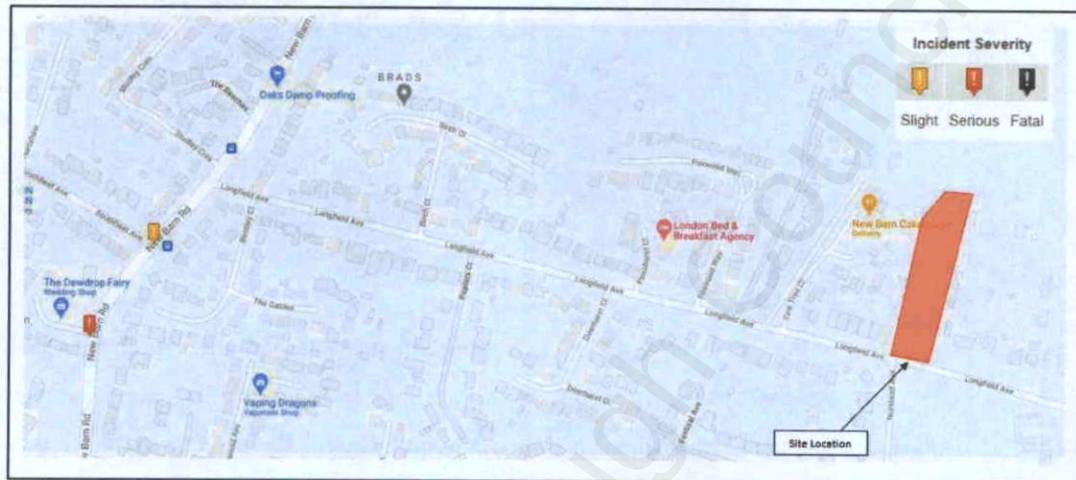


Figure 3: PIA Data (source: CrashMap)

- 2.6 Despite these two incidents occurring in proximity to the site on New Barn Road, there is some distance between the site and these incidents (c. 800m). Therefore, there is no indication that there is an existing highway safety concern or that there is a potential risk of PIA incidents being exacerbated by the development proposals.

3. SITE ACCESSIBILITY

3.1 The site is located within New Barn, however it is located in proximity to other villages including Istead Rise and Longfield. This presents a comprehensive range of facilities, amenities and services within a reasonable distance for future residents of the site.

3.2 A summary of the local services, facilities and amenities in the vicinity of the site and their associated walking/cycling times from the site access is shown in **Table 1** below.

Amenity/Facility	Distance from Site Access	Walking Time (minutes)	Cycle Time (minutes)	Bus Time inc. Walking Time to Bus Stop (Mins)
Findwillow and Walnut Hill Nurseries	500m	6 minutes	2 minutes	-
Paintball Park	650m	8 minutes	3 minutes	-
Bus Stop (Longfield Avenue)	800m	10 minutes	3 minutes	-
New Barn Christian Fellowship	1100m	14 minutes	4 minutes	-
The Green Man Pub	1300m	16 minutes	5 minutes	-
Bus Stop (Nash Bank)	1300m	16 minutes	5 minutes	-
Istead Rise Primary School	1500m	19 minutes	6 minutes	-
Longfield Hill Village Garage	1500m	19 minutes	6 minutes	-
Lanagfel C of E Primary School	1750m	22 minutes	7 minutes	14 minutes
Memorial Hall Community Centre	1900m	25 minutes	8 minutes	23 minutes
St Barnabas Church	1900m	25 minutes	8 minutes	22 minutes
Istead Rise Dental Clinic	2050m	27 minutes	8 minutes	23 minutes
Rowhill School	2050m	27 minutes	8 minutes	14 minutes
Co-op Food Istead Rise	2200m	29 minutes	9 minutes	20 minutes
Istead Rise Butchers	2200m	29 minutes	9 minutes	20 minutes
Young Risers Pre-School	2200m	29 minutes	9 minutes	24 minutes
Bright Horizon Longfield Day Surgery	2200m	29 minutes	9 minutes	17 minutes
Istead Rise Community Centre	2400m	32 minutes	10 minutes	23 minutes
Longfield Academy	2400m	32 minutes	10 minutes	15 minutes

St Mary Magdalene's Church	2800m	37 minutes	11 minutes	16 minutes
Shell Petrol Station	3200m	43 minutes	13 minutes	18 minutes
Bupa Dental Care	3350m	45 minutes	13 minutes	19 minutes
Waitrose Supermarket	3350m	45 minutes	13 minutes	17 minutes
Longfield Railway Station	3350m	45 minutes	13 minutes	18 minutes

Table 1: Distances to Local Amenities, Facilities and Services

Pedestrian Infrastructure

- 3.3 The local pedestrian infrastructure lends itself favourably in promoting walking as a primary method of travel to local facilities and amenities. Longfield Avenue (westbound from site) is flanked by footways on either side of the carriageway as shown in **Photograph 1**. The footways, crossing points and tactile paving remain present along the route to the amenities within Longfield, along Newbarn Road and Main Road.
- 3.4 An extensive provision of Public Rights of Way (PRoW) routes has been identified within the site's proximity which further emphasises the advantageous pedestrian network within the area as shown within **Figure 4**.



Figure 4: PRoW Routes (Source: Kent County Council)

Cycle Network

- 3.5 Due to the wide carriageways of the local highway network, it is suitable, safe and common for cyclists within the area to cycle. Within the vicinity of the site formalised National Cycle Network (NCN) Routes 1 and 177 are in proximity to the site, which is shown in Figure 5.



Figure 5: Site Location in Proximity to National Cycle Network

- 3.6 NCN Route 1 runs all the way up the east coast of Great Britain from Dover, Kent to the north of Scotland. More locally, the route provides a safe, mostly traffic-free route to Gravesend, Gillingham and East London. In addition, NCN Route 177 provides a route to NCN Route 2 on the South Coast, via Rochester, Maidstone and Ashford. Entry to these routes is available just north of the A2 Tollgate (A227) junction northeast of the site accessible via a 13 minute cycle.

Bus Network

- 3.7 The site's ideal location between two bus stops means that future residents of the site have access to many convenient services in Istead Rise and Longfield. These services can be picked up from either the Longfield Avenue bus stop located 800m west of the site or the Nash Bank bus stop 1300m to the east.

A summary of the services provided by these stops are shown in Table 2.

Stop	Service Number	Provider	Route	Approximate Frequency		
				Monday – Friday	Saturday	Sunday
Longfield Avenue	1	Meopham Community Bus	Meopham – Harvel - Gravesend	1013 (towards Gravesend) & 1247 (towards Meopham) (Tuesday and Fridays only)	No Service	No Service
Longfield Avenue	474	Go-Coach Hire	Bluewater - Longfield, Railway Station	Every 2 hours First Bus: 0730 Last Bus: 1633	Every 2 hours First Bus: 0730 Last Bus: 1633	No Service
Longfield Avenue	489	Arriva Kent Thameside	New Ash Green – Hartley – Longfield – New Barn – Southfleet – Northfleet – Gravesend – Milton - Denton	Every 60-90 mins First Bus: 0705 Last Bus: 1728	Every 90 mins First Bus: 0855 Last Bus: 1833	Every 60–80 mins First Bus: 0944 Last Bus: 1956
Nash Bank	306	Arriva Kent Thameside	Swanscombe – Northfleet – Gravesend – Istead Rise – Meopham – Vigo Village – Borough Green - Sevenoaks	Every 75-90 mins First Bus: 0546 Last Bus: 1756	Every 90 mins First Bus: 0620 Last Bus: 1820	No Service
Nash Bank	308	Arriva Kent Thameside	Gravesend – Istead Rise – Meopham – Vigo Village – Ightham – Sevenoaks	0834, 1534, 1957, 2043, 2143, 2243, 2346	Every 60 mins First Bus: 1943 Last Bus: 2343	No Service

Table 2: Local Bus Services

- 3.8 The location of the site in relation to both the Longfield Avenue and Nash Bank bus stops presents a good opportunity for residents to travel to local amenities by bus.

Rail Services

- 3.9 As shown in Table 1, Longfield Railway Station is located approximately 3350m from the site location and is accessible via a 45 minute walk, 18 minute bus journey or a 13 minute cycle.
- 3.10 Longfield Railway Station (LGF) is equipped with sheltered cycle storage spaces, CCTV and toilets. This therefore presents a good opportunity to encourage cycle/bus – train commuter journeys.
- 3.11 Longfield Railway Station provides direct and frequent services to numerous destinations which are summarised within Table 3 below.

Destination	Journey Time	Operator	Route	Approximate Frequency		
				Monday – Friday	Saturday	Sunday
London Victoria	31-51 mins	Southeastern	Farningham Roam – Swanley – St Mary Cray – Bromley South – Denmark Hill	Every 10 – 20 mins First Train :0524 Last Train: 2339	Every 40 mins First Train: 0524 Last Train: 2330	Every Hour First Train: 0710 Last Train: 2335
Dover Priory	1h 29 mins	Southeastern	Meopham – Rochester – Chatham – Gillingham – Rainham – Newington – Sittingbourne – Teynham – Faversham – Selling – Canterbury – Bekesbourne – Adisham – Aysleham – Snowdown – Shepherds Well – Kearsney	Every 30 – 60 mins First Train: 0624 Last Train: 2239	Every hour First Train:0624 Last Train: 2239	Every hour First Train:0854 Last Train: 2154

Table 3: Local Rail Services

Summary

- 3.12 The site is located ideally between Longfield and Istead Rise, which both provide a range of amenities, services and facilities. The good standard of pedestrian infrastructure, cycle network, and bus and rail services in the area creates attractive environment to encourage sustainable travel modes from the site to local amenities. The site is therefore considered to have a good level of accessibility suitable for the proposed level of residential development.

4. DEVELOPMENT PROPOSALS

- 4.1 The proposed development comprises the redevelopment of the existing site to provide 16 age restricted (over 60) static homes as well as a management/security building, which will also have a resident room/ reception area for residents to wait for a minibus/taxi. The accommodation schedule is detailed below in **Table 4** with the site layout attached as **Appendix B**.

Number of bedrooms	Quantity
2	16
Total	16

Table 4: Accommodation Schedule

Car Parking

- 4.2 Car parking will be provided in accordance with the Kent County Council Supplementary Planning Guidance SPG 4 “Kent Vehicle Parking Standards” (2006). These standards are summarised in **Table 5** below.

Number of bedrooms	Number of Spaces Required
2	2

Table 5: KCC Car Parking Standard

- 4.3 Each property is provided with two car parking spaces which is sufficient to accommodate the demand in accordance with the standards set out above.
- 4.4 All parking spaces associated with the residential element of the site are located outside of each unit on their corresponding driveway in a tandem arrangement. Spaces measure 5m x 3m in accordance with MfS guidance.
- 4.5 The site layout also includes 6 parking spaces for visitors and staff associated with the management of the site.
- 4.6 Car parking will therefore be wholly contained on site to ensure that no overspill is placed on the local road network, and specifically in the immediate vicinity of the site frontage and the section of Longfield Avenue which is a private road.

Cycle/Electric Scooter Parking

- 4.7 Cycle Parking will also be provided in accordance with the Kent County Council Supplementary Planning Guidance SPG 4 "Kent Vehicle Parking Standards" (2006) and are summarised within **Table 6**.

Number of bedrooms	Number of Spaces Required
2	2

Table 6: KCC Cycle Parking Standard

- 4.8 Cycle/Mobility Scooter parking will be provided within a sheltered area close to the management building shown on the site plan within **Appendix B**.

Access Arrangements

- 4.9 The site will continue to be accessed via the gates to the south which are currently used for both access and egress to Little Acres. This arrangement will be altered to accommodate an in/out arrangement so that western gate is used for access and the eastern gate used to egress the site only. Each gate will be controlled with either a fob/keypad system or an entry system connected to the manager's office. Each gate measures c.5m in width and is shown in **Photographs 4** and **5** below.



Photograph 4: Western Access



Photograph 5: Eastern Access

Visibility Splay Assessment

- 4.10 A visibility splay assessment has been undertaken at the eastern egress gate and shows that visibility is achievable to 11m in either direction along Longfield Avenue (private). The existing walls will be moved back with the gate to the bin store kept closed to ensure visibility. Visibility splays of 11m are based on expected vehicle speeds of approximately 10mph given the private unmetalled nature of this section of Longfield Avenue. This visibility splay assessment is shown within **Appendix C**.

Servicing Arrangements

Refuse Collection

- 4.11 Refuse collection will be provided in line with existing the kerb-side collection arrangement for Little Acres. A bin store is provided next to eastern gate, where a new additional gate will open and allow access for management to take the bins to the edge of the highway on collection days. Residents within 30m of the bin store will be responsible for taking their rubbish to the bin store with residents of units greater than 30m from the bin store will have their refuse taken by management. The bin store is located within 25m of the public section of Longfield Avenue. Therefore, no refuse vehicles are required to enter the site or the private section of Longfield Avenue in line with Gravesham requirements.

Fire Tender

- 4.12 A fire tender is able to get within 45m of all of the buildings on-site. The vehicle is able to turn in the turning head at the end of the cul-se-sac. A tracking exercise of this arrangement is shown in Appendix D.

5. TRIP GENERATION

5.1 This section of the report seeks to determine the vehicular trip generation associated with the proposed 16 unit development in comparison to the site's former use.

Existing Trip Generation

5.2 The existing site is currently occupied by a single dwelling along with a number of associated outhouses and temporary buildings. The exact uses and sizes of these buildings are unknown; which, along with the lack of comparable sites on the TRICS database means that for an extremely robust and worst-case assessment, the vehicular trips associated with the development are considered to be new trips on to the highway network.

Proposed Trip Generation

5.3 The TRICS (7.8.3) database has been consulted to estimate the anticipated vehicle trip rates associated with the proposed development. Due to the fact that the static homes are to be permanently inhabited by over 60s rather than short-stay holiday lets, the parameter 'Retirement Flats' has been used instead of 'Holiday Accommodation'. These parameters include the trips associated with the management staff. A summary of all the parameters used for the assessment are detailed below.

- Land use: '03 - RESIDENTIAL/N -RETIREMENT FLATS';
- Sites in England and Wales (Excluding Greater London)
- 1-35 dwellings;
- Surveys taken: Weekdays only;
- Sites with Travel Plan: No; and
- Edge of Town Centre, Suburban and Edge of Town locations only;

5.4 The results of this TRICS assessment are demonstrated in Table 7, with the full outputs included in Appendix E.

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			12 Hour
	Arrivals	Departures	Total	Arrivals	Departures	Total	Total
Vehicle Trip Rate (per unit)	0.081	0.073	0.154	0.056	0.056	0.112	1.936
Trip Generation (16 Units)	1	1	2	1	1	2	31

Table 7: Proposed Development Trip Generation

- 5.5 Table 7 shows that the proposed development is anticipated to generate two vehicle trips in both the AM and PM peak period, which will result in an immaterial effect on the highway network. Over the course of a 12 hour daytime period the proposed development is expected to generate 31 two-way vehicle trips.

Net Impact Assessment

- 5.6 As previously mentioned for robustness the trips generated by the development are considered to be new to the local highway network. The local highway network currently provides access to numerous residential dwellings and the increase of two vehicle trips during the peak periods is not considered to have a significant negative impact on the operation of the highway network.

6. SUMMARY AND CONCLUSIONS

- 6.1 This TS has been prepared by Paul Basham Associates to support a planning application for 16 age-restricted static homes and management building at Little Acres Farm, Longfield Avenue, Longfield.
- 6.2 The site is located between Longfield and Istead Rise which both provide a range of amenities, services and facilities. The good standard of pedestrian infrastructure, cycle network, and bus and rail services in the area creates attractive environment to encourage sustainable travel modes from the site to local amenities.
- 6.3 A PIA data assessment of the local highway network indicates that there are no existing highway safety concerns along Longfield Avenue or that there is a credible risk of PIA incidents being exacerbated by the development proposals.
- 6.4 The site will be accessed via the existing arrangement on Longfield Avenue with the existing wall moved back to achieve visibility. The existing gates will also form an entry / egress only arrangement respectively which will have a management system in place.
- 6.5 The development proposals include the provision for 2 parking spaces per dwellings in line with KCC standards and 6 total spaces for visitors and staff. Cycle/Mobility Scooter parking will be provided within a secure cycle/scooter store located next to the management building.
- 6.6 The development will be serviced in line with existing kerb-side collection arrangement for Little Acres. A bin store is provided next to eastern gate, where a new additional gate will open and allow access for management to take the bins to the edge of the highway on collection days. A fire tender is able to be within 45m of all buildings on the site.
- 6.7 The development is anticipated to generate 2 vehicle trips in both the AM and PM peak period and 31 over a 12-hour daytime period. Therefore, it is not considered that the proposed development will result in a negative impact on the operation of the local highway network.
- 6.8 This Transport Statement has demonstrated that the proposed development will not have a significant impact on the operation of the local highway network, and we therefore encourage Gravesham Borough Council to look favourably upon this development in relation to highways.



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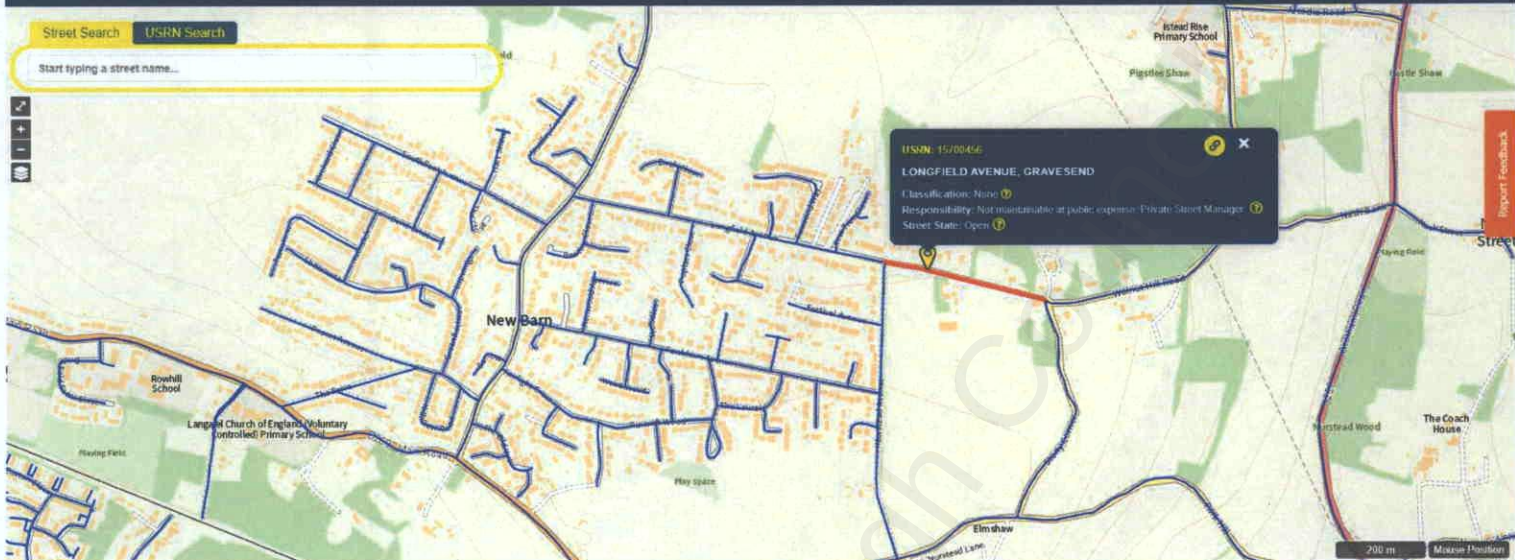
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Gravesham Borough Council



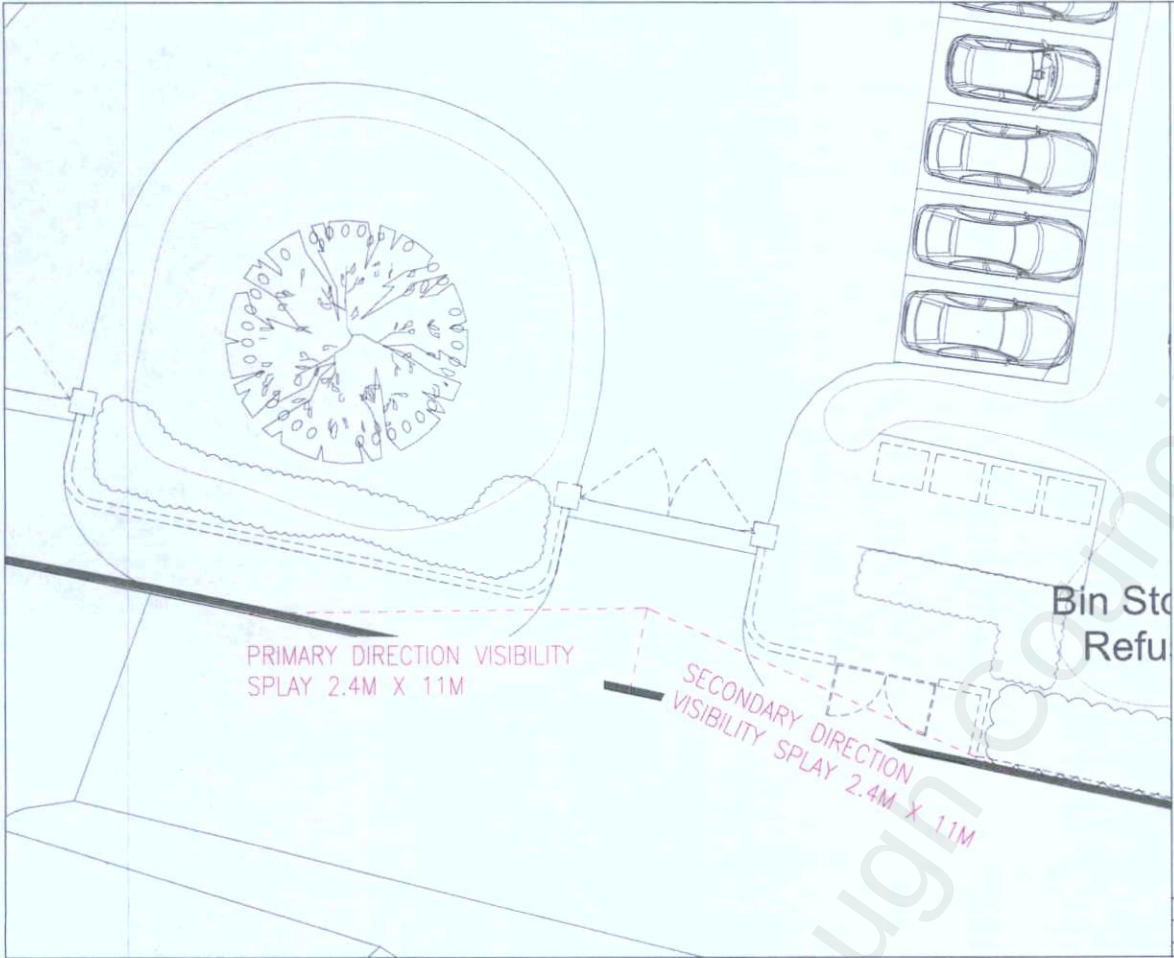
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Appendix C

Little Acres, Longfield Avenue, Longfield
Transport Statement

Paul Basham Associates Ltd
Report No. 216.0002/TS/2





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VISIBILITY SPLAYS

VISIBILITY SPLAYS ARE BASED ON ANTICIPATED SPEEDS OF APPROXIMATELY 10MPH ALONG LONGFIELDS AVENUE (PRIVATE ROAD)

GATE TO BIN STORE TO BE KEPT CLOSED TO ENSURE VISIBILITY



B	UPDATED SITE LAYOUT	26.10.21	AF	JL
A	UPDATED SITE LAYOUT	06.10.21	AF	MS
Rev	Description	Date	By	Chkd

Project Name LITTLE ACRES, LONGFIELD AVENUE LONGFIELD	Title VISIBILITY SPLAYS	 paul basham associates First Floor, 100-102, The Belfry, Bournemouth, BH1 1AA Tel: 01202 511111 Fax: 01202 511112 pba@paulbashamassociates.co.uk www.paulbashamassociates.co.uk	Client PRIVATE CLIENT	Checked By MS Drawn By AF	Checked Date 21.09.21 Drawn Date 21.09.21	Scale 1 : 100 Client Drawing No. - PBA Drawing No. 216.0002.001 Revision B
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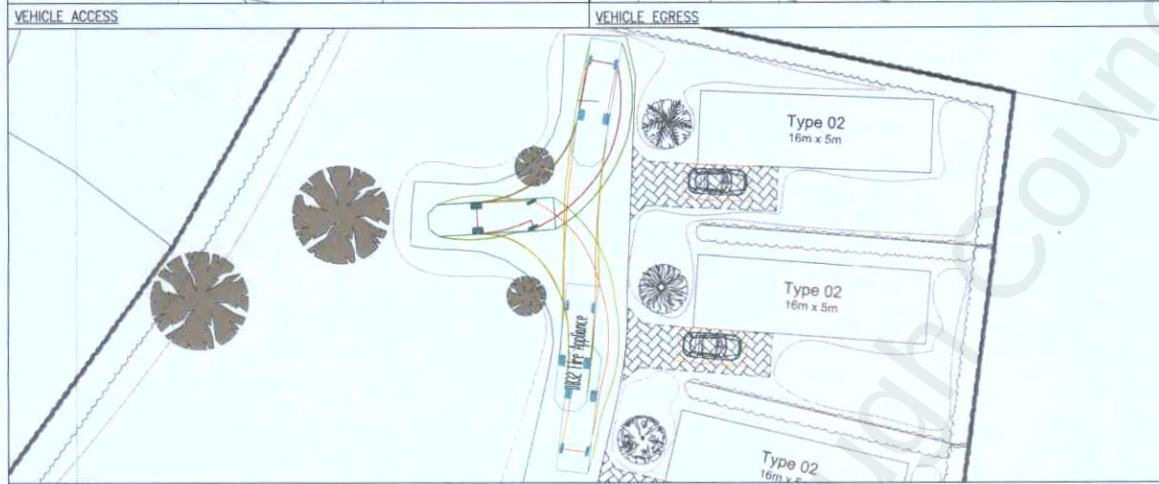
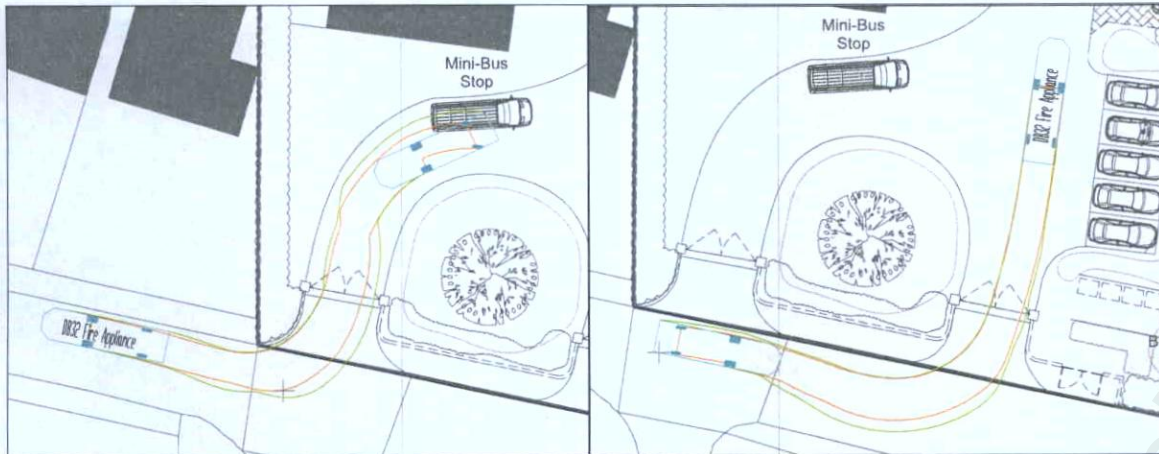
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Appendix D

Little Acres, Longfield Avenue, Longfield
Transport Statement

Paul Basham Associates Ltd
Report No. 216.0002/TS/2





VEHICLE ACCESS

VEHICLE EGRESS



VEHICLE TURN

GENERAL NOTES

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VEHICLE PROFILE

DB32 Fire Appliance
 Overall Length 8.680m
 Overall Width 2.180m
 Overall Body Height 2.450m
 Min Body Ground Clearance 0.317m
 Max Track Width 2.121m
 Lock to lock time 5.08s
 Kerb to Kerb Turning Radius 7.910m

North Arrow

North

Rev	Description	Date	By	Chkd
B	UPDATED LAYOUT	26.10.21	AP	JA
A	UPDATED LAYOUT	06.10.21	AP	MS

Project Name LITTLE ACRES, LONGFIELD AVENUE LONGFIELD	Title FIRE TENDER TRACKING	Client PRIVATE CLIENT	Checked By MS	Checked Date 04.10.21	Scale 1:250	(AT A3 SIZE) Client Drawing No. PBA Drawing No. 216.0002.002 Revision B
Project Phase PRELIMINARY	Paul Basham Associates 100 Little Acres, Longfield Avenue Longfield, Kent ME20 2JL Tel: 01892 810000 Email: paul@paulbasham.co.uk	Drawn By AP	Drawn Date 04.10.21			

Gravesham Borough Council

Appendix E

Little Acres, Longfield Avenue, Longfield
Transport Statement

Paul Basham Associates Ltd
Report No. 216.0002/TS/2



TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : N - RETIREMENT FLATS

TOTAL VEHICLESSelected regions and areas:

04 EAST ANGLIA	
CA CAMBRIDGESHIRE	1 days
06 WEST MIDLANDS	
WM WEST MIDLANDS	1 days
07 YORKSHIRE & NORTH LINCOLNSHIRE	
WY WEST YORKSHIRE	1 days
08 NORTH WEST	
CH CHESHIRE	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: 25 to 34 (units:)
 Range Selected by User: 1 to 35 (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: 01/01/13 to 18/06/19

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

Selected survey days:

Monday	1 days
Tuesday	2 days
Friday	1 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town Centre	2
Suburban Area (PPS6 Out of 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	4
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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

4 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

1 days

15,001 to 20,000

1 days

25,001 to 50,000

2 days

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

Population within 5 miles:

75,001 to 100,000

1 days

125,001 to 250,000

2 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

2 days

1.6 to 2.0

1 days

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

Travel Plan:

No

4 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

4 days

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

LIST OF SITES relevant to selection parameters

1	CA-03-N-02	RETIREMENT FLATS	CAMBRIDGESHIRE
	DOGSTHORPE ROAD		
	PETERBOROUGH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	32	
	Survey date: MONDAY	17/10/16	Survey Type: MANUAL
2	CH-03-N-01	RETIREMENT FLATS	CHESHIRE
	HOBSON STREET		
	MACCLESFIELD		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	33	
	Survey date: FRIDAY	16/09/16	Survey Type: MANUAL
3	WM-03-N-01	RETIREMENT BUNGALOWS	WEST MIDLANDS
	SHORT STREET		
	STOURBRIDGE		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	25	
	Survey date: TUESDAY	21/11/17	Survey Type: MANUAL
4	WY-03-N-01	RETIREMENT BUNGALOWS	WEST YORKSHIRE
	GROVE AVENUE		
	HALIFAX		
	WHEATLEY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	34	
	Survey date: TUESDAY	23/10/18	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.

Paul Basham Associates Hamble Lane Southampton

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS

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	4	31	0.040	4	31	0.032	4	31	0.072
08:00 - 09:00	4	31	0.081	4	31	0.073	4	31	0.154
09:00 - 10:00	4	31	0.105	4	31	0.137	4	31	0.242
10:00 - 11:00	4	31	0.097	4	31	0.089	4	31	0.186
11:00 - 12:00	4	31	0.113	4	31	0.105	4	31	0.218
12:00 - 13:00	4	31	0.089	4	31	0.097	4	31	0.186
13:00 - 14:00	4	31	0.089	4	31	0.121	4	31	0.210
14:00 - 15:00	4	31	0.129	4	31	0.113	4	31	0.242
15:00 - 16:00	4	31	0.073	4	31	0.089	4	31	0.162
16:00 - 17:00	4	31	0.040	4	31	0.024	4	31	0.064
17:00 - 18:00	4	31	0.056	4	31	0.056	4	31	0.112
18:00 - 19:00	4	31	0.056	4	31	0.032	4	31	0.088
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.968			0.968			1.936

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: 25 - 34 (units:)
 Survey date date range: 01/01/13 - 18/06/19
 Number of weekdays (Monday-Friday): 4
 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.