

N02 - Highways Technical Note

Site: Rockley House, Wrotham Road, Gravesend
Prepared by: WMC
Approved by: DM
Date: 16 December 2025

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1.0 Introduction

- 1.1 This Highways Technical Note has been prepared on behalf of Robinson Escott Planning LLP to accompany a planning application in relation to development proposals at Rockley House, Wrotham Road, Gravesend (herein after referred to as 'the site').
- 1.2 The site is located on land to the east of Wrotham Road (A227), approximately 600 metres north of Culverstone Green and 2.5 kilometres south of Meopham, and falls within the administrative boundaries of Gravesham Borough Council (Local Planning Authority) and Kent County Council (Local Highways Authority). The site benefits from close proximity to both the strategic highway network, including the M2 to the north and the M20 to the south, as well as existing bus stops on Wrotham Road (A227) to the north.
- 1.3 The site currently comprises of an existing field which accommodates five existing buildings situated within the northern extent of the site, the structures of which include a shed, a stables, a barn and numerous shipping containers. The development proposals seek to redevelop the site in order to provide 4 x three-bedroom dwellings and 2 x four-bedroom dwellings. Access to the site will be achieved via the existing access taken from Wrotham Road (A277). Car and cycle parking are to be provided in accordance with local policy standards.
- 1.4 It is noted that the site benefits from an existing approval to convert a garage into a single residential dwelling (LPA Reference: 20230700).
- 1.5 This Highways Technical Note has been prepared to provide further detail on the existing conditions of the site, including accessibility by non-car modes such as active travel and public transport, as well as the proposed access, parking and servicing arrangements associated with the development proposals.

2.0 Baseline Conditions

Site Location

- 2.1 The site is located on land to the east of Wrotham Road (A227), approximately 600 metres north of Culverstone Green and 2.5 kilometres south of Meopham, and falls within the administrative boundaries of Gravesham Borough Council (Local Planning Authority) and Kent County Council (Local Highways Authority). The site benefits from close proximity to both the strategic highway network, including the M2 to the north and the M20 to the south, as well as existing bus stops on Wrotham Road (A227) to the north. The site location is illustrated in Figure 2.1 below.

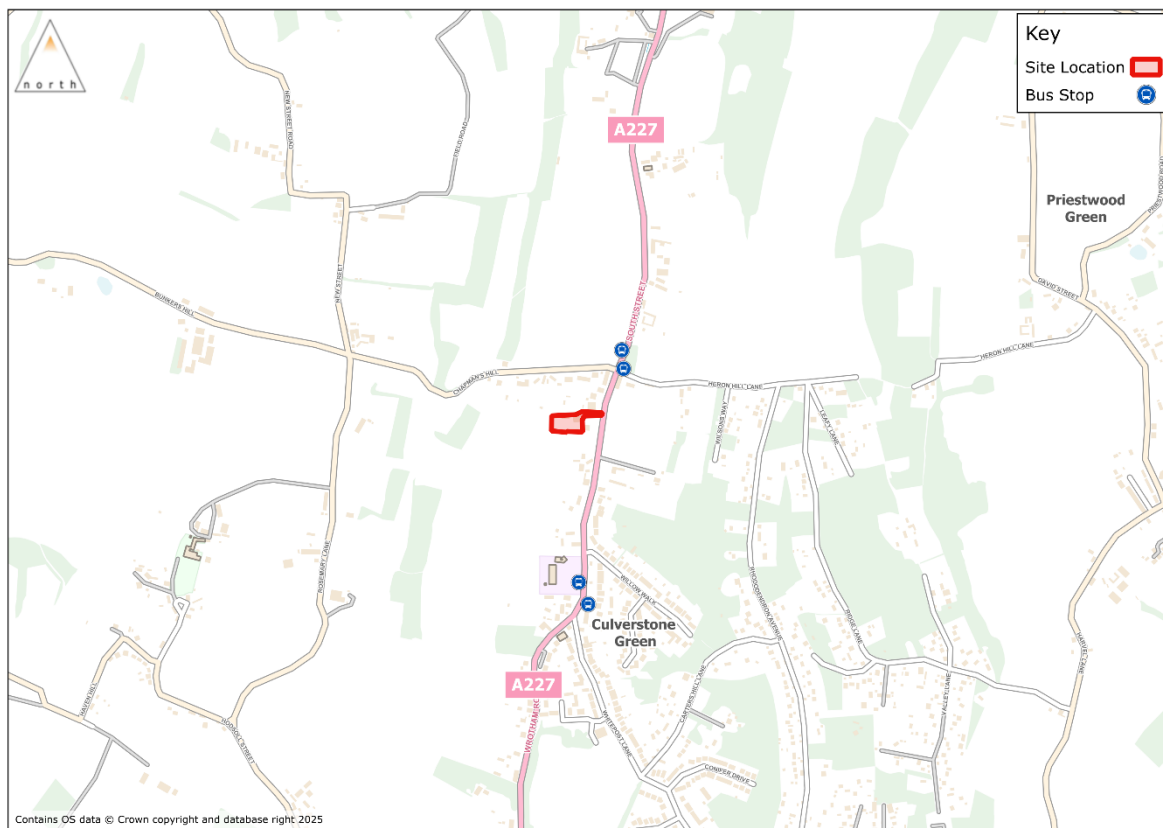


Figure 2.1 – Site Location

Planning History

- 2.2 A number of recent planning applications have been submitted pertaining to the site, a summary of which are as follows:

- ▶ LPA Reference 20210195 - Conversion of existing garages and stores to a 2 bedroom single storey dwelling including new rooflights and fenestration changes; and
- ▶ LPA Reference 20230700 – Conversion and change of use of existing detached garage building to a two bedroom dwelling with provision of two parking spaces.

LPA Reference 20210195

- 2.3 Planning permission was refused (LPA Reference: 20210195) on 28th May 2021 and subsequently dismissed at appeal (LPA Appeal Reference: APP/K2230/W/21/3282227) on 24th January 2023 for the following:

"Conversion of existing garages and stores to a 2 bedroom single storey dwelling including new rooflights and fenestration changes".

- 2.4 The previous planning appeal included the following highways-related commentary from the Inspector:

"The submitted plans indicate that a new vehicular access would be created giving access to the A227, South Street, a classified A road with a 30mph speed restriction. In doing so, visibility splays in the region of 43 metres by 2.4 metres in each direction from the access point would be required to ensure highway safety was not unduly compromised and thereafter maintained to ensure that there would be no obstruction over 1.05 metres above carriageway level within the splays.

Setting aside the issue of character and appearance, which I have addressed above, to achieve the required sight lines it would be necessary to remove large sections of hedgerow to either side of the access. Whilst I note that the Highway Authority did not object to the scheme on the grounds of highway safety, this was subject to the requisite visibility splays being achieved and maintained.

On the basis of the evidence and the plans before me it has not been demonstrated that the visibility splays could be achieved. My observations showed that visibility from the proposed access is reduced by existing vegetation and the curve of the road. Furthermore, given the length of the splay that is required, it has not been adequately demonstrated that the land required for the necessary visibility splays is within the ownership or control of the appellants. I therefore cannot be satisfied that the splays could be provided and kept free of obstruction thereafter.

In the absence of adequate visibility and in order to egress the site, vehicles are likely to edge into the highway without a clear view of oncoming traffic. This would be likely to materially compromise highway safety.

Overall, on the basis of the evidence before me, I conclude that the proposed development fails to demonstrate that safe and suitable access to the site could be achieved. Consequently, it has not been shown that there would not be an unacceptable impact on highway safety. This would be contrary to CS Policy CS11 and Policies T1 and T5 of the Gravesham Local Plan First Review (1994) insofar as these policies seek to require acceptable access that preserves safe access to the highway network for all users. Similarly, the scheme would conflict with the guidance of Gravesham's Planning Guidance Note 6 for Vehicle Accesses on Classified Highways (2009) and it would fail to accord with the provisions of the Framework insofar as these seek to prevent development on highways grounds where there would be an unacceptable impact on highway safety."

- 2.5 It is noted that the issues associated with the above planning application (LPA Reference: 20210195) pertained specifically to a lack of evidence to demonstrate that sufficient visibility could be achieved from the site access.

LPA Reference 20230700

- 2.6 Planning permission was granted on 21st February 2024 under delegated powers (LPA Reference: 20230700) for the following:
- "Conversion and change of use of existing detached garage building to a two bedroom dwelling with provision of two parking spaces."*
- 2.7 The development proposals comprise the conversion of the existing detached garage in order to provide a two-bedroom residential dwelling and a Highways Technical Note prepared by Motion accompanied the planning application.
- 2.8 The existing access was proposed to be widened to 4.8 metres in order to accommodate two-way vehicle movement, as well as maintenance of existing vegetation either side of the access to retain appropriate visibility. Swept path analysis accompanied the Highways Technical Note and demonstrated that two-way vehicle movement at the site access could be comfortably accommodated.
- 2.9 The application addressed the issues raised by the Inspector as part of the previous appeal dismissal, which allowed consent to be granted.

Local Highway Network

- 2.10 The site is located on land to the east of Wrotham Road (A227), a two-way single carriageway road orientated on a north-south axis subject to a speed limit of 40 miles per hour. Wrotham Road (A227) leads north towards Meopham and Hook Green before providing direct access onto Watling Street (A2) via the Wrotham Road By-Pass. Watling Street (A2) is a two-way dual carriageway orientated on an east-west axis subject to a speed limit of 70 miles per hour. Watling Street (A2) provides eastbound access towards the M2, which leads southeast towards Chatham, Bredhurst and Chestfield and westbound access onto the M25 London Orbital Motorway, as well as Dartford and southwest London.
- 2.11 To the south, Wrotham Road (A227) leads towards Culverstone Green and provides access onto the M20 via the London Road By-Pass. The M20 is a two-way dual carriageway orientated on an east-west axis subject to a speed limit of 70 miles per hour. The M20 provides eastbound access towards Addington, Aylesford and Ashford and westbound access towards Farningham and Swanley. It is also noted that the London Road By-Pass leads further south to provide access onto the M26, which routes west towards Kemsing and Dunton Green.

Road Safety

- 2.12 In order to provide a full and comprehensive review of the existing highway network and traffic conditions, Personal Injury Collision (PIC) data was acquired following an interrogation of the CrashMap database for the most recent five-year period. The study area included collisions that occurred on Wrotham Road (A227) within the vicinity of the site access.
- 2.13 A total of two collisions were recorded, one of which was identified as 'slight' and the other 'serious' in terms of severity. The CrashMap output report is included in **Appendix A** and a summary of the recorded collisions is as follows:
- ▶ 17th May 2020 – 'Slight' collision during the hours of darkness in dry conditions involving a car in the act of turning right colliding with a southbound car; and
 - ▶ 22nd May 2024 – 'Serious' collision during the hours of daylight in dry conditions involving an agricultural vehicle in the act of turning right colliding with a bus/coach.
- 2.14 The recent collision history appears to be a result of driver error rather than a highway safety deficiency and it is therefore concluded that there is no evidence of an existing road safety problem in the vicinity of the site.

Sustainable Transport Accessibility

Accessibility on Foot and by Cycle

- 2.15 A footway with street lighting is provided on the western side of Wrotham Road (A227). The footway varies in width between 1.2 to 1.8 metres and provides a pedestrian connection towards the existing bus stops on Wrotham Road (A227) to the north of the site access. The footway also provides a southbound pedestrian route towards Culverstone Green to the south. It is noted that a footway is provided on the western side of Wrotham Road (A227) approximately 175 metres south of the site. A pedestrian crossing point equipped with dropped kerbs and tactile paving is provided approximately 400 metres south of the site and provides a crossing point between the footways on either side of Wrotham Road (A227).
- 2.16 Whilst there are no dedicated on-road cycle lanes within the immediate vicinity of the site, the local highway network is deemed suitable for cyclists given the low speed limit and relatively flat topography of the area. Notwithstanding this, it is noted that National Cycle Network (NCN) Route 177 can be accessed via Watling Street (A2) approximately 5 kilometres north of the site and provides a continuous cycle connection between Ebbsfleet Valley and Strood via Shears Green.

Accessibility by Bus

- 2.17 The closest bus stops are located on South Street (A227) approximately 120 metres north of the site. The bus stops (known as 'Ridley Turning' bus stops) comprise of simple 'flag and pole' bus stops, with the northbound bus stops benefitting from an additional bus shelter and dedicated bus cage. A summary of the local bus services is provided in Table 2.1 below.

Bus Service	Route	Approximate Frequency of Services		
		Monday-Friday	Saturday	Sunday
223	Gravesend – Istead – Meopham – Culverstone Green – Wrotham – Ightham – Shipbourne – Trench Wood – Tonbridge	2 services per day (school service)	No services	No services
306	Gravesend – Istead Rise – Meopham – Culverstone Green – Vigo	2 services per day (school service)	No services	No services
308	Gravesend – Northfleet – Istead Rise – Meopham – Culverstone Green – Vigo Village – Wrotham – Borough Green – Sevenoaks	1 service every 2 hours	1 service every 2 hours	No services
418R /418W	New Ash Green – Longfield – Istead Rise – Meopham – Culverstone Green – Vigo Village – Wrotham	2 services per day (school service)	No services	No services
VIGO1	Vigo Village – Culverstone Green – Meopham – Hook Green – Istead Rise – Gravesend – Milton – Denton	2 services per day (school service)	No services	No services

Table 2.1 – Summary of Local Bus Services

Accessibility by Rail

- 2.18 The closest railway station is Meopham railway station located to the north of Station Road approximately 4.5 kilometres north of the site, equivalent to a 12-minute cycle. It is noted that the aforementioned 223, 306, 308, 418R/418W and VIGO1 services all route north via Station Road and therefore provide direct access towards Meopham railway station. Meopham railway station is managed by Southeastern Railways and benefits from 167 car parking spaces and 20 sheltered cycle parking spaces. A summary of the rail services at Meopham railway station is provided in Table 2.2 below.

Bus Service	Route	Approximate Frequency of Services		
		Monday-Friday	Saturday	Sunday
Dover Priory	Meopham – Sole Street – Rochester – Chatham – Gillingham – Rainham – Newington – Sittingbourne – Teynham – Faversham – Selling – Canterbury East – Bekesbourne – Adisham – Aylseham – Snowdown – Shepherds Well – Kearney – Dover Priory	1 direct service every hour between 19:00 – 00:00 (Indirect services outside of mentioned hours)	1 service every hour	1 service every hour
Gillingham	Meopham – Sole Street – Rochester – Chatham – Gillingham	1 service every half hour	1 service every half hour	1 service every hour
London Victoria	Meopham – Longfield – Farningham Road – Swanley – St. Mary Cray – Bromley South – Denmark Hill – London Victoria	1 service every half hour	1 service every half hour	No direct services

Table 2.2 - Summary of Local Rail Services

3.0 Development Proposals

- 3.1 This section provides detail of the proposed access, parking and servicing arrangements associated with the development having regard to current best practice guidance.

Proposed Use and Quantum

- 3.2 The site currently comprises of an existing field which accommodates five existing buildings situated within the northern extent of the site, the structures of which include a shed, a stables, a barn and numerous shipping containers. The development proposals seek to redevelop the site in order to provide 4 x three-bedroom dwellings and 2 x four-bedroom dwellings. Access to the site will be achieved via the existing access taken from Wrotham Road (A277). Car and cycle parking are to be provided in accordance with local policy standards. The indicative site layout plan is included in **Appendix B**.

Access Arrangements

- 3.3 Access to the site will be achieved via the existing access taken from Wrotham Road (A277). The existing access is to be widened to 4.8 metres to accommodate two-way vehicle movements. The widened access will measure approximately 13 metres at the bellmouth and can comfortably accommodate all movements associated with delivery and servicing vehicles.
- 3.4 Wrotham Road (A277) is subject to a speed limit of 30 miles per hour. As such, guidance contained within Manual for Streets (2007) requires visibility splays of 43 metres in each direction set back 2.4 metres from the edge of the carriageway. The required visibility splays are illustrated on the drawing included in **Appendix C**, which confirm that the above splays can be accommodated and are contained entirely within the extent of publicly maintainable highway, information of which has been obtained from Kent County Council as Local Highways Authority.
- 3.5 Notwithstanding this, the above access arrangements are identical to those proposed in the previously consented planning application (LPA Reference: 20230700) and, as such, is suggested that the aforementioned access arrangements are suitable to serve the development proposals.

Parking Arrangements

Car Parking

- 3.6 The car parking strategy associated with the proposals has been determined having regard to the standards contained within the 'Parking Standards' document published by Kent County Council in January 2025. The site is situated within an area which could be reasonably classified as 'rural' and, as such, the applicable standards are replicated in Table 3.1 below.

Size of Dwelling	Number of Car Parking Spaces
3-bedroom dwellings	2 spaces per unit
4-bedroom dwelling	3 spaces per unit
Visitor Car Parking Provision	0.2 car parking spaces per unit

Table 3.1 - Applicable Car Parking Standards ('Parking Standards', Kent County Council, January 2025)

- 3.7 Table 3.1 above demonstrates that the development proposals are required to provided two allocated parking spaces for the proposed 3-bedroom dwellings and three allocated parking spaces for the proposed 4-bedroom dwellings. It is noted that 0.2 visitor parking spaces should be provided per dwelling. The indicative site layout included in **Appendix B** plan illustrates that each 4-bedroom dwelling (Plots 1 & 2) will each be provided with three car parking spaces. The remaining car parking spaces are to be provided within a car barn situated within the southwestern parcel of the site and has been designed to accommodate eight total car parking spaces, which provides two car parking spaces per dwelling for the four 3-bedroom dwellings and remains in accordance with the aforementioned car parking standards outlined in Table 3.1 above.

- 3.8 A total of two visitor car parking spaces are provided within the curtilage of the site and are situated within the southwestern corner, which remains in accordance with the aforementioned visitor car parking standards.

Cycle Parking

- 3.9 The cycle parking strategy associated with the proposals has been determined having regard to the standards contained within the 'Parking Standards' document published by Kent County Council in January 2025. The applicable cycle parking standards are replicated in Table 3.2 below.

Size of Dwelling	Number of Car Parking Spaces
Any Residential Dwelling	1 cycle parking space per bedroom

Table 3.2 – Applicable Cycle Parking Standards ('Parking Standards', Kent County Council, January 2025)

- 3.10 Table 3.2 above demonstrates that each dwelling is required to be provided with one cycle parking space per bedroom. Each dwelling will be provided with a dedicated cycle store situated within the rear garden of each plot which can each accommodate two cycle parking spaces. Each cycle store will be secure, lockable and sheltered.

Delivery and Servicing Arrangements

- 3.11 Suitable arrangements will be made within the proposed development to accommodate delivery and servicing vehicles. A turning head capable of accommodating a refuse vehicle is provided within the southern section of the site. The adequacy of the proposed access and servicing arrangements, to ensure that all delivery and servicing vehicles can access the site in forward gear and turn on-site in order to egress in forward gear, has been tested through swept path analysis. The swept path analysis is illustrated on the drawings included in **Appendix D** and demonstrates that all delivery and servicing vehicles can access and egress the site in an appropriate manner.
- 3.12 The site layout has been designed to take into account of relevant Building Regulations principles (as referred to in Manual for Streets, 2007) to cater for service and delivery vehicles like to access the site on a regular basis. In this respect, the site layout has been designed having regard to maximum carry-distance guidance to ensure:
- ▶ Residents do not have to carry refuse more than 30 metres to a collection point (excluding vertical distances);
 - ▶ Refuse operatives do not have to transport 4-wheeled containers more than 10 metres, or walk more than 25 metres to a collection point for household collections;
 - ▶ Refuse vehicles do not have to reverse more than 12 metres;
 - ▶ Fire vehicles are able to get within 45 metres of each dwelling/building entrance; and
 - ▶ Fire vehicles are not required to reverse more than 20 metres.

4.0 Development Impact

Trip Generation

- 4.1 This section outlines the level of trips that are likely to be generated by the proposed development. When assessing the impacts of a development, it is generally considered that the peak traffic times are weekday mornings (08:00-09:00) and weekday evenings (17:00-18:00). It is during these periods that traffic flows associated with the development and those adjacent on the highway network are likely to be at their greatest. The information provided within this section considers these peak hours as well as the daily movements (07:00-19:00).

Proposed Trip Generation

- 4.2 In order to ascertain an understanding of the vehicle movements likely to be generated by the development proposals, the TRICS database was interrogated for surveys contained within the category '03 – Residential: A – Houses Privately Owned', within the following parameters:
- ▶ Sites located in the United Kingdom;
 - ▶ Sites comprising of 5 to 30 residential dwellings;
 - ▶ Sites located in areas classified as 'Suburban Area' and 'Edge of Town'; and
 - ▶ Weekday surveys only.
- 4.3 The trip rates associated with the above parameters and resultant trips pertaining to six residential houses are summarised in Table 4.1 below. The full TRICS output is included in [Appendix E](#).

Mode of Travel	Weekday AM Peak Hour (08:00-09:00)		Weekday PM Peak Hour (17:00-18:00)		Total Weekday Movements	
	Arr	Dep	Arr	Dep	Arr	Dep
Vehicle Trip Rates	0.168	0.421	0.363	0.219	3.240	3.099
Vehicle Trips	1	3	2	1	19	19

Table 4.1 – Trip Generation – Six Residential Dwellings

- 4.4 Table 4.1 above demonstrates that the proposed development could generate in the order of four two-way vehicle movements during the morning peak hour period and three two-way vehicle movements during the evening peak hour period. Over an average weekday, the proposed development could generate in the order of 38 two-way vehicle movements.

Summary

- 4.5 The expected trip generation of the proposed development has been assessed with reference to the industry standard TRICS database. The analysis has demonstrated that the proposed development is expected to result in a marginal increase in two-way vehicle movements during each of the morning and evening peak hour periods, as well as over the course of an average weekday.
- 4.6 On that basis it is concluded that the proposed development will not result in a material effect on the operation of the highway network local to the site and no further assessment of trips associated with the proposed development is considered necessary.

5.0 Summary and Conclusions

- 5.1 This Highways Technical Note has been prepared on behalf of Robinson Escott Planning LLP to accompany a planning application in relation to development proposals at Rockley House, Wrotham Road, Gravesend.
- 5.2 The site is located on land to the east of Wrotham Road (A227), approximately 600 metres north of Culverstone Green and 2.5 kilometres south of Meopham, and benefits from close proximity to both the strategic highway network, including the M2 to the north and the M20 to the south, as well as existing bus stops on Wrotham Road (A227) to the north.
- 5.3 The site currently comprises of an existing field which accommodates five existing buildings situated within the northern extent of the site, the structures of which include a shed, a stables, a barn and numerous shipping containers. The development proposals seek to redevelop the site in order to provide 4 x three-bedroom dwellings and 2 x four-bedroom dwellings. Access to the site will be achieved via the existing access taken from Wrotham Road (A277). Car and cycle parking are to be provided in accordance with local policy standards.
- 5.4 This Highways Technical Note has demonstrated that the development proposals benefit from appropriate access, parking and delivery and servicing arrangements having regard to current best practice guidance. This Highways Technical Note has also demonstrated that the proposals are envisaged to result in an imperceptible impact on the local highway network during both the morning and evening peak hours, as well as over the course of an average weekday.
- 5.5 On the basis of the above, it is therefore concluded that there are no reasons as to why the development proposals should be resisted on traffic or transportation grounds.

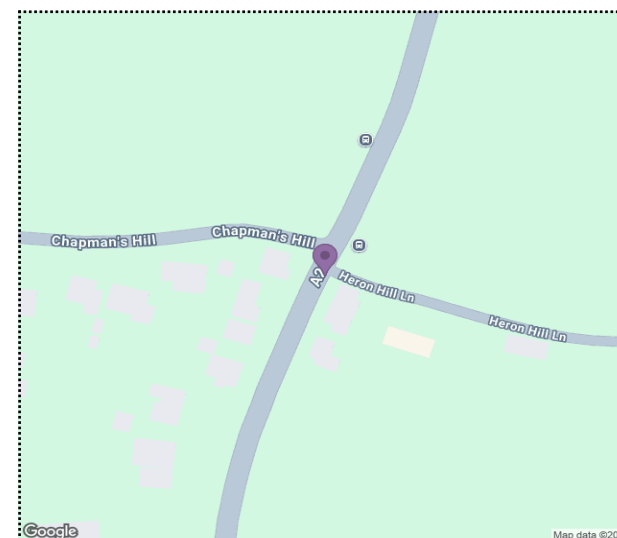
Appendix A

CrashMap Output Reports



Validated Data

Crash Date:	Sunday, May 17, 2020	Time of Crash:	00:47:00	Crash Reference:	2020460955627
Highest Injury Severity:	Slight	Road Number:	A227	Casualties:	2
Highway Authority:	Kent exc Medway Towns	Vehicles:	2	OS Grid Reference:	563666 163602
Local Authority:	Gravesham				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Darkness: no street lighting				
Carriageway Hazards:	None				
Junction Detail:	Unknown				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date:

Sunday, May 17, 2020

Time of Crash: 00:47:00

Crash Reference: 2020460955627

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	10	Male	16 - 20	Vehicle is in the act of turning right	Nearside	Unknown	None	None
2	Car (excluding private hire cars 2005 onwards)	9	Male	16 - 20	Unknown	Nearside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other
2	2	Slight	Vehicle or pillion passenger	Male	16 - 20	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date: Wednesday, May 22, 2024

Time of Crash: 15:30:00

Crash Reference: 2024461446505

Highest Injury Severity: Serious

Road Number: A227

Casualties: 21

Highway Authority: Kent exc Medway Towns

Vehicles: 2

Local Authority: Gravesham

OS Grid Reference: 563629 163507

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30

Light Conditions: Daylight: regardless of presence of streetlights

Carriageway Hazards: None

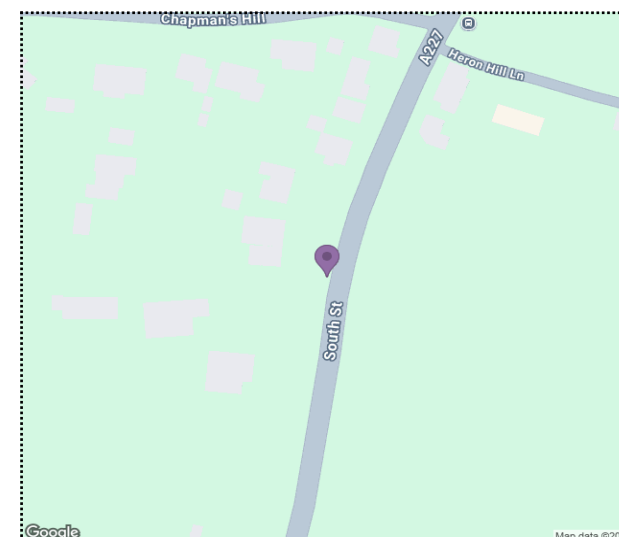
Junction Detail: Not at or within 20 metres of junction

Junction Pedestrian Crossing: Unknown

Road Type: Single carriageway

Junction Control: Unknown

Vehicles Involved



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date:

Wednesday, May 22, 2024

Time of Crash: 15:30:00

Crash Reference: 2024461446505

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Agricultural vehicle (includes diggers etc.)	10	Male	26 - 35	Vehicle is in the act of turning right	Front	Journey as part of work	None	None
2	Bus or coach (17 or more passenger seats)	19	Male	56 - 65	Unknown	Nearside	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	56 - 65	Unknown or other	Unknown or other
2	2	Serious	Vehicle or pillion passenger	Female	11 - 15	Unknown or other	Unknown or other
2	3	Serious	Vehicle or pillion passenger	Female	16 - 20	Unknown or other	Unknown or other
2	4	Serious	Vehicle or pillion passenger	Female	11 - 15	Unknown or other	Unknown or other
2	5	Serious	Vehicle or pillion passenger	Female	11 - 15	Unknown or other	Unknown or other
2	6	Serious	Vehicle or pillion passenger	Male	16 - 20	Unknown or other	Unknown or other
2	7	Serious	Vehicle or pillion passenger	Female	11 - 15	Unknown or other	Unknown or other
2	8	Slight	Vehicle or pillion passenger	Female	11 - 15	Unknown or other	Unknown or other
2	9	Serious	Vehicle or pillion passenger	Male	16 - 20	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faqTo subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Wednesday, May 22, 2024

Time of Crash: 15:30:00

Crash Reference: 2024461446505

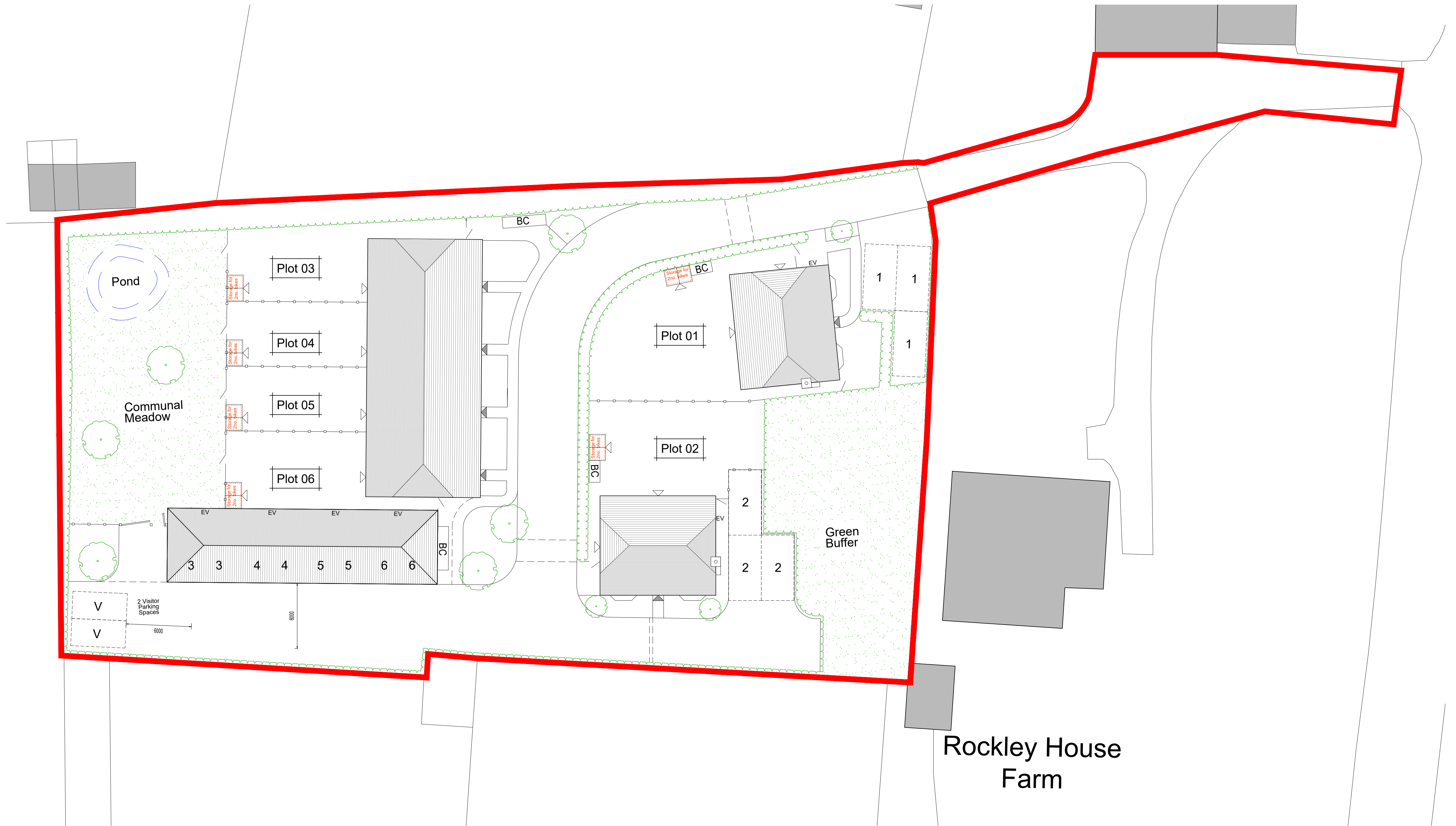
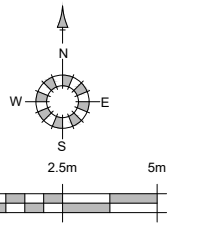
2	10	Serious	Vehicle or pillion passenger	Female	11 - 15	Unknown or other	Unknown or other
2	11	Serious	Vehicle or pillion passenger	Male	16 - 20	Unknown or other	Unknown or other
2	12	Slight	Vehicle or pillion passenger	Male	11 - 15	Unknown or other	Unknown or other
2	13	Slight	Vehicle or pillion passenger	Female	11 - 15	Unknown or other	Unknown or other
2	14	Serious	Vehicle or pillion passenger	Male	11 - 15	Unknown or other	Unknown or other
2	15	Slight	Vehicle or pillion passenger	Male	11 - 15	Unknown or other	Unknown or other
2	16	Slight	Vehicle or pillion passenger	Male	16 - 20	Unknown or other	Unknown or other
2	17	Slight	Vehicle or pillion passenger	Female	11 - 15	Unknown or other	Unknown or other
2	18	Slight	Vehicle or pillion passenger	Male	11 - 15	Unknown or other	Unknown or other
2	19	Serious	Vehicle or pillion passenger	Male	11 - 15	Unknown or other	Unknown or other
2	20	Slight	Vehicle or pillion passenger	Female	11 - 15	Unknown or other	Unknown or other
2	21	Slight	Vehicle or pillion passenger	Male	11 - 15	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

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Appendix B

Indicative Site Layout Plan



REV.	DATE	REVISIONS:	BY	REV.	DATE	REVISIONS:	BY	STATUS:
A	22/10/25	Roof plans amended to suit houstypes, amendments made to landscaping. Dimensions added.	AF					
B	07/11/25	Red line boundary amended- drawing reformatted to suit. Cycle stores added.	AF					
C	19/11/25	Minor amendments per transport consultant advice.	AF					
D	09/12/25	Minor amendments per transport consultant advice.	AF					

Planning

CLIENT: Private Client	PROJECT: Rockley House, Wrotham Road, Culverstone
SCALE: 1:200 (A1 ORIGINAL)	DRAWING: Proposed Site Plan
DRAWN: AF DATE: 02/09/25	25099 P101 D



OSP
architecture

Broadmeade House, Farnham Business Park,
Weydon Lane, Farnham, Surrey GU9 8QT.
info@osparchitecture.com www.osparchitecture.com
Tel: 01252 267878

Appendix C

Proposed Access Arrangements

C:\Users\williammcaney\Motion\StaffSite - Rewrot 2305059\Drawings\2305059-TK01A.dwg



- Notes
1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
 2. This drawing is based on topographical survey information, and Motion cannot guarantee the accuracy of the data provided.
 3. This drawing is based on OS mapping and Motion cannot guarantee the accuracy of the data.
 4. Highway boundary information obtained from Kent County Council and based on OS mapping, Motion cannot guarantee the accuracy of the data provided.
 5. Motion accepts no liability for any vehicle specification errors or inaccuracies within the vehicle tracking software used / or it's vehicle libraries. The vehicles speeds used for the analysis are as follows: forward **mph / reversing **mph.

Legend

Highway Boundary

Visibility Splay

A	Updated Site Layout	WMC	DM	DM	15/12/2025
-	First Issue	GL	DM	DM	15/12/2025
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION



Client:

Mr. & Mrs. Greene

Project:

Rockley House, Wrotham Road

Title:

Proposed Access Arrangements

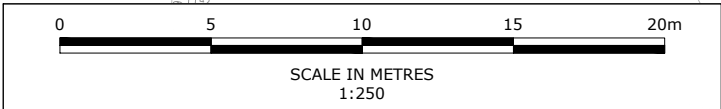
Scale: 1:500 (@ A3)

Drawing: 2305059-01 Revision: A

Appendix D

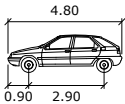
Swept Path Analysis

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Notes

1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
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3. This drawing is based on OS mapping and Motion cannot guarantee the accuracy of the data.
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SDV

	meters
Width	: 1.80
Track	: 1.80
Lock to Lock Time	: 6.0
Steering Angle	: 37.8

A	Updated Site Layout	WMC	DM	DM	15/12/2025
-	First Issue	GL	DM	DM	15/12/2025
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION

motion

Guildford - Reading - London
www.motion.co.uk

Client:

Mr. & Mrs. Greene

Project:

Rockley House, Wrotham Road

Title:

Swept Path Analysis
Large Car

Scale: 1:250 (@ A3)

Drawing:

2305059-TK01

Revision:

A

C:\Users\williammcaney\Motion\StaffSite - Rewrot 2305059\Drawings\2305059-TK02A.dwg



Hope
Cottages

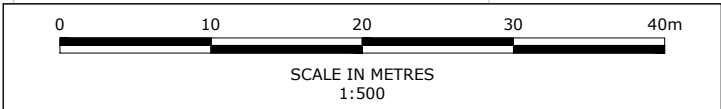
Sunny Dene

Fairhaven

Green Buffer

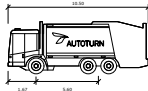
Rockley House
Farm

Pond
Communal
Meadow



Notes

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Gravesham Refuse Vehicle

metres
Width : 2.50
Track : 2.50
Link to Load Frame : 4.8
Steering Angle : 14.1

A	Updated Site Layout	WMC	DM	DM	15/12/2025
-	First Issue	LL	DM	DM	13/11/2025
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION

motion

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Client:
Mr. & Mrs. Greene

Project:
Rockley House, Wrotham Road

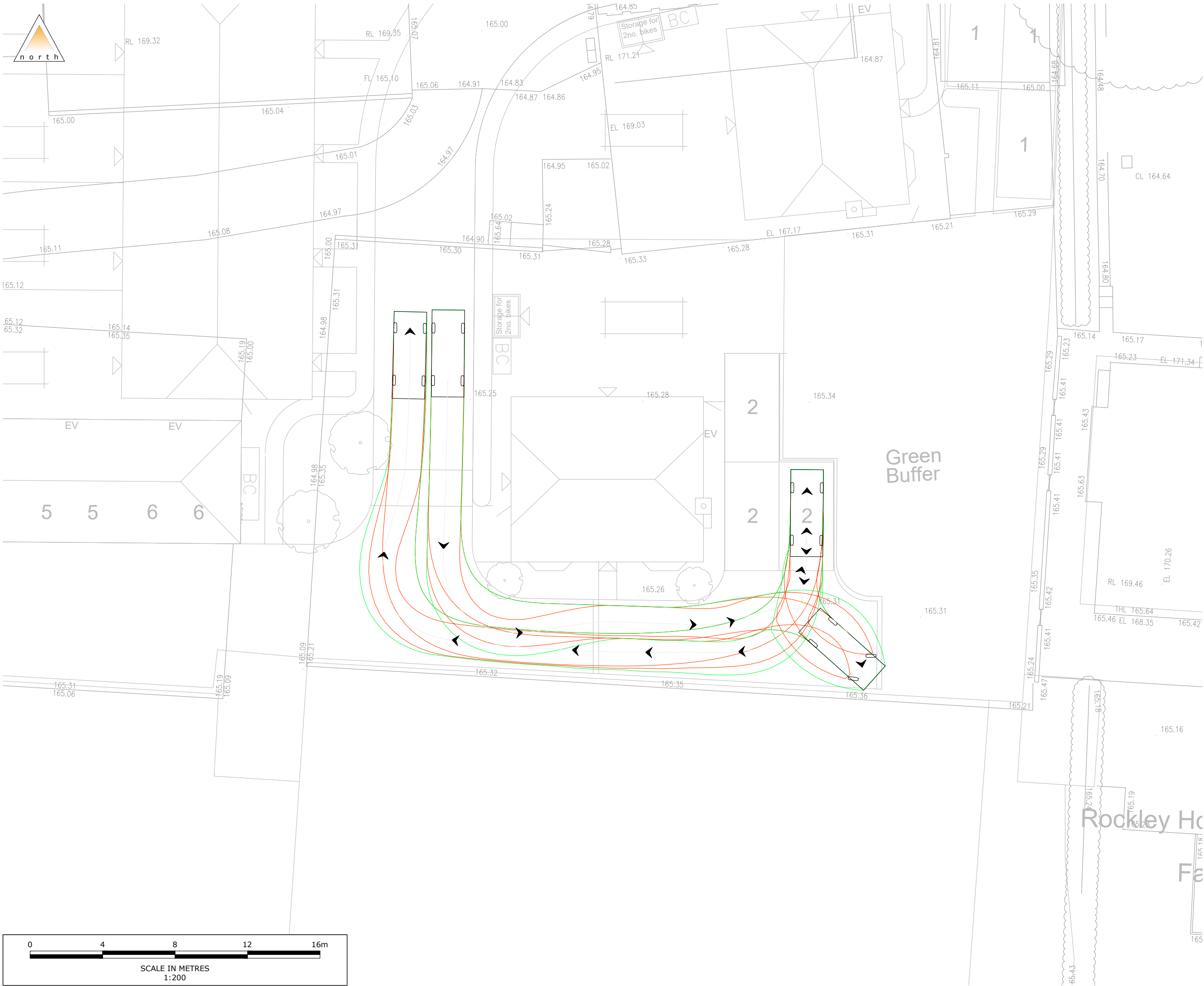
Title:
**Swept Path Analysis
Refuse Vehicle**

Scale: 1:500 (@ A3)

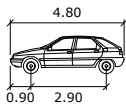
Drawing:
2305059-TK02

Revision:
A

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- Notes
1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
 2. This drawing is based on topographical survey information, and Motion cannot guarantee the accuracy of the data provided.
 3. This drawing is based on OS mapping and Motion cannot guarantee the accuracy of the data.
 4. Motion accepts no liability for any vehicle specification errors or inaccuracies within the vehicle tracking software used / or it's vehicle libraries. The vehicles speeds used for the analysis are as follows: forward 6mph / reversing 6mph.



SDV	
Width	: 1.80
Track	: 1.80
Lock to Lock Time	: 6.0
Steering Angle	: 37.8

A	Updated Site Layout	WMC	DM	DM	15/12/2025
-	First Issue	LL	DM	DM	13/11/2025
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION



Client:

Mr. & Mrs. Greene

Project:

Rockley House, Wrotham Road

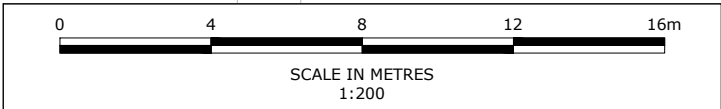
Title:

**Swept Path Analysis
Large Car**

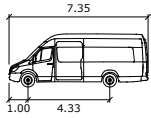
Scale: 1:200 (@ A3)

Drawing: **2305059-TK03** Revision: **A**

C:\Users\williammcaney\Motion\StaffSite - Rewrot 2305059\Drawings\2305059-TK04 & TK05 (Delivery Van And Pumping Appliance).dwg



- Notes
1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
 2. This drawing is based on topographical survey information, and Motion cannot guarantee the accuracy of the data provided.
 3. This drawing is based on OS mapping and Motion cannot guarantee the accuracy of the data.
 4. Motion accepts no liability for any vehicle specification errors or inaccuracies within the vehicle tracking software used / or it's vehicle libraries. The vehicles speeds used for the analysis are as follows: forward 6mph / reversing 6mph.



2012 Mercedes Sprinter XL
meters
Width : 1.99
Track : 1.95
Lock to Lock Time : 6.0
Steering Angle : 41.0

-	First Issue	WMC	DM	DM	16/12/2025
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION

motion

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Client:
Mr. & Mrs. Greene

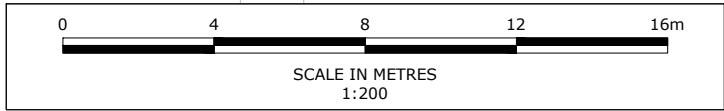
Project:
Rockley House, Wrotham Road

Title:
**Swept Path Analysis
Delivery Van**

Scale: 1:500 (@ A3)

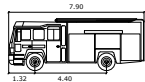
Drawing: **2305059-TK04** Revision: -

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Notes

1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
2. This drawing is based on topographical survey information, and Motion cannot guarantee the accuracy of the data provided.
3. This drawing is based on OS mapping and Motion cannot guarantee the accuracy of the data.
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Pumping Appliance
Width : 1.32m Lock to Lock Time : 6.0
Track : 1.75m Steering Angle : 34.3

-	First Issue	WMC	DM	DM	16/12/2025
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION

motion

Guildford - Reading - London
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Client:

Mr. & Mrs. Greene

Project:

Rockley House, Wrotham Road

Title:

Swept Path Analysis
Pumping Appliance

Scale: 1:500 (@ A3)

Drawing:

2305059-TK05

Revision:

-

Appendix E

TRICS Output

Audit Code: 4a9846c5-ca42-4b62-815c-ce6bcd3cbef

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

01	GREATER LONDON	
	BN	BARNET
	SK	SOUTHWARK
02	SOUTH EAST	
	BO	BEDFORD
	ES	EAST SUSSEX
	HC	HAMPSHIRE
	KC	KENT
	MW	MEDWAY
03	SOUTH WEST	
	DC	DORSET
	GS	GLOUCESTERSHIRE
	SD	SWINDON
04	EAST ANGLIA	
	NF	NORFOLK
	PB	PETERBOROUGH
	SF	SUFFOLK
05	EAST MIDLANDS	
	LE	LEICESTERSHIRE
	LN	LINCOLNSHIRE
06	WEST MIDLANDS	
	OT	STOKE ON TRENT
	SH	SHROPSHIRE
	ST	STAFFORDSHIRE
	WK	WARWICKSHIRE
	WM	WEST MIDLANDS
	WO	WORCESTERSHIRE
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY	NORTH YORKSHIRE
08	NORTH WEST	
	AC	CHESHIRE WEST & CHESTER
	EC	CHESHIRE EAST
	GM	GREATER MANCHESTER
	LC	LANCASHIRE
	MS	MERSEYSIDE
09	NORTH	
	TW	TYNE & WEAR
10	WALES	
	CF	CARDIFF
	PS	POWYS
	VG	VALE OF GLAMORGAN
11	SCOTLAND	
	AG	ANGUS
	HI	HIGHLAND
12	CONNAUGHT	
	GA	GALWAY
	RO	ROSCOMMON
14	LEINSTER	
	CC	CARLOW
15	GREATER DUBLIN	
	DL	DUBLIN
16	ULSTER (REPUBLIC OF IRELAND)	
	DN	DONEGAL

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

Audit Code: 4a9846c5-ca42-4b62-815c-ce6bcd3cbef

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:	DWELLS
Actual Range:	4 to 4334 (units:DWELLS)
Range Selected by User:	5 to 30 (units:DWELLS)
Parking Spaces Range:	6 - 2696

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	05/05/87 to 30/06/25

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:	
Friday	4 days
Monday	6 days
Thursday	10 days
Tuesday	10 days
Wednesday	17 days

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

Selected survey types:	
Manual count	47
Direction ATC Count	0

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

Selected Locations:	
Edge of Town	24 days
Suburban Area	23 days

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

Selected Location Sub Categories:	
Built-Up Zone	1 days
No Sub Category	4 days
Residential Zone	42 days

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

Inclusion of Servicing Vehicle Counts:	
Servicing vehicles Excluded	1 days
Servicing vehicles Included	2 days
Servicing vehicles Unknown	44 days

Audit Code: 4a9846c5-ca42-4b62-815c-ce6bcd3cbef

Secondary Filtering Selection:

Use Class:

C3	47 surveys
----	------------

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

Population within 500m Range:

250 - 6551

Population within 1 mile:

1,001 to 5,000	6 surveys
10,001 to 15,000	10 surveys
15,001 to 20,000	7 surveys
20,001 to 25,000	6 surveys
25,001 to 50,000	7 surveys
5,001 to 10,000	10 surveys
50,001 to 100,000	1 surveys

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

Population within 5 miles:

100,001 to 125,000	2 surveys
125,001 to 250,000	8 surveys
25,001 to 50,000	8 surveys
250,001 to 500,000	7 surveys
5,000 or Less	2 surveys
5,001 to 25,000	4 surveys
50,001 to 75,000	4 surveys
500,001 or More	4 surveys
75,001 to 100,000	8 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	15 surveys
1.1 to 1.5	31 surveys
1.6 to 2.0	1 surveys

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

Audit Code: 4a9846c5-ca42-4b62-815c-ce6bcd3cbef

Petrol filling station:

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

Travel Plan:

No	43 surveys
Yes	4 surveys

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

PTAL Rating:

No PTAL Present	47 surveys
-----------------	------------

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

COVID-19 Restrictions:

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

Audit Code: 4a9846c5-ca42-4b62-815c-ce6bcd3cbef

1	AC-03-A-02	DETACHED	CHESHIRE WEST & CHESTER
WHITCHURCH ROAD CHESTER BOUGHTON HEATH Suburban Area Residential Zone Site area: 0.47999998927116394 hect Survey date: Tuesday 22/05/2012			
			Survey Type: Manual
2	AG-03-A-01	BUNGALOWS/DET.	ANGUS
KEPTIE ROAD ARBROATH Suburban Area Residential Zone Site area: 0.6800000071525574 hect Survey date: Tuesday 22/05/2012			
			Survey Type: Manual
3	BN-03-A-01	SEMI DETACHED	BARNET
NORRY'S ROAD COCKFOSTERS Suburban Area Residential Zone Site area: 0.44999998807907104 hect Survey date: Thursday 20/10/2005			
			Survey Type: Manual
4	BO-03-A-01	DETACHED HOUSES	BEDFORD
CARNOUSTIE DRIVE BEDFORD GREAT DENHAM Edge of Town Residential Zone Site area: 4.230000019073486 hect Survey date: Thursday 15/10/2020			
			Survey Type: Manual
5	CC-03-A-01	DETACHED HOUSES	CARLOW
R417 ANTHY ROAD CARLOW Edge of Town Residential Zone Site area: 1.4500000476837158 hect Survey date: Wednesday 25/05/2016			
			Survey Type: Manual
6	CF-03-A-03	DETACHED	CARDIFF
LLANTRISANT ROAD CARDIFF Suburban Area Residential Zone Site area: 1.5 hect Survey date:			
			Survey Type: Manual
7	DC-03-A-10	MIXED HOUSES	DORSET
ADDISON CLOSE GILLINGHAM Edge of Town Residential Zone Site area: 1.399999976158142 hect Survey date: Wednesday 09/11/2022			
			Survey Type: Manual
8	DL-03-A-11	SEMI-DETACHED HOUSES	DUBLIN
GRACE PARK ROAD DUBLIN WHITEHALL Suburban Area			

Audit Code: 4a9846c5-ca42-4b62-815c-ce6bcd3cbef

Residential Zone

Site area: 0.38999998569488525 hect

Survey date: Wednesday 19/05/2021

Survey Type: Manual

9	DN-03-A-06	DETACHED HOUSING	DONEGAL
GLENFIN ROAD BALLYBOFEY Edge of Town Residential Zone Site area: 1.0199999809265137 hect Survey date: Wednesday 10/10/2018			
Survey Type: Manual			

10	EC-03-A-04	DETACHED	CHESHIRE EAST
SYDNEY ROAD CREWE SYDNEY Edge of Town Residential Zone Site area: 0.8399999737739563 hect Survey date: Tuesday 14/10/2008			
Survey Type: Manual			

11	ES-03-A-20	DETACHED & SEMI-DETACHED	EAST SUSSEX
NEW ROAD HAILSHAM HELLINGLY Edge of Town Residential Zone Site area: 0.51 hect Survey date: Wednesday 06/11/2024			
Survey Type: Manual			

12	GA-03-A-03	SEMI DET./TERRACED	GALWAY
MONEENEGEISHA ROAD GALWAY WELLPARK Suburban Area Built-Up Zone Site area: 0.8999999761581421 hect Survey date: Wednesday 20/09/2006			
Survey Type: Manual			

13	GM-03-A-10	DETACHED/SEMI	GREATER MANCHESTER
BUTT HILL DRIVE MANCHESTER PRESTWICH Edge of Town Residential Zone Site area: 1.4299999475479126 hect Survey date: Wednesday 12/10/2011			
Survey Type: Manual			

14	GS-03-A-03	PRIVATLEY OWNED HOUSES	GLOUCESTERSHIRE
GREEN LANE TEWKESBURY Suburban Area Residential Zone Site area: 1 hect Survey date: Thursday 10/10/2024			
Survey Type: Manual			

15	HC-03-A-10	MIXED HOUSES	HAMPSHIRE
READING ROAD YATELEY CRICKET HILL Edge of Town Residential Zone Site area: 1.2999999523162842 hect			



Audit Code: 4a9846c5-ca42-4b62-815c-ce6bcd3cbef

Survey date: Tuesday 05/05/1987

Survey Type: Manual

16 OLD PERTH ROAD INVERNESS CULCABOCK Edge of Town Residential Zone Site area: 0.5 hect Survey date: Tuesday 01/12/1998	HI-03-A-12	DETACHED/SEMI D.	HIGHLAND	Survey Type: Manual
17 KINGSMILLS ROAD INVERNESS Edge of Town Residential Zone Site area: 0.47999998927116394 hect Survey date: Thursday 21/05/2009	HI-03-A-13	HOUSING	HIGHLAND	Survey Type: Manual
18 WESTERN LINK FAVERSHAM DAVINGTON Edge of Town Residential Zone Site area: 1.1100000143051147 hect Survey date: Wednesday 09/06/2021	KC-03-A-09	MIXED HOUSES & FLATS	KENT	Survey Type: Manual
19 CHORLEY ROAD PRESTON WALTON-LE-DALE Edge of Town No Sub Category Site area: 0.800000011920929 hect Survey date: Thursday 26/03/1998	LC-03-A-16	DETACHED	LANCASHIRE	Survey Type: Manual
20 REDWOOD AVENUE MELTON MOWBRAY Edge of Town Residential Zone Site area: 0.4000000059604645 hect Survey date: Tuesday 03/05/2005	LE-03-A-01	DETACHED	LEICESTERSHIRE	Survey Type: Manual
21 ROOKERY LANE LINCOLN BOULTHAM Suburban Area Residential Zone Site area: 0.7699999809265137 hect Survey date: Tuesday 18/09/2012	LN-03-A-03	SEMI DETACHED	LINCOLNSHIRE	Survey Type: Manual
22 BEMPTON ROAD LIVERPOOL OTTERSPOOL Suburban Area Residential Zone Site area: 0.5 hect Survey date: Friday 21/06/2013	MS-03-A-03	DETACHED	MERSEYSIDE	Survey Type: Manual

Audit Code: 4a9846c5-ca42-4b62-815c-ce6bcd3cbef

23 OTTERHAM QUAY LANE RAINHAM Edge of Town Residential Zone Site area: 0.699999988079071 hect Survey date:	MW-03-A-02	MIXED HOUSES	MEDWAY	Survey Type: Manual
24 YARMOUTH ROAD CAISTER-ON-SEA Suburban Area Residential Zone Site area: 1.4900000095367432 hect Survey date: Tuesday 16/10/2012	NF-03-A-01	SEMI DET. & BUNGALOWS	NORFOLK	Survey Type: Manual
25 HALING WAY THETFORD Edge of Town Residential Zone Site area: 0.6299999952316284 hect Survey date: Wednesday 16/09/2015	NF-03-A-03	DETACHED HOUSES	NORFOLK	Survey Type: Manual
26 HUNSTANTON ROAD HUNSTANTON Edge of Town Residential Zone Site area: 0.699999988079071 hect Survey date: Wednesday 12/09/2018	NF-03-A-10	MIXED HOUSES & FLATS	NORFOLK	Survey Type: Manual
27 CRAVEN WAY BOROUGHBRIDGE Edge of Town No Sub Category Site area: 0.7699999809265137 hect Survey date: Tuesday 18/10/2011	NY-03-A-07	DETACHED & SEMI DET.	NORTH YORKSHIRE	Survey Type: Manual
28 HORSEFAIR BOROUGHBRIDGE Edge of Town Residential Zone Site area: 1.7899999618530273 hect Survey date: Wednesday 18/09/2013	NY-03-A-11	PRIVATE HOUSING	NORTH YORKSHIRE	Survey Type: Manual
29 WATERMEET GROVE STOKE-ON-TRENT ETRURIA Suburban Area Residential Zone Site area: 0.5199999809265137 hect Survey date: Wednesday 26/11/2008	OT-03-A-01	TERRACED & DETACHED	STOKE ON TRENT	Survey Type: Manual
30 PETERBOROUGH THORPE PARK ROAD Suburban Area Residential Zone Site area: 0.47999998927116394 hect	PB-03-A-03	DETACHED	PETERBOROUGH	



Audit Code: 4a9846c5-ca42-4b62-815c-ce6bcd3cbef

Survey date: Tuesday 18/10/2011

Survey Type: Manual

31 EASTFIELD ROAD PETERBOROUGH Suburban Area Residential Zone Site area: 1.7100000381469727 hect Survey date:	PB-03-A-04	DETACHED HOUSES	PETERBOROUGH	Survey Type: Manual
32 GUNROG ROAD WELSHPOOL Suburban Area Residential Zone Site area: 0.8100000023841858 hect Survey date:	PS-03-A-02	DETACHED/SEMI-DETACHED	POWYS	Survey Type: Manual
33 N61 BOYLE GREATMEADOW Edge of Town No Sub Category Site area: 4.079999923706055 hect Survey date: Thursday 25/09/2014	RO-03-A-03	DETACHED HOUSES	ROSCOMMON	Survey Type: Manual
34 HEADLANDS GROVE SWINDON Suburban Area Residential Zone Site area: 1.159999966621399 hect Survey date: Thursday 22/09/2016	SD-03-A-01	SEMI DETACHED	SWINDON	Survey Type: Manual
35 NORMANSTON DRIVE LOWESTOFT Suburban Area Residential Zone Site area: 0.5899999737739563 hect Survey date: Tuesday 23/10/2012	SF-03-A-04	DETACHED & BUNGALOWS	SUFFOLK	Survey Type: Manual
36 VALE LANE BURY ST EDMUNDS Edge of Town Residential Zone Site area: 1.149999976158142 hect Survey date: Wednesday 09/09/2015	SF-03-A-05	DETACHED HOUSES	SUFFOLK	Survey Type: Manual
37 SOMERBY DRIVE SHREWSBURY BICTON HEATH Edge of Town No Sub Category Site area: 0.5099999904632568 hect Survey date: Friday 26/06/2009	SH-03-A-03	DETACHED	SHROPSHIRE	Survey Type: Manual
38 ELLESMERE ROAD SHREWSBURY	SH-03-A-06	BUNGALOWS	SHROPSHIRE	



Audit Code: 4a9846c5-ca42-4b62-815c-ce6bcd3cbef

Edge of Town Residential Zone Site area: 0.800000011920929 hect Survey date: Thursday 22/05/2014 Survey Type: Manual			
39 TIMBER POND ROAD CANADA WATER Suburban Area Residential Zone Site area: 0.3400000035762787 hect Survey date: Thursday 23/10/2008 Survey Type: Manual	SK-03-A-01	SEMI DET. & TERRACED	SOUTHWARK
40 SILKMORE CRESCENT STAFFORD MEADOWCROFT PARK Edge of Town Residential Zone Site area: 0.800000011920929 hect Survey date: Wednesday 22/11/2017 Survey Type: Manual	ST-03-A-08	DETACHED HOUSES	STAFFORDSHIRE
41 WEST PARK ROAD GATESHEAD Suburban Area Residential Zone Site area: 0.550000011920929 hect Survey date: Survey Type: Manual	TW-03-A-02	SEMI-DETACHED	TYNE & WEAR
42 ARTHUR STREET BARRY Edge of Town Residential Zone Site area: 0.20999999344348907 hect Survey date: Survey Type: Manual	VG-03-A-01	SEMI-DETACHED & TERRACED	VALE OF GLAMORGAN
43 ARLINGTON AVENUE LEAMINGTON SPA Suburban Area Residential Zone Site area: 0.10000000149011612 hect Survey date: Friday 21/10/2011 Survey Type: Manual	WK-03-A-01	TERRACED/SEMI/DET.	WARWICKSHIRE
44 BRESE AVENUE WARWICK GUYS CLIFFE Suburban Area Residential Zone Site area: 0.8500000238418579 hect Survey date: Wednesday 25/09/2019 Survey Type: Manual	WK-03-A-03	DETACHED HOUSES	WARWICKSHIRE
45 HEATH STREET STOURBRIDGE Suburban Area Residential Zone Site area: 0.4000000059604645 hect Survey date: Wednesday 26/04/2006 Survey Type: Manual	WM-03-A-02	DETACHED & SEMI DET.	WEST MIDLANDS

Audit Code: 4a9846c5-ca42-4b62-815c-ce6bcd3cbef

46 EVESON ROAD STOURBRIDGE NORTON Suburban Area Residential Zone Site area: 0.7799999713897705 hect Survey date: Wednesday 18/09/2024	WM-03-A-07	DETACHED HOUSES	WEST MIDLANDS	Survey Type: Manual
47 MARLBOROUGH AVENUE BROMSGROVE ASTON FIELDS Suburban Area Residential Zone Site area: 1 hect Survey date: Thursday 23/06/2005	WO-03-A-01	DETACHED	WORCESTERSHIRE	Survey Type: Manual

Audit Code: 4a9846c5-ca42-4b62-815c-ce6bcd3cbef

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	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
Data before 07:00 deselected by time slice					
00:00-01:00	1	11	0.000	0.000	0.000
01:00-02:00	1	11	0.000	0.000	0.000
02:00-03:00	1	11	0.000	0.000	0.000
03:00-04:00	1	11	0.091	0.000	0.091
04:00-05:00	1	11	0.091	0.091	0.182
05:00-06:00	1	11	0.000	0.091	0.091
06:00-07:00	1	11	0.000	0.000	0.000
07:00-08:00	47	18	0.077	0.267	0.344
08:00-09:00	47	18	0.168	0.421	0.589
09:00-10:00	47	18	0.139	0.215	0.354
10:00-11:00	47	18	0.170	0.175	0.345
11:00-12:00	47	18	0.184	0.178	0.362
12:00-13:00	47	18	0.210	0.185	0.395
13:00-14:00	47	18	0.192	0.198	0.390
14:00-15:00	47	18	0.197	0.241	0.438
15:00-16:00	47	18	0.291	0.248	0.539
16:00-17:00	47	18	0.351	0.213	0.564
17:00-18:00	47	18	0.363	0.219	0.582
18:00-19:00	47	18	0.261	0.175	0.436
19:00-20:00	1	11	0.182	0.000	0.182
20:00-21:00	1	11	0.000	0.091	0.091
21:00-22:00	1	11	0.182	0.000	0.182
22:00-23:00	1	11	0.091	0.091	0.182
23:00-00:00	1	11	0.000	0.000	0.000
Total Rates:			3.240	3.099	6.339

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:	5 - 30 (units: DWELLS)
Survey date date range:	05/05/1987 - 06/11/2024
Number of weekdays (Monday-Friday):	47
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
Surveys manually removed from selection:	0

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