

Windmill Street, Gravesend

Churchill Retirement Living

Transport Statement

Gravesend Borough Council



Windmill Street, Gravesend

Transport Statement

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1 Introduction

- 1.1 Awcock Ward Partnership (AWP) has been commissioned by Churchill Retirement Living to prepare a Transport Statement (TS) in support of a Detailed Planning Application for the proposed redevelopment of land on the former Gravesend Police Station.
- 1.2 The development will consist of 75 self-contained retirement apartments over five storeys and one car park. The location of the proposed development is shown on Figure 1.1 below:

Figure 1:1 - Site Location – Wide Area



- 1.3 The brownfield development site is located south of Gravesend town centre, bordered on the north by Woodville Place, the east by Windmill Street, the south by Zion Place, and the west by Wrotham Road.
- 1.4 In 2008, planning permission was granted for a mixed use commercial and residential development (ref: 20080095). Resolution to grant planning permission, subject to completion of a legal agreement, for 99 units (App Ref:20161205) was approved at Planning Committee in April 2018. It is therefore clear that the principle of residential development at the site and taking access from the one-way Woodville Place is acceptable to the local Planning and Highway Authorities.

- 1.5 This report has been prepared broadly in accordance with the Department for Transport (DfT) / Department for Communities and Local Government (DCLG) 'Guidance for Transport Assessments' (March 2007) and Planning Practice Guidance published in connection with the National Planning Policy Framework. Reference has also been made to the Kent County Council guidance document '*Guidance on Transport Assessments and Travel Plans (2008)*' as advised by the Gravesham Local Plan.
- 1.6 The structure and content of the report comprises the following:
- Summary of relevant transport policy (local and national);
 - Review of existing transport infrastructure and services;
 - Review of the accessibility of the site to local facilities and public transport;
 - Summary of the development proposals and access arrangements;
 - Anticipated vehicular trip generation for the proposed development; and
 - An assessment of predicted traffic impact on the local road network;
- 1.7 The final chapter of the Transport Statement sets out a summary of the key issues and conclusions on the highways impact of the proposed development.

2 Background & Policy

National Policy

National Planning Policy Framework

- 2.1 A revised National Planning Policy Framework (NPPF) was published in July 2021. It sets out Central Government's planning policies for England and how they are expected to be applied. The revised Framework replaces the original NPPF that superseded PPG13 Transport and provides an overarching national transport planning policy.
- 2.2 Paragraph 10 states that 'at the heart of the Framework is a presumption in favour of sustainable development'. Paragraph 11 of the NPPF expands on this point and declares that '*plans and decisions should apply a presumption in favour of sustainable development*'. In relation to decision making the Framework states that this means:

- *Approving development proposals that accord with an up-to-date development plan without delay; or*
- *Where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:*
 - *The application of policies in this Framework that protect areas of assets of particular importance provides a clear reason for refusing the development proposed; or*
 - *Any adverse impact of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.*

- 2.3 Paragraph 92 states that planning policies, and decisions should "aim to achieve healthy, inclusive and safe places". The Framework provides a guidance and examples on how this should be done:

- *Promote social interaction, including opportunities for meeting between people who might not otherwise come into contact with each other – for example through mixed-use developments, strong neighbourhood centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontage;*
- *Are safe and accessible, so that crime and disorder, and fear of crime, do not undermine that quality of life or community cohesion – for example through the use of clear and legible pedestrian routes, and high quality public space, which encourage the active and continual use of public areas; and*
- *Enable and support healthy lifestyles, especially where this would address identified local health and well-being needs – for example through the provision of safe and accessible green infrastructure, sport facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling.*

2.4 Section 9 of The Framework specifically considers promoting sustainable transport. The Framework acknowledges that 'Transport issues should be considered from the earliest stages of plan-making and development proposals'.

2.5 It is stated within Paragraph 110 that plans and decisions should take account of whether:

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

2.6 The Framework states in Paragraph 111 that a 'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.'

2.7 In relation to design and layout, Paragraph 112 of the NPPF requires that developments should:

- 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;
- Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- 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;
- Allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

2.8 Paragraph 113 requires that all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment, and a Travel Plan.

2.9 In terms of parking the NPPF states in paragraph 107 that in setting local parking standards for residential and non-residential development, local planning authorities should take into account the following:

- The accessibility of the development;
- The type, mix and use of development;
- The availability of and opportunities for public transport;
- Local car ownership levels; and
- The need to ensure an adequate provision of spaces for charging plug-in and other ultra- low emission vehicles.

2.10 Paragraph 108 of the Framework that 'Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local network, or for optimising the density of development in city and town centres and other location that are well served by public transport'.

2.11 Further to this, paragraph 85 states that 'Planning policies and decisions should recognise that sites to meet local business and

community needs in rural areas may have to be found adjacent to or beyond existing settlements, and in locations that are not well served by public transport.'

The Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas.

National Planning Practice Guidance

2.12 On 6 March 2014, the Department for Communities and Local Government (DCLG) launched a suite of planning practice guidance to bring together relevant material for England in an accessible and usable way. As well as other planning matters, the new resource contains specific guidance on 'Travel Plans, Transport Assessments and statements in decision-making.'

2.13 The guidance states that these documents should:

"primarily focus on evaluating the potential transport impacts of a development proposal" and that they "can be used to establish whether the residual transport impacts of a proposed development are likely to be "severe", which may be a reason for refusal, in accordance with the National Planning Policy Framework."

2.14 The guidance also states 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."

2.15 The key principles that should be taken into account when preparing a Travel Plan, Transport Assessment or Statement are also defined in the guidance. This states that Travel Plans, Transport Assessments and Statements should be:

- *Proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible;*
- *Established at the earliest practicable possible stage of a development proposal;*
- *Be tailored to particular local circumstances (other locally determined factors and information beyond those which are set out in this guidance may need to be considered in these studies provided there is robust evidence for doing so locally);*
- *Be brought forward through collaborative ongoing working between the Local Planning Authority/ Transport Authority, transport operators, Rail Network Operators, Highways Agency where there may be implications for the strategic road network and other relevant bodies. Engaging communities and local businesses in Travel Plans, Transport Assessments and Statements can be beneficial in positively supporting higher levels of walking and cycling (which in turn can encourage greater social inclusion, community cohesion and healthier communities).*

- 2.16 The NPPG is currently in the process of being revised with documents being published continually to respond to changes that occur.

Regional Policy

Kent and Medway Growth and Infrastructure Framework

- 2.17 This Kent County Council document was updated in 2018 and exists to provide a broad view of development and infrastructure requirements to support growth across Kent and Medway.
- 2.18 With respect to transport infrastructure, the document states that '*KCC's Local Transport Plan 4: Delivering Growth without Gridlock 2016-2031 (LTP4) clearly identifies the County's transport priorities*'.
- 2.19 With respect to active travel and public transport, the framework states that:

LTP4 and the Active Travel Strategy show KCC's commitment to making active travel an attractive and realistic choice for short journeys in Kent. Walking or cycling as a means of transport can benefit a person's health and well-being, as well as reducing the number of motor vehicles on the road, and also improving air quality.

Local Transport Plan for Kent (2016-2031)

2.20 The Kent County Council Document 'Local Transport Plan 4: Delivering Growth without Gridlock 2016-2031' (LTP4) was adopted in 2017. The document integrates Kent's transport delivery plan 'Growth without Gridlock' with the Local Transport Plan, which was previously a separate document.

2.21 The Kent and Medway Growth and Infrastructure Framework (GIF) fed into the formation of LTP4.

2.22 The 'ambition' of LTP4 is stated as being:

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

2.23 This ambition is to be realised through five overarching policies targeted at achieving specific outcomes. The outcomes are listed below:

- Outcome 1: Economic growth and minimised congestion
- Outcome 2: Affordable and accessible door-to-door journeys
- Outcome 3: Safer travel
- Outcome 4: Enhanced environment
- Outcome 5: Better health and wellbeing

2.24 The Transport Priorities in LTP are categorised into 'Strategic', 'Countywide', and 'Local'. One of the key 'Strategic Priorities' of LTP4 likely to impact upon Gravesend and the local highway network is the provision of a 'New Lower Thames Crossing' to the east of Gravesend. The outcome of this scheme is hoped to be 'Over 50,000 new homes and 26,000 jobs across North Kent. Significant cost savings to UK businesses by improving journey time reliability and network resilience.'

2.25 The 'Local Priorities' of Gravesham Borough are as follows:

- Congestion relief associated with new developments;
- Improved link between Northfleet and Ebbsfleet stations;
- Expansion of the Fastrack bus network;
- Crossrail extension to Ebbsfleet;
- Walking and cycling links in urban Gravesend;
- Cross-river links by ferry to Thurrock;
- Increasing highway capacity: A226 Thames Way dualling, Rathmore Link Road, Springhead Bridge;
- Gravesend transport interchange;
- Enhancement to A2 junctions in Gravesham to cope with proposed development;
- Public transport service improvements in the borough.

Kent Active Travel Strategy

2.26 The Kent County Council (KCC) Active Travel Strategy 'aims to make active travel an attractive and realistic choice for short journeys in Kent'. The document is considered as a 'daughter document' to LTP4, with the overarching ambition being to: 'Make active travel an attractive and realistic choice for short journeys in Kent'.

2.27 To achieve the ambition, KCC have specified three actions:

8.2. Action 1: Integrate active travel into planning

This Strategy will influence commissioning decisions and ensure active travel is prioritised in future planning processes. In addition, the Strategy will encourage active travel to be better integrated with other types of transport e.g. walking to the bus stop or cycling to the train station. This will be led by current commissioning guidance and best practice, existing KCC policies and strategies, and key partners' policies and strategies with a commitment to encouraging active travel.

8.3. Action 2: Provide and maintain appropriate routes for active travel

Kent needs fit-for-purpose active travel routes that people want to use. Kent's existing cycling and walking routes have developed over time as resources have allowed. They are not always continuous or direct, and may not serve important community services, which means that some people who would like to actively travel are unable to do so. There is a need to provide facilities such as safe crossings along routes and secure cycle storage at destinations. It is also important that these routes are well maintained and designed to be as inclusive as possible.

8.4. Action 3: Support active travel in the community

There is a need to encourage and promote active travel in our community. People need the skills, confidence, information and, most importantly, the motivation to make active travel their preferred choice. Initiatives needed to support this change include pedestrian and cycle training, road safety campaigns, projects to encourage active travel to schools and work, and promotion of available routes.

2.28 The document includes further detail on how these actions may be delivered.

Local Policy***Kent County Council - Guidance on Transport Assessments and Travel Plans (2008)***

- 2.29 The Kent County Council guidance document states that a Transport Statement is required for 'all but the smallest developments' in order for the transport impact to be assessed. A Transport Assessment is required only when the transport impact is 'likely to be significant'.
- 2.30 The threshold for the provision of a Transport Assessment for land use C3 (Housing) is 100 units.
- 2.31 The development that is the subject of this report is below the threshold for a Transport Assessment, and transport impact is not anticipated to be severe. Therefore a Transport Statement is deemed to be appropriate in this instance.

Kent Design Guide (2019)

- 2.32 The Kent Design Guide has been produced by the Kent Design Initiative and follows the design guidance format set out in the National Design Guidance in 2019. The design guide is available as a series of documents or as a (currently draft) website.
- 2.33 The first section of the design guide '*the value of good design*' emphasises that, with respect to transport, good design requires '*Easy movement- easy to get to and move through; routes that are safe and welcoming*'.
- 2.34 In the sub-section 'Movement and Connections' there are various recommendations given for design in relation to transport;

Pedestrians and Cyclists

Developments should be 'permeable' (easy to move through in all directions) and linked to the surrounding network, allowing pleasant safe, direct routes for pedestrians and cyclists. Walking and cycling can be encouraged by schemes such as 'Safer routes to School'. Convenient cycle storage should be provided in homes and outside community facilities, shops and other destinations.

Movement Appraisal

A movement appraisal should be carried out for proposed developments to ensure a clear understanding of existing and possible future movement patterns. The movement appraisal will inform the preparation of a movement framework for the development and should include the following elements for each mode of transport:

- how the site relates to existing routes
- how the best connections to these routes can be made
- what improvements need to be made to these routes

Street Hierarchy

All developments should relate to a network of streets that form a clear hierarchy. Larger scale developments will need to include a hierarchical network. Layouts should be legible, 'permeable' (to make walking and cycling easier) and should form good connections within the site and to adjacent areas, including potential development on adjacent land. The function of each road should be considered.

Public Transport Links

Good public transport should be available at the initial phase of a new development, either by linking to existing networks or by establishing new routes. A coordinated approach between different transport modes should be encouraged.

Motor Vehicle Provision

Access provision for motor vehicles should cater for the size and frequency of essential vehicles and should reflect the need for public safety and the requirements of all modes of transport.

Parking

Parking provision should be determined by locality and the availability of other forms of transport. Adequate spaces should be provided to prevent people parking in inappropriate places (e.g. on footways or verges).

Support for Sustainable Transport

A comprehensive movement framework will not be effective unless people are aware of it and are willing to support the more sustainable forms of transport. In major developments, schools, businesses and developers should submit Green Travel Plans which encourage staff to think about their travel choice and consider alternatives to the car. It is not an all-or-nothing choice. The essence of a travel plan is 'travel blending', where an alternative to the car is used perhaps once a week. Incentives can be offered to those supporting such initiatives.

Gravesham Local Plan (Adopted September 2014)

- 2.35 The Gravesham Local Plan Core Strategy is the main document in the Gravesham Local Plan, supplemented by a policies map and Supplementary Planning Guidance accessible from the Gravesham Borough Council website. The document supersedes the policies concerning Gravesham Borough in the partially revoked 'South East Plan'.
- 2.36 The Local Plan states that, aside from the village of Vigo, there are no neighbourhood plans in the Borough of Gravesham.
- 2.37 In response to the challenges and opportunities associated with transport in Gravesham Borough, the Local Plan states that there is a need to ensure that new development is well-positioned, support is given to car-alternative transport solutions, and out-commuting is reduced. This is reflected in Strategic Objective 17 (SO17) which states that, across the Borough, an objective should be to:
- Increase accessibility, reduce the need to travel, minimise congestion and improve air quality through the improved provision of local public transport and the provision of local jobs and services.*
- 2.38 Gravesend is identified in the 'Settlement Hierarchy' as a 'First Tier' settlement, considered to be one of the most sustainable parts of the borough.
- 2.39 The Local Plan includes information on the purpose and requirements of Transport Assessments, Travel Plans and Car Parking. The Plan states that Transport Assessments and Travel Plans should be prepared in accordance with Kent County Council's guidance "*Transport Assessments and Travel Plans, October 2008.*"
- 2.40 Gravesham Borough Council adopted the Kent Vehicle Parking Standards (adopted in July 2006) as Supplementary Guidance.
- 2.41 Policy CS11 broadly covers Transport within the Local Plan. With respect to new development and sustainable means of transport, Policy CS11 states:

- *New developments should mitigate their impact on the highway and public transport networks as required. As appropriate, transport assessments and travel plans should be provided and implemented to ensure the delivery of travel choice and sustainable opportunities for travel. Transport assessment work is required to be undertaken in accordance with national and local policy guidance, and to identify detailed highway and public transport network requirements and management arising from the development.*
- *Sufficient parking in new development will be provided in accordance with adopted parking standards which will reflect the availability of alternative means of transport and accessibility to services and facilities.*
- *The Council will support proposals which improve public transport provision and facilities in the Borough. In particular, it will:*
 - *seek to maintain and expand, where justified, segregation lanes for Fastrack and existing bus priority measures elsewhere;*
 - *require Key Sites to include provision for buses;*
 - *support the development of transport hubs at Gravesend Town Centre and Ebbsfleet (in Dartford Borough Council area) to provide high quality interchange facilities between bus, rail, walking and cycling; and*
 - *Ensure an adequate supply of public car parking.*
- *The Council will seek improvements to walking and cycling facilities and networks in the Borough including provision in new development as appropriate. These should provide improved access to Gravesend Town Centre and Ebbsfleet and to other services and facilities in the Borough.*

Gravesham Local Plan Review

- 2.42 A partial review of the Local Plan Core Strategy and Site Allocations is currently in progress. A Regulation 18 consultation occurred between October and December 2020. The purpose of the review was to 'inform the amount of housing, employment and retail development needed in the Borough to 2036'.
- 2.43 In response to the consultation, some modifications were proposed to certain policies within the Core Strategy. No modifications were proposed for CS11.

Parking Policy

2.44 The Kent Design Guide is supplemented by various documents. One of these is the 'Residential Parking' Supplementary Guidance Document (SPG), published in November 2008.

2.45 This guidance document has been adopted by Gravesham Borough Council. The document provides a guidance table for residential parking for different urban and rural environments. However, the document states that;

Retirement and other residential developments with particular occupancy controls are not covered by this Note. While some of the principles are applicable, specialist providers have tended to develop their own evidence base for such accommodation.

2.46 Therefore, the vehicular parking provision outlined in this document is not considered to be applicable for the proposed development of retirement flats.

2.47 The 2008 Parking Guidance document does not include information on cycle provision, but states that the Cycle Standards from the Supplementary Policy Guidance SPG4 of the Kent and Medway Structure Plan (2006) may still be used. Retirement accommodation of the type proposed for the site is not directly reflected in the standards, therefore the same approach will be taken as with car parking (i.e. based on CRL requirements).

Additional Guidance

Manual for Streets

2.48 Manual for Streets was published by the Department for Transport in 2007 with the purpose of being a "common reference point for all those involved in the design of residential neighbourhoods" and represents "a strong Government commitment to the creation of sustainable and inclusive public spaces".

2.49 This latest design guidance demonstrates "benefits that flow from good design and assigns a higher priority to pedestrians and cyclists, setting out an approach to residential streets that recognises their role in creating places that work for all members of the community".

- 2.50 Manual for Streets sets out the following key objectives of the design of new residential neighbourhoods:

- *Encouragement of low vehicle speeds;*
- *Creation of an environment in which pedestrians can walk, or stop to chat, without feeling intimidated by motor traffic;*
- *Make it easier for people to move around;*
- *Promote social interaction.*

Manual for Streets 2

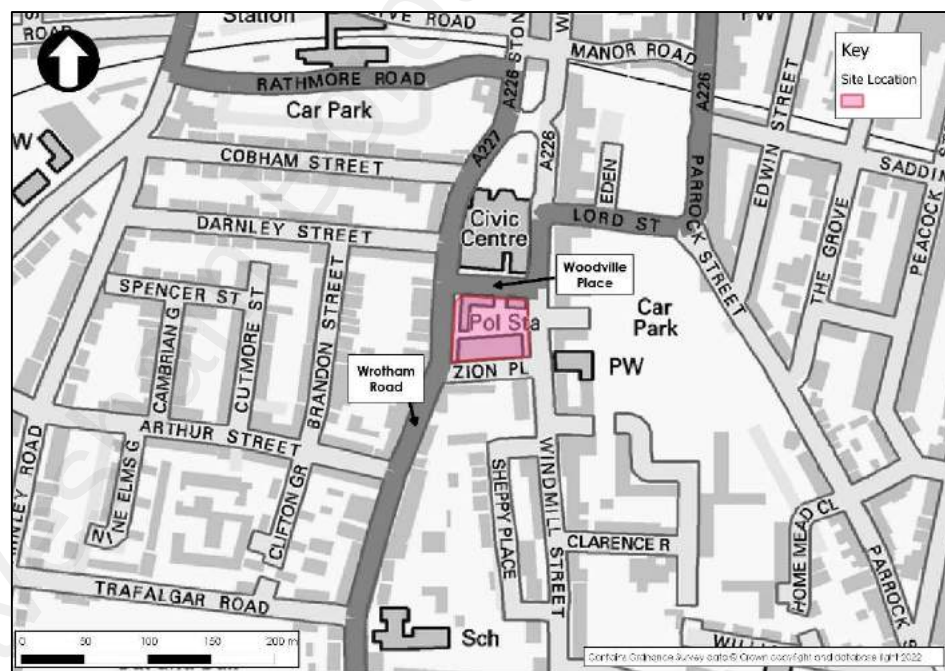
- 2.51 Manual for Streets 2 – “Wider Application of the Principles, a companion guide to Manual for Streets”, was published by the Chartered Institution of Highways and Transportation in September 2010. Manual for Streets 2 builds on the philosophies originally set out in Manual for Streets, and aims to fill the perceived gap in design advice that lies between Manual for Streets and the Design Manual for Roads and Bridges.
- 2.52 The document sets out additional guidance and case studies showing how the Manual for Streets principles can be extended beyond residential streets to encompass both urban and rural situations.

3 Existing Conditions

Context

- 3.1 The site is located within central Gravesham, adjacent to the town centre, bound by Woodville Place to the north, Windmill Street to the east, Zion Place to the south and Wrotham Road to the west.
- 3.2 The brownfield site formerly comprised offices used by Kent Police, where, it is understood, around 550 staff were employed in 2006. A yard for police operations vehicles was also provided within the site. The former police station buildings have already been demolished to make way for redevelopment. The brick wall previously bordering the police station is also to be demolished.
- 3.3 The location of the development site in relation to the local area is shown in Figure 3.1 below:

Figure 3.1: Site Location – Local Area



Local Road Network

- 3.4 Woodville Place is part of the one-way system operating in the town centre. The street runs from Windmill Street to Wrotham Road and is subject to a 30mph speed limit. Along its length, Woodville Place is approximately 6.0m wide, and is provided with street lighting. There is a lay-by of approximately 25m length on the northern side of the carriageway, used for loading and unloading.

On the southern side of the carriageway, there is a dropped kerb along the footway for approximately 20m on the alignment of the former vehicular access to the police station.

- 3.5 Windmill Street is accessed from Stone Street or Clive Road (A226), each originating in Gravesend Town Centre to the north of the site. The street is at least 6.5m in width and is subject to a 30mph speed limit. Windmill Street runs between King Street/ New Road in Gravesend town centre, to a large four-armed priority junction with Old Road (B261) in the south. Between the junction with Manor Road (approximately 180m north of the site) to where it meets King Street/ New Road, the street is a Pedestrian Zone and is closed to most vehicles.
- 3.6 Between the junction with Manor Road and the junction with Woodville Place, Windmill Street is one-way southbound, with traffic able to continue along the carriageway west onto Woodville Place, or south along Windmill Street. Windmill Street is two-way between the Woodville Place junction and the B261. Northbound traffic on Windmill Street adjacent to the site must turn left onto Woodville Place at the give-way junction. Vehicles travelling in either direction along Windmill Street may turn into Zion Place, which forms the minor arm of a priority junction.
- 3.7 Zion Place is a two-way street connecting Windmill Street in the east with Wrotham Road (A227) in the west. The street is between 5.0 and 5.5m width and subject to a 30mph speed limit along its length. Each end of Zion Place forms the minor arm of a priority junction. The street is lit along its length. There are continuous double yellow lines on both the north and south sides of the carriageway.
- 3.8 Along the western boundary of the site is a segregated lay-by, parallel with Wrotham Road, previously used by police vehicles and now used as a private parking area. The lay-by is one-way, accessed from the north from Woodville Place and terminates at a left-only turn as the minor arm of a priority junction with Zion Place to the south. The lay-by is not adopted highway and will be removed as part of the proposed redevelopment.
- 3.9 Wrotham Road forms a section of the A227 beginning next to Gravesend Community Square, and ending approximately 8.5km south of the site in Meopham. Wrotham Road is two-way adjacent

to the site, and subject to a 30mph speed limit where lighting is provided. Here, the carriageway is of approximately 6.0m in width.

- 3.10 Wrotham Road forms the major arm of a priority junction with Zion Place and the minor arm (northbound) of a priority junction with Woodville Place. Approximately 120m north of the site, Wrotham Road forms the southern arm of a junction between Rathmore Road and Stone Street (A226). Stone Street continues north toward Gravesend Town Centre, whilst Rathmore Road continues west past Gravesend Railway Station.
- 3.11 Wrotham Road passes under the A2 approximately 2.5km south of the site. Access to the A2 is achieved from Wrotham Road via a dumbbell roundabout arrangement. The A2 is an important route between London and Dover.
- 3.12 The A226 is an east-west local road connecting Dartford and Strood, passing through several Thameside settlements. Within Gravesend, the A226 enters from the west via Overcliffe, then continues around the edge of Gravesend town centre, leaving Gravesend to the east via Milton Road. Within the town centre the A226 encompasses additional streets near to Gravesend Railway Station. Towards Dartford, the A226 provides access to key destinations including the Dartford Crossing (A282) which provides access to the northern side of the Thames and Ebbsfleet International Railway Station.
- 3.13 The A227 is a north-south road connecting Gravesend in the north with the northern outskirts of Tonbridge in the south. The A227 serves several villages along its length and provides the primary route between Gravesend and Tonbridge. The A227 connects to the M20 approximately 15km south of the site, which runs east, providing one of the main routes to Dover.

Trips Generated by Gravesend Police Station

- 3.14 The site has been unoccupied since 2006 when the police station was demolished. Prior to this, there were a number of vehicle movements that occurred throughout the day owing to the variable shift patterns of the staff. To establish the trips generated by the Police Station when it was in use, reference has been made to the 2007 Transport Assessment produced by Peter Brett Associates prepared in connection with an earlier application on

the site (20090409) that in turn referenced a travel survey conducted in 2003.

- 3.15 The 2003 survey conducted by K&M internally within the Police Station to establish the number of vehicle trips generated by Police Staff Employees (PSE's), Police Officers, and Police Operations Vehicles on a weekday during the AM and PM peak periods, and their distribution on the local highway network. A copy of the traffic survey results can be found in Appendix B.
- 3.16 The 2003 data represented 72 PSE's and 329 Police Officers. Between 2003 and the closure of the Police Station in 2006, staff numbers increased to 131 PSE's and 413 Police Officers. Therefore, to reflect the growth in staff, a factor of 1.82 (131/72) has been applied for PSE's, and 1.26 (413/329) for Police Officers to provide an estimate of trips generated in 2006. The 2003 survey identified the weekday AM peak hour as being between 0800-0900, and the weekday PM peak hour as being between 1700-1800.
- 3.17 The former Police Station had a parking basement , as well as parking on the lay-by along the western boundary of the site. Despite this, there was still limited parking availability, and many staff parked off-site. The total number of trips generated on the local highway network in the AM and PM peaks is seen below in Table 3.1:

Table 3.1: AM and PM peak vehicular trips generated by Former Police Station on local highway network

	AM Peak (0800-0900)			PM Peak (1700-1800)		
	Arr.	Dep.	Total.	Arr.	Dep.	Total.
PSE	47	2	49	3	29	32
Police Officer	16	15	31	21	21	42
Police Operations	10	8	18	10	17	27
TOTAL	73	25	98	34	67	101

- 3.18 Therefore it is anticipated that prior to closure, the Police Station could have been expected to generate approximately 100 two-way trips across the local road network in each of the AM and PM peak periods.

- 3.19 The number of arrivals and departures into the Woodville Place access to the former police station were recorded in a 2006 traffic survey, included in the PBA TA. Woodville Place was a two-way street, and formed the minor arm of priority junction with both Windmill Road and Wrotham Road and therefore vehicles accessing the site from Woodville Place could do so from the east and from the west. The number of arrivals and departures at the Woodville Place access to the Police Station are seen below in Table 3.2:

Table 3.2: AM and PM peak vehicular trips generated by Former Police Station at the Woodville Place site access

	AM Peak (0800-0900)			PM Peak (1700-1800)		
	Arr.	Dep.	Total.	Arr.	Dep.	Total.
TOTAL	10	8	18	10	17	27

- 3.20 As seen in Table 3.2, the former Police Station had 18 vehicles using the Woodville Place site access during the AM Peak period, and 27 using the access in the busier PM Peak period.

Vehicle Speeds

- 3.21 A vehicle speed survey was conducted by K&M over a seven day period in October 2012, on the northbound and southbound approaches from Windmill Street to Woodville Place. By this time, Woodville Place was a westbound one-way street. The survey was conducted at a time without any roadworks, and in fine weather. A copy of the traffic survey results can be found in Appendix B.
- 3.22 The road layout has not changed since the 2012 survey was conducted and therefore the results may still be considered valid.
- 3.23 The mean and 85%ile speeds recorded are summarised below in Table 3.2:

Table 3.2: 2012 Recorded speeds on approaches to Woodville Place

Approach	Mean Speed (mph)	85 th Percentile Speed (mph)
Northbound	12	16
Southbound	14	15
Two Way	13	16

- 3.24 The survey results indicate that the 85th percentile speed on both approaches to Woodville Place are well below the 30mph speed limit.

Pedestrian and Cycle Facilities

- 3.25 Woodville Place has a controlled, signalised crossing with dropped kerbs and tactile paving approximately 10m east of its junction with Wrotham Road.
- 3.26 On the southern side of Woodville Place, there is a footway of approximately 2.0m width. On the northern side of the carriageway there is a footway of variable width between 2.0-4.5m. The footway has small bollards on it to prevent vehicles from parking on the footway in front of a loading bay.
- 3.27 Windmill St has continuous pedestrian footways along both sides of the carriageway to the south of the site. On the length of Windmill Street adjacent to the site, there is a continuous footway of at least 5.0m width on the western side of the carriageway. There is continuous footway of at least 2.5m width along the eastern side of Windmill St opposite the site, with a dropped kerb to allow pedestrians to cross North Street. There is also an uncontrolled crossing across Windmill Street with dropped kerbs and tactile paving approximately 10m south of the junction with Woodville Place.
- 3.28 Windmill Street is lit, and is furnished with continuous footways on both sides of the carriageway from the site to Gravesend Town Centre. For much of its length, the footways on each side are at least 3m wide. Windmill Street forms the northern and southern arms of a three-armed signalised junction with Lord Street (A226), approximately 60m north of the site. At the junction, there are

signalised pedestrian crossings with dropped kerbs and tactile paving to allow pedestrians to cross both Lord Street and Windmill Street on journeys into the town centre.

- 3.29 There is an uncontrolled crossing at Windmill Street approximately 40m south of the junction with Manor Road with dropped kerbs and tactile paving. At the junction with Manor Road, pedestrians have access to footways on Windmill Street which link with the Town Centre and Manor Road to the east or Railway Place to the west.
- 3.30 Zion Place has a continuous footway on the northern side of the carriageway of approximately 1.8m width. At present, a brick wall separates the site from the footway, although this is to be demolished with the re-development. There is a continuous footway along the southern side of the carriageway of approximately 1.5m width. Zion Place is streetlit along its length. There is a dropped kerb at the corner between Zion Place and Windmill St.
- 3.31 On the length of Wrotham Road, adjacent to the site, there is a continuous footway along the western side of the carriageway of approximately 1.5m width. On the eastern side of the carriageway is the lay-by previously used by police vehicles, which has a continuous footway along its eastern side, and an island separating it from Wrotham Rd on its western side.
- 3.32 To the north of the site, Wrotham Road has a continuous footway on both sides of the carriageway. On the eastern side of the carriageway, the footway varies in width between 1.5- 4.0m, whilst the footway on the western side is approximately 1.5m wide. There are opportunities to cross Wrotham Road at a signalised junction with Rathmore Road and Stone Street. These controlled crossings have dropped kerbs and tactile paving. The footways link with Gravesend Town Centre, with several controlled and uncontrolled crossings providing opportunities to safely cross.
- 3.33 Approximately 20m south of the junction between Wrotham Road and Railway Place there is a shared, step-free pedestrian and cycle route west of the Railway station. The Railway station can also be accessed on foot from Rathmore Road, with a signalised crossing approximately 50m west of the junction with Wrotham Rd serving the station.

- 3.34 There are several Public Rights of Way (PRoW) in Gravesend town centre which connect the High Street to parallel streets in the town centre. These include: NGX1, NGX2, NGX3, NGX4, NGX5, and NGX35. High Street in the town centre is part of the 'Heritage Quarter' and is pedestrianised along its length between West Street (A226) and Manor Road. New Road and King Street, which run east-west across High Street, are also pedestrianised.
- 3.35 The Kent County Council 'Public Rights of Way Map' shows a suggested walking route called 'Wealdway' passing the site along Wrotham Road. The route is 82 miles in length and traverses the chalk ridges of the North and South Downs. It runs between Gravesend and Royal Tunbridge Wells.
- 3.36 The England Coast Path passes through Gravesend to the north of the town centre. The section of the Coast Path is called 'Woolwich to Grain'.
- 3.37 The National Cycle Network (NCN) connects to Gravesend via the route NCN1, which connects Dover in the south with Scotland. Through Gravesend, the route largely takes the form in part of a traffic-free route, with some sections being on-road.

Accident History

- 3.38 Personal Injury Accident (PIA) data has been acquired from Kent County Council covering the highway network close to the site. Data was obtained for the most recent five year period available (01/10/2016 – 30/09/2021). The PIA data, including a plot of all reported incidents, is included in Appendix C.
- 3.39 The extent of the area for which PIA data was obtained is seen in Figure 3.2.

Figure 3.2: PIA study area



- 3.40 Within the time period covered, there were a total of 17 recorded incidents. Sixteen of the incidents were categorised as 'slight' in severity, whilst one was categorised as 'serious'. A summary of the locations of the incidents is shown below in Table 3.3.

Table 3.3: Locations of listed incidents in five-year period by closest junction

Junction	Slight	Serious	Fatal	Total
Windmill St/ Woodville Place	6	0	0	6
Windmill St/ North Street	1	0	0	1
Windmill St/ Zion Place	1	0	0	1
Woodville Place/ Wrotham Rd	4	1	0	5
Wrotham Rd/ Zion Place	4	0	0	4
Total	16	1	0	17

- 3.41 Four of the six incidents occurred at the junction between Windmill Street and Woodville Place. The records suggesting that two involved drivers travelling north up Windmill Street pulling out from the give-way junction without sufficiently checking for vehicles to their right, resulting in a collision. Two other incidents involved two vehicles colliding whilst following the main road from the north into Woodville Place.

- 3.42 There were no incidents that appeared to have been caused by environmental factors. One 'slight' incident occurred when a vehicle was rear-ended after stopping for a police car with its blue lights illuminated.
- 3.43 The one serious incident in the recorded data was recorded as occurring when an intoxicated individual fell off an electric scooter. This is considered to be an isolated incident, unrelated to the layout or condition of the highway. In summary, a review of the records for the previous five year period show that the 17 reported incidents occurred in the study area. A number of slight accidents were recorded at the Woodville Place/Windmill Street junction, although there is some disparity in causal factors. However, such accidents are not unusual in a relatively busy town centre environment, therefore it is considered that there are no patterns that suggest any deficiency in highway safety within the vicinity of the former Gravesend Police Station.

Summary

- 3.44 The site is located within central Gravesham, bound by Woodville Place to the north, Windmill Street to the east, Zion Place to the south and Wrotham Road to the west.
- 3.45 There is a comprehensive network of footways within the town, with routes available into Gravesham Town Centre, with formal pedestrian crossing facilities at numerous locations, including a signal controlled crossing immediately adjacent to the site.
- 3.46 A 2003 vehicle count survey indicates that when operational the former police station typically generated approximately 100 trips across the local road network in the AM and PM peak periods, with ten arrivals and eight departures in the morning peak hour, and ten arrivals and 17 departures in the pm peak to/from the on-site parking facilities.
- 3.47 A 2012 vehicle speed survey demonstrates that the 85%ile speeds on the northbound and southbound approaches Windmill Street to Woodville Place are well below the 30mph signed speed limit.
- 3.48 A review of PIA data supplied by Kent County Council indicates that there are no patterns that suggest any deficiency in highway safety within the vicinity of the site.

4 Accessibility

- 4.1 This section of the report considers the accessibility of the site in relation to local facilities and sustainable transport in the area.

Local Amenities and Facilities

- 4.2 The Institution of Highways and Transportation document "Guidelines for Providing for Journeys on Foot" contains suggested acceptable walking distances for pedestrians for some common facilities. This document is intended to advise on planning for and providing for pedestrians, maintaining pedestrian infrastructure and promoting walking and, as a result the distances stated in the document, may be used for planning and evaluation purposes. Table 4.1 below reproduces Table 3.2 from Guidelines for Providing for Journeys on Foot (GPJF) which shows the acceptable walking distances.

Table 4.1 – 'GPJF Table 3.2' - Suggested Acceptable Walking Distance

	Town Centres (m)	Commuting/School /Sight-seeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred maximum	800	2000	1200

- 4.3 Section 4.4 of Manual for Streets also describes the characteristics of a walkable neighbourhood as follows:

Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPG13 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km. MfS encourages a reduction in the need to travel by car through the creation of mixed-use neighbourhoods with interconnected street patterns, where daily needs are within walking distance of most residents.

- 4.4 Whilst a figure of 800m/ 10 minutes' walk is mentioned in relation to walking distances to local facilities, Manual for Streets is clear that this is not an upper limit, and that walking offers the greatest potential for journeys up to 2km. This equates to a 25-minute walk

- 4.5 Figure 4.1, contained in Appendix A of this report, highlights the location of local facilities with respect to the development site. To provide context, boundaries indicating distances from the site boundary in 400m (or 5 minute walk) increments are also shown.
- 4.6 Residents of the development will be able to access a range of local facilities on foot within an approximate five, ten and 15-minute walk of the development. Table 4.2 sets out the measured walking distance to each amenity from the site.

Table 4.2: Accessibility to Local Facilities

	Approximate Walking Distance (m/mins)									
	0-400m	0-5 mins	400-800m	5-10 mins	800-1200m	10-15 mins	1200-1600m	15-20 mins	1600-2000m	20-25 mins
Clarence Row Bus Stops	✓									
The Grove Bus Stops	✓									
Gravesend Railway Station	✓									
Town Centre			✓							
Windmill Hill Park			✓							
Gravesend Post Office			✓							
Gravesham Community Hospital			✓							
Riverside Leisure Area			✓							
Town Pier			✓							

- 4.7 The Town Centre is within 400m of the site where there are a variety of retail and leisure opportunities including Gravesend library, St. George's Shopping Centre, Tesco Express, and various restaurants and cafes.
- 4.8 With reference to GPJF Table 3.4 and Manual for Streets, Table 4.2 shows that all facilities within the town are within an acceptable walking distance and are consistent with a "Walkable Neighbourhood".
- 4.9 There are several recreation and green spaces within a ten- minute (800m) walk of the site, such as the Windmill Gardens and the

Skateboard Park adjacent to Riverside Leisure Area where a bowls club and other leisure facilities are to be found.

- 4.10 The development site therefore presents excellent opportunities for residents to travel to destinations in the local area for their everyday needs via active means.

Public Transport – Bus

- 4.11 There are two sets of bus stops within 200m of the site, or less than five minutes' walk. The 'Clarence Row' stops are accessed from the site by following footways south along Windmill Street for approximately 200m. 'The Grove' stops are accessed from the site by following footways along Windmill Street north, then turning east along Lord Street, then south-east along Parrock Street. Alternatively, 'The Grove' stops can be accessed by crossing the Parrock Street car park to the east of the site, which has footways around its perimeter.
- 4.12 Table 4.3 below summarises the services available from these stops with approximate average frequency in each direction. A copy of the bus timetables is included in Appendix D.

Table 4.3: Existing Bus Services – Clarence Row and The Grove Bus stops

Service	Operator	Route	Approximate Average Frequency		
			Mon-Fri	Sat	Sun & BH
G1A	Brian Jones Coaches	Longfield – Northfleet – Gravesend – Kings Farm – Milton	2 services daily	-	-
455*	Arriva Kent and Surrey	Singlewell Davy's Place Gravesend Prince of Orange – Clarence Row – Railway Station	2 services daily	2 services daily	-
483A	Arriva Kent and Surrey	Bluewater – Ebbsfleet Intl. – Northfleet – Gravesend – Kings Farm – Mungo Park Rd	Every 30 minutes	Every 30 minutes	Every 30 minutes
* Clarence Row Stops A The Grove Stops Source: traveline.info					
Date: 08.02.2022					

- 4.13 Table 4.3 shows that there are frequent and regular bus services to Bluewater Shopping Centre, Ebbsfleet International Station, and Northfleet via the 483 service. The 483 service runs between 0800-

2300 on weekdays and Saturdays, and between 0900-1900 on Sundays.

- 4.14 In addition to the bus services available from the closest bus stops, Gravesend Railway Station bus stops are located on the northern side of the railway station, approximately 500m, or around six minutes' walk from the proposed development site. There are several alphabetised stops in the area around the railway station, with stops located on Clive Road, Barrack Row, and Garrick Street. A summary of the key services available from the stops in the area surrounding the railway station is seen below in Table 4.4.

Table 4.4: Existing Bus Services – Gravesend Railway Station

Service	Operator	Route	Approximate Average Frequency		
			Mon-Fri	Sat	Sun & BH
Fastrack B *^	Arriva Kent and Surrey	Gravesend – Ebbsfleet – Swanscombe – Greenhithe – Bluewater – Dartford – Joyce Green	Every 10 minutes	Every 10 minutes	Every 20 minutes
Fastrack AZ ^	Go-Coach Hire	Gravesend – Northfleet – Ebbsfleet – Swanscombe – Greenhithe – Dartford	Every 30 minutes	Every 30 minutes	Every 30 minutes
190	Arriva Kent and Surrey	Gravesend – Denton – Chalk – Higham – Strood – Rochester – Chatham	Every 15 minutes	Every 20 minutes	Hourly
308	Redroute Buses	Gravesend – Northfleet – Meopham – Vigo Village – Sevenoaks	Every 1.5 hours	Every 1.5 hours	-
480 *	Arriva Kent and Surrey	Riverview Park – Denton – Gravesend – Northfleet – Swanscombe – Bluewater – Dartford	Every 20 minutes	Every 20 minutes	Every 30 minutes
481 *^	Arriva Kent and Surrey	Riverview Park – Denton – Gravesend – Northfleet – Ebbsfleet – Swanscombe – Bluewater – Dartford	Every 30 minutes	Every 30 minutes	Hourly
483 *	Arriva Kent and Surrey	Bluewater – Ebbsfleet Intl. – Northfleet – Gravesend – Kings Farm – Mungo Park Rd	Every 30 minutes	Every 30 minutes	Every 30 minutes
490 *	Arriva Kent and Surrey	Singlewell – Denton – Gravesend – Northfleet – Swanscombe – Bluewater – Dartford	Every 20 minutes	Every 20 minutes	Hourly
* Serves Bluewater Shopping Centre ^ Serves Ebbsfleet Intl. Station Source: traveline.info					
Date: 08.02.2022					

- 4.15 Table 4.4 shows that services are available to the popular Bluewater Shopping centre from Gravesend Railway station with a combined frequency of 16 services per hour, or a service approximately every four minutes. Services are also available to Ebbsfleet International Railway Station with a combined frequency of ten services per hour, or a service approximately every six minutes. The Fastrack bus serves both of these destinations with services every ten minutes Monday to Saturday, and every 20 minutes on Sundays.
- 4.16 Frequent services are also available from the Gravesend Railway Station Bus Stops to local towns and villages including Dartford, Northfleet, Denton, and Swanscombe.
- 4.17 The site is therefore considered to be extremely well located with respect to existing bus stops, which offer regular services to Dartford, Bluewater Shopping Centre, and other local settlements for shopping and leisure facilities.

Public Transport – Rail

- 4.18 Gravesend Railway Station is approximately 500m from the site, along a route which is furnished with pedestrian crossings across Wrotham Road and Rathmore Road, providing a continuous, safe route for walking to and from the station. There is step-free pedestrian access possible from both the northern and southern sides of the station. The station has a taxi rank and a ticket booking counter. The station can be accessed from the site by following Wrotham Road north, then following Rathmore Road to reach the main entrance of the station.
- 4.19 Table 4.4 shows the direct services available from Gravesend Railway station and their approximate average frequencies.

Table 4.4: Gravesend Railway Station Services

Destination	Approximate Average Frequency		
	Mon-Fri	Sat	Sun
London Charing Cross	2 per hour	2 per hour	2 per hour
London St Pancras	2 per hour	Hourly	Hourly
London Bridge	2 per hour	2 per hour	2 per hour
Rainham (Kent)	2 per hour	2 per hour	2 per hour
Ramsgate	1 per hour	-	-
St Albans	1 per hour	1 per hour	1 per hour
Rochester	2 per hour	2 per hour	2 per hour
Gillingham	2 per hour	2 per hour	2 per hour
Source: southeasternrailway.co.uk			Date: 08/02/2022

- 4.20 High Speed 1 Train Services are available from Gravesend Railway Station to London St Pancras twice per hour, every day of the week. These services also stop at Ebbsfleet International Station. The journey time from Gravesend to St Pancras on the high speed trains is 24 minutes. Services are also available on slower trains to Charing Cross and London Bridge.
- 4.21 As shown in Table 4.4 there are also services to local towns and cities including Rochester and Gillingham.
- 4.22 Table 4.4 indicates that Gravesend Railway Station is very well connected with destinations in the region and beyond, offering at least two services per hour to London, Rochester, and Gillingham.

Ferry

- 4.23 A ferry runs between Gravesend Town Pier and Tilbury Riverside every half an hour Monday – Saturday.
- 4.24 From Tilbury Riverside it is possible to access London Cruise Terminal for holiday travel, as well as the town of Tilbury.

Summary

- 4.25 The site is highly accessible to the existing town facilities with numerous shops, services and a post office, and recreation areas within an easy five- to ten- minute walk of the site.
- 4.26 The site is located within 200m of the 'Clarence Row' and 'The Grove' bus stops, which offer regular services to the popular Bluewater Shopping Centre, Ebbsfleet International Railway Station, and several local towns and villages.
- 4.27 The site is located within 500m (six minutes' walk) of 'Gravesend Railway Station' bus stops on the northern side of the Railway Station. From here, the 'Fastrack B' bus serves Bluewater Shopping Centre, Ebbsfleet, and Dartford with frequent services.
- 4.28 The station also provides regular rail services to local and national destinations including Rochester, Gillingham, London, and St Albans. Rail is therefore a highly viable option for sustainable trips over longer distances.
- 4.29 In conclusion, it is considered that the site is in an extremely accessible central town centre location and that there would be excellent opportunities for journeys from the site to be made by sustainable modes of travel.

5 Development Proposals

Introduction

- 5.1 The former police station has already been demolished to make way for redevelopment. It is understood that the development will consist of 75 self-contained retirement apartments over five stories with one car park.
- 5.2 The scheme layout is contained within Appendix E of this Transport Statement.

Vehicular Access

- 5.3 Vehicle and pedestrian access to the development is proposed to be taken on the north side of the site from the existing vehicular access on Woodville Place. This would serve a car park of 25 parking spaces. The access onto Woodville Place would take the form of a simple priority junction, with vehicles exiting onto Woodville Place only able to turn left onto the one-way system.
- 5.4 The existing access is approximately 4.3m in width, which is sufficient to allow two passenger vehicles to pass according to Figure 7.1 of Manual for Streets. Replicating the existing vehicle crossover arrangement is also considered to be an appropriate arrangement given the low volumes of vehicle movement expected at the access.
- 5.5 The visibility splays from the site access have been assessed in relation to design advice set out in Manual for Streets (MfS), the 2008 Kent Design Guide Review Interim Guidance Note 'Visibility', and with reference to the 2012 K&M Speed survey. The 85th percentile speed recorded on the north/westbound approach to Woodville Place from Windmill Street was 16mph. For 16mph vehicle speeds, MfS advises a 2.4x18m visibility splay. Vehicle visibility is only required to the east owing to the one-way system and has been shown to be achievable for the site layout.
- 5.6 The 1.2m railings surrounding the site will be aligned such that they do not impinge on vehicular or pedestrian visibility splays.
- 5.7 The proposed vehicular access arrangement and visibility splays are shown on drawing 1305-PHL-101 contained within Appendix A.

Pedestrian Access

- 5.8 The footway along the southern side of Woodville Place will lead into the development via a new segregated pedestrian connection along the western side of the vehicular access into site. This footway will be of 1.80m width.
- 5.9 There are to be two gated accesses on Windmill Street and one on Wrotham Road reserved for fire and emergency access and egress only.
- 5.10 The lay-by on Wrotham Road is to be closed. Therefore there will be continuous footway coverage around the perimeter of the site.

Internal Layout

- 5.11 Vehicular access into the site leading to the parking court will be 5.0m wide. The parking court is to be an area of shared space, with low traffic speeds expected.
- 5.12 The parking area is split into two areas. The area to the north of the main entrance to the building will have 16 parking spaces, and a width for manoeuvring of 6.0m. The area to the east of the main entrance will have 9 parking spaces and a width for manoeuvring of 7.5m.
- 5.13 There is to be a 2.2m footway leading from the main parking area of the car park to the main entrance of the development.

Parking

- 5.14 The development proposals include the provision of 25 unallocated parking spaces across two parking areas of 9 and 16 spaces.
- 5.15 Retirement accommodation of the type delivered by Churchill is not directly reflected in the Kent County Council Supplementary Planning Guidance (SPG) on Residential Parking (2008). Instead in relation to retirement accommodation the SPG states that '*specialist providers have tended to develop their own evidence base for such accommodation*'.
 - 5.16 Therefore, the proposed parking provision has been defined by operational requirements supported by evidence from parking

surveys undertaken at other similar Churchill Retirement developments. The proposed parking provision at 0.31 spaces per unit is based on existing CRL sites where parking surveys undertaken have established that the average demand for on-site parking is 0.27 spaces per unit, with an existing average provision of 0.32 spaces per residential unit. Further details of the CRL parking study are contained in Appendix G. This reflects the highly sustainable location of CRL sites, which are selected on the basis of their accessibility to local facilities and public transport opportunities,

- 5.17 Parking for the site is therefore considered to be in accordance with the Kent SPG and Design Guide: 'Step 2 – Generating the layout', which states that parking provision should reflect the building type, nature of the users, and availability of alternative transport facilities.
- 5.18 Ducting will be provided for electric vehicle charging, and will be implemented as the demand arises.
- 5.19 The development proposals include a covered mobility scooter storage area with space for at least 11 mobility scooters each equipped with a charging point, accessible from the parking area.
- 5.20 Assessment of requirements for cycle parking at Churchill retirement developments have shown that, in septuagenarians and older (the demographic expected to occupy the apartments), close to zero use a bicycle, but provision for cycle parking can be accommodated within the mobility scooter store if required.

Servicing

- 5.21 Refuse collection is proposed to be conducted on-street at Woodville Place where there would be access to the bin store, located adjacent to the vehicular access and within 10m of Woodville Place.
- 5.22 This is considered to be an acceptable approach given the infrequent nature of refuse collection, low vehicle speeds, and the availability of two westbound lanes on the one-way Woodville Place allowing through traffic to pass. This arrangement was accepted in the consented 2016 larger mixed-use development.

- 5.23 Delivery vehicles will access the car park, and Drawing no. 1305-01-ATR-101, included in Appendix A, demonstrates that a 35 tonne delivery vehicle can easily enter and leave the car park in forward gear.
- 5.24 It is expected that removals vehicles will deliver or collect at the roadside. As with refuse vehicles, it is considered to be an acceptable approach, where westbound traffic on Woodville Place can pass in the northernmost of the two lanes.

Off-site Works

- 5.25 The parking area to the west the site, along Wrotham Road, formerly used by police vehicles, does not form part of the adopted highway and will be incorporated into the development site. However, the entrance and exit to the former parking area fall outside the site boundary and form part of the public highway.
- 5.26 It is therefore proposed that the 'gap' formed by the former vehicle entrance and exit to the parking area is closed, thereby connecting the footways along Zion Place/ Woodville Place with the island on Wrotham Road. The proposals in this respect can be seen on drawing 1305-PHL-102 in Appendix A.

6 Trip Generation & Traffic Impact

Introduction

- 6.1 This section of the Transport Statement considers the trip generation that might be expected to arise as a result of the proposed development, together with the potential impact on the local road network.

Vehicular Trip Generation

- 6.2 At present the site has no vehicle movements, since it has been unused since 2006. However, the site has historically housed a Police Station, and therefore a comparison between the former (Police Station) and estimated development trips has been undertaken.
- 6.3 The Police Station trips have been outlined in Section 3 of this report. A summary of the trips generated by the Police Station across the local highway network, as well as those arriving or departing the Woodville Place access, is seen below in Table 6.1.

Table 6.1: AM and PM peak trips generated by Former Police Station on local highway network and Woodville Place access

	AM Peak (0800-0900)			PM Peak (1700-1800)		
	Arr.	Dep.	Total.	Arr.	Dep.	Total.
Total Trips Generated by Police Station	73	25	98	34	67	101
Former Police Station Woodville Place Trips	10	8	18	10	17	27

- 6.4 A planning application for a mixed use development comprising 86 flats and 923m² commercial development was permitted in 2013 under Application Reference 20120590. The agreed trip generation associated with these proposals are as shown in Table 6.2.

Table 6.2: AM and PM peak trips generated by consented mixed use development

	AM Peak (0800-0900)			PM Peak (1700-1800)		
	Arr.	Dep.	Total.	Arr.	Dep.	Total.
86 Flats	4	17	21	13	6	19
923m² commercial	43	41	84	56	55	111
Total	47	58	105	69	61	130

- 6.5 A further planning application for the subject site was submitted in 2017 under application number 20161205.

The industry standard TRICS database has also been used to derive trip rates for the proposed development. The criteria used to select the TRICS survey sites are the same as previous Transport Assessments conducted for the development site, although the use class has been updated. The criteria included locations on the edge of a town centre and suburban areas; and use class N3 (retirement flats).

- 6.6 The trip rates and resultant trip generation for the proposed development of 75 retirement apartments is set out in Table 6.3 below. The full TRICS outputs are in Appendix F.

Table 6.3: Retirement Flats Trip Rates and expected peak hour trip generation

	AM Peak (0800 – 0900)			PM Peak (1700 – 1800)		
	Arr.	Dep.	Total	Arr.	Dep.	Total
Trip Rate per dwelling	0.055	0.063	0.117	0.052	0.052	0.104
Trips (75 Dwellings)	4	5	9	4	4	8

- 6.7 The trip rates and resultant trip generation for the proposed development of 75 retirement apartments is set out in Table 6.3 below. The full TRICS outputs are in Appendix F.

- 6.8 The data indicates that the development can be expected to generate nine and eight vehicular trips during the AM and PM peak periods respectively. This equates to a trip approximately every seven to eight minutes in the peak hours.

- 6.9 As there is no eastbound traffic along Woodville Place, vehicles entering the site will be unlikely to queue, since access is only possible via a left turn. Any queueing would occur only if a vehicle is exiting the site, in which case the waiting vehicle will allow them out; or if a pedestrian is crossing or waiting to cross the bellmouth of the access. Vehicles exiting the site will only interact with traffic approaching from the east, as a right turn is not possible, which will minimise any on-site queueing.

Net Vehicle Trip Generation

- 6.10 The net trip generation has been calculated by subtracting vehicle trips associated with the former Police Station - seen in Table 6.1 - from the calculated trips for the proposed development.
- 6.11 The net total vehicle trip generation is shown in Table 6.4.

Table 6.4: Weekday peak hour net vehicle trip generation (Local Highway Network)

Trip Generation Source	AM PEAK (0800-0900)			PM PEAK (1700-1800)		
	Arr.	Dep.	Total	Arr.	Dep.	Total
Proposed Development (75 dwellings)	4	5	9	4	4	8
Police Station (Total Generated Trips)	73	25	98	34	67	101
Net Trips	-69	-20	-89	-30	-63	-93

- 6.12 Table 6.4 shows that the overall trips generated by the proposed development on the local highway network are expected to be significantly lower than the trips generated by the former Police Station, with 89 fewer trips during the AM peak, and 93 fewer trips during the PM peak.
- 6.13 The net vehicle trip generation at the Woodville Place Site Access is seen in Table 6.5.

**Table 6.5: Weekday peak hour net vehicle trip generation
(Woodville Place Access)**

Trip Generation Source	AM PEAK (0800-0900)			PM PEAK (1700-1800)		
	Arr.	Dep.	Total	Arr.	Dep.	Total
Proposed Development (75 dwellings)	4	5	9	4	4	8
Woodville Place Access trips from Former Police Station	10	8	18	10	17	27
Net Trips	-6	-3	-9	-6	-13	-19

- 6.14 Table 6.5 shows that the proposed development is also expected to generate fewer trips at the site access, with 9 and 19 fewer trips to or from the Woodville Place access during the AM and PM peaks, respectively.
- 6.15 Similarly, the 2013 consented mixed-use development was expected to generate significantly more trips than those associated with the police station. The net reduction in trips with respect to this permitted development is seen in Table 6.6.

Table 6.6: Weekday peak hour comparative net vehicle trip generation (2013 consented mixed use development)

	AM Peak (0800-0900)			PM Peak (1700-1800)		
	Arr.	Dep.	Total.	Arr.	Dep.	Total.
Proposed Development (75 dwellings)	4	5	9	4	4	8
Mixed Use development (86 residential units)	47	58	105	69	61	130
Net Trips	-43	-53	-96	-65	-57	-122

- 6.16 A comparison of the trips associated with the 2016 mixed use application with 99 residential units with those for the subject application is shown below in Table 6.7.

Table 6.7: Weekday peak hour comparative net vehicle trip generation (2016 consented mixed use development)

	AM Peak (0800-0900)			PM Peak (1700-1800)		
	Arr.	Dep.	Total.	Arr.	Dep.	Total.
Proposed Development (75 dwellings)	4	5	9	4	4	8
Mixed Use development (99 residential units)	42	46	88	62	57	119
Net Trips	-38	-41	-79	-58	-53	-111

- 6.17 Tables 6.6 and 6.7 show that the overall trips generated by the proposed development on the local highway network are expected to be significantly lower than the trips generated by each of the consented mixed use developments, with 96 fewer trips during the AM peak, and 122 fewer trips during the PM peak against the 2013 proposals; and 79 and 111 fewer trips in the am and pm peak hours when compared with the 2016 mixed use proposals.
- 6.18 As the trip generation for the proposed development has been shown to be significantly lower than that of the former Police Station, and both consented mixed use developments, it cannot be considered to have any detrimental impact on the local highway network and, in accordance with policy in the NPPF, cannot be considered 'severe'. Indeed, the proposed development is considered to have a significant positive highway impact in terms of the reduction in trip generation.

Safety

- 6.19 The speed survey undertaken in 2012 after the town centre improvements made Woodville Place one-way demonstrated that traffic on Windmill Street as it approached the junction with Woodville Place travelled at a maximum 85th percentile speed of 16mph. Given that, adjacent to the site access on Woodville Place, traffic is still running slowly as it emerges from 90 degree turns from Windmill Street, it is reasonable to expect that similar speeds to those recorded on Windmill Street are likely to prevail. As stated in Paragraph 5.5, the visibility splay provided for the site access is sufficient to accommodate these low speeds. There is therefore no reason to expect that safety will be compromised as vehicles emerge from the site access.

- 6.20 There has been only one accident at the location of the site access which, whilst serious, the evidence confirms that it did not involve any motor vehicle on Woodville Place nor any factor relating to the layout or condition of the highway.
- 6.21 There were no known safety issues at the site access junction when the site was operational as a police station. Given that this former use generated a greater number of trips in and out of the access than those associated with a care home, no safety concerns are expected to arise as a result of a decrease in trips generated by the development site.
- 6.22 It is concluded, therefore, that there are no safety concerns relating to the proposed re-use of the existing site access.

Conclusion

- 6.23 The traffic impact assessment shows that there is expected to be between eight and nine trips generated by the site during the AM and PM peak periods, equating to a trip every six to seven minutes.
- 6.24 When compared to the previous use of the site as a police station, it was found that there would be 90 fewer trips during the AM peak, and 93 fewer trips during the PM peak. Additionally, there would be 10 and 19 fewer trips during the AM and PM peaks respectively at the Woodville Place site access. This demonstrates that the development proposals will generate significantly fewer vehicular trips during peak hours than the former police station.
- 6.25 Similarly, it was found that the development proposals will generate significantly fewer trips than either of two consented mixed-use developments submitted in 2013 and 2016, with 96 and 79 fewer trips in the morning peak hour, and 122 and 111 fewer trips in the PM peak hour, respectively. It is clear that the proposed development will have a much lighter impact on the surrounding network than either of these consented schemes.
- 6.26 Given the minimal trip generation from the proposed development it is concluded that the existing highway network would satisfactorily accommodate the additional traffic arising from the proposed residential development without resulting in any severe highway impacts. Therefore, the traffic impact of the scheme is considered to be acceptable in light of the requirements of the NPPF.

- 6.27 Finally, no safety issues are evident at the proposed site access, therefore it is concluded that the proposed site access is entirely satisfactory at its location on Woodville Place.

7 Summary and Conclusions

- 7.1 Awcock Ward Partnership (AWP) has been commissioned by Churchill Retirement Living to prepare a Transport Statement (TS) in support of an Outline Planning Application for the proposed redevelopment of land on the former Gravesend Police Station.
- 7.2 In 2008 planning permission was granted for a mixed use commercial and residential scheme (20080095) which was renewed in 2013 (20120590). Resolution to grant planning permission, subject to completion of a legal agreement, for 99 units (App Ref:20161205) was approved at Planning Committee in April 2018. This application included access from Woodville Place and on-street servicing.
- 7.3 It is therefore understood that the principle of residential development at the site is supported by the local planning and highway authorities. The development proposals comprise 75 self-contained retirement apartments over five storeys and one car park, with associated vehicular and pedestrian access.
- 7.4 The development site is located south of Gravesend town centre, bordered on the north by Woodville Place, the east by Windmill Street, the south by Zion Place, and the west by Wrotham Road.
- 7.5 Until 2006, the site was the location of Gravesend Police Station where around 550 staff were employed. A 2003 traffic survey, prorated to reflect 2006 staff numbers, showed that prior to closure, the Police Station could have been expected to generate approximately 100 two-way trips across the local road network in each of the peak hour periods.
- 7.6 A review of PIA data supplied by Kent County Council indicates that there are no patterns in the accident history that might suggest any material safety issues or deficiencies in the highway infrastructure within the vicinity of the site.
- 7.7 A 2012 vehicle speed survey indicates that the 85%ile speeds on the Windmill Street northbound and southbound approaches to Woodville Place are well below the 30mph signed speed limit.
- 7.8 There is a comprehensive network of footways within the town, with routes available into Gravesham Town Centre, and opportunities to cross at various signalised crossings.

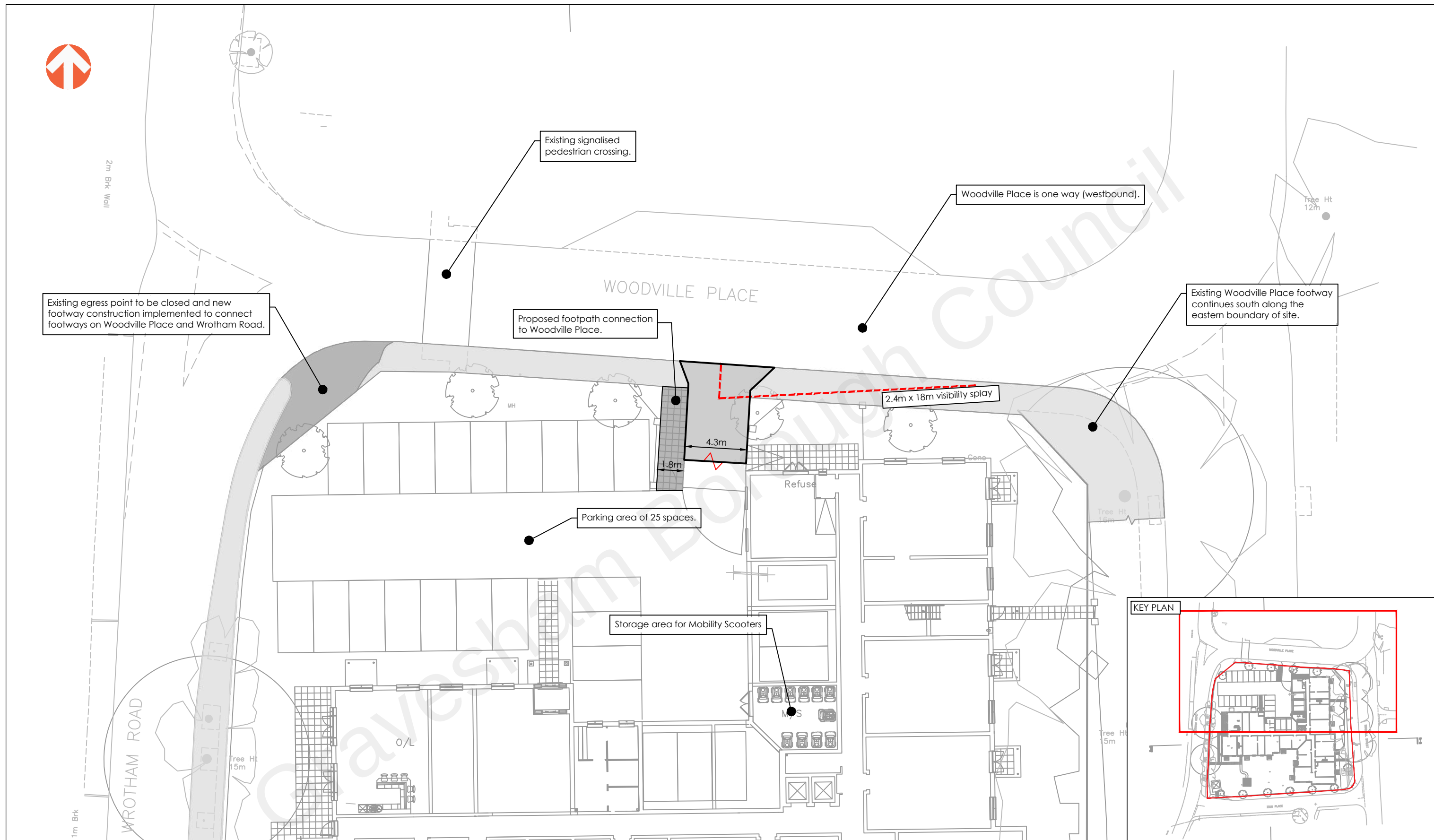
- 7.9 The site is well located with respect to the existing town facilities within an easy five to ten-minute walk of the site.
- 7.10 The site is located within 200m of the 'Clarence Row' and 'The Grove' bus stops, which offer regular services local and regional destinations. The 'Gravesend Railway Station' bus stops are within an easy walking distance of the site, where additional bus services are available.
- 7.11 Gravesend Railway Station can be accessed within a short five-minute walk of the site. The station provides regular services to local and national destinations including Rochester, Gillingham, and London. Rail is therefore a highly viable option for sustainable trips over longer distances.
- 7.12 In conclusion, it is therefore considered that the site is in an extremely accessible location and that there would be excellent opportunities for journeys from the site to be made by sustainable modes of travel as required by the NPPF.
- 7.13 The layout incorporates 75 residential units, together with parking for 25 vehicles. Vehicular and pedestrian access to the development is proposed from Woodville Place via a new simple priority junction and a new footway, both of which will be gated. This arrangement was proposed in the consented 2016 application.
- 7.14 Refuse collection is proposed to be conducted on-street, as accepted in the 2016 consented proposals for a large mixed-use development.
- 7.15 The traffic impact assessment shows that trip generation is expected to be very low and, compared with the former police station and mixed-use consent, would generate far fewer vehicle trips. It is concluded, therefore, that in terms of trip generation the development proposals will have a beneficial impact on the surrounding highway network.
- 7.16 The location of the site access on Woodville Place is considered to raise no concerns regarding safety.
- 7.17 In conclusion, it is considered that the site provides a sustainable location for development, that safe and suitable access arrangements for all road users can be provided, and that there

would be no severe impacts on the local road network. The development proposals are therefore considered to be consistent with the highways elements of the NPPF and there is therefore no highways reason to prevent planning permission being granted.

AWP

Appendix A Drawings and Figures

Gravesham Borough Council



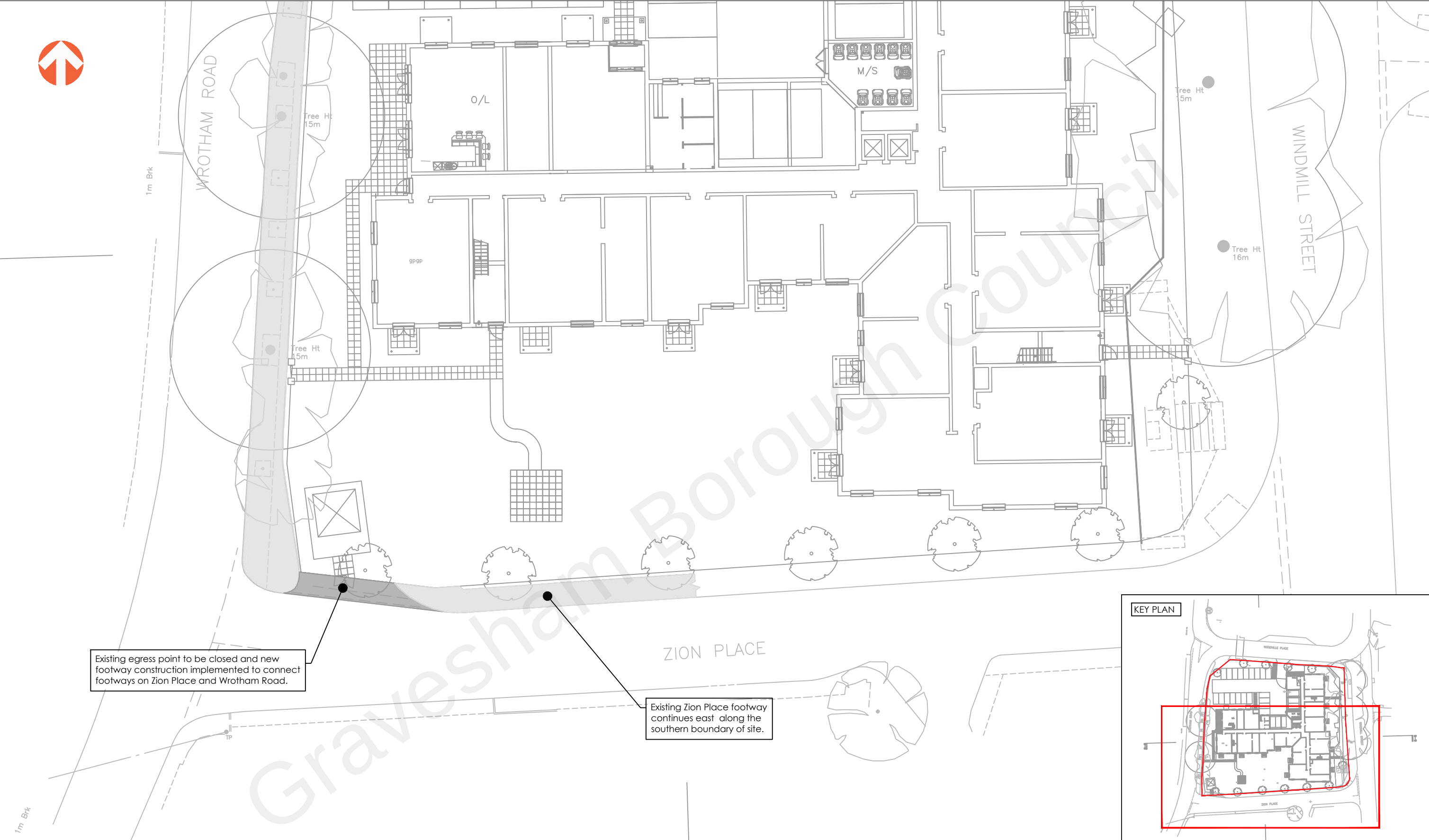
 Proposed Carriageway
 Proposed Footway
 Existing Footway
 Visibility Splay

A	09.03.2022	INITIAL ISSUE	BF	MR	AJW
REV	DATE	DESCRIPTION	BY	CHK	APD
CLIENT:					
CHURCHILL RETIREMENT LIVING					
DRAWING STATUS:					
FOR INFORMATION ONLY					

PROJECT No: 1305	DRAWING No: 01-PHL-101	REV: A
SCALE @ 0 1:250 12.5 metres		



Awcock Ward Partnership, Ada House, Pynes Hill, Exeter, EX2 5TU
Tel: 01392 409007 Web: www.awpexeter.com



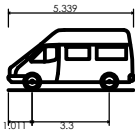
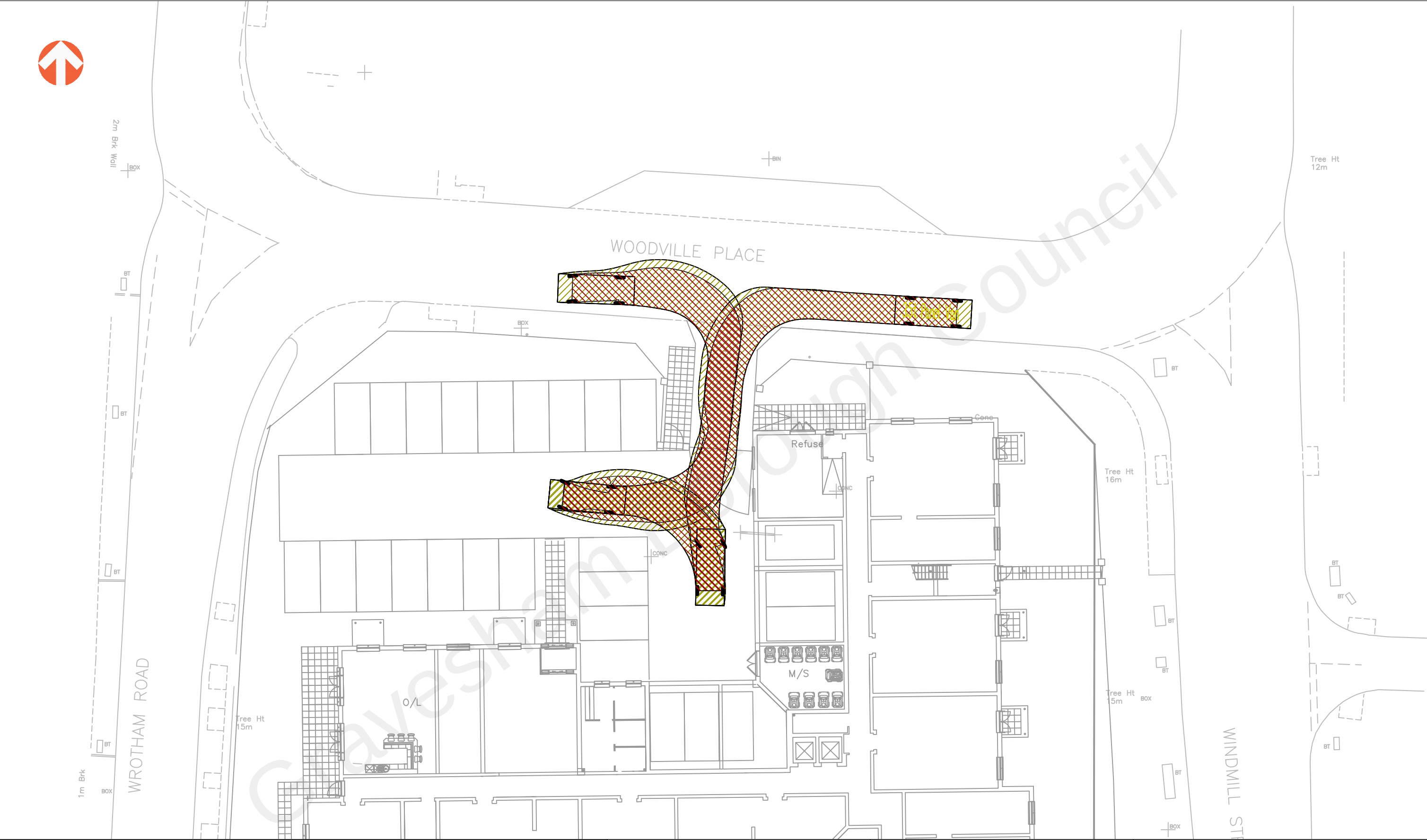
Key:

- Proposed Footway
- Existing Footway
- Site Boundary

PROJECT: WINDMILL STREET, GRAVESEND					
TITLE: PROPOSED OFF-SITE WORKS: ZION PLACE					
PROJECT No: 1305			DRAWING No: 01-PHL-102		REV: A
CLIENT: CHURCHILL RETIREMENT LIVING			SCALE @ 12.5 metres		
DRAWING STATUS: FOR INFORMATION ONLY					
A	09.03.2022	INITIAL ISSUE	BF	MR	AJW
REV	DATE	DESCRIPTION	BY	CHK	APD



Awcock Ward Partnership, Ada House, Pynes Hill, Exeter, EX2 5TU
Tel: 01392 409007 Web: www.awpexeter.com



3.5t Panel Van
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock to lock time
Kerb to Kerb Turning Radius

5.339m
1.986m
2.565m
0.338m
1.986m
4.00s
6.400m

A	12.04.2022	INITIAL ISSUE	BF	CG	AJW
REV	DATE	DESCRIPTION	BY	CHK	APD

CLIENT:

CHURCHILL RETIREMENT LIVING

DRAWING STATUS:

FOR INFORMATION ONLY

PROJECT:

WINDMILL STREET, GRAVESEND

TITLE:

SWEPT PATH ANALYSIS - DELIVERY VEHICLE

PROJECT No:

1305

DRAWING No:

01-ATR-101

REV:

A

SCALE @ A0

1:250

12.5

metres



Awcock Ward Partnership, Ada House, Pynes Hill, Exeter, EX2 5TU
Tel: 01392 409007 Web: www.awpexeter.com

Appendix B Traffic Data

Gravesham Borough Council

K&M TRAFFIC SURVEYS

DATE : TUESDAY 16TH OCTOBER 2012

LOCATION : GRAVESEND, KENT

WINDMILL STREET / WOODVILLE PLACE

WINDMILL STREET (NORTH) STRAIGHT AHEAD TO WINDMILL ST		WINDMILL STREET (NORTH) RIGHT TURN TO WOODVILLE PLACE		WINDMILL STREET (SOUTH) LEFT TURN TO WOODVILLE PLACE	
CAR	HGV	BUS	MCY	PCY	TOT
0730-0745	31				31
0745-0800	27	1			28
0800-0815	21	3			24
0815-0830	37	2			39
0830-0845	42				42
0845-0900	45	1			46
0900-0915	43	3			46
0915-0930	41				41
0730-0930	287	10	0	0	297
0730-0830	116	6	0	0	122
0745-0845	127	6	0	0	133
0800-0900	145	6	0	0	151
0815-0915	167	6	0	0	173
0830-0930	171	4	0	0	175
WINDMILL STREET (NORTH) RIGHT TURN TO WOODVILLE PLACE		WINDMILL STREET (SOUTH) LEFT TURN TO WOODVILLE PLACE			
CAR	HGV	BUS	MCY	PCY	TOT
128	7	2	1	1	139
125	3	3	2	1	134
107	8		2		117
156	8	2	2		168
135	10			1	146
152	8			1	161
226	10	1			237
196	3	3	1		203
1225	57	11	8	4	1305
516	26	7	7	2	558
523	29	5	6	2	565
550	34	2	4	2	592
669	36	3	2	2	712
709	31	4	1	2	747
WINDMILL STREET (SOUTH) LEFT TURN TO WOODVILLE PLACE					
CAR	HGV	BUS	MCY	PCY	TOT
36				1	37
33			1		34
29	5				34
27	1				28
35	2				37
49			2	1	52
30	2				32
25					25
264	10	0	3	2	279
125	6	0	1	1	133
124	8	0	1	0	133
140	8	0	2	1	151
141	5	0	2	1	149
139	4	0	2	1	146

WINDMILL STREET (NORTH) STRAIGHT AHEAD TO WINDMILL ST		WINDMILL STREET (NORTH) RIGHT TURN TO WOODVILLE PLACE		WINDMILL STREET (SOUTH) LEFT TURN TO WOODVILLE PLACE	
CAR	HGV	BUS	MCY	PCY	TOT
1630-1645	49			1	50
1645-1700	48		1		49
1700-1715	69			2	71
1715-1730	57	1		1	59
1730-1745	73			1	74
1745-1800	56		1	1	58
1800-1815	67	1		1	69
1815-1830	61		1	1	63
1630-1830	480	1	2	3	493
1630-1730	223	0	1	1	229
1645-1745	247	0	1	1	253
1700-1800	255	0	1	1	262
1715-1815	253	1	1	1	260
1730-1830	257	1	1	2	264
WINDMILL STREET (NORTH) RIGHT TURN TO WOODVILLE PLACE		WINDMILL STREET (SOUTH) LEFT TURN TO WOODVILLE PLACE			
CAR	HGV	BUS	MCY	PCY	TOT
245	4	1	7	1	258
290	2	1	5		298
252	2	1	2	2	259
256	6		4	1	267
290	2		2		294
247	5	1	2	1	256
208	1	2	1	1	213
173	1		1	1	176
1961	23	6	24	7	2021
1043	14	3	18	4	1082
1088	12	2	13	3	1118
1045	15	2	10	4	1076
1001	14	3	9	3	1030
918	9	3	6	3	939
WINDMILL STREET (SOUTH) LEFT TURN TO WOODVILLE PLACE					
CAR	HGV	BUS	MCY	PCY	TOT
15					15
20					20
19				1	20
16			1	1	18
22					22
23		1			24
17					17
35					35
167	0	1	1	2	171
70	0	0	1	2	73
77	0	0	1	2	80
80	0	1	1	2	84
78	0	1	1	1	81
97	0	1	0	0	98

K&M TRAFFIC SURVEYS

DATE : SATURDAY 20TH OCTOBER 2012

LOCATION : GRAVESEND, KENT

WINDMILL STREET / WOODVILLE PLACE

	WINDMILL STREET (NORTH) STRAIGHT AHEAD TO WINDMILL ST							WINDMILL STREET (NORTH) RIGHT TURN TO WOODVILLE PLACE							WINDMILL STREET (SOUTH) LEFT TURN TO WOODVILLE PLACE					
	CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT
1100-1115	54				1	55		252	4		1		257		27		1	1	1	30
1115-1130	71					71		272	1		2		275		35					35
1130-1145	65		1	1		67		263		1	1		265		35			1		36
1145-1200	73					73		271	4	1	1	2	279		26					26
1200-1215	66					66		266	1	1	2	2	272		28	1				29
1215-1230	58			1		59		284	2	1	2		289		26					26
1230-1245	73			1	1	75		241	2	1	1	1	246		34					34
1245-1300	60		1		1	62		259	1		5	1	266		38					38
1300-1315	64			1		65		259	3		2		264		24	1				25
1315-1330	66			1		67		269	2		1		272		32					32
1330-1345	63					63		290	1		2		293		25					25
1345-1400	46		1	1	1	49		251	2		4		257		24			1		25
1100-1400	759	0	3	6	4	772		3177	23	5	24	6	3235		354	0	3	1	3	361
1100-1200	263	0	1	1	1	266		1058	9	2	5	2	1076		123	0	1	1	2	127
1115-1215	275	0	1	1	0	277		1072	6	3	6	4	1091		124	0	1	0	1	126
1130-1230	262	0	1	2	0	265		1084	7	4	6	4	1105		115	0	1	0	1	117
1145-1245	270	0	0	2	1	273		1062	9	4	6	5	1086		114	0	1	0	0	115
1200-1300	257	0	1	2	2	262		1050	6	3	10	4	1073		126	0	1	0	0	127
1215-1315	255	0	1	3	2	261		1043	8	2	10	2	1065		122	0	1	0	0	123
1230-1330	263	0	1	3	2	269		1028	8	1	9	2	1048		128	0	1	0	0	129
1245-1345	253	0	1	2	1	257		1077	7	0	10	1	1095		119	0	1	0	0	120
1300-1400	239	0	1	3	1	244		1069	8	0	9	0	1086		105	0	1	0	1	107

K&M TRAFFIC SURVEYS

DATE : TUESDAY 16TH OCTOBER 2012

LOCATION : GRAVESEND, KENT

WROTHAM ROAD / WOODVILLE PLACE

WROTHAM ROAD STRAIGHT AHEAD NORTHBOUND						
CAR	HGV	BUS	MCY	PCY	TOT	
0730-0745	13				13	
0745-0800	37	4		1	42	
0800-0815	43	4	2		49	
0815-0830	42	2	3		2	49
0830-0845	51	3		1	55	
0845-0900	44	2	1	2	1	50
0900-0915	76	2	1		79	
0915-0930	37		1		38	
0730-0930	343	17	8	4	3	375
0730-0830	135	10	5	1	2	153
0745-0845	173	13	5	2	2	195
0800-0900	180	11	6	3	3	203
0815-0915	213	9	5	3	3	233
0830-0930	208	7	3	3	1	222

WOODVILLE PLACE RIGHT TO WROTHAM RD NORTH						
CAR	HGV	BUS	MCY	PCY	TOT	
114	2				116	
120	2	1	1	1	125	
100	9		1		110	
132	5	1	2		140	
125	6			1	132	
161	5		1	2	169	
192	5	1			198	
180	1		1		182	
1124	35	3	6	4	1172	
466	18	2	4	1	491	
477	22	2	4	2	507	
518	25	1	4	3	551	
610	21	2	3	3	639	
658	17	1	2	3	681	

WOODVILLE PLACE LEFT TO WROTHAM RD SOUTH						
CAR	HGV	BUS	MCY	PCY	TOT	
50	5	2	1	2	60	
38	1	2	2		43	
36	4		1		41	
51	4	1			56	
45	6				51	
40	3		1		44	
64	7				71	
41	2	3			46	
365	32	8	5	2	412	
175	14	5	4	2	200	
170	15	3	3	0	191	
172	17	1	2	0	192	
200	20	1	1	0	222	
190	18	3	1	0	212	

WROTHAM ROAD STRAIGHT AHEAD NORTHBOUND						
CAR	HGV	BUS	MCY	PCY	TOT	
1630-1645	24	1		1	26	
1645-1700	39	2	3		44	
1700-1715	36	1	2	1	1	41
1715-1730	25	2			27	
1730-1745	21	2			23	
1745-1800	33		1		3	37
1800-1815	26			1	27	
1815-1830	31		1		32	
1630-1830	235	8	6	3	5	257
1630-1730	124	6	5	2	1	138
1645-1745	121	7	5	1	1	135
1700-1800	115	5	3	1	4	128
1715-1815	105	4	1	0	4	114
1730-1830	111	2	1	1	4	119

WOODVILLE PLACE RIGHT TO WROTHAM RD NORTH						
CAR	HGV	BUS	MCY	PCY	TOT	
166	2	1	6		175	
206	2	1	3		212	
181	2	1		3	187	
200	3		1		204	
206	1		1		208	
187	2	2	1		192	
154		2	1		157	
140	1		1		142	
1440	13	7	14	3	1477	
753	9	3	10	3	778	
793	8	2	5	3	811	
774	8	3	3	3	791	
747	6	4	4	0	761	
687	4	4	4	0	699	

WOODVILLE PLACE LEFT TO WROTHAM RD SOUTH						
CAR	HGV	BUS	MCY	PCY	TOT	
94	2		1	1	98	
104			2		106	
90			2		92	
72	3		4	2	81	
106	1		1		108	
83	3		1	1	88	
71	1			1	73	
68				1	69	
688	10	0	11	6	715	
360	5	0	9	3	377	
372	4	0	9	2	387	
351	7	0	8	3	369	
332	8	0	6	4	350	
328	5	0	2	3	338	

K&M TRAFFIC SURVEYS

DATE : SATURDAY 20TH OCTOBER 2012

LOCATION : GRAVESEND, KENT

WROTHAM ROAD / WOODVILLE PLACE

	WROTHAM ROAD STRAIGHT AHEAD NORTHBOUND							WOODVILLE PLACE RIGHT TO WROTHAM RD NORTH							WOODVILLE PLACE LEFT TO WROTHAM RD SOUTH					
	CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT
1100-1115	50	1			2	53		204	2	1	2	1	210		75	2				77
1115-1130	52	1		1		54		234	1		2		237		73					73
1130-1145	44		1		2	47		239		1			240		59			1	1	61
1145-1200	49				3	52		228	4	1	1	1	235		69				1	70
1200-1215	48			1		49		219		2	1	2	224		75	1		1		77
1215-1230	43	1			1	45		237	2	1	1		241		73			1		74
1230-1245	44	1	1		1	47		198	1	1		1	201		77	1		1		79
1245-1300	58			2	1	61		223	1		4		228		74			1	1	76
1300-1315	46	1				47		214	3	1	1		219		69			1		70
1315-1330	42					42		209	1				210		92	1		1		94
1330-1345	39	1	1			41		199			1		200		116	1		1		118
1345-1400	34	1		2	1	38		200			2	1	203		75	2		2		79
1100-1400	549	7	3	6	11	576		2604	15	8	15	6	2648		927	8	0	10	3	948
1100-1200	195	2	1	1	7	206		905	7	3	5	2	922		276	2	0	1	2	281
1115-1215	193	1	1	2	5	202		920	5	4	4	3	936		276	1	0	2	2	281
1130-1230	184	1	1	1	6	193		923	6	5	3	3	940		276	1	0	3	2	282
1145-1245	184	2	1	1	5	193		882	7	5	3	4	901		294	2	0	3	1	300
1200-1300	193	2	1	3	3	202		877	4	4	6	3	894		299	2	0	4	1	306
1215-1315	191	3	1	2	3	200		872	7	3	6	1	889		293	1	0	4	1	299
1230-1330	190	2	1	2	2	197		844	6	2	5	1	858		312	2	0	4	1	319
1245-1345	185	2	1	2	1	191		845	5	1	6	0	857		351	2	0	4	1	358
1300-1400	161	3	1	2	1	168		822	4	1	4	1	832		352	4	0	5	0	361

K&M TRAFFIC SURVEYS

DATE : TUESDAY 16TH OCTOBER 2012

LOCATION : GRAVESEND, KENT

WROTHAM ROAD A227 / OLD ROAD WEST TRAFFIC SIGNALS

WROTHAM ROAD A227 NORTH LEFT TO OLD RD WEST (E)						
CAR	HGV	BUS	MCY	PCY	TOT	
0730-0745	2				2	
0745-0800	1				1	
0800-0815	3		1		4	
0815-0830	5				5	
0830-0845	8	1			9	
0845-0900	2		1		3	
0900-0915	5				5	
0915-0930	2				2	
0730-0930	28	1	0	2	0	31
0730-0830	11	0	0	1	0	12
0745-0845	17	1	0	1	0	19
0800-0900	18	1	0	2	0	21
0815-0915	20	1	0	1	0	22
0830-0930	17	1	0	1	0	19

WROTHAM ROAD A227 NORTH AHEAD TO A227 SOUTH						
CAR	HGV	BUS	MCY	PCY	TOT	
45	4	1	1		51	
36	1	2	2		41	
40	2		2		44	
52	4				56	
37	6				43	
33	1				34	
49	6				55	
37	4				41	
329	28	3	5	0	365	
173	11	3	5	0	192	
165	13	2	4	0	184	
162	13	0	2	0	177	
171	17	0	0	0	188	
156	17	0	0	0	173	

WROTHAM ROAD A227 NORTH RIGHT TO OLD RD WEST (W)						
CAR	HGV	BUS	MCY	PCY	TOT	
0					0	
6		1			7	
3					3	
5	1				6	
6					6	
4					4	
11					11	
3					3	
38	1	1	0	0	40	
14	1	1	0	0	16	
20	1	1	0	0	22	
18	1	0	0	0	19	
26	1	0	0	0	27	
24	0	0	0	0	24	

WROTHAM ROAD A227 NORTH LEFT TO OLD RD WEST (E)						
CAR	HGV	BUS	MCY	PCY	TOT	
1630-1645	7				7	
1645-1700	2				2	
1700-1715	4				4	
1715-1730	6				6	
1730-1745	5				5	
1745-1800	4				4	
1800-1815	7				7	
1815-1830	5				5	
1630-1830	40	0	0	0	0	40
1630-1730	19	0	0	0	0	19
1645-1745	17	0	0	0	0	17
1700-1800	19	0	0	0	0	19
1715-1815	22	0	0	0	0	22
1730-1830	21	0	0	0	0	21

WROTHAM ROAD A227 NORTH AHEAD TO A227 SOUTH						
CAR	HGV	BUS	MCY	PCY	TOT	
65	2		2		69	
66			2	1	69	
80		1	2		83	
69	3	1	2		75	
98	1		1		100	
62	3		1	1	67	
66	1				67	
42				3	45	
548	10	2	10	5	575	
280	5	2	8	1	296	
313	4	2	7	1	327	
309	7	2	6	1	325	
295	8	1	4	1	309	
268	5	0	2	4	279	

WROTHAM ROAD A227 NORTH RIGHT TO OLD RD WEST (W)						
CAR	HGV	BUS	MCY	PCY	TOT	
8		1			9	
7					7	
8					8	
7			1		8	
10					10	
11					11	
12			1		13	
5					5	
68	0	1	2	0	71	
30	0	1	1	0	32	
32	0	0	1	0	33	
36	0	0	1	0	37	
40	0	0	2	0	42	
38	0	0	1	0	39	

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LOCATION : GRAVESEND, KENT

WROTHAM ROAD A227 / OLD ROAD WEST TRAFFIC SIGNALS

	WROTHAM ROAD A227 NORTH LEFT TO OLD RD WEST (E)						WROTHAM ROAD A227 NORTH AHEAD TO A227 SOUTH						WROTHAM ROAD A227 NORTH RIGHT TO OLD RD WEST (W)					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
1100-1115	5					5	41	1				42	13	1				14
1115-1130	5					5	45					45	15					15
1130-1145	2					2	49					49	17					17
1145-1200	4					4	47				1	48	12					12
1200-1215	7			1		8	50		1		1	52	11					11
1215-1230	3					3	64				1	65	14					14
1230-1245	7					7	60					60	11			1		12
1245-1300	4			1	1	6	56			1	1	58	11					11
1300-1315	4					4	58					58	10					10
1315-1330	4					4	53					53	8					8
1330-1345	6					6	91					91	12					12
1345-1400	10					10	52				1	53	15					15
1100-1400	61	0	0	2	1	64	666	1	1	1	5	674	149	1	0	1	0	151
1100-1200	16	0	0	0	0	16	182	1	0	0	1	184	57	1	0	0	0	58
1115-1215	18	0	0	1	0	19	191	0	1	0	2	194	55	0	0	0	0	55
1130-1230	16	0	0	1	0	17	210	0	1	0	3	214	54	0	0	0	0	54
1145-1245	21	0	0	1	0	22	221	0	1	0	3	225	48	0	0	1	0	49
1200-1300	21	0	0	2	1	24	230	0	1	1	3	235	47	0	0	1	0	48
1215-1315	18	0	0	1	1	20	238	0	0	1	2	241	46	0	0	1	0	47
1230-1330	19	0	0	1	1	21	227	0	0	1	1	229	40	0	0	1	0	41
1245-1345	18	0	0	1	1	20	258	0	0	1	1	260	41	0	0	0	0	41
1300-1400	24	0	0	0	0	24	254	0	0	0	1	255	45	0	0	0	0	45

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LOCATION : GRAVESEND, KENT

WROTHAM ROAD A227 / OLD ROAD WEST TRAFFIC SIGNALS

		OLD ROAD WEST (EAST) LEFT TO WROTHAM RD A227 SOUTH					
		CAR	HGV	BUS	MCY	PCY	TOT
0730-0745		14	2				16
0745-0800		17	1				18
0800-0815		22					22
0815-0830		24			1		25
0830-0845		32					32
0845-0900		20	1				21
0900-0915		19	1				20
0915-0930		15	2				17
0730-0930		163	7	0	1	0	171
0730-0830		77	3	0	1	0	81
0745-0845		95	1	0	1	0	97
0800-0900		98	1	0	1	0	100
0815-0915		95	2	0	1	0	98
0830-0930		86	4	0	0	0	90

		OLD ROAD WEST (EAST) STRAIGHT AHEAD WESTBOUND					
		CAR	HGV	BUS	MCY	PCY	TOT
		47	3	1	3	1	55
		65				2	67
		100	1	1			102
		114	3			1	118
		86	3				89
		81	4			1	86
		93	3		1		97
		66	1		1		68
		652	18	2	5	5	682
		326	7	2	3	4	342
		365	7	1	0	3	376
		381	11	1	0	2	395
		374	13	0	1	2	390
		326	11	0	2	1	340

		OLD ROAD WEST (EAST) RIGHT TO A227 NORTH (TOWN)					
		CAR	HGV	BUS	MCY	PCY	TOT
		4					4
		5					5
		7					7
		6			1		7
		4					4
		10					10
		6					6
		3					3
		45	0	0	0	1	46
		22	0	0	0	1	23
		22	0	0	0	1	23
		27	0	0	0	1	28
		26	0	0	0	1	27
		23	0	0	0	0	23

		OLD ROAD WEST (EAST) LEFT TO WROTHAM RD A227 SOUTH					
		CAR	HGV	BUS	MCY	PCY	TOT
1630-1645		27					27
1645-1700		20					20
1700-1715		24					24
1715-1730		31					31
1730-1745		19					19
1745-1800		23		1			24
1800-1815		10					10
1815-1830		19	1				20
1630-1830		173	1	1	0	0	175
1630-1730		102	0	0	0	0	102
1645-1745		94	0	0	0	0	94
1700-1800		97	0	1	0	0	98
1715-1815		83	0	1	0	0	84
1730-1830		71	1	1	0	0	73

		OLD ROAD WEST (EAST) STRAIGHT AHEAD WESTBOUND					
		CAR	HGV	BUS	MCY	PCY	TOT
		61			2		63
		89	1	1	1		92
		84	1		2		87
		74	1			1	76
		64	2		4	2	72
		84			1	1	86
		73	1				74
		69	2			1	72
		598	8	1	10	5	622
		308	3	1	5	1	318
		311	5	1	7	3	327
		306	4	0	7	4	321
		295	4	0	5	4	308
		290	5	0	5	4	304

		OLD ROAD WEST (EAST) RIGHT TO A227 NORTH (TOWN)					
		CAR	HGV	BUS	MCY	PCY	TOT
		3					3
		8					8
		2			1		3
		1					1
		3					3
		1					1
		5					5
		5					5
		28	0	0	1	0	29
		14	0	0	1	0	15
		14	0	0	1	0	15
		7	0	0	1	0	8
		10	0	0	0	0	10
		14	0	0	0	0	14

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WROTHAM ROAD A227 / OLD ROAD WEST TRAFFIC SIGNALS

	OLD ROAD WEST (EAST) LEFT TO WROTHAM RD A227 SOUTH					
	CAR	HGV	BUS	MCY	PCY	TOT
1100-1115	29			1		30
1115-1130	23					23
1130-1145	18	2				20
1145-1200	20			1		21
1200-1215	25			1		26
1215-1230	29					29
1230-1245	22					22
1245-1300	16					16
1300-1315	29					29
1315-1330	22					22
1330-1345	23					23
1345-1400	30	1				31
1100-1400	286	3	0	3	0	292
1100-1200	90	2	0	2	0	94
1115-1215	86	2	0	2	0	90
1130-1230	92	2	0	2	0	96
1145-1245	96	0	0	2	0	98
1200-1300	92	0	0	1	0	93
1215-1315	96	0	0	0	0	96
1230-1330	89	0	0	0	0	89
1245-1345	90	0	0	0	0	90
1300-1400	104	1	0	0	0	105

	OLD ROAD WEST (EAST) STRAIGHT AHEAD WESTBOUND					
	CAR	HGV	BUS	MCY	PCY	TOT
	95	1				96
	112	2		1	1	116
	109	2				111
	99			1	1	101
	114	1			1	116
	108	1		1		110
	107	1		3		111
	80			3		83
	81			1	1	83
	79	2		1		82
	82	1		4		87
	86			1		87
	1152	11	0	16	4	1183
	415	5	0	2	2	424
	434	5	0	2	3	444
	430	4	0	2	2	438
	428	3	0	5	2	438
	409	3	0	7	1	420
	376	2	0	8	1	387
	347	3	0	8	1	359
	322	3	0	9	1	335
	328	3	0	7	1	339

	OLD ROAD WEST (EAST) RIGHT TO A227 NORTH (TOWN)					
	CAR	HGV	BUS	MCY	PCY	TOT
	4					4
	5					5
	1					1
	6					6
	5	1				6
	4					4
	8					8
	8					8
	6					6
	4					4
	6					6
	8					8
	65	1	0	0	0	66
	16	0	0	0	0	16
	17	1	0	0	0	18
	16	1	0	0	0	17
	23	1	0	0	0	24
	25	1	0	0	0	26
	26	0	0	0	0	26
	26	0	0	0	0	26
	24	0	0	0	0	24
	24	0	0	0	0	24

K&M TRAFFIC SURVEYS

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LOCATION : GRAVESEND, KENT

WROTHAM ROAD A227 / OLD ROAD WEST TRAFFIC SIGNALS

WROTHAM ROAD A227 SOUTH LEFT TO OLD RD WEST (W)						
CAR	HGV	BUS	MCY	PCY	TOT	
0730-0745	14	1				15
0745-0800	23	1		1		25
0800-0815	29	1				30
0815-0830	8					8
0830-0845	32					32
0845-0900	15					15
0900-0915	14	1				15
0915-0930	12	1				13
0730-0930	147	5	0	1	0	153
0730-0830	74	3	0	1	0	78
0745-0845	92	2	0	1	0	95
0800-0900	84	1	0	0	0	85
0815-0915	69	1	0	0	0	70
0830-0930	73	2	0	0	0	75

WROTHAM ROAD A227 SOUTH AHEAD TO A227 NORTH (TOWN)						
CAR	HGV	BUS	MCY	PCY	TOT	
29		2				31
40	3		1			44
76	4	4	1			85
60	3	2	1	1		67
86	1		1			88
88	2	1	3	1		95
72	1	1				74
65	2	1				68
516	16	11	7	2		552
205	10	8	3	1		227
262	11	6	4	1		284
310	10	7	6	2		335
306	7	4	5	2		324
311	6	3	4	1		325

WROTHAM ROAD A227 SOUTH RIGHT TO OLD RD WEST (E)						
CAR	HGV	BUS	MCY	PCY	TOT	
10	1					11
9	1					10
8	1					9
9						9
15						15
16						16
15						15
11	2					13
93	5	0	0	0		98
36	3	0	0	0		39
41	2	0	0	0		43
48	1	0	0	0		49
55	0	0	0	0		55
57	2	0	0	0		59

WROTHAM ROAD A227 SOUTH LEFT TO OLD RD WEST (W)						
CAR	HGV	BUS	MCY	PCY	TOT	
1630-1645	14					14
1645-1700	11					11
1700-1715	16					16
1715-1730	13					13
1730-1745	20					20
1745-1800	15		1			16
1800-1815	16					16
1815-1830	10	1				11
1630-1830	115	1	0	1	0	117
1630-1730	54	0	0	0	0	54
1645-1745	60	0	0	0	0	60
1700-1800	64	0	0	1	0	65
1715-1815	64	0	0	1	0	65
1730-1830	61	1	0	1	0	63

WROTHAM ROAD A227 SOUTH AHEAD TO A227 NORTH (TOWN)						
CAR	HGV	BUS	MCY	PCY	TOT	
57	4	2	1			64
48	2	2	1			53
61	1	1				63
48	2					50
69	1		1			71
64	1	1		1		67
48	1		1			50
45	1		2			48
440	13	6	6	1		466
214	9	5	2	0		230
226	6	3	2	0		237
242	5	2	1	1		251
229	5	1	2	1		238
226	4	1	4	1		236

WROTHAM ROAD A227 SOUTH RIGHT TO OLD RD WEST (E)						
CAR	HGV	BUS	MCY	PCY	TOT	
8						8
12	1					13
7						7
8						8
12	1					13
17						17
8						8
18						18
90	2	0	0	0		92
35	1	0	0	0		36
39	2	0	0	0		41
44	1	0	0	0		45
45	1	0	0	0		46
55	1	0	0	0		56

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WROTHAM ROAD A227 / OLD ROAD WEST TRAFFIC SIGNALS

	WROTHAM ROAD A227 SOUTH LEFT TO OLD RD WEST (W)							WROTHAM ROAD A227 SOUTH AHEAD TO A227 NORTH (TOWN)							WROTHAM ROAD A227 SOUTH RIGHT TO OLD RD WEST (E)					
	CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT
1100-1115	14					14		74	1			1	76		13	1				14
1115-1130	22					22		58	1		1		60		8					8
1130-1145	14					14		85		1		2	88		10	1				11
1145-1200	14					14		55					55		13					13
1200-1215	15					15		68					68		11			1		12
1215-1230	20			1		21		61				1	62		21					21
1230-1245	19					19		66	1	1			68		14					14
1245-1300	12					12		67	1		2		70		16					16
1300-1315	14					14		60	1				61		5					5
1315-1330	12					12		54				1	55		15					15
1330-1345	19					19		65	1				66		18		1	1		20
1345-1400	17					17		54	1	1			56		16					16
1100-1400	192	0	0	1	0	193		767	7	3	3	5	785		160	2	1	2	0	165
1100-1200	64	0	0	0	0	64		272	2	1	1	3	279		44	2	0	0	0	46
1115-1215	65	0	0	0	0	65		266	1	1	1	2	271		42	1	0	1	0	44
1130-1230	63	0	0	1	0	64		269	0	1	0	3	273		55	1	0	1	0	57
1145-1245	68	0	0	1	0	69		250	1	1	0	1	253		59	0	0	1	0	60
1200-1300	66	0	0	1	0	67		262	2	1	2	1	268		62	0	0	1	0	63
1215-1315	65	0	0	1	0	66		254	3	1	2	1	261		56	0	0	0	0	56
1230-1330	57	0	0	0	0	57		247	3	1	2	1	254		50	0	0	0	0	50
1245-1345	57	0	0	0	0	57		246	3	0	2	1	252		54	0	1	1	0	56
1300-1400	62	0	0	0	0	62		233	3	1	0	1	238		54	0	1	1	0	56

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DATE : TUESDAY 16TH OCTOBER 2012

LOCATION : GRAVESEND, KENT

WROTHAM ROAD A227 / OLD ROAD WEST TRAFFIC SIGNALS

		OLD ROAD WEST (WEST) LEFT TO A277 NORTH (TOWN)						OLD ROAD WEST (WEST) STRAIGHT AHEAD EASTBOUND						OLD ROAD WEST (WEST) RIGHT TO A227 SOUTH					
		CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
0730-0745		1					1	28					28	16	1				17
0745-0800		4	1				5	36	1			1	38	17	1				18
0800-0815		9					9	56				2	58	29	2				31
0815-0830		7	1				8	44	3		1		48	21		1			22
0830-0845		5					5	76	2		3		81	29					29
0845-0900		12					12	67	1	1	3		72	20		2			22
0900-0915		5					5	66					66	12					12
0915-0930		2					2	48	2	2	1		53	10					10
0730-0930		45	2	0	0	0	47	421	9	3	8	3	444	154	4	3	0	0	161
0730-0830		21	2	0	0	0	23	164	4	0	1	3	172	83	4	1	0	0	88
0745-0845		25	2	0	0	0	27	212	6	0	4	3	225	96	3	1	0	0	100
0800-0900		33	1	0	0	0	34	243	6	1	7	2	259	99	2	3	0	0	104
0815-0915		29	1	0	0	0	30	253	6	1	7	0	267	82	0	3	0	0	85
0830-0930		24	0	0	0	0	24	257	5	3	7	0	272	71	0	2	0	0	73

		OLD ROAD WEST (WEST) LEFT TO A277 NORTH (TOWN)						OLD ROAD WEST (WEST) STRAIGHT AHEAD EASTBOUND						OLD ROAD WEST (WEST) RIGHT TO A227 SOUTH					
		CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
1630-1645		3					3	88		1	1	1	91	20		1			21
1645-1700		2					2	67					67	16					16
1700-1715		11					11	87					87	21					21
1715-1730		10				1	11	86	1		3	1	91	23		1			24
1730-1745		6					6	84			1	1	86	26		1			27
1745-1800		6					6	92				2	94	19					19
1800-1815		4					4	77	1		1	1	80	9	1		1		11
1815-1830		3					3	63				2	65	19					19
1630-1830		45	0	0	0	1	46	644	2	1	6	8	661	153	1	3	1	0	158
1630-1730		26	0	0	0	1	27	328	1	1	4	2	336	80	0	2	0	0	82
1645-1745		29	0	0	0	1	30	324	1	0	4	2	331	86	0	2	0	0	88
1700-1800		33	0	0	0	1	34	349	1	0	4	4	358	89	0	2	0	0	91
1715-1815		26	0	0	0	1	27	339	2	0	5	5	351	77	1	2	1	0	81
1730-1830		19	0	0	0	0	19	316	1	0	2	6	325	73	1	1	1	0	76

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DATE : SATURDAY 20TH OCTOBER 2012

LOCATION : GRAVESEND, KENT

WROTHAM ROAD A227 / OLD ROAD WEST TRAFFIC SIGNALS

	OLD ROAD WEST (WEST) LEFT TO A227 NORTH (TOWN)							OLD ROAD WEST (WEST) STRAIGHT AHEAD EASTBOUND							OLD ROAD WEST (WEST) RIGHT TO A227 SOUTH					
	CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT
1100-1115	4					4		64	1		2	1	68		12					12
1115-1130	6					6		72			1		73		15					15
1130-1145	5					5		76	1			3	80		20					20
1145-1200	6					6		74	1		1		76		23		1			24
1200-1215	6					6		91	1				92		22	1				23
1215-1230	6				1	7		90			1		91		20					20
1230-1245	9					9		103	1		1	2	107		26					26
1245-1300	12			3		15		99			3	1	103		13		1			14
1300-1315	11					11		93	1		1		95		14					14
1315-1330	6					6		72			1		73		14					14
1330-1345	3					3		81				1	82		19			1		20
1345-1400	6					6		78	1		1		80		29					29
1100-1400	80	0	0	3	1	84		993	7	0	12	8	1020		227	1	2	1	0	231
1100-1200	21	0	0	0	0	21		286	3	0	4	4	297		70	0	1	0	0	71
1115-1215	23	0	0	0	0	23		313	3	0	2	3	321		80	1	1	0	0	82
1130-1230	23	0	0	0	1	24		331	3	0	2	3	339		85	1	1	0	0	87
1145-1245	27	0	0	0	1	28		358	3	0	3	2	366		91	1	1	0	0	93
1200-1300	33	0	0	3	1	37		383	2	0	5	3	393		81	1	1	0	0	83
1215-1315	38	0	0	3	1	42		385	2	0	6	3	396		73	0	1	0	0	74
1230-1330	38	0	0	3	0	41		367	2	0	6	3	378		67	0	1	0	0	68
1245-1345	32	0	0	3	0	35		345	1	0	5	2	353		60	0	1	1	0	62
1300-1400	26	0	0	0	0	26		324	2	0	3	1	330		76	0	0	1	0	77

K&M TRAFFIC SURVEYS

DATE : THURSDAY 13TH DECEMBER 2012

LOCATION : GRAVESEND, KENT

PARROCK STREET / LORD STREET JUNCTION

	PARROCK STREET SOUTH OUT LEFT TO LORD STREET WEST							PARROCK STREET SOUTH LEFT TURN IN FROM PARROCK ST N							PARROCK ST NORTH TO LORD ST FROM NORTH TO WEST						
	CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT	
0700-0715	32				1	33		16		2			18		51	5	2			58	
0715-0730	39	1	1	1	1	43		22		1			23		63	6	6			75	
0730-0745	48	1				49		26	1	1			28		61	4	3			68	
0745-0800	59	1				60		31	1	1			33		92	10	2	1	1	106	
0800-0815	74					74		36		1			37		117			1		118	
0815-0830	84	1				85		29		1			30		157	6		2		165	
0830-0845	56					56		43					43		122	3			1	126	
0845-0900	89					89		51		1			52		150	3		1		154	
0900-0915	82	1				83		45		2			47		129	9				138	
0915-0930	66	1				67		30	1	1			32		137	6				143	
0930-0945	48	1				49		31		1			32		142	2	1			145	
0945-1000	43	2				45		33	2	1	1		37		162	7	1		1	171	
0700-1000	720	9	1	1	2	733		393	5	13	1	0	412		1383	61	15	5	3	1467	
0700-0800	178	3	1	1	2	185		95	2	5	0	0	102		267	25	13	1	1	307	
0715-0815	220	3	1	1	1	226		115	2	4	0	0	121		333	20	11	2	1	367	
0730-0830	265	3	0	0	0	268		122	2	4	0	0	128		427	20	5	4	1	457	
0745-0845	273	2	0	0	0	275		139	1	3	0	0	143		488	19	2	4	2	515	
0800-0900	303	1	0	0	0	304		159	0	3	0	0	162		546	12	0	4	1	563	
0815-0915	311	2	0	0	0	313		168	0	4	0	0	172		558	21	0	3	1	583	
0830-0930	293	2	0	0	0	295		169	1	4	0	0	174		538	21	0	1	1	561	
0845-0945	285	3	0	0	0	288		157	1	5	0	0	163		558	20	1	1	0	580	
0900-1000	239	5	0	0	0	244		139	3	5	1	0	148		570	24	2	0	1	597	

K&M TRAFFIC SURVEYS

DATE : THURSDAY 13TH DECEMBER 2012

LOCATION : GRAVESEND, KENT

WINDMILL STREET / LORD STREET JUNCTION

WINDMILL STREET FROM NORTH OUT AHEAD SOUTH FROM TOWN							FROM LORD STREET LEFT TO WINDMILL ST SOUTH						
	CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT
0700-0715	17					17		74	2	4			80
0715-0730	26	1				27		109	8	4	1	2	124
0730-0745	30	2				32		93	7	2			102
0745-0800	25	2				27		137	8	2	1		148
0800-0815	22					22		196	1		1		198
0815-0830	24	1				25		209	5		2		216
0830-0845	26	1				27		175	5			1	181
0845-0900	19	3				22		194	3				197
0900-0915	32	2				34		215	11		1		227
0915-0930	23	1				24		195	6				201
0930-0945	35		1			36		183	2	1			186
0945-1000	18			1	1	20		192	9	1		1	203
0700-1000	297	13	1	1	1	313		1972	67	14	6	4	2063
0700-0800	98	5	0	0	0	103		413	25	12	2	2	454
0715-0815	103	5	0	0	0	108		535	24	8	3	2	572
0730-0830	101	5	0	0	0	106		635	21	4	4	0	664
0745-0845	97	4	0	0	0	101		717	19	2	4	1	743
0800-0900	91	5	0	0	0	96		774	14	0	3	1	792
0815-0915	101	7	0	0	0	108		793	24	0	3	1	821
0830-0930	100	7	0	0	0	107		779	25	0	1	1	806
0845-0945	109	6	1	0	0	116		787	22	1	1	0	811
0900-1000	108	3	1	1	1	114		785	28	2	1	1	817

Site No: 16130002

Grid Reference: TQ64693,73771

Site 2, Zion Place, Gravesend (LC 002)

Vehicle Count Report

Week Begin: 12-Dec-12

Channel: Eastbound

Time	Wed	Thu	Fri	Sat	Sun	Mon	Tue	5-Day	7-Day
Begin	12/12/12	13/12/12	14/12/12	15/12/12	16/12/12	17/12/12	18/12/12	Av	Av
00:00	10	15	12	20	24	12	11	12	15
01:00	6	2	11	13	16	5	2	5	8
02:00	4	2	3	7	9	1	2	2	4
03:00	4	5	7	6	7	2	4	4	5
04:00	4	5	6	10	6	7	2	5	6
05:00	24	21	23	15	3	22	19	22	18
06:00	22	32	28	19	17	25	26	27	24
07:00	35	41	51	23	13	57	49	47	38
08:00	133	147	154	60	20	150	155	148	117
09:00	132	117	130	109	52	102	137	124	111
10:00	97	97	96	95	85	83	90	93	92
11:00	79	87	92	101	66	77	97	86	86
12:00	78	89	85	138	86	84	101	87	94
13:00	120	85	98	152	76	88	88	96	101
14:00	80	83	109	137	69	88	85	89	93
15:00	100	102	122	97	91	110	141	115	109
16:00	106	122	116	101	94	112	113	114	109
17:00	108	110	172	123	72	106	110	121	114
18:00	112	119	125	88	86	98	131	117	108
19:00	102	86	83	77	59	94	96	92	85
20:00	61	61	78	59	49	39	44	57	56
21:00	41	43	50	46	28	33	32	40	39
22:00	38	32	43	32	22	35	41	38	35
23:00	20	37	37	30	16	22	20	27	26
12H,7-19	1180	1199	1350	1224	810	1155	1297	1236	1174
16H,6-22	1406	1421	1589	1425	963	1346	1495	1451	1378
18H,6-24	1464	1490	1669	1487	1001	1403	1556	1516	1439
24H,0-24	1516	1540	1731	1558	1066	1452	1596	1567	1494
Am	08:00	08:00	08:00	09:00	10:00	08:00	08:00	-	-
Peak	133	147	154	109	85	150	155	148	133
Pm	13:00	16:00	17:00	13:00	16:00	16:00	15:00	-	-
Peak	120	122	172	152	94	112	141	133	130

K & M TRAFFIC SURVEYS

Created at 10:32:05 on 20 Dec 2012

Site No: 16130002

Grid Reference: TQ64693,73771

Site 2, Zion Place, Gravesend (LC 002)

Vehicle Count Report

Week Begin: 12-Dec-12

Channel: Westbound

Time	Wed	Thu	Fri	Sat	Sun	Mon	Tue	5-Day	7-Day
Begin	12/12/12	13/12/12	14/12/12	15/12/12	16/12/12	17/12/12	18/12/12	Av	Av
00:00	0	1	2	6	2	0	0	1	2
01:00	1	0	1	3	0	0	0	0	1
02:00	0	1	0	1	1	0	0	0	0
03:00	0	1	0	1	0	1	1	1	1
04:00	3	0	0	1	3	0	0	1	1
05:00	4	3	4	3	4	4	0	3	3
06:00	9	6	4	5	2	5	7	6	5
07:00	13	12	11	4	3	11	5	10	8
08:00	17	23	21	4	3	17	20	20	15
09:00	33	29	59	11	6	34	35	38	30
10:00	18	24	62	16	9	24	28	31	26
11:00	35	34	41	57	9	36	30	35	35
12:00	22	17	35	65	18	20	41	27	31
13:00	29	29	30	57	20	31	17	27	30
14:00	33	27	35	78	14	26	20	28	33
15:00	32	35	62	60	10	41	22	38	37
16:00	31	26	39	25	7	35	19	30	26
17:00	43	36	41	25	9	42	30	38	32
18:00	30	20	31	13	12	17	23	24	21
19:00	19	19	29	14	10	17	22	21	19
20:00	12	5	14	7	4	6	7	9	8
21:00	11	6	19	12	4	7	7	10	9
22:00	16	7	16	5	3	9	10	12	9
23:00	4	2	6	6	2	1	3	3	3
12H,7-19	336	312	467	415	120	334	290	348	325
16H,6-22	387	348	533	453	140	369	333	394	366
18H,6-24	407	357	555	464	145	379	346	409	379
24H,0-24	415	363	562	479	155	384	347	414	386
Am	11:00	11:00	10:00	11:00	11:00	11:00	09:00 -	-	
Peak	35	34	62	57	9	36	35	40	38
Pm	17:00	17:00	15:00	14:00	13:00	17:00	12:00 -	-	
Peak	43	36	62	78	20	42	41	45	46

K & M TRAFFIC SURVEYS

Created at 10:32:05 on 20 Dec 2012

Site No: 16130001

Grid Reference: TQ64567,73245

Site 1, Wrotham Road, Gravesend (No Stopping SP)

Vehicle Count Report

Week Begin: 12-Dec-12

Channel: Northbound

Time	Wed	Thu	Fri	Sat	Sun	Mon	Tue	5-Day	7-Day
Begin	12/12/12	13/12/12	14/12/12	15/12/12	16/12/12	17/12/12	18/12/12	Av	Av
00:00	34	37	40	66	77	24	27	32	44
01:00	15	13	28	51	49	17	12	17	26
02:00	11	4	11	22	36	8	8	8	14
03:00	13	18	15	30	26	8	9	13	17
04:00	18	19	25	30	20	14	21	19	21
05:00	35	42	46	23	10	34	45	40	34
06:00	70	95	79	42	24	72	79	79	66
07:00	160	200	196	77	35	186	183	185	148
08:00	349	353	392	190	54	395	428	383	309
09:00	369	329	362	254	206	313	364	347	314
10:00	264	299	316	293	300	270	300	290	292
11:00	256	297	258	314	266	309	299	284	286
12:00	265	303	285	322	262	272	283	282	285
13:00	270	253	274	317	261	263	282	268	274
14:00	247	278	283	315	217	252	282	268	268
15:00	274	285	330	277	231	267	275	286	277
16:00	277	291	294	255	191	218	255	267	254
17:00	234	307	310	247	131	298	314	293	263
18:00	264	262	323	232	175	272	348	294	268
19:00	226	232	260	215	132	224	208	230	214
20:00	120	116	159	140	109	139	126	132	130
21:00	110	115	137	92	64	87	94	109	100
22:00	82	81	108	104	56	90	103	93	89
23:00	54	56	103	103	31	62	51	65	66
12H,7-19	3229	3457	3623	3093	2329	3315	3613	3447	3237
16H,6-22	3755	4015	4258	3582	2658	3837	4120	3997	3746
18H,6-24	3891	4152	4469	3789	2745	3989	4274	4155	3901
24H,0-24	4017	4285	4634	4011	2963	4094	4396	4285	4057
Am	09:00	08:00	08:00	11:00	10:00	08:00	08:00	-	-
Peak	369	353	392	314	300	395	428	387	364
Pm	16:00	17:00	15:00	12:00	12:00	17:00	18:00	-	-
Peak	277	307	330	322	262	298	348	312	306

K & M TRAFFIC SURVEYS

Created at 10:31:24 on 20 Dec 2012

Site No: 16130001

Grid Reference: TQ64567,73245

Site 1, Wrotham Road, Gravesend (No Stopping SP)

Vehicle Count Report

Week Begin: 12-Dec-12

Channel: Southbound

Time	Wed	Thu	Fri	Sat	Sun	Mon	Tue	5-Day	7-Day
Begin	12/12/12	13/12/12	14/12/12	15/12/12	16/12/12	17/12/12	18/12/12	Av	Av
00:00	25	27	34	68	53	23	30	28	37
01:00	12	10	18	56	40	13	10	13	23
02:00	15	5	6	23	25	12	13	10	14
03:00	14	14	9	24	20	6	14	11	14
04:00	44	25	51	26	29	30	29	36	33
05:00	94	105	113	59	25	126	112	110	91
06:00	160	171	167	82	36	171	206	175	142
07:00	284	240	255	117	47	233	311	265	212
08:00	362	327	333	201	69	301	412	347	286
09:00	238	241	336	226	104	321	320	291	255
10:00	256	314	311	276	194	271	328	296	279
11:00	231	299	313	336	239	315	330	298	295
12:00	279	340	329	326	314	327	393	334	330
13:00	301	350	345	344	286	342	363	340	333
14:00	337	387	376	359	237	353	394	369	349
15:00	371	411	385	317	258	345	401	383	355
16:00	385	413	367	320	262	407	426	400	369
17:00	409	416	413	298	208	381	427	409	365
18:00	252	353	326	216	183	263	291	297	269
19:00	193	249	250	190	144	201	227	224	208
20:00	109	136	142	141	116	124	144	131	130
21:00	118	123	180	130	84	101	130	130	124
22:00	120	114	118	125	67	90	102	109	105
23:00	58	54	130	107	40	54	56	70	71
12H,7-19	3705	4091	4089	3336	2401	3859	4396	4028	3697
16H,6-22	4285	4770	4828	3879	2781	4456	5103	4688	4300
18H,6-24	4463	4938	5076	4111	2888	4600	5261	4868	4477
24H,0-24	4667	5124	5307	4367	3080	4810	5469	5075	4689
Am	08:00	08:00	09:00	11:00	11:00	09:00	08:00 -	-	
Peak	362	327	336	336	239	321	412	352	333
Pm	17:00	17:00	17:00	14:00	12:00	16:00	17:00 -	-	
Peak	409	416	413	359	314	407	427	414	392

K & M TRAFFIC SURVEYS

Created at 10:31:24 on 20 Dec 2012

Site No: 16130003

Grid Reference: TQ64866,73919

Site 3, Parrock Street, Gravesend (Northfleet SP)

Vehicle Count Report

Week Begin: 12-Dec-12

Channel: Southbound

Time	Wed	Thu	Fri	Sat	Sun	Mon	Tue	5-Day	7-Day
Begin	12/12/12	13/12/12	14/12/12	15/12/12	16/12/12	17/12/12	18/12/12	Av	Av
00:00	56	56	71	155	177	55	78	63	93
01:00	24	20	36	129	137	26	26	26	57
02:00	24	21	20	73	87	22	25	22	39
03:00	14	16	21	49	69	11	19	16	28
04:00	43	39	52	62	67	31	36	40	47
05:00	135	151	146	91	60	139	148	144	124
06:00	233	248	267	132	62	230	245	245	202
07:00	438	401	426	205	76	412	472	430	347
08:00	706	712	715	463	119	707	751	718	596
09:00	755	728	726	669	326	757	708	735	667
10:00	822	906	840	904	807	920	922	882	874
11:00	826	999	1017	1056	1003	969	934	949	972
12:00	855	1002	1010	979	1123	1023	1006	979	1000
13:00	861	913	1055	945	1018	996	990	963	968
14:00	977	1017	1128	1036	935	1027	1018	1033	1020
15:00	1107	1062	1110	967	845	1038	1127	1089	1037
16:00	1149	1072	1101	966	598	1096	1116	1107	1014
17:00	1109	1097	1135	751	437	1094	1140	1115	966
18:00	745	807	815	667	429	669	792	766	703
19:00	552	543	658	518	379	521	525	560	528
20:00	358	415	455	459	248	354	383	393	382
21:00	251	266	322	332	162	250	262	270	264
22:00	202	238	293	274	157	175	207	223	221
23:00	134	119	255	279	85	120	131	152	160
12H,7-19	10350	10716	11078	9608	7716	10708	10976	10766	10165
16H,6-22	11744	12188	12780	11049	8567	12063	12391	12233	11540
18H,6-24	12080	12545	13328	11602	8809	12358	12729	12608	11922
24H,0-24	12376	12848	13674	12161	9406	12642	13061	12920	12310
Am	11:00	11:00	11:00	11:00	11:00	11:00	11:00	-	-
Peak	826	999	1017	1056	1003	969	934	949	972
Pm	16:00	17:00	17:00	14:00	12:00	16:00	17:00	-	-
Peak	1149	1097	1135	1036	1123	1096	1140	1123	1111

K & M TRAFFIC SURVEYS

Created at 10:32:42 on 20 Dec 2012

K&M TRAFFIC SURVEYS

DATE : Tuesday 9th October 2012

LOCATION : Woodville Place, Gravesend, Kent

SPEED LIMIT : 30 mph

WEATHER : Dry & Fine

ROADWORKS : None

ACCIDENTS : None

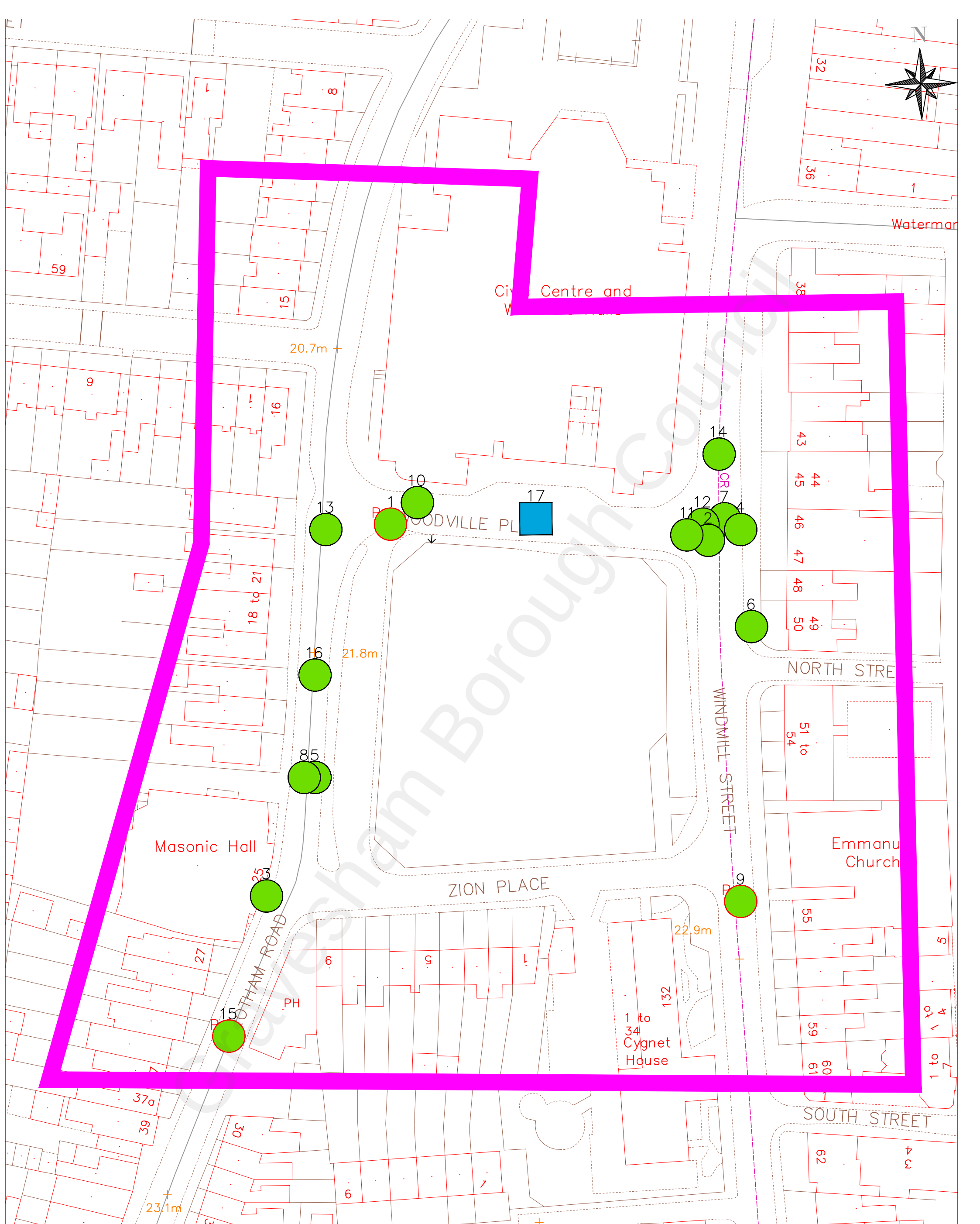
TIME : 1030 - 1200

LOCATION : Woodville Place		
SPEED	Windmill St (North) to Woodville Place	Windmill St (South) to Woodville Place
5		
6		
7		
8		1
9		3
10	7	1
11	14	3
12	29	3
13	39	3
14	39	3
15	36	1
16	14	2
17	13	
18	9	
19	1	
20	1	
21	1	
22		
23		
24		
TOTAL	203	20
85th%	16 mph	15 mph

LOWEST SPEED	10 mph	8 mph
HIGHEST SPEED	21 mph	16 mph

Appendix C PIA Data

Gravesham Borough Council



Location: Gravesend

5 years personal injury crash data up to 30/09/2021

KCC Ref number: EXT/042/22

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Crash Severity	
	Slight
	Serious
	Fatal



Date: 15-February-2022

Time: 09:59:36

Title: **Gravesend**

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

Date: 15-February-2022

Accident Date BETWEEN '01-Oct-2016' AND '30-Sep-2021'

There were 17 reported crashes resulting in injury

D-PRINT CRASH REPORT

15-Feb-2022

09:59:36

Gravesend

Accident Date BETWEEN '01-Oct-2016' AND '30-Sep-2021'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
1	Road No A226 Grid 564681E Section Ref 173832N	SLIGHT	07/12/2016	4	16:08	L	Dry	Fine	E	S.VEH	
	A226, WOODVILLE PLACE, GRAVESEND (MAPPED TO 564665,173785)									Gravesham	PED
	V1 TRAVELLING ALONG 1ST RD FROM G'END TOWARDS A2. V1 STOPPED AT A RED ATS ON A PELICAN CROSSING. BEFORE IT CHANGED GREEN AND THEY WENT AHEAD AT THIS POINT C1 RAN OUT INTO THE ROAD AND MAKING CONTACT WITH V1. V1 TRAVELLING AT VERY LOW SPEED.						Veh1, car, N -> S			Casualties 1 Vehicles 1	
2	Road No U Grid 564740E Section 114 Ref 173829N	SLIGHT	24/03/2017	6	07:50	L	Dry	Fine			
	WOODVILLE PLACE AT J/W WINDMILL STREET, GRAVESEND									Gravesham	
	V2 has come down Windmill Street and signalled to a vehicle to pull out. V2 slows and V1 collides with back of V2.						Veh1, car, N -> W Veh2, car, N -> W			Casualties 1 Vehicles 2	
3	Road No A227 Grid 564658E Section 197 Ref 173763N	SLIGHT	12/06/2017	2	06:21	L	Dry	Fine			HGV
	A227 WROTHAM ROAD AT J/W ZION PLACE, GRAVESEND									Gravesham	
	V2, large lorry travelling along Wrotham Road towards town centre. V1 travelling along Zion Place, turning right onto Wrotham Road. Takes junction prematurely and collides with V2. Minor injury to passenger.						Veh1, car, E -> S Veh2, goods > 7.5t, S -> N			Casualties 1 Vehicles 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

D-PRINT CRASH REPORT

15-Feb-2022

09:59:36

Gravesend

Accident Date BETWEEN '01-Oct-2016' AND '30-Sep-2021'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
4	Road No U Section 001 Grid 564746E Ref 173831N	SLIGHT	25/10/2017	4	16:00	L	Dry	Fine			P/C
	WINDMILL STREET AT JN WITH WOODVILLE PLACE, GRAVESEND									Gravesham	
	V1 has taken junction without looking or indicating and collided with V2. Slight injury to D2						Veh1, car, N -> S Veh2, pedal cycle, N -> W			Casualties Vehicles	1 2
5	Road No A227 Section 197 Grid 564667E Ref 173785N	SLIGHT	09/11/2017	5	13:50	L	Dry	Fine			
	A227, WROTHAM RD, PRINCE ALBERT PUB, GRAVESEND.									Gravesham	
	V2 was driving towards Gravesend town centre when a lorry came towards them. V2 braked to stop the lorry from coming onto their side of the road. V1 did not see V2 brake and hit the back of V2.						Veh1, car, NE -> SW Veh2, car, NE -> SW			Casualties Vehicles	1 2
6	Road No C366 Section 002 Grid 564748E Ref 173813N	SLIGHT	21/04/2018	7	11:30	L	Dry	Unknown			M/C
	C366 WINDMILL ST J/W NORTH ST, GRAVESEND									Gravesham	
	V1 AND V2 TRAVELLING SOUTH ALONG WINDMILL ST. D2 SLAMMED ON THEIR BRAKES CAUSING V1 TO SWERVE AND CLIP V2. (AGE FOR V1/C1 NOT KNOWN.)						Veh1, m/cycle 50 - 125cc, N -> S Veh2, car, N -> S			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

D-PRINT CRASH REPORT

15-Feb-2022

09:59:36

Gravesend

Accident Date BETWEEN '01-Oct-2016' AND '30-Sep-2021'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
7	Road No A226 Grid 564743E Section 001 Ref 173833N	SLIGHT	27/09/2018	5	11:56	L	Dry	Fine			HGV
	A226, WINDMILL ST J/W WOODVILLE PLACE, GRAVESEND (RE-MAPPED TO LOCATION, OLD COORDS: 564765,174079).									Gravesham	
	V1 and V2 travelling in same direction on main road. V1 and V2 were making an offside turn into the minor road. V1 collided with V2 on the offside. V2 collided with V1 on the nearside. Minor damage to both vehicles, minor injury to front seat passenger in V1						Veh1, car, N -> W Veh2, goods > 7.5t, N -> W			Casualties 1 Vehicles 2	
8	Road No A227 Grid 564665E Section 197 Ref 173785N	SLIGHT	22/11/2018	5	19:21	DRK NSL	Wet/Damp	Rain		+VE	
	A227, WROTHAM RD, GRAVESEND (MAPPED TO COORDS).									Gravesham	
	D1 STATED THEY WERE OVERTAKING A SLOW MOVING VEHICLE HEADING TOWARDS GRAVESEND AND VEHICLES REAR SKIDDED ON A SLIPPERY ROAD SURFACE AND SENT THE VEHICLE INTO THE OPPOSITE SIDE OF THE ROAD. V1 HAS THEN HIT V2 HEAD ON, V2 HAD NO TIME TO REACT AND WAS FORCED BACKWARDS DUE TO THE IMPACT AND HAS THEN HIT V3. D1 FAILED A ROAD SIDE BREATH TEST,						Veh1, car, N -> S Veh2, car, S -> N Veh3, car, S -> N			Casualties 4 Vehicles 3	
9	Road No C366 Grid 564746E Section 003 Ref 173762N	SLIGHT	13/12/2018	5	20:07	DRK STL	Dry	Fine	E	S.VEH	
	C366 WINDMILL ST J/W ZION PLACE, GRAVESEND									Gravesham	PED
	V1 WAS TRAVELLING NORTH ON WINDMILL ST. C1 WAS STOOD ON THE KERB OF WINDMILL ST AND ZION PLACE. C1 THEN STEPPED OUT INTO THE ROAD INTO THE PATH OF V1 IMPACTING WITH ITS WINDSCREEN.						Veh1, car, S -> N			Casualties 1 Vehicles 1	

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

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Gravesend

Accident Date BETWEEN '01-Oct-2016' AND '30-Sep-2021'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
10	Road No A226 Grid 564686E Section 001 Ref 173836N	SLIGHT	18/01/2019	6	21:30	DRK STU	Dry	Fine			
	A226 WOODVILLE PLACE J/W A227 WROTHAM RD, GRAVESEND										Gravesham
	V3, a police car, had its blue lights illuminated approaching the junction with Woodville Place from Wrotham Rd. V2 came to a stop on seeing V3 approaching. V1 did not stop in time and collided with V2.						Veh1, car, SE -> NW Veh2, car, SE -> NW Veh3, car, SW -> NE			Casualties 1 Vehicles 3	
11	Road No A226 Grid 564736E Section 001 Ref 173830N	SLIGHT	03/05/2019	6	18:37	L	Dry	Fine			P/C
	A226 WOODVILLE PLACE J/W A226 WINDMILL ST, GRAVESEND										Gravesham
	V1 WAS TRAVELLING NORTH ON WINDMILL ST AND TURNED LEFT INTO WOODVILLE PLACE. AT THE SAME TIME R2 WAS TRAVELLING SOUTH ON WINDMILL ST AND WENT AROUND THE OFFSIDE BEND ONTO WOODVILLE PLACE. V1 COLLIDED WITH V2 BEFORE RUNNING OVER IT.						Veh1, car, SW -> NW Veh2, pedal cycle, NE -> NW			Casualties 1 Vehicles 2	
12	Road No A226 Grid 564739E Section 001 Ref 173832N	SLIGHT	07/12/2019	7	16:00	L	Dry	Fine			M/C
	A226 WOODVILLE PLACE J/W C366 WINDMILL ST, GRAVESEND										Gravesham
	V2 WAS TRAVELLING SOUTH ON WINDMILL ST IN THE LEFT-HAND LANE AND WENT AROUND THE OFFSIDE BEND WHEN THEY WERE STRUCK ON THE OFFSIDE BY V1. (No age or postcode for V1 / C1).						Veh1, m/cycle 50 - 125cc, NE -> W Veh2, car, N -> W			Casualties 1 Vehicles 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

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No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
13	Road No A227 Grid 564669E Section 198 Ref 173831N	SLIGHT	21/09/2020	2	08:20	L	Dry	Fine		O/TAKE	HGV
A227, WROTHAM RD J/W A226 WOODVILLE PLACE, GRAVESEND.									Gravesham		
V2/ROAD SWEEPER, WORKING AT SLOW SPEED CLEANING THE NEARSIDE KERB. V1 TRIED TO OVERTAKE IT IN AN UNSAFE PLACE, TOO CLOSE AND AT A BLIND GIVE WAY JUNCTION. THE NEARSIDE KERB BENDS SHARPLY TO THE RIGHT FOR TRAFFIC CALMING AND AS V2 FOLLOWED THE ROAD OUT, VERY MINOR CONTACT WITH V1 NEARSIDE WING.							Veh1, car, SW -> NE Veh2, goods 3.5 - 7.5t, SW -> NE			Casualties 1 Vehicles 2	
14	Road No A226 Grid 564742E Section 001 Ref 173845N	SLIGHT	22/02/2021	2	10:46	L	Dry	Fine			P/C
A226, WINDMILL ST J/W WOODVILLE PLACE, GRAVESEND.									Gravesham		
V1 WAS IN LANE 1 OF 2 LANES, TRAVELLING TOWARDS 1 WAY SYSTEM ON WINDMILL ST. CYCLE ALSO IN LANE 1, HAS CONTINUED ROUND WINDMILL ST ONTO WOODVILLE PLACE AND COLLIDED WITH V1, CAUSING THEM TO HIT NEARSIDE FRONT END AND COME OFF BIKE.							Veh1, car, NE -> W Veh2, pedal cycle, NE -> W			Casualties 1 Vehicles 2	
15	Road No A227 Grid 564651E Section 197 Ref 173737N	SLIGHT	26/05/2021	4	15:10	L	Dry	Fine	NE	S.VEH	
A227, WROTHAM RD NEAR J/W ZION PLACE, GRAVESEND.									Gravesham		PED
C1 leaving school with relative, let go of their hand and ran into the road and into a passing car, hitting the front nearside wing. Captured on very good CCTV.							Veh1, car, SW -> NE			Casualties 1 Vehicles 1	

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

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R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

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Gravesend

Accident Date BETWEEN '01-Oct-2016' AND '30-Sep-2021'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
16	Road No A227 Grid 564667E Section 198 Ref 173804N	SLIGHT	19/07/2021	2	08:30	L	Dry	Fine			
	A227, WROTHAM RD, GRAVESEND, (MAPPED TO COORDS)								Gravesham		
	OLR: V2 was stationary at red light at a one way system when car was impacted heavily by V1 causing injuries to all 3 people in V2.						Veh1, car, SW -> N Veh2, car, SW -> N			Casualties 2 Vehicles 2	
17	Road No A226 Grid 564708E Section 001 Ref 173833N	SERIOUS	20/07/2021	3	00:36	DRK STU	Dry	Fine		S.VEH	
	A226, WOODVILLE PLACE, GRAVESEND (MAPPED TO COORDS)								Gravesham		
	OLR: INFT STATES IS INTOXICATED AND HAS FALLEN OFF AN ELECTRIC SCOOTER.						Veh1, ELECTRIC SCOOTER, E -> W			Casualties 1 Vehicles 1	

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
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FACTORS

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R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

Special Conditions

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

Appendix D Bus Timetables

Gravesham Borough Council

Mondays to Fridays

Bluewater, Bus Station (Stop 5)	dep	06:56	07:26	07:56	08:26	08:56	09:26	09:56	10:26	10:56	11:26	11:56	12:26	12:56	13:26	13:56	14:26	14:56	15:26
Ebbsfleet, Ebbsfleet International Railway Station (Stop B)		07:04	07:34	08:04	08:34	09:04	09:34	10:04	10:34	11:04	11:34	12:04	12:34	13:04	13:34	14:04	14:34	15:04	15:34
Northfleet, opp Springhead Road		07:07	07:37	08:07	08:37	09:07	09:37	10:07	10:37	11:07	11:37	12:07	12:37	13:07	13:37	14:07	14:37	15:07	15:37
Northfleet, opp Springhead Enterprise Park		07:07	07:37	08:07	08:37	09:07	09:37	10:07	10:37	11:07	11:37	12:07	12:37	13:07	13:37	14:07	14:37	15:07	15:37
Northfleet, adj Orchard Road		07:08	07:38	08:08	08:38	09:08	09:38	10:08	10:38	11:08	11:38	12:08	12:38	13:08	13:38	14:08	14:38	15:08	15:38
Northfleet, opp Pepper Hill Sainsbury's		07:09	07:39	08:09	08:39	09:09	09:39	10:09	10:39	11:09	11:39	12:09	12:39	13:09	13:39	14:09	14:39	15:09	15:39
Northfleet, o/s 31 Hall Road		07:10	07:40	08:10	08:40	09:10	09:40	10:10	10:40	11:10	11:40	12:10	12:40	13:10	13:40	14:10	14:40	15:10	15:40
Northfleet, Painters Ash Lane (S-bound)		07:10	07:40	08:10	08:40	09:10	09:40	10:10	10:40	11:10	11:40	12:10	12:40	13:10	13:40	14:10	14:40	15:10	15:40
Northfleet, adj The Painters Ash		07:11	07:41	08:11	08:41	09:11	09:41	10:11	10:41	11:11	11:41	12:11	12:41	13:11	13:41	14:11	14:41	15:11	15:41
Northfleet, opp Rowmarsh Close		07:12	07:42	08:12	08:42	09:12	09:42	10:12	10:42	11:12	11:42	12:12	12:42	13:12	13:42	14:12	14:42	15:12	15:42
Northfleet, opp Greendale Walk		07:13	07:43	08:13	08:43	09:13	09:43	10:13	10:43	11:13	11:43	12:13	12:43	13:13	13:43	14:13	14:43	15:13	15:43
Northfleet, adj Nightingale Close		07:14	07:44	08:14	08:44	09:14	09:44	10:14	10:44	11:14	11:44	12:14	12:44	13:14	13:44	14:14	14:44	15:14	15:44
Northfleet, opp Kemsley Close		07:15	07:45	08:15	08:45	09:15	09:45	10:15	10:45	11:15	11:45	12:15	12:45	13:15	13:45	14:15	14:45	15:15	15:45
Northfleet, adj Oaklands Road		07:15	07:45	08:15	08:45	09:15	09:45	10:15	10:45	11:15	11:45	12:15	12:45	13:15	13:45	14:15	14:45	15:15	15:45
Northfleet, adj Ladyfields		07:15	07:45	08:15	08:45	09:15	09:45	10:15	10:45	11:15	11:45	12:15	12:45	13:15	13:45	14:15	14:45	15:15	15:45
Northfleet, adj Riversdale		07:17	07:47	08:17	08:47	09:17	09:47	10:17	10:47	11:17	11:47	12:17	12:47	13:17	13:47	14:17	14:47	15:17	15:47
Northfleet, adj Library		07:18	07:48	08:18	08:48	09:18	09:48	10:18	10:48	11:18	11:48	12:18	12:48	13:18	13:48	14:18	14:48	15:18	15:48
Perry Street, opp All Saints Church		07:20	07:50	08:20	08:50	09:20	09:50	10:20	10:50	11:20	11:50	12:20	12:50	13:20	13:50	14:20	14:50	15:20	15:50
Perry Street, opp The Rose		07:20	07:50	08:20	08:50	09:20	09:50	10:20	10:50	11:20	11:50	12:20	12:50	13:20	13:50	14:20	14:50	15:20	15:50
Northfleet, opp Pelham Road Shops		07:21	07:51	08:21	08:51	09:21	09:51	10:21	10:51	11:21	11:51	12:21	12:51	13:21	13:51	14:21	14:51	15:21	15:51
Northfleet, opp Lennox Road East		07:22	07:52	08:22	08:52	09:22	09:52	10:22	10:52	11:22	11:52	12:22	12:52	13:22	13:52	14:22	14:52	15:22	15:52
Gravesend, adj Pelham Road Medical Centre		07:23	07:53	08:23	08:53	09:23	09:53	10:23	10:53	11:23	11:53	12:23	12:53	13:23	13:53	14:23	14:53	15:23	15:53
Gravesend, Adult Education Centre (Stop V)		07:25	07:55	08:25	08:55	09:25	09:55	10:25	10:55	11:25	11:55	12:25	12:55	13:25	13:55	14:25	14:55	15:25	15:55
Gravesend, Garrick Street (Stop C)	arr	07:26	07:56	08:26	08:56	09:26	09:56	10:26	10:56	11:26	11:56	12:26	12:56	13:26	13:56	14:26	14:56	15:26	15:56
Gravesend, Garrick Street (Stop C)	dep	07:28	07:58	08:28	08:58	09:28	09:58	10:28	10:58	11:28	11:58	12:28	12:58	13:28	13:58	14:28	14:58	15:28	15:58
Gravesend, West Street (E-bound)		07:29	07:59	08:29	08:59	09:29	09:59	10:29	10:59	11:29	11:59	12:29	12:59	13:29	13:59	14:29	14:59	15:29	15:59
Gravesend, Parrock Street (S-bound)		07:30	08:00	08:30	09:00	09:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30	15:00	15:30	16:00
Gravesend, adj The Grove		07:31	08:01	08:31	09:01	09:31	10:01	10:31	11:01	11:31	12:01	12:31	13:01	13:31	14:01	14:31	15:01	15:31	16:01
Gravesend, opp William Street		07:33	08:03	08:33	09:03	09:33	10:03	10:33	11:03	11:33	12:03	12:33	13:03	13:33	14:03	14:33	15:03	15:33	16:03
Gravesend, opp Constitution Hill		07:34	08:04	08:34	09:04	09:34	10:04	10:34	11:04	11:34	12:04	12:34	13:04	13:34	14:04	14:34	15:04	15:34	16:04
Kings Farm, Echo Square (SE-bound)		07:35	08:05	08:35	09:05	09:35	10:05	10:35	11:05	11:35	12:05	12:35	13:05	13:35	14:05	14:35	15:05	15:35	16:05
Kings Farm, adj Hollybush Road		07:36	08:06	08:36	09:06	09:36	10:06	10:36	11:06	11:36	12:06	12:36	13:06	13:36	14:06	14:36	15:06	15:36	16:06
Kings Farm, adj Lamorna Avenue		07:37	08:07	08:37	09:07	09:37	10:07	10:37	11:07	11:37	12:07	12:37	13:07	13:37	14:07	14:37	15:07	15:37	16:07
Kings Farm, opp Whitehill Parade		07:38	08:08	08:38	09:08	09:38	10:08	10:38	11:08	11:38	12:08	12:38	13:08	13:38	14:08	14:38	15:08	15:38	16:08
Kings Farm, opp Ivy Close		07:38	08:08	08:38	09:08	09:38	10:08	10:38	11:08	11:38	12:08	12:38	13:08	13:38	14:08	14:38	15:08	15:38	16:08
Kings Farm, adj Truro Road		07:39	08:09	08:39	09:09	09:39	10:09	10:39	11:09	11:39	12:09	12:39	13:09	13:39	14:09	14:39	15:09	15:39	16:09
Gravesend, opp Chichester Rise		07:40	08:10	08:40	09:10	09:40	10:10	10:40	11:10	11:40	12:10	12:40	13:10	13:40	14:10	14:40	15:10	15:40	16:10
Gravesend, adj Scott Road		07:41	08:11	08:41	09:11	09:41	10:11	10:41	11:11	11:41	12:11	12:41	13:11	13:41	14:11	14:41	15:11	15:41	16:11
Gravesend, adj Codrington Crescent		07:42	08:12	08:42	09:12	09:42	10:12	10:42	11:12	11:42	12:12	12:42	13:12	13:42	14:12	14:42	15:12	15:42	16:12
Gravesend, opp Mungo Park Road	arr	07:43	08:13	08:43	09:13	09:43	10:13	10:43	11:13	11:43	12:13	12:43	13:13	13:43	14:13	14:43	15:13	15:43	16:13
Gravesend, opp Mungo Park Road	dep	07:48	08:18	08:48	09:18	09:48	10:18	10:48	11:18	11:48	12:18	12:48	13:18	13:48	14:18	14:48	15:18	15:48	16:18

Bluewater, Bus Station (Stop 5)	dep	15:56	16:26	16:56	17:26	17:55	18:25	18:55	19:35	20:35	21:35	22:20
Ebbfleet, Ebbfleet International Railway Station (Stop B)		16:04	16:34	17:04	17:34	18:03	18:33	19:03	19:43	20:43	21:43	22:28
Northfleet, opp Springhead Road		16:07	16:37	17:07	17:37	18:06	18:36	19:06	19:45	20:45	21:45	22:30
Northfleet, opp Springhead Enterprise Park		16:07	16:37	17:07	17:37	18:06	18:36	19:06	19:46	20:46	21:46	22:31
Northfleet, adj Orchard Road		16:08	16:38	17:08	17:38	18:07	18:37	19:07	19:47	20:47	21:47	22:32
Northfleet, opp Pepper Hill Sainsbury's		16:09	16:39	17:09	17:39	18:08	18:38	19:08	19:48	20:48	21:48	22:33
Northfleet, o/s 31 Hall Road		16:10	16:40	17:10	17:40	18:09	18:39	19:09	19:48	20:48	21:48	22:33
Northfleet, Painters Ash Lane (S-bound)		16:10	16:40	17:10	17:40	18:09	18:39	19:09	19:49	20:49	21:49	22:34
Northfleet, adj The Painters Ash		16:11	16:41	17:11	17:41	18:10	18:40	19:10	19:49	20:49	21:49	22:34
Northfleet, opp Rowmarsh Close		16:12	16:42	17:12	17:42	18:11	18:41	19:11	19:50	20:50	21:50	22:35
Northfleet, opp Greendale Walk		16:13	16:43	17:13	17:43	18:12	18:42	19:12	19:51	20:51	21:51	22:36
Northfleet, adj Nightingale Close		16:14	16:44	17:14	17:44	18:13	18:43	19:13	19:52	20:52	21:52	22:37
Northfleet, opp Kemsley Close		16:15	16:45	17:15	17:45	18:14	18:44	19:14	19:53	20:53	21:53	22:38
Northfleet, adj Oaklands Road		16:15	16:45	17:15	17:45	18:14	18:44	19:14	19:53	20:53	21:53	22:38
Northfleet, adj Ladyfields		16:15	16:45	17:15	17:45	18:14	18:44	19:14	19:53	20:53	21:53	22:38
Northfleet, adj Riversdale		16:17	16:47	17:17	17:47	18:16	18:46	19:16	19:55	20:55	21:55	22:40
Northfleet, adj Library		16:18	16:48	17:18	17:48	18:17	18:47	19:17	19:55	20:55	21:55	22:40
Perry Street, opp All Saints Church		16:20	16:50	17:20	17:50	18:19	18:49	19:19	19:57	20:57	21:57	22:42
Perry Street, opp The Rose		16:20	16:50	17:20	17:50	18:19	18:49	19:19	19:57	20:57	21:57	22:42
Northfleet, opp Pelham Road Shops		16:21	16:51	17:21	17:51	18:20	18:50	19:20	19:58	20:58	21:58	22:43
Northfleet, opp Lennox Road East		16:22	16:52	17:22	17:52	18:21	18:51	19:21	19:59	20:59	21:59	22:44
Gravesend, adj Pelham Road Medical Centre		16:23	16:53	17:23	17:53	18:22	18:52	19:22	20:00	21:00	22:00	22:45
Gravesend, Adult Education Centre (Stop V)		16:25	16:55	17:25	17:55	18:24	18:54	19:24	20:01	21:01	22:01	22:46
Gravesend, Garrick Street (Stop C)	arr	16:26	16:56	17:26	17:56	18:25	18:55	19:25	20:02	21:02	22:02	22:47
Gravesend, Garrick Street (Stop C)	dep	16:28	16:58	17:28	17:58	18:27	18:57	19:27	20:03	21:03	22:03	22:48
Gravesend, West Street (E-bound)		16:29	16:59	17:29	17:59	18:28	18:58	19:28	20:04	21:04	22:04	22:49
Gravesend, Parrock Street (S-bound)		16:30	17:00	17:30	18:00	18:29	18:59	19:29	20:05	21:05	22:05	22:50
Gravesend, adj The Grove		16:31	17:01	17:31	18:01	18:30	19:00	19:30	20:06	21:06	22:06	22:51
Gravesend, opp William Street		16:33	17:03	17:33	18:03	18:32	19:02	19:32	20:07	21:07	22:07	22:52
Gravesend, opp Constitution Hill		16:34	17:04	17:34	18:04	18:33	19:03	19:33	20:08	21:08	22:08	22:53
Kings Farm, Echo Square (SE-bound)		16:35	17:05	17:35	18:05	18:34	19:04	19:34	20:09	21:09	22:09	22:54
Kings Farm, adj Hollybush Road		16:36	17:06	17:36	18:06	18:35	19:05	19:35	20:09	21:09	22:09	22:54
Kings Farm, adj Lamorna Avenue		16:37	17:07	17:37	18:07	18:36	19:06	19:36	20:10	21:10	22:10	22:55
Kings Farm, opp Whitehill Parade		16:38	17:08	17:38	18:08	18:37	19:07	19:37	20:11	21:11	22:11	22:56
Kings Farm, opp Ivy Close		16:38	17:08	17:38	18:08	18:37	19:07	19:37	20:11	21:11	22:11	22:56
Kings Farm, adj Truro Road		16:39	17:09	17:39	18:09	18:38	19:08	19:38	20:12	21:12	22:12	22:57
Gravesend, opp Chichester Rise		16:40	17:10	17:40	18:10	18:39	19:09	19:39	20:13	21:13	22:13	22:58
Gravesend, adj Scott Road		16:41	17:11	17:41	18:11	18:40	19:10	19:40	20:14	21:14	22:14	22:59
Gravesend, adj Codrington Crescent		16:42	17:12	17:42	18:12	18:41	19:11	19:41	20:14	21:14	22:14	22:59
Gravesend, opp Mungo Park Road	arr	16:43	17:13	17:43	18:13	18:42	19:12	19:42	20:15	21:15	22:15	23:00
Gravesend, opp Mungo Park Road	dep	16:48	17:18	17:48	18:18				20:20	21:20	22:20	

Compiled from data for the period Tue 08-Feb-2022 to Mon 14-Feb-2022. Times not in bold are estimated by using the distance between the stops.

Saturdays

Bluewater, Bus Station (Stop 5) dep	07:10	07:40	08:10	08:40	09:10	09:40	10:10	10:40	11:10	11:40	12:10	12:40	13:10	13:40	14:10	14:40	15:10	15:40
Ebbsfleet, Ebbsfleet International Railway Station (Stop B)	07:18	07:48	08:18	08:48	09:18	09:48	10:18	10:48	11:18	11:48	12:18	12:48	13:18	13:48	14:18	14:48	15:18	15:48
Northfleet, opp Springhead Road	07:21	07:51	08:21	08:51	09:21	09:51	10:21	10:51	11:21	11:51	12:21	12:51	13:21	13:51	14:21	14:51	15:21	15:51
Northfleet, opp Springhead Enterprise Park	07:21	07:51	08:21	08:51	09:21	09:51	10:21	10:51	11:21	11:51	12:21	12:51	13:21	13:51	14:21	14:51	15:21	15:51
Northfleet, adj Orchard Road	07:22	07:52	08:22	08:52	09:22	09:52	10:22	10:52	11:22	11:52	12:22	12:52	13:22	13:52	14:22	14:52	15:22	15:52
Northfleet, opp Pepper Hill Sainsbury's	07:23	07:53	08:23	08:53	09:23	09:53	10:23	10:53	11:23	11:53	12:23	12:53	13:23	13:53	14:23	14:53	15:23	15:53
Northfleet, o/s 31 Hall Road	07:24	07:54	08:24	08:54	09:24	09:54	10:24	10:54	11:24	11:54	12:24	12:54	13:24	13:54	14:24	14:54	15:24	15:54
Northfleet, Painters Ash Lane (S-bound)	07:24	07:54	08:24	08:54	09:24	09:54	10:24	10:54	11:24	11:54	12:24	12:54	13:24	13:54	14:24	14:54	15:24	15:54
Northfleet, adj The Painters Ash	07:25	07:55	08:25	08:55	09:25	09:55	10:25	10:55	11:25	11:55	12:25	12:55	13:25	13:55	14:25	14:55	15:25	15:55
Northfleet, opp Rowmarsh Close	07:26	07:56	08:26	08:56	09:26	09:56	10:26	10:56	11:26	11:56	12:26	12:56	13:26	13:56	14:26	14:56	15:26	15:56
Northfleet, opp Greendale Walk	07:27	07:57	08:27	08:57	09:27	09:57	10:27	10:57	11:27	11:57	12:27	12:57	13:27	13:57	14:27	14:57	15:27	15:57
Northfleet, adj Nightingale Close	07:28	07:58	08:28	08:58	09:28	09:58	10:28	10:58	11:28	11:58	12:28	12:58	13:28	13:58	14:28	14:58	15:28	15:58
Northfleet, opp Kemsley Close	07:29	07:59	08:29	08:59	09:29	09:59	10:29	10:59	11:29	11:59	12:29	12:59	13:29	13:59	14:29	14:59	15:29	15:59
Northfleet, adj Oaklands Road	07:29	07:59	08:29	08:59	09:29	09:59	10:29	10:59	11:29	11:59	12:29	12:59	13:29	13:59	14:29	14:59	15:29	15:59
Northfleet, adj Ladyfields	07:29	07:59	08:29	08:59	09:29	09:59	10:29	10:59	11:29	11:59	12:29	12:59	13:29	13:59	14:29	14:59	15:29	15:59
Northfleet, adj Riversdale	07:31	08:01	08:31	09:01	09:31	10:01	10:31	11:01	11:31	12:01	12:31	13:01	13:31	14:01	14:31	15:01	15:31	16:01
Northfleet, adj Library	07:32	08:02	08:32	09:02	09:32	10:02	10:32	11:02	11:32	12:02	12:32	13:02	13:32	14:02	14:32	15:02	15:32	16:02
Perry Street, opp All Saints Church	07:34	08:04	08:34	09:04	09:34	10:04	10:34	11:04	11:34	12:04	12:34	13:04	13:34	14:04	14:34	15:04	15:34	16:04
Perry Street, opp The Rose	07:34	08:04	08:34	09:04	09:34	10:04	10:34	11:04	11:34	12:04	12:34	13:04	13:34	14:04	14:34	15:04	15:34	16:04
Northfleet, opp Pelham Road Shops	07:35	08:05	08:35	09:05	09:35	10:05	10:35	11:05	11:35	12:05	12:35	13:05	13:35	14:05	14:35	15:05	15:35	16:05
Northfleet, opp Lennox Road East	07:36	08:06	08:36	09:06	09:36	10:06	10:36	11:06	11:36	12:06	12:36	13:06	13:36	14:06	14:36	15:06	15:36	16:06
Gravesend, adj Pelham Road Medical Centre	07:37	08:07	08:37	09:07	09:37	10:07	10:37	11:07	11:37	12:07	12:37	13:07	13:37	14:07	14:37	15:07	15:37	16:07
Gravesend, Adult Education Centre (Stop V)	07:39	08:09	08:39	09:09	09:39	10:09	10:39	11:09	11:39	12:09	12:39	13:09	13:39	14:09	14:39	15:09	15:39	16:09
Gravesend, Garrick Street (Stop C) arr	07:40	08:10	08:40	09:10	09:40	10:10	10:40	11:10	11:40	12:10	12:40	13:10	13:40	14:10	14:40	15:10	15:40	16:10
Gravesend, Garrick Street (Stop C) dep	07:42	08:12	08:42	09:12	09:42	10:12	10:42	11:12	11:42	12:12	12:42	13:12	13:42	14:12	14:42	15:12	15:42	16:12
Gravesend, West Street (E-bound)	07:43	08:13	08:43	09:13	09:43	10:13	10:43	11:13	11:43	12:13	12:43	13:13	13:43	14:13	14:43	15:13	15:43	16:13
Gravesend, Parrock Street (S-bound)	07:44	08:14	08:44	09:14	09:44	10:14	10:44	11:14	11:44	12:14	12:44	13:14	13:44	14:14	14:44	15:14	15:44	16:14
Gravesend, adj The Grove	07:45	08:15	08:45	09:15	09:45	10:15	10:45	11:15	11:45	12:15	12:45	13:15	13:45	14:15	14:45	15:15	15:45	16:15
Gravesend, opp William Street	07:47	08:17	08:47	09:17	09:47	10:17	10:47	11:17	11:47	12:17	12:47	13:17	13:47	14:17	14:47	15:17	15:47	16:17
Gravesend, opp Constitution Hill	07:48	08:18	08:48	09:18	09:48	10:18	10:48	11:18	11:48	12:18	12:48	13:18	13:48	14:18	14:48	15:18	15:48	16:18
Kings Farm, Echo Square (SE-bound)	07:49	08:19	08:49	09:19	09:49	10:19	10:49	11:19	11:49	12:19	12:49	13:19	13:49	14:19	14:49	15:19	15:49	16:19
Kings Farm, adj Hollybush Road	07:50	08:20	08:50	09:20	09:50	10:20	10:50	11:20	11:50	12:20	12:50	13:20	13:50	14:20	14:50	15:20	15:50	16:20
Kings Farm, adj Lamorna Avenue	07:51	08:21	08:51	09:21	09:51	10:21	10:51	11:21	11:51	12:21	12:51	13:21	13:51	14:21	14:51	15:21	15:51	16:21
Kings Farm, opp Whitehill Parade	07:52	08:22	08:52	09:22	09:52	10:22	10:52	11:22	11:52	12:22	12:52	13:22	13:52	14:22	14:52	15:22	15:52	16:22
Kings Farm, opp Ivy Close	07:52	08:22	08:52	09:22	09:52	10:22	10:52	11:22	11:52	12:22	12:52	13:22	13:52	14:22	14:52	15:22	15:52	16:22
Kings Farm, adj Truro Road	07:53	08:23	08:53	09:23	09:53	10:23	10:53	11:23	11:53	12:23	12:53	13:23	13:53	14:23	14:53	15:23	15:53	16:23
Gravesend, opp Chichester Rise	07:54	08:24	08:54	09:24	09:54	10:24	10:54	11:24	11:54	12:24	12:54	13:24	13:54	14:24	14:54	15:24	15:54	16:24
Gravesend, adj Scott Road	07:55	08:25	08:55	09:25	09:55	10:25	10:55	11:25	11:55	12:25	12:55	13:25	13:55	14:25	14:55	15:25	15:55	16:25
Gravesend, adj Codrington Crescent	07:56	08:26	08:56	09:26	09:56	10:26	10:56	11:26	11:56	12:26	12:56	13:26	13:56	14:26	14:56	15:26	15:56	16:26
Gravesend, opp Mungo Park Road arr	07:57	08:27	08:57	09:27	09:57	10:27	10:57	11:27	11:57	12:27	12:57	13:27	13:57	14:27	14:57	15:27	15:57	16:27
Gravesend, opp Mungo Park Road dep	08:02	08:32	09:02	09:32	10:02	10:32	11:02	11:32	12:02	12:32	13:02	13:32	14:02	14:32	15:02	15:32	16:02	16:32

Bluewater, Bus Station (Stop 5)	dep	16:10	16:40	17:10	17:40	18:10	18:40	19:20	20:20	21:20	22:20
Ebbfleet, Ebbfleet International Railway Station (Stop B)		16:18	16:48	17:18	17:48	18:18	18:48	19:28	20:28	21:28	22:28
Northfleet, opp Springhead Road		16:21	16:51	17:21	17:51	18:21	18:51	19:30	20:30	21:30	22:30
Northfleet, opp Springhead Enterprise Park		16:21	16:51	17:21	17:51	18:21	18:51	19:31	20:31	21:31	22:31
Northfleet, adj Orchard Road		16:22	16:52	17:22	17:52	18:22	18:52	19:32	20:32	21:32	22:32
Northfleet, opp Pepper Hill Sainsbury's		16:23	16:53	17:23	17:53	18:23	18:53	19:33	20:33	21:33	22:33
Northfleet, o/s 31 Hall Road		16:24	16:54	17:24	17:54	18:24	18:54	19:33	20:33	21:33	22:33
Northfleet, Painters Ash Lane (S-bound)		16:24	16:54	17:24	17:54	18:24	18:54	19:34	20:34	21:34	22:34
Northfleet, adj The Painters Ash		16:25	16:55	17:25	17:55	18:25	18:55	19:34	20:34	21:34	22:34
Northfleet, opp Rowmarsh Close		16:26	16:56	17:26	17:56	18:26	18:56	19:35	20:35	21:35	22:35
Northfleet, opp Greendale Walk		16:27	16:57	17:27	17:57	18:27	18:57	19:36	20:36	21:36	22:36
Northfleet, adj Nightingale Close		16:28	16:58	17:28	17:58	18:28	18:58	19:37	20:37	21:37	22:37
Northfleet, opp Kemsley Close		16:29	16:59	17:29	17:59	18:29	18:59	19:38	20:38	21:38	22:38
Northfleet, adj Oaklands Road		16:29	16:59	17:29	17:59	18:29	18:59	19:38	20:38	21:38	22:38
Northfleet, adj Ladyfields		16:29	16:59	17:29	17:59	18:29	18:59	19:38	20:38	21:38	22:38
Northfleet, adj Riversdale		16:31	17:01	17:31	18:01	18:31	19:01	19:40	20:40	21:40	22:40
Northfleet, adj Library		16:32	17:02	17:32	18:02	18:32	19:02	19:40	20:40	21:40	22:40
Perry Street, opp All Saints Church		16:34	17:04	17:34	18:04	18:34	19:04	19:42	20:42	21:42	22:42
Perry Street, opp The Rose		16:34	17:04	17:34	18:04	18:34	19:04	19:42	20:42	21:42	22:42
Northfleet, opp Pelham Road Shops		16:35	17:05	17:35	18:05	18:35	19:05	19:43	20:43	21:43	22:43
Northfleet, opp Lennox Road East		16:36	17:06	17:36	18:06	18:36	19:06	19:44	20:44	21:44	22:44
Gravesend, adj Pelham Road Medical Centre		16:37	17:07	17:37	18:07	18:37	19:07	19:45	20:45	21:45	22:45
Gravesend, Adult Education Centre (Stop V)		16:39	17:09	17:39	18:09	18:39	19:09	19:46	20:46	21:46	22:46
Gravesend, Garrick Street (Stop C)	arr	16:40	17:10	17:40	18:10	18:40	19:10	19:47	20:47	21:47	22:47
Gravesend, Garrick Street (Stop C)	dep	16:42	17:12	17:42	18:12	18:42	19:12	19:48	20:48	21:48	22:48
Gravesend, West Street (E-bound)		16:43	17:13	17:43	18:13	18:43	19:13	19:49	20:49	21:49	22:49
Gravesend, Parrock Street (S-bound)		16:44	17:14	17:44	18:14	18:44	19:14	19:50	20:50	21:50	22:50
Gravesend, adj The Grove		16:45	17:15	17:45	18:15	18:45	19:15	19:51	20:51	21:51	22:51
Gravesend, opp William Street		16:47	17:17	17:47	18:17	18:47	19:17	19:52	20:52	21:52	22:52
Gravesend, opp Constitution Hill		16:48	17:18	17:48	18:18	18:48	19:18	19:53	20:53	21:53	22:53
Kings Farm, Echo Square (SE-bound)		16:49	17:19	17:49	18:19	18:49	19:19	19:54	20:54	21:54	22:54
Kings Farm, adj Hollybush Road		16:50	17:20	17:50	18:20	18:50	19:20	19:54	20:54	21:54	22:54
Kings Farm, adj Lamorna Avenue		16:51	17:21	17:51	18:21	18:51	19:21	19:55	20:55	21:55	22:55
Kings Farm, opp Whitehill Parade		16:52	17:22	17:52	18:22	18:52	19:22	19:56	20:56	21:56	22:56
Kings Farm, opp Ivy Close		16:52	17:22	17:52	18:22	18:52	19:22	19:56	20:56	21:56	22:56
Kings Farm, adj Truro Road		16:53	17:23	17:53	18:23	18:53	19:23	19:57	20:57	21:57	22:57
Gravesend, opp Chichester Rise		16:54	17:24	17:54	18:24	18:54	19:24	19:58	20:58	21:58	22:58
Gravesend, adj Scott Road		16:55	17:25	17:55	18:25	18:55	19:25	19:59	20:59	21:59	22:59
Gravesend, adj Codrington Crescent		16:56	17:26	17:56	18:26	18:56	19:26	19:59	20:59	21:59	22:59
Gravesend, opp Mungo Park Road	arr	16:57	17:27	17:57	18:27	18:57	19:27	20:00	21:00	22:00	23:00
Gravesend, opp Mungo Park Road	dep	17:02	17:32	18:02	18:32			20:04	21:04	22:04	

Compiled from data for the period Tue 08-Feb-2022 to Mon 14-Feb-2022. Times not in bold are estimated by using the distance between the stops.

Sundays

Bluewater, Bus Station (Stop 5)	dep	09:51	10:51	11:21	11:51	12:21	12:51	13:21	13:51	14:21	14:51	15:21	15:51	16:21	16:51	17:21			
Ebbsfleet, Ebbsfleet International Railway Station (Stop B)		09:29	09:59	10:29	10:59	11:29	11:59	12:29	12:59	13:29	13:59	14:29	14:59	15:29	15:59	16:29	16:59	17:29	
Northfleet, opp Springhead Road		09:31	10:01	10:31	11:01	11:31	12:01	12:31	13:01	13:31	14:01	14:31	15:01	15:31	16:01	16:31	17:01	17:31	
Northfleet, opp Springhead Enterprise Park		09:32	10:02	10:32	11:02	11:32	12:02	12:32	13:02	13:32	14:02	14:32	15:02	15:32	16:02	16:32	17:02	17:32	
Northfleet, adj Orchard Road		09:33	10:03	10:33	11:03	11:33	12:03	12:33	13:03	13:33	14:03	14:33	15:03	15:33	16:03	16:33	17:03	17:33	
Northfleet, opp Pepper Hill Sainsbury's		09:34	10:04	10:34	11:04	11:34	12:04	12:34	13:04	13:34	14:04	14:34	15:04	15:34	16:04	16:34	17:04	17:34	
Northfleet, o/s 31 Hall Road		09:34	10:04	10:34	11:04	11:34	12:04	12:34	13:04	13:34	14:04	14:34	15:04	15:34	16:04	16:34	17:04	17:34	
Northfleet, Painters Ash Lane (S-bound)		09:35	10:05	10:35	11:05	11:35	12:05	12:35	13:05	13:35	14:05	14:35	15:05	15:35	16:05	16:35	17:05	17:35	
Northfleet, adj The Painters Ash		09:35	10:05	10:35	11:05	11:35	12:05	12:35	13:05	13:35	14:05	14:35	15:05	15:35	16:05	16:35	17:05	17:35	
Northfleet, opp Rowmarsh Close		09:36	10:06	10:36	11:06	11:36	12:06	12:36	13:06	13:36	14:06	14:36	15:06	15:36	16:06	16:36	17:06	17:36	
Northfleet, opp Greendale Walk		09:37	10:07	10:37	11:07	11:37	12:07	12:37	13:07	13:37	14:07	14:37	15:07	15:37	16:07	16:37	17:07	17:37	
Northfleet, adj Nightingale Close		09:38	10:08	10:38	11:08	11:38	12:08	12:38	13:08	13:38	14:08	14:38	15:08	15:38	16:08	16:38	17:08	17:38	
Northfleet, opp Kemsley Close		09:39	10:09	10:39	11:09	11:39	12:09	12:39	13:09	13:39	14:09	14:39	15:09	15:39	16:09	16:39	17:09	17:39	
Northfleet, adj Oaklands Road		09:39	10:09	10:39	11:09	11:39	12:09	12:39	13:09	13:39	14:09	14:39	15:09	15:39	16:09	16:39	17:09	17:39	
Northfleet, adj Ladyfields		09:39	10:09	10:39	11:09	11:39	12:09	12:39	13:09	13:39	14:09	14:39	15:09	15:39	16:09	16:39	17:09	17:39	
Northfleet, adj Riversdale		09:41	10:11	10:41	11:11	11:41	12:11	12:41	13:11	13:41	14:11	14:41	15:11	15:41	16:11	16:41	17:11	17:41	
Northfleet, adj Library		09:41	10:11	10:41	11:11	11:41	12:11	12:41	13:11	13:41	14:11	14:41	15:11	15:41	16:11	16:41	17:11	17:41	
Perry Street, opp All Saints Church		09:43	10:13	10:43	11:13	11:43	12:13	12:43	13:13	13:43	14:13	14:43	15:13	15:43	16:13	16:43	17:13	17:43	
Perry Street, opp The Rose		09:43	10:13	10:43	11:13	11:43	12:13	12:43	13:13	13:43	14:13	14:43	15:13	15:43	16:13	16:43	17:13	17:43	
Northfleet, opp Pelham Road Shops		09:44	10:14	10:44	11:14	11:44	12:14	12:44	13:14	13:44	14:14	14:44	15:14	15:44	16:14	16:44	17:14	17:44	
Northfleet, opp Lennox Road East		09:45	10:15	10:45	11:15	11:45	12:15	12:45	13:15	13:45	14:15	14:45	15:15	15:45	16:15	16:45	17:15	17:45	
Gravesend, adj Pelham Road Medical Centre		09:46	10:16	10:46	11:16	11:46	12:16	12:46	13:16	13:46	14:16	14:46	15:16	15:46	16:16	16:46	17:16	17:46	
Gravesend, Adult Education Centre (Stop V)		09:47	10:17	10:47	11:17	11:47	12:17	12:47	13:17	13:47	14:17	14:47	15:17	15:47	16:17	16:47	17:17	17:47	
Gravesend, Garrick Street (Stop C)	arr	09:48	10:18	10:48	11:18	11:48	12:18	12:48	13:18	13:48	14:18	14:48	15:18	15:48	16:18	16:48	17:18	17:48	
Gravesend, Garrick Street (Stop C)	dep	08:50	09:49	10:19	10:49	11:19	11:49	12:19	12:49	13:19	13:49	14:19	14:49	15:19	15:49	16:19	16:49	17:19	17:49
Gravesend, West Street (E-bound)		08:51	09:50	10:20	10:50	11:20	11:50	12:20	12:50	13:20	13:50	14:20	14:50	15:20	15:50	16:20	16:50	17:20	17:50
Gravesend, Parrock Street (S-bound)		08:52	09:51	10:21	10:51	11:21	11:51	12:21	12:51	13:21	13:51	14:21	14:51	15:21	15:51	16:21	16:51	17:21	17:51
Gravesend, adj The Grove		08:53	09:52	10:22	10:52	11:22	11:52	12:22	12:52	13:22	13:52	14:22	14:52	15:22	15:52	16:22	16:52	17:22	17:52
Gravesend, opp William Street		08:54	09:53	10:23	10:53	11:23	11:53	12:23	12:53	13:23	13:53	14:23	14:53	15:23	15:53	16:23	16:53	17:23	17:53
Gravesend, opp Constitution Hill		08:55	09:54	10:24	10:54	11:24	11:54	12:24	12:54	13:24	13:54	14:24	14:54	15:24	15:54	16:24	16:54	17:24	17:54
Kings Farm, Echo Square (SE-bound)		08:56	09:55	10:25	10:55	11:25	11:55	12:25	12:55	13:25	13:55	14:25	14:55	15:25	15:55	16:25	16:55	17:25	17:55
Kings Farm, adj Hollybush Road		08:56	09:55	10:25	10:55	11:25	11:55	12:25	12:55	13:25	13:55	14:25	14:55	15:25	15:55	16:25	16:55	17:25	17:55
Kings Farm, adj Lamorna Avenue		08:57	09:56	10:26	10:56	11:26	11:56	12:26	12:56	13:26	13:56	14:26	14:56	15:26	15:56	16:26	16:56	17:26	17:56
Kings Farm, opp Whitehill Parade		08:57	09:57	10:27	10:57	11:27	11:57	12:27	12:57	13:27	13:57	14:27	14:57	15:27	15:57	16:27	16:57	17:27	17:57
Kings Farm, opp Ivy Close		08:58	09:57	10:27	10:57	11:27	11:57	12:27	12:57	13:27	13:57	14:27	14:57	15:27	15:57	16:27	16:57	17:27	17:57
Kings Farm, adj Truro Road		08:58	09:58	10:28	10:58	11:28	11:58	12:28	12:58	13:28	13:58	14:28	14:58	15:28	15:58	16:28	16:58	17:28	17:58
Gravesend, opp Chichester Rise		08:59	09:59	10:29	10:59	11:29	11:59	12:29	12:59	13:29	13:59	14:29	14:59	15:29	15:59	16:29	16:59	17:29	17:59
Gravesend, adj Scott Road		09:00	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30	15:00	15:30	16:00	16:30	17:00	17:30	18:00
Gravesend, adj Codrington Crescent		09:00	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30	15:00	15:30	16:00	16:30	17:00	17:30	18:00
Gravesend, opp Mungo Park Road	arr	09:01	10:01	10:31	11:01	11:31	12:01	12:31	13:01	13:31	14:01	14:31	15:01	15:31	16:01	16:31	17:01	17:31	18:01
Gravesend, opp Mungo Park Road	dep	09:03	10:03	10:33	11:03	11:33	12:03	12:33	13:03	13:33	14:03	14:33	15:03	15:33	16:03	16:33	17:03	17:33	18:03

Bluewater, Bus Station (Stop 5)	dep	17:51	18:21
Ebbfleet, Ebbfleet International Railway Station (Stop B)		17:59	18:29
Northfleet, opp Springhead Road		18:01	18:31
Northfleet, opp Springhead Enterprise Park		18:02	18:32
Northfleet, adj Orchard Road		18:03	18:33
Northfleet, opp Pepper Hill Sainsbury's		18:04	18:34
Northfleet, o/s 31 Hall Road		18:04	18:34
Northfleet, Painters Ash Lane (S-bound)		18:05	18:35
Northfleet, adj The Painters Ash		18:05	18:35
Northfleet, opp Rowmarsh Close		18:06	18:36
Northfleet, opp Greendale Walk		18:07	18:37
Northfleet, adj Nightingale Close		18:08	18:38
Northfleet, opp Kemsley Close		18:09	18:39
Northfleet, adj Oaklands Road		18:09	18:39
Northfleet, adj Ladyfields		18:09	18:39
Northfleet, adj Riversdale		18:11	18:41
Northfleet, adj Library		18:11	18:41
Perry Street, opp All Saints Church		18:13	18:43
Perry Street, opp The Rose		18:13	18:43
Northfleet, opp Pelham Road Shops		18:14	18:44
Northfleet, opp Lennox Road East		18:15	18:45
Gravesend, adj Pelham Road Medical Centre		18:16	18:46
Gravesend, Adult Education Centre (Stop V)		18:17	18:47
Gravesend, Garrick Street (Stop C)	arr		18:48
Gravesend, Garrick Street (Stop C)	dep		18:49
Gravesend, West Street (E-bound)		18:50	
Gravesend, Parrock Street (S-bound)		18:51	
Gravesend, adj The Grove		18:52	
Gravesend, opp William Street		18:53	
Gravesend, opp Constitution Hill		18:54	
Kings Farm, Echo Square (SE-bound)		18:55	
Kings Farm, adj Hollybush Road		18:55	
Kings Farm, adj Lamorna Avenue		18:56	
Kings Farm, opp Whitehill Parade		18:57	
Kings Farm, opp Ivy Close		18:57	
Kings Farm, adj Truro Road		18:58	
Gravesend, opp Chichester Rise		18:59	
Gravesend, adj Scott Road		19:00	
Gravesend, adj Codrington Crescent		19:00	
Gravesend, opp Mungo Park Road	arr		19:01
Gravesend, opp Mungo Park Road	dep		19:03

Compiled from data for the period Tue 08-Feb-2022 to Mon 14-Feb-2022. Times not in bold are estimated by using the distance between the stops.

Mondays to Fridays

Gravesend, opp Mungo Park Road	arr	07:43	08:13	08:43	09:13	09:43	10:13	10:43	11:13	11:43	12:13	12:43	13:13	13:43	14:13	14:43			
Gravesend, opp Mungo Park Road	dep	06:18	06:48	07:18	07:48	08:18	08:48	09:18	09:48	10:18	10:48	11:18	11:48	12:18	12:48	13:18	13:48	14:18	14:48
Hawkins Avenue just before Christian Fields Avenue, Christian Field:		06:19	06:49	07:19	07:49	08:19	08:49	09:19	09:49	10:19	10:49	11:19	11:49	12:19	12:49	13:19	13:49	14:19	14:49
Christian Fields, Ash Road (W-bound)		06:20	06:50	07:20	07:50	08:20	08:50	09:20	09:50	10:20	10:50	11:20	11:50	12:20	12:50	13:20	13:50	14:20	14:50
Kings Farm, adj Elm Road		06:22	06:52	07:22	07:52	08:22	08:52	09:22	09:52	10:22	10:52	11:22	11:52	12:22	12:52	13:22	13:52	14:22	14:52
Kings Farm, adj Kings Drive		06:23	06:53	07:23	07:53	08:23	08:53	09:23	09:53	10:23	10:53	11:23	11:53	12:23	12:53	13:23	13:53	14:23	14:53
Kitchener Avenue before Sun Lane, Kings Farm		06:24	06:54	07:24	07:54	08:24	08:54	09:24	09:54	10:24	10:54	11:24	11:54	12:24	12:54	13:24	13:54	14:24	14:54
Kings Farm, adj Malvina Avenue		06:25	06:55	07:25	07:55	08:25	08:55	09:25	09:55	10:25	10:55	11:25	11:55	12:25	12:55	13:25	13:55	14:25	14:55
Kings Farm, Echo Square (NE-bound)		06:27	06:57	07:27	07:57	08:27	08:57	09:27	09:57	10:27	10:57	11:27	11:57	12:27	12:57	13:27	13:57	14:27	14:57
Gravesend, adj Constitution Hill		06:28	06:58	07:28	07:58	08:28	08:58	09:28	09:58	10:28	10:58	11:28	11:58	12:28	12:58	13:28	13:58	14:28	14:58
Gravesend, adj William Street		06:30	07:00	07:30	08:00	08:30	09:00	09:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30	15:00
Gravesend, Gravesend Railway Station (Stop T)	arr	06:33	07:03	07:33	08:03	08:33	09:03	09:33	10:03	10:33	11:03	11:33	12:03	12:33	13:03	13:33	14:03	14:33	15:03
Gravesend, Gravesend Railway Station (Stop T)	dep	06:35	07:05	07:35	08:05	08:35	09:05	09:35	10:05	10:35	11:05	11:35	12:05	12:35	13:05	13:35	14:05	14:35	15:05
Gravesend, opp Pelham Road Medical Centre		06:37	07:07	07:37	08:07	08:37	09:07	09:37	10:07	10:37	11:07	11:37	12:07	12:37	13:07	13:37	14:07	14:37	15:07
Northfleet, adj Lennox Road East		06:38	07:08	07:38	08:08	08:38	09:08	09:38	10:08	10:38	11:08	11:38	12:08	12:38	13:08	13:38	14:08	14:38	15:08
Northfleet, o/s Pelham Road Shops		06:39	07:09	07:39	08:09	08:39	09:09	09:39	10:09	10:39	11:09	11:39	12:09	12:39	13:09	13:39	14:09	14:39	15:09
Perry Street, adj The Rose		06:40	07:10	07:40	08:10	08:40	09:10	09:40	10:10	10:40	11:10	11:40	12:10	12:40	13:10	13:40	14:10	14:40	15:10
Perry Street, adj All Saints Church		06:41	07:11	07:41	08:11	08:41	09:11	09:41	10:11	10:41	11:11	11:41	12:11	12:41	13:11	13:41	14:11	14:41	15:11
Northfleet, opp Library		06:42	07:12	07:42	08:12	08:42	09:12	09:42	10:12	10:42	11:12	11:42	12:12	12:42	13:12	13:42	14:12	14:42	15:12
Northfleet, opp Riversdale		06:42	07:12	07:42	08:12	08:42	09:12	09:42	10:12	10:42	11:12	11:42	12:12	12:42	13:12	13:42	14:12	14:42	15:12
Northfleet, opp Ladyfields		06:44	07:14	07:44	08:14	08:44	09:14	09:44	10:14	10:44	11:14	11:44	12:14	12:44	13:14	13:44	14:14	14:44	15:14
Northfleet, opp Oaklands Road		06:44	07:14	07:44	08:14	08:44	09:14	09:44	10:14	10:44	11:14	11:44	12:14	12:44	13:14	13:44	14:14	14:44	15:14
Northfleet, adj Kemsley Close		06:45	07:15	07:45	08:15	08:45	09:15	09:45	10:15	10:45	11:15	11:45	12:15	12:45	13:15	13:45	14:15	14:45	15:15
Northfleet, adj Durndale Lane		06:46	07:16	07:46	08:16	08:46	09:16	09:46	10:16	10:46	11:16	11:46	12:16	12:46	13:16	13:46	14:16	14:46	15:16
Northfleet, opp Nightingale Close		06:46	07:16	07:46	08:16	08:46	09:16	09:46	10:16	10:46	11:16	11:46	12:16	12:46	13:16	13:46	14:16	14:46	15:16
Northfleet, adj Greendale Walk		06:47	07:17	07:47	08:17	08:47	09:17	09:47	10:17	10:47	11:17	11:47	12:17	12:47	13:17	13:47	14:17	14:47	15:17
Northfleet, adj Rowmarsh Close		06:47	07:17	07:47	08:17	08:47	09:17	09:47	10:17	10:47	11:17	11:47	12:17	12:47	13:17	13:47	14:17	14:47	15:17
Northfleet, opp The Painters Ash		06:48	07:18	07:48	08:18	08:48	09:18	09:48	10:18	10:48	11:18	11:48	12:18	12:48	13:18	13:48	14:18	14:48	15:18
Dene Holm Road before Painters Ash Lane, Northfleet		06:49	07:19	07:49	08:19	08:49	09:19	09:49	10:19	10:49	11:19	11:49	12:19	12:49	13:19	13:49	14:19	14:49	15:19
Northfleet, opp 49 Hall Road		06:49	07:19	07:49	08:19	08:49	09:19	09:49	10:19	10:49	11:19	11:49	12:19	12:49	13:19	13:49	14:19	14:49	15:19
Northfleet, adj Pepper Hill Sainsbury's		06:50	07:20	07:50	08:20	08:50	09:20	09:50	10:20	10:50	11:20	11:50	12:20	12:50	13:20	13:50	14:20	14:50	15:20
Northfleet, opp Orchard Road		06:51	07:21	07:51	08:21	08:51	09:21	09:51	10:21	10:51	11:21	11:51	12:21	12:51	13:21	13:51	14:21	14:51	15:21
Northfleet, adj Springhead Enterprise Park		06:52	07:22	07:52	08:22	08:52	09:22	09:52	10:22	10:52	11:22	11:52	12:22	12:52	13:22	13:52	14:22	14:52	15:22
Northfleet, adj Springhead Road		06:53	07:23	07:53	08:23	08:53	09:23	09:53	10:23	10:53	11:23	11:53	12:23	12:53	13:23	13:53	14:23	14:53	15:23
Ebbfleet, Ebbfleet International Railway Station (Stop A)		06:56	07:26	07:56	08:26	08:56	09:26	09:56	10:26	10:56	11:26	11:56	12:26	12:56	13:26	13:56	14:26	14:56	15:26
Bluewater, Bus Station (Stop 5)	arr	07:04	07:34	08:04	08:34	09:04	09:34	10:04	10:34	11:04	11:34	12:04	12:34	13:04	13:34	14:04	14:34	15:04	15:34

Gravesend, opp Mungo Park Road	<i>arr</i>	15:13	15:43	16:13	16:43	17:13	17:43	18:13			20:15	21:15	22:15
Gravesend, opp Mungo Park Road	<i>dep</i>	15:18	15:48	16:18	16:48	17:18	17:48	18:18	18:48	19:20	20:20	21:20	22:20
Hawkins Avenue just before Christian Fields Avenue, Christian Field:		15:19	15:49	16:19	16:49	17:19	17:49	18:19	18:49	19:21	20:21	21:21	22:21
Christian Fields, Ash Road (W-bound)		15:20	15:50	16:20	16:50	17:20	17:50	18:20	18:50	19:22	20:22	21:22	22:22
Kings Farm, adj Elm Road		15:22	15:52	16:22	16:52	17:22	17:52	18:22	18:52	19:24	20:24	21:24	22:24
Kings Farm, adj Kings Drive		15:23	15:53	16:23	16:53	17:23	17:53	18:23	18:53	19:24	20:24	21:24	22:24
Kitchener Avenue before Sun Lane, Kings Farm		15:24	15:54	16:24	16:54	17:24	17:54	18:24	18:54	19:25	20:25	21:25	22:25
Kings Farm, adj Malvina Avenue		15:25	15:55	16:25	16:55	17:25	17:55	18:25	18:55	19:26	20:26	21:26	22:26
Kings Farm, Echo Square (NE-bound)		15:27	15:57	16:27	16:57	17:27	17:57	18:27	18:57	19:28	20:28	21:28	22:28
Gravesend, adj Constitution Hill		15:28	15:58	16:28	16:58	17:28	17:58	18:28	18:58	19:29	20:29	21:29	22:29
Gravesend, adj William Street		15:30	16:00	16:30	17:00	17:30	18:00	18:30	19:00	19:30	20:30	21:30	22:30
Gravesend, Gravesend Railway Station (Stop T)	<i>arr</i>	15:33	16:03	16:33	17:03	17:33	18:03	18:33	19:03	19:33	20:33	21:33	22:33
Gravesend, Gravesend Railway Station (Stop T)	<i>dep</i>	15:35	16:05	16:35	17:05	17:35	18:05	18:35	19:05	19:35	20:35	21:35	
Gravesend, opp Pelham Road Medical Centre		15:37	16:07	16:37	17:07	17:37	18:07	18:37	19:07	19:36	20:36	21:36	
Northfleet, adj Lennox Road East		15:38	16:08	16:38	17:08	17:38	18:08	18:38	19:08	19:37	20:37	21:37	
Northfleet, o/s Pelham Road Shops		15:39	16:09	16:39	17:09	17:39	18:09	18:39	19:09	19:37	20:37	21:37	
Perry Street, adj The Rose		15:40	16:10	16:40	17:10	17:40	18:10	18:40	19:10	19:38	20:38	21:38	
Perry Street, adj All Saints Church		15:41	16:11	16:41	17:11	17:41	18:11	18:41	19:11	19:39	20:39	21:39	
Northfleet, opp Library		15:42	16:12	16:42	17:12	17:42	18:12	18:42	19:12	19:40	20:40	21:40	
Northfleet, opp Riversdale		15:42	16:12	16:42	17:12	17:42	18:12	18:42	19:12	19:40	20:40	21:40	
Northfleet, opp Ladyfields		15:44	16:14	16:44	17:14	17:44	18:14	18:44	19:14	19:42	20:42	21:42	
Northfleet, opp Oaklands Road		15:44	16:14	16:44	17:14	17:44	18:14	18:44	19:14	19:42	20:42	21:42	
Northfleet, adj Kemsley Close		15:45	16:15	16:45	17:15	17:45	18:15	18:45	19:15	19:43	20:43	21:43	
Northfleet, adj Durndale Lane		15:46	16:16	16:46	17:16	17:46	18:16	18:46	19:16	19:44	20:44	21:44	
Northfleet, opp Nightingale Close		15:46	16:16	16:46	17:16	17:46	18:16	18:46	19:16	19:44	20:44	21:44	
Northfleet, adj Greendale Walk		15:47	16:17	16:47	17:17	17:47	18:17	18:47	19:17	19:44	20:44	21:44	
Northfleet, adj Rowmarsh Close		15:47	16:17	16:47	17:17	17:47	18:17	18:47	19:17	19:45	20:45	21:45	
Northfleet, opp The Painters Ash		15:48	16:18	16:48	17:18	17:48	18:18	18:48	19:18	19:46	20:46	21:46	
Dene Holm Road before Painters Ash Lane, Northfleet		15:49	16:19	16:49	17:19	17:49	18:19	18:49	19:19	19:46	20:46	21:46	
Northfleet, opp 49 Hall Road		15:49	16:19	16:49	17:19	17:49	18:19	18:49	19:19	19:47	20:47	21:47	
Northfleet, adj Pepper Hill Sainsbury's		15:50	16:20	16:50	17:20	17:50	18:20	18:50	19:20	19:48	20:48	21:48	
Northfleet, opp Orchard Road		15:51	16:21	16:51	17:21	17:51	18:21	18:51	19:21	19:49	20:49	21:49	
Northfleet, adj Springhead Enterprise Park		15:52	16:22	16:52	17:22	17:52	18:22	18:52	19:22	19:49	20:49	21:49	
Northfleet, adj Springhead Road		15:53	16:23	16:53	17:23	17:53	18:23	18:53	19:23	19:50	20:50	21:50	
Ebbsfleet, Ebbsfleet International Railway Station (Stop A)		15:56	16:26	16:56	17:26	17:56	18:26	18:56	19:26	19:53	20:53	21:53	
Bluewater, Bus Station (Stop 5)	<i>arr</i>	16:04	16:34	17:04	17:34	18:04	18:34	19:04	19:34	20:01	21:01	22:01	

Compiled from data for the period Tue 08-Feb-2022 to Mon 14-Feb-2022. Times not in bold are estimated by using the distance between the stops.

Saturdays

Gravesend, opp Mungo Park Road	arr			07:57	08:27	08:57	09:27	09:57	10:27	10:57	11:27	11:57	12:27	12:57	13:27	13:57	14:27	14:57	15:27
Gravesend, opp Mungo Park Road	dep	07:18	07:48	08:02	08:32	09:02	09:32	10:02	10:32	11:02	11:32	12:02	12:32	13:02	13:32	14:02	14:32	15:02	15:32
Hawkins Avenue just before Christian Fields Avenue, Christian Field:		07:19	07:49	08:03	08:33	09:03	09:33	10:03	10:33	11:03	11:33	12:03	12:33	13:03	13:33	14:03	14:33	15:03	15:33
Christian Fields, Ash Road (W-bound)		07:20	07:50	08:04	08:34	09:04	09:34	10:04	10:34	11:04	11:34	12:04	12:34	13:04	13:34	14:04	14:34	15:04	15:34
Kings Farm, adj Elm Road		07:22	07:52	08:06	08:36	09:06	09:36	10:06	10:36	11:06	11:36	12:06	12:36	13:06	13:36	14:06	14:36	15:06	15:36
Kings Farm, adj Kings Drive		07:23	07:53	08:07	08:37	09:07	09:37	10:07	10:37	11:07	11:37	12:07	12:37	13:07	13:37	14:07	14:37	15:07	15:37
Kitchener Avenue before Sun Lane, Kings Farm		07:24	07:54	08:08	08:38	09:08	09:38	10:08	10:38	11:08	11:38	12:08	12:38	13:08	13:38	14:08	14:38	15:08	15:38
Kings Farm, adj Malvina Avenue		07:25	07:55	08:09	08:39	09:09	09:39	10:09	10:39	11:09	11:39	12:09	12:39	13:09	13:39	14:09	14:39	15:09	15:39
Kings Farm, Echo Square (NE-bound)		07:27	07:57	08:11	08:41	09:11	09:41	10:11	10:41	11:11	11:41	12:11	12:41	13:11	13:41	14:11	14:41	15:11	15:41
Gravesend, adj Constitution Hill		07:28	07:58	08:12	08:42	09:12	09:42	10:12	10:42	11:12	11:42	12:12	12:42	13:12	13:42	14:12	14:42	15:12	15:42
Gravesend, adj William Street		07:30	08:00	08:14	08:44	09:14	09:44	10:14	10:44	11:14	11:44	12:14	12:44	13:14	13:44	14:14	14:44	15:14	15:44
Gravesend, Gravesend Railway Station (Stop T)	arr	07:33	08:03	08:17	08:47	09:17	09:47	10:17	10:47	11:17	11:47	12:17	12:47	13:17	13:47	14:17	14:47	15:17	15:47
Gravesend, Gravesend Railway Station (Stop T)	dep	07:35	08:05	08:19	08:49	09:19	09:49	10:19	10:49	11:19	11:49	12:19	12:49	13:19	13:49	14:19	14:49	15:19	15:49
Gravesend, opp Pelham Road Medical Centre		07:37	08:07	08:21	08:51	09:21	09:51	10:21	10:51	11:21	11:51	12:21	12:51	13:21	13:51	14:21	14:51	15:21	15:51
Northfleet, adj Lennox Road East		07:38	08:08	08:22	08:52	09:22	09:52	10:22	10:52	11:22	11:52	12:22	12:52	13:22	13:52	14:22	14:52	15:22	15:52
Northfleet, o/s Pelham Road Shops		07:39	08:09	08:23	08:53	09:23	09:53	10:23	10:53	11:23	11:53	12:23	12:53	13:23	13:53	14:23	14:53	15:23	15:53
Perry Street, adj The Rose		07:40	08:10	08:24	08:54	09:24	09:54	10:24	10:54	11:24	11:54	12:24	12:54	13:24	13:54	14:24	14:54	15:24	15:54
Perry Street, adj All Saints Church		07:41	08:11	08:25	08:55	09:25	09:55	10:25	10:55	11:25	11:55	12:25	12:55	13:25	13:55	14:25	14:55	15:25	15:55
Northfleet, opp Library		07:42	08:12	08:26	08:56	09:26	09:56	10:26	10:56	11:26	11:56	12:26	12:56	13:26	13:56	14:26	14:56	15:26	15:56
Northfleet, opp Riversdale		07:42	08:12	08:26	08:56	09:26	09:56	10:26	10:56	11:26	11:56	12:26	12:56	13:26	13:56	14:26	14:56	15:26	15:56
Northfleet, opp Ladyfields		07:44	08:14	08:28	08:58	09:28	09:58	10:28	10:58	11:28	11:58	12:28	12:58	13:28	13:58	14:28	14:58	15:28	15:58
Northfleet, opp Oaklands Road		07:44	08:14	08:28	08:58	09:28	09:58	10:28	10:58	11:28	11:58	12:28	12:58	13:28	13:58	14:28	14:58	15:28	15:58
Northfleet, adj Kemsley Close		07:45	08:15	08:29	08:59	09:29	09:59	10:29	10:59	11:29	11:59	12:29	12:59	13:29	13:59	14:29	14:59	15:29	15:59
Northfleet, adj Durndale Lane		07:46	08:16	08:30	09:00	09:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30	15:00	15:30	16:00
Northfleet, opp Nightingale Close		07:46	08:16	08:30	09:00	09:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30	15:00	15:30	16:00
Northfleet, adj Greendale Walk		07:47	08:17	08:31	09:01	09:31	10:01	10:31	11:01	11:31	12:01	12:31	13:01	13:31	14:01	14:31	15:01	15:31	16:01
Northfleet, adj Rowmarsh Close		07:47	08:17	08:31	09:01	09:31	10:01	10:31	11:01	11:31	12:01	12:31	13:01	13:31	14:01	14:31	15:01	15:31	16:01
Northfleet, opp The Painters Ash		07:48	08:18	08:32	09:02	09:32	10:02	10:32	11:02	11:32	12:02	12:32	13:02	13:32	14:02	14:32	15:02	15:32	16:02
Dene Holm Road before Painters Ash Lane, Northfleet		07:49	08:19	08:33	09:03	09:33	10:03	10:33	11:03	11:33	12:03	12:33	13:03	13:33	14:03	14:33	15:03	15:33	16:03
Northfleet, opp 49 Hall Road		07:49	08:19	08:33	09:03	09:33	10:03	10:33	11:03	11:33	12:03	12:33	13:03	13:33	14:03	14:33	15:03	15:33	16:03
Northfleet, adj Pepper Hill Sainsbury's		07:50	08:20	08:34	09:04	09:34	10:04	10:34	11:04	11:34	12:04	12:34	13:04	13:34	14:04	14:34	15:04	15:34	16:04
Northfleet, opp Orchard Road		07:51	08:21	08:35	09:05	09:35	10:05	10:35	11:05	11:35	12:05	12:35	13:05	13:35	14:05	14:35	15:05	15:35	16:05
Northfleet, adj Springhead Enterprise Park		07:52	08:22	08:36	09:06	09:36	10:06	10:36	11:06	11:36	12:06	12:36	13:06	13:36	14:06	14:36	15:06	15:36	16:06
Northfleet, adj Springhead Road		07:53	08:23	08:37	09:07	09:37	10:07	10:37	11:07	11:37	12:07	12:37	13:07	13:37	14:07	14:37	15:07	15:37	16:07
Ebbsfleet, Ebbsfleet International Railway Station (Stop A)		07:56	08:26	08:40	09:10	09:40	10:10	10:40	11:10	11:40	12:10	12:40	13:10	13:40	14:10	14:40	15:10	15:40	16:10
Bluewater, Bus Station (Stop 5)	arr	08:04	08:34	08:48	09:18	09:48	10:18	10:48	11:18	11:48	12:18	12:48	13:18	13:48	14:18	14:48	15:18	15:48	16:18

Gravesend, opp Mungo Park Road	arr	15:57	16:27	16:57	17:27	17:57	18:27		20:00	21:00	22:00
Gravesend, opp Mungo Park Road	dep	16:02	16:32	17:02	17:32	18:02	18:32	19:04	20:04	21:04	22:04
Hawkins Avenue just before Christian Fields Avenue, Christian Field:		16:03	16:33	17:03	17:33	18:03	18:33	19:05	20:05	21:05	22:05
Christian Fields, Ash Road (W-bound)		16:04	16:34	17:04	17:34	18:04	18:34	19:06	20:06	21:06	22:06
Kings Farm, adj Elm Road		16:06	16:36	17:06	17:36	18:06	18:36	19:08	20:08	21:08	22:08
Kings Farm, adj Kings Drive		16:07	16:37	17:07	17:37	18:07	18:37	19:08	20:08	21:08	22:08
Kitchener Avenue before Sun Lane, Kings Farm		16:08	16:38	17:08	17:38	18:08	18:38	19:09	20:09	21:09	22:09
Kings Farm, adj Malvina Avenue		16:09	16:39	17:09	17:39	18:09	18:39	19:10	20:10	21:10	22:10
Kings Farm, Echo Square (NE-bound)		16:11	16:41	17:11	17:41	18:11	18:41	19:12	20:12	21:12	22:12
Gravesend, adj Constitution Hill		16:12	16:42	17:12	17:42	18:12	18:42	19:13	20:13	21:13	22:13
Gravesend, adj William Street		16:14	16:44	17:14	17:44	18:14	18:44	19:14	20:14	21:14	22:14
Gravesend, Gravesend Railway Station (Stop T)	arr	16:17	16:47	17:17	17:47	18:17	18:47	19:17	20:17	21:17	22:17
Gravesend, Gravesend Railway Station (Stop T)	dep	16:19	16:49	17:19	17:49	18:19	18:49	19:19	20:19	21:19	
Gravesend, opp Pelham Road Medical Centre		16:21	16:51	17:21	17:51	18:21	18:51	19:20	20:20	21:20	
Northfleet, adj Lennox Road East		16:22	16:52	17:22	17:52	18:22	18:52	19:21	20:21	21:21	
Northfleet, o/s Pelham Road Shops		16:23	16:53	17:23	17:53	18:23	18:53	19:21	20:21	21:21	
Perry Street, adj The Rose		16:24	16:54	17:24	17:54	18:24	18:54	19:22	20:22	21:22	
Perry Street, adj All Saints Church		16:25	16:55	17:25	17:55	18:25	18:55	19:23	20:23	21:23	
Northfleet, opp Library		16:26	16:56	17:26	17:56	18:26	18:56	19:24	20:24	21:24	
Northfleet, opp Riversdale		16:26	16:56	17:26	17:56	18:26	18:56	19:24	20:24	21:24	
Northfleet, opp Ladyfields		16:28	16:58	17:28	17:58	18:28	18:58	19:26	20:26	21:26	
Northfleet, opp Oaklands Road		16:28	16:58	17:28	17:58	18:28	18:58	19:26	20:26	21:26	
Northfleet, adj Kemsley Close		16:29	16:59	17:29	17:59	18:29	18:59	19:27	20:27	21:27	
Northfleet, adj Durndale Lane		16:30	17:00	17:30	18:00	18:30	19:00	19:28	20:28	21:28	
Northfleet, opp Nightingale Close		16:30	17:00	17:30	18:00	18:30	19:00	19:28	20:28	21:28	
Northfleet, adj Greendale Walk		16:31	17:01	17:31	18:01	18:31	19:01	19:28	20:28	21:28	
Northfleet, adj Rowmarsh Close		16:31	17:01	17:31	18:01	18:31	19:01	19:29	20:29	21:29	
Northfleet, opp The Painters Ash		16:32	17:02	17:32	18:02	18:32	19:02	19:30	20:30	21:30	
Dene Holm Road before Painters Ash Lane, Northfleet		16:33	17:03	17:33	18:03	18:33	19:03	19:30	20:30	21:30	
Northfleet, opp 49 Hall Road		16:33	17:03	17:33	18:03	18:33	19:03	19:31	20:31	21:31	
Northfleet, adj Pepper Hill Sainsbury's		16:34	17:04	17:34	18:04	18:34	19:04	19:32	20:32	21:32	
Northfleet, opp Orchard Road		16:35	17:05	17:35	18:05	18:35	19:05	19:33	20:33	21:33	
Northfleet, adj Springhead Enterprise Park		16:36	17:06	17:36	18:06	18:36	19:06	19:33	20:33	21:33	
Northfleet, adj Springhead Road		16:37	17:07	17:37	18:07	18:37	19:07	19:34	20:34	21:34	
Ebbsfleet, Ebbsfleet International Railway Station (Stop A)		16:40	17:10	17:40	18:10	18:40	19:10	19:37	20:37	21:37	
Bluewater, Bus Station (Stop 5)	arr	16:48	17:18	17:48	18:18	18:48	19:18	19:45	20:45	21:45	

Compiled from data for the period Tue 08-Feb-2022 to Mon 14-Feb-2022. Times not in bold are estimated by using the distance between the stops.

Sundays

Gravesend, opp Mungo Park Road	arr	09:01	10:01	10:31	11:01	11:31	12:01	12:31	13:01	13:31	14:01	14:31	15:01	15:31	16:01	16:31	17:01	17:31	18:01
Gravesend, opp Mungo Park Road	dep	09:03	10:03	10:33	11:03	11:33	12:03	12:33	13:03	13:33	14:03	14:33	15:03	15:33	16:03	16:33	17:03	17:33	18:03
Hawkins Avenue just before Christian Fields Avenue, Christian Field:		09:04	10:04	10:34	11:04	11:34	12:04	12:34	13:04	13:34	14:04	14:34	15:04	15:34	16:04	16:34	17:04	17:34	18:04
Christian Fields, Ash Road (W-bound)		09:05	10:05	10:35	11:05	11:35	12:05	12:35	13:05	13:35	14:05	14:35	15:05	15:35	16:05	16:35	17:05	17:35	18:05
Kings Farm, adj Elm Road		09:07	10:07	10:37	11:07	11:37	12:07	12:37	13:07	13:37	14:07	14:37	15:07	15:37	16:07	16:37	17:07	17:37	18:07
Kings Farm, adj Kings Drive		09:07	10:07	10:37	11:07	11:37	12:07	12:37	13:07	13:37	14:07	14:37	15:07	15:37	16:07	16:37	17:07	17:37	18:07
Kitchener Avenue before Sun Lane, Kings Farm		09:08	10:08	10:38	11:08	11:38	12:08	12:38	13:08	13:38	14:08	14:38	15:08	15:38	16:08	16:38	17:08	17:38	18:08
Kings Farm, adj Malvina Avenue		09:09	10:09	10:39	11:09	11:39	12:09	12:39	13:09	13:39	14:09	14:39	15:09	15:39	16:09	16:39	17:09	17:39	18:09
Kings Farm, Echo Square (NE-bound)		09:11	10:11	10:41	11:11	11:41	12:11	12:41	13:11	13:41	14:11	14:41	15:11	15:41	16:11	16:41	17:11	17:41	18:11
Gravesend, adj Constitution Hill		09:12	10:12	10:42	11:12	11:42	12:12	12:42	13:12	13:42	14:12	14:42	15:12	15:42	16:12	16:42	17:12	17:42	18:12
Gravesend, adj William Street		09:13	10:13	10:43	11:13	11:43	12:13	12:43	13:13	13:43	14:13	14:43	15:13	15:43	16:13	16:43	17:13	17:43	18:13
Gravesend, Gravesend Railway Station (Stop T)	arr	09:16	10:16	10:46	11:16	11:46	12:16	12:46	13:16	13:46	14:16	14:46	15:16	15:46	16:16	16:46	17:16	17:46	18:16
Gravesend, Gravesend Railway Station (Stop T)	dep	09:18	10:18	10:48	11:18	11:48	12:18	12:48	13:18	13:48	14:18	14:48	15:18	15:48	16:18	16:48	17:18	17:48	
Gravesend, opp Pelham Road Medical Centre		09:19	10:19	10:49	11:19	11:49	12:19	12:49	13:19	13:49	14:19	14:49	15:19	15:49	16:19	16:49	17:19	17:49	
Northfleet, adj Lennox Road East		09:20	10:20	10:50	11:20	11:50	12:20	12:50	13:20	13:50	14:20	14:50	15:20	15:50	16:20	16:50	17:20	17:50	
Northfleet, o/s Pelham Road Shops		09:21	10:21	10:51	11:21	11:51	12:21	12:51	13:21	13:51	14:21	14:51	15:21	15:51	16:21	16:51	17:21	17:51	
Perry Street, adj The Rose		09:22	10:22	10:52	11:22	11:52	12:22	12:52	13:22	13:52	14:22	14:52	15:22	15:52	16:22	16:52	17:22	17:52	
Perry Street, adj All Saints Church		09:23	10:23	10:53	11:23	11:53	12:23	12:53	13:23	13:53	14:23	14:53	15:23	15:53	16:23	16:53	17:23	17:53	
Northfleet, opp Library		09:23	10:23	10:53	11:23	11:53	12:23	12:53	13:23	13:53	14:23	14:53	15:23	15:53	16:23	16:53	17:23	17:53	
Northfleet, opp Riversdale		09:24	10:24	10:54	11:24	11:54	12:24	12:54	13:24	13:54	14:24	14:54	15:24	15:54	16:24	16:54	17:24	17:54	
Northfleet, opp Ladyfields		09:25	10:25	10:55	11:25	11:55	12:25	12:55	13:25	13:55	14:25	14:55	15:25	15:55	16:25	16:55	17:25	17:55	
Northfleet, opp Oaklands Road		09:26	10:26	10:56	11:26	11:56	12:26	12:56	13:26	13:56	14:26	14:56	15:26	15:56	16:26	16:56	17:26	17:56	
Northfleet, adj Kemsley Close		09:26	10:26	10:56	11:26	11:56	12:26	12:56	13:26	13:56	14:26	14:56	15:26	15:56	16:26	16:56	17:26	17:56	
Northfleet, adj Durndale Lane		09:27	10:27	10:57	11:27	11:57	12:27	12:57	13:27	13:57	14:27	14:57	15:27	15:57	16:27	16:57	17:27	17:57	
Northfleet, opp Nightingale Close		09:27	10:27	10:57	11:27	11:57	12:27	12:57	13:27	13:57	14:27	14:57	15:27	15:57	16:27	16:57	17:27	17:57	
Northfleet, adj Greendale Walk		09:28	10:28	10:58	11:28	11:58	12:28	12:58	13:28	13:58	14:28	14:58	15:28	15:58	16:28	16:58	17:28	17:58	
Northfleet, adj Rowmarsh Close		09:28	10:28	10:58	11:28	11:58	12:28	12:58	13:28	13:58	14:28	14:58	15:28	15:58	16:28	16:58	17:28	17:58	
Northfleet, opp The Painters Ash		09:29	10:29	10:59	11:29	11:59	12:29	12:59	13:29	13:59	14:29	14:59	15:29	15:59	16:29	16:59	17:29	17:59	
Dene Holm Road before Painters Ash Lane, Northfleet		09:30	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30	15:00	15:30	16:00	16:30	17:00	17:30	18:00	
Northfleet, opp 49 Hall Road		09:30	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30	15:00	15:30	16:00	16:30	17:00	17:30	18:00	
Northfleet, adj Pepper Hill Sainsbury's		09:31	10:31	11:01	11:31	12:01	12:31	13:01	13:31	14:01	14:31	15:01	15:31	16:01	16:31	17:01	17:31	18:01	
Northfleet, opp Orchard Road		09:32	10:32	11:02	11:32	12:02	12:32	13:02	13:32	14:02	14:32	15:02	15:32	16:02	16:32	17:02	17:32	18:02	
Northfleet, adj Springhead Enterprise Park		09:33	10:33	11:03	11:33	12:03	12:33	13:03	13:33	14:03	14:33	15:03	15:33	16:03	16:33	17:03	17:33	18:03	
Northfleet, adj Springhead Road		09:34	10:34	11:04	11:34	12:04	12:34	13:04	13:34	14:04	14:34	15:04	15:34	16:04	16:34	17:04	17:34	18:04	
Ebbsfleet, Ebbsfleet International Railway Station (Stop A)		09:37	10:37	11:07	11:37	12:07	12:37	13:07	13:37	14:07	14:37	15:07	15:37	16:07	16:37	17:07	17:37	18:07	
Bluewater, Bus Station (Stop 5)	arr	09:46	10:46	11:16	11:46	12:16	12:46	13:16	13:46	14:16	14:46	15:16	15:46	16:16	16:46	17:16	17:46	18:16	

Gravesend, opp Mungo Park Road	arr	19:01
Gravesend, opp Mungo Park Road	dep	19:03
Hawkins Avenue just before Christian Fields Avenue, Christian Fields		19:04
Christian Fields, Ash Road (W-bound)		19:05
Kings Farm, adj Elm Road		19:07
Kings Farm, adj Kings Drive		19:07
Kitchener Avenue before Sun Lane, Kings Farm		19:08
Kings Farm, adj Malvina Avenue		19:09
Kings Farm, Echo Square (NE-bound)		19:11
Gravesend, adj Constitution Hill		19:12
Gravesend, adj William Street		19:13
Gravesend, Gravesend Railway Station (Stop T)	arr	19:16
Gravesend, Gravesend Railway Station (Stop T)	dep	
Gravesend, opp Pelham Road Medical Centre		
Northfleet, adj Lennox Road East		
Northfleet, o/s Pelham Road Shops		
Perry Street, adj The Rose		
Perry Street, adj All Saints Church		
Northfleet, opp Library		
Northfleet, opp Riversdale		
Northfleet, opp Ladyfields		
Northfleet, opp Oaklands Road		
Northfleet, adj Kemsley Close		
Northfleet, adj Durndale Lane		
Northfleet, opp Nightingale Close		
Northfleet, adj Greendale Walk		
Northfleet, adj Rowmarsh Close		
Northfleet, opp The Painters Ash		
Dene Holm Road before Painters Ash Lane, Northfleet		
Northfleet, opp 49 Hall Road		
Northfleet, adj Pepper Hill Sainsbury's		
Northfleet, opp Orchard Road		
Northfleet, adj Springhead Enterprise Park		
Northfleet, adj Springhead Road		
Ebbsfleet, Ebbsfleet International Railway Station (Stop A)		
Bluewater, Bus Station (Stop 5)	arr	

Compiled from data for the period Tue 08-Feb-2022 to Mon 14-Feb-2022. Times not in bold are estimated by using the distance between the stops.

Mondays to Fridays

Longfield, o/s Longfield Academy	dep	14:10	15:30
Longfield Hill, opp The Green Man		14:12	15:32
Meopham, opp Station Road		14:17	15:37
Istead Rise, opp Shops		14:21	15:41
Southfleet, adj Red Street		14:25	15:45
Northfleet, o/s 31 Hall Road		14:29	15:49
Northfleet, adj Cygnet Leisure Centre		14:32	15:52
Northfleet, opp Pelham Road Shops		14:35	15:55
Gravesend, nr St George's Centre		14:37	15:57
Gravesend, Parrock Street (S-bound)		14:41	16:01
Kings Farm, Echo Square (SE-bound)		14:45	16:05
Hawkins Avenue just after Christian Fields Avenue, Christian Field:		14:50	16:10
Gravesend, adj Chichester Rise		14:53	16:13
Singlewell, opp Mackenzie Way Shops		14:57	16:17
Kings Farm, opp St Hilda's Way		14:59	16:19
Kings Farm, opp Lorton Close		15:02	16:22
Denton, Lion Garage (NW-bound)		15:04	16:24
Milton, opp Albion Road	arr	15:06	16:26
Notes		[1] [SDO]	[2] [SDO]

[1] Only runs on Wednesday (Wed 09-Feb-2022)

[2] Only runs on Tuesday, Thursday, Friday

[SDO] Schooldays only

Compiled from data for the period Tue 08-Feb-2022 to Mon 14-Feb-2022.

Mondays to Fridays

[1]

Milton, adj Albion Road	dep	07:24
Denton, adj Dickens Road		07:26
Kings Farm, adj Lorton Close		07:28
Kings Farm, adj St Hilda's Way		07:31
Singlewell, opp Mackenzie Way Shops		07:33
Gravesend, opp Chichester Rise		07:37
Hawkins Avenue just before Christian Fields Avenue, Christian Field		07:40
Kings Farm, Echo Square (NE-bound)		07:45
Gravesend, Parrock Street (S-bound)		07:49
Gravesend, Gravesend Railway Station (Stop U)		07:53
Northfleet, o/s Pelham Road Shops		07:55
Northfleet, opp Cygnet Leisure Centre		07:58
Northfleet, opp 49 Hall Road		08:01
Southfleet, opp Red Street		08:05
Istead Rise, adj Shops		08:09
Meopham, adj Station Road		08:13
Longfield Hill, adj The Green Man		08:18
Longfield, o/s Longfield Academy	arr	08:20
Notes		[SD0]

[1] Doesn't run on Monday (Mon 14-Feb-2022)

[SD0] Schooldays only

Compiled from data for the period Tue 08-Feb-2022 to Mon 14-Feb-2022.

Mondays to Fridays

Singlewell, adj Davy's Place	dep	09:59	13:04
Singlewell, Ifield Way (W-bound)		09:59	13:04
Singlewell, adj Thistledown		10:00	13:05
Singlewell, opp Apsledene		10:00	13:05
Singlewell, adj The Hollies		10:00	13:05
Singlewell, adj Manor Hotel		10:01	13:06
Singlewell, adj The George		10:02	13:07
Singlewell, adj Brenchley Avenue		10:03	13:08
Gravesend, Gypsy Corner (N-bound)		10:04	13:09
Gravesend, opp Ridgeway Avenue		10:06	13:11
Gravesend, opp Ascot Road		10:07	13:12
Gravesend, Hammonds Corner (N-bound)		10:08	13:13
Gravesend, opp Prince of Orange		10:09	13:14
Gravesend, adj Tivoli House		10:11	13:16
Gravesend, opp Clarence Row		10:12	13:17
Gravesend, Gravesend Railway Station (Stop S)		10:14	13:19
Gravesend, Garrick Street (Stop C)	arr	10:15	13:20

Compiled from data for the period Tue 08-Feb-2022 to Mon 14-Feb-2022. Times not in bold are estimated by using the distance between the stops.

Saturdays

Singlewell, adj Davy's Place	dep	10:19	15:39
Singlewell, Ifield Way (W-bound)		10:19	15:39
Singlewell, adj Thistledown		10:20	15:40
Singlewell, opp Apsledene		10:20	15:40
Singlewell, adj The Hollies		10:20	15:40
Singlewell, adj Manor Hotel		10:21	15:41
Singlewell, adj The George		10:22	15:42
Singlewell, adj Brenchley Avenue		10:23	15:43
Gravesend, Gypsy Corner (N-bound)		10:24	15:44
Gravesend, opp Ridgeway Avenue		10:26	15:46
Gravesend, opp Ascot Road		10:27	15:47
Gravesend, Hammonds Corner (N-bound)		10:28	15:48
Gravesend, opp Prince of Orange		10:29	15:49
Gravesend, adj Tivoli House		10:31	15:51
Gravesend, opp Clarence Row		10:32	15:52
Gravesend, Gravesend Railway Station (Stop S)		10:34	15:54
Gravesend, Garrick Street (Stop C)	arr	10:35	15:55

Compiled from data for the period Tue 08-Feb-2022 to Mon 14-Feb-2022. Times not in bold are estimated by using the distance between the stops.

Mondays to Fridays

Gravesend, Garrick Street (Stop C)	dep	09:40	12:45
Gravesend, West Street (E-bound)		09:41	12:46
Gravesend, Parrock Street (S-bound)		09:43	12:48
Gravesend, adj Clarence Row		09:45	12:50
Gravesend, opp Tivoli House		09:46	12:51
Gravesend, adj Prince of Orange		09:48	12:53
Gravesend, Hammonds Corner (S-bound)		09:48	12:53
Gravesend, adj Ascot Road		09:49	12:54
Gravesend, adj Ridgeway Avenue		09:50	12:55
Gravesend, Gypsy Corner (S-bound)		09:52	12:57
Singlewell, opp Brenchley Avenue		09:52	12:57
Singlewell, adj Broadwood		09:53	12:58
Singlewell, opp The George		09:54	12:59
Singlewell, opp Manor Hotel		09:55	13:00
Singlewell, opp The Hollies		09:55	13:00
Singlewell, adj Apsledene		09:55	13:00
Singlewell, opp Thistledown		09:56	13:01
Singlewell, adj Davy's Place	arr	09:57	13:02

Compiled from data for the period Tue 08-Feb-2022 to Mon 14-Feb-2022. Times not in bold are estimated by using the distance between the stops.

Saturdays

Gravesend, Garrick Street (Stop C)	dep	10:00	15:20
Gravesend, West Street (E-bound)		10:01	15:21
Gravesend, Parrock Street (S-bound)		10:03	15:23
Gravesend, adj Clarence Row		10:05	15:25
Gravesend, opp Tivoli House		10:06	15:26
Gravesend, adj Prince of Orange		10:08	15:28
Gravesend, Hammonds Corner (S-bound)		10:08	15:28
Gravesend, adj Ascot Road		10:09	15:29
Gravesend, adj Ridgeway Avenue		10:10	15:30
Gravesend, Gypsy Corner (S-bound)		10:12	15:32
Singlewell, opp Brenchley Avenue		10:12	15:32
Singlewell, adj Broadwood		10:13	15:33
Singlewell, opp The George		10:14	15:34
Singlewell, opp Manor Hotel		10:15	15:35
Singlewell, opp The Hollies		10:15	15:35
Singlewell, adj Apsledene		10:15	15:35
Singlewell, opp Thistledown		10:16	15:36
Singlewell, adj Davy's Place	arr	10:17	15:37

Compiled from data for the period Tue 08-Feb-2022 to Mon 14-Feb-2022. Times not in bold are estimated by using the distance between the stops.

Appendix E Site Layout

Gravesham Borough Council

REVISIONS		
Rev.	Date	By
P01	25-02-2022	JS
P02	25-03-2022	JS

APARTMENTS	
1 bed	48
2 bed	27
TOTAL	75
(36% - 2 Bed)	

Key

- 1 bed
- 2 bed
- Communal areas

- Site boundary
- Line of existing wall
- Existing trees to be pruned back and crowns lifted (not in ownership)
- Existing tree canopies



Churchill
Retirement Living
Churchill House * 6 Chertsey Road
Byfleet * Surrey KT14 7AG
www.churchillretirement.co.uk
Telephone: (01932) 338700 Fax: (01932) 338701

planningissues
TOWN PLANNING AND ARCHITECTURE
Churchill House * Christchurch Road
Parkside * Ringwood
Hampshire * BH24 3SG
Telephone: (01425) 462372 Fax: (01425) 462101

Project Title
**PROPOSED RETIREMENT LIVING APARTMENTS
FORMER POLICE STATION,
WINDMILL STREET, GRAVESEND
DA12 1DB**

Drawing Title
**SITE PLAN
PLANNING**

Scale	1: 200 @ A1	Date	MARCH 22
Drawn	JS	Checked	BS
Drawing No.	20085GD_PL_001	Rev.	P0.2

PLOT DATE: 29 March 2022



Proposed Retirement Living Apartments at 133 Windmill St, Gravesend DA12 1DB

Appendix F TRICS Data

Gravesham Borough Council

Awcock Ward Partnership Kensington Court, Pynes Hill Exeter

Licence No: 753701

Filtering Summary

Land Use	03/N	RESIDENTIAL/RETIREMENT FLATS
Selected Trip Rate Calculation Parameter Range	17-88 DWELLS	
Actual Trip Rate Calculation Parameter Range	17-88 DWELLS	
Date Range	Minimum: 01/01/13	Maximum: 18/05/21
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	
Days of the week selected	Monday	2
	Tuesday	4
	Wednesday	1
	Friday	3
Main Location Types selected	Edge of Town Centre	6
	Suburban Area (PPS6 Out of Centre)	4
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	10,001 to 15,000	1
	15,001 to 20,000	2
	20,001 to 25,000	1
	25,001 to 50,000	5
	50,001 to 100,000	1
Population <5 Mile ranges selected	50,001 to 75,000	1
	75,001 to 100,000	2
	100,001 to 125,000	2
	125,001 to 250,000	2
	250,001 to 500,000	3
Car Ownership <5 Mile ranges selected	0.5 or Less	1
	0.6 to 1.0	1
	1.1 to 1.5	7
	1.6 to 2.0	1
PTAL Rating	No PTAL Present	10

Calculation Reference: AUDIT-753701-220204-0257

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	KC KENT	1 days
	WS WEST SUSSEX	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	LN LINCOLNSHIRE	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
11	SCOTLAND	
	EB CITY OF EDINBURGH	1 days
	FI FIFE	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: 17 to 88 (units:)
 Range Selected by User: 17 to 88 (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 18/05/21

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	2 days
Tuesday	4 days
Wednesday	1 days
Friday	3 days

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

Selected survey types:

Manual count	10 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	6
Suburban Area (PPS6 Out of Centre)	4

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.

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 10 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	2 days
20,001 to 25,000	1 days
25,001 to 50,000	5 days
50,001 to 100,000	1 days

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

Population within 5 miles:

50,001 to 75,000	1 days
75,001 to 100,000	2 days
100,001 to 125,000	2 days
125,001 to 250,000	2 days
250,001 to 500,000	3 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
0.6 to 1.0	1 days
1.1 to 1.5	7 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:

Yes	1 days
No	9 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	10 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	DS-03-N-01	RETIREMENT FLATS		DERBYSHIRE
	LEAPER STREET			
	DERBY			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	36		
	Survey date: WEDNESDAY	25/09/19	Survey Type: MANUAL	
4	EB-03-N-01	RETIREMENT FLATS		CITY OF EDINBURGH
	POLWARTH GARDENS			
	EDINBURGH			
	MERCHISTON			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	33		
	Survey date: FRIDAY	22/05/15	Survey Type: MANUAL	
5	FI-03-N-01	RETIREMENT FLATS		FIFE
	ST MARGARET STREET			
	DUNFERMLINE			
	Edge of Town Centre			
	No Sub Category			
	Total No of Dwellings:	47		
	Survey date: MONDAY	21/03/16	Survey Type: MANUAL	
6	KC-03-N-08	RETIREMENT FLATS		KENT
	CANTERBURY ROAD			
	HERNE BAY			
	EDDINGTON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	88		
	Survey date: TUESDAY	26/09/17	Survey Type: MANUAL	
7	LN-03-N-01	RETIREMENT FLATS		LINCOLNSHIRE
	NEWPORT ROAD			
	LINCOLN			
	ERMINE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	39		
	Survey date: FRIDAY	28/06/19	Survey Type: MANUAL	
8	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	

LIST OF SITES relevant to selection parameters (Cont.)

9	WS-03-N-02 FITZALAN ROAD LITTLEHAMPTON	RETIREMENT FLATS	WEST SUSSEX
	Edge of Town Centre Residential Zone Total No of Dwellings: 17 Survey date: TUESDAY 18/06/19		Survey Type: MANUAL
10	WY-03-N-01 GROVE AVENUE HALIFAX WHEATLEY Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 34 Survey date: TUESDAY 23/10/18	RETIREMENT BUNGALOWS	WEST YORKSHIRE
			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
BG-03-N-01	COVID

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	10	38	0.013	10	38	0.018	10	38	0.031
08:00 - 09:00	10	38	0.055	10	38	0.063	10	38	0.117
09:00 - 10:00	10	38	0.091	10	38	0.115	10	38	0.206
10:00 - 11:00	10	38	0.096	10	38	0.112	10	38	0.208
11:00 - 12:00	10	38	0.091	10	38	0.078	10	38	0.169
12:00 - 13:00	10	38	0.094	10	38	0.078	10	38	0.172
13:00 - 14:00	10	38	0.089	10	38	0.091	10	38	0.180
14:00 - 15:00	10	38	0.102	10	38	0.089	10	38	0.191
15:00 - 16:00	10	38	0.068	10	38	0.081	10	38	0.149
16:00 - 17:00	10	38	0.068	10	38	0.039	10	38	0.107
17:00 - 18:00	10	38	0.052	10	38	0.052	10	38	0.104
18:00 - 19:00	10	38	0.047	10	38	0.042	10	38	0.089
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.866			0.857			1.723

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:	17 - 88 (units:)
Survey date range:	01/01/13 - 18/05/21
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

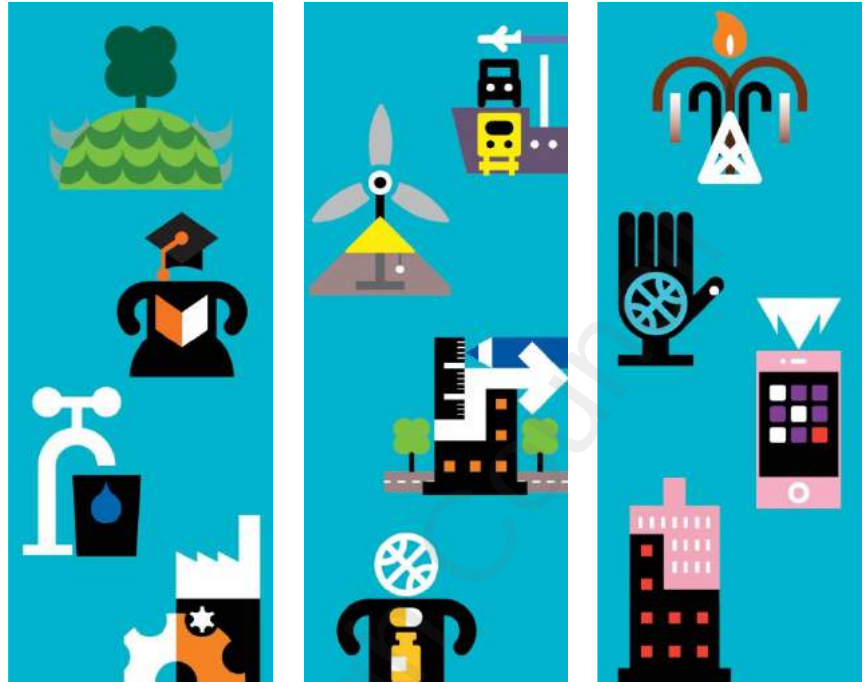
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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

Appendix G CRL Parking Survey

Gravesham Borough Council

Gravesham Borough Council

Appendix H



Lodge Parking Survey Results

2016 Results

January 2017

Churchill Retirement Living

Lodge Parking Survey Results

2016 Results

January 2017

Churchill Retirement Living

Millstream House, Parkside, Christchurch, Ringwood, Hampshire, BH24 3SG

Issue and revision record

Revision	Date	Originator	Checker	Approver	Description
A	June 2016	R Khakh	D Friel		Draft Issue
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Information class: Standard

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1 Introduction

1.1 Background

In May 2016 Mott MacDonald carried out traffic surveys at eight established Churchill Retirement Living (CRL) sites across southern England. The 2016 survey was undertaken to identify the parking trends and vehicle trip generation associated with each of the lodge developments. With this previous survey information being two years old, a new study has been commissioned to update the initial survey findings. The 2016 surveys were specified to identify parking accumulation trip rates at eight CRL sites, as detailed below:

1. Hampton Lodge, Sutton
2. Lord Rosebery Lodge, Epsom
3. Churchill Lodge, Lilliput
4. Mitchell Lodge, Bitterne
5. Mulberry Lodge, Emsworth
6. Park View Lodge, Faversham
7. Mottisfont Lodge, Romsey
8. St Mary's Lodge, Birchington

The 2016 surveys were completed on a single day at each of the Lodge sites, and were undertaken by count enumerators and using video analysis. This method was adopted for previous surveys and proved to be very successful in capturing vehicle movements into and out of the Lodge car parks. The enumerators recorded the number of vehicles arriving and departing to/from each site, the number of parked vehicles within the site at the beginning and end of the survey period, and in addition, any on-street parking activity associated with the Lodge development site.

The results of the 2016 parking surveys for each site are presented in **Section 2**, with **Section 3** detailing the trip rate. A summary is provided in **Section 4**.

2 Parking Survey Results

2.1 Introduction

Car park surveys were carried out at each of the eight CRL sites on a neutral day (Tuesday, Wednesday or Thursday) in a neutral month (May) in 2016 over 12 hours (0700-1900). The survey at Mottisfont Lodge, Romsey was undertaken in June due to an error occurring in the video recording of the initial survey undertaken in May.

The following survey information was recorded at each of the eight sites:

- Vehicle movements into and out of the site;
- The number of vehicles parked at the start of the survey (0700) and end of the survey (1900) so parking accumulation can be calculated; and
- Number of vehicles associated with the Lodge parking on the road immediately outside of the site to determine if there is overspill from the lodge.

The survey results are presented in **Section 2.2**, showing the on-site parking demand and also the total parking demand, including any on-street parking that is associated with the Lodge. The full results of all the car park surveys can be found in **Appendix A**.

2.2 Results summary

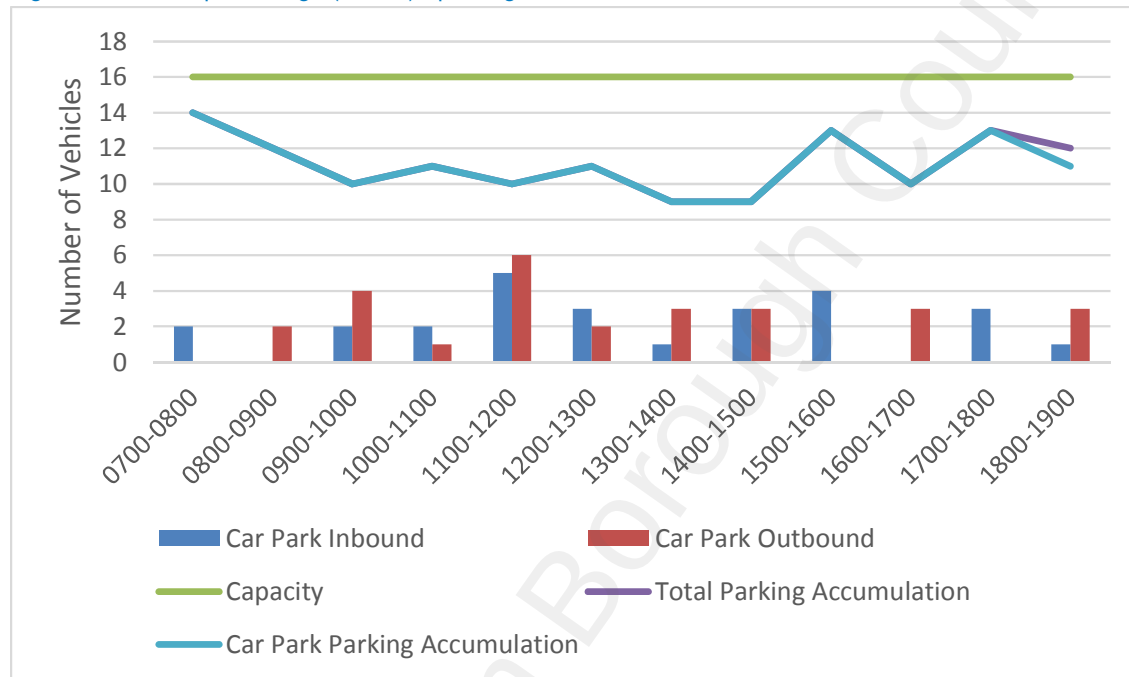
Within the graphs presented in the following sections, the blue bars denote inbound vehicles to the car park, the red bars denote outbound vehicles to the car park, the blue line denotes car parking accumulation (this is the on-site car park) and the purple line denotes total parking accumulation which accounts for both on-site and on street parking. The green line represents the parking capacity of the site.

2.2.1 Hampton Lodge, Sutton

Located at Cavendish Road, Sutton, the CRL website confirms that Hampton Lodge has sold all 39 apartments. There are 16 car parking spaces providing a ratio of 0.41 on-site spaces per residential unit.

The surveys were carried out on Tuesday 11th May 2016, 12 cars were recorded parked on the site at 07:00 and 11 parked cars were recorded at 19:00. **Figure 2.1** shows the car parking results.

Figure 2.1: Hampton Lodge (Sutton) - parking



The results presented in **Figure 2.1** show that the maximum capacity (16 vehicles) was not reached. The maximum number of parked cars on site was 14, and occurred between 07:00 and 08:00. Despite there being available parking spaces, there were two occasions when vehicles were parked on-street. This was at 14:00-15:00 and 18:00-19:00.

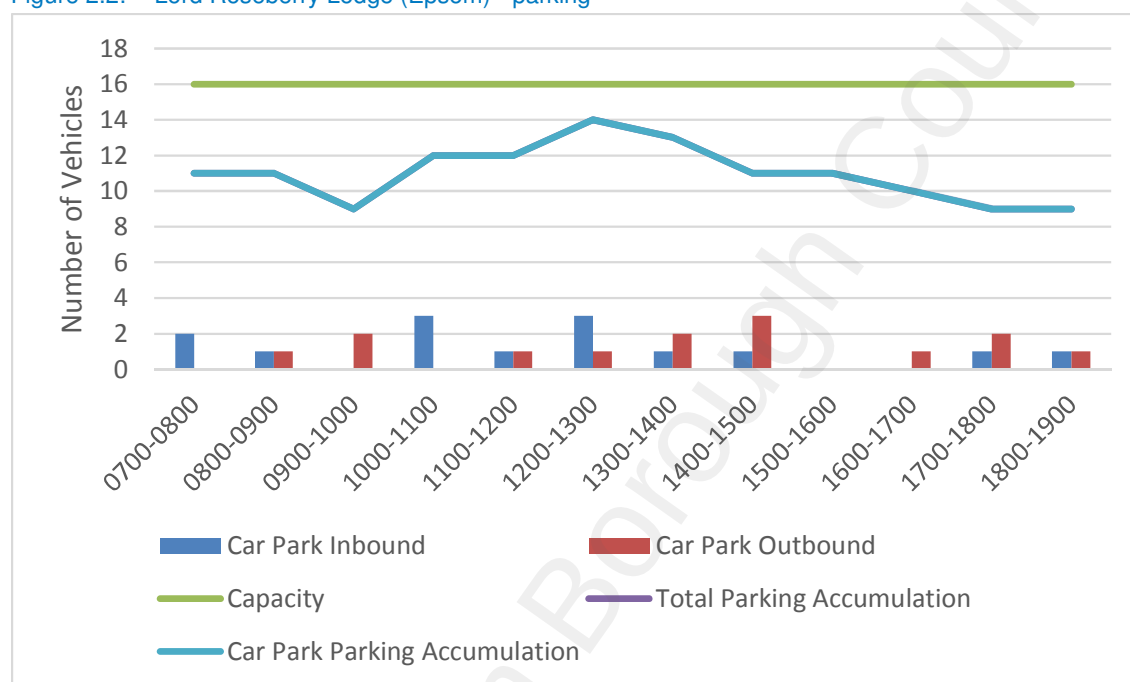
Peak outbound activity took place between 11:00 and 12:00 (six vehicles) with peak inbound movement also being between 11:00 and 12:00 (five vehicles). One light goods vehicles used the site during the survey period, between 14:00 and 15:00.

2.2.2 Lord Roseberry Lodge, Epsom

Located at Elm Grove, Epsom, the CRL website confirms that Lord Roseberry Lodge has sold all 31 apartments. There are 16 car parking spaces providing a ratio of 0.52 on-site spaces per residential unit.

The surveys were carried out on Tuesday 11th May 2016, nine cars were recorded parked on the site at 07:00 and nine parked cars were recorded at 19:00. **Figure 2.2** shows the car parking results.

Figure 2.2: Lord Roseberry Lodge (Epsom) - parking



The results presented in **Figure 2.2** show that the maximum capacity (16 vehicles) was not reached. The maximum number of parked cars on site was 14, and this occurred between 12:00 and 13:00. The survey results show no on-street parking associated with the Lodge.

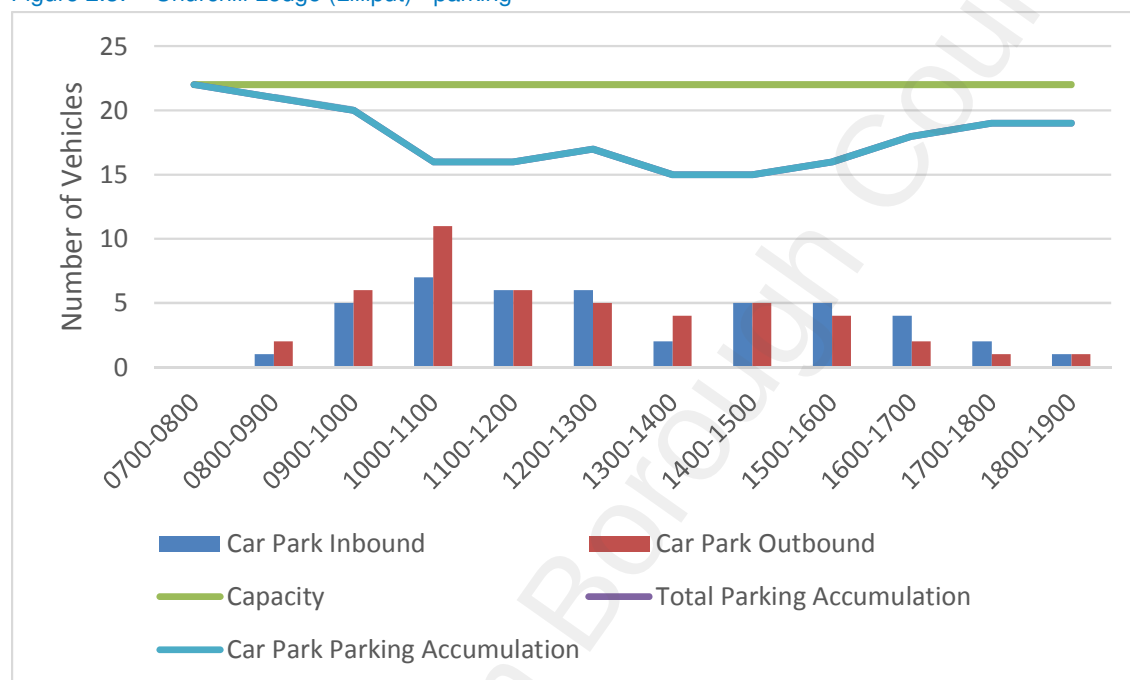
Peak outbound activity took place between 14:00 and 15:00 (three vehicles) with peak inbound movement being between 10:00 and 11:00 and 12:00 and 13:00 (three vehicles). No light goods vehicles used the site during the survey period.

2.2.3 Churchill Lodge, Lilliput

Located at Sandbanks Road, Lilliput, the CRL website confirms that Churchill Lodge has sold all 51 apartments. There are 22 car parking spaces providing a ratio of 0.43 on-site spaces per residential unit.

The surveys were carried out on Thursday 12th May 2016, 22 cars were recorded parked on the site at 0700 and 19 parked cars were recorded at 1900. **Figure 2.3** shows the car parking results.

Figure 2.3: Churchill Lodge (Lilliput) - parking



The results presented in **Figure 2.3** show that the maximum capacity (22 vehicles) was reached on one occasion during the survey period. This occasion was when the survey began at 07:00. The survey results show no on-street parking associated with the Lodge.

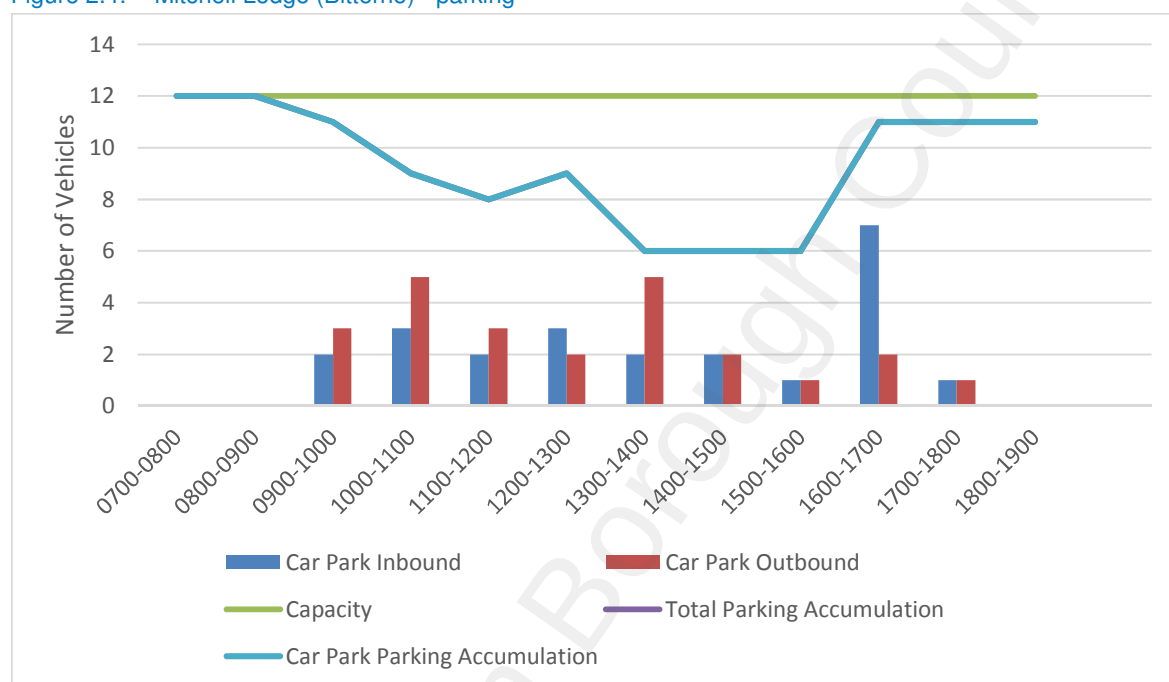
Peak outbound activity took place between 10:00 and 11:00 (11 vehicles) with peak inbound movement also being between 10:00 and 11:00 (seven vehicles). During the survey, three light good vehicles entered and exited the site.

2.2.4 Mitchell Lodge, Bitterne

Located at West End Road, Bitterne, the CRL website confirms that Mitchell Lodge has sold all 36 apartments. There are 12 parking spaces providing a ratio of 0.33 on-site spaces per residential unit.

The surveys were carried out on Wednesday 18th May 2016, 12 cars were recorded parked on the site at 07:00 and 11 parked cars were recorded at 19:00. **Figure 2.4** shows the car parking results.

Figure 2.4: Mitchell Lodge (Bitterne) - parking



The results presented in **Figure 2.4** shows that the maximum capacity (12 vehicles) was reached on two occasions, and this was between 07:00 and 08:00 and 08:00 and 09:00.

Peak outbound activity took place between 10:00 and 11:00 in addition to 13:00 and 14:00 (five vehicles) with peak inbound movement also being between 16:00 and 17:00 (seven vehicles). During the survey, two light good vehicles entered and exited the site.

2.2.5 Mulberry Lodge, Emsworth

Located at New Brighton End Road, Emsworth, the CRL website confirms that Mulberry Lodge has sold all 30 apartments. There are 14 car parking spaces providing a ratio of 0.47 on-site spaces per residential unit.

The surveys were carried out on Wednesday 18th May 2016, nine cars were recorded parked on the site at 07:00 and eight parked cars were recorded at 19:00. **Figure 2.5** shows the car parking results.

Figure 2.5: Mulberry Lodge (Emsworth) - parking



The results presented in **Figure 2.5** show that the maximum capacity (14 vehicles) was not reached. The maximum number of parked cars on-site during the survey was 10 vehicles. This occurred between 15:00 and 16:00.

Despite there being available parking spaces, there were four occasions when vehicles were parked on-street. This was at 10:00-11:00, 15:00-16:00, 16:00-17:00 and 18:00-19:00.

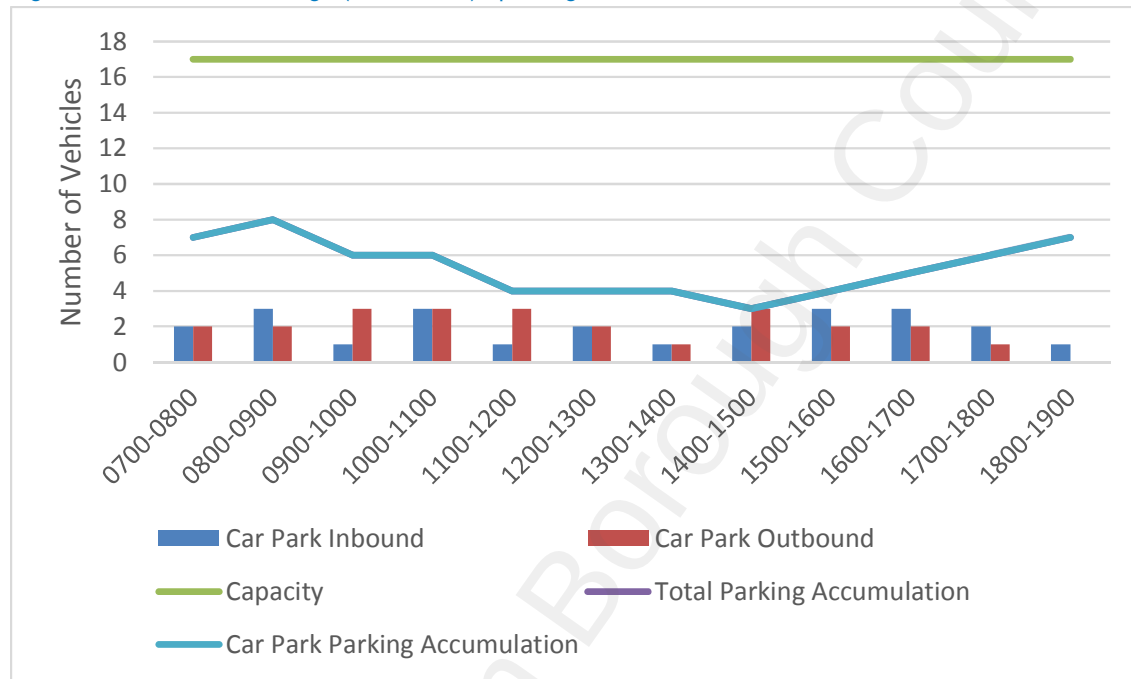
Peak outbound activity took place between 09:00 and 10:00 (four vehicles) with peak inbound movement also being between 09:00 and 10:00 (four vehicles). During the survey, three light good vehicles entered and exited the site.

2.2.6 Park View Lodge, Faversham

Located at East Street, Faversham, the CRL website confirms that Park View Lodge has sold all 36 apartments. There are 17 car parking spaces providing a ratio of 0.47 on-site spaces per residential unit.

The surveys were carried out on Tuesday 17th May 2016, seven cars were recorded parked on the site at 07:00 and seven parked cars were recorded at 19:00. **Figure 2.6** shows the car parking results.

Figure 2.6: Park View Lodge (Faversham) - parking



The results presented in **Figure 2.6** shows that the maximum capacity (17 vehicles) was not reached. The maximum number of parked cars on-site during the survey was eight vehicles. This occurred between 08:00 and 09:00. Furthermore, there was no on-street parking recorded.

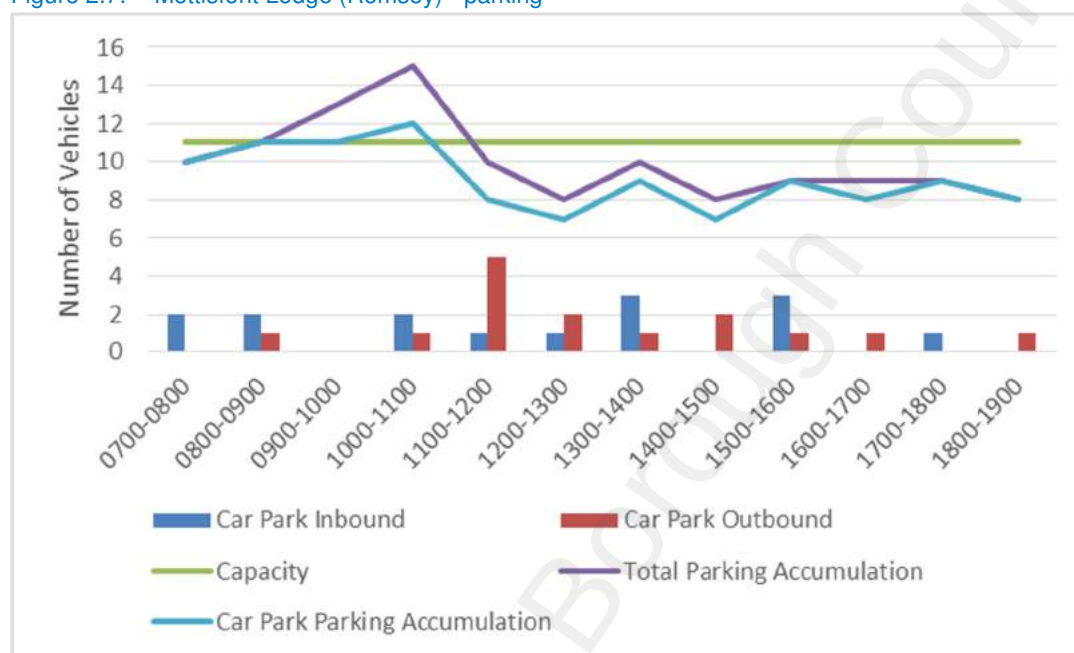
Peak outbound and inbound activity was spread across the day, with the highest inbound and outbound movement being three vehicles. During the survey, four light good vehicles entered and exited the site.

2.2.7 Mottisfont Lodge, Romsey

Located on Alma Road, Romsey, the CRL website confirms that Mottisfont Lodge has sold all 31 apartments. There are 11 car parking spaces providing a ratio of 0.35 on-site spaces per residential unit.

The surveys were carried out on Tuesday 21st June 2016, eight cars were recorded parked on the site at 07:00 and eight parked cars were recorded at 19:00. **Figure 2.7** shows the car parking results.

Figure 2.7: Mottisfont Lodge (Romsey) - parking



The results presented in **Figure 2.7** show that the maximum capacity (11 vehicles) was exceeded on one occasion with 12 vehicles occupying the car park between 10:00 and 11:00. However, when analysing the total parking accumulation it can be seen that the maximum capacity is exceeded on two occasions, between 09:00 and 10:00 in addition to 10:00 and 11:00. On-street parking was recorded on 23 occasions, including 18 cars and five light goods vehicles associated with the Lodge.

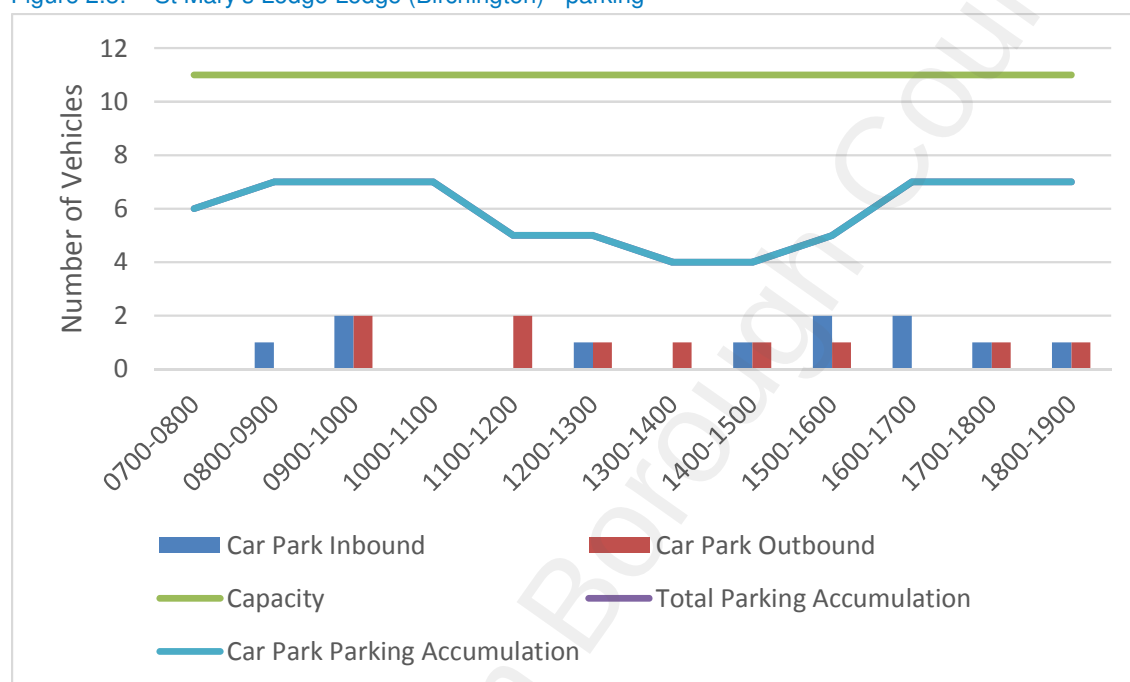
Peak outbound activity took place between 11:00 and 12:00 (five vehicles) with peak inbound movement also being between 13:00 and 14:00 in addition to 15:00 and 16:00 (three vehicles). During the survey, three light good vehicles entered and exited the site.

2.2.8 St Mary's Lodge, Birchington

Located at Beach Avenue, Birchington, the CRL website confirms that St Mary's Lodge has sold all 31 apartments. There are 11 car parking spaces providing a ratio of 0.35 on-site spaces per residential unit.

The surveys were carried out on Tuesday 17th May 2016, six cars were recorded parked on the site at 07:00 and seven parked cars were recorded at 19:00. **Figure 2.8** shows the car parking results.

Figure 2.8: St Mary's Lodge (Birchington) - parking



The results presented in **Figure 2.8** show that the maximum capacity (11 vehicles) was not reached. The maximum number of parked cars on-site during the survey was seven vehicles which was reached on six occasions. There was no on-street parking associated with the Lodge.

Peak outbound activity took place between 09:00 and 10:00 in addition to 11:00 and 12:00 (two vehicles) with peak inbound movement also being between 09:00 and 10:00 in addition to 15:00 and 16:00 and 16:00 to 17:00 (two vehicles). During the survey, no light good vehicles entered and exited the site.

3 Parking trip rates

The car park surveys have allowed a trip rate for each CRL site to be calculated. The total 12 hour weekday flows (Tuesday, Wednesday or Thursday) recorded between 07:00 and 19:00 are presented in **Table 3.1**. These values represent total car parking activity associated with each site (including parking within the site and on-street parking).

Table 3.1: Total vehicle movements (on-site car park and on-street)

CRL site/location	Weekday 12 hr Arrivals	Weekday 12hr Departures	Weekday 12 hr Two Way
Hampton Lodge, Sutton	28	28	56
Lord Roseberry Lodge, Epsom	14	14	28
Churchill Lodge, Lilliput	44	47	91
Mitchell Lodge, Bitterne	23	24	47
Mulberry Lodge, Emsworth	30	30	60
Park View Lodge, Faversham	24	24	48
Mottisfont Lodge, Romsey	38	38	76
St Mary's Lodge, Birchington	11	10	21

Applying the 12 hour flows to the number of residential units, a rate per unit can be determined. The parking rate for each site is shown in **Table 3.2**.

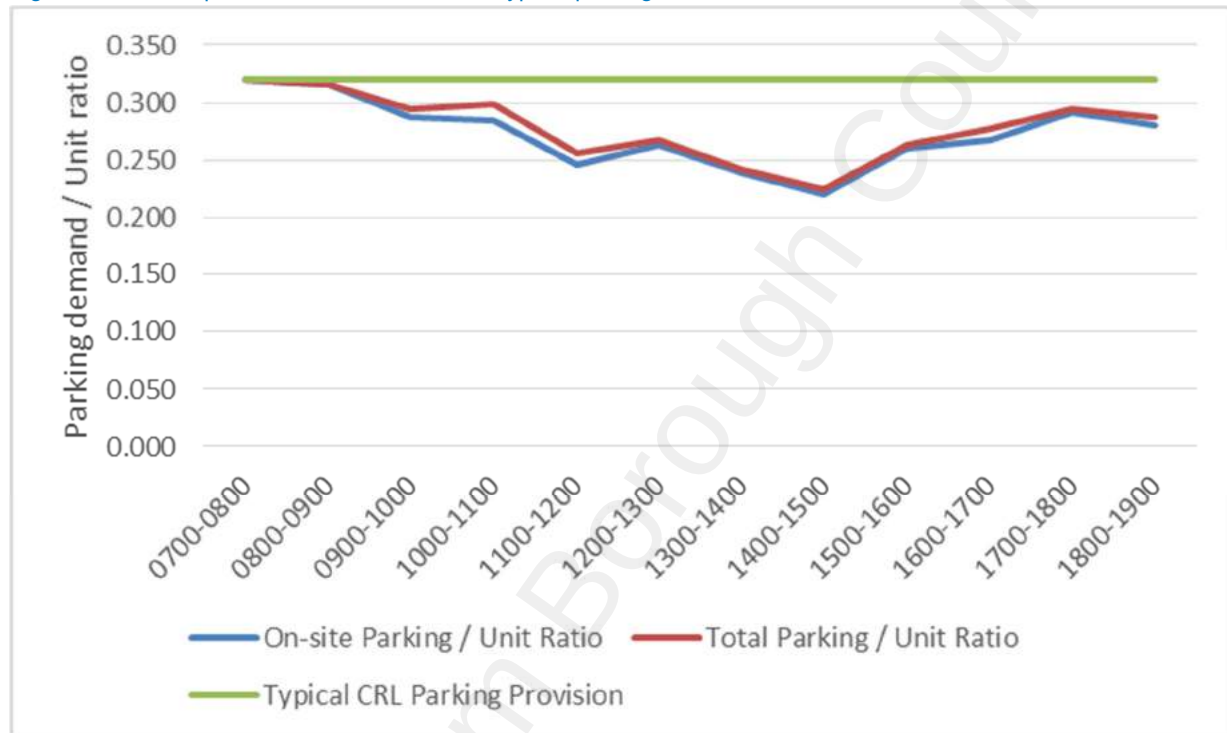
Table 3.2: Total car parking trip rates (per unit)

CRL site/location	Weekday 12 hr Arrivals	Weekday 12hr Departures	Weekday 12 hr Two Way
Hampton Lodge, Sutton	0.72	0.72	1.44
Lord Roseberry Lodge, Epsom	0.45	0.45	0.90
Churchill Lodge, Lilliput	0.86	0.92	1.78
Mitchell Lodge, Bitterne	0.64	0.67	1.31
Mulberry Lodge, Emsworth	1.00	1.00	2.00
Park View Lodge, Faversham	0.67	0.67	1.33
Mottisfont Lodge, Romsey	1.23	1.23	2.45
St Mary's Lodge, Birchington	0.35	0.32	0.68
CRL Site Average	0.74	0.75	1.49

3.1 Parking trip rates

In order to determine whether the current parking provision is adequate for CRL developments, an average parking accumulation across all eight sites has been identified to highlight an overall trend. Both on-site only and total parking demand results are presented in **Figure 3.1** overleaf.

Figure 3.1: Comparison of on-site, total and typical parking ratio



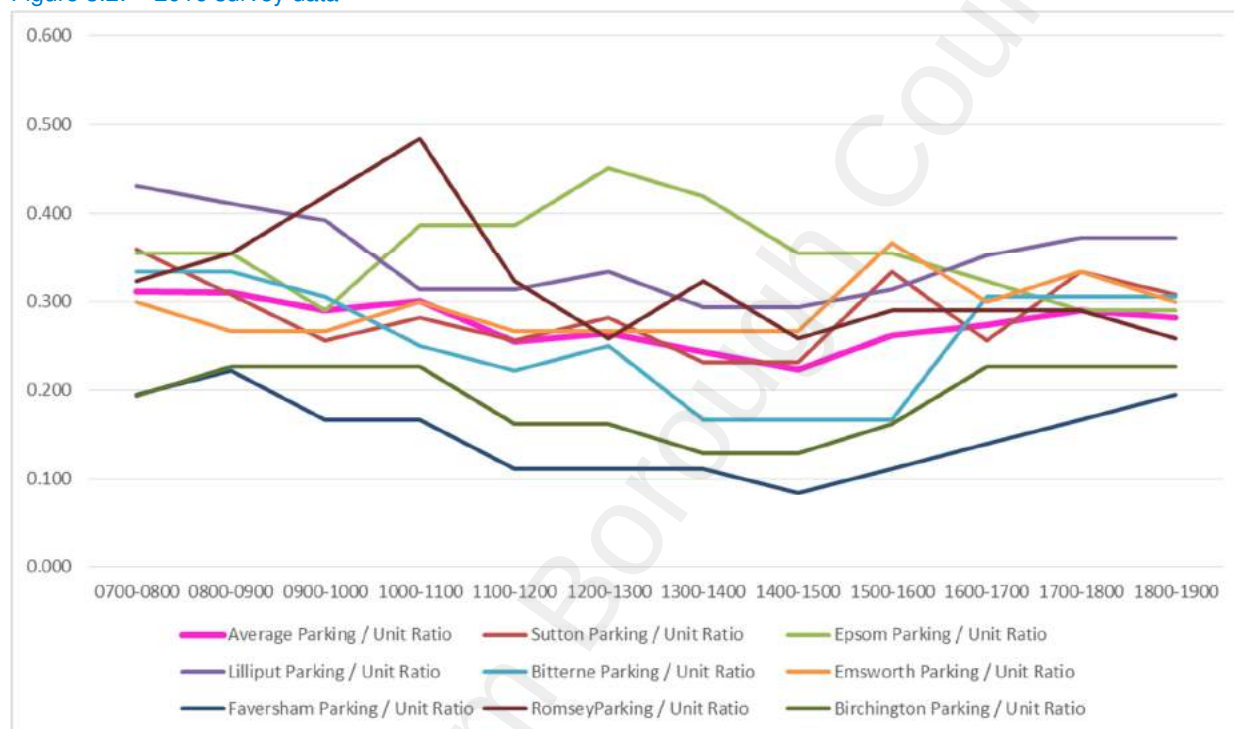
It can be seen that the on-site parking is nearly in line with the total parking, indicating that on-street parking for the eight sites, is not a particular issue. This would suggest that the parking provision at each of the eight sites surveys is adequate for the size of development.

It can be seen from **Figure 3.1** that during the 2016 surveys, parking demand across the eight sites was below that of the current CRL parking provision. From the data, the average on-site parking demand 0.27 per residential unit, and total parking demand, which is the sum of on-site and on-street, is 0.27 spaces per residential unit.

3.2 Comparison of 2014 with 2016

Figure 3.2 provides a graphical illustration of parking demand at each of the eight sites. It can be seen that there is a variation in car parking demand, most notable CRL Lodge in Epsom (green line). Despite this, across most sites, parking demand decreases from around 11:00 hours, and pick up again around 15:00 hours. This is shown more clearly by the 'Average Parking / Unit Ratio'; refer to the thick pink line.

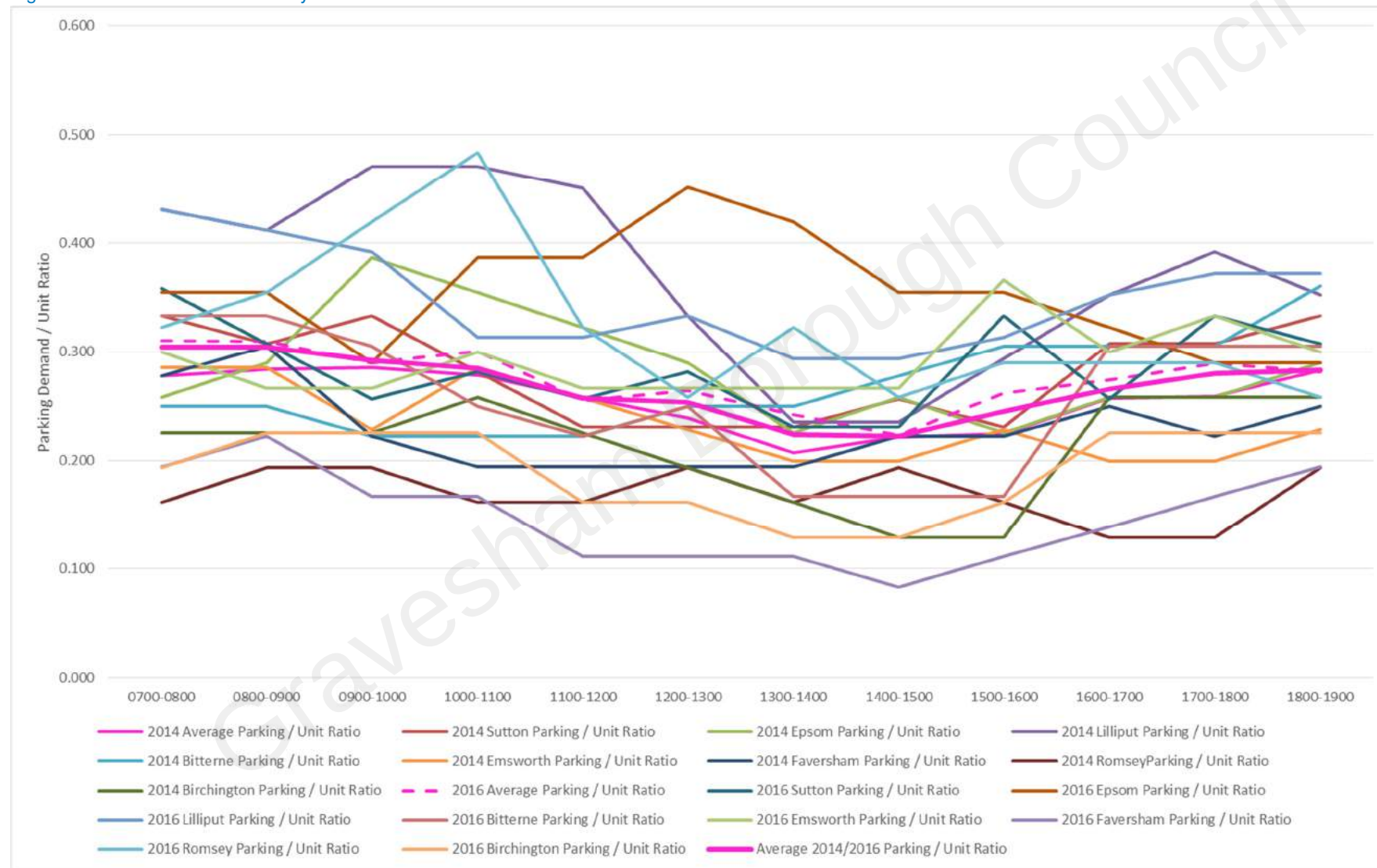
Figure 3.2: 2016 survey data



This data can be compared to the 2014 survey data to see how parking activity has changed, with the same sites surveyed in both in 2014 and 2016. The two data sets show that average parking demand has marginally increased. In **Figure 3.3**, the solid pink line thinner of the two pink lines illustrates the 2014 average, the dotted pink line illustrates the 2016 average and the thick pink line is the average 2014/2016 parking demand.

The average parking demand in 2014 was 0.26 spaces per residential unit. The 2016 surveys show that the average parking demand is 0.27 spaces per residential unit.

Figure 3.3: 2014 and 2016 survey data



Gravesham Borough Council

4 Summary

Between Wednesday 11th May and Thursday 19th May 2016 (in addition to the resurvey of the Romsey site on the Tuesday 22nd June), car park surveys were carried out at eight established CRL lodge sites. The counts were carried out on neutral days, and provided data on parking activity and the vehicle trip rates associated with each site. Vehicles parked in the immediate vicinity of each Lodge were also counted, recording if any vehicles associated with the Lodge were parking off-site.

A summary of the results is provided in **Table 4.1**.

Table 4.1: Summary of site information and parking rates

CRL site / location	Units	Parking Spaces Available	Parking Spaces Per Unit at the time of the survey	Recorded two-way trip rate
Hampton Lodge, Sutton	39	16	0.41	1.44
Lord Roseberry Lodge, Epsom	31	16	0.52	0.90
Churchill Lodge, Lilliput	51	22	0.43	1.78
Mitchell Lodge, Bitterne	36	12	0.33	1.31
Mulberry Lodge, Emsworth	30	14	0.47	2.00
Park View Lodge, Faversham	36	17	0.47	1.33
Mottisfont Lodge, Romsey	31	11	0.35	2.45
St Mary's Lodge, Birchingdon	31	11	0.35	0.68
CRL Site Average	36	15	0.42	1.49

In order to account for overall CRL parking demand, an average unit ratio for the eight sites has been calculated. The average parking demand for on-site parking is 0.27, with total parking (on-site and on-street) being 0.28. This ratio is below the current provision of 0.32 spaces per residential unit.

Based on the average parking rate developed from the survey results, the current parking provision could be considered adequate. During the parking surveys, parking was exceeded at one of the eight sites, but only for short periods of time.

Appendices

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Appendix A. Survey results sheet

Gravesham Borough Council

SITE: HAMPTON LODGE, SUTTON
SURVEY TYPE: CLASSIFIED VEHICLE OCCUPANCY SURVEY
DATE: TUESDAY 11/05/2016
DURATION: 07:00 - 19:00 **CAR PARK CAPACITY:** 16
WEATHER: RAIN AM, DRY PM
INCIDENTS: NONE **METHOD:** MANUAL & CAMERA



		CAR PARK				ON STREET (ASSOCIATED WITH LODGE)		
		INBOUND	OUTBOUND	TOTAL	CAR PARK OCCUPANCY	ARRIVALS	DEPARTURES	TOTAL
07:00 - 08:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	2	0	2	14	0	0	0
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	TOTAL	2	0	2	14	0	0	0
08:00 - 09:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	0	2	0	12	0	0	0
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	TOTAL	0	2	0	12	0	0	0
09:00 - 10:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	2	4	2	10	0	0	0
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	TOTAL	2	4	2	10	0	0	0
10:00 - 11:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	2	1	2	11	0	0	0
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	TOTAL	2	1	2	11	0	0	0
11:00 - 12:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	5	6	5	10	0	0	0
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	TOTAL	5	6	5	10	0	0	0
12:00 - 13:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	3	2	3	11	0	0	0
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	TOTAL	3	2	3	11	0	0	0
13:00 - 14:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	1	3	1	9	0	0	0
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	TOTAL	1	3	1	9	0	0	0
14:00 - 15:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	2	2	2	9	1	1	2
	LIGHT GOODS	1	1	1	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	TOTAL	3	3	3	9	1	1	2

SITE: HAMPTON LODGE, SUTTON
SURVEY TYPE: CLASSIFIED VEHICLE OCCUPANCY SURVEY
DATE: TUESDAY 11/05/2016
DURATION: 07:00 - 19:00 **CAR PARK CAPACITY:** 16
WEATHER: RAIN AM, DRY PM
INCIDENTS: 1 CAR IN AT 07:00 & PARKED AT 19:00 BELIEVED TO BE COMMUTER / NOT RESIDENT



		CAR PARK				ON STREET (ASSOCIATED WITH LODGE)		
		INBOUND	OUTBOUND	TOTAL	CAR PARK OCCUPANCY	ARRIVALS	DEPARTURES	TOTAL
15:00 - 16:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	4	0	4	13	0	0	0
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	TOTAL	4	0	4	13	0	0	0
16:00 - 17:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	0	3	0	10	0	0	0
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	TOTAL	0	3	0	10	0	0	0
17:00 - 18:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	3	0	3	13	0	0	0
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	TOTAL	3	0	3	13	0	0	0
18:00 - 19:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	1	3	1	11	1	0	1
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	TOTAL	1	3	1	11	1	0	1
07:00 - 19:00	PEDAL CYCLE	0	0			0	0	0
	MOTOR CYCLE	0	0			0	0	0
	CAR	25	26			2	1	3
	LIGHT GOODS	1	1			0	0	0
	MEDIUM GOODS	0	0			0	0	0
	HEAVY GOODS	0	0			0	0	0
	TOTAL	26	27			2	1	3

CAR PARK		
	IN AT 07:00	IN AT 19:00
PEDAL CYCLE	0	0
MOTOR CYCLE	0	0
CAR	12	11
LIGHT GOODS	0	0
MEDIUM GOODS	0	0
HEAVY GOODS	0	0
TOTAL	12	11

ON STREET (ASSOCIATED WITH LODGE)		
	IN AT 07:00	IN AT 19:00
PEDAL CYCLE	0	0
MOTOR CYCLE	0	0
CAR	0	1
LIGHT GOODS	0	0
MEDIUM GOODS	0	0
HEAVY GOODS	0	0
TOTAL	0	1

SITE: LORD ROSEBERY LODGE, EPSOM
SURVEY TYPE: CLASSIFIED VEHICLE OCCUPANCY SURVEY
DATE: TUESDAY 11/05/2016
DURATION: 07:00 - 19:00 **CAR PARK CAPACITY:** 16
WEATHER: RAIN AM, DRY PM
INCIDENTS: NONE **METHOD:** MANUAL & CAMERA



		CAR PARK				ON STREET (ASSOCIATED WITH LODGE)		
		INBOUND	OUTBOUND	TOTAL	CAR PARK OCCUPANCY	ARRIVALS	DEPARTURES	TOTAL
07:00 - 08:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	2	0	2	11	0	0	0
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	TOTAL	2	0	2	11	0	0	0
08:00 - 09:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	1	1	1	11	0	0	0
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	TOTAL	1	1	1	11	0	0	0
09:00 - 10:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	0	2	0	9	0	0	0
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	TOTAL	0	2	0	9	0	0	0
10:00 - 11:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	3	0	3	12	0	0	0
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	TOTAL	3	0	3	12	0	0	0
11:00 - 12:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	1	1	1	12	0	0	0
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	TOTAL	1	1	1	12	0	0	0
12:00 - 13:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	3	1	3	14	0	0	0
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	TOTAL	3	1	3	14	0	0	0
13:00 - 14:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	1	2	1	13	0	0	0
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	TOTAL	1	2	1	13	0	0	0
14:00 - 15:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	1	3	1	11	0	0	0
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	TOTAL	1	3	1	11	0	0	0

SITE: LORD ROSEBERY LODGE, EPSOM
SURVEY TYPE: CLASSIFIED VEHICLE OCCUPANCY SURVEY
DATE: TUESDAY 11/05/2016
DURATION: 07:00 - 19:00 **CAR PARK CAPACITY:** 16
WEATHER: RAIN AM, DRY PM
INCIDENTS: NONE **METHOD:** MANUAL & CAMERA



		CAR PARK				ON STREET (ASSOCIATED WITH LODGE)		
		INBOUND	OUTBOUND	TOTAL	CAR PARK OCCUPANCY	ARRIVALS	DEPARTURES	TOTAL
15:00 - 16:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	0	0	0	11	0	0	0
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	TOTAL	0	0	0	11	0	0	0
16:00 - 17:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	0	1	0	10	0	0	0
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	TOTAL	0	1	0	10	0	0	0
17:00 - 18:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	1	2	1	9	0	0	0
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	TOTAL	1	2	1	9	0	0	0
18:00 - 19:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	1	1	1	9	0	0	0
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	TOTAL	1	1	1	9	0	0	0
07:00 - 19:00	PEDAL CYCLE	0	0			0	0	0
	MOTOR CYCLE	0	0			0	0	0
	CAR	14	14			0	0	0
	LIGHT GOODS	0	0			0	0	0
	MEDIUM GOODS	0	0			0	0	0
	HEAVY GOODS	0	0			0	0	0
	TOTAL	14	14			0	0	0

CAR PARK		
	IN AT 07:00	IN AT 19:00
PEDAL CYCLE	0	0
MOTOR CYCLE	0	0
CAR	9	9
LIGHT GOODS	0	0
MEDIUM GOODS	0	0
HEAVY GOODS	0	0
TOTAL	9	9

ON STREET (ASSOCIATED WITH LODGE)		
	IN AT 07:00	IN AT 19:00
PEDAL CYCLE	0	0
MOTOR CYCLE	0	0
CAR	0	0
LIGHT GOODS	0	0
MEDIUM GOODS	0	0
HEAVY GOODS	0	0
TOTAL	0	0

SITE: CHURCHILL LODGE, LILLIPUT, POOLE
SURVEY TYPE: CLASSIFIED VEHICLE OCCUPANCY SURVEY
DATE: THURSDAY 12/05/2016
DURATION: 07:00 - 19:00 **CAR PARK CAPACITY:** 22
WEATHER: DRY
INCIDENTS: NONE



METHOD: MANUAL & CAMERA

		CAR PARK				ON STREET (ASSOCIATED WITH LODGE)		
		INBOUND	OUTBOUND	TOTAL	CAR PARK OCCUPANCY	ARRIVALS	DEPARTURES	TOTAL
07:00 - 08:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	0	0	0	22	0	0	0
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	TOTAL	0	0	0	22	0	0	0
08:00 - 09:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	1	2	1	21	0	0	0
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	TOTAL	1	2	1	21	0	0	0
09:00 - 10:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	4	6	4	19	0	0	0
	LIGHT GOODS	1	0	1	1	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	TOTAL	5	6	5	20	0	0	0
10:00 - 11:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	7	11	7	15	0	0	0
	LIGHT GOODS	0	0	0	1	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	TOTAL	7	11	7	16	0	0	0
11:00 - 12:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	6	5	6	16	0	0	0
	LIGHT GOODS	0	1	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	TOTAL	6	6	6	16	0	0	0
12:00 - 13:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	5	4	5	17	0	0	0
	LIGHT GOODS	1	1	1	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	TOTAL	6	5	6	17	0	0	0
13:00 - 14:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	2	4	2	15	0	0	0
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	TOTAL	2	4	2	15	0	0	0
14:00 - 15:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	4	5	4	14	0	0	0
	LIGHT GOODS	1	0	1	1	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	TOTAL	5	5	5	15	0	0	0

SITE: CHURCHILL LODGE, LILLIPUT, POOLE
SURVEY TYPE: CLASSIFIED VEHICLE OCCUPANCY SURVEY
DATE: THURSDAY 12/05/2016
DURATION: 07:00 - 19:00 **CAR PARK CAPACITY:** 22
WEATHER: DRY
INCIDENTS: NONE

METHOD: MANUAL & CAMERA



		CAR PARK				ON STREET (ASSOCIATED WITH LODGE)		
		INBOUND	OUTBOUND	TOTAL	CAR PARK OCCUPANCY	ARRIVALS	DEPARTURES	TOTAL
15:00 - 16:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	5	3	5	16	0	0	0
	LIGHT GOODS	0	1	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	TOTAL	5	4	5	16	0	0	0
16:00 - 17:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	4	2	4	18	0	0	0
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	TOTAL	4	2	4	18	0	0	0
17:00 - 18:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	2	1	2	19	0	0	0
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	TOTAL	2	1	2	19	0	0	0
18:00 - 19:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	1	1	1	19	0	0	0
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	TOTAL	1	1	1	19	0	0	0
07:00 - 19:00	PEDAL CYCLE	0	0			0	0	0
	MOTOR CYCLE	0	0			0	0	0
	CAR	41	44			0	0	0
	LIGHT GOODS	3	3			0	0	0
	MEDIUM GOODS	0	0			0	0	0
	HEAVY GOODS	0	0			0	0	0
	TOTAL	44	47			0	0	0

CAR PARK		
	IN AT 07:00	IN AT 19:00
PEDAL CYCLE	0	0
MOTOR CYCLE	0	0
CAR	22	19
LIGHT GOODS	0	0
MEDIUM GOODS	0	0
HEAVY GOODS	0	0
TOTAL	22	19

ON STREET (ASSOCIATED WITH LODGE)		
	IN AT 07:00	IN AT 19:00
PEDAL CYCLE	0	0
MOTOR CYCLE	0	0
CAR	0	0
LIGHT GOODS	0	0
MEDIUM GOODS	0	0
HEAVY GOODS	0	0
TOTAL	0	0

SITE: MITCHEL LODGE, BITERNE
SURVEY TYPE: CLASSIFIED VEHICLE OCCUPANCY SURVEY
DATE: WEDNESDAY 18/05/2016
DURATION: 07:00 - 19:00 **CAR PARK CAPACITY:** 12
WEATHER: RAIN SHOWERS
INCIDENTS: NONE **METHOD:** MANUAL & CAMERA



		CAR PARK				ON STREET (ASSOCIATED WITH LODGE)		
		INBOUND	OUTBOUND	TOTAL	CAR PARK OCCUPANCY	ARRIVALS	DEPARTURES	TOTAL
07:00 - 08:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	0	0	0	12	0	0	0
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	TOTAL	0	0	0	12	0	0	0
08:00 - 09:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	0	0	0	12	0	0	0
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	TOTAL	0	0	0	12	0	0	0
09:00 - 10:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	2	3	2	11	0	0	0
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	TOTAL	2	3	2	11	0	0	0
10:00 - 11:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	3	5	3	9	0	0	0
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	TOTAL	3	5	3	9	0	0	0
11:00 - 12:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	2	3	2	8	0	0	0
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	TOTAL	2	3	2	8	0	0	0
12:00 - 13:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	1	1	1	8	0	0	0
	LIGHT GOODS	2	1	2	1	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	TOTAL	3	2	3	9	0	0	0
13:00 - 14:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	2	4	2	6	0	0	0
	LIGHT GOODS	0	1	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	TOTAL	2	5	2	6	0	0	0
14:00 - 15:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	2	2	2	6	0	0	0
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	TOTAL	2	2	2	6	0	0	0

SITE: MITCHEL LODGE, BITERNE
SURVEY TYPE: CLASSIFIED VEHICLE OCCUPANCY SURVEY
DATE: WEDNESDAY 18/05/2016
DURATION: 07:00 - 19:00 **CAR PARK CAPACITY:** 12
WEATHER: RAIN SHOWERS
INCIDENTS: NONE **METHOD:** MANUAL & CAMERA



		CAR PARK				ON STREET (ASSOCIATED WITH LODGE)		
		INBOUND	OUTBOUND	TOTAL	CAR PARK OCCUPANCY	ARRIVALS	DEPARTURES	TOTAL
15:00 - 16:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	1	1	1	6	0	0	0
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	TOTAL	1	1	1	6	0	0	0
16:00 - 17:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	7	2	7	11	0	0	0
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	TOTAL	7	2	7	11	0	0	0
17:00 - 18:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	1	1	1	11	0	0	0
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	TOTAL	1	1	1	11	0	0	0
18:00 - 19:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	0	0	0	11	0	0	0
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	TOTAL	0	0	0	11	0	0	0
07:00 - 19:00	PEDAL CYCLE	0	0			0	0	0
	MOTOR CYCLE	0	0			0	0	0
	CAR	21	22			0	0	0
	LIGHT GOODS	2	2			0	0	0
	MEDIUM GOODS	0	0			0	0	0
	HEAVY GOODS	0	0			0	0	0
	TOTAL	23	24			0	0	0

CAR PARK		
	IN AT 07:00	IN AT 19:00
PEDAL CYCLE	0	0
MOTOR CYCLE	0	0
CAR	12	11
LIGHT GOODS	0	0
MEDIUM GOODS	0	0
HEAVY GOODS	0	0
TOTAL	12	11

ON STREET (ASSOCIATED WITH LODGE)		
	IN AT 07:00	IN AT 19:00
PEDAL CYCLE	0	0
MOTOR CYCLE	0	0
CAR	0	0
LIGHT GOODS	0	0
MEDIUM GOODS	0	0
HEAVY GOODS	0	0
TOTAL	0	0

SITE: MULBERRY LODGE, EMSWORTH
SURVEY TYPE: CLASSIFIED VEHICLE OCCUPANCY SURVEY
DATE: WEDNESDAY 18/05/2016
DURATION: 07:00 - 19:00 **CAR PARK CAPACITY:** 14
WEATHER: DRY
INCIDENTS: NONE **METHOD:** MANUAL & CAMERA



		CAR PARK				ON STREET (ASSOCIATED WITH LODGE)		
		INBOUND	OUTBOUND	TOTAL	CAR PARK OCCUPANCY	ARRIVALS	DEPARTURES	TOTAL
07:00 - 08:00	PEDAL CYCLE	1	1	1	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	0	0	0	9	0	0	0
	LIGHT GOODS	1	1	1	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	TOTAL	2	2	2	9	0	0	0
08:00 - 09:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	1	2	1	8	0	0	0
	LIGHT GOODS	1	1	1	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	TOTAL	2	3	2	8	0	0	0
09:00 - 10:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	4	4	4	8	0	0	0
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	TOTAL	4	4	4	8	0	0	0
10:00 - 11:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	3	3	3	8	1	0	1
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	TOTAL	3	3	3	8	1	0	1
11:00 - 12:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	2	3	2	7	0	0	0
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	TOTAL	2	3	2	7	0	0	0
12:00 - 13:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	2	1	2	8	0	1	1
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	TOTAL	2	1	2	8	0	1	1
13:00 - 14:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	1	1	1	8	0	0	0
	LIGHT GOODS	1	1	1	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	TOTAL	2	2	2	8	0	0	0
14:00 - 15:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	2	2	2	8	0	0	0
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	TOTAL	2	2	2	8	0	0	0

SITE: MULBERRY LODGE, EMSWORTH
SURVEY TYPE: CLASSIFIED VEHICLE OCCUPANCY SURVEY
DATE: WEDNESDAY 18/05/2016
DURATION: 07:00 - 19:00 **CAR PARK CAPACITY:** 14
WEATHER: DRY
INCIDENTS: NONE **METHOD:** MANUAL & CAMERA



		CAR PARK				ON STREET (ASSOCIATED WITH LODGE)		
		INBOUND	OUTBOUND	TOTAL	CAR PARK OCCUPANCY	ARRIVALS	DEPARTURES	TOTAL
15:00 - 16:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	3	1	3	10	1	0	1
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
TOTAL		3	1	3	10	1	0	1
16:00 - 17:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	0	3	0	7	1	0	1
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
TOTAL		0	3	0	7	1	0	1
17:00 - 18:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	2	0	2	9	0	1	1
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
TOTAL		2	0	2	9	0	1	1
18:00 - 19:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	2	3	2	8	1	1	2
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
TOTAL		2	3	2	8	1	1	2
07:00 - 19:00	PEDAL CYCLE	1	1			0	0	0
	MOTOR CYCLE	0	0			0	0	0
	CAR	22	23			4	3	7
	LIGHT GOODS	3	3			0	0	0
	MEDIUM GOODS	0	0			0	0	0
	HEAVY GOODS	0	0			0	0	0
TOTAL		26	27			4	3	7

CAR PARK		
	IN AT 07:00	IN AT 19:00
PEDAL CYCLE	0	0
MOTOR CYCLE	0	0
CAR	9	8
LIGHT GOODS	0	0
MEDIUM GOODS	0	0
HEAVY GOODS	0	0
TOTAL	9	8

ON STREET (ASSOCIATED WITH LODGE)		
	IN AT 07:00	IN AT 19:00
PEDAL CYCLE	0	0
MOTOR CYCLE	0	0
CAR	0	1
LIGHT GOODS	0	0
MEDIUM GOODS	0	0
HEAVY GOODS	0	0
TOTAL	0	1

SITE: PARK VIEW LODGE, FAVERSHAM

SURVEY TYPE: CLASSIFIED VEHICLE OCCUPANCY SURVEY

DATE: TUESDAY 17/05/2016

DURATION: 07:00 - 19:00 CAR PARK CAPACITY: 17

WEATHER: DRY

INCIDENTS: NONE

METHOD: MANUAL & CAMERA



		CAR PARK				ON STREET (ASSOCIATED WITH LODGE)		
		INBOUND	OUTBOUND	TOTAL	CAR PARK OCCUPANCY	ARRIVALS	DEPARTURES	TOTAL
07:00 - 08:00	PEDAL CYCLE	1	1	1	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	0	0	0	7	0	0	0
	LIGHT GOODS	1	1	1	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	TOTAL	2	2	2	7	0	0	0
08:00 - 09:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	2	1	2	8	0	0	0
	LIGHT GOODS	1	1	1	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	TOTAL	3	2	3	8	0	0	0
09:00 - 10:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	1	3	1	6	0	0	0
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	TOTAL	1	3	1	6	0	0	0
10:00 - 11:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	2	3	2	5	0	0	0
	LIGHT GOODS	1	0	1	1	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	TOTAL	3	3	3	6	0	0	0
11:00 - 12:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	1	2	1	4	0	0	0
	LIGHT GOODS	0	1	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	TOTAL	1	3	1	4	0	0	0
12:00 - 13:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	1	1	1	4	0	0	0
	LIGHT GOODS	1	1	1	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	TOTAL	2	2	2	4	0	0	0
13:00 - 14:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	1	1	1	4	0	0	0
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	TOTAL	1	1	1	4	0	0	0
14:00 - 15:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	2	3	2	3	0	0	0
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	TOTAL	2	3	2	3	0	0	0

SITE: PARK VIEW LODGE, FAVERSHAM

SURVEY TYPE: CLASSIFIED VEHICLE OCCUPANCY SURVEY

DATE: TUESDAY 17/05/2016

DURATION: 07:00 - 19:00

CAR PARK CAPACITY: 17

WEATHER: DRY

INCIDENTS: NONE

METHOD: MANUAL & CAMERA



		CAR PARK				ON STREET (ASSOCIATED WITH LODGE)		
		INBOUND	OUTBOUND	TOTAL	CAR PARK OCCUPANCY	ARRIVALS	DEPARTURES	TOTAL
15:00 - 16:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	3	2	3	4	0	0	0
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	TOTAL	3	2	3	4	0	0	0
16:00 - 17:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	3	2	3	5	0	0	0
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	TOTAL	3	2	3	5	0	0	0
17:00 - 18:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	2	1	2	6	0	0	0
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	TOTAL	2	1	2	6	0	0	0
18:00 - 19:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	1	0	1	7	0	0	0
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	TOTAL	1	0	1	7	0	0	0
07:00 - 19:00	PEDAL CYCLE	1	1			0	0	0
	MOTOR CYCLE	0	0			0	0	0
	CAR	19	19			0	0	0
	LIGHT GOODS	4	4			0	0	0
	MEDIUM GOODS	0	0			0	0	0
	HEAVY GOODS	0	0			0	0	0
	TOTAL	24	24			0	0	0

CAR PARK		
	IN AT 07:00	IN AT 19:00
PEDAL CYCLE	0	0
MOTOR CYCLE	0	0
CAR	7	7
LIGHT GOODS	0	0
MEDIUM GOODS	0	0
HEAVY GOODS	0	0
TOTAL	7	7

ON STREET (ASSOCIATED WITH LODGE)		
	IN AT 07:00	IN AT 19:00
PEDAL CYCLE	0	0
MOTOR CYCLE	0	0
CAR	0	0
LIGHT GOODS	0	0
MEDIUM GOODS	0	0
HEAVY GOODS	0	0
TOTAL	0	0

SITE: MOTTISFONT LODGE, ROMSEY
SURVEY TYPE: CLASSIFIED VEHICLE OCCUPANCY SURVEY
DATE: TUESDAY 21/06/2016
DURATION: 07:00 - 19:00 **CAR PARK CAPACITY:** 11
WEATHER: DRY
INCIDENTS: NONE **METHOD:** MANUAL & CAMERA



		CAR PARK				ON STREET (ASSOCIATED WITH LODGE)		
		INBOUND	OUTBOUND	TOTAL	CAR PARK OCCUPANCY	ARRIVALS	DEPARTURES	TOTAL
07:00 - 08:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	1	0	1	9	0	0	0
	LIGHT GOODS	1	0	1	1	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	TOTAL	2	0	2	10	0	0	0
08:00 - 09:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	2	1	2	10	0	0	0
	LIGHT GOODS	0	0	0	1	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	TOTAL	2	1	2	11	0	0	0
09:00 - 10:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	0	0	0	10	2	0	2
	LIGHT GOODS	0	0	0	1	1	1	2
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	TOTAL	0	0	0	11	3	1	4
10:00 - 11:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	2	1	2	11	3	3	6
	LIGHT GOODS	0	0	0	1	2	1	3
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	TOTAL	2	1	2	12	5	4	9
11:00 - 12:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	1	4	1	8	6	6	12
	LIGHT GOODS	0	1	0	0	0	1	1
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	TOTAL	1	5	1	8	6	7	13
12:00 - 13:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	1	2	1	7	0	1	1
	LIGHT GOODS	0	0	0	0	1	1	2
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	TOTAL	1	2	1	7	1	2	3
13:00 - 14:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	2	1	2	8	3	3	6
	LIGHT GOODS	1	0	1	1	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	TOTAL	3	1	3	9	3	3	6
14:00 - 15:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	0	1	0	7	2	2	4
	LIGHT GOODS	0	1	0	0	1	1	2
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	TOTAL	0	2	0	7	3	3	6

SITE: MOTTISFONT LODGE, ROMSEY
SURVEY TYPE: CLASSIFIED VEHICLE OCCUPANCY SURVEY
DATE: TUESDAY 21/06/2016
DURATION: 07:00 - 19:00 **CAR PARK CAPACITY:** 11
WEATHER: DRY
INCIDENTS: NONE **METHOD:** MANUAL & CAMERA



		CAR PARK				ON STREET (ASSOCIATED WITH LODGE)		
		INBOUND	OUTBOUND	TOTAL	CAR PARK OCCUPANCY	ARRIVALS	DEPARTURES	TOTAL
15:00 - 16:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	2	0	2	9	0	1	1
	LIGHT GOODS	1	1	1	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	TOTAL	3	1	3	9	0	1	1
16:00 - 17:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	0	1	0	8	2	1	3
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	TOTAL	0	1	0	8	2	1	3
17:00 - 18:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	1	0	1	9	0	1	1
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	TOTAL	1	0	1	9	0	1	1
18:00 - 19:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	0	1	0	8	0	0	0
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	TOTAL	0	1	0	8	0	0	0
07:00 - 19:00	PEDAL CYCLE	0	0			0	0	0
	MOTOR CYCLE	0	0			0	0	0
	CAR	12	12			18	18	36
	LIGHT GOODS	3	3			5	5	10
	MEDIUM GOODS	0	0			0	0	0
	HEAVY GOODS	0	0			0	0	0
	TOTAL	15	15			23	23	46

CAR PARK		
	IN AT 07:00	IN AT 19:00
PEDAL CYCLE	0	0
MOTOR CYCLE	0	0
CAR	8	8
LIGHT GOODS	0	0
MEDIUM GOODS	0	0
HEAVY GOODS	0	0
TOTAL	8	8

ON STREET (ASSOCIATED WITH LODGE)		
	IN AT 07:00	IN AT 19:00
PEDAL CYCLE	0	0
MOTOR CYCLE	0	0
CAR	0	0
LIGHT GOODS	0	0
MEDIUM GOODS	0	0
HEAVY GOODS	0	0
TOTAL	0	0

ALL ON STREET PARKING OBSERVED ON ACCESS ROAD

SITE: ST MARY'S LODGE, BIRCHINGTON
SURVEY TYPE: CLASSIFIED VEHICLE OCCUPANCY SURVEY
DATE: TUESDAY 17/05/2016
DURATION: 07:00 - 19:00 **CAR PARK CAPACITY:** 11
WEATHER: DRY
INCIDENTS: NONE
METHOD: MANUAL & CAMERA



		CAR PARK				ON STREET (ASSOCIATED WITH LODGE)		
		INBOUND	OUTBOUND	TOTAL	CAR PARK OCCUPANCY	ARRIVALS	DEPARTURES	TOTAL
07:00 - 08:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	0	0	0	6	0	0	0
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	TOTAL	0	0	0	6	0	0	0
08:00 - 09:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	1	0	1	7	0	0	0
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	TOTAL	1	0	1	7	0	0	0
09:00 - 10:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	2	2	2	7	0	0	0
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	TOTAL	2	2	2	7	0	0	0
10:00 - 11:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	0	0	0	7	0	0	0
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	TOTAL	0	0	0	7	0	0	0
11:00 - 12:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	0	2	0	5	0	0	0
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	TOTAL	0	2	0	5	0	0	0
12:00 - 13:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	1	1	1	5	0	0	0
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	TOTAL	1	1	1	5	0	0	0
13:00 - 14:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	0	1	0	4	0	0	0
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	TOTAL	0	1	0	4	0	0	0
14:00 - 15:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	1	1	1	4	0	0	0
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	TOTAL	1	1	1	4	0	0	0

SITE: ST MARY'S LODGE, BIRCHINGTON
SURVEY TYPE: CLASSIFIED VEHICLE OCCUPANCY SURVEY
DATE: TUESDAY 17/05/2016
DURATION: 07:00 - 19:00 **CAR PARK CAPACITY:** 11
WEATHER: DRY
INCIDENTS: NONE **METHOD:** MANUAL & CAMERA



		CAR PARK				ON STREET (ASSOCIATED WITH LODGE)		
		INBOUND	OUTBOUND	TOTAL	CAR PARK OCCUPANCY	ARRIVALS	DEPARTURES	TOTAL
15:00 - 16:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	2	1	2	5	0	0	0
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	TOTAL	2	1	2	5	0	0	0
16:00 - 17:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	2	0	2	7	0	0	0
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	TOTAL	2	0	2	7	0	0	0
17:00 - 18:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	1	1	1	7	0	0	0
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	TOTAL	1	1	1	7	0	0	0
18:00 - 19:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	1	1	1	7	0	0	0
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	TOTAL	1	1	1	7	0	0	0
07:00 - 19:00	PEDAL CYCLE	0	0			0	0	0
	MOTOR CYCLE	0	0			0	0	0
	CAR	11	10			0	0	0
	LIGHT GOODS	0	0			0	0	0
	MEDIUM GOODS	0	0			0	0	0
	HEAVY GOODS	0	0			0	0	0
	TOTAL	11	10			0	0	0

CAR PARK		
	IN AT 07:00	IN AT 19:00
PEDAL CYCLE	0	0
MOTOR CYCLE	0	0
CAR	6	7
LIGHT GOODS	0	0
MEDIUM GOODS	0	0
HEAVY GOODS	0	0
TOTAL	6	7

ON STREET (ASSOCIATED WITH LODGE)		
	IN AT 07:00	IN AT 19:00
PEDAL CYCLE	0	0
MOTOR CYCLE	0	0
CAR	0	0
LIGHT GOODS	0	0
MEDIUM GOODS	0	0
HEAVY GOODS	0	0
TOTAL	0	0