

TRANSPORT STATEMENT

Proposed Hotel Redevelopment and Residential Development
at Manor Hotel Site, Gravesend

June 2023

Transport Statement

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1 Introduction

Background

- 1.1 Vectos have been commissioned by Mr Michael Rossi at the Best Western Manor Hotel to provide transport and highways advice to support planning applications for proposals to reconfigure and redevelop at the existing Manor Hotel site on Hever Court Road, Gravesend. The site lies within the jurisdiction of Gravesham Borough Council (GBC), with Kent County Council (KCC) acting as the Local Highway Authority.

Development Site and Location

- 1.2 The site is located on the southern boundary of Gravesend and immediately adjacent to the A2, which is part of the Strategic Road Network (SRN) managed by National Highways (NH). The site is presently in operation as a Best Western Hotel, and vehicular and pedestrian access is provided from Hever Court Road.
- 1.3 The Best Western Manor Hotel currently contains 64 bedrooms, and these are typical hotel rooms with ensuite bathrooms, together with associated business / function accommodation and ancillary uses including a restaurant. The hotel building is positioned within the western part of the site, with the main car parking area (extending to 78 spaces) encompassing the central element. The eastern part of the site comprises an overspill gravel parking area.
- 1.4 The site is bounded to the south by the A2 Trunk Road with the Eurostar railway line out of London St Pancras immediately to the south of this road. To the west of the site is a Premier Inn Hotel and Hever Court Road bounds the site to the east and north, with a residential suburb on the north side of Hever Court Road. The location of the site is shown in **Plan VN212035-G100** with **Plan VN212035-G101** showing the site in a more local context. The location is also shown in **Figure 1.1** below, along with an approximate red line boundary.

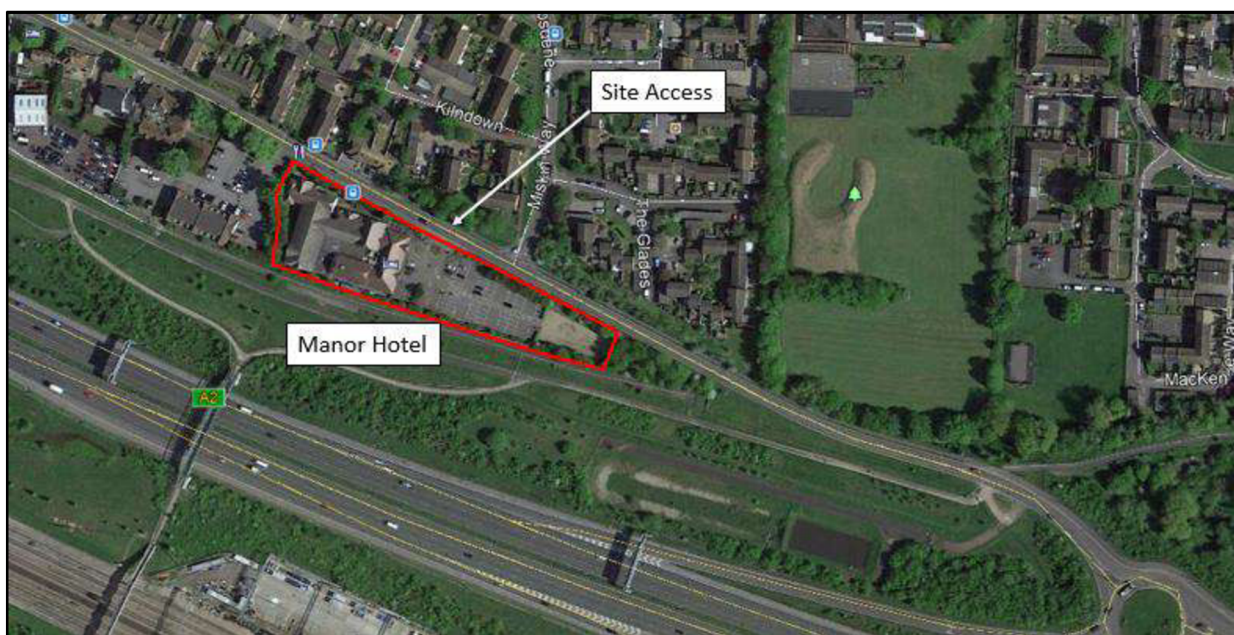


Figure 1.1: Site Location

Recent Planning History

- 1.5 The redevelopment of the Manor Hotel site has previously been considered in 2020. In January 2020, two planning applications were submitted to GBC (application references: 20200104 and 20200105), and these were supported by a Transport Statement (TS) prepared by Vectos, including liaison with KCC Highways and National Highways at the post submission stage. The planning applications were approved by the Local Planning Authority in June 2020.
- 1.6 The development scheme comprised of the proposed reconfiguration of the hotel and the development of a self-storage unit on surplus land. As part of the hotel reconfiguration the number of rooms was reduced from 64 to 34 and to be served by 39 parking spaces, along with the scaling down of the conferencing facilities to instead provide enhanced services for guests including a business hub and a guest gym. The self-storage unit was proposed on the land adjacent to the existing hotel building to the east, and it comprised of a new four storey building (approximately 4,190sq.m floor area) and associated parking that would be served by a shared access arrangement with the hotel off Hever Court Road.

Proposed Development

- 1.7 The development proposals are to reconfigure the existing Best Western Manor Hotel, to become an aparthotel providing self-catering apartments as well as ordinary hotel facilities, with a reduced number of serviced apartments / rooms / suites. The hotel will be reconfigured as an aparthotel and there will be an overall reduction in the number of accommodation units from 64 to 25, and it will be served by 20 parking spaces. In addition, it is proposed to develop 12 residential dwellings in part of the surplus car parking area to the east of the existing hotel building, comprising of eight 2-bed and four 3-bed units. Both the built development and access proposals are described in more detail in Section 3.
- 1.8 The revised hotel proposals are for a lower number of accommodation units compared with the previously approved hotel scheme at the site in June 2020. The proposed reconfiguration of the hotel building will also remove the existing conferencing / function room facilities at the hotel. The surplus land at the eastern end of the site is now proposed to be developed for residential use. This element of the development will replace the previously consented self-storage unit.

Scope of Report

- 1.9 This Transport Statement (TS) has been prepared in accordance with guidance provided by the Department for Transport (DfT) on 'Travel Plans, Transport Assessments and Statements' (2014).
- 1.10 Accordingly, this TS considers the following:
 - The site and the local transport conditions, including a description of the surrounding highway network and the recent accident record;
 - Access to the site by sustainable modes of transport;
 - The parking provision to serve both the proposed aparthotel and residential development;

- Proposals to facilitate vehicular and pedestrian access to the site; and
- The impact of the development proposals on the local highway network.

National Planning Policy Framework

- 1.11 The National Planning Policy Framework (NPPF) was updated in 2021 and sets out the Government’s planning policies for England and how these are expected to be applied. This revised Framework replaces the previous National Planning Policy Framework published in March 2012 and revised in July 2018 and February 2019. At the heart of the Framework is a presumption in favour of sustainable development.
- 1.12 As part of promoting sustainable transport, paragraph 110 of the revised NPPF states that in assessing applications for development, it should be ensured that:
- *“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.*
 - *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”.*
- 1.13 Paragraph 111 goes on to state that, *“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”*. In the following sections of this TS report, we have demonstrated that the development proposals at the Manor Hotel site in Gravesend accord with the guidance set out in the NPPF, and that the transport impacts on the area around the site will not be severe.

Report Structure

- 1.14 Following the introduction, this report provides the following information:
- Section 2 – reviews the existing conditions, including the surrounding highway network, accident statistics and sustainable accessibility credentials;
 - Section 3 – provides a description of the proposed development, including car parking, access arrangements and forecast traffic generation;
 - Section 4 – details the trip generation of the aparthotel and residential development proposals, and sets out the traffic impacts on the adjacent highway network; and
 - Section 5 – Provides the conclusions of the report.

2 Existing Conditions

Introduction

- 2.1 This section provides a description of the transport network in the vicinity of the site, including the existing highway network, an overview of personal injury accident data and the surrounding sustainable transport infrastructure.

Surrounding Highway Network

Hever Court Road

- 2.2 Hever Court Road is single carriageway road with street lighting and is approximately 6.5m wide in the vicinity of the site. The road is oriented broadly northwest – southeast and runs parallel to the A2 Trunk Road which lies to the south. Hever Court Road bounds the site to the north and a barrier controlled vehicular access junction serves the Manor Hotel site.
- 2.3 The road links to the junction with the A2 east of the site and to Singlewell Road to the west, which runs into Gravesend Town Centre. Other than the Manor Hotel and the adjacent Premier Inn, the frontages along the road are residential in nature.
- 2.4 A continuous footway is provided on the north side of Hever Court Road. A footway is also provided on the southern side from the hotel entrance to the west of the site. To the east of the hotel access there is a short length of footway before this is replaced with a grass verge which extend to the A2 junction. No footway is required on this section as there is no frontage development on Hever Court Road.
- 2.5 In the vicinity of the site, on-street parking is not permitted at any time through existing Traffic Regulation Orders in the form of double yellow lines.
- 2.6 A 40mph speed restriction is in place on Hever Court Road from the junction with the A2 to a location on the approach to Singlewell Road (approximately 600m to the west of the hotel access junction).

Singlewell Road

- 2.7 Approximately 700m to the west of the site, Hever Court Road turns northwards (towards Gravesend) and becomes Singlewell Road. At this point, there is also a priority T-junction with Watling Street.
- 2.8 Singlewell Road is a single carriageway road that is lit, approximately 8m wide with footways on both sides of the road. There are no parking restrictions in the southern part of Singlewell Road and it experiences on-street parking associated with adjacent residential properties.

Miskin Way

- 2.9 Miskin Way forms the minor arm of a priority T-junction with Hever Court Road, which is located approximately 40m to the east of the existing hotel site access.

- 2.10 It is a single carriageway road that is lit, with a carriageway approximately 6.5m wide with footways on both sides of the road. The road is a residential distributor which provides access to various local amenities and links with Valley Drive to the northeast. Miskin Way comprises of sections of double yellow lines and some areas where there are no parking restrictions that experience on-street parking. Miskin Way is subject to a 30mph speed limit.

A2 / Hever Court Road Junction

- 2.11 Approximately 400m to the east of the hotel site access, Hever Court Road meets the junction with the A2, and also Henhurst Road and Valley Drive.
- 2.12 The junction is formed of a total of three roundabouts. Two roundabouts form a 'dumbbell' grade separated access arrangement with the A2. Approximately 120m to the east of the northern roundabout, there is a further roundabout which provides access to Valley Drive and this route leads northwards towards Gravesend.
- 2.13 The A2 is the main east-west trunk route through the area and links to the M2 further to the east and the M25 / Greater London to the west. It is formed as a dual carriageway and at this location features four traffic lanes in each direction.
- 2.14 Henhurst Road links to the southern roundabout of the A2 dumbbell junction and is a country lane that routes southwards from the junction towards the village of Cobham.

Valley Drive

- 2.15 Valley Drive extends from the A2 junction northwards and leads through residential areas towards Gravesend. It is a single carriageway road that is subject to a 30mph speed limit and is lit, is approximately 7m wide and has footways on both sides of the road.
- 2.16 There are sections of double yellow lines between the junctions with the A2 and MacKenzie Way to the north. Further to the north there are no parking restrictions.

Existing Traffic Conditions on Hever Court Road

- 2.17 Hever Court Road comprises of a relatively straight and level carriageway at the location of the existing hotel access and along the frontage of the site. This ensures good junction visibilities along this section of the route.
- 2.18 Data gathering for the previous Vectos TS in 20202 included undertaking an Automatic Traffic Count (ATC) on Hever Court Road approximately 60m east of the junction with Miskin Way. This survey was undertaken in June 2019, however, this is still regarded as being a robust indication of traffic conditions in the area, particularly bearing in mind subsequent travel behaviour changes due to the COVID-19 pandemic. A copy of the ATC data is included as **Appendix A** to this report.
- 2.19 The average traffic flow data for east and westbound traffic across the weekday morning and evening peak periods is summarised in **Table 2.1**.

Table 2.1: Average Traffic Flow on Hever Court Road (Monday to Friday)

	Hourly Total	15 Minute Periods			
Eastbound		00-15	15-30	30-45	45-00
0700 - 0800	298	57	63	84	94
0800 - 0900	455	119	125	112	99
0900 - 1000	247	72	62	59	55
1600 - 1700	299	86	74	71	67
1700 - 1800	341	89	82	90	80
1800 - 1900	263	80	68	58	57
Westbound					
0700 - 0800	529	114	133	146	136
0800 - 0900	488	113	125	126	125
0900 - 1000	290	97	76	61	56
1600 - 1700	375	95	92	89	99
1700 - 1800	411	94	115	103	99
1800 - 1900	352	99	93	82	78

2.20 This demonstrates that the westbound flow is appreciably higher than the eastbound flow at this location. In the morning peak, the peak hour is 0800-0900 for eastbound traffic and 0700-0800 for westbound traffic. In the evening peak, the peak hour is 1700-1800 for both directions.

Accident Statistics

Crashmap Review

- 2.21 A review of accident records for the local highway network has been undertaken using data available on the Crashmap database. Crashmap uses data collected by the police about road traffic crashes occurring on British roads where someone is injured. This data is approved by the National Statistics Authority and reported on by the DfT each year.
- 2.22 Crashmap analysis has been undertaken for 2017 and 2021, which is the most recent five-year period that data is available. The locations of accidents are shown in **Figure 2.1**.

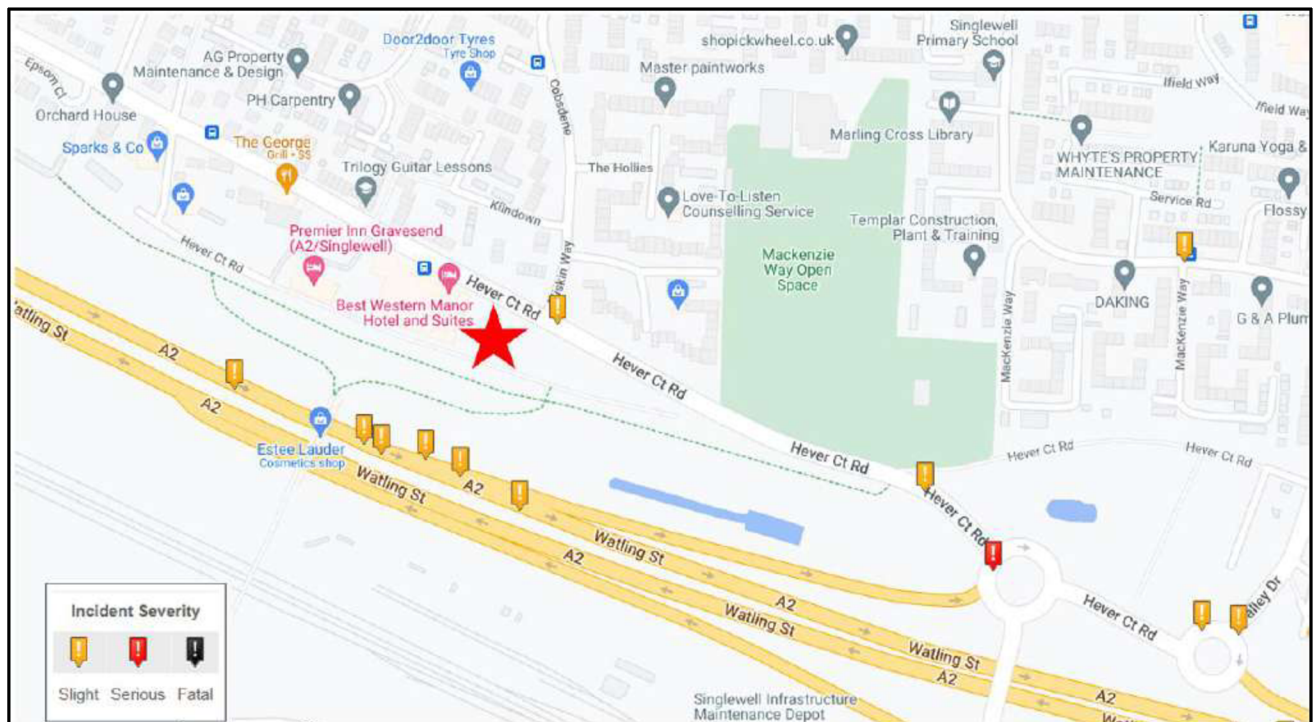


Figure 2.1: Accident Location Plot (Source: Crashmap)

- 2.23 The data shows only one accident in the vicinity of the site, and this occurred at the junction of Haver Court Road with Miskin Way.
- 2.24 This accident occurred in November 2019 and was categorised as 'slight' in severity. It appears to have occurred as a result of a vehicle turning left into Miskin Way hitting a car waiting to turn out of Miskin Way. This suggests the cause is driver error relating to judgement of the turning manoeuvre. The accident report is included as **Appendix B**.
- 2.25 This incidence of accidents on this residential distributor road is not considered to be indicative of any highway safety issue. The development proposals are reducing the capacity of the Manor Hotel, and therefore the traffic generation of the proposed development is not material. The proposals retain an existing junction location, and the proposed development should therefore have no detrimental impact on highway safety in the vicinity of the site.

Previous Accident Assessment

- 2.26 The Vectos TS supporting the previous application also considered the accident record. This included sourcing accident data from KCC for the area shown in **Figure 2.2**, with the accident data provided in **Appendix C**.

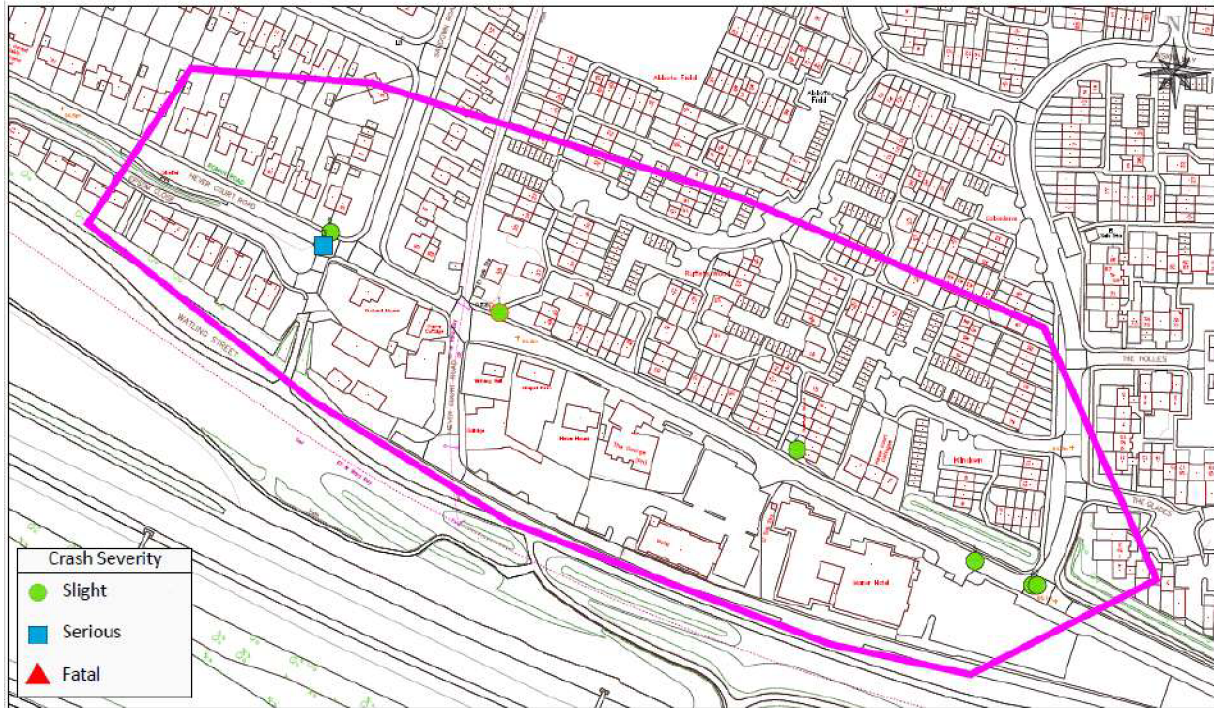


Figure 2.2: Accident Location Plan from Kent County Council

- 2.27 The KCC detailed accident data is for the five-year period from 1st October 2013 to 30th September 2018. This data is older than the latest Crashmap data, though it excludes the period of time when traffic patterns were affected by the COVID-19 pandemic.
- 2.28 The KCC accident data identifies a total of seven accidents which all occurred in the 2014 – 2016 period. As a consequence, these accidents are no longer shown in the latest 5-year data from the Crashmap database.
- 2.29 A summary of these seven accidents is provided as follows. Six of these accidents were categorised as 'slight' with only one being categorised as 'serious' in severity:
- A vehicle lost control and struck a pedestrian, on the footway;
 - One vehicle braked and caused a 'rear end' collision with three following vehicles;
 - A pedal cyclist lost control of the cycle (no other vehicle was involved). This was categorised as 'serious' in severity;
 - A vehicle pulling out of Miskin Way was struck by a vehicle travelling along Hever Court Road;
 - Two vehicles collided due to a tyre blowout;

- A vehicle travelling along Hever Court Road lost control and struck a wall (no other vehicle was involved); and
- A vehicle pulling out of Miskin Way clipped a cyclist on Hever Court Road.

2.30 The causes of the accidents are varied and do not suggest any prevailing cause which is indicative of a safety issue with the highway network adjacent to the site, with the majority of the accidents considered to have occurred as a result of driver error.

Accident Summary

2.31 In summary, it is considered that the accident record does not suggest any prevailing road safety issues or grounds for concern in the context of the development proposals at the Manor Hotel site. Therefore, there are no specific safety issues that need to be addressed as part of the proposals.

Sustainable Transport Infrastructure

2.32 The existing sustainable transport infrastructure surrounding the site has been reviewed, including access by walking and cycling, along with local bus and rail services.

Accessibility on Foot

2.33 The Institution of Highways and Transportation (IHT) document 'Guidelines for Providing for Journeys on Foot' (2000) contains suggested acceptable walking distances for pedestrians without mobility impairment for some common facilities. The guidelines suggest that an acceptable walking distance for commuting / school purposes is 1km, with a preferred maximum distance of 2km. Walking can also be promoted as part of a multi-modal journey, particularly with public transport.

2.34 The more recent CIHT document 'Planning for Walking' (2015) affirms this by stating that 80% of journeys shorter than a mile (approximately 1.6km) are made wholly on foot.

2.35 An analysis of the pedestrian routes in the area has been completed to identify areas situated within 800m and 2km catchments. This is illustrated in **Plan VN212035-G102**. This walking catchment within 2km of the site includes a large extent of the residential areas to the south of Gravesend.

2.36 There is a footway on the south side of Hever Court Road that runs from the existing hotel access junction to the west of the site, and the northern footway is continuous along Hever Court Road that connects with the Valley Drive footways to the east. There is also good footway provision on the key north-south distributor routes towards Gravesend to the north that are located around the site, and these include Singlewell Road, Miskin Way and Valley Drive with some local shops available off Miskin Way. There is a good provision of dropped kerbs and tactile paving at priority junctions surrounding the site, and there is a controlled crossing on Valley Drive approximately 90m to the north of the Hever Court Road / Valley Drive roundabout.

2.37 There are facilities and amenities in the vicinity of the site which are within walking distance. These include the Singlewell Primary School (approximately 600m from the site to the northeast). There is also a convenience store and GP surgery immediately to the north of the school. In addition, there is a pub / restaurant located to the west of the Manor Hotel site.

Accessibility by Cycling

- 2.38 Cycling is increasingly being recognised as a viable alternative to the car and there has been sustained growth in cycling as both a mode of travel and leisure activity. DfT ‘Local Transport Note 1/20 Cycling Infrastructure Design’ states that, “*two out of every three personal trips are less than five miles in length – an achievable distance to cycle for most people*”.
- 2.39 With this in mind **Plan V212035-G103** displays a 5km cycle catchment from the site. This would equate to a journey of around 25 minutes assuming an average cycle speed of 12km per hour. Based upon the above guidance this catchment represents the lower threshold of the potential cycle catchment of the site.
- 2.40 The 5km cycle catchment encompasses the whole of the Gravesend urban area, along with a number of the villages to the south of the A2 corridor.
- 2.41 National Cycle Network (NCN) Route 177 runs past the site along the southern boundary as an off-carriageway shared cycleway / footway facility. To the northwest it connects to NCN Route 1 and to the southeast it follows broadly the same alignment as the A2 and runs into Rochester. To the east of the site the NCN Route 177 crosses Hever Court Road near to the junction with the A2 and continues as an off-carriageway route to the north of Hever Court Road until it meets Valley Drive. There is a Toucan Crossing located on Valley Drive at this location, which facilitates the continuation of the NCN Route 177 in an off-carriageway form to the east of Valley Drive. The NCN Route 177 in the vicinity of the site is shown in **Figure 2.3**.



Figure 2.3: NCN Route 177 by the Manor Hotel Site (source – www.sustrans.org.uk)

- 2.42 The highway network in the immediate vicinity of the site to the north is mainly residential in nature and accommodates both relatively low traffic speeds and flows. This is conducive to providing a

cycle friendly environment. Overall, it is considered that the transport conditions in the vicinity of the site allow cycling to be promoted as a sustainable mode of travel.

Accessibility by Public Transport

- 2.43 The IHT document, 'Guidelines for Planning for Public Transport in Developments' (1999) suggests that the maximum walking distance to the nearest bus stop should not exceed 400m.
- 2.44 The closest pair of bus stops are located on Hever Court Road within around 70m of the existing hotel access to the west. These stops are only served by school related service (route 111) to St George's School. There is also a pair of bus stops located on Miskin Way that are within 150m north of the junction with Hever Court Road. These are also served by the school service. In addition, these stops are served by a commuter coach service (route 735 / 736) which operates to London, providing a number of morning services to London and evening return services.
- 2.45 Further bus stops are located on Mackenzie Way and Ifield Way, which are approximately 650m from the hotel site. Whilst these are outside of the preferred 400m catchment, they are still considered to be accessible, being around an 8-minute walk from the site (assuming an average walk speed of 80m per minute).
- 2.46 All of the aforementioned bus stops are marked with a flagpole and a passenger information board, with the stop at the northern end of Mackenzie Way also being provided with a waiting shelter.
- 2.47 The key bus route which serves the bus stops on MacKenzie Way is the 490 Bluewater – Northfleet – Gravesend – Singlewell service. This operates at the following frequencies:
 - Mondays - Saturdays: Approximately 3 services per hour during the day with 2 services per hour in the evening; and
 - Sundays: 2 services per hour during the day with 1 service per hour in the evening.
- 2.48 The 490 route provides a connection with Gravesend Railway Station, and therefore it provides the opportunity for linked public transport trips to the site using bus and rail services.
- 2.49 In regard to travel by rail, the site is located around 4.5km from Gravesend Railway Station. Thameslink and Southeastern Trains are available from this station and they provide regular services to destinations including London (various stations), Rainham and Faversham, in addition to connections to the wider rail network.
- 2.50 Gravesend Railway Station is provided with a total of 280 cycle parking spaces including a secure 'cycle hub'. This parking provision facilitates linked trips by cycle and train. The station is also provided with 94 car parking spaces.

Local Amenities

- 2.51 Although located on the periphery of the urban area, there are local amenities located near the development site. These include:
- Convenience store (600m);
 - GP branch surgery (650m);
 - Pre-school nursery (500m);
 - Three primary schools are located within 1,500m. The nearest primary school (Singlewell) is around 600m to the northeast of the site; and
 - Pub & restaurant (180m).

Conclusion

- 2.52 This section of the TS report has considered the existing transport conditions in the vicinity of the development site of which the following conclusions can be drawn:
- The area surrounding the Manor Hotel site is considered accessible by active modes of travel (walking and cycling), with a good provision of footways and crossing facilities. The NCN Route 177 runs past the site and can be accessed immediately to the east;
 - The site is accessible by public transport, with bus stops in close proximity and services that link the site with Gravesend Town Centre and its railway station; and
 - The road network in the vicinity of the site has a good safety record and the site is well located in relation to the wider highway network, including the strategic A2 route between London and Kent.

3 Proposed Development

Introduction

- 3.1 This section details the development proposals, including access and servicing arrangements, as well as providing information relating to the parking provision for the reconfigured hotel and proposed residential scheme.
- 3.2 This chapter also provides a comparison with the development previously consented in 2020.

Existing Site & Previous Applications

- 3.3 It is proposed to reconfigure the existing Best Western Manor Hotel, to become an aparthotel with a reduced number of serviced apartments / rooms / suites, with a consequent reduction in the demand for car parking spaces. In addition, it is proposed to develop 12 residential dwellings in part of the surplus hotel car parking area at the site.

Existing Hotel Use

- 3.4 The existing Best Western Manor Hotel currently contains 64 bedrooms, and these are typical hotel rooms with ensuite bathrooms. There are also associated function room facilities and ancillary uses including a restaurant. The main function room is presently used for standalone events, such as business, conference, weddings and funerals.
- 3.5 The site is presently served by a main car parking area which provides 78 spaces, along with an overspill car park at the eastern end of the site which can accommodate approximately 20 parking spaces. The car park is typically at its busiest when large events are held at the hotel.
- 3.6 The existing site layout is shown in **Appendix D** of this report.

Consented Development

- 3.7 Planning consent was granted in June 2020 for the redevelopment of the Manor Hotel site (GBC application references: 20200104 and 20200105).
- 3.8 The consented development consists of the proposed reconfiguration of the hotel to provide a reduction in the number of bedrooms and associated car parking provision, with the majority of rooms to be provided as suites or apartments. The total number of rooms would be reduced from 64 to 34 rooms with a proposed car parking provision of 39 spaces.
- 3.9 The approved scheme also includes the development of a B8 self-storage unit on the surplus land in the eastern part of the site, with a floor area of approximately 4,190sq.m. The associated parking provision is 10 parking spaces, which includes one disabled space and two larger parking bays suitable for long wheelbase vans and trailer vehicles.
- 3.10 There would be a shared access junction to the site from Hever Court Road in broadly the same location as the existing barrier controlled entrance / exit arrangement, but reconfigured as a simple priority T-junction.

Proposed Redevelopment: Hotel Reconfiguration

Development Proposal

- 3.11 A similar reconfiguration of the hotel is now proposed. This will result in a smaller capacity hotel on the site and reduced car parking provision. The surplus land at the eastern end of the site is now proposed to be developed for residential units, which will be served by a shared access junction arrangement from Hever Court Road.
- 3.12 The development proposals are to reconfigure the existing Best Western Manor Hotel, to become an aparthotel providing self-catering apartments as well as ordinary hotel facilities, with a reduced number of serviced apartments (15) / rooms (5) / suites (5), and there will also be a flat dedicated for staff use. The hotel will be reconfigured as an aparthotel and there will be an overall reduction in the number of accommodation units from 64 to 25, and it will be served by 20 parking spaces. The new accommodation units will provide greater space and quality of service, with a combination of suite and apartment room formats proposed. The proposed reconfiguration of the hotel building will not include conferencing and restaurant facilities, and instead there will be the provision of enhanced services for guests including a social hub and communal garden. The removal of the function room space will be significant for the car parking requirements at the site, as large functions are a significant generator of parking demand. The proposed site layout of the reconfigured hotel and car park is shown in **Appendix E** to this report.

Existing Parking Arrangements

- 3.13 The hotel building is positioned within the western part of the site, with the existing main car parking area of 78 spaces encompassing the central element. The eastern part of the site comprises an overspill gravel parking area that can accommodate around 20 parking spaces.
- 3.14 It is understood from the hotel owner, Mr Michael Rossi, that the car parking is generally significantly underutilised. A survey of car park occupancy was undertaken on Friday 21 June 2019. On this day, there was a daytime event taking place in one of the function rooms that was attended by around 20 people, and this is considered to be a robust baseline in terms of the existing hotel operation. The car park utilisation is set out in **Table 3.1**.

Table 3.1: Hotel Car Park Occupancy (21/06/2019)

Hour	Staff Vehicles	Visitor Vehicles	Total Occupancy
06:00	1	8	9
07:00	2	8	10
08:00	2	12	14
09:00	4	14	18
10:00	4	17	21
11:00	3	17	20
12:00	4	20	24
13:00	4	20	24
14:00	4	19	23
15:00	3	4	7
16:00	3	6	9
17:00	5	8	13
18:00	5	8	13
19:00	7	12	19
20:00	7	16	23
21:00	7	22	29
22:00	4	22	26
23:00	2	22	24
00:00	1	22	23

- 3.15 This shows a maximum occupation of 29 cars (at 21:00) and demonstrates that the car park operated with significant surplus capacity throughout the day.

Parking Proposals

- 3.16 It is proposed to reduce the size of the existing hotel car park to 20 spaces.
- 3.17 As detailed earlier in this section, a survey of the existing car park was undertaken to help inform the future car parking requirements for the reconfigured hotel. This survey revealed a maximum occupation of the car park of 29 vehicles, which equates to 0.45 cars per bedroom. If a similar level of car parking was to occur for the proposed aparthotel, the parking demand would be up to 12 spaces. The proposed parking is therefore seen as sufficient to cater for the future aparthotel parking demand.
- 3.18 The parking for the aparthotel will include one disabled parking space along with two further spaces that are undesignated, but these will be sufficiently sized to accommodate disabled parking requirements.
- 3.19 The aparthotel parking layout will also include one motorcycle parking bay, and cycle parking for the aparthotel will be provided by two cycle stores within the building that will accommodate 30 cycles.
- 3.20 The car parking spaces for the aparthotel will be allocated for guest use only, and it is understood that the staffing requirements associated with the proposed development will be no more than five staff at any time.
- 3.21 Parking Standards are set out in Supplementary Planning Guidance (SPG) 4 of the 'Kent & Medway Structure Plan (2006)'. These specify maximum parking standards for C1 Hotel use as follows:
- 1 space per bedroom (for guests); and
 - 1 space per 2 staff (for employees).
- 3.22 The parking standards suggest a maximum parking requirement of 25 spaces for the aparthotel guests, plus some additional provision for employees. The above analysis shows that the future car parking provision of 20 spaces for the reconfigured Manor Hotel is within the KCC maximum parking standards, and it is also considered appropriate in terms of the likely operational demand which has been reviewed in more detail utilising parking survey data from the existing Manor Hotel. In addition, the proposed parking provision for people with impaired mobility, motorcycle and cycle parking spaces is in accordance with the parking standards in SPG 4 of the Kent & Medway Structure Plan.

Access

- 3.23 Vehicular and pedestrian access to the aparthotel will remain via the existing access from Hever Court Road, which is located at the western end of the site.
- 3.24 The existing access junction is a priority junction arrangement that is around 15m in width and provides for a separate entry and exit lane which is barrier controlled. It is proposed to change the existing access arrangement into a standard priority T-junction layout as part of the proposed hotel reconfiguration. This will comprise of a 5.5m entrance, 6m corner radii and dropped kerb crossing

provision and footway improvements on Hever Court Road including at the site access, as shown in **Plan VN212035-D100 Rev D**.

Servicing and Deliveries

- 3.25 The car park layout in the vicinity of the hotel building and the access will be modified as a result of the proposed reduction of the hotel car park spaces, however it is expected that deliveries and refuse collections for the hotel will continue at the site as at present. **Plan VN212035-TR100 Rev D** shows the swept path analysis of a large refuse vehicle accessing the site from Hever Court Road, turning around in the car park and leaving the hotel in forward gear. **Plan VN212035-TR101 Rev C** shows similar movements for a box van, which is the largest delivery vehicle that will service the aparthotel. This shows that a delivery vehicle will be able to park in front of the hotel entrance whilst making deliveries. The swept path analysis demonstrates that two-way movements to access the aparthotel car park and residential dwellings can be accommodated whilst the delivery vehicle is parked.

Proposed Development: Residential Units

Development Proposal

- 3.26 The hotel redevelopment will result in significant surplus land in the eastern part of the hotel site. It is proposed to develop residential dwellings on the land adjacent to the revised hotel car park, comprising of eight 2-bed and four 3-bed units. The proposed site layout of the residential element is shown in **Appendix F** to this report.

Parking Proposals

- 3.27 It is proposed to provide a total of 24 car parking spaces to serve the residential dwellings, and this includes one disabled space. In addition, a motorcycle parking space will also be provided.
- 3.28 The KCC car parking standards (referenced earlier in this chapter) specify maximum car parking requirements for residential use as follows:
- Residential properties of 1 bedroom – 1 space for residents;
 - Residential properties of 2 and 3 bedrooms – 2 spaces for residents; and
 - Residential properties of 4 or more bedrooms – 3 spaces for residents.
- 3.29 The proposed residential development is a mix of two- and three-bedroom properties, and so the provision of 24 car parking spaces is equivalent to 100% of parking standards.
- 3.30 Cycle parking is provided for a total of 32 spaces for the residential dwellings. Four of the two-bedroom dwellings are provided with cycle storage for two bikes within the curtilage of the plots, and the three-bedroom dwellings each contain cycle storage for three bikes. A cycle store is provided for the remaining units that will accommodate 12 cycles. The proposed cycle parking meets the KCC parking standards, which require a minimum of one space per bedroom.

Access

- 3.31 The reconfigured vehicular access junction will become a shared access arrangement for the hotel and the residential element of the site. and the residential dwellings will be accessed internally from the hotel car park as shown in **Plan VN212035-D100 Rev D**.

- 3.32 The swept path analysis for a large refuse vehicle accessing and egressing the proposed residential development is shown in **Plan VN212035-TR100 Rev D**. This demonstrates that the required manoeuvres can be achieved satisfactorily.

- 3.33 Supermarket and online deliveries are increasingly common for residential sites, and **Plan VN212035-TR102 Rev D** shows the swept path of a Goods Online (GOL) van accessing, turning around and exiting the site in forward gear.

- 3.34 Footway improvements at the main site junction on Hever Court Road will facilitate pedestrian access at the east side of the entrance, and road markings will delineate a route for pedestrians into the residential site as on-carriageway provision to the rear of the row of parking bays adjacent to Hever Court Road. In view of the low level of vehicle activity and the low-speed nature of the internal site layout, this access arrangement is considered to be appropriate for pedestrians with a minimal risk in terms of safety conflict. To the east of the first turning head within the residential development site there is also footway provision to the south of the internal access road along the frontage of dwellings 1 to 8.

- 3.35 As noted earlier, the proposed access arrangements will include footway provision and dropped kerb crossing provision on Hever Court Road to the east of the priority junction.

4 Trip Generation & Traffic Impact Assessment

Introduction

- 4.1 This section of the report considers the traffic generation associated with the existing use of the site and the revised traffic generation of the proposed developments.

Existing Hotel Traffic Generation

- 4.2 A traffic survey was undertaken at the existing hotel access junction on Friday 21 June 2019. This recorded the entry and exit traffic during the morning (0700-1000) and evening peak periods (1600-1900). It is understood that on this day there was also a daytime event in one of the function rooms attended by around 20 people.
- 4.3 The results of the survey are summarized in **Table 4.1**, with the full survey outputs included as **Appendix G** of this report.

Table 4.1: Existing Hotel Traffic

Time	Entry	Exit	Two-Way
0700-0800	7	7	14
0800-0900	6	7	13
0900-1000	8	6	14
1600-1700	4	1	5
1700-1800	3	2	5
1800-1900	9	3	12

- 4.4 As can be seen, the peak entry / exit flow is 14 two-way movements in a single hour.

Proposed Aparthotel Traffic Generation

- 4.5 Based on the above survey, the expected use of the proposed aparthotel can be derived by factoring down in proportion to the revised total of 25 serviced apartments / rooms / suites, and the resultant traffic flows are shown in **Table 4.2**. Also as noted earlier, the proposed reconfiguration of the hotel building will not include conferencing and restaurant facilities.

Table 4.2: Proposed Aparthotel Traffic

Time	Entry	Exit	Two-Way
0700-0800	3	3	6
0800-0900	2	3	5
0900-1000	3	2	5
1600-1700	2	0	2
1700-1800	1	1	2
1800-1900	4	1	5

- 4.6 As can be seen, the maximum traffic activity for the proposed aparthotel will be 6 two-way trips in a single hour.

Proposed Residential Traffic Generation

- 4.7 As outlined earlier in this report, the proposed development will include 12 residential dwellings. A forecast of vehicle trips that could be generated by this development has been derived through reference to the TRICS database (Version 7.9.2). A summary of the resulting weekday morning and evening peak hour trip rates and trip generation is provided in **Table 4.3**, and the TRICS outputs are included as **Appendix H** to this report.

Table 4.3: Residential Trip Generation

Time	Trip Rate		Trips		Two-Way
	Arr	Dep	Arr	Dep	
0700-0800	0.077	0.32	1	4	5
0800-0900	0.133	0.339	2	4	6
0900-1000	0.141	0.200	2	2	4
1600-1700	0.263	0.151	3	2	5
1700-1800	0.327	0.146	4	2	6
1800-1900	0.25	0.117	3	1	4

- 4.8 The maximum trip generation of the residential element of the proposed redevelopment is 6 two-way trips in a peak period, which equates to approximately a vehicle movement every 10 minutes.

Traffic Impact

- 4.9 The total traffic generation of the redevelopment will be the combination of the proposed aparthotel and residential scheme vehicle trips. The net traffic impact will be difference between the proposed redevelopment (including the residential use) and the existing Manor Hotel site, and this is summarised in **Table 4.4**.

Table 4.4: Net Traffic Impact of Redevelopment Proposals

Time	Entry	Exit	Two-Way
0700-0800	-3	0	-3
0800-0900	-2	0	-2
0900-1000	-3	-2	-5
1600-1700	1	1	2
1700-1800	2	1	3
1800-1900	-2	-1	-3

- 4.10 It can be seen that the development proposals result in only a negligible net increase in traffic movements, with a reduction in all of the morning hours between 0700 and 1000, and a maximum increase of 3 two-way trips in an evening peak hour between 1600 and 1900. This level of traffic is not expected to have any perceivable impact on the operation of the local highway network. In addition, the data collected from the ATC adjacent to the site on Hever Court Road does not indicate any congestion issues based on the existing traffic volumes. It is therefore considered that the shared site access junction will operate safely and within capacity.

Summary

- 4.11 As discussed in Section 2, there are no existing capacity or safety issues on the road network surrounding the site. Given the low level of vehicle trip generation associated with the combined development proposals of the aparthotel and the residential dwellings, it is considered that there will be a negligible traffic impact on the local highway network. It is therefore considered that the development proposals should be considered acceptable in traffic impact terms.

5 Summary And Conclusions

Summary

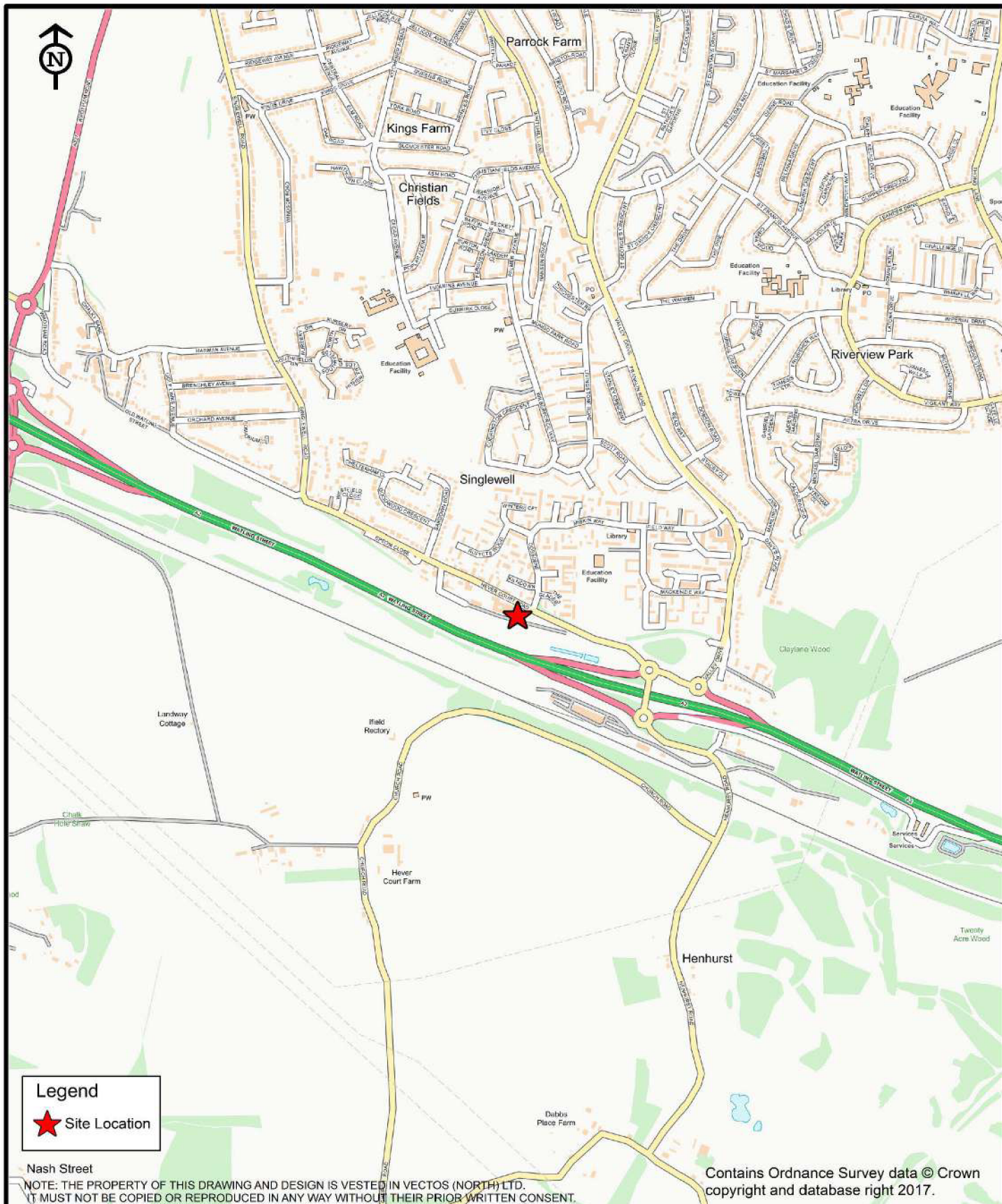
- 5.1 Vectos have been commissioned by Mr Michael Rossi at the Best Western Manor Hotel to provide transport and highways advice to support planning applications for proposals to reconfigure and redevelop at the existing Manor Hotel site on Hever Court Road, Gravesend.
- 5.2 The development proposals are to reconfigure the existing Best Western Manor Hotel, to become an aparthotel providing self-catering apartments as well as ordinary hotel facilities, with a reduced number of serviced apartments (15) / rooms (5) / suites (5). The hotel will be reconfigured as an aparthotel and there will be an overall reduction in the number of accommodation units from 64 to 25, and it will be served by 20 parking spaces. In addition, it is proposed to develop 12 residential dwellings in part of the surplus car parking area to the east of the existing hotel building, comprising of eight 2-bed and four 3-bed units. Both sites will be served from the existing junction location from Hever Court Road that is being retained and improved as part of the development proposals.
- 5.3 It is important to note that the redevelopment of the Manor Hotel site has previously been considered in 2020. In January 2020, two planning applications were submitted to GBC (application references: 20200104 and 20200105) for a proposed development scheme comprising of a smaller 34-bedroom hotel and a self-storage unit of 4,190sq.m floor area, with associated parking for both uses to be served by a shared access arrangement off Hever Court Road. The planning applications were approved by the Local Planning Authority in June 2020.
- 5.4 This TS report draws the following key conclusions:
 - The site is located on the edge of the Gravesend urban area and is well connected to the highway network and to surrounding local residential areas. The location is connected with footway and cycling infrastructure as well as the bus network, and the site is therefore regarded as having access to relevant sustainable modes of transport;
 - The proposed aparthotel will retain the existing access location off Hever Court Road, which will be reconfigured into a standard priority T-junction arrangement with improved pedestrian provision at the site access. Servicing and deliveries to the hotel will continue at the site as at present;
 - Whilst the proposed car parking provision of 20 spaces for the aparthotel will be a significant reduction, this is in line with the KCC parking standards and it is also considered appropriate in terms of the likely operational demand, which has been considered in more detail utilising parking survey data from the existing Manor Hotel;
 - Access to the proposed residential dwellings will also be via the reconfigured vehicular access junction on Hever Court Road and this will become a shared access arrangement for the aparthotel and residential units. The proposed access arrangement has been designed in accordance with the relevant standards and the site layout facilitates access for refuse vehicles and supermarket / online delivery vans;

- The proposed car parking provision for the residential dwellings of 24 spaces has been reviewed against the KCC parking standards and is considered to be at an acceptable level, which is 100% of the maximum standards;
- The proposed parking provision for people with impaired mobility, motorcycle and cycle parking spaces for the aparthotel scheme and residential development is in accordance with the parking standards in SPG 4 of the Kent & Medway Structure Plan; and
- The predicted net change in traffic movements as a result of the development proposals is considered negligible, and the traffic generated by the aparthotel and residential dwellings will therefore not adversely impact upon the safety or operation of the surrounding highway network.

Conclusion

- 5.5 The guidance within the NPPF recommends that 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.
- 5.6 Taking the above into consideration, it is considered that there is no reason why planning permission should not be granted on transport and highways grounds for the proposed aparthotel and the residential development.

Plans



CLIENT:

Mr Michael Rossi

PROJECT TITLE:

Manor Hotel, Gravesend

DRAWING TITLE:

Site Location (Wider Context)

vectos. | PART OF **SLR**

Oxford Place, 61 Oxford Street, Manchester M1 6EQ
t:0161 228 1008 e:manchester@vectos.co.uk

DRAWN:

TO

CHECKED:

JL

DATE

August 2022

SCALE:

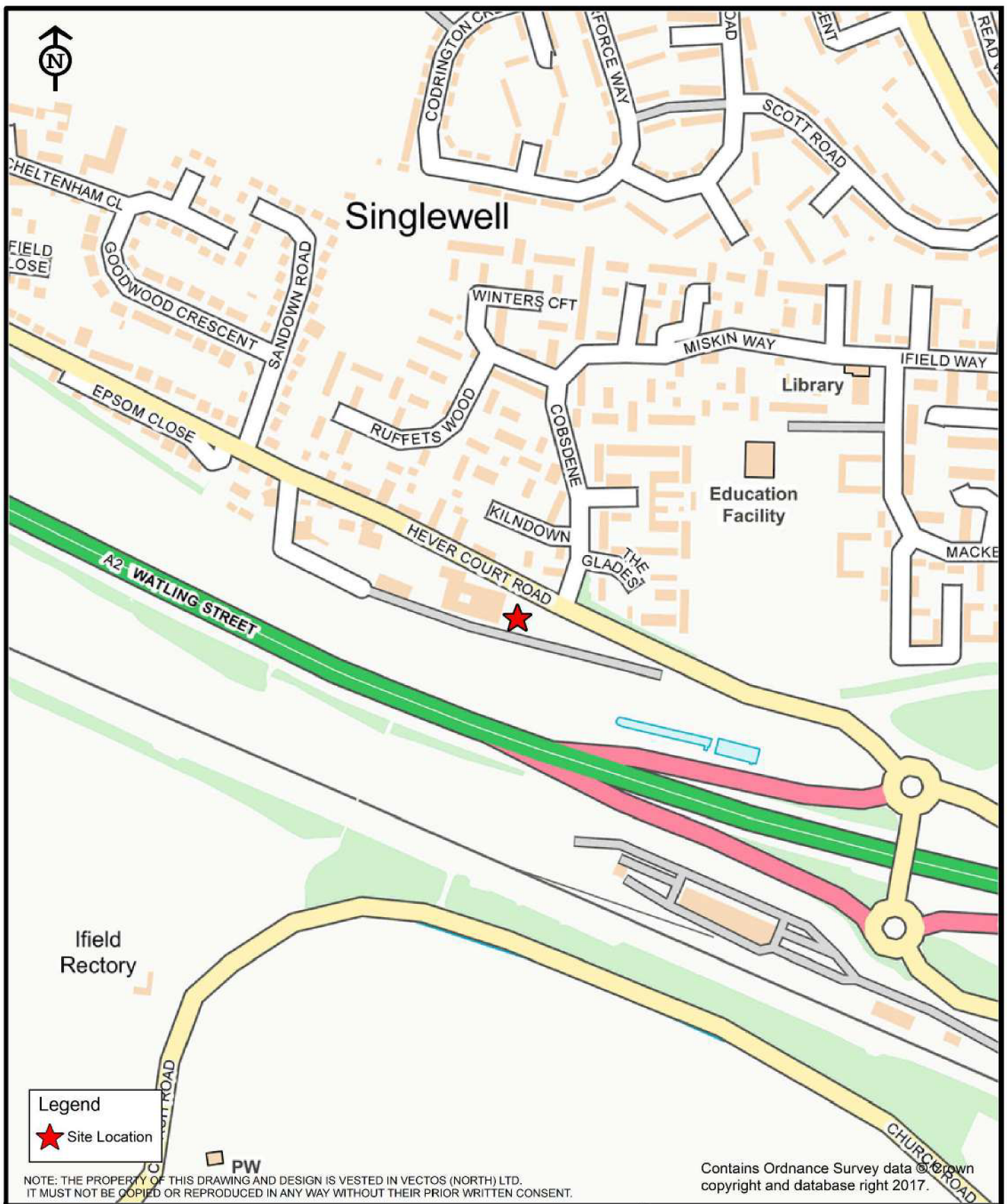
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DRAWING NO:

VN212035-G100

REVISION:

.



CLIENT:

Mr Michael Rossi

PROJECT TITLE:

Manor Hotel, Gravesend

DRAWING TITLE:

Site Location (Local Context)

vectos. | PART OF **SLR**

Oxford Place, 61 Oxford Street, Manchester M1 6EQ
t:0161 228 1008 e:manchester@vectors.co.uk

DRAWN:

TO

CHECKED:

JL

DATE

August 2022

SCALE:

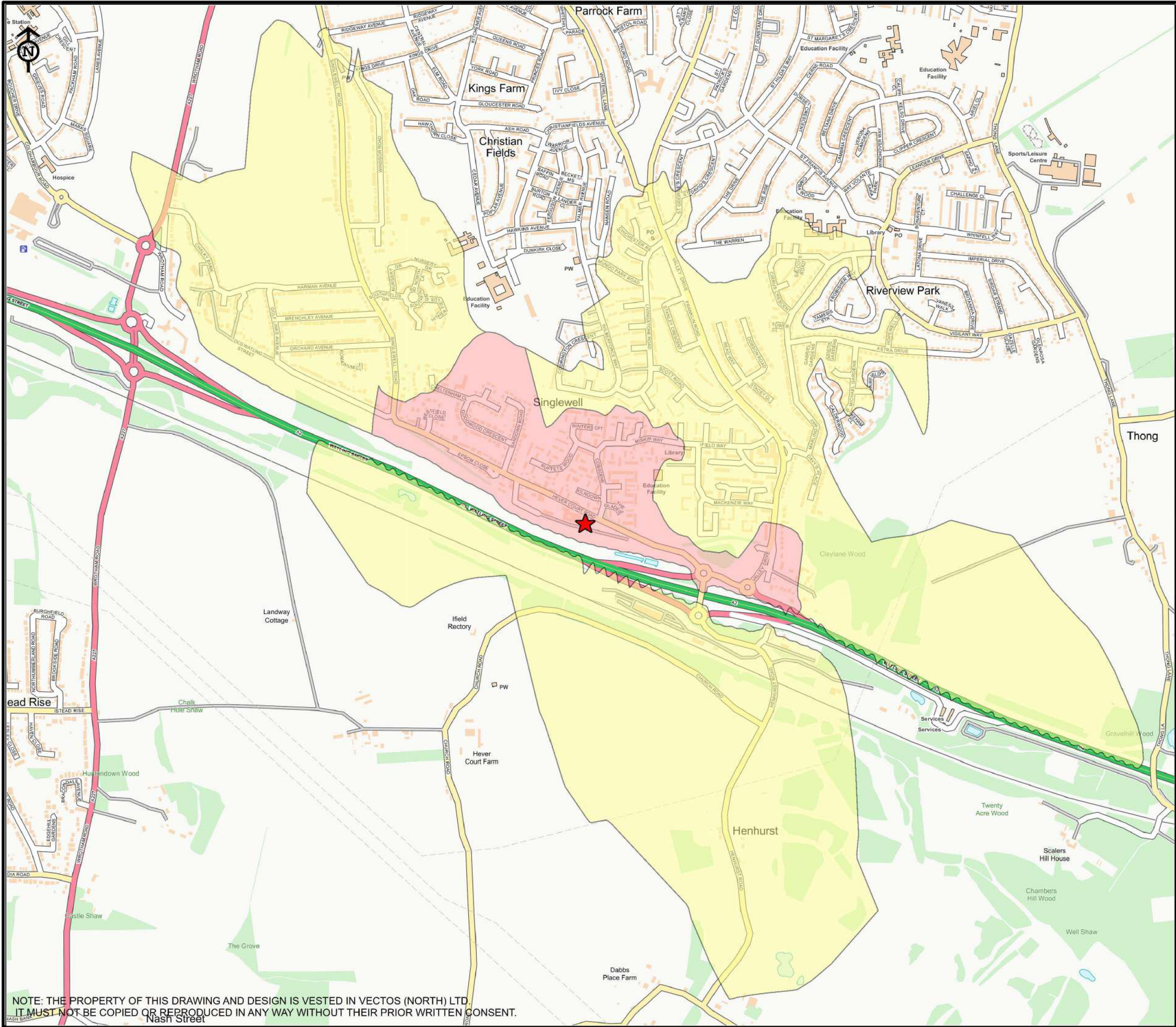
1:5,000 at A4

DRAWING NO:

VN212035-G101

REVISION:

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Legend

★ Site Location

Walking Catchment

0 - 0.8 km

0.8 - 2 km

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CLIENT:

Mr Michael Rossi

PROJECT TITLE:

Manor Hotel, Gravesend

DRAWING TITLE:

Walking Catchment

SCALE:

N.T.S

DRAWN:

TO

CHECKED:

JL

DATE:

August 2022

vectos.

PART OF
SLR

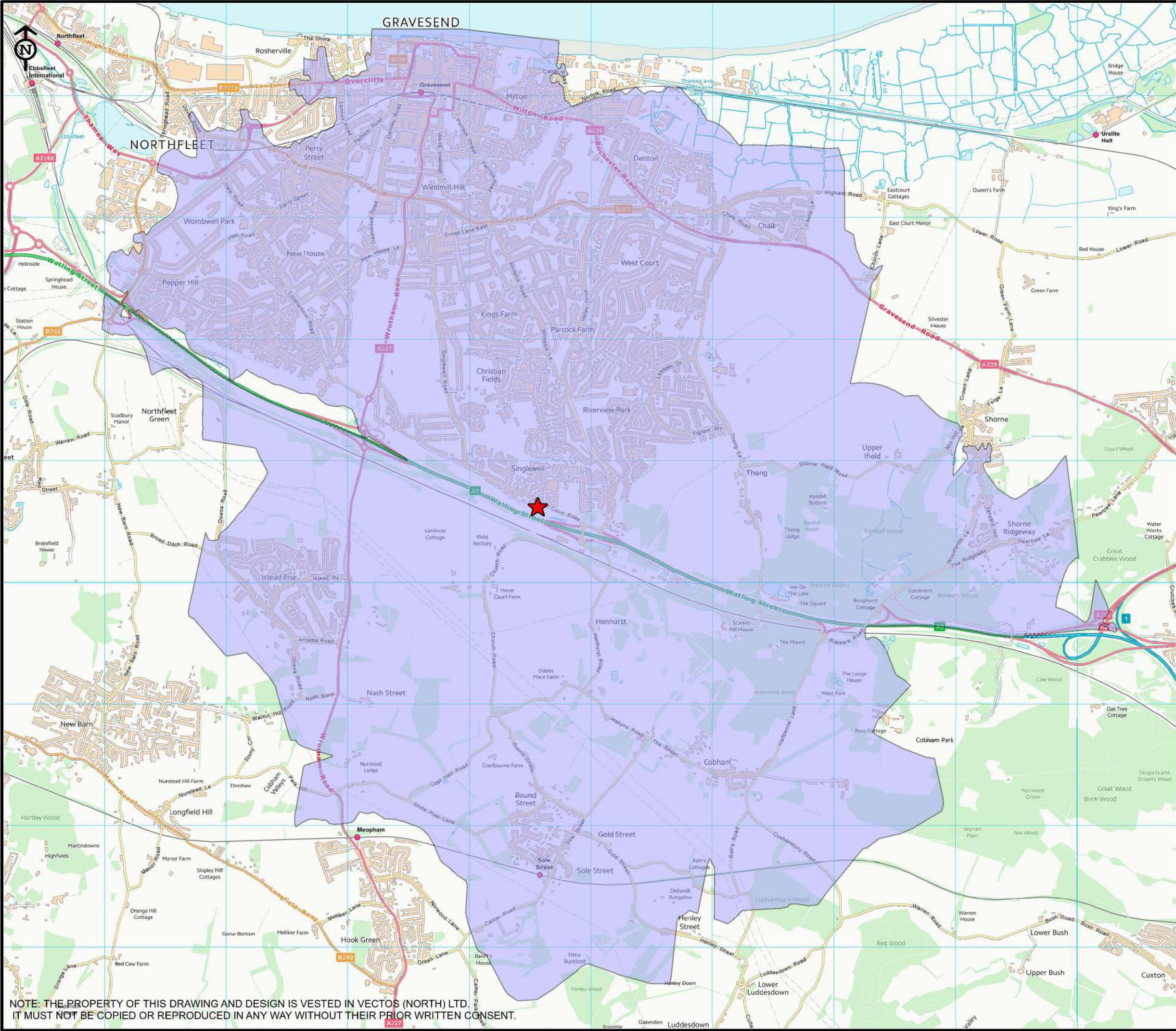
Oxford Place, 61 Oxford Street, Manchester M1 6EQ
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DRAWING NO:

VN212035-G102

REVISION:

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Legend

★ Site Location

Cycling Catchment

0 - 5 km

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CLIENT:

Mr Michael Rossi

PROJECT TITLE:

Manor Hotel, Gravesend

DRAWING TITLE:

Cycling Catchment

SCALE:

N.T.S

DRAWN:	TO	CHECKED:	JL	DATE:	August 2022
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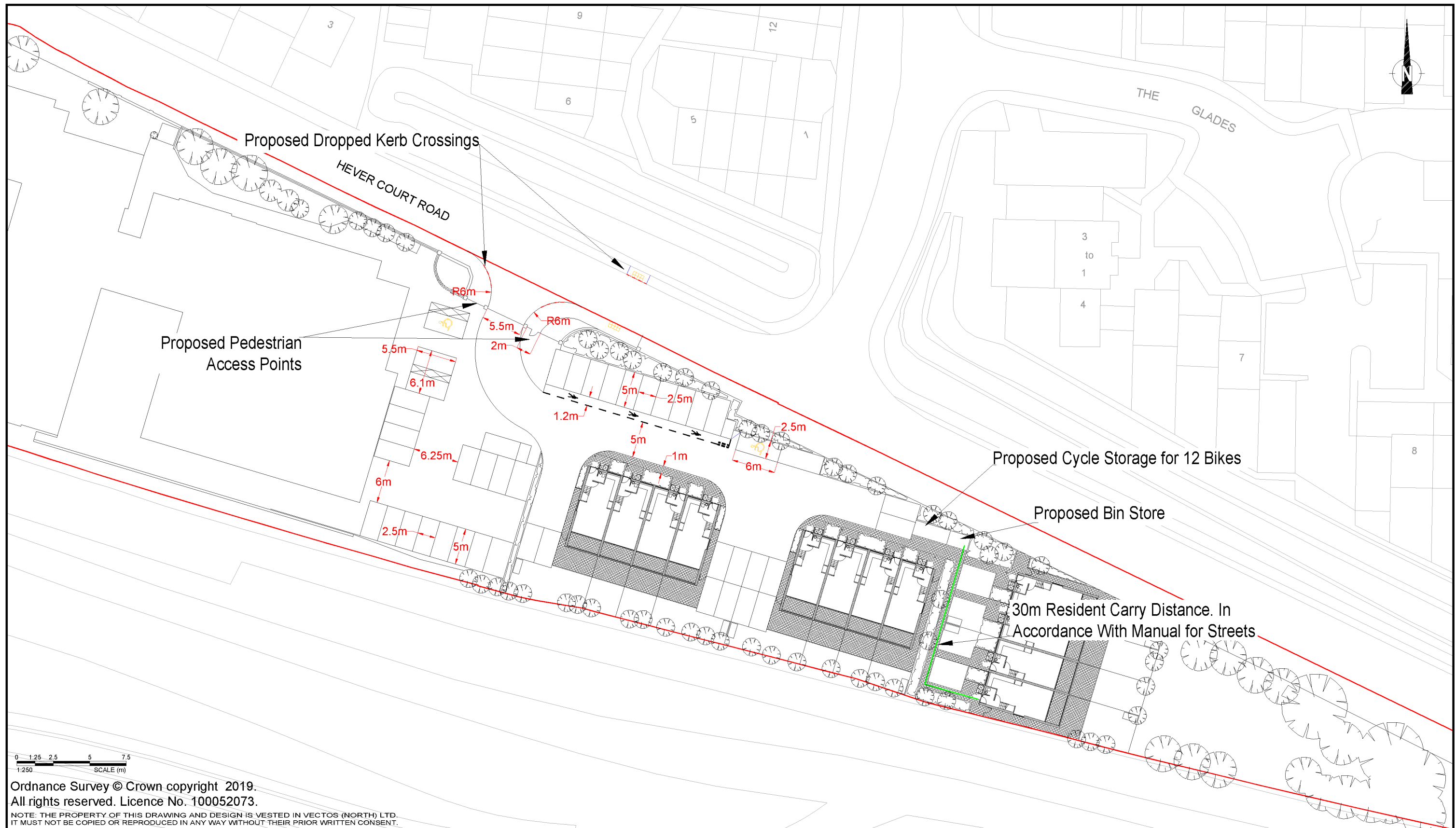
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VN212035-G103

REVISION:

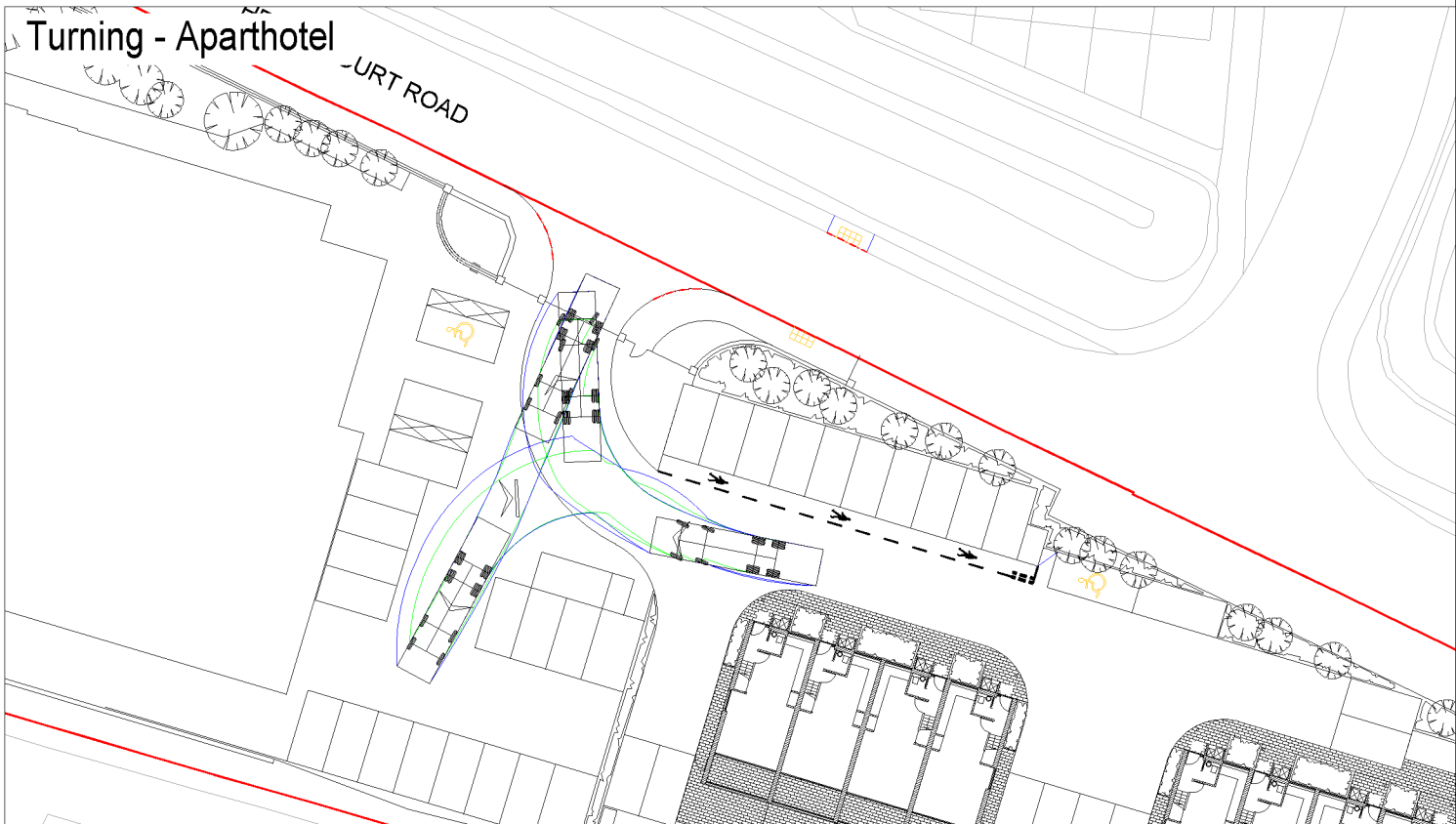
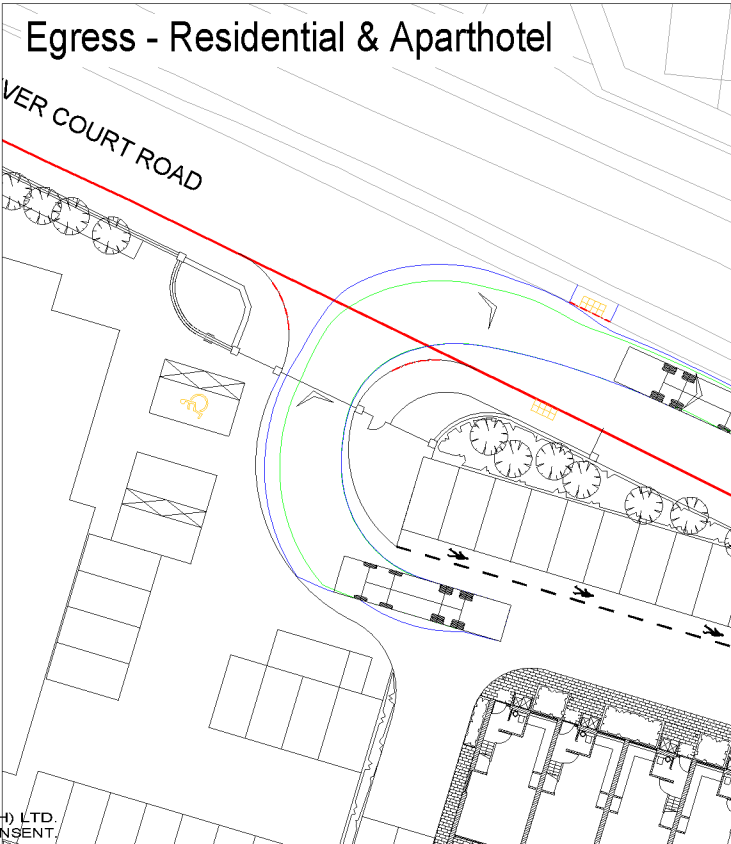
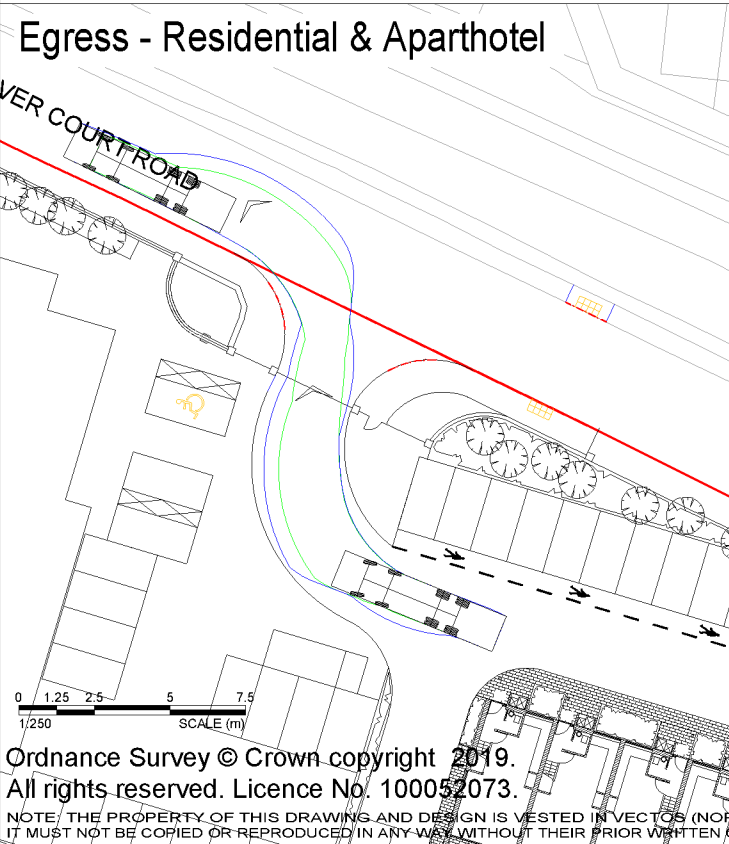
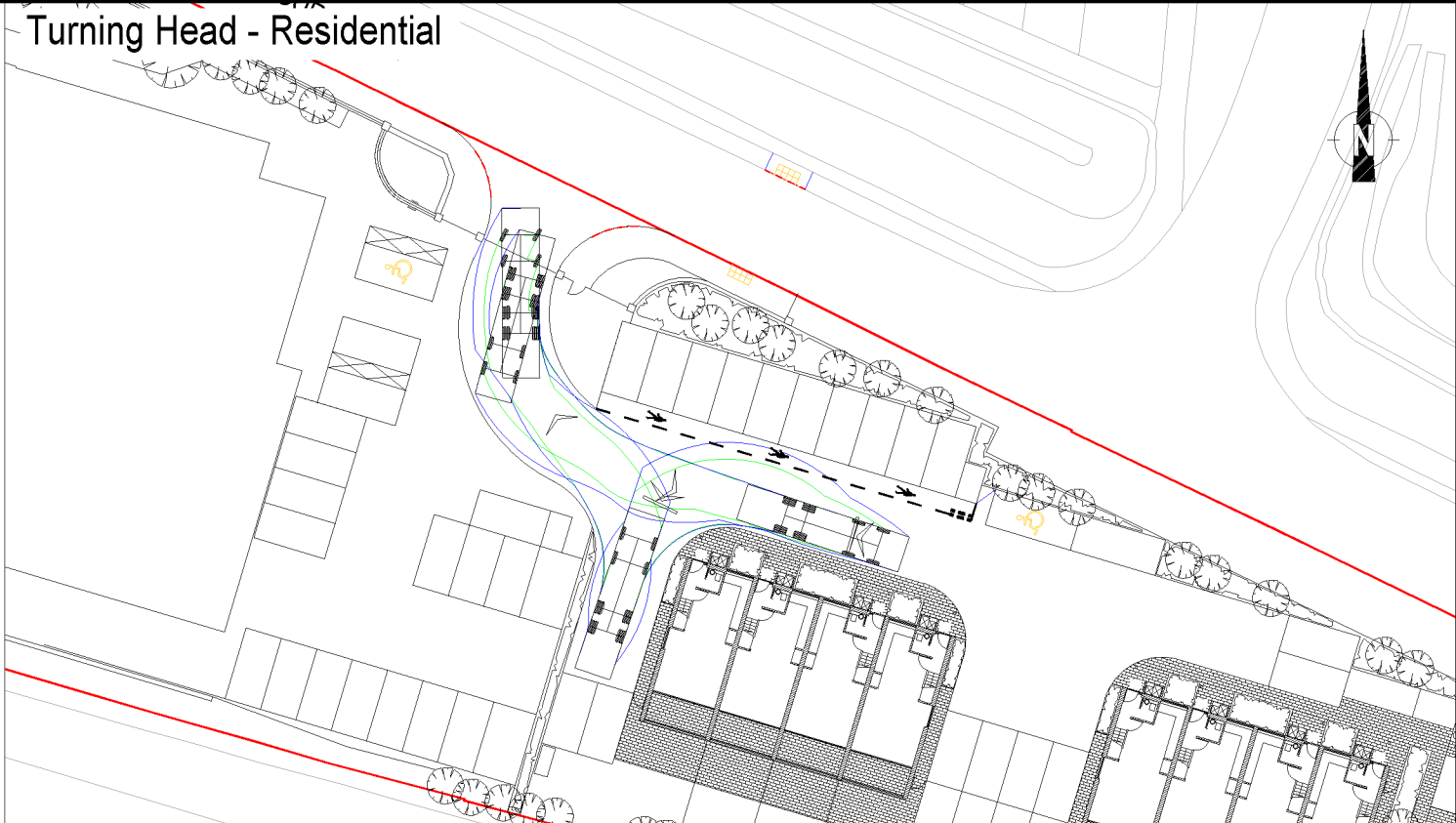
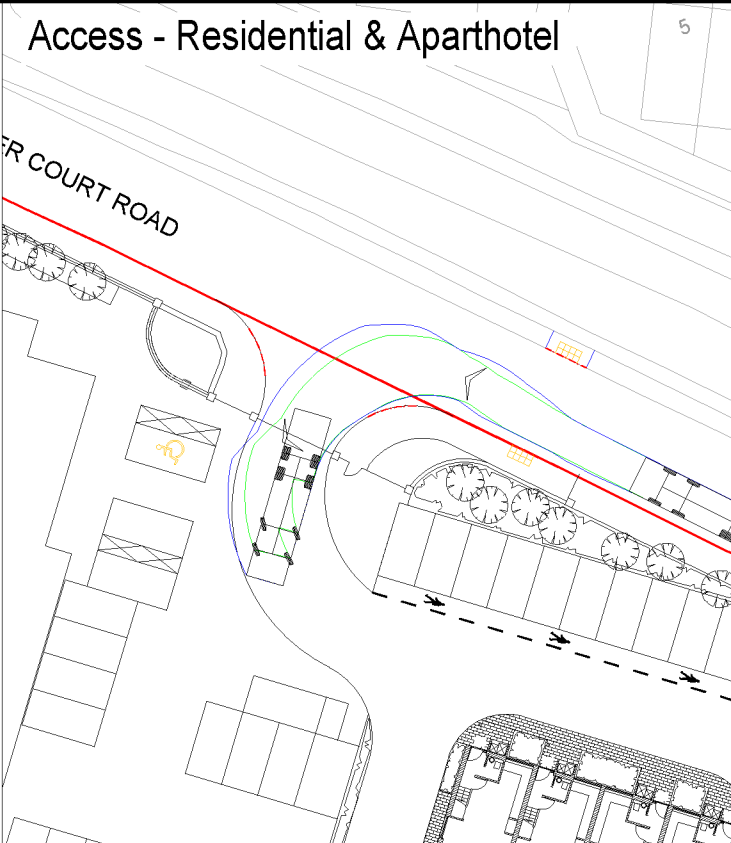
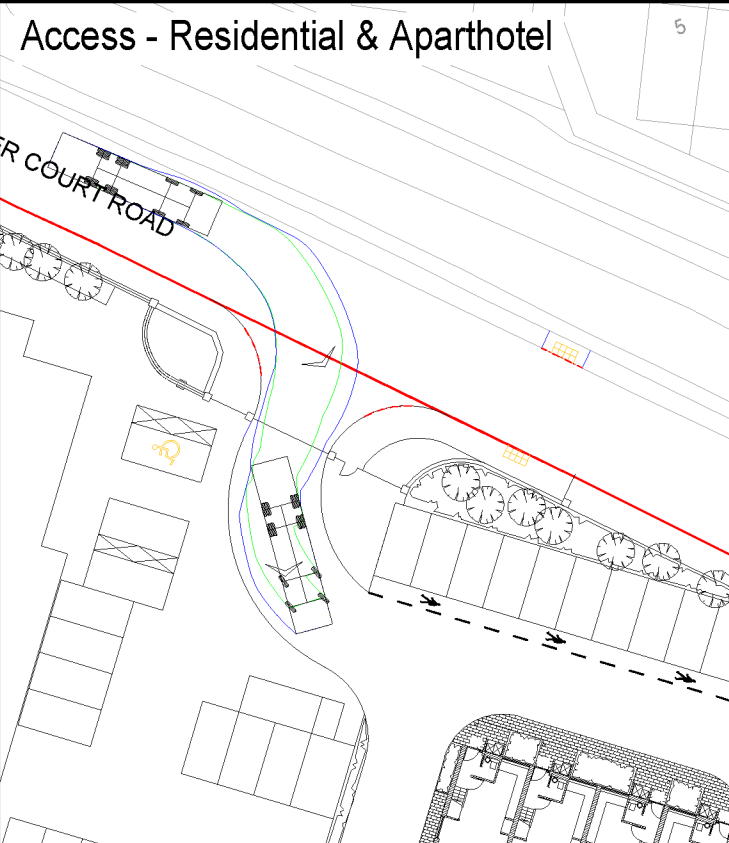
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REV.	DETAILS	DRAWN	CHECKED	DATE
A	Site layout updated	WD	PT	07.10.22
B	Site layout updated	WD	PT	12.12.22
C	Site layout updated	WD	PT	08.03.23
D	Site layout updated	WD	PT	01.06.23

Notes:	
1. This is not a construction drawing and is intended for illustrative purposes only.	
2. White lining is indicative only.	
— DK — Proposed Drop Kerb Detail	

Manor Hotel, Gravesend, Development Proposals				Mike Rossi	
General Site Arrangement				vectos.	
				4th Floor Oxford Place, 61 Oxford Street, Manchester, M1 6EQ 0161 228 1008 e: manchester@vectos.co.uk	
DRAWN:	CHECKED:	DATE:	SCALES:	DRAWING NUMBER:	REVISION:
WD	PT	09.12.22	1:500 at A3	VN212035-D100	D



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REV.	DETAILS	DRAWN	CHECKED	DATE
A	Site layout updated	WD	PT	07.10.22
B	Site layout updated	WD	PT	12.12.22
C	Site layout updated	WD	PT	08.03.23
D	Site layout updated	WD	PT	01.06.23

Notes:

- This is not a construction drawing and is intended for illustrative purposes only.
- White lining is indicative only.

11.5m Large Refuse Vehicle (4 axle)

Overall Length 11.500m
Overall Width 2.500m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 6.00s
Wall to Wall Turning Radius 11.330m

Manor Hotel, Gravesend, Development Proposals				Mike Rossi	
Swept Path Analysis - Large Refuse Vehicle					
4th Floor Oxford Place, 61 Oxford Street, Manchester, M1 6EQ 0161 228 1008 e: manchester@vectos.co.uk					
DRAWN:	CHECKED:	DATE:	SCALES:	DRAWING NUMBER:	REVISION:
WD	JL / PT	12.07.22	1:500 at A3	VN212035-TR100	D



REV.	DETAILS	DRAWN	CHECKED	DATE
A	Site layout updated	WD	PT	12.12.22
B	Site layout updated	WD	PT	08.03.23
C	Site layout updated	WD	PT	01.06.23

Notes:
1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.

Large Car (2006)

Overall Length 5.079m
Overall Width 1.872m
Overall Body Height 1.525m
Min Body Ground Clearance 0.310m
Max Track Width 1.831m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.900m

7.5t Box Van

Overall Length 8.010m
Overall Width 2.100m
Overall Body Height 3.556m
Min Body Ground Clearance 0.351m
Track Width 2.064m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.400m

Manor Hotel, Gravesend, Development Proposals

Swept Path Analysis - Box Van for Aparthotel

Mike Rossi

4th Floor Oxford Place, 61 Oxford Street, Manchester, M1 6EQ
0161 228 1008 e: manchester@vectos.co.uk

DRAWN: WD

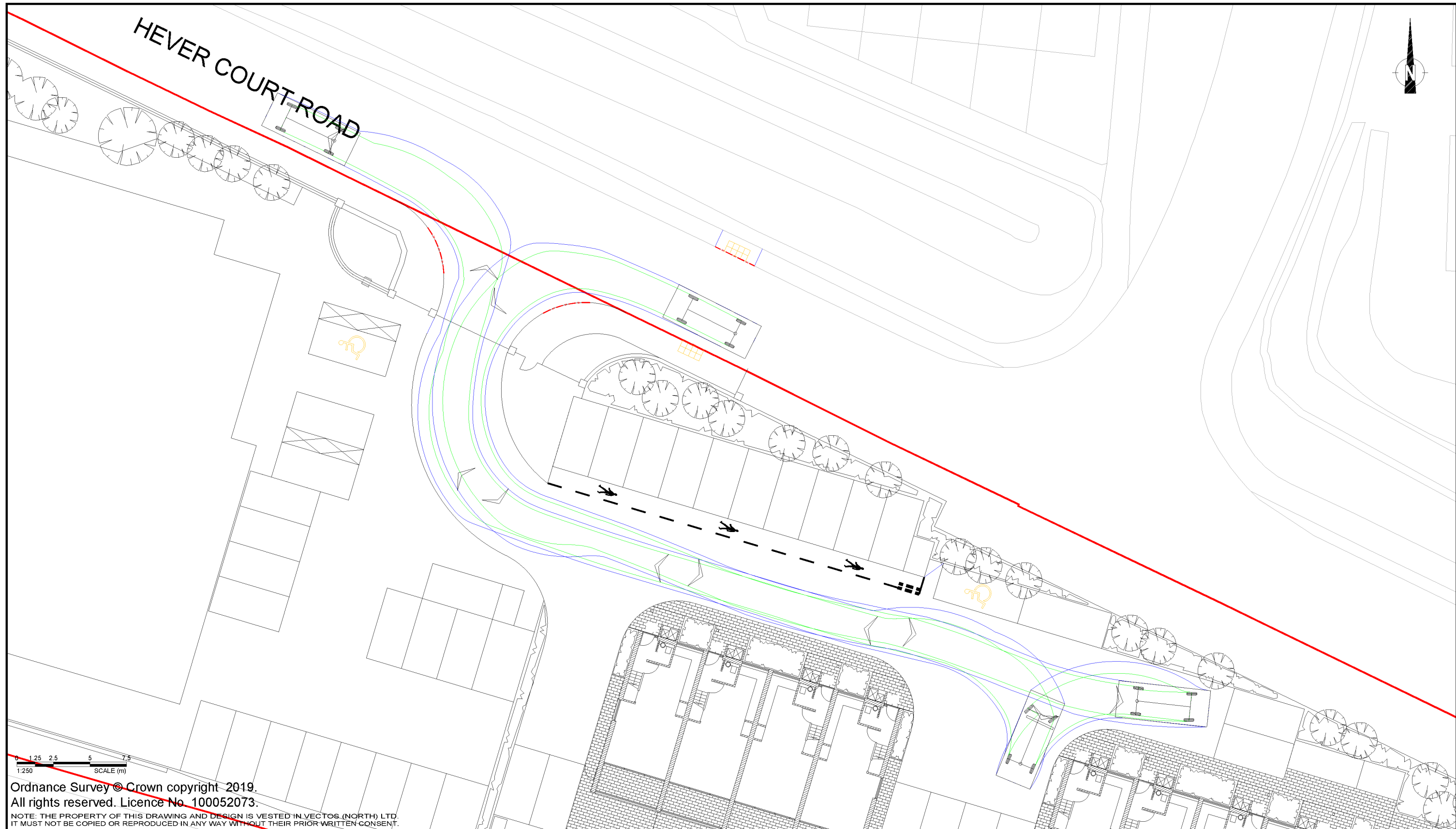
CHECKED: JL / PT

DATE: 12.07.22

SCALES: 1:500 at A3 - Unless Shown

DRAWING NUMBER: VN212035-TR101

REVISION: C



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REV.	DETAILS	DRAWN	CHECKED	DATE
A	Site layout updated	WD	PT	07.10.22
B	Site layout updated	WD	PT	12.12.22
C	Site layout updated	WD	PT	08.03.23
D	Site layout updated	WD	PT	01.06.23

Notes:

GOL Vehicle

6.2

2.73

3.66

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Max Track Width

Lock to lock time

Wall to Wall Turning Radius

6.300m

2.500m

3.097m

0.336m

1.990m

4.00s

7.000m

Manor Hotel, Gravesend, Development Proposals

Swept Path Analysis
(Goods Online) Delivery Vehicle

DRAWN: WD

CHECKED: JL / PT

DATE: 12.07.22

SCALES: 1:250 at A3

Mike Rossi

vectos.

4th Floor Oxford Place, 61 Oxford Street, Manchester, M1 6EQ
0161 228 1008 e: manchester@vectos.co.uk

DRAWING NUMBER: VN212035-TR102

REVISION: D

Appendix A

ATC Survey Data

Report Id	Site Name	Description	Direction
-----------	-----------	-------------	-----------

425/19
Site 1 of 1
Hever Court Road, 60m east of Miskin Way
Eastbound

[illegible][illegible]

Time	Hourly Totals	15 Minute Bin Break-Downs				Number Vehicle Classes ARX Scheme														Vehicle Speed										P-25	Average Speed	Standard Deviation				
		00-15	15-30	30-45	45-60	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0	MPH 10	MPH 15	MPH 20	MPH 25	MPH 30	MPH 35	MPH 40	MPH 45	MPH 50	MPH 55				MPH 60	MPH 65		
0000-0100	322	121	87	61	53	0	6	362	0	13	0	0	0	0	1	0	0	0	0	<10mph	<15mph	<20mph	<25mph	<30mph	<35mph	MPH 35	MPH 40	MPH 45	MPH 50	MPH 55	MPH 60	MPH 65				
0100-0200	51	31	6	0	10	0	0	56	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	112	133	52	10	1	2	0	0	0	412	36	4.6	
0200-0300	21	7	7	3	4	0	0	19	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	12	29	4	1	0	0	17	0	0	417	38	1.8	
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0500-0600	28	0	0	0	0	0	0	24	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	6	3	0	2	0	0	475	45.5	0	
0600-0700	40	13	12	14	10	0	0	44	0	5	0	0	0	0	0	0	0	0	0	0	0	0	2	10	0	8	12	1	4	1	0	0	446	37.4	8.3	
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0800-0900	137	23	17	27	45	0	0	137	0	10	6	0	0	0	0	0	0	0	0	0	0	0	6	28	36	23	6	1	0	0	0	0	419	35.2	1.4	
0900-1000	228	54	50	68	56	0	0	211	0	17	0	0	0	0	0	0	0	0	0	0	0	0	1	6	38	55	68	41	16	2	1	0	0	428	36	6.5
1000-1100	248	53	48	72	75	1	1	231	1	14	0	0	0	0	0	0	0	0	0	0	0	0	8	37	73	69	43	14	3	0	0	0	42	35.6	6.3	
1100-1200	71	74	79	70	61	1	4	261	1	12	0	0	0	0	0	0	0	0	0	0	0	0	1	34	73	67	51	12	0	0	0	0	0	417.7	34.6	0
1200-1300	291	63	66	88	74	2	1	279	3	15	0	0	0	0	0	0	0	0	0	0	0	0	2	7	51	68	90	53	15	0	0	0	412	35.8	6.3	
1300-1400	220	77	85	70	60	1	0	270	2	9	0	1	0	0	0	0	0	0	0	0	0	1	1	4	48	71	96	57	11	1	2	0	0	414	36	6
1400-1500	244	46	51	70	74	3	3	231	1	8	0	0	0	0	0	0	0	0	0	0	0	0	3	32	44	41	48	55	38	2	0	0	429	37	5	
1500-1600	297	75	69	63																																

[illegible]

Monday 24 June 2019

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme										Double Road Train	Triple Road Train	Vehicle Speed										P-Tile 85%	Average Speed	Standard Deviation					
			15-30	30-45						3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph			MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph									
0000 - 0100	19	8	4	4	3	0	0	18	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46.5	40.2	5.4			
0100 - 0200	4	1	1	1	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.9	10.7				
0200 - 0300	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	22.6	-				
0300 - 0400	12	2	1	5	4	0	1	10	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	3	1	1	0	0	0	43.7	34.1	6.8				
0400 - 0500	25	3	4	10	8	0	0	19	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4	1	5	8	5	0	0	0	47	38.1	8			
0500 - 0600	87	22	27	15	23	0	2	73	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	18	18	16	13	12	3	1	0	0	46.2	36.4	8.2		
0600 - 0700	132	24	35	30	43	0	3	114	3	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	24	26	28	30	15	2	3	0	0	45	37.2	7.8		
0700 - 0800	304	64	62	80	80	1	2	278	3	20	0	0	0	0	0	0	0	0	0	0	0	0	0	2	14	68	68	84	48	12	5	2	1	0	41.4	35	6.8		
0800 - 0900	437	105	124	105	103	0	2	418	2	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	67	126	149	68	11	3	1	0	0	41.2	35.3	5.7		
0900 - 1000	248	67	50	52	69	0	2	231	0	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	46	59	77	49	12	1	0	0	0	41.7	35.6	5.8		
1000 - 1100	193	54	35	57	47	1	1	177	1	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6	26	58	64	28	10	0	0	0	0	41.2	35.4	5.6		
1100 - 1200	202	46	50	53	53	1	1	187	1	11	0	0	0	1	0	0	0	0	0	0	0	0	0	0	5	27	52	81	27	6	1	1	1	0	40.6	35.5	6.1		
1200 - 1300	214	60	62	47	45	0	1	202	2	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	8	36	66	64	31	9	0	0	0	0	40.5	34.7	5.5		
1300 - 1400	218	50	62	63	44	0	2	201	4	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6	33	65	72	37	4	1	0	1	0	40.8	35.2	5.8		
1400 - 1500	263	66	58	63	76	1	0	243	1	17	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	29	82	99	44	4	1	0	0	0	40.5	35.7	5	
1500 - 1600	314	76	81	83	74	0	2	263	2	16	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5	46	91	111	49	8	4	0	0	0	40.9	35.5	5.4		
1600 - 1700	226	64	63	68	66	2	1	272	3	16	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	3	34	74	114	53	13	1	0	1	0	41.3	36.3	5.7	
1700 - 1800	356	99	86	91	80	0	1	323	3	26	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	6	48	105	132	48	14	2	0	0	0	40.9	35.5	5.3	
1800 - 1900	253	80	69	56	48	2	1	237	2	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5	30	59	103	45	7	2	1	0	0	41.5	36.1	5.6	
1900 - 2000	171	46	50	38	37	2	2	169	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	5	18	50	54	28	11	0	2	0	0	41.9	35.7	6.5	
2000 - 2100	177	42	33	60	42	0	1	171	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	36	76	33	12	4	1	1	2	44.1	38.4	6.4		
2100 - 2200	515	74	169	171	101	1	4	475	2	33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	36	76	33	12	4	3	1	0	39.3	35.3	4.4	
2200 - 2300	224	87	56	56	25	0	0	217	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	19	82	78	29	5	8	0	1	0	41.4	36.2	5.5		
2300 - 0000	66	18	10	16	12	0	0	50	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	6	10	21	10	5	1	0	0	0	41.9	36.8	6.2		
0700 - 1900	3298	853	820	837	753	8	16	3062	24	177	5	3	2	0	0	1	0	0	0	0	0	0	0	0	4	5	77	490	905	1150	527	110	21	5	4	0	41.0	35.5	5.7
0600 - 2200	4293	1039	1107	1136	1011	11	26	3981	29	235	5	3	2	0	0	0	0	0	0	0	0	0	0	0	5	8	88	583	1232	1507	669	152	30	12	5	2	41.1	35.6	5.7
0600 - 0000	4573	1144	1173	1208	1045	11	26	4248	29	246	5	4	2	0	0	1	0	0	0	0	0	0	0	0	5	8	93	608	1324	1606	705	162	39	12	6	2	41.2	35.7	5.7
0000 - 0000	4721	1100	1210	1244	1057	11	29	4373	29	285	6	4	2	0	0	2	0	0	0	0	0	0	0	0	5	8	103	635	1347	1640	734	185	43	13	6	2	41.3	35.7	5.8

Tuesday 25 June 2019

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme										Double Road Train	Triple Road Train	Vehicle Speed										P-Tile 85%	Average Speed	Standard Deviation						
			15-30	30-45						2 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	MPH 0	MPH 10	MPH 15	MPH 20			MPH 25	MPH 30	MPH 35	MPH 40	MPH 45	MPH 50	MPH 55	MPH 60	MPH 65										
0000 - 0100	19	6	6	4	3	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4	7	4	0	1	0	0	43.2	37.9	7.6			
0100 - 0200	23	5	6	7	5	0	1	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8	5	2	0	0	0	0	43.8	37	5.9			
0200 - 0300	23	7	6	4	6	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	12	4	2	0	1	0	0	46.4	36	6.7			
0300 - 0400	9	3	2	3	1	0	0	6	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	1	3	1	0	0	1	0	44.4	35.6	10.3			
0400 - 0500	23	1	1	12	9	0	0	22	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	5	4	7	3	0	0	0	44.4	37.5	7			
0500 - 0600	96	27	29	19	21	0	1	84	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5	28	19	22	14	6	2	0	0	0	41.3	34.3	6.9			
0600 - 0700	131	23	36	30	42	0	5	112	2	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7	32	23	28	31	8	2	0	0	0	43	35.5	7.2			
0700 - 0800	263	48	75	75	84	0	2	266	2	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	58	65	83	47	16	1	0	0	0	41.5	34.9	6.2		
0800 - 0900	460	109	137	120	94	1	1	430	2	24	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	20	84	119	160	45	19	2	0	0	0	38.8	34.4	5.8	
0900 - 1000	243	63	72	58	50	0	3	226	0	13	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11	30	68	84	37	10	3	0	0	0	41.2	35.6	5.7		
1000 - 1100	201	54	50	50	47	0	1	165	1	11	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	8	30	51	61	32	6	3	0	0	0	41.1	35.1	6.3		
1100 - 1200	193	43	53	53	44	0	0	164	2	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	27	46	64	36	14	2	1	0	0	43	36.7	6.1		
1200 - 1300	247	67	62	60	58	1	1	221	2	21	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9	29	79	90	29	6	4	0	0	0	40.3	35.2	5.5		
1300 - 1400	227	54	60	58	50	0	0	201	1	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	27	27	38	11	5	3	0	0	0	42.6	36	6		
1400 - 1500	240	45	58	71	66	1	1	227	1	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	13	49	71	71	29	3	1	1	0	0	38.7	34	6.1		
1500 - 1600	290	72	82	82	54	1	1	275	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	44	79	111	40	6	0	0	0	0	40.4	36	5.3		
1600 - 1700	304	103	58	66	67	2	2	285	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4	36	67	121	61	12	0	1	0	0	41.5	36.3	5.5		
1700 - 1800	280	74	69	73	72	0	2	288	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	33	91	119	29	2	0	0	0	0	41.1	35.9	5.9		
1800 - 1900	214	58	47	64	61	0	1	228	2	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6	34	60	81	41	14	3	0	0	0	42.1	36.2	5.9		
1900 - 2000	185	49	42	60	34	0	1	175	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	26	31	70	37	12	4	0	0	0	43	37.1	6.2		
2000 - 2100	36	125	36	35	21	0	1	116	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	30	39	29	12	1	1	0	0	40.4	36	7.7		
2100 - 2200	128	33	38	27	0	0	3	123	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	7	32	41	29	5	3	3	0	0	42.8	37.2	6.7	
2200 - 2300	220	34	38	28	20	0	0	122	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	22	31	39	20	8	0	0	0	42.5	35.6	6.9			
2300 - 0000	10	10	11	8	3	0	0	35	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	16	35	5	5	0	0	0	0	41.5	37.5	5.5			
0700 - 1900	3216	904	846	805	753	8	15	3003	14	163	4	2	1	4	0	0	1	1	0	0	0	0	0	0	1	3	8	101	500	855	1125	471	121	28	3	0	0	42.0	35.4	5.8
0600 - 2200	3785	945	939	957	894	8	22	3531	17	191	5	3	1	5	0	0	1	1	0	0	0	0	0	0	1	3	10	119	580	976	1296	596	158	43	8	1	0	41.4	35.5	6.0
0300 - 0900	3949	998	1032	993	922	10	18	3859	17	196	6	3	1	1	0	0	1	1	0	0	0	0	0	0	1	3	9	122	607	971	1342	612	157	43	10	1	0	41.6	35.6	6.1
0412 - 1045	1083	1083	1042	967	8	24	3865	17	210	7	3	1	5	0	0	0	1	0	0	0	0	0	0	0	1	3	12	132	644	1050	1396	656	158	46	13	1	0	41.6	35.6	6.1

Wednesday 26 June 2019

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	Number Vehicle Classes ARX Scheme										Double Road Train	Triple Road Train	Vehicle Speed										P-Title 80%	Average Speed	Standard Deviation		
		00-15	15-30	30-45	45-00						3 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph			MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph							
0000 - 0100	14	6	3	2	3	0	0	11	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.8	38.3	4.4	
0100 - 0200	14	2	1	4	7	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	52	42.7	6.4		
0200 - 0300	11	3	3	2	3	0	0	8	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	56.1	42.7	12.6		
0300 - 0400	6	1	2	1	2	0	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50.6	33.5	7.8		
0400 - 0500	33	5	5	7	16	0	0	30	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37.9	34.9	9.9		
0500 - 0600	92	22	28	17	25	2	2	75	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44.1	35.2	8.3		
0600 - 0700	153	30	42	37	44	0	3	133	2	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43	36.6	7.3		
0700 - 0800	277	54	63	68	92	0	0	261	2	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.7	34.9	6.2	
0800 - 0900	447	129	119	112	87	2	5	421	2	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.9	35.2	5.8	
0900 - 1000	225	67	61	54	43	0	1	203	2	18	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.3	35	6.6	
1000 - 1100	197	48	52	48	46	0	1	180	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.2	35	6.4	
1100 - 1200	197	51	52	48	46	0	1	181	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.2	35.6	6.2	
1200 - 1300	225	90	80	80	55	0	4	204	2	11	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.3	35.3	6.5	
1300 - 1400	175	51	40	43	41	0	1	162	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.8	35.9	6.2	
1400 - 1500	243	48	48	74	71	1	1	229	0	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41	35.7	5.2	
1500 - 1600	330	97	76	72	86	0	3	308	2	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.9	35.1	5.4	
1600 - 1700	287	74	78	66	69	0	0	267	3	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.1	36.3	5.2	
1700 - 1800	348	86	93	96	74	0	0	331	1	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.6	35.8	5.1	
1800 - 1900	247	80	75	42	50	3	0	234	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41	35.6	5.4	
1900 - 2000	186	69	42	45	30	1	1	177	0	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44.3	37.2	7.3	
2000 - 2100	204	38	53	47	65	0	0	196	1	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44	38.1	6.1	
2100 - 2200	383	43	64	149	127	0	1	354	3	23	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.3	36.5	4.7	
2200 - 2300	301	65	70	94	72	0	0	288	0	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.1	36	4.7	
2300 - 0000	62	25	33	13	11	0	1	76	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.6	37.8	5.5	
0700 - 1900	3199	537	515	753	761	7	17	2981	14	170	6	1	1	2	0	0	0	0	0	0	0	2	3	6	87	472	670	1120	493	113	29	3	0	1	41.2	35.4	5.8
0600 - 2200	4125	1018	1019	1061	1027	8	22	3841	20	220	7	2	1	3	0	1	0	0	0	0	0	2	5	7	99	572	1081	1499	679	158	52	9	1	1	41.5	35.8	5.9
0600 - 0000	4588	1108	1122	1168	1110	8	23	4205	20	237	8	2	1	3	0	1	0	0	0	0	0	2	5	7	99	597	1208	1620	732	168	57	11	1	1	41.4	35.8	5.8
0000 - 0000	4678	1147	1164	1201	1166	10	25	4349	20	257	10	2	1	3	0	1	0	0	0	0	0	2	6	8	108	630	1237	1649	775	180	66	14	1	2	41.7	35.9	6.0

Virtual Day (7.00)																																						
Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	Number Vehicle Classes ARX Scheme						Double Road Train	Triple Road Train	Vehicle Speed										P-Tile 85%	Average Speed	Standard Deviation							
			15-30	30-45							3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic			MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph				MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph				
0000 - 0100	69	24	19	13	13	0	1	65	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	27	12	4	1	0	0	0	42.1	37.1	5.3	
0100 - 0200	22	8	4	5	6	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	8	6	1	1	0	0	0	43.3	38.6	6.2		
0200 - 0300	14	5	3	3	3	0	0	13	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	5	2	2	2	0	0	0	47.3	38.2	10.4		
0300 - 0400	14	4	3	4	3	0	0	11	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	2	4	2	1	0	0	43.5	36	8		
0400 - 0500	24	2	4	8	10	0	0	22	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	5	3	5	4	1	1	0	47.5	37.6	9.7		
0500 - 0600	60	21	23	17	19	0	1	67	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	20	16	15	15	7	3	1	0	44.6	35.8	8.1	
0600 - 0700	118	21	32	29	37	0	2	102	1	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	25	20	26	27	10	3	1	0	44	36.5	7.8	
0700 - 0800	243	47	52	68	76	0	1	225	1	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9	52	53	69	44	12	3	1	0	41.9	35.3	6.6	
0800 - 0900	374	96	99	95	84	1	2	353	2	16	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	12	95	95	126	54	16	3	1	0	41.2	35.3	6.2	
0900 - 1000	240	65	56	51	58	1	2	222	1	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	8	42	52	73	41	11	2	0	0	41.6	35.3	6.2	
1000 - 1100	222	58	53	54	56	1	2	205	1	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7	35	56	74	34	10	3	1	0	41.4	35.6	6.4	
1100 - 1200	224	53	54	62	55	1	1	208	1	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5	32	56	78	37	11	3	1	0	41.8	35.9	6.2	
1200 - 1300	244	64	65	61	54	1	1	227	2	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	8	33	68	84	37	11	2	0	0	41.2	35.6	5.9	
1300 - 1400	222	53	56	56	58	0	1	205	1	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5	31	56	76	40	10	3	1	0	41.9	36	6.1	
1400 - 1500	248	61	55	62	70	1	1	233	1	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	35	66	88	38	10	2	0	0	41.1	35.7	6	
1500 - 1600	288	75	71	75	68	0	2	271	1	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	45	80	99	43	11	2	0	0	41.1	35.5	5.8	
1600 - 1700	257	75	67	64	61	1	1	251	1	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	28	65	104	52	11	1	0	0	41.6	36.5	5.5	
1700 - 1800	303	79	75	79	70	0	1	286	2	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	37	85	113	46	13	3	0	0	1	41.4	36.1	6
1800 - 1900	242	71	61	54	55	2	1	228	1	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	29	60	90	42	12	2	0	0	42	36.2	6	
1900 - 2000	174	50	46	45	33	0	2	165	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	22	36	51	36	11	3	1	0	43	37	6.4	
2000 - 2100	179	37	38	44	59	0	1	171	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	15	38	68	35	12	4	1	0	43.5	37.7	6.3	
2100 - 2200	367	77	95	105	91	0	2	345	1	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	29	136	145	44	6	2	1	0	38.9	35.7	4.7	
2200 - 2300	274	81	72	70	51	0	0	260	0	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	36	111	90	25	6	2	1	0	39.3	34.8	5	
2300 - 0000	128	34	38	29	27	0	1	120	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	13	45	42	16	5	2	1	0	40.8	35.6	5.7	
0700 - 1900	3117	795	767	767	765	9	16	2916	16	151	5	2	1	2	0	1	0	0	0	0	0	0	1	4	9	78	464	802	1073	509	135	29	6	2	2	41.5	35.7	6.1
0600 - 2200	3955	983	978	1010	964	9	23	3698	19	193	6	3	1	2	0	1	0	0	0	0	0	0	1	5	10	92	554	1033	1373	651	177	42	11	3	3	41.6	35.9	6.1
0600 - 0000	4358	1098	1089	1109	1061	9	24	4079	20	213	7	3	1	2	0	1	0	0	0	0	0	0	1	5	10	97	604	1193	1505	691	158	45	13	4	3	41.4	35.8	6.0
0000 - 0000	4552	1162	1144	1160	1116	10	27	4279	20	231	8	3	1	2	0	1	0	0	0	0	0	0	1	5	11	104	638	1242	1565	733	206	51	15	5	4	41.8	35.9	6.1

Virtual Week (1.00)																																								
Time	Hourly Totals	00-15				15-30		30-45		45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	Number Vehicle Classes ARX Scheme										Double Road Train	Triple Road Train	Vehicle Speed										P-Tile 85%	Average Speed	Standard Deviation
		15-30	30-45	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic							MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25 mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph			MPH 55 <60mph	MPH 60 <65 mph	MPH 65 <140mph										
Mon	4721	1180	1210	1244	1087	11	29	4373	28	265	6	4	2	0	0	2	0	0	0	0	0	0	5	8	103	635	1347	1640	734	186	43	13	6	2	41.3	35.7	5.8			
Tue	4142	1045	1088	1042	957	8	24	3865	17	210	7	3	1	5	0	1	1	0	0	0	0	0	1	3	12	132	644	1050	1306	656	188	46	13	1	0	41.6	35.6	6.1		
Wed	4678	1147	1164	1201	1166	10	25	4340	20	257	10	2	1	3	0	1	0	0	0	0	0	0	2	6	8	108	630	1237	1649	775	180	66	14	1	2	41.7	35.9	6		
Thu	5436	1415	1414	1390	1320	9	30	5940	26	308	10	2	0	5	0	0	0	0	0	0	0	0	5	16	97	745	1405	1877	881	238	54	18	5	7	41.6	36	6.1			
Fri	6372	1613	1538	1583	1638	5	26	5945	24	344	17	5	1	1	2	2	0	0	0	0	0	0	2	5	130	857	2007	2208	857	221	55	15	12	3	40.8	35.5	5.6			
Sat	3812	1019	942	994	957	12	24	3705	11	153	4	1	0	0	1	1	0	0	0	0	0	0	1	7	10	76	517	933	1298	741	237	54	22	8	8	42.6	36.6	6.7		
Sun	2807	713	651	764	679	13	28	2959	12	80	1	2	1	0	0	0	0	0	0	0	0	0	0	6	16	83	438	621	908	496	190	40	11	4	4	42.6	36.1	6.8		

Gravesend, Kent

Report Id 425/19
Site Name Site 1 of 1
Description Hever Court Road, 60m east of Miskin Way
Direction Westbound

Thursday 20 June 2019

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes APX Scheme					Vehicle Speed												P-Tile 85%	Average Speed	Standard Deviation					
		00-15	15-30	30-45	45-00					3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph				MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph	
0000 - 0100	13	7	2	2	2	0	0	11	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.9	37.2	4.7	
0100 - 0200	5	2	0	2	1	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	34.5	9.6	
0200 - 0300	7	0	5	0	2	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	38.4	4.2	
0300 - 0400	22	5	3	8	6	1	0	16	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.9	36.1	7.6	
0400 - 0500	23	3	4	7	9	0	0	19	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50.7	43	8	
0500 - 0600	80	11	21	22	26	0	0	68	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45.1	38.9	5.8	
0600 - 0700	214	30	38	46	96	0	1	191	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45.4	38.5	5.3	
0700 - 0800	446	104	93	127	122	0	0	408	1	37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.3	37.5	5	
0800 - 0900	412	78	121	95	118	0	0	377	1	33	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.4	36.4	5.4	
0900 - 1000	313	91	91	76	55	2	2	290	1	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.8	37	5.8	
1000 - 1100	235	62	53	54	66	1	1	207	0	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42	36.6	5.7	
1100 - 1200	230	46	48	56	80	0	1	220	0	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.8	36	5.2	
1200 - 1300	242	60	64	69	89	2	3	226	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.8	37.5	5.8	
1300 - 1400	225	37	71	56	62	1	0	212	0	11	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44	37.9	5.5	
1400 - 1500	286	66	66	76	85	1	1	262	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.7	35.3	6.1	
1500 - 1600	395	93	89	99	114	1	2	366	0	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.4	35.8	5.5	
1600 - 1700	393	93	96	99	111	2	3	366	1	25	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.4	35.3	5.3	
1700 - 1800	404	92	120	98	94	2	1	373	2	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.3	36.5	7.3	
1800 - 1900	355	95	89	91	79	0	3	331	2	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.4	37	5.4	
1900 - 2000	273	79	82	58	54	1	2	249	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.6	37.5	6.4	
2000 - 2100	163	52	52	34	25	3	3	146	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44.9	37.5	8.1	
2100 - 2200	70	16	18	18	20	0	1	68	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.3	36.9	7.1	
2200 - 2300	62	17	20	15	10	0	1	59	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43.6	37.5	7	
2300 - 0000	26	8	6	5	7	1	0	23	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49.4	38.6	12.4	
0700 - 1900	3942	911	1001	995	1035	12	17	3628	8	271	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.0	36.5	5.7
0600 - 2200	4662	1058	1190	1154	1230	18	24	4282	8	324	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.2	36.7	5.9
0600 - 0000	4750	1113	1216	1174	1247	19	25	4364	8	327	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.3	36.8	6.0
0000 - 0000	4900	1141	1251	1215	1293	20	25	4490	8	346	3	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.4	36.8	6.0

Friday 21 June 2019

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	Number Vehicle Classes APX Scheme								Vehicle Speed												P-Tile 85%	Average Speed	Standard Deviation	
		00-15	15-30	30-45	45-00						3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph				MPH 65 <70mph
0000-0100	23	6	6	6	5	0	0	21	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.5	37	5.3	
0100-0200	5	1	3	0	1	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.9	6.8		
0200-0300	10	2	0	2	6	0	0	8	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.6	7.3		
0300-0400	7	1	1	3	2	1	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.7	13.1		
0400-0500	19	2	1	6	10	0	0	15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49.7	43.4	6.3	
0500-0600	52	14	11	10	17	0	0	46	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44.7	37.5	5.6	
0600-0700	127	16	20	47	44	0	0	117	1	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48.4	41.7	6.2	
0700-0800	562	134	150	149	129	0	1	512	0	47	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.6	37.7	5.6	
0800-0900	592	101	152	200	139	0	2	556	1	27	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.8	34.3	5.9	
0900-1000	281	97	96	62	56	3	1	265	1	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.8	37	5.8	
1000-1100	234	85	49	62	68	4	1	210	0	18	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.8	36.9	6.1	
1100-1200	232	52	58	62	60	1	0	232	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.2	36.9	5.3	
1200-1300	264	64	61	68	71	3	1	245	0	13	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.4	36.7	5.9	
1300-1400	296	80	66	86	64	0	4	265	0	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.5	36.6	5.7	
1400-1500	242	70	63	85	64	2	1	258	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.7	37.3	5.7	
1500-1600	429	92	95	122	120	0	2	408	1	16	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.6	35.8	5.4	
1600-1700	358	88	85	97	88	1	1	330	1	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.1	36.2	6	
1700-1800	367	96	87	101	94	0	1	347	0	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.4	35.6	5.9	
1800-1900	359	102	90	83	84	3	5	331	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.7	37.1	6.2	
1900-2000	257	68	67	58	63	0	4	238	1	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.4	37.1	5.4	
2000-2100	41	34	23	34	24	0	0	126	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45.6	38	7	
2100-2200	86	26	27	14	18	0	1	82	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42	35.8	5.9	
2200-2300	122	17	19	17	0	0	0	70	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.6	36.7	6	
2300-0000	47	9	17	13	0	0	0	46	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.1	35.1	5.1	
0700-1900	4256	1034	1031	1163	1028	18	20	3939	8	253	8	6	1	2	0	0	1	6	26	88	386	1200	1546	743	215	45	14	2	1	0	0	42.0	36.4	5.9
0600-2200	4853	1185	1179	1306	1183	19	25	4592	12	276	8	7	1	2	0	0	1	6	26	92	399	1364	1704	868	263	66	20	5	1	0	0	42.3	36.6	5.9
0400-1210	4072	1211	1219	1335	1288	19	25	4618	18	278	8	7	1	2	0	0	1	6	26	94	409	1370	1737	859	266	70	21	5	1	0	0	42.3	36.6	5.9
0906	1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.4	41.7	16.0	

Monday 24 June 2019

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme					Vehicle Speed										P-Tile 85%	Average Speed	Standard Deviation														
		00-15	15-30	30-45	45-00					3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph				MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph								
0000 - 0100	31	11	12	4	4	0	0	29	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	8	9	5	3	2	0	0	50.7	42.5	6.9			
0100 - 0200	3	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	41.1	42	4.2			
0200 - 0300	5	0	2	1	2	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	-	41.5	5.8				
0300 - 0400	11	2	4	3	2	0	0	8	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	3	2	0	1	0	50.9	41	7.4				
0400 - 0500	17	2	0	5	10	0	0	13	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	4	4	0	0	0	53.9	43.8	7.2				
0500 - 0600	37	6	13	7	11	0	0	33	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6	13	9	5	3	0	0	48	40.4	6			
0600 - 0700	236	19	26	84	107	1	0	210	0	24	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	75	83	31	9	5	1	1	46.5	41.1	5.9			
0700 - 0800	523	118	133	134	138	1	1	481	1	37	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	119	118	22	6	1	0	0	42.4	37.4	5.7			
0800 - 0900	463	130	108	105	120	1	1	438	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	147	179	67	24	2	0	0	41.3	36.1	5.1			
0900 - 1000	298	84	70	56	70	1	0	252	0	26	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	73	114	57	17	7	0	0	42.3	37.8	5.2		
1000 - 1100	209	62	52	47	48	1	0	182	1	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	67	81	36	11	0	0	0	41.7	36.4	5			
1100 - 1200	231	54	44	79	54	3	0	209	0	17	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	25	65	75	46	13	2	1	0	0	42.6	36.5	5.8	
1200 - 1300	233	56	58	61	58	7	1	211	0	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	65	82	40	6	1	0	0	42.1	35.9	5.6		
1300 - 1400	236	60	48	63	64	1	0	219	0	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	61	80	46	11	7	0	0	42.4	37	5.7		
1400 - 1500	241	66	52	50	73	3	2	218	0	15	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	1	2	23	74	85	37	12	5	0	1	0	42.5	36.4	6.2
1500 - 1600	388	97	78	120	103	0	0	373	1	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	6	30	130	140	70	16	4	0	0	41.3	36.2	5.2
1600 - 1700	362	91	104	68	99	1	0	337	3	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	32	100	132	69	21	2	1	0	0	41.8	36.7	5.4
1700 - 1800	413	94	122	101	96	0	1	385	4	22	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	47	116	150	72	16	4	2	1	0	41.4	36.3	5.6
1800 - 1900	367	113	101	82	71	0	4	351	1	8	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	40	133	109	63	10	2	1	0	0	41.3	35.5	5.5
1900 - 2000	234	60	67	63	44	0	2	216	0	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	24	69	73	41	16	7	0	0	43.7	36.7	6.1	
2000 - 2100	160	43	42	45	30	0	0	154	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	13	41	58	30	8	8	1	0	44.1	37.7	6.1	
2100 - 2200	70	18	21	19	12	0	0	68	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	12	13	25	14	4	0	0	0	41.4	35.9	5.8	
2200 - 2300	71	16	25	12	18	0	1	69	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8	24	16	9	11	1	0	0	45.3	36.4	6.6
2300 - 0000	29	4	12	5	7	0	1	25	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	5	4	3	1	0	0	44.6	37.1	6		
0700 - 1900	3596	1025	971	966	994	19	10	3666	11	233	6	7	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.8	36.5	5.6	
0600 - 2200	4656	1165	1127	1177	1187	20	12	4314	14	277	7	8	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.2	36.8	5.7	
0600 - 0000	4756	1185	1164	1195	1212	20	14	4408	14	286	7	9	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.3	36.8	5.7	
0000 - 0000	4699	1206	1195	1216	1243	20	14	4499	14	292	8	9	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.4	36.9	5.8	

Tuesday 25 June 2019

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme										Double Road Train	Triple Road Train	Vehicle Speed										P-Tile 85%	Average Speed	Standard Deviation					
			00-15	15-30						30-45	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	MPH 0 <10mph	MPH 10 <15mph			MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph				MPH 65 <140mph				
0000 - 0100	11	2	2	5	2	0	0	10	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	4	1	1	0	0	0	45.6	37.8	5.9	
0100 - 0200	9	3	1	3	2	0	0	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	-	40	7.4		
0200 - 0300	14	5	4	1	4	0	0	10	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	5	3	1	0	1	0	0	45.4	38.4	8
0300 - 0400	4	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	38.2	3.5		
0400 - 0500	23	3	4	8	8	0	0	21	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4	7	5	4	0	1	0	0	45.6	38.1	6.6
0500 - 0600	47	8	10	10	19	0	0	44	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	15	15	8	3	0	1	0	0	43.9	36.9	6.2	
0600 - 0700	406	75	82	128	111	0	2	346	2	48	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	1	30	63	143	119	36	11	3	0	0	44.3	38.8	5.8	
0700 - 0800	563	135	132	156	160	0	1	638	1	41	1	0	0	0	0	0	0	0	0	0	0	0	0	3	5	56	173	214	103	16	10	3	0	0	0	41.2	36.3	5.5	
0800 - 0900	543	141	138	144	120	1	1	506	2	32	0	1	0	0	0	0	0	0	0	0	0	0	0	2	15	78	179	200	61	8	0	0	0	0	38.6	34.5	4.9		
0900 - 1000	309	116	89	57	47	0	1	285	0	21	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	24	73	126	64	18	0	1	0	0	42.2	37.2	5.1	
1000 - 1100	201	46	46	56	46	1	1	177	0	20	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	14	14	57	78	35	11	1	1	0	0	41.4	36.7	5.8	
1100 - 1200	201	51	43	50	57	1	0	189	1	9	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	12	60	73	38	12	3	1	0	0	42.9	37.4	5.5		
1200 - 1300	290	90	58	68	74	2	2	262	1	22	1	0	0	0	0	0	0	0	0	0	0	0	2	6	12	60	90	93	42	17	2	1	2	0	0	43.7	37.6	6.1	
1300 - 1400	252	75	60	62	66	0	2	236	0	13	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	40	90	117	44	14	0	3	1	0	0	41.7	37.2	6.4	
1400 - 1500	258	54	61	68	75	2	1	237	1	16	0	0	0	0	0	0	0	0	0	0	0	2	1	6	31	77	76	49	12	3	1	0	0	0	40.1	35.9	6.3		
1500 - 1600	373	84	59	99	91	0	1	365	1	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	50	130	132	43	13	1	0	0	0	42.1	36.2	5		
1600 - 1700	342	88	86	87	77	2	2	328	0	16	0	0	0	0	0	0	0	0	0	0	0	0	2	3	5	27	91	132	63	16	0	3	1	0	0	41.9	36.4	6	
1700 - 1800	436	86	86	112	114	0	2	415	0	19	0	0	0	0	0	0	0	0	0	0	0	0	2	13	44	135	140	69	12	0	2	1	4	0	0	42.4	36.2	6.2	
1800 - 1900	317	95	78	69	74	2	3	292	0	14	0	0	0	0	0	0	0	0	0	0	0	0	2	2	23	82	126	56	18	5	3	0	0	0	42.5	37.1	5.7		
1900 - 2000	233	64	61	54	54	1	0	220	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	2	17	53	83	48	23	3	1	3	0	0	44.1	38.1	6.5		
2000 - 2100	40	46	43	46	46	0	0	176	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	2	18	34	65	31	7	0	1	0	0	40.5	36.7	7.9			
2100 - 2200	100	46	38	43	33	0	0	152	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6	11	38	57	25	12	5	0	0	0	43.7	37	6.4		
2200 - 2300	118	29	32	29	29	0	1	112	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	20	28	31	21	8	0	1	0	0	43.5	36.9	8.1			
2300 - 0000	76	21	24	24	24	0	0	75	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	11	23	33	18	6	0	0	0	0	0	40.7	37.3	6.8		
0700 - 1000	4105	1075	1023	1005	997	11	17	3321	7	238	6	3	0	0	0	0	0	0	0	0	0	0	6	15	61	397	1238	1480	673	178	35	15	7	0	0	41.4	36.2	5.7	
0600 - 2200	5990	1303	1263	1260	1244	12	20	4715	10	313	7	9	4	1	2	0	0	0	0	0	0	0	6	16	72	473	1425	1828	992	270	61	22	11	3	0	42.0	36.6	5.9	
0600 - 0900	5393	1238	1238	1238	1238	12	18	4075	10	323	7	9	15	10	5	15	0	0	0	0	0	0	6	16	75	504	1476	1828	992	270	70	22	12	4	0	42.0	36.6	6.0	
0500 - 1000	5980	1374	1340	1359	1320	12	21	4997	10	333	7	9	1	2	0	0	0	0	0	0	0	0	6	16	76	513	1504	1911	957	270	72	25	12	4	0	42.1	36.6	6.0	

Wednesday 26 June 2019

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-90	Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme										Double Road Train	Triple Road Train	Vehicle Speed										P-Title 80%	Average Speed	Standard Deviation		
			15-30	30-45						2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	MPH 0	MPH 10	MPH 15			MPH 20	MPH 25	MPH 30	MPH 35	MPH 40	MPH 45	MPH 50	MPH 55	MPH 60	MPH 65					
0000 - 0100	23	7	10	5	1	0	0	22	0	1	0	0	0	0	0	0	0	0	0	0	0	<10mph	<15mph	<20mph	<25mph	<30mph	<35mph	<40mph	<45mph	<50mph	<55mph	<60mph	<65mph	44.4	37.8	10.5
0100 - 0200	11	3	2	1	5	0	0	9	0	2	0	0	0	0	0	0	0	0	0	0	0	<10mph	<15mph	<20mph	<25mph	<30mph	<35mph	<40mph	<45mph	<50mph	<55mph	<60mph	<65mph	47.2	37.8	6.7
0200 - 0300	13	3	3	1	6	0	0	10	0	3	0	0	0	0	0	0	0	0	0	0	0	<10mph	<15mph	<20mph	<25mph	<30mph	<35mph	<40mph	<45mph	<50mph	<55mph	<60mph	<65mph	51.8	41.2	8
0300 - 0400	11	2	3	4	2	0	0	9	0	2	0	0	0	0	0	0	0	0	0	0	0	<10mph	<15mph	<20mph	<25mph	<30mph	<35mph	<40mph	<45mph	<50mph	<55mph	<60mph	<65mph	46.8	38.2	7.7
0400 - 0500	17	1	3	4	9	0	0	12	0	4	1	0	0	0	0	0	0	0	0	0	0	<10mph	<15mph	<20mph	<25mph	<30mph	<35mph	<40mph	<45mph	<50mph	<55mph	<60mph	<65mph	54.5	42.1	10.9
0500 - 0600	39	7	13	7	12	0	0	34	0	5	0	0	0	0	0	0	0	0	0	0	0	<10mph	<15mph	<20mph	<25mph	<30mph	<35mph	<40mph	<45mph	<50mph	<55mph	<60mph	<65mph	46	38.9	6.8
0600 - 0700	204	15	17	77	95	1	0	180	0	21	0	2	0	0	0	0	0	0	0	0	0	<10mph	<15mph	<20mph	<25mph	<30mph	<35mph	<40mph	<45mph	<50mph	<55mph	<60mph	<65mph	47.5	40.7	6.1
0700 - 0800	528	81	156	163	129	0	0	469	0	29	1	0	0	0	0	0	0	0	0	0	0	<10mph	<15mph	<20mph	<25mph	<30mph	<35mph	<40mph	<45mph	<50mph	<55mph	<60mph	<65mph	43.1	37.5	5.7
0800 - 0900	431	113	104	85	129	1	1	366	3	30	0	0	0	0	0	0	0	0	0	0	0	<10mph	<15mph	<20mph	<25mph	<30mph	<35mph	<40mph	<45mph	<50mph	<55mph	<60mph	<65mph	38.9	35	5.5
0900 - 1000	267	95	66	54	52	0	0	241	0	25	0	1	0	0	0	0	0	0	0	0	0	<10mph	<15mph	<20mph	<25mph	<30mph	<35mph	<40mph	<45mph	<50mph	<55mph	<60mph	<65mph	43.3	37.1	5.3
1000 - 1100	195	45	56	41	54	2	0	185	0	8	0	1	0	0	0	0	0	0	0	0	0	<10mph	<15mph	<20mph	<25mph	<30mph	<35mph	<40mph	<45mph	<50mph	<55mph	<60mph	<65mph	42.1	36.9	6.2
1100 - 1200	188	40	50	45	54	0	1	175	0	12	0	0	0	0	1	0	0	0	0	0	0	<10mph	<15mph	<20mph	<25mph	<30mph	<35mph	<40mph	<45mph	<50mph	<55mph	<60mph	<65mph	43.3	37.3	6
1200 - 1300	220	46	65	51	58	2	0	199	0	18	0	0	0	0	0	0	1	0	0	0	0	<10mph	<15mph	<20mph	<25mph	<30mph	<35mph	<40mph	<45mph	<50mph	<55mph	<60mph	<65mph	41.3	36.2	5.7
1300 - 1400	237	58	72	63	44	3	1	216	0	17	0	0	0	0	0	0	0	0	0	0	0	<10mph	<15mph	<20mph	<25mph	<30mph	<35mph	<40mph	<45mph	<50mph	<55mph	<60mph	<65mph	41.7	36.3	5.6
1400 - 1500	273	60	70	69	74	0	0	256	0	17	0	0	0	0	0	0	0	0	0	0	0	<10mph	<15mph	<20mph	<25mph	<30mph	<35mph	<40mph	<45mph	<50mph	<55mph	<60mph	<65mph	42.3	36.6	5.5
1500 - 1600	384	90	96	113	95	1	1	374	0	18	0	0	0	0	0	0	0	0	0	0	0	<10mph	<15mph	<20mph	<25mph	<30mph	<35mph	<40mph	<45mph	<50mph	<55mph	<60mph	<65mph	41.7	36.5	5.3
1600 - 1700	412	104	92	97	119	1	1	386	1	21	1	1	0	0	0	0	0	0	0	0	0	<10mph	<15mph	<20mph	<25mph	<30mph	<35mph	<40mph	<45mph	<50mph	<55mph	<60mph	<65mph	41.4	36	5.6
1700 - 1800	434	98	112	117	107	2	1	412	1	17	0	0	0	0	0	0	0	0	0	0	0	<10mph	<15mph	<20mph	<25mph	<30mph	<35mph	<40mph	<45mph	<50mph	<55mph	<60mph	<65mph	41.9	35.3	6.3
1800 - 1900	364	90	108	83	83	1	6	343	1	12	1	0	0	0	0	0	0	0	0	0	0	<10mph	<15mph	<20mph	<25mph	<30mph	<35mph	<40mph	<45mph	<50mph	<55mph	<60mph	<65mph	41.8	36.4	5.5
1900 - 2000	243	73	96	96	46	0	3	223	1	15	0	1	0	0	0	0	0	0	0	0	0	<10mph	<15mph	<20mph	<25mph	<30mph	<35mph	<40mph	<45mph	<50mph	<55mph	<60mph	<65mph	44	37.8	6.3
2000 - 2100	181	95	40	41	45	2	1	175	0	3	0	0	0	0	0	0	0	0	0	0	0	<10mph	<15mph	<20mph	<25mph	<30mph	<35mph	<40mph	<45mph	<50mph	<55mph	<60mph	<65mph	42.7	37.4	5.6
2100 - 2200	94	34	22	20	18	0	0	92	0	2	0	0	0	0	0	0	0	0	0	0	0	<10mph	<15mph	<20mph	<25mph	<30mph	<35mph	<40mph	<45mph	<50mph	<55mph	<60mph	<65mph	44.9	37.9	6.3
2200 - 2300	62	14	19	16	13	2	1	54	1	4	0	0	0	0	0	0	0	0	0	0	0	<10mph	<15mph	<20mph	<25mph	<30mph	<35mph	<40mph	<45mph	<50mph	<55mph	<60mph	<65mph	44.3	37.3	7.6
2300 - 0000	31	15	8	3	5	0	0	30	0	1	0	0	0	0	0	0	0	0	0	0	0	<10mph	<15mph	<20mph	<25mph	<30mph	<35mph	<40mph	<45mph	<50mph	<55mph	<60mph	<65mph	43.9	38	6.5
0700 - 1900	3946	920	1047	951	995	13	12	3682	6	224	3	4	0	0	1	1	0	0	0	0	0	2	13	68	354	1207	1399	634	199	54	13	2	1	41.9	36.4	5.7
0600 - 2200	4668	1097	1192	1175	1204	16	16	4352	7	265	3	7	0	0	1	1	0	0	0	0	0	2	16	73	397	1351	1674	782	266	85	18	3	1	42.3	36.7	5.9
0600 - 0000	4761	1126	1219	1194	1222	18	17	4436	8	270	3	7	0	0	1	1	0	0	0	0	0	2	17	76	407	1366	1705	801	273	88	19	3	1	42.4	36.7	5.9
0000 - 0000	4875	1149	1253	1216	1257	18	17	4532	8	287	4	7	0	0	1	1	0	0	0	0	0	2	17	77	415	1385	1740	822	287	96	21	4	2	42.5	36.8	6.0

Virtual Day (7.00)																																						
Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	Number Vehicle Classes ARX Scheme						Double Road Train	Triple Road Train	Vehicle Speed										P-Tile 85%	Average Speed	Standard Deviation							
			15-30	30-45							3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic			MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph				MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph				
0000 - 0100	27	9	8	6	5	0	0	26	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	4	2	1	1	0	0	0	44.3	38.6	7.7		
0100 - 0200	12	3	4	3	3	0	0	11	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44.6	37.6	6.8		
0200 - 0300	12	2	3	2	5	0	0	10	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	3	2	1	1	0	0	0	47.1	39.3	8	
0300 - 0400	12	2	2	4	3	0	0	10	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4	2	1	1	0	0	0	46.3	38.8	9	
0400 - 0500	19	3	3	5	8	0	0	16	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	5	4	4	2	1	0	0	50.2	41.9	7.6	
0500 - 0600	41	8	11	9	14	0	0	37	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	10	12	10	5	2	0	0	0	45.4	38.9	6.2		
0600 - 0700	179	23	30	57	68	0	0	157	0	19	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6	24	63	53	22	8	2	0	0	45.9	40.1	6	
0700 - 0800	397	86	98	110	104	0	0	366	0	29	1	0	0	0	0	0	0	0	0	0	0	0	2	6	21	96	158	83	21	8	2	0	0	0	42.6	37.4	5.7	
0800 - 0900	384	87	98	99	100	1	1	358	1	23	1	0	0	0	0	0	0	0	0	0	0	0	2	12	41	117	138	56	14	3	1	0	0	0	40.9	35.5	5.7	
0900 - 1000	253	79	68	57	58	2	1	242	0	17	0	0	0	0	0	0	0	0	0	0	0	0	1	2	17	69	101	52	36	4	1	0	0	0	42.8	37.2	5.7	
1000 - 1100	213	51	54	52	56	2	1	164	0	15	0	0	0	0	0	0	0	0	0	0	0	1	1	2	14	60	79	41	12	2	1	0	0	0	42.1	36.8	5.8	
1100 - 1200	226	51	53	58	64	1	1	212	0	11	0	1	0	0	0	0	0	0	0	0	0	0	1	2	17	64	82	43	13	3	1	0	0	0	42.5	37	5.7	
1200 - 1300	255	63	62	65	65	3	2	237	0	13	0	0	0	0	0	0	0	0	0	0	0	0	2	4	21	74	88	48	13	4	1	1	0	0	42.3	36.6	6	
1300 - 1400	259	66	67	65	61	1	1	242	0	13	0	1	0	0	0	0	0	0	0	0	0	0	2	2	22	71	95	46	16	4	1	0	0	0	42.6	37	6.1	
1400 - 1500	270	63	65	69	73	1	2	250	0	15	0	0	0	0	1	0	0	0	0	0	0	0	1	1	3	23	76	97	48	15	5	1	0	0	0	42.4	36.7	6.1
1500 - 1600	362	85	87	89	92	1	2	341	0	17	0	0	0	0	0	0	0	0	0	0	0	0	2	4	30	117	129	58	16	5	1	0	0	0	41.6	36.2	5.7	
1600 - 1700	338	88	83	81	86	1	2	315	1	18	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6	27	98	123	59	18	3	0	0	0	41.9	36.5	5.7	
1700 - 1800	369	87	99	95	88	1	2	349	2	14	0	1	0	0	0	0	0	0	0	0	0	0	1	10	36	99	131	65	19	6	1	0	0	0	42.2	36.4	6.2	
1800 - 1900	315	87	84	75	70	1	3	297	1	12	0	0	0	0	0	0	0	0	0	0	0	0	1	1	4	24	88	113	57	20	4	1	1	0	0	42.4	36.8	5.9
1900 - 2000	234	64	63	56	52	1	2	218	1	12	0	0	0	0	0	0	0	0	0	0	0	0	0	2	18	65	81	43	18	4	1	1	0	0	43.4	37.5	6.1	
2000 - 2100	162	47	40	40	34	1	1	154	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	1	13	38	55	32	13	6	1	1	1	0	0	44.6	38.1	7
2100 - 2200	102	27	29	23	24	0	1	99	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8	28	36	17	7	3	0	0	1	0	43.1	37.3	6.5
2200 - 2300	81	20	23	21	18	0	1	76	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	9	23	24	13	6	3	0	0	0	0	43.2	36.8	6.9	
2300 - 0000	52	14	16	12	10	0	0	49	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5	12	10	4	1	0	0	0	0	43.7	37.2	6.9
0700 - 1900	3652	893	915	925	917	15	19	3402	7	199	4	4	1	1	0	0	0	0	0	0	0	1	5	17	57	293	1030	1333	656	192	51	12	4	2	42.2	36.7	5.9	
0600 - 2200	4329	1054	1079	1101	1095	18	23	4030	9	236	5	6	1	1	0	0	0	0	0	0	0	1	6	18	63	338	1185	1569	801	233	72	17	5	4	42.5	36.9	6.0	
0600 - 0000	4462	1087	1115	1134	1122	18	24	4155	9	242	5	6	1	1	0	0	0	0	0	0	0	1	6	18	65	351	1220	1610	823	264	76	17	6	4	42.6	36.9	6.0	
0000 - 0000	4596	1115	1149	1163	1160	19	24	4285	9	254	5	7	1	1	0	0	0	0	0	0	0	1	6	18	66	359	1248	1647	830	277	83	19	7	5	42.6	37.0	6.1	

Virtual Week (1.00)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
Time	Hourly Totals	15 Minute Bin Drops				Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	Number Vehicle Classes ARX Scheme						Double Road Train	Triple Road Train	Vehicle Speed										P-Tile 85%	Average Speed	Standard Deviation																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
		00-15	15-30	30-45	45-00						3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic			MPH 0	MPH 10	MPH 15	MPH 20	MPH 25	MPH 30	MPH 35	MPH 40	MPH 45	MPH 50				MPH 55	MPH 60	MPH 65																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													

Appendix B

Crashmap Accident Report



Validated Data

Crash Date: Saturday, November 16, 2019 **Time of Crash:** 5:00:00 AM **Crash Reference:** 2019460905432

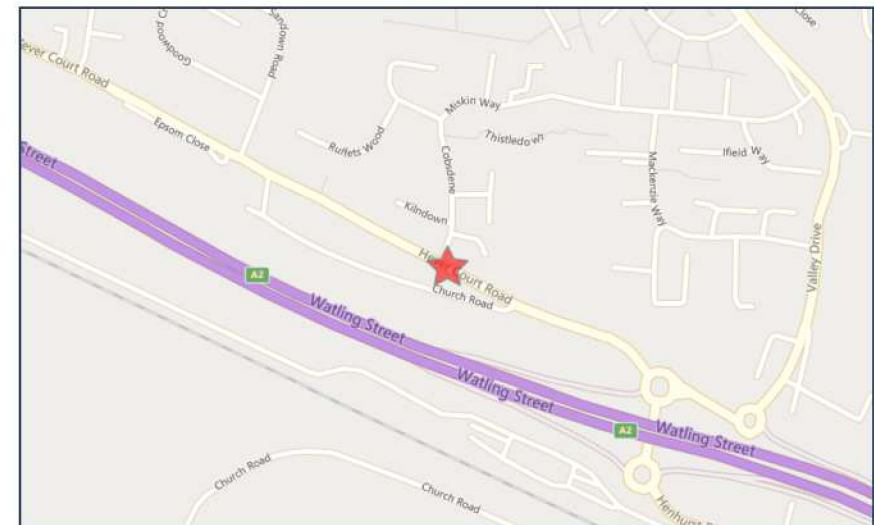
Highest Injury Severity: Slight
Highway Authority: Kent exc Medway Towns
Local Authority: Gravesham Borough
Weather Description: Fine without high winds
Road Surface Description: Wet or Damp
Speed Limit: 30
Light Conditions: Darkness: street lights present and lit
Carriageway Hazards: None
Junction Detail: T or staggered junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Give way or uncontrolled

Road Number: U0

Number of Casualties: 1

Number of Vehicles: 2

OS Grid Reference: 565617 170642



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

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Unknown	Unknown	Vehicle is in the act of turning left	Front	Unknown	None	None
2	Car (excluding private hire)	3	Male	26 - 35	Vehicle is waiting to turn left	Offside	Unknown	None	None

Casualties

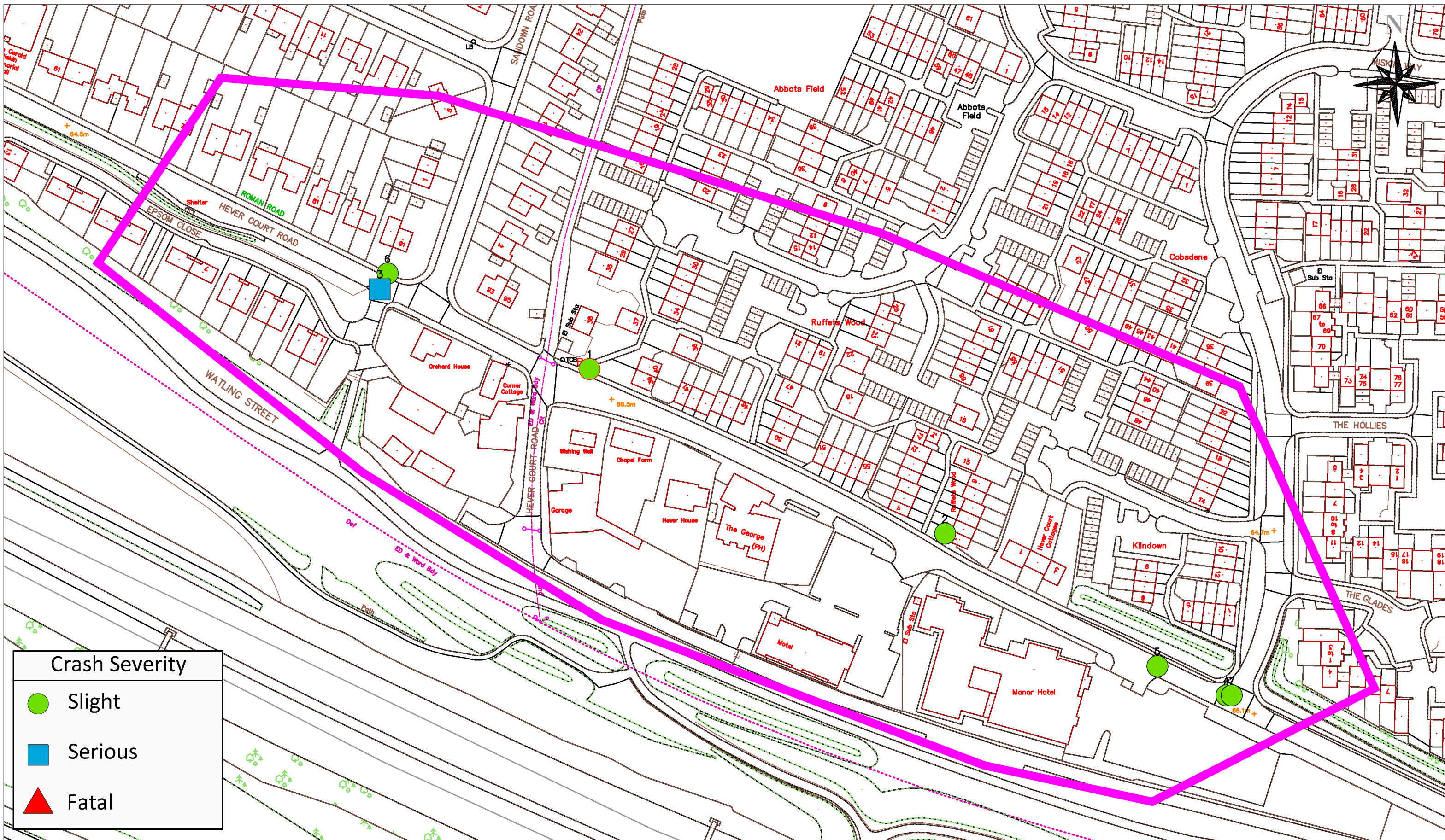
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

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

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services

Appendix C

KCC Accident Data



Date: 17-July-2019

Time: 11:49:09

Title: **Hever Court Road, Gravesend**

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

Date: 17-July-2019

Accident Date BETWEEN '01-Oct-2013' AND '30-Sep-2018'

There were 7 reported crashes resulting in injury

D-PRINT CRASH REPORT

17-Jul-2019

11:49:09

Hever Court Road, Gravesend
Accident Date BETWEEN '01-Oct-2013' AND '30-Sep-2018'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
1	Road No C367 Grid 565365E Section 004 Ref 170770N	SLIGHT	14/02/2014	6	00:30	DRK STL	Dry	Fine	SE	S.VEH	
	Hever Court Road J.W Hever Court Road, Gravesend, Kent								Gravesham		PED
	C1 was Walking Along 1St Road Alone when V1 Has Driven Part of the Vehicle onto the Kerb. V1 Has Struck C1 and Driven off out of View						Veh1, car, SE -> NW			Casualties 1 Vehicles 1	
2	Road No C367 Grid 565499E Section 005 Ref 170708N	SLIGHT	01/09/2014	2	08:00	L	Dry	Fine		R.TURN	GV
	Hever Court Road Near Manor Hotel Gravesend								Gravesham		
	4 Vehicles Travelling Along Hever Court Road. V1 Braked Causing V2 to Hit V1, V3 to Hit V2 and V4 to Hit V3. Details Were Exchanged at Scene						Veh1, car, W-> E Veh2, goods < 3.5t, W-> E Veh3, car, W-> E Veh4, car, W-> E			Casualties 1 Vehicles 4	
3	Road No C367 Grid 565286E Section 003 Ref 170800N	SERIOUS	04/02/2015	4	00:21	DRK STL	Wet/Damp	Other		S.VEH	P/C
	Hever court Road Jw Epsom Close, Gravesend, Kent								Gravesham		
	Ip was Riding Pushbike Along Hever court Road and Turned into Epsom Close when the Wheels of the Bike Slipped from Beneath the Rider.						Veh1, pedal cycle, SE -> S			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

D-PRINT CRASH REPORT

17-Jul-2019

11:49:09

Hever Court Road, Gravesend
Accident Date BETWEEN '01-Oct-2013' AND '30-Sep-2018'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
4	Road No C367 Grid 565605E Section 006 Ref 170647N	SLIGHT	03/04/2015	6	18:55	L	Wet/Damp	Rain		R.TURN	
	Hever Court Road Jw Miskin Way, Gravesend								Gravesham		
	V1 Has Pulled out of Miskin Way onto Hever Court Road. V2 Has Been Travelling Along Hever Court Road from the A2 Junction. V1 Has Pulled out onto the Main Road. V2 Has Hit the Nearside Rear Corner of V1 Causing V1 to Skid. V1 Has then left the Main Carriageway and Hit the Wall of the Manor Hotel Car Park Causing Damage to the Wall.						Veh1, car, N -> NW Veh2, car, SE -> NW			Casualties 3 Vehicles 2	
5	Road No C367 Grid 565579E Section 006 Ref 170658N	SLIGHT	25/06/2015	5	19:30	L	Dry	Fine			
	Hever Court Road 50 Metres West of Miskin Way, Gravesend, Kent								Gravesham		
	V1 Tyre Blew out on Offside Front Tyre Causing V1 to Swerve into Path of V2. V1 Collided with Front Offside of V2 Causing Window to Smash. this Caused Superficial Cuts to D2's right Hand, Refused Secas/Hospital						Veh1, car, SE -> NW Veh2, car, NW -> SE			Casualties 1 Vehicles 2	
6	Road No C367 Grid 565289E Section 003 Ref 170806N	SLIGHT	19/06/2016	1	13:03	L	Dry	Fine		S.VEH R.TURN	
	HEVER COURT ROAD O/S 91 J/W SANDOWN ROAD, SINGLEWELL								Gravesham		
	Veh 1 was driving along Hever Court Road towards singlewell Road. They got to junction of Sandown Road and lost control of the vehicle. They mounted the kerb and collided with the front wall of 91 Hever Court Road. No other vehicles were involved in this collision.						Veh1, car, SE -> NW			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

D-PRINT CRASH REPORT

17-Jul-2019

11:49:09

Hever Court Road, Gravesend
Accident Date BETWEEN '01-Oct-2013' AND '30-Sep-2018'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
7	Road No U Section Grid 565607E Ref 170647N	SLIGHT	02/11/2016	4	17:45	DRK STL	Dry	Fine			P/C
	HEVER COURT ROAD J/W MISKIN WAY, GRAVESEND								Gravesham		
	V1 HAS PULLED OUT OF MISKIN WAY ONTO HEVER COURT AND CLIPPED V2 WHO WAS TRAVELLING DOWN HEVER COURT ROAD.						Veh1, car, N -> W Veh2, pedal cycle, W -> E			Casualties Vehicles	1 2

Key Involved

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

Street Lighting

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

FACTORS

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

Special Conditions

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

Appendix D

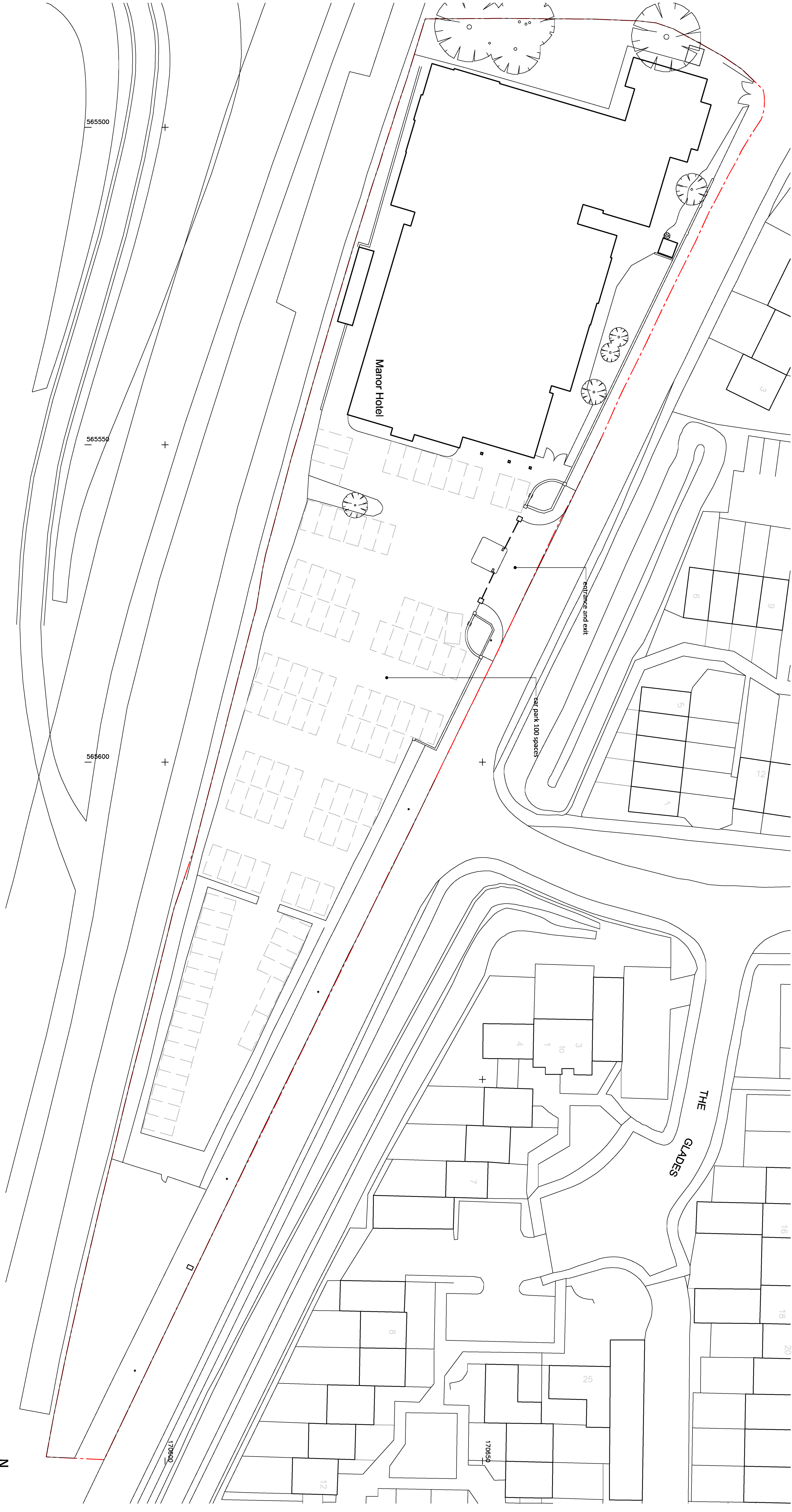
Existing Site Layout

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New Housing
The Manor Hotel Hever Court Road
As existing
Block plan

DRAWING STATUS		Revisions	
Primary for Approval	☒	Tender Construction As-Built	☐
Information	☐		
Project	New Housing	Client	Manor Hotel
Site	The Manor Hotel Hever Court Road	Title	As existing Block plan
Scale at A1	1:300	Date	Mar 22
sub rosa ARCHITECTURE		S/A, ROSA ARCHITECTURE LTD The Studio 52 Pine Avenue Gravesend DA12 1QZ t: 01474 767707 e: carlou@subrosa.co.uk DRAWING NUMBER	

Appendix E

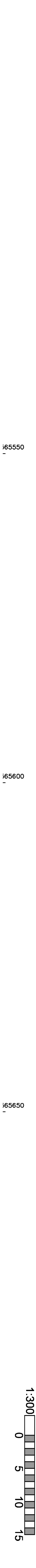
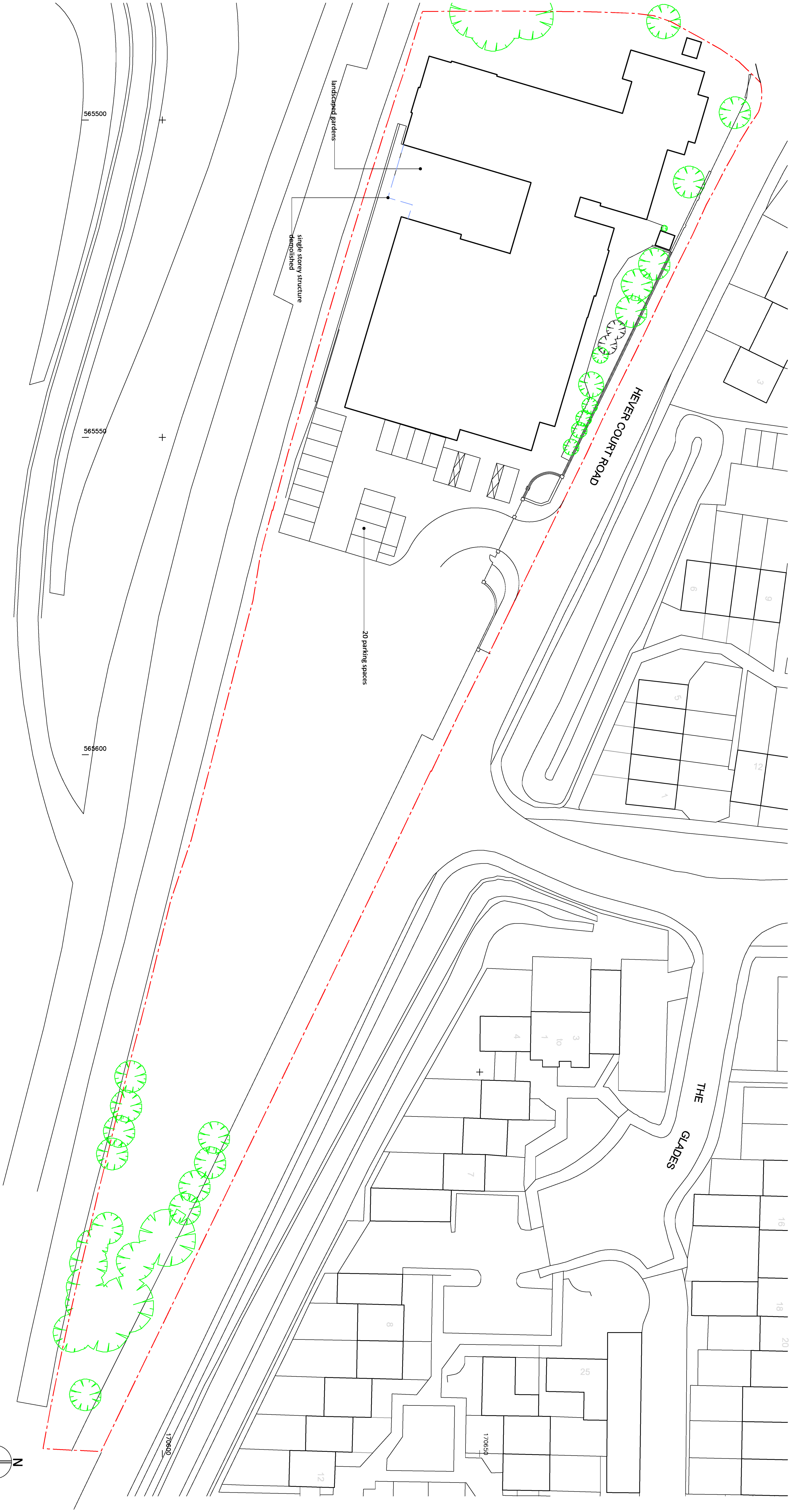
Proposed Aparthotel Layout

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Only figured dimensions are to be used for construction purposes. This drawing is to be read in conjunction with all relevant details for the project. All dimensions are to be checked on site prior to commencement, any discrepancies which may exist, if this is not acceptable to the recipient should be reported in writing to the Architects for their written communication declining the acceptance of this condition.

This drawing is provided in e-mail/file format as a guide only. The user should produce their own drawings and verify all dimensions and details. The Architects do not accept any responsibility for any discrepancies which may exist, if this is not acceptable to the recipient should be reported in writing to the Architects for their written communication declining the acceptance of this condition.

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Part demolition and re-configuration
The Manor Hotel Hever Court Road
As proposed
Block plan

DRAWING STATUS		Revisions	
Preliminary for Approval	☒	Tender Construction As-Built	☐
Information	☐		☐
Project		Part demolition and re-configuration	
Client	Manor Hotel		
Site	The Manor Hotel Hever Court Road		
Title	As proposed block plan		
Scale at A1	1:300		
Date	Mar 22		

subrosa

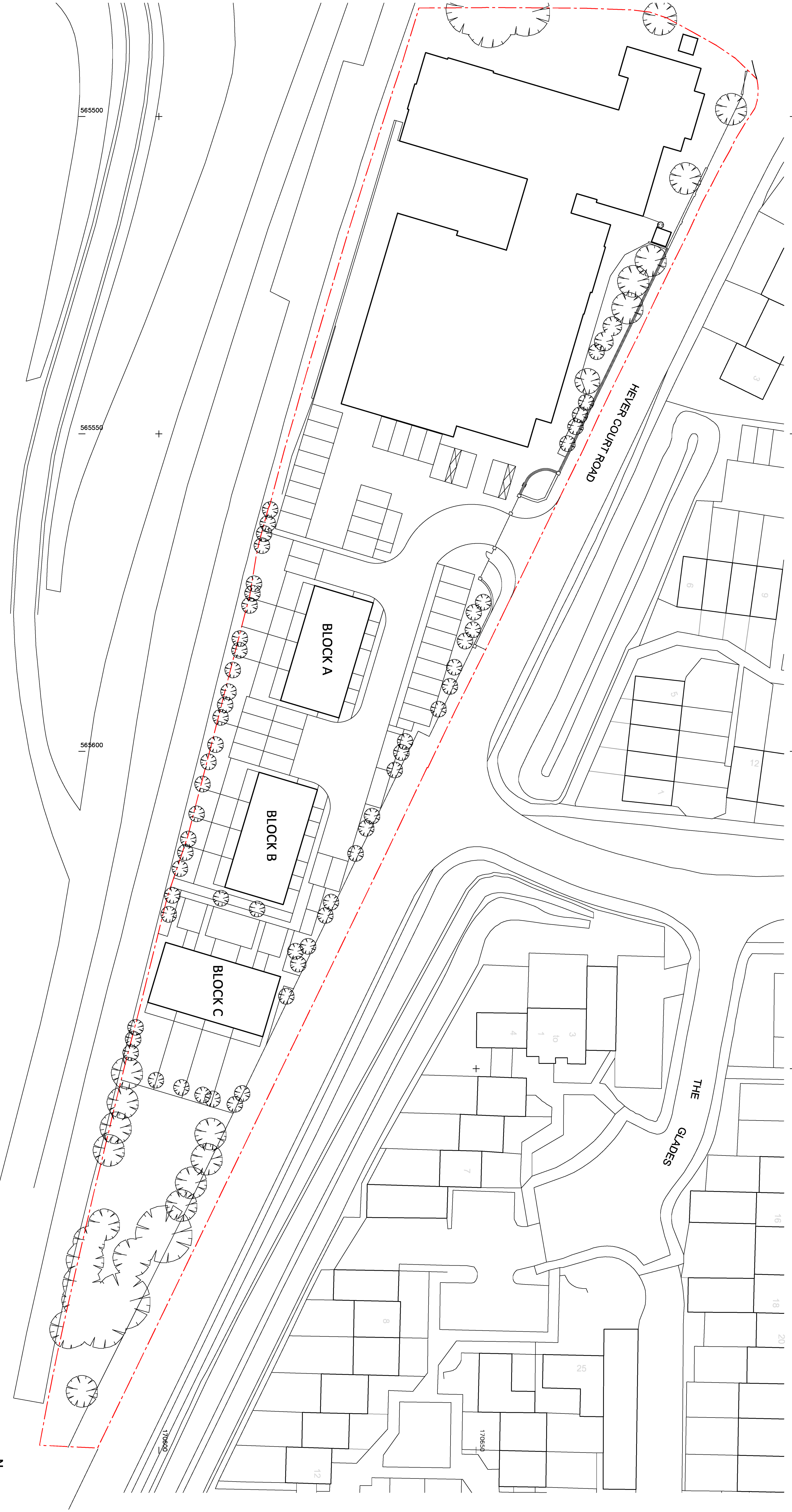
ARCHITECTURE

S&A ROSA ARCHITECTURE LTD
The Studio 52 Pine Avenue Gravesend DA12 1QZ
t: 01474 767707
e: curious@subrosa.co.uk
DRAWING NUMBER

22 - 1420 - 06D

Appendix F

Proposed Residential Layout



DRAWING STATUS

Primary
for Approval

Information

Construction

As-Built

Revisions

Project

New Housing

Client

The Manor Hotel

Site

The Manor Hotel Hever Court Road

Title

As proposed block plan

Scale at A1

1:300

Date

Mar 22

sub

rosa

architecture

S&P Rosa Architecture Ltd
The Studio 52 Pine Avenue Gravesend DA12 1DZ
t: 01474 767707
e: curious@subrosa.co.uk

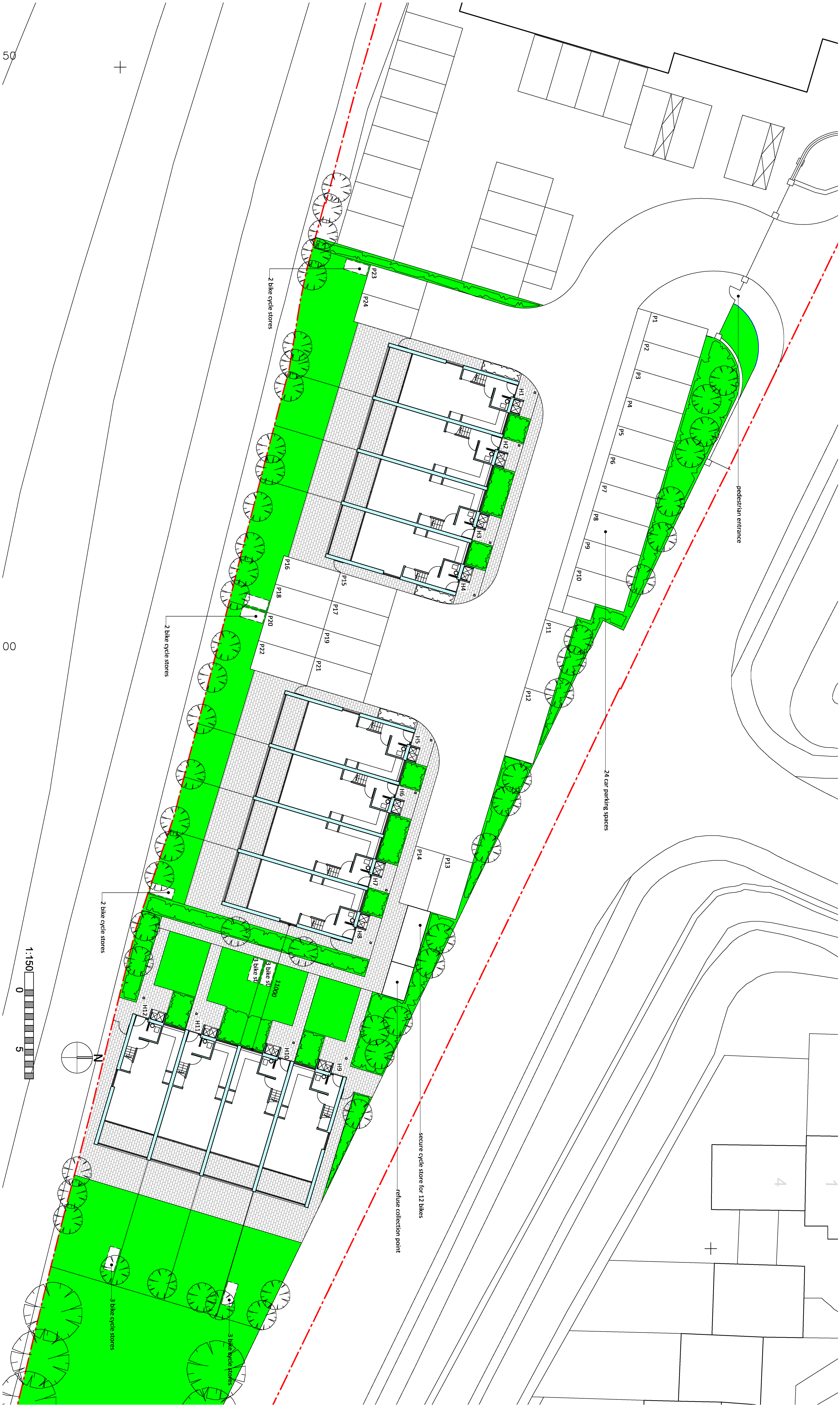
DRAWING NUMBER

22 - 1420 - 21J

New Housing

The Manor Hotel Hever Court Road

As proposed block plan



DRAWING STATUS

Preliminary for Approval

☐

Tender Construction As-Built

☒

Revisions

☐

Project

New Housing

Client

Manor Hotel

Site

The Manor Hotel Hever Court Road

Title

As proposed block plan ground

Scale at A1

1:150

Date

Mar 22

sub rosa

architecture

S&A Rosa Architecture Ltd

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DRAWING NUMBER

22 - 1420 - 22H

New Housing
The Manor Hotel Hever Court Road
As proposed block plan ground

Appendix G

Traffic Count at the Existing Hotel Access

Gravesend, Kent
Classified Junction Count

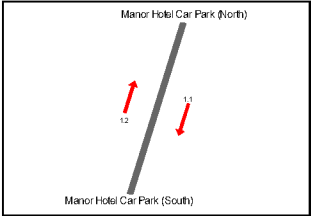
Site Plan

	Movement Number
	Number of Vehicles
	PCU Value

Network Peak Hour

08:15 - 09:15

1:2	20	20
-----	----	----



1:1	21	20
-----	----	----

Peak Hour

08:15 - 09:15

Network Peak Hour Generator
click on yellow cell to change Peak Hour parameters

Season:

Monday AM Peak

Vehicle Class:

All

Start Time:

07:00

End Time:

07:00

Note: The site diagram is for reference purposes only and is not an exact representation of the site surveyed

Graysend, Kent
Classified Junction Count

Site 1 of 1
Manor Hotel Car Park (North)
Manor Hotel Car Park (South)

Lat/Long
lat 51.410683° lon 0.379312°

Date
Friday 21 June 2019

Weather
Sunny Intervals
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

Movement 1.1: Southbound from Manor Hotel Car Park (North) to Manor Hotel Car Park (South)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	1	0	0	0	0	0	1	1.00
0715 - 0730	0	0	2	0	0	0	0	0	2	2.00
0730 - 0745	0	0	2	0	0	0	0	0	2	2.00
0745 - 0800	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	7	0	0	0	0	0	7	7.00
Hourly Average	0.00	0.00	1.75	0.00	0.00	0.00	0.00	0.00	1.75	1.75
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	1	0	0	0	0	0	1	1.00
0830 - 0845	0	0	2	0	1	0	0	0	3	3.00
0845 - 0900	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	5	0	1	0	0	0	6	6.00
Hourly Average	0.00	0.00	1.25	0.00	0.25	0.00	0.00	0.00	1.50	1.50
0900 - 0915	0	0	3	0	0	0	0	0	3	3.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	4	0	0	0	0	0	4	4.00
0945 - 1000	0	1	0	0	0	0	0	0	1	0.40
Hourly Total	0	1	7	0	0	0	0	0	8	7.40
Hourly Average	0.00	0.25	1.75	0.00	0.00	0.00	0.00	0.00	2.00	1.85
Session Total	0	1	19	0	1	0	0	0	21	20.40
Session Average	0.00	0.08	1.58	0.00	0.08	0.00	0.00	0.00	1.75	1.70

Date
Friday 21 June 2019

Weather
Sunny Intervals
Temp: 17°C

1600 - 1900 (Weekday PM Peak)

Movement 1.1: Southbound from Manor Hotel Car Park (North) to Manor Hotel Car Park (South)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	1	0	0	0	0	0	1	1.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	1	0	0	0	0	0	1	1.00
1645 - 1700	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	4	0	0	0	0	0	4	4.00
Hourly Average	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00
1700 - 1715	0	0	1	1	0	0	0	0	2	2.00
1715 - 1730	0	0	1	0	0	0	0	0	1	1.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	1	0	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.50	0.25	0.00	0.00	0.00	0.00	0.75	0.75
1800 - 1815	0	0	3	0	0	0	0	0	3	3.00
1815 - 1830	0	0	3	0	1	0	0	0	4	4.00
1830 - 1845	0	0	0	0	0	1	0	0	1	1.50
1845 - 1900	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	0	0	6	0	2	1	0	0	9	9.50
Hourly Average	0.00	0.00	1.50	0.00	0.50	0.25	0.00	0.00	2.25	2.38
Session Total	0	0	12	1	2	1	0	0	16	16.50
Session Average	0.00	0.00	1.00	0.08	0.17	0.08	0.00	0.00	1.33	1.38

Graysend, Kent
Classified Junction Count

Site 1 of 1

Manor Hotel Car Park (North)
Manor Hotel Car Park (South)

Lat/Long

lat 51.410683° lon 0.379312°

Date

Friday 21 June 2019

Weather

Sunny Intervals
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

Movement 1.2: Northbound from Manor Hotel Car Park (South) to Manor Hotel Car Park (North)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	1	0	1	0	0	0	2	2.00
0715 - 0730	0	0	2	0	0	0	0	0	2	2.00
0730 - 0745	0	0	3	0	0	0	0	0	3	3.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	6	0	1	0	0	0	7	7.00
Hourly Average	0.00	0.00	1.50	0.00	0.25	0.00	0.00	0.00	1.75	1.75
0800 - 0815	0	0	2	0	0	0	0	0	2	2.00
0815 - 0830	0	0	1	0	0	0	0	0	1	1.00
0830 - 0845	0	0	2	0	2	0	0	0	4	4.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	5	0	2	0	0	0	7	7.00
Hourly Average	0.00	0.00	1.25	0.00	0.50	0.00	0.00	0.00	1.75	1.75
0900 - 0915	0	0	2	0	0	0	0	0	2	2.00
0915 - 0930	0	0	1	0	0	0	0	0	1	1.00
0930 - 0945	0	0	1	0	0	0	0	0	1	1.00
0945 - 1000	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	6	0	0	0	0	0	6	6.00
Hourly Average	0.00	0.00	1.50	0.00	0.00	0.00	0.00	0.00	1.50	1.50
Session Total	0	0	17	0	3	0	0	0	20	20.00
Session Average	0.00	0.00	1.42	0.00	0.25	0.00	0.00	0.00	1.67	1.67

Date

Friday 21 June 2019

Weather

Sunny Intervals
Temp: 17°C

1600 - 1900 (Weekday PM Peak)

Movement 1.2: Northbound from Manor Hotel Car Park (South) to Manor Hotel Car Park (North)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	1	0	0	0	0	0	1	1.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1700 - 1715	0	0	0	1	0	0	0	0	1	1.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	1	1	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.25	0.25	0.00	0.00	0.00	0.00	0.50	0.50
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	2	0	0	0	0	0	2	2.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	1	0	0	1	1.50
Hourly Total	0	0	2	0	0	1	0	0	3	3.50
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.25	0.00	0.00	0.75	0.88
Session Total	0	0	4	1	0	1	0	0	6	6.50
Session Average	0.00	0.00	0.33	0.08	0.00	0.08	0.00	0.00	0.50	0.54

Appendix H

TRICS Output: Residential

Calculation Reference: AUDIT-715001-220720-0758

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

TOTAL VEHICLESSelected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	3 days
	SC SURREY	1 days
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	SM SOMERSET	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	ST STAFFORDSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	2 days
	LC LANCASHIRE	1 days
09	NORTH	
	DH DURHAM	1 days
10	WALES	
	VG VALE OF GLAMORGAN	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: 12 to 79 (units:)
 Range Selected by User: 5 to 100 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 19/11/21

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

Selected survey days:

Monday	3 days
Tuesday	3 days
Wednesday	4 days
Thursday	3 days
Friday	2 days

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

Selected survey types:

Manual count	15 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

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

Selected Location Sub Categories:

Residential Zone 15

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 15 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:

5,001 to 10,000	2 days
10,001 to 15,000	7 days
15,001 to 20,000	4 days
20,001 to 25,000	2 days

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

Population within 5 miles:

50,001 to 75,000	4 days
75,001 to 100,000	4 days
100,001 to 125,000	1 days
125,001 to 250,000	6 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	12 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	5 days
No	10 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 15 days

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

LIST OF SITES relevant to selection parameters

1	CH-03-A-09	TERRACED HOUSES	CHESHI RE
	GREYSTOKE ROAD		
	MACCLESFIELD		
	HURDSFIELD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	24	
	Survey date: MONDAY	24/11/14	Survey Type: MANUAL
2	CH-03-A-10	SEMI-DETACHED & TERRACED	CHESHI RE
	MEADOW DRIVE		
	NORTHWICH		
	BARNTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	40	
	Survey date: TUESDAY	04/06/19	Survey Type: MANUAL
3	DH-03-A-03	SEMI-DETACHED & TERRACED	DURHAM
	PILGRIMS WAY		
	DURHAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	57	
	Survey date: FRIDAY	19/10/18	Survey Type: MANUAL
4	HC-03-A-21	TERRACED & SEMI-DETACHED	HAMPSHI RE
	PRIESTLEY ROAD		
	BASINGSTOKE		
	HOUNDMILLS		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	39	
	Survey date: TUESDAY	13/11/18	Survey Type: MANUAL
5	HC-03-A-22	MIXED HOUSES	HAMPSHI RE
	BOW LAKE GARDENS		
	NEAR EASTLEIGH		
	BISHOPSTOKE		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	40	
	Survey date: WEDNESDAY	31/10/18	Survey Type: MANUAL
6	HC-03-A-27	MIXED HOUSES	HAMPSHI RE
	DAIRY ROAD		
	ANDOVER		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	73	
	Survey date: TUESDAY	16/11/21	Survey Type: MANUAL
7	LC-03-A-31	DETACHED HOUSES	LANCASHI RE
	GREENSIDE		
	PRESTON		
	COTTAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	32	
	Survey date: FRIDAY	17/11/17	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	NT-03-A-08	DETACHED HOUSES	NOTTINGHAMSHIRE
	WIGHAY ROAD HUCKNALL		
	Edge of Town Residential Zone		
	Total No of Dwellings:	36	
	Survey date: MONDAY	18/10/21	Survey Type: MANUAL
9	SC-03-A-04	DETACHED & TERRACED	SURREY
	HIGH ROAD BYFLEET		
	Edge of Town Residential Zone		
	Total No of Dwellings:	71	
	Survey date: THURSDAY	23/01/14	Survey Type: MANUAL
10	SF-03-A-05	DETACHED HOUSES	SUFFOLK
	VALE LANE BURY ST EDMUNDS		
	Edge of Town Residential Zone		
	Total No of Dwellings:	18	
	Survey date: WEDNESDAY	09/09/15	Survey Type: MANUAL
11	SH-03-A-06	BUNGALOWS	SHROPSHIRE
	ELLESMERE ROAD SHREWSBURY		
	Edge of Town Residential Zone		
	Total No of Dwellings:	16	
	Survey date: THURSDAY	22/05/14	Survey Type: MANUAL
12	SM-03-A-01	DETACHED & SEMI	SOMERSET
	WEMBDON ROAD BRIDGWATER NORTHFIELD		
	Edge of Town Residential Zone		
	Total No of Dwellings:	33	
	Survey date: THURSDAY	24/09/15	Survey Type: MANUAL
13	ST-03-A-08	DETACHED HOUSES	STAFFORDSHIRE
	SILKMORE CRESCENT STAFFORD MEADOWCROFT PARK		
	Edge of Town Residential Zone		
	Total No of Dwellings:	26	
	Survey date: WEDNESDAY	22/11/17	Survey Type: MANUAL
14	VG-03-A-01	SEMI-DETACHED & TERRACED	VALE OF GLAMORGAN
	ARTHUR STREET BARRY		
	Edge of Town Residential Zone		
	Total No of Dwellings:	12	
	Survey date: MONDAY	08/05/17	Survey Type: MANUAL
15	WS-03-A-10	MIXED HOUSES	WEST SUSSEX
	TODDINGTON LANE LITTLEHAMPTON WICK		
	Edge of Town Residential Zone		
	Total No of Dwellings:	79	
	Survey date: WEDNESDAY	07/11/18	Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BD-03-A-03	Survey in Covid
ES-03-A-05	Mix of Houses and Flats
HF-03-A-04	Survey in Covid
NF-03-A-25	Mix of Houses and Flats
WO-03-A-07	Survey in Covid

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

TOTAL VEHICLES**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	40	0.077	15	40	0.320	15	40	0.397
08:00 - 09:00	15	40	0.133	15	40	0.339	15	40	0.472
09:00 - 10:00	15	40	0.141	15	40	0.200	15	40	0.341
10:00 - 11:00	15	40	0.158	15	40	0.195	15	40	0.353
11:00 - 12:00	15	40	0.148	15	40	0.176	15	40	0.324
12:00 - 13:00	15	40	0.156	15	40	0.169	15	40	0.325
13:00 - 14:00	15	40	0.183	15	40	0.171	15	40	0.354
14:00 - 15:00	15	40	0.168	15	40	0.178	15	40	0.346
15:00 - 16:00	15	40	0.305	15	40	0.201	15	40	0.506
16:00 - 17:00	15	40	0.263	15	40	0.151	15	40	0.414
17:00 - 18:00	15	40	0.327	15	40	0.146	15	40	0.473
18:00 - 19:00	15	40	0.250	15	40	0.117	15	40	0.367
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.309			2.363			4.672

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	12 - 79 (units:)
Survey date range:	01/01/14 - 19/11/21
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	5

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.

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