



Transport Statement

Manor Hotel Redevelopment

Mr M. Rossi

Best Western Hotel, 1 Hever Court Road, Gravesend

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1.0 Introduction

Background

- 1.1 SLR 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 Gravesend Borough Council (GBC), with Kent County Council (KCC) acting as the Local Highway Authority.

Site Location & Context

- 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 location of the site is shown in **Figure 1.1** below.

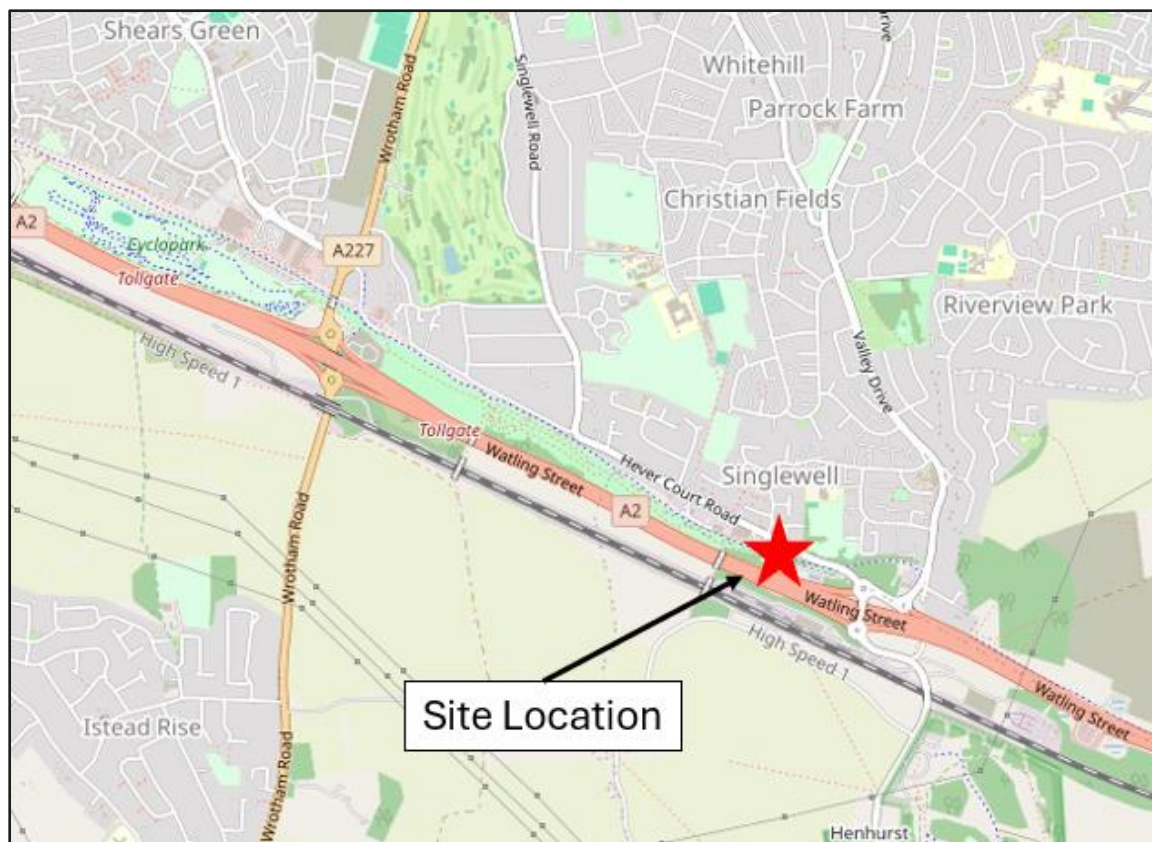


Figure 1.1: Site Location



- 1.4 The site is also shown in a more local context in **Figure 1.2**, along with an approximate red line boundary.



Figure 1.2: Site Location

- 1.5 The Best Western Manor Hotel presently accommodates 48 bedrooms. This is a reduction from the 64 bedrooms historically provided in the hotels. The reduction is a result of recent re-configuration within the building, to provide larger rooms or suites. There is also a function room.
- 1.6 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.
- 1.7 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.

Recent Planning History

- 1.8 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 (now SLR), 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.
- 1.9 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 to be reduced from 64 to 34, along with the removal 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. It was to be accessed by a shared access with the hotel off Hever Court Road.

- 1.10 The previous application and consent demonstrate that the proposed development should be acceptable in principle to the planning authority.

Proposed Development

- 1.11 As noted earlier the existing Best Western Manor Hotel has recently been reconfigured internally with a reduced number of rooms / suites. The development proposals are to further reconfigure the hotel to remove the existing conference / function room facilities at the hotel which will be redeveloped as a business hub consisting of a small number of individual office suites, available to rent.
- 1.12 The surplus land at the eastern end of the site is also proposed to be developed for a number of self-storage units. This element of the development is broadly similar to the previously consented self-storage unit on the site.
- 1.13 Both the built development and access proposals are described in more detail in Section 4.

Scope of Report

- 1.14 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).
- 1.15 Accordingly, this TS considers the following:
- A brief summary of relevant planning guidance,
 - 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,
 - A description of the re-development proposals along with a description of the access arrangements and the parking provision to serve the proposed hotel and business use at the site,
 - The impact of the development proposals on the local highway network.



2.0 Planning Policy

National Planning Policy Framework

- 2.1 The latest National Planning Policy Framework (NPPF) was published in December 2023 by the Ministry of Housing, Communities and Local Government.
- 2.2 The NPPF sets out the Government's planning policies for England and how these are expected to be applied. At the heart of the Framework is a presumption in favour of sustainable development.
- 2.3 As part of promoting sustainable transport, paragraph 114 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; and
 - any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.
- 2.4 Paragraph 115 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*”.

Local Planning Policy

Parking Standards

- 2.5 The key policy guidance of relevance to the proposed redevelopment relates to parking standards. Parking Standards are set out in Supplementary Planning Guidance (SPG) 4 of the 'Kent & Medway Structure Plan (2006)'.
- 2.6 These standards specify maximum parking standards for C1 Hotel use as follows:
- 1 space per bedroom (for guests); and
 - 1 space per 2 staff (for employees).
- 2.7 The guidance also sets out a minimum parking standard for cycle spaces of 1 space per 10 hotel rooms.
- 2.8 The proposed development includes a business hub which will be categorised as office use. The parking standards for office use are a maximum of 1 space per 20sqm of floor area. The minimum cycle parking for office use is 1 space per 200sqm of floor area.
- 2.9 The parking arrangements are discussed fully in Section 4 of this report.



3.0 Existing Conditions

Introduction

- 3.1 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

- 3.2 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.
- 3.3 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.
- 3.4 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.
- 3.5 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.
- 3.6 A 30mph speed limit is in place on the majority of Hever court Road, including the section adjacent to the hotel. Approximately 50m to the east of the hotel access, the speed limit changes to 40mph for the section from Miskin Way to the junction with the A2.

Singlewell Road

- 3.7 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.
- 3.8 Singlewell Road is a single carriageway road with street lighting, 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

- 3.9 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.



- 3.10 It is a single carriageway road that with street lighting, with a carriageway approximately 6.5m wide and 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

- 3.11 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.
- 3.12 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.
- 3.13 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.
- 3.14 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

- 3.15 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 approximately 7m wide. There are footways on both sides of the road and street lighting is provided.
- 3.16 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

- 3.17 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.
- 3.18 Data gathering for the previous TS (undertaken by Vectos) in 2020 included undertaking an Automatic Traffic Count (ATC) on Hever Court Road approximately 60m east of the junction with Miskin Way. Whilst this survey was undertaken in June 2019, 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.
- 3.19 The average traffic flow data for eastbound and westbound traffic across the weekday morning and evening peak periods is summarised in **Table 3.1**. A copy of the ATC data is included as **Appendix A** to this report.



Table 3.1: Hourly Traffic Flow on Hever court Road (Monday – Friday)

TIME	EASTBOUND	WESTBOUND
0700-0800	298	529
0800-0900	455	488
0900-1000	247	290
1600-1700	299	375
1700-1800	341	411
1800-1900	263	352

- 3.20 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, the peak hour is 1700-1800 for both directions.

Accident Statistics

Crashmap Review

- 3.21 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.
- 3.22 Crashmap analysis has been undertaken for the most recent five-year period that data is available which includes 2018 – 2022. The locations of accidents are shown in **Figure 3.1**.



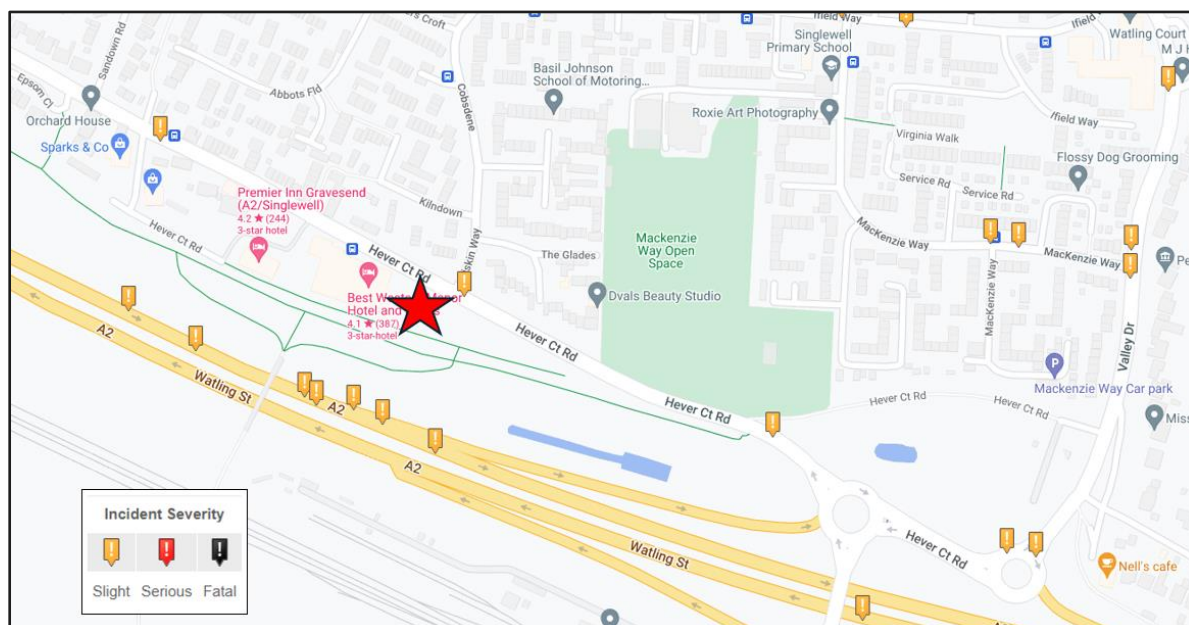


Figure 3.1: Accident Location Plot (Source: Crashmap)

- 3.23 The data shows only one accident in the vicinity of the site, and this occurred at the junction of Hever Court Road with Miskin Way. 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.
- 3.24 This incidence of accidents on this residential distributor road is not considered to be indicative of any highway safety issue. The development proposals will have a negligible impact on the traffic generation of the site. 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

- 3.25 The TS (undertaken by Vectos) supporting the previous application also considered the accident record of the highway network. This included sourcing accident data from KCC for the area shown in **Figure 3.2**, with the accident data provided in **Appendix B**.



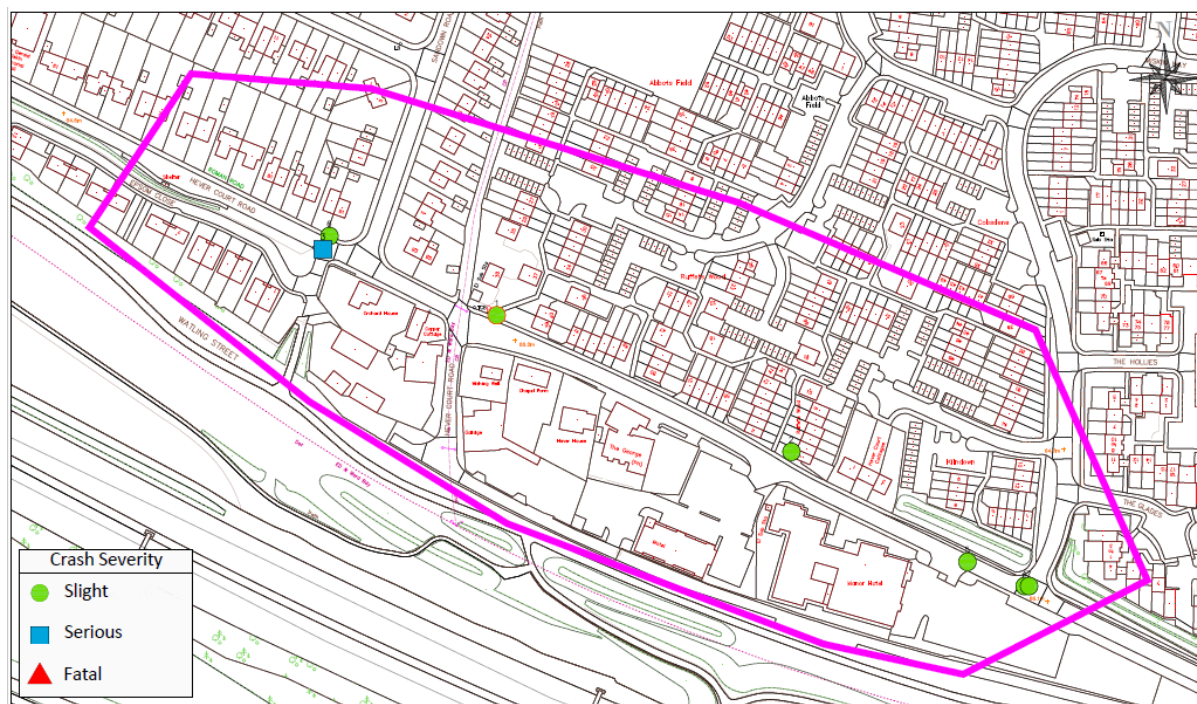


Figure 3.2: KCC Accident Data

- 3.26 The KCC detailed accident data was 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.
- 3.27 The KCC accident data identifies a total of seven accidents which all occurred in this period. As a consequence, these accidents are no longer shown in the latest 5-year data from the Crashmap database.
- 3.28 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),
 - A vehicle pulling out of Miskin Way clipped a cyclist on Hever Court Road.
- 3.29 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

- 3.30 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

- 3.31 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

- 3.32 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.
- 3.33 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.
- 3.34 An analysis of the pedestrian routes in the area has been completed to identify areas situated within a 2km catchment. This is illustrated in **Figure 3.3**. This walking catchment within 2km of the site includes a large extent of the residential areas to the south of Gravesend.



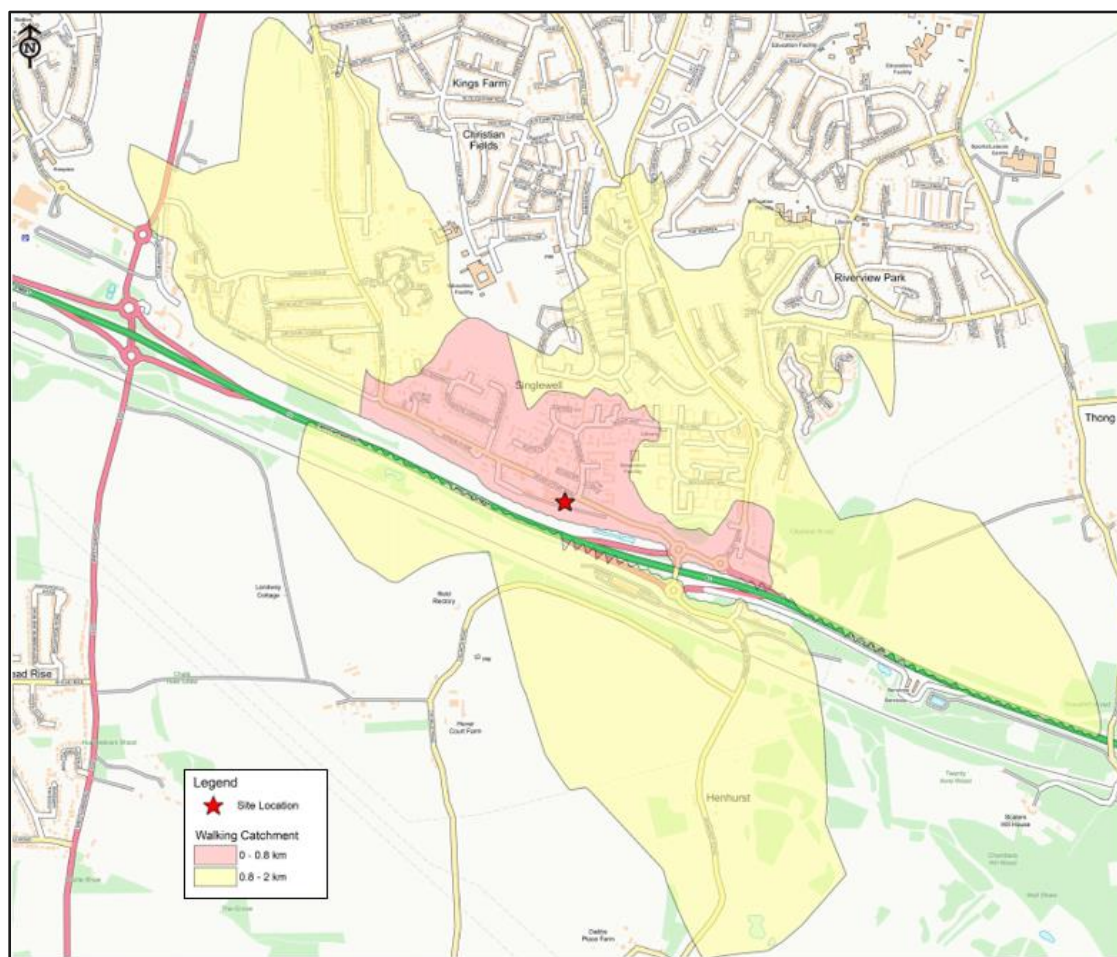


Figure 3.3: Pedestrian Catchment Plan

- 3.35 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.
- 3.36 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

- 3.37 Cycling is becoming an increasingly popular mode of transport and is an effective mode for short trips. The Department for Transport's (DfT) Local Transport Note 1/20 identifies that many utility cycle journeys are under 3 miles (5 kilometres) although for commuters a trip distance of over 5 miles (8 kilometres) is not uncommon



- 3.38 With this in mind **Figure 3.4** shows a 5km cycle catchment for 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.

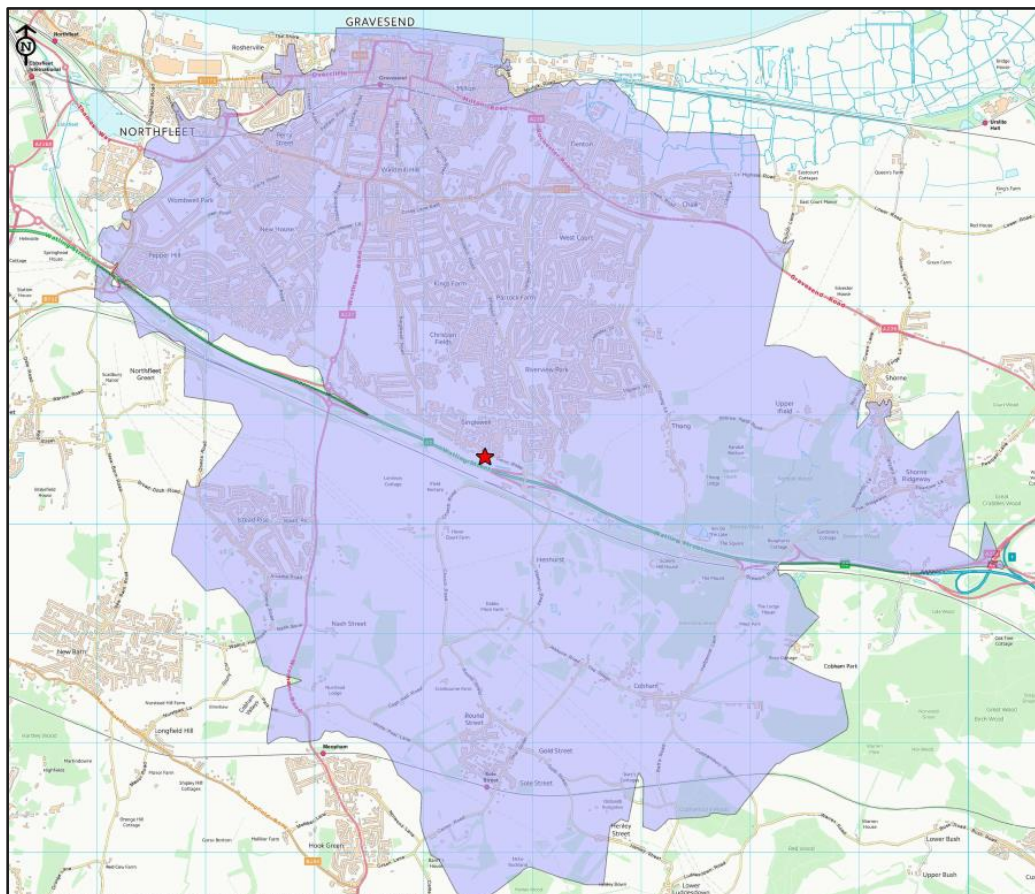


Figure 3.4: Cycle Catchment Plan

- 3.39 The 5km cycle catchment encompasses the vast majority of the Gravesend urban area, along with a number of the villages to the south of the A2 corridor.
- 3.40 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 3.5**.



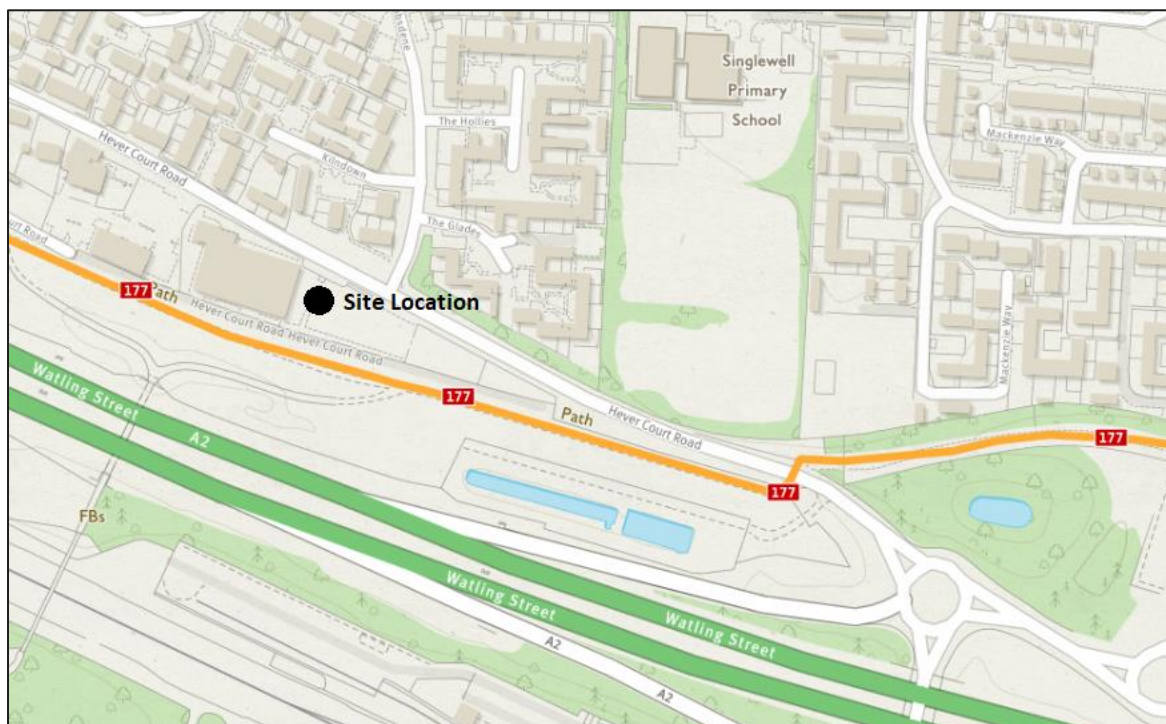


Figure 3.5: NCN Route 177 by the Manor Hotel Site (source – www.sustrans.org.uk)

- 3.41 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

- 3.42 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.
- 3.43 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.
- 3.44 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).
- 3.45 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.



- 3.46 The key bus route which serves the bus stops on MacKenzie Way is the 490 Bluewater – Northfleet – Gravesend – Singlewells service. This operates at the following frequencies:
- Mondays - Friday: Approximately 3 services per hour during the day with 2 services per hour in the evening; and
 - Saturdays / Sundays: 2 services per hour during the day with 1 service per hour in the evening.
- 3.47 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.
- 3.48 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.
- 3.49 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.

Conclusion

- 3.50 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;
 - 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.



4.0 Proposed Development

Introduction

- 4.1 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 self-storage use.
- 4.2 This chapter also provides a comparison with the development previously consented in 2020.

Existing Site & Previous Applications

Existing Hotel Use

- 4.3 The existing Best Western Manor Hotel currently comprises 48 bedrooms and suites (a reduction from the previous internal layout of the hotel).
- 4.4 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. The overspill parking area is unmarked though can accommodate approximately 22 parking spaces. With the previous use, the car park was typically at its busiest when large events are held in the function room at the hotel. This use is proposed to be removed.
- 4.5 The existing site layout is shown in **Appendix C** of this report.

Previously Consented Development

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

Recent Application

- 4.10 Further planning applications were submitted during 2023 for a revised redevelopment of the hotel site (applications 2023 0756 and 2023 0757. This proposed residential development of the surplus land at the east of the site, in place of the storage unit. These applications were subsequently withdrawn.



Proposed Redevelopment

- 4.11 In summary the proposals for the redevelopment (described below) of the site includes the following elements:
- The existing hotel function room will be reconfigured and converted to a business hub consisting of 12 small office units.
 - It is proposed to develop surplus land on the eastern part of the site for self-storage units.
- 4.12 The proposed development is to be supported by 45 car parking spaces, along with motorcycle and cycle parking. The access from Hever Court Road will be retained and marginally reconfigured.
- 4.13 The proposed redevelopment layout is shown in **Appendix D**.
- 4.14 As noted earlier, the hotel has been reconfigured internally with a reduced number of rooms, in comparison to its previous configuration. The remaining bar / restaurant facilities are only for use by residents and are not open to the public.

Development Proposal: Business Hub

- 4.15 The existing conference and function room usage is proposed to be removed. This section of the building will be reconfigured and converted to a business hub (office use) which will consist of 12 small office units. The total floor area is approximately 319sqm, including corridors and a kitchen area (approximately 245sqm of net office space).

Development Proposal: Self Storage

- 4.16 The surplus land at the eastern extent of the site is proposed to be developed for 58 self-storage units. These will consist of shipping containers and will provide a total floor area of 812sqm (58 x 14sqm).
- 4.17 The self-storage units will be accessed via the car park for the hotel and will share the use of the main site access.

Access Arrangements

- 4.18 Vehicular and pedestrian access to the site will remain via the existing hotel access from Hever Court Road.
- 4.19 The existing access junction is a priority junction arrangement that is around 15m in width and provides for separate entry and exit lanes which are barrier controlled. It is proposed to retain the existing access, but to modify it by removing the existing 'island' within the hotel site, which separates the entry and exit lanes. This will result in an access which will be 10m in width. This will enable easier vehicle manoeuvres for any large vehicle visiting the site.
- 4.20 The relatively wide access is not considered to be an issue for pedestrian movements across the access, as there is no 'desire line' to cross the access. This is a result of there being no frontage activity further to the east on Hever Court Road.



Car Parking

- 4.21 Parking Standards are set out in Supplementary Planning Guidance (SPG) 4 of the 'Kent & Medway Structure Plan (2006)'. These specify maximum parking standards for Hotel use as follows:
- 1 space per bedroom (for guests); and
 - 1 space per 2 staff (for employees).
- 4.22 The parking standards suggest a maximum parking capacity of 50.5 spaces for hotel guests, plus a further 2.5 spaces for staff (there is presently a maximum of 5 staff at the hotel).
- 4.23 The proposed site will incorporate a business hub which will be categorised as office use. The parking standards for office use are a maximum of 1 space per 20sqm. This equates to a maximum capacity of up to 16 spaces for the proposed 319sqm of office space.
- 4.24 In total, the KCC parking standards suggest a maximum of up to 66.5 spaces for the hotel and business hub use.
- 4.25 The above analysis shows that the proposed car parking provision of 45 spaces (inclusive of disabled space) is within the maximum set by the standards for the reconfigured hotel.
- 4.26 The parking provision is also considered appropriate in terms of the likely operational demand. It is considered that the hotel and business hub uses will mainly have a parking demand which will not overlap. Operational information from the hotel owner confirms that most hotel users have left by 0900 in the morning and do not return until after 1800. This will enable the parking to be effectively 'shared' between these hotel and business hub uses.
- 4.27 The parking provision consists of 45 spaces, composed of 44 conventional parking spaces and 1 designated disabled space. Two of the conventional spaces are large enough to be converted to disabled spaces should this be required. This complies with the KCC parking standards which for car parks of up to 50 spaces require 1 disabled space plus two of sufficient size but not necessarily designated.
- 4.28 Of the conventional parking spaces Electric Vehicle (EV) charging is proposed to be provided at one space initially. A further 10 spaces have passive provision for EV charging and can be converted as demand increases.

Motorcycle Parking

- 4.29 In addition to car parking three motorcycle parking bays will be provided. This is in line with KCC parking standards which require 1 space per 20 car parking spaces.

Cycle Parking

- 4.30 Cycle parking will be provided at the hotel with a total of 12 spaces. These are located in two separate areas. This exceeds the KCC standards which require 1 space per 10 hotel rooms and 1 space per 200sqm for office use. The standards would equate to a minimum of 6 – 7 spaces for these two uses.



Self-Storage Parking Arrangements

- 4.31 The self-storage units will be arranged around a central service area. It is not proposed to provide any marked parking spaces within this area. It is considered that users of the site will park adjacent to their storage unit when accessing the unit. It is also considered that most visits by users will be for short durations, so there is unlikely to be significant requirement for long term parking.

Servicing and Deliveries

- 4.32 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 410.066123.00001-TR100 Rev A** 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.
- 4.33 A refuse vehicle is expected to be the largest vehicle which will enter the site. Deliveries to the hotel are typically made using smaller box vans.
- 4.34 The self-storage units are expected to be predominantly served by cars or small vans. **Plan 410.066123.00001-TR101 Rev A** shows an 8m box van turning round in the service yard of the self-storage area. This is expected to be the largest vehicle which will enter this part of the site.



5.0 Trip Generation & Traffic Impact Assessment

Introduction

- 5.1 This section of the report considers the traffic generation associated with the previous and existing use of the site and the revised traffic generation of the proposed development uses.

Previous Hotel Traffic Generation

- 5.2 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 (1600-1900) peak periods. At the time of the survey, the hotel was operating with 64 rooms. In addition, on the day of the survey there was also a daytime event in the function room attended by around 20 people. This will have increased traffic compared with a day where no function was occurring. The survey is therefore regraded as a robust assessment of the traffic activity.
- 5.3 The results of the survey are summarized in **Table 5.1**, with the full survey results included as **Appendix E** of this report.

Table 5.1: 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

- 5.4 The survey shows a maximum of 14 two-way movements in any one-hour period.

Present Hotel Traffic Generation

- 5.5 As noted earlier, the hotel has recently been reconfigured internally and now features a total of 48 rooms (reduced from the previous 64 rooms). The forecast traffic levels of the present use are set out in **Table 5.2** below which is based on a pro-rata reduction of the previous traffic pattern.



Table 5.2: Existing Hotel Traffic

TIME	ENTRY	EXIT	TWO-WAY
0700-0800	5	5	11
0800-0900	5	5	10
0900-1000	6	5	11
1600-1700	3	1	4
1700-1800	2	2	4
1800-1900	7	2	9

- 5.6 The proposed hotel is forecast to generate a maximum of 11 two-way movements in any one-hour period (a reduction of 3 two-way trips).

Self-Storage Traffic Generation

- 5.7 The self-storage element of the development is to consist of storage containers. Whilst this type of operation is not entirely typical of self-storage units, an assessment of the traffic generation has been developed using the TRICS database. As noted earlier, a previous application for the site (which was consented) included a self-storage unit of 4,190 sqm in size. The trip rates used in that assessment have been used for the proposed self-storage containers. The TRICS output is included as **Appendix F**.
- 5.8 The trip rates and resultant traffic generation are shown in **Table 5.3** below. This assessment is based on the proposed area of 812sqm.

Table 5.3: Proposed Self-Storage Traffic Generation

TIME	TRIP RATE		TRAFFIC GENERATION		
	Arr	Dep	Arr	Dep	Two-Way
0700-0800	0.070	0.029	1	0	1
0800-0900	0.165	0.103	1	1	2
0900-1000	0.144	0.123	1	1	2
1600-1700	0.160	0.156	1	1	3
1700-1800	0.099	0.189	1	2	2
1800-1900	0.045	0.099	0	1	1



- 5.9 The proposed self-storage use is forecast to generate a maximum of 3 two-way movements in any one-hour period.

Business Hub Traffic Generation

- 5.10 To assess the traffic generation of the business hub element, reference has been made to the TRICS database. The trip rates have been derived with reference to the 'office' land use and focussing on sites with a floor area of less than 3,000sqm in size. The TRICS output is included as **Appendix G**.
- 5.11 The trip rates and resultant traffic generation are shown in **Table 5.4** below. This assessment is based on the proposed area of 319sqm.

Table 5.4: Proposed Business Hub Traffic Generation

TIME	TRIP RATE		TRAFFIC GENERATION		
	Arr	Dep	Arr	Dep	Two-Way
0700-0800	0.613	0.146	2	0	2
0800-0900	1.708	0.161	5	1	6
0900-1000	1.781	0.175	6	1	6
1600-1700	0.161	1.139	1	4	4
1700-1800	0.088	2.146	0	7	7
1800-1900	0.160	0.925	1	3	3

- 5.12 The proposed business hub use is forecast to generate a maximum of 7 two-way movements in any one-hour period.



Total Traffic Generation

- 5.13 The total traffic forecast for the present hotel use along with the self-storage and business hub uses is summarised in **Table 5.5** below.

Table 5.5: Existing Hotel Traffic

TIME	ARRIVE	DEPART	TWO-WAY
0700-0800	8	6	14
0800-0900	11	7	18
0900-1000	13	6	19
1600-1700	5	6	11
1700-1800	3	10	13
1800-1900	8	6	14

- 5.14 This demonstrates the proposed site usage is forecast to generate a maximum of 19 two-way movements in a one-hour period. This is only 5 movements greater than the previous traffic pattern which was surveyed (set out previously in **Table 5.1**). This equates to a vehicle movement approximately every 12 minutes.

Summary

- 5.15 As discussed in Section 3, 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 proposed development proposals, 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.



6.0 Summary And Conclusions

Summary

- 6.1 SLR have been commissioned by Mr Michael Rossi at the Best Western Manor Hotel to provide transport and highways advice to support a planning application for proposals to reconfigure and redevelop part of the existing Manor Hotel site on Hever Court Road, Gravesend.
- 6.2 The development proposals are to reconfigure the existing Best Western Manor Hotel with a reduction in the number of rooms from 62 to 48. The existing conference room / function room will be replaced with a business hub consisting of a small number of individual office suites. In addition, it is proposed to develop a number of self-storage units on the surplus car parking area to the east of the existing hotel site. The site will be accessed from the existing hotel access (with minor change) and a shared car park will be provided for the hotel and business hub. Parking for the self-storage units will be accommodated in a service area for these units.
- 6.3 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 4,190sqm 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.
- 6.4 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 hotel will retain the existing access location off Hever Court Road, which will be reconfigured to remove the present central island within the hotel site. Servicing and deliveries to the hotel will continue at the site as at present. The proposed access arrangement facilitates access for refuse vehicles and delivery vehicles.
 - The proposed car parking provision of 45 spaces, consists of 44 standard spaces and 1 disabled space (with 2 of the standard spaces large enough to be suitable as a disabled space). Whilst the parking is a reduction compared with the existing site layout, the existing car park operates with significant spare capacity. The parking is also considered appropriate in terms of the likely operational demand at the site.
 - The proposed parking provision including that 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.
 - No marked parking is to be provided for the self-storage units, as it is assumed visitors will park in the service area. It is expected that the majority of visits will be short-stay in nature.

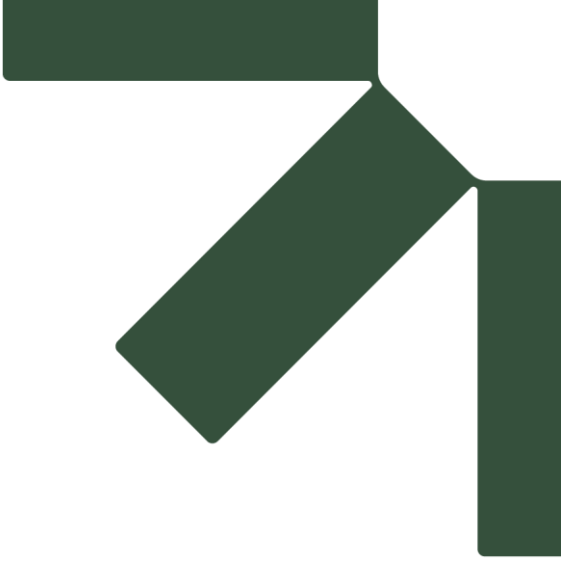


- Access to the proposed self-storage units will also be via the vehicular access junction on Hever Court Road and this will become a shared access arrangement for the hotel, business and self-storage uses.
- The predicted net change in traffic movements as a result of the development proposals is considered negligible, and the traffic generated by the overall development will therefore not adversely impact upon the safety or operation of the surrounding highway network.

Conclusion

- 6.5 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.
- 6.6 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 hotel, business hub and self-storage units.





Appendix A ATC Count Data

Transport Statement

Manor Hotel Redevelopment

Mr M. Rossi

SLR Project No.: 410.066123.00001

2 September 2024

Gravesend, Kent

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

Thursday 20 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								Vehicle Speed										P-Title 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	18	4	7	2	5	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46.5	38.5	5.9		
0100 - 0200	17	4	5	4	4	0	0	16	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44	37.9	6.4		
0200 - 0300	15	6	2	4	3	0	0	13	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47.9	36.3	7.9		
0300 - 0400	13	2	2	7	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	46.9	35.8	7.7		
0400 - 0500	22	2	1	7	12	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	52.3	37.1	12.6		
0500 - 0600	106	27	30	23	26	0	2	89	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44.9	35.9	8.4		
0600 - 0700	153	27	41	32	53	0	2	130	0	19	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.3	35.2	7.4		
0700 - 0800	326	61	66	68	93	0	2	300	2	19	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.4	35.6	6.3		
0800 - 0900	468	131	122	111	104	1	1	441	5	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.1	35.2	6.5		
0900 - 1000	261	93	56	68	44	0	1	243	1	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.1	35.3	6.2		
1000 - 1100	235	67	61	47	60	0	1	213	2	18	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.5	35.8	6.4		
1100 - 1200	222	57	53	52	60	1	1	198	2	18	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.9	35.4	6		
1200 - 1300	240	59	74	59	48	1	0	221	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.4	35.8	5.7		
1300 - 1400	193	51	53	41	46	0	1	178	2	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.3	36.3	6.3		
1400 - 1500	240	64	55	49	72	0	0	223	0	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.7	35.8	5.6		
1500 - 1600	311	84	96	68	63	0	3	285	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.8	35.3	5.8		
1600 - 1700	295	80	75	67	73	3	2	273	1	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.4	36.3	5.3		
1700 - 1800	357	87	90	97	83	0	1	337	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.1	37.5	7.5		
1800 - 1900	275	72	69	73	61	3	1	250	4	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.6	36.4	6.2		
1900 - 2000	194	52	53	51	38	0	1	167	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43	37.3	5.8		
2000 - 2100	304	53	59	63	129	0	3	288	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.7	37.7	6		
2100 - 2200	644	148	174	170	152	0	5	610	2	26	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.7	35.9	4.1		
2200 - 2300	440	153	142	88	57	0	1	419	0	18	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.6	35.3	4.9		
2300 - 0000	90	31	28	14	17	0	2	84	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45.3	39.3	6.7		
0700 - 1900	3423	906	870	825	822	9	14	3162	23	204	6	1	0	4	8	0	0	0	0	0	5	15	70	527	888	1142	572	148	34	6	1	5	41.6	35.7	6.2
0600 - 2200	4718	1186	1197	1141	1194	9	25	4377	25	267	8	2	0	5	0	0	0	0	0	0	5	15	90	648	1263	1650	786	197	45	11	2	6	41.5	35.9	6.0
0600 - 0000	5248	1370	1367	1243	1268	9	28	4880	26	288	10	2	0	5	0	0	0	0	0	0	5	15	91	701	1462	1831	852	217	48	17	3	6	41.4	35.9	6.0
0000 - 0000	5439	1415	1414	1290	1320	9	30	5049	26	308	10	2	0	5	0	0	0	0	0	0	5	16	97	745	1496	1877	881	238	54	18	5	7	41.6	36.0	6.1

Friday 21 June 2019

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						Vehicle Speed														P-Title 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	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	45	13	11	8	13	0	1	44	0	0	0	0	0	0	0	0	0	0	0	0	0	3	15	14	7	4	1	0	0	43.8	37.6	6.7		
0100 - 0200	18	7	3	1	7	0	1	16	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	5	9	0	0	0	0	45.6	41.6	7.9		
0200 - 0300	19	6	3	5	5	0	0	17	0	1	1	0	0	0	0	0	0	0	0	0	0	1	6	9	3	0	0	0	0	41.6	36.6	4.1		
0300 - 0400	20	10	4	2	4	0	0	15	0	5	0	0	0	0	0	0	0	0	0	0	0	4	0	6	5	1	0	1	0	48.3	38.3	10		
0400 - 0500	26	3	3	8	12	0	0	24	0	2	0	0	0	0	0	0	0	0	0	0	0	2	6	3	2	5	4	1	1	2	50.3	38.8	12	
0500 - 0600	99	26	27	23	23	0	2	81	0	15	1	0	0	0	0	0	0	0	0	0	0	2	24	26	14	16	12	4	0	1	45.2	36.1	8	
0600 - 0700	150	19	46	40	46	0	2	129	0	13	4	1	2	0	0	1	0	0	0	0	0	6	32	22	31	37	15	2	4	1	0	44.8	37.2	7.9
0700 - 0800	302	57	50	95	100	1	1	283	0	13	4	0	0	0	0	0	0	0	0	1	10	61	61	86	56	20	6	0	1	0	42.7	35.9	6.9	
0800 - 0900	464	121	122	113	108	0	0	443	2	17	2	0	0	0	0	0	0	0	0	0	0	21	76	96	182	63	17	6	2	1	0	40.9	35.5	6.3
0900 - 1000	259	68	69	52	70	2	1	238	1	13	2	1	0	1	0	0	0	0	0	1	2	5	42	70	81	49	9	0	0	0	41.4	35.3	5.8	
1000 - 1100	224	67	46	48	63	1	2	205	2	12	1	0	1	0	0	0	0	0	0	0	1	5	31	53	88	36	8	1	1	0	46.8	35.7	5.7	
1100 - 1200	242	57	54	71	60	0	0	224	2	13	3	0	0	0	0	0	0	0	0	0	0	7	27	58	93	44	9	4	0	0	41.9	36.3	5.7	
1200 - 1300	243	63	58	73	49	0	0	228	2	13	0	0	0	0	0	0	0	0	0	0	0	7	33	60	85	40	14	4	0	0	42.1	36.3	5.8	
1300 - 1400	275	67	79	54	75	0	2	251	1	19	0	1	0	0	0	0	0	0	0	1	6	34	87	100	35	5	6	1	0	0	40.6	35.5	5.6	
1400 - 1500	281	74	62	56	89	0	2	257	0	22	0	0	0	0	0	0	0	0	0	0	0	7	33	62	111	54	11	1	2	0	41.5	36.3	5.5	
1500 - 1600	355	88	83	83	101	0	3	336	1	15	0	0	0	0	0	0	0	0	0	0	0	7	59	111	123	39	12	2	1	0	40.1	35.1	5.6	
1600 - 1700	313	91	66	89	67	0	0	302	1	9	0	0	1	0	0	0	0	0	0	0	0	7	26	77	127	60	14	1	0	0	41.2	36.7	5.4	
1700 - 1800	288	98	72	72	98	0	0	331	1	17	1	0	0	0	0	0	0	0	0	0	0	9	146	59	41	92	5	0	0	0	40.9	35.9	5	
1800 - 1900	299	97	68	71	63	1	0	286	1	10	0	0	0	0	0	0	0	0	0	1	0	1	42	82	105	52	15	0	0	1	41.7	36.1	5.6	
1900 - 2000	180	49	58	43	31	0	2	170	2	7	0	0	0	0	0	0	0	0	0	0	0	4	24	32	73	30	14	1	2	0	43.1	37.1	6.3	
2000 - 2100	226	36	48	48	67	0	1	245	0	9	0	0	0	0	0	0	0	0	0	0	0	3	45	103	46	14	5	0	0	0	41.7	37	5.2	
2100 - 2200	121	191	172	163	194	0	2	680	0	38	0	0	0	0	0	0	0	0	0	0	0	3	54	320	273	56	11	1	1	1	38.7	35	4.1	
2200 - 2300	680	174	165	202	144	0	2	638	3	42	0	0	0	0	0	0	0	0	0	0	0	10	126	339	186	23	0	0	0	37	33.1	3.8		
2300 - 0000	542	132	105	121	102	1	1	502	0	36	0	0	0	0	0	0	0	0	0	0	0	12	63	216	34	63	5	4	0	0	40.2	34.3	4.3	
0700 - 1900	3611	948	829	900	934	5	12	3384	18	173	13	3	1	0	1	0	0	0	0	2	5	88	505	909	1327	586	144	33	7	3	2	41.3	35.9	5.8
0600 - 2200	4149	1242	1153	1213	1370	5	19	4608	21	242	14	5	1	1	1	0	0	0	0	2	5	124	628	1356	1867	755	195	43	13	7	2	40.2	35.9	5.7
0600 - 2000	6915	1546	1487	1534	1674	5	22	5748	24	320	15	5	1	1	2	2	0	0	0	2	5	104	618	1056	2108	812	200	48	13	7	2	40.7	35.4	5.5
6:13Z - 19:13Z	6137	1913	1833	1983	1938	5	23	5840	27	344	17	5	1	1	2	2	0	0	0	2	5	130	677	1209	1878	821	55	48	12	12	41.8	35.7	5.5	

Saturday 22 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-Title	Average Speed	Standard Deviation			
		00-15	15-30	30-45	45-00					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 <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	322	121	87	61	53	0	6	302	0	13	0	0	0	0	0	0	0	0	0	0	12	112	133	52	10	1	2	0	0	41.2	36.7	4.6			
0100 - 0200	57	31	8	8	10	0	0	56	0	1	0	0	0	0	0	0	0	0	0	0	2	12	25	13	4	1	0	0	0	41.7	38	4.8			
0200 - 0300	21	7	7	3	4	0	0	19	0	1	1	0	0	0	0	0	0	0	0	0	1	3	2	4	3	5	0	0	1	2	58.9	43.4	17.2		
0300 - 0400	17	4	4	7	2	0	0	12	0	4	1	0	0	0	0	0	0	0	0	0	0	3	3	5	7	1	0	0	0	40.2	36	5.7			
0400 - 0500	26	0	8	7	11	0	0	24	0	2	0	0	0	0	0	0	0	0	0	0	0	5	5	6	3	0	2	0	0	47.5	38.3	8.5			
0500 - 0600	49	13	12	14	10	0	0	44	0	5	0	0	0	0	0	0	0	0	0	0	2	10	8	9	14	1	4	1	0	44.6	37.4	8.3			
0600 - 0700	64	12	11	18	23	1	0	59	0	3	1	0	0	0	0	0	0	0	0	0	2	2	6	15	12	13	9	4	0	0	47.4	38	9.6		
0700 - 0800	137	23	31	38	45	0	0	127	0	10	0	0	0	0	0	0	0	0	0	0	1	5	28	35	32	26	6	1	3	0	41.9	35.2	7.4		
0800 - 0900	228	54	50	68	56	0	0	211	0	17	0	0	0	0	0	0	0	0	0	0	6	38	55	68	41	16	2	1	0	0	42.8	36	6.5		
0900 - 1000	248	53	48	72	75	1	1	231	1	14	0	0	0	0	0	0	0	0	0	0	8	37	73	69	43	14	3	0	0	42	35.6	6.3			
1000 - 1100	271	71	74	70	64	1	4	261	0	12	0	0	0	0	0	0	0	0	0	0	7	34	73	92	52	11	5	3	1	41.7	36.4	6.6			
1100 - 1200	291	63	66	88	74	2	1	270	3	15	0	0	0	0	0	0	0	0	0	0	2	7	51	68	90	53	15	5	0	0	42	35.8	6.3		
1200 - 1300	252	77	85	70	60	1	0	279	2	9	0	1	0	0	0	0	0	0	0	0	1	1	4	48	71	96	57	11	2	0	0	41.4	35.9	6	
1300 - 1400	244	49	51	70	74	1	3	231	1	8	0	0	0	0	0	0	0	0	0	0	3	32	44	89	55	18	2	0	0	42.9	37	6			
1400 - 1500	267	75	59	63	70	2	2	257	2	4	0	0	0	0	0	0	0	0	0	0	1	1	0	4	35	70	87	38	24	5	0	42.8	36.6	7.5	
1500 - 1600	245	61	57	62	65	1	1	233	1	9	0	0	0	0	0	0	0	0	0	0	1	8	29	53	80	54	16	3	1	0	43	36.7	6.3		
1600 - 1700	202	57	48	50	47	0	2	195	0	4	0	0	0	0	0	0	0	0	0	0	1	22	42	72	46	13	1	0	0	43.3	37.2	5.9			
1700 - 1800	216	52	55	61	48	0	1	212	0	3	0	0	0	0	0	0	0	0	0	0	0	3	30	40	44	19	5	0	0	3	44.2	37.6	7.9		
1800 - 1900	199	46	52	50	51	1	0	193	1	4	0	0	0	0	0	0	0	0	0	0	1	4	23	37	82	34	15	0	1	1	42.8	37.1	6.5		
1900 - 2000	149	43	36	41	29	0	2	141	0	6	0	0	0	0	0	0	0	0	0	0	0	1	20	26	55	33	8	4	1	1	43.3	37.4	6.4		
2000 - 2100	87	32	16	17	22	0	0	84	0	3	0	0	0	0	0	0	0	0	0	0	0	3	12	16	31	15	7	2	1	0	44	37.1	7		
2100 - 2200	104	28	34	20	22	0	1	99	0	3	1	0	0	0	0	0	0	0	0	0	1	2	17	27	31	20	5	0	0	1	41.8	35.6	6.5		
2200 - 2300	86	30	24	8	24	0	0	85	0	1	0	0	0	0	0	0	0	0	0	0	0	13	24	33	10	4	1	1	0	0	41.2	36	5.8		
2300 - 0000	82	17	19	28	18	0	0	80	0	2	0	0	0	0	0	0	0	0	0	0	5	7	19	25	16	3	3	1	0	0	44.1	37.5	7.8		
0700 - 1800	2848	681	676	762	729	11	15	2700	11	109	0	1	0	0	0	1	0	0	1	7	7	60	407	662	928	545	178	33	11	4	5	42.5	36.4	6.6	
0600 - 2200	3252	796	773	858	825	12	18	3083	11	124	2	1	0	0	0	1	0	0	0	1	7	7	10	68	462	746	1057	626	207	43	13	6	42.6	36.5	6.7
0600 - 0000	3420	843	816	894	867	12	18	3248	11	127	2	1	0	0	0	1	0	0	1	7	7	10	73	482	789	1115	652	214	47	17	7	42.6	36.5	6.7	
0000 - 0000	3912	1019	942	994	957	12	24	3705	11	153	4	1	0	0	0	1	0	0	1	7	10	76	517	933	1298	741	237	54	22	8	6	42.6	36.6	6.7	

Sunday 23 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-Title 85%	Average Speed	Standard Deviation							
		00-15	15-30	30-45	45-00					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 <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	44	9	12	10	13	0	0	41	1	2	0	0	0	0	0	0	0	0	0	0	7	7	17	6	4	3	0	0	0	45.6	37.4	6.6		
0100 - 0200	23	5	3	7	7	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0	1	3	2	9	7	1	0	0	0	42.3	36.9	5.8		
0200 - 0300	11	3	1	4	3	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4	4	0	0	0	0	0	42.4	38.2	3.6		
0300 - 0400	19	3	5	6	5	0	0	19	0	0	0	0	0	0	0	0	0	0	0	1	5	5	3	2	3	0	0	0	0	46.6	35.7	7.9		
0400 - 0500	16	3	3	5	5	0	0	16	0	0	0	0	0	0	0	0	0	0	0	1	1	4	3	1	4	2	0	0	0	46	34.4	9.2		
0500 - 0600	29	10	5	10	4	0	1	26	0	2	0	0	0	0	0	0	0	0	0	1	7	3	10	3	3	1	0	1	0	46.9	37.2	8.4		
0600 - 0700	44	12	10	15	7	0	0	40	0	3	0	1	0	0	0	0	0	0	0	3	13	4	7	8	6	3	0	0	0	46.3	36.2	8.9		
0700 - 0800	70	18	17	20	15	0	0	63	1	6	0	0	0	0	0	0	0	0	0	1	15	9	21	17	4	2	0	0	0	42.5	36.6	7		
0800 - 0900	113	22	19	36	36	3	2	104	0	4	0	0	0	0	0	0	0	0	0	1	3	4	16	23	28	21	14	1	2	0	0	45.4	36.4	8
0900 - 1000	196	46	37	58	55	3	3	183	1	6	0	0	0	0	0	0	0	0	0	1	4	11	32	46	59	28	14	1	0	0	42.5	34.8	7.2	
1000 - 1100	223	54	53	55	61	0	4	215	1	3	0	0	0	0	0	0	0	0	0	2	9	48	48	47	70	26	15	3	1	2	41.9	35.5	7.7	
1100 - 1200	224	57	48	69	50	1	2	211	0	9	0	0	1	0	0	0	0	0	0	1	1	5	37	49	69	42	17	1	0	1	42.1	36.1	6.9	
1200 - 1300	248	72	54	61	61	2	2	234	2	8	0	0	0	0	0	0	0	0	0	1	1	9	26	74	91	34	12	0	0	0	40.9	35.5	5.9	
1300 - 1400	222	49	45	65	63	0	1	214	2	5	0	0	0	0	0	0	0	0	0	0	4	41	56	58	37	18	5	3	0	0	43	36.4	6.9	
1400 - 1500	205	55	47	55	48	1	2	196	1	5	0	0	0	0	0	0	0	0	0	1	7	31	50	76	27	9	4	0	0	0	41.1	35.4	6.4	
1500 - 1600	171	44	48	48	31	1	1	168	0	1	0	0	0	0	0	0	0	0	0	0	1	5	29	40	40	34	17	5	0	0	44.6	36.6	7.1	
1600 - 1700	173	37	48	42	46	0	3	166	0	4	0	0	0	0	0	0	0	0	0	0	4	26	32	67	33	8	2	1	0	0	41.7	36.4	6	
1700 - 1800	199	54	57	43	45	0	3	194	0	2	0	0	0	0	0	0	0	0	0	0	0	2	23	46	62	32	11	1	0	0	41.6	36.4	6	
1800 - 1900	179	49	39	42	49	2	1	169	0	5	1	1	0	0	0	0	0	0	0	1	1	5	22	45	55	36	10	0	0	0	42.9	36.4	6.7	
1900 - 2000	152	45	39	36	32	0	2	146	1	3	0	0	0	0	0	0	0	0	0	3	21	27	53	39	5	4	0	0	0	43.5	37	6.1		
2000 - 2100	98	22	27	34	32	0	1	92	1	3	0	0	0	0	0	0	0	0	0	3	14	18	31	21	8	9	1	0	0	41	37	6.8		
2100 - 2200	76	20	22	22	12	0	1	73	0	2	0	0	0	0	0	0	0	0	0	0	3	14	18	31	21	8	4	0	1	1	42.2	35.8	7.6	
2200 - 2300	56	19	7	17	13	0	0	52	0	0	0	0	0	0	0	0	0	0	0	0	6	10	22	13	4	0	0	0	0	42.6	38	5.9		
2300 - 0000	16	5	5	4	3	0	0	16	0	1	0	0	0	0	0	0	0	0	0	0	2	4	3	5	0	0	0	0	0	43	35.6	6.1		
0700 - 1900	2223	557	512	594	560	13	24	2117	8	58	1	1	1	1	0	0	0	0	0	6	15	66	346	517	716	367	149	28	10	0	3	42.4	36.0	6.8
0600 - 2200	2593	656	601	701	626	13	28	2468	11	69	1	2	1	0	0	0	0	0	0	6	15	79	404	586	834	443	173	36	1	0	4	42.5	36.1	6.8
2000 - 0800	2606	680	622	722	645	11	76	2618	13	76	1	2	1	0	0	0	0	0	0	6	16	79	412	594	864	477	166	11	3	4	42.5	36.1	6.8	
0900 - 0000	2987	631	624	764	679	13	29	2669	12	80	1	2	1	0	0	0	0	0	0	6	16	83	438	621	903	486	190	40	11	4	4	42.6	36.1	6.8

Monday 24 June 2019

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Motor Cycles	Car Van Towing	2 Axle Van Lorry	Number Vehicle Classes ARX Scheme					Vehicle Speed										P-Title 85%	Average Speed	Standard Deviation							
		00-15	15-30	30-45	45-90					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	19	8	4	4	3	0	0	18	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	-	39.9	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	-	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	0	0	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	0	0	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	0	0	0	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	0	0	0	0	0	45	37.2	7.8		
0700 - 0800	304	64	62	89	89	1	2	278	3	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	41.2	35.3	5.7		
0900 - 1000	248	67	59	62	69	0	2	231	0	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	41.2	35.4	5.6		
1100 - 1200	202	46	50	53	53	1	1	187	1	11	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	40.5	34.7	5.5		
1300 - 1400	219	52	60	63	44	0	2	201	4	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	40.5	35.7	5		
1500 - 1600	314	76	81	83	74	0	2	293	2	16	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.9	35.5	5.4		
1600 - 1700	295	84	83	68	60	2	1	272	3	16	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.3	36.3	5.7		
1700 - 1800	356	99	86	91	80	0	1	323	3	26	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	41.5	36.1	5.6		
1900 - 2000	171	46	50	38	37	2	2	159	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	41.1	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	0	0	0	0	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	0	0	0	0	0	41.4	36.2	5.5		
2300 - 0000	56	18	10	16	12	0	0	50	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.9	36.9	6.2		
0700 - 1800	3298	853	820	837	788	8	16	3062	24	177	5	3	2	0	0	1	0	0	0	4	5	77	490	905	1150	527	110	21	5	4	4	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	5	8	88	583	1232	1507	669	152	30	12	5	2	41.1	35.6	5.7
0600 - 0000	4573	1144	1173	1208	1048	11	26	4248	29	246	5	4	2	0	0	2	0	0	0	5	8	103	608	1324	1606	708	162	39	12	6	2	41.2	35.7	5.7
0000 - 0600	4721	1180	1210	1244	1087	11	29	4373	29	265	6	4	2	0	0	2	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	15 Minute Bin Drops				Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme										Vehicle Speed										P-Title 85%	Average Speed	Standard Deviation				
		00-15	15-30	30-45	45-90					2 Axle Rigid	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	19	6	6	4	3	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4	7	5	0	0	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	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	1	1	2	12	4	2	0	1	0	0	46.4	39	6.7			
0300 - 0400	9	3	2	3	3	0	0	6	0	3	0	0	0	0	0	0	0	0	0	0	0	1	2	1	3	1	0	0	0	0	35.6	10.3	-			
0400 - 0500	23	1	1	12	9	0	0	22	0	1	0	0	0	0	0	0	0	0	0	0	2	2	5	4	7	3	0	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	5	28	19	22	14	6	2	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	7	32	23	28	31	8	2	0	0	43	35.5	7.2			
0700 - 0800	283	49	75	75	84	0	2	266	2	13	0	0	0	0	0	0	0	0	0	0	0	13	58	65	83	47	16	1	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	1	0	20	94	119	160	45	19	2	0	0	39.8	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	11	30	68	84	37	10	3	0	0	41.2	35.6	5.7			
1000 - 1100	201	54	50	47	47	0	1	185	0	11	11	0	0	0	1	2	0	0	0	0	0	8	39	51	61	32	6	3	0	0	41.1	35	6.3			
1100 - 1200	193	43	53	53	44	0	0	184	2	7	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	1	9	29	79	90	29	6	4	0	0	40.3	35.2	5.5		
1300 - 1400	227	54	62	53	58	1	0	201	0	21	3	0	0	0	0	0	0	0	0	0	1	2	3	27	59	81	45	6	3	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	2	13	49	71	71	29	3	1	1	0	39.7	34	6.1			
1500 - 1600	290	72	82	82	54	1	1	275	2	10	0	0	0	1	0	0	0	0	0	0	1	0	9	44	79	111	40	6	0	0	0	40.4	35	5.3		
1600 - 1700	304	103	68	66	67	2	2	285	0	15	0	0	0	0	0	0	0	0	0	0	2	4	36	67	121	61	12	0	1	0	41.5	36.3	5.5			
1700 - 1800	288	74	69	73	62	0	2	275	0	10	0	0	0	0	0	0	0	0	0	0	0	2	13	49	71	29	9	2	0	0	40.1	36.8	6			
1800 - 1900	240	71	58	47	64	1	1	228	2	8	0	0	0	0	0	0	0	0	0	0	1	6	34	60	81	41	14	3	0	0	42.1	36.2	5.9			
1900 - 2000	185	49	42	60	34	0	0	175	0	9	0	0	0	0	0	0	0	0	0	0	0	5	26	31	70	37	12	4	0	0	43	37.1	6.2			
2000 - 2100	215	36	35	35	31	0	0	216	1	118	5	0	0	0	0	0	0	0	0	0	0	3	7	32	28	32	12	2	0	0	41.4	36	7.7			
2100 - 2200	128	33	30	38	27	0	0	123	1	3	0	0	0	0	0	0	0	0	0	0	0	3	15	29	41	29	5	3	3	0	0	42.8	37.2	6.7		
2200 - 2300	127	38	28	20	0	0	0	122	0	4	1	0	0	0	0	0	0	0	0	0	2	3	22	31	39	20	8	0	2	0	42.5	35.6	6.9			
2300 - 0000	10	10	11	8	35	0	0	35	0	1	0	0	0	0	0	0	0	0	0	0	0	5	5	10	35	9	5	0	0	0	37.5	35	7.5			
0700 - 1900	3216	804	846	808	758	8	15	3303	14	163	4	2	1	4	0	1	1	1	0	0	1	3	8	101	500	855	1125	471	121	28	3	0	0	42.0	35.4	5.8
0600 - 2200	3785	845	899	957	894	8	22	3351	17	191	5	3	1	5	0	1	1	0	0	0	1	3	10	119	580	970	1296	596	198	43	8	1	0	41.4	35.6	6.0
0600 - 2200	3940	896	938	969	922	8	22	3498	17	198	5	3	1	5	0	1	1	0	0	0	1	3	10	119	580	970	1296	596	198	43	10	1	0	41.6	35.7	6.1
0600 - 2200	4142	1045	1088	1042	967	8	24	3885	17	210	7	3	1	5	0	1	1	0	0	0	1	3	12	132	644	1050	1396	656	198	46	13	1	0	41.6	35.8	6.1

Wednesday 26 June 2019

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Motor Cycles	Car Van Towing	Car Van Lorry	Number Vehicle Classes ARX Scheme										Double Road Train	Triple Road Train	Vehicle Speed															P-Title 85%	Average Speed	Standard Deviation	
		00-15	15-30	30-45	45-90					2 Axle Rigid	3 Axle Rigid	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	1	7	5	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	1	5	5	1	1	0	0	52	42.7	6.4				
0200 - 0300	11	3	3	2	3	0	0	9	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	3	0	0	1	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	1	2	2	1	0	0	0	2	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	3	6	6	3	5	5	4	1	0	50.6	37.9	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	1	1	5	22	20	9	27	5	1	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	5	34	22	40	38	8	4	1	1	0	43	36.6	7.3	
0700 - 0800	277	54	63	68	92	0	0	261	2	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	61	64	89	36	12	4	0	0	41.7	34.9	6.2		
0800 - 0900	447	129	119	112	87	2	5	421	2	15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	8	79	121	149	70	15	3	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	10	46	56	68	31	9	4	0	0	1	41.3	35	6.6	
1000 - 1100	197	49	52	48	48	1	1	180	0	14	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	29	52	66	29	10	1	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	7	31	51	68	28	7	4	1	0	0	42.2	35.6	6.2	
1200 - 1300	225	50	60	60	55	0	4	204	2	11	11	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	11	33	59	77	29	11	3	1	0	0	41.3	35.3	6.5	
1300 - 1400	175	43	43	43	41	0	1	162	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	18	20	41	64	31	8	2	0	0	41.8	35.9	6.2	
1400 - 1500	243	49	49	74	71	1	1	229	0	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	35	60	93	43	6	1	0	0	41	35.7	5.2	
1500 - 1600	330	97	76	72	85	0	3	308	2	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	56	94	109	54	8	1	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	5	25	85	111	49	9	3	0	0	0	41.1	36.3	5.2	
1700 - 1800	349	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	6	32	110	129	60	10	1	1	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	1	2	2	25	77	97	33	8	2	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	3	19	47	59	31	15	6	3	0	0	44.3	37.2	7.3	
2000 - 2100	204	39	53	47	65	0	0	196	1	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	20	30	81	47	15	9	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	2	27	112	159	70	7	4	2	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	22	106	126	35	9	2	1	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	3	21	35	18	1	3	1	0	0	42.6	37.8	5.5		
0700 - 1800	3199	837	818	783	761	7	17	2381	14	170	6	1	1	2	0	0	0	0	0	0	0	2	3	6	87	472	870	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	1459	679	158	52	9	1	1	41.5	35.8	5.9			
0600 - 0000	4508	1108	1122	1168	1110	8	23	4205	20	237	8	2	1	3	0	1	0	0	0	0	2	5	7	99	597	1208	1620	732	168	57	11	1	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	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	15 Minute Bin Drops			Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme								Double Road Train	Triple Road Train	Vehicle Speed										P-Title 85%	Average Speed	Standard Deviation			
		00-15	15 Minute Bin Drops	30-45					4-Axle Rigid	5-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	65	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	21	27	12	4	1	0	0	42.1	37.1	5.3
0100 - 0200	22	8	4	5	6	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	8	6	4	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	1	2	5	2	2	0	0	0	0	47.3	39.2	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	1	3	2	4	2	1	0	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	2	5	3	3	5	4	1	0	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	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	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	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	1	12	65	95	126	54	16	3	1	0	41.2	35.3	6.2	
0900 - 1000	240	65	56	61	58	1	2	222	1	13	0	0	0	0	0	0	0	0	0	0	0	1	8	42	62	73	41	11	2	0	0	41.6	35.3	6.2
1000 - 1100	222	59	53	54	56	1	2	205	1	12	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	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	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	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	1	6	35	66	88	38	10	2	0	0	41.1	35.7	6
1500 - 1600	288	75	71	71	68	0	2	271	1	13	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	267	75	67	64	61	1	1	251	1	12	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	4	37	85	113	46	13	3	0	0	41.1	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	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	3	22	36	61	35	11	3	1	0	43	37	6.4	
2000 - 2100	179	37	39	44	59	0	1	171	1	6	0	0	0	0	0	0	0	0	0	0	0	3	15	39	68	35	12	4	1	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	3	29	136	145	44	6	2	1	0	39.9	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	2	36	111	90	25	6	2	1	0	39.3	34.8	5	
2300 - 0000	129	34	39	29	27	0	1	120	0	8	0	0	0	0	0	0	0	0	0	0	0	0	3	13	48	42	16	5	2	1	0	40.8	35.6	5.7
0700 - 1800	3117	798	767	787	765	9	16	2916	16	151	5	2	1	2	0	1	0	0	1	4	9	78	464	802	1073	509	138	29	6	2	2	41.5	35.7	6.1
0600 - 2200	3585	983	978	1010	984	9	23	3698	19	193	6	3	1	2	0	1	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	1	5	10	97	604	1193	1505	691	188	45	13	4	3	41.4	35.8	6.0
0000 - 0000	4582	1162	1144	1160	1116	10	27	4279	20	231	8	3	1	2	0	1	0	0	1	5	11	104	638	1242	1568	733	206	51	15	5	4	41.6	35.9	6.1

Virtual Week (1.00)																																		
Time	Hourly Totals	15 Minute Bin Drops				Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme						Double Road Train	Triple Road Train	Vehicle Speed										P-Title 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 <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	
Mon	4721	1180	1210	1244	1087	11	29	4373	29	265	6	4	2	0	0	2	0	0	0	5	8	103	635	1347	1640	734	185	43	13	6	2	41.3	35.7	5.8
Tue	4142	1045	1088	1042	967	8	24	3865	17	210	7	3	1	5	0	1	1	0	1	3	12	132	644	1050	1396	696	188	46	13	1	0	41.6	35.6	6.1
Wed	4678	1147	1164	1201	1166	10	25	4349	20	257	10	2	1	3	0	1	0	0	2	6	8	108	630	1237	1649	775	180	66	14	1	2	41.7	35.9	6
Thu	5439	1415	1414	1290	1320	9	30	5049	26	308	10	2	0	5	0	0	0	0	0	5	16	97	745	1406	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	2	5	130	857	2007	2208	857	221	55	15	12	3	40.8	35.5	5.6
Sat	3912	1019	942	994	957	12	24	3705	11	153	4	1	0	0	1	1	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	29	2669	12	80	1	2	1	0	0	0	0	0	0	6	16	83	438	621	908	486	190	40	11	4	4	42.6	36.1	6.8

Gravesend, Kent

Report Id 425/19
Site Name Site 1 of 1
Description Haver 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 ARX Scheme								Double Road Train	Triple Road Train	Vehicle Speed																P-Title 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 <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	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	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	0	0	0	39.4	4.2			
0300 - 0400	22	5	3	8	6	1	0	16	0	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	6	9	3	1	1	0	0	0	42.9	36.1	7.6		
0400 - 0500	23	3	4	4	7	0	0	19	0	3	3	0	1	0	0	0	0	0	0	0	0	0	0	1	0	1	5	8	3	4	1	0	0	50.7	43	8		
0500 - 0600	80	11	21	22	26	0	0	68	0	11	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	14	26	21	13	3	0	0	46.1	39.9	5.8		
0600 - 0700	214	30	39	49	96	0	1	191	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	8	24	89	56	30	5	1	0	0	45.4	39.5	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	4	20	110	188	97	18	9	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	6	41	113	152	79	16	4	1	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	1	3	23	88	110	66	15	5	2	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	1	19	76	88	38	4	6	1	1	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	5	18	77	85	33	8	4	0	0	40.8	36	5.2		
1200 - 1300	242	60	64	69	49	2	3	226	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	15	60	94	54	12	3	1	0	1	42.8	37.5	5.8	
1300 - 1400	225	37	71	55	62	1	0	212	0	11	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	14	50	91	44	21	3	1	0	0	44	37.9	5.5	
1400 - 1500	286	59	66	76	85	1	1	262	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	8	33	89	101	40	6	4	0	0	40.7	35.3	6.1
1500 - 1600	395	93	89	99	114	1	2	356	0	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	7	31	141	134	54	22	3	0	0	41.4	35.8	5.5	
1600 - 1700	399	93	96	99	111	2	3	368	1	25	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	12	40	145	139	46	13	3	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	3	14	37	101	152	74	18	4	0	0	42.3	36.5	7.3	
1800 - 1900	355	96	89	91	79	0	3	331	2	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	27	103	130	67	21	3	1	1	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	1	0	15	88	89	53	20	2	3	1	1	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	2	14	51	42	27	14	5	2	1	2	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	2	4	26	23	10	2	1	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	1	4	23	16	10	3	4	1	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	1	1	0	6	8	3	1	1	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	2	11	65	318	1153	1464	692	174	51	7	2	3	42.0	36.5	5.7
0600 - 2200	4662	1088	1190	1154	1230	18	24	4282	8	324	2	4	0	0	0	0	0	0	0	0	0	0	0	5	12	70	359	1342	1707	838	240	64	13	4	8	42.2	36.7	5.9
0600 - 0800	4750	1113	1216	1174	1247	19	25	4364	8	327	2	5	0	0	0	0	0	0	0	0	0	0	0	6	13	72	363	1371	1731	851	246	69	14	5	9	42.3	36.8	6.0
0000 - 0900	4900	1141	1251	1215	1293	20	25	4490	8	346	3	6	2	0	0	0	0	0	0	0	0	0	0	7	14	73	368	1399	1780	888	264	78	15	5	9	42.4	36.8	6.0

Friday 21 June 2019

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-Title 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	23	6	6	6	5	0	0	21	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	6	3	1	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	3	1	0	1	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	1	2	3	3	0	0	1	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	1	0	0	1	2	1	0	1	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	1	6	3	7	1	1	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	3	18	17	8	4	2	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	1	14	37	43	20	8	3	1	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	3	11	25	103	253	121	33	11	2	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	1	2	9	36	65	189	207	70	12	1	0	0	39.8	34.3	5.9	
0900 - 1000	281	97	66	62	56	3	1	265	1	10	1	0	0	0	0	0	0	0	0	0	0	1	4	0	16	78	108	55	14	5	0	0	0	42.8	37	5.8	
1000 - 1100	234	95	49	62	68	4	1	210	0	18	1	0	0	0	0	0	0	0	0	0	0	0	1	3	4	15	57	81	56	16	0	1	0	42.8	36.9	6.1	
1100 - 1200	232	62	58	62	60	1	0	212	1	18	0	0	0	0	0	0	0	0	0	0	0	0	1	1	18	67	80	51	11	3	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	1	0	0	0	0	0	0	3	3	17	79	86	57	13	5	1	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	3	27	71	101	91	51	21	0	1	0	0	42.5	36.6	5.7	
1400 - 1500	322	70	63	85	70	0	6	298	0	19	0	0	0	0	0	0	0	0	0	0	0	1	21	72	106	95	57	15	5	0	0	0	42.7	37.3	6.7		
1500 - 1600	429	92	95	122	120	0	2	408	1	16	1	1	0	0	0	0	0	0	0	0	0	5	44	149	157	51	16	4	2	1	0	0	40.6	35.8	5.4		
1600 - 1700	358	88	85	97	86	1	1	331	1	25	0	0	0	0	0	0	0	0	0	0	0	1	11	35	107	120	57	21	4	2	0	0	42.1	36.2	6		
1700 - 1800	367	99	96	87	83	0	1	347	0	13	0	0	0	0	0	0	0	0	0	0	0	7	56	153	124	56	34	3	1	0	0	41.4	35.5	5.9			
1800 - 1900	359	100	93	84	3	5	331	0	20	0	0	0	0	0	0	1	0	0	0	0	0	6	28	95	133	59	27	7	2	1	0	0	42.7	37.1	6.2		
1900 - 2000	257	68	67	59	63	0	4	238	1	14	0	0	0	0	0	0	0	0	0	0	0	0	15	83	93	46	14	4	1	1	0	0	42.4	37.1	5.4		
2000 - 2100	128	41	34	34	23	0	0	126	0	1	0	0	0	0	0	0	0	0	0	0	0	2	9	36	36	26	6	7	2	0	0	0	40.6	38	7		
2100 - 2200	85	26	27	14	18	0	1	82	2	0	0	0	0	0	0	0	0	0	0	0	0	2	8	31	28	10	4	2	0	0	0	42	35.8	5.9			
2200 - 2300	72	17	17	19	17	0	0	46	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	7	20	26	14	2	1	0	0	0	42.6	36.7	6		
2300 - 0000	47	9	17	19	17	0	0	46	0	1	0	0	0	0	0	0	0	0	0	0	0	1	3	13	23	16	11	1	1	0	0	0	41.1	35.3	5.1		
0700 - 0900	4256	1034	1031	1163	1028	18	20	3930	8	253	8	6	1	2	0	1	0	0	0	0	1	6	26	88	386	1200	1546	743	215	48	14	2	1	0	42.0	36.4	5.9
0600 - 0200	4833	1185	1179	1306	1183	19	25	4502	12	276	8	7	1	2	0	1	0	0	0	0	1	6	26	92	399	1364	1740	868	263	68	20	5	1	0	42.3	36.6	5.9
0600 - 0000	4972	1211	1215	1336	1208	19	25	4618	12	279	8	7	1	2	0	1	0	0	0	0	1	6	26	94	409	1397	1787	889	266	70	21	5	1	0	42.3	36.6	5.9
0600 - 0000	5068	1237	1235	1249	1249	19	25	4718	13	282	9	8	1	2	0	1	0	0	0	0	1	6	26	95	417	1417	1823	893	269	72	19	2	1	0	42.3	36.6	5.9

Saturday 22 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-Title 85%	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 <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	26	7	5	6	8	0	0	25	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45.2	38.8	7.1							
0100 - 0200	17	5	5	3	4	0	0	16	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43.9	35.4	7.7							
0200 - 0300	20	3	6	3	8	0	0	17	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	51.4	39.3	9.4							
0300 - 0400	14	2	5	4	3	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49.8	39.6	11.6							
0400 - 0500	18	4	2	5	7	0	0	16	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45.9	38.4	6.2							
0500 - 0600	20	2	6	3	9	1	0	17	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47	39.9	7.7							
0600 - 0700	44	7	10	10	17	0	0	39	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	13	15	6	4	2	0	49.9	42.7	6.5						
0700 - 0800	98	16	15	29	38	0	0	87	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	15	24	25	21	7	2	0	48.6	41.1	7						
0800 - 0900	174	35	44	45	50	4	0	161	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	8	32	53	50	17	6	2	0	44.7	38.7	6.8				
0900 - 1000	256	47	62	62	65	3	0	238	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9	15	63	102	44	15	6	0	42.6	36.9	6.2					
1000 - 1100	266	54	80	66	66	3	1	245	0	16	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	4	15	74	98	49	20	3	0	42.6	36.9	5.8					
1100 - 1200	294	69	69	74	82	1	3	282	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	12	75	121	60	19	4	0	42.7	37.7	5.3					
1200 - 1300	277	63	70	61	63	1	4	256	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	27	73	91	54	19	6	2	0	42.7	36.9	6.2				
1300 - 1400	301	70	80	89	82	3	1	292	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	5	25	60	93	50	20	7	1	2	43.3	36.8	7.7				
1400 - 1500	293	68	73	74	78	1	5	276	1	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	12	60	118	64	27	7	1	0	44.2	38.5	6.4			
1500 - 1600	270	64	79	68	59	3	4	256	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	9	68	95	67	17	8	1	43.8	38.1	6.1				
1600 - 1700	263	76	60	70	57	0	4	248	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	6	38	78	21	7	0	44.3	38.8	5.2					
1700 - 1800	252	65	53	71	63	0	3	244	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44.5	38.6	5.7					
1800 - 1900	251	67	66	68	50	0	2	239	2	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	2	10	56	87	56	28	4	1	44.3	38.1	6.6			
1900 - 2000	220	54	52	58	56	2	0	210	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	21	68	72	36	13	6	1	0	42.6	36.9	6.5				
2000 - 2100	164	53	35	39	37	0	2	161	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7	35	60	37	15	6	0	44.7	38.6	6.6				
2100 - 2200	148	36	46	29	37	0	1	146	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	47	54	22	9	8	0	1	43.2	38	6.4			
2200 - 2300	113	28	25	34	26	0	1	109	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	12	42	38	10	7	3	0	40.4	35.9	5.6			
2300 - 0000	109	29	31	28	21	0	0	104	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8	29	35	26	8	0	43.1	37.2	5.4				
0700 - 1800	2995	694	751	777	773	19	27	2826	5	111	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5	22	35	153	667	1134	635	247	76	11	3	6	43.8	37.9	6.3
0600 - 2200	3571	844	894	913	920	21	30	3382	5	124	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6	23	37	188	821	1333	745	290	100	14	4	9	43.9	37.9	6.4
0600 - 0000	3793	901	950	975	967	21	31	3595	5	132	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6	23	40	208	892	1407	781	305	103	14	4	9	43.8	37.8	6.3
0000 - 0600	3906	924	979	999	1006	23	31	3699	5	139	2	7	0	1	0	0	0	0	0	0	0	0	0	0	0	1	7	24	42	214	927	1429	896	316	113	15	7	9	43.9	37.9	6.4

Sunday 23 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-Title 85%	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 <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	65	24	17	14	10	0	0	63	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5	9	11	9	2	1	0	0	43.3	37.9	6.3				
0100 - 0200	37	9	15	8	5	0	0	34	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	5	9	11	9	2	1	0	0	43.5	37.6	6				
0200 - 0300	14	4	2	4	4	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	3	3	1	3	0	0	52.7	41.2	8.4				
0300 - 0400	13	3	0	3	7	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	1	5	0	1	0	49.6	41.8	8.7				
0400 - 0500	18	4	6	2	6	0	0	17	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4	4	3	3	1	0	0	52.8	43.3	7.3				
0500 - 0600	15	5	4	3	3	0	0	14	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	2	4	6	1	1	1	0	0	44.7	39.6	5.9				
0600 - 0700	20	1	4	7	8	1	0	18	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	6	3	0	0	0	45.6	39	7.6				
0700 - 0800	41	11	8	13	9	0	0	38	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	4	15	12	6	0	1	0	0	46.1	39.5	7.6				
0800 - 0900	76	11	19	22	24	1	0	70	0	5	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3	16	23	18	9	4	1	0	46	38.9	6.9			
0900 - 1000	133	26	30	34	43	2	2	121	1	7	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	6	28	50	30	9	5	2	1	44.2	38.2	6.8		
1000 - 1100	149	29	35	43	42	0	3	143	0	3	0	0	0	0	0	0	0	0	0	0	0	0	2	2	6	42	53	32	10	1	1	0	41.7	37.1	5.8			
1100 - 1200	207	48	57	41	61	1	2	196	1	5	1	1	0	0	0	0	0	0	0	0	0	0	2	2	17	55	75	36	14	2	2	1	43.3	37.4	6.5			
1200 - 1300	261	61	61	74	65	1	1	257	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	22	75	88	51	15	4	0	42.6	37	5.8			
1300 - 1400	268	83	64	50	71	0	0	256	0	10	0	0	0	0	0	0	0	0	0	0	0	0	3	29	65	97	37	19	11	0	0	43.7	36.9	6.2				
1400 - 1500	254	63	68	59	64	1	3	240	1	6	0	0	2	0	0	0	0	0	0	0	0	0	1	1	20	70	91	48	15	6	1	1	42.1	37.1	5.9			
1500 - 1600	278	74	71	69	64	4	6	264	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	6	2	3	16	65	103	60	10	8	4	0	42.6	36.8	7.2	
1600 - 1700	232	64	62	54	57	0	2	213	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	1	43	57	89	50	13	4	0	0	43.3	37.4	6.5			
1700 - 1800	274	77	65	77	55	2	4	265	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	4	11	63	100	71	17	4	1	1	0	43.3	37.9	5.8		
1800 - 1900	194	44	54	50	46	2	1	186	0	5	0	0	0	0	0	0	0	0	0	0	0	0	1	1	6	9	51	68	41	14	3	0	0	42.9	37.1	6.2		
1900 - 2000	177	48	43	42	44	0	1	171	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	9	75	25	20	0	0	0	43.9	36.2	5.4			
2000 - 2100	133	30	37	33	37	0	0	146	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	29	45	35	11	0	0	0	45.2	38.3	6.4			
2100 - 2200	93	20	30	16	27	0	0	87	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	1	5	20	30	23	13	0	0	0	45.6	38.9	6.9			
2200 - 2300	69	20	18	20	19	0	2	61	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6	16	22	13	9	1	0	45.7	37.9	6.7			
2300 - 0000	20	43	10	15	10	0	0	43	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	15	8	9	9	3	1	0	0	42.9	37.2	6.3				
0700 - 1900	2367	591	594	589	593	16	27	2250	5	61	2	2	2	2	0	2	0	0	0	0	0	0	2	9	13	26	153	597	852	492	152	48	15	7	1	43.1	37.4	6.2
0000 - 2200	2803	693	708	705	697	17	32	2663	6	82	3	2	2	2	0	2	0	0	0	0	0	0	2	10	13	28	185	685	1012	582	205	55	17	7	4	43.3	37.5	6.3
0900 - 2000	2915	723	741	738	741	34	73	2767	6	98	2	2	2	2	0	2	0	0	0	0	0	0	2	11	19	38	216	795	1015	617	17	8	6	4	43.3	37.6	6.3	
0000 - 2000	2977	772	785	769	751	17	34	2922	6	88	3	2	3	2	0	2	0	0	0	0	0	0	2	11	13	31	210	743	1096	642	228	65	10	8	4	43.4	37.6	6.4

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-Title 85%	Average Speed	Standard Deviation				
		00-15	15-30	30-45	45-00					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 <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	4	8	9	5	3	2	0	50.7	42.5	6.9
0100 - 0200	3	0	0	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	-	41.1	4.2	
0200 - 0300	5	0	2	1	2	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	1	2	1	0	0	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	3	2	3	2	0	1	0	0	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	1	4	4	4	0	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	1	6	13	9	5	3	0	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	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	2	5	14	16	119	219	119	22	6	1	0	0	42.4	37.3	5.7		
0800 - 0900	463	130	108	105	120	1	1	438	0	23	0	0	0	0	0	0	0	0	0	0	10	34	147	179	67	24	2	0	0	41.3	36.1	5.1		
0900 - 1000	280	84	70	56	70	1	0	252	0	26	1	0	0	0	0	0	0	0	0	0	12	73	114	57	17	7	0	0	0	42.3	37.8	5.2		
1000 - 1100	209	62	52	47	48	1	0	192	1	14	1	0	0	0	0	0	0	0	1	0	14	67	81	35	11	0	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	2	2	25	65	75	46	13	2	1	0	0	42.6	36.5	5.8		
1200 - 1300	233	96	58	61	58	7	1	211	0	13	1	0	0	0	0	0	0	1	5	7	20	65	82	40	6	6	1	0	0	42.1	35.9	6.6		
1300 - 1400	236	60	49	63	64	1	0	219	0	14	2	0	0	0	0	0	0	0	1	2	20	61	89	45	11	7	0	0	0	42.4	37	5.7		
1400 - 1500	241	66	52	50	73	3	2	218	0	15	0	0	1	2	0	0	0	1	1	0	2	23	74	85	37	12	5	0	1	0	42.5	36.4	6.2	
1500 - 1600	398	97	78	120	103	0	0	373	1	24	0	0	0	0	0	0	0	0	2	6	30	130	140	70	16	4	0	0	0	41.3	36.2	5.2		
1600 - 1700	362	91	104	68	99	1	0	337	3	20	0	1	0	0	0	0	0	0	1	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	5	47	116	150	72	16	4	2	1	0	41.4	36.3	5.8		
1800 - 1900	367	113	101	82	71	0	4	351	1	8	1	1	0	1	0	0	0	0	0	1	1	7	40	133	109	63	10	2	1	0	41.3	35.5	5.5	
1900 - 2000	234	60	67	63	44	0	2	216	1	14	1	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	1	13	41	58	30	8	8	1	0	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	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	2	8	24	16	9	11	1	0	0	45.3	36.4	6.6		
2300 - 0000	29	4	12	6	7	0	1	25	0	2	0	1	0	0	0	0	0	0	0	1	3	5	12	4	3	1	0	0	0	44.6	37.1	6		
0700 - 1800	3596	1025	971	966	994	19	10	3666	11	233	6	7	1	3	0	0	0	0	1	5	18	59	313	1150	1455	720	179	47	7	2	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	1	5	19	66	362	1303	1686	888	238	71	13	3	1	42.2	36.8	5.7	
0600 - 0000	4756	1185	1164	1195	1212	20	14	4408	14	280	7	9	1	3	0	0	0	1	5	19	69	373	1332	1714	901	252	73	13	3	1	42.3	36.8	5.7	
0000 - 0600	4060	1206	1195	1216	1243	20	14	4498	14	282	8	9	1	3	0	0	0	1	5	19	69	374	1347	1744	926	270	83	16	3	1	42.4	36.9	5.8	

Tuesday 25 June 2019

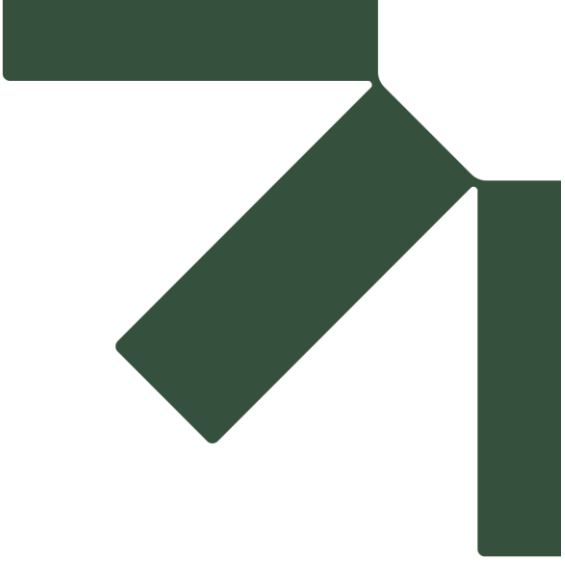
Time	Hourly Totals	15 Minute Bin Drops				Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme								Vehicle Speed										P-Title 85%	Average Speed	Standard Deviation			
		00-15	15-30	30-45	45-00					2 Axle Rigid	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	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
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	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	1	4	1	1	0	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	2	2	5	3	1	0	1	0	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	39.2	3.5	0	
0400 - 0500	23	3	4	8	8	0	0	21	0	2	0	0	0	0	0	0	0	0	0	2	4	7	5	4	0	1	0	0	0	45.6	39.1	6.6	
0500 - 0600	47	8	10	10	19	0	0	44	0	3	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	92	128	111	0	2	346	2	49	0	6	1	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	639	1	41	1	0	0	0	0	0	0	0	0	3	5	96	173	214	103	16	10	3	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	2	15	78	179	200	61	8	0	0	0	0	39.6	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	3	24	73	126	64	18	0	1	0	0	42.2	37.2	5.1	
1000 - 1100	201	49	56	48	48	1	1	177	0	20	1	0	0	0	0	0	0	1	0	2	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	12	60	73	39	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	2	6	24	101	93	42	17	2	1	2	0	41.4	36	6.1	
1300 - 1400	252	75	65	52	60	0	2	236	0	13	0	0	0	0	0	0	0	0	0	0	17	84	90	53	9	3	1	1	0	41.7	37.2	5.4	
1400 - 1500	258	54	61	68	75	2	1	237	1	16	0	1	0	0	0	0	0	2	1	6	31	77	76	49	12	3	1	0	0	42.1	35.9	6.3	
1500 - 1600	373	84	99	99	91	0	1	355	1	15	1	0	0	0	0	0	0	0	0	4	50	130	132	43	13	1	0	0	0	40.1	35.2	5	
1600 - 1700	342	98	85	82	77	2	2	322	0	16	0	0	0	0	0	0	0	2	3	5	27	91	132	63	15	0	3	1	0	41.9	36.4	6	
1700 - 1800	436	86	124	112	114	0	2	415	0	19	0	0	0	0	0	0	0	0	2	13	44	135	140	65	29	7	0	0	0	42.4	36	6.2	
1800 - 1900	317	98	78	69	74	2	3	298	0	14	0	0	0	0	0	0	0	0	2	2	23	82	126	56	18	5	3	0	0	42.5	37.1	5.7	
1900 - 2000	233	64	61	54	54	1	0	120	1	10	0	0	0	0	0	0	0	0	0	2	17	53	83	48	23	3	1	3	0	44.1	38.1	6.5	
2000 - 2100	191	49	43	49	44	0	1	191	0	14	0	0	0	0	0	0	0	0	0	2	18	34	66	31	7	3	0	0	0	39.1	36.1	7.9	
2100 - 2200	155	40	43	40	33	0	1	252	0	11	0	0	0	0	0	0	0	1	6	11	38	57	25	12	5	0	0	0	0	43	37	6.4	
2200 - 2300	119	29	32	29	29	0	1	112	0	8	0	0	0	0	0	0	0	0	0	3	20	28	31	21	8	6	0	1	0	43.5	36.9	8.1	
2300 - 0000	75	21	24	22	23	0	0	75	3	3	0	0	0	0	0	0	0	0	0	0	15	11	23	17	10	3	0	0	0	37	36.8	7	
0700 - 1900	4105	1075	1028	1005	997	11	17	3821	7	238	6	3	0	1	0	0	0	0	6	15	61	397	1238	1480	673	178	35	15	7	0	41.4	36.2	5.7
0600 - 2200	5990	1303	1263	1280	1244	12	20	4715	10	313	7	9	1	2	0	0	0	6	16	72	473	1426	1828	962	270	61	22	11	3	42.0	36.6	5.9	
0600 - 0900	6286	1323	1289	1323	1285	13	21	4900	10	325	7	9	1	2	0	0	0	6	16	75	504	1421	1875	926	278	70	22	12	4	42.0	36.6	5.9	
0900 - 1900	5393	1374	1340	1359	1320	12	21	4997	10	353	7	9	1	2	0	0	0	6	16	76	513	1504	1911	957	287	72	25	12	4	42.1	36.8	6.0	

Wednesday 26 June 2019

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Motor Cycles	Car Van Towing	2 Axle Van Lorry	Number Vehicle Classes ARX Scheme										Double Road Train	Triple Road Train	Vehicle Speed														P-Title 85%	Average Speed	Standard Deviation		
		00-15	15-30	30-45	45-90					1 Axle Rigid	2 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	23	7	10	5	1	0	0	22	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	9	6	3	0	1	0	0	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	0	0	0	0	0	2	0	5	2	2	0	0	0	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	0	0	0	0	0	1	1	5	1	3	1	1	0	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	0	0	0	0	0	1	0	4	3	1	1	0	0	46.8	39.2	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	0	0	0	0	0	2	4	2	1	4	2	1	1	0	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	0	0	0	0	0	4	7	10	11	4	3	0	0	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	0	0	0	0	0	1	1	31	75	48	28	17	2	1	0	47.5	40.7	6.1	
0700 - 0800	529	81	156	163	129	0	0	499	0	29	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6	149	194	109	34	10	3	1	0	43.1	37.5	5.7		
0800 - 0900	431	113	104	85	129	1	1	396	3	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	12	57	144	153	44	13	4	1	0	39.9	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	0	0	0	0	0	0	22	79	96	46	21	3	0	0	43.3	37.1	5.3		
1000 - 1100	196	45	56	41	54	2	0	185	0	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	15	49	72	42	9	1	2	0	42.1	36.9	6.2		
1100 - 1200	189	40	50	45	54	0	1	175	0	12	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	15	49	66	37	13	6	0	0	43.3	37.3	6		
1200 - 1300	220	46	65	51	58	2	0	199	0	18	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	2	25	63	79	37	9	2	1	0	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	0	0	0	0	3	1	22	70	86	40	14	0	0	1	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	0	0	0	0	3	19	90	100	40	18	2	1	0	0	42.3	36.6	5.5		
1500 - 1600	394	90	96	113	95	1	1	374	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	32	134	141	59	17	7	2	0	0	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	0	0	0	0	8	37	150	135	54	19	8	1	0	0	41.4	36	5.6		
1700 - 1800	434	98	112	117	107	2	1	412	1	17	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	25	50	125	141	70	13	7	1	0	0	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	0	0	0	0	1	4	34	105	136	60	19	4	1	0	0	41.8	36.4	5.5	
1900 - 2000	243	73	66	56	48	0	3	223	1	15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	24	55	83	48	22	5	3	0	0	44	37.8	6.3	
2000 - 2100	181	55	40	41	45	2	1	175	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	12	39	79	35	9	5	0	0	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	0	0	0	0	0	1	1	6	19	38	17	8	4	0	0	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	0	0	0	0	0	1	3	6	11	20	13	5	3	0	0	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	0	0	0	0	0	0	4	14	6	2	0	1	0	0	43.9	36	6.5		
0700 - 1800	3946	920	1047	981	998	13	12	3682	6	224	3	4	0	0	0	1	1	0	0	0	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	0	1	1	0	0	0	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	0	1	1	0	0	0	0	0	0	0	0	2	17	76	407	1386	1708	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	0	1	1	0	0	0	0	0	0	0	0	2	17	77	419	1388	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			Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme								Double Road Train	Triple Road Train	Vehicle Speed										P-Title 85%	Average Speed	Standard Deviation						
			15-30	30-45	45-00					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	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	8	8	6	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	3	4	2	1	1	0	0	0	44.6	37.6	6.8		
0200 - 0300	12	2	3	2	5	0	0	11	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	3	2	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	1	3	4	2	1	1	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	41.9	39.2	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	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	0	2	6	21	96	158	83	21	8	2	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	0	2	12	41	117	138	56	14	3	1	0	0	40.9	35.5	5.7	
0900 - 1000	263	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	16	4	1	0	0	42.8	37.2	5.7		
1000 - 1100	213	51	54	52	56	2	1	194	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	42.1	36.8	5.8		
1100 - 1200	226	53	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	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	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	42.6	37	6.1		
1400 - 1500	270	63	65	69	73	1	2	250	0	15	0	0	0	0	0	0	0	0	0	0	0	1	1	3	23	76	97	48	15	5	1	0	0	42.4	36.7	6.1		
1500 - 1600	365	87	99	100	92	1	2	341	0	17	0	0	0	0	0	0	0	0	0	0	0	0	1	3	30	117	129	58	16	5	1	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	1	6	27	98	123	59	18	3	1	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	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	1	1	4	24	89	113	57	20	4	1	1	0	42.4	36.8	5.9		
1900 - 2000	234	64	63	56	52	1	2	218	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	2	18	65	81	43	18	4	1	1	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	1	13	38	55	32	13	6	1	1	1	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	2	8	28	36	17	7	3	0	0	1	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	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	1	5	12	18	10	4	1	0	0	0	43.7	37.2	6.9		
0700 - 1900	3552	893	918	925	917	15	19	3402	7	199	4	4	1	1	0	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	253	72	17	5	4	42.5	36.9	6.0	
0600 - 0800	4462	1087	1118	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	
0800 - 0800	4596	1115	1149	1163	1160	19	24	4265	9	254	5	7	1	1	0	0	0	0	0	0	0	1	6	18	66	359	1248	1647	850	277	83	19	7	5	42.6	37.0	6.1	

Virtual Week (1.00)																																				
Time	Hourly Totals	00-15	15 Minute Bin Drops			Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme						Double Road Train	Triple Road Train	Vehicle Speed										P-Title 85%	Average Speed	Standard Deviation						
			15-30	30-45	45-60					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		
Mon	4860	1206	1195	1216	1243	20	14	4499	14	292	8	9	1	3	0	0	0	0	0	1	5	19	69	374	1347	1744	928	270	83	16	3	1	42.4	36.9	5.8	
Tue	5393	1374	1340	1359	1320	12	21	4997	10	333	7	9	1	2	0	1	0	0	0	0	6	16	76	513	1504	1911	957	297	72	25	12	4	42.1	36.6	6	
Wed	4875	1149	1253	1216	1257	18	17	4532	8	287	4	7	0	0	1	1	0	0	0	0	2	17	77	419	1388	1740	822	287	96	21	4	2	42.5	36.8	6	
Thu	4900	1141	1251	1215	1293	20	25	4490	8	346	3	6	2	0	0	0	0	0	0	0	7	14	73	368	1399	1780	888	264	78	15	5	9	42.4	36.8	6	
Fri	5088	1237	1237	1365	1249	20	25	4718	13	292	9	7	1	2	0	1	0	0	0	1	7	26	95	417	1426	1827	906	279	76	22	5	1	42.4	36.6	6	
Sat	3908	924	979	999	1006	23	31	3699	5	139	2	7	0	1	0	0	1	0	0	1	7	24	42	214	927	1429	806	316	111	15	7	7	43.9	37.9	6.4	
Sun	3077	772	785	769	751	17	34	2922	6	88	3	2	3	0	2	0	0	0	0	2	11	13	31	210	743	1096	642	228	65	20	10	6	43.4	37.6	6.4	



Appendix B KCC Accident Data

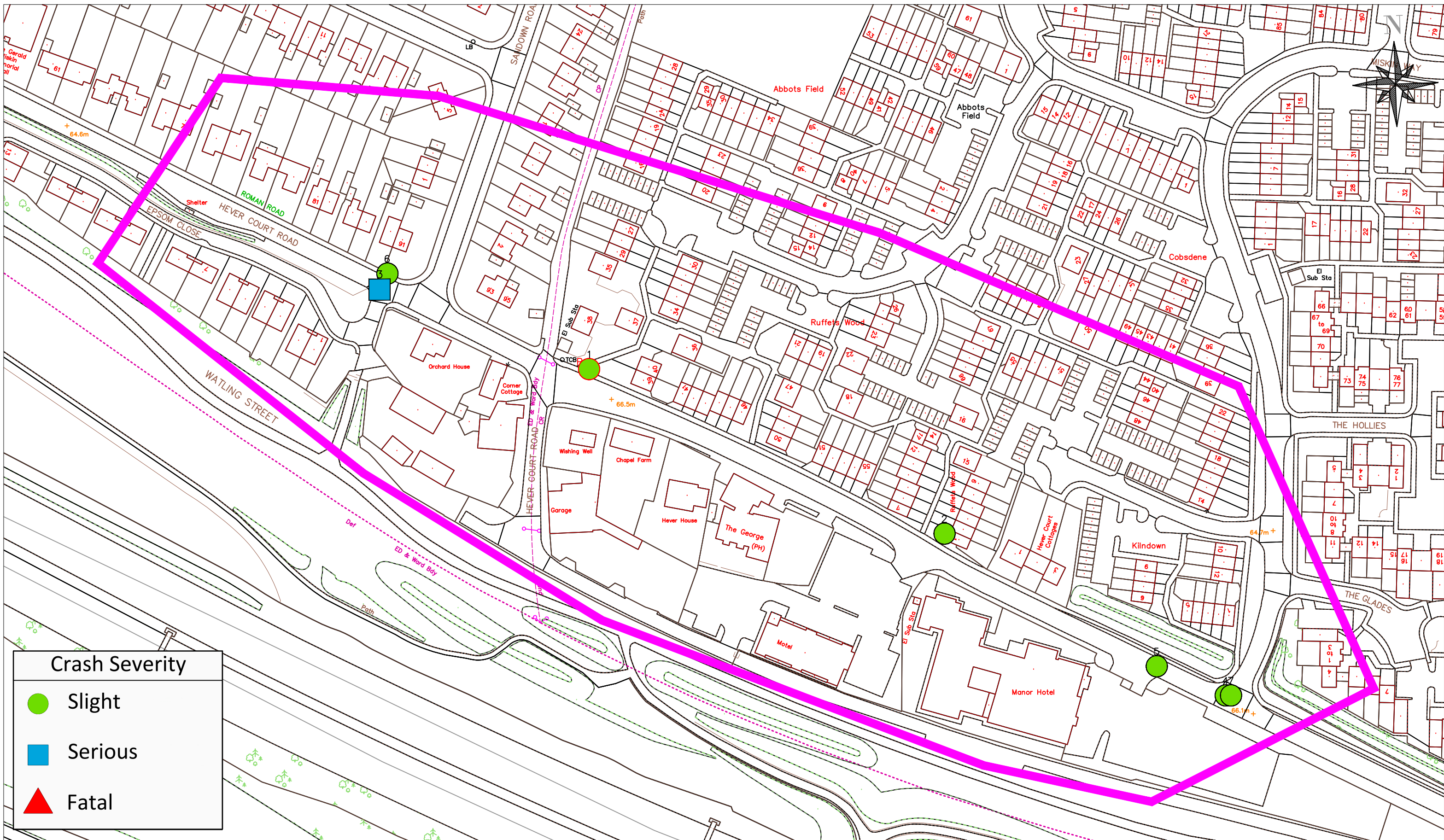
Transport Statement

Manor Hotel Redevelopment

Mr M. Rossi

SLR Project No.: 410.066123.00001

2 September 2024



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

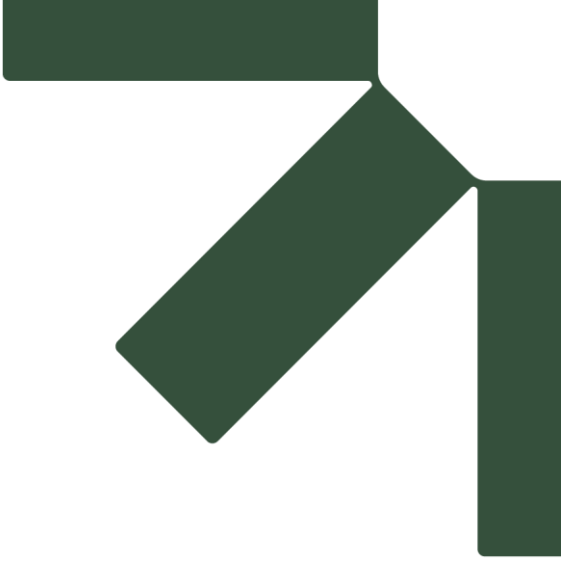
L	Daylight
STL	Street Lights
USL	Street Lights Unlit
NSL	No Street Lights
STU	Street Lights Unknown

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 C Existing Site Layout

Transport Statement

Manor Hotel Redevelopment

Mr M. Rossi

SLR Project No.: 410.066123.00001

2 September 2024

NOTES
Do not scale

Verify all dimensions on site before commencing any work or preparing any shop drawings

All building materials, components and workmanship to comply with the appropriate Public Health Acts, Building Regulations, British & European Standards and Codes of Practice and to the appropriate manufacturers recommendations.

For all specialist work see relevant drawings

All schemes to be set out completely including buildings, roads, drainage and levels prior to the commencement of works

Sites to be checked against Land Registry plans and any necessary Easements to be established

Any discrepancies, errors or omissions to be reported to the architect for further instructions before commencement of works

K		
J		
H		
G		
F		
E		
D		
C		
B		
A	20.06.2024 SLP added	LW
Date	Revisions	By

D

A

C

Architects

21 Stone Street, Gravesend, Kent, DA11 0NP
Tel: 01474 566996 Fax: 01474 320374
Design@DACarchitects.co.uk

Project Title

The Manor Hotel
Hever Court Road
Gravesend
DA12 5UQ

Client

Mr M Rossi

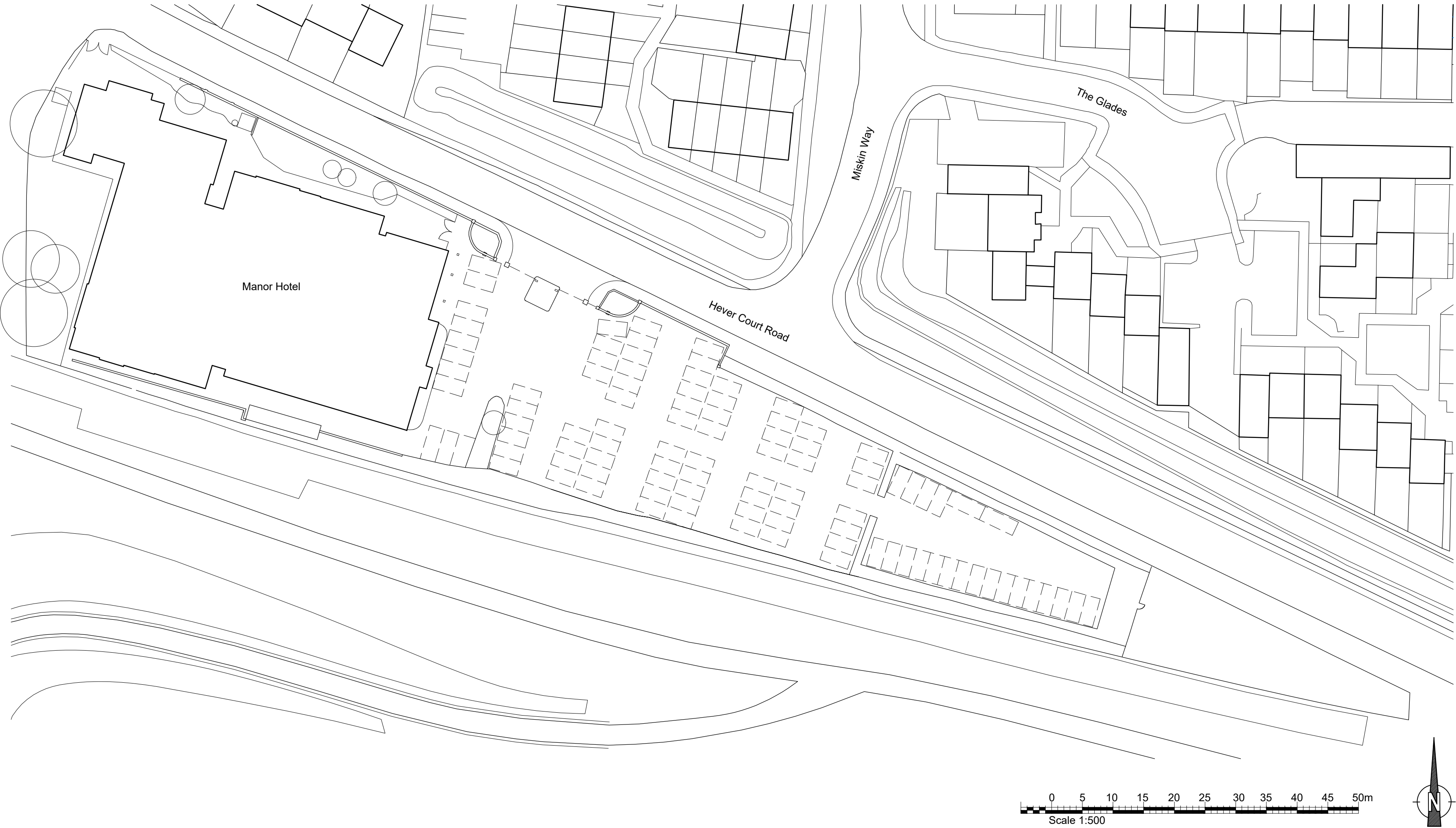
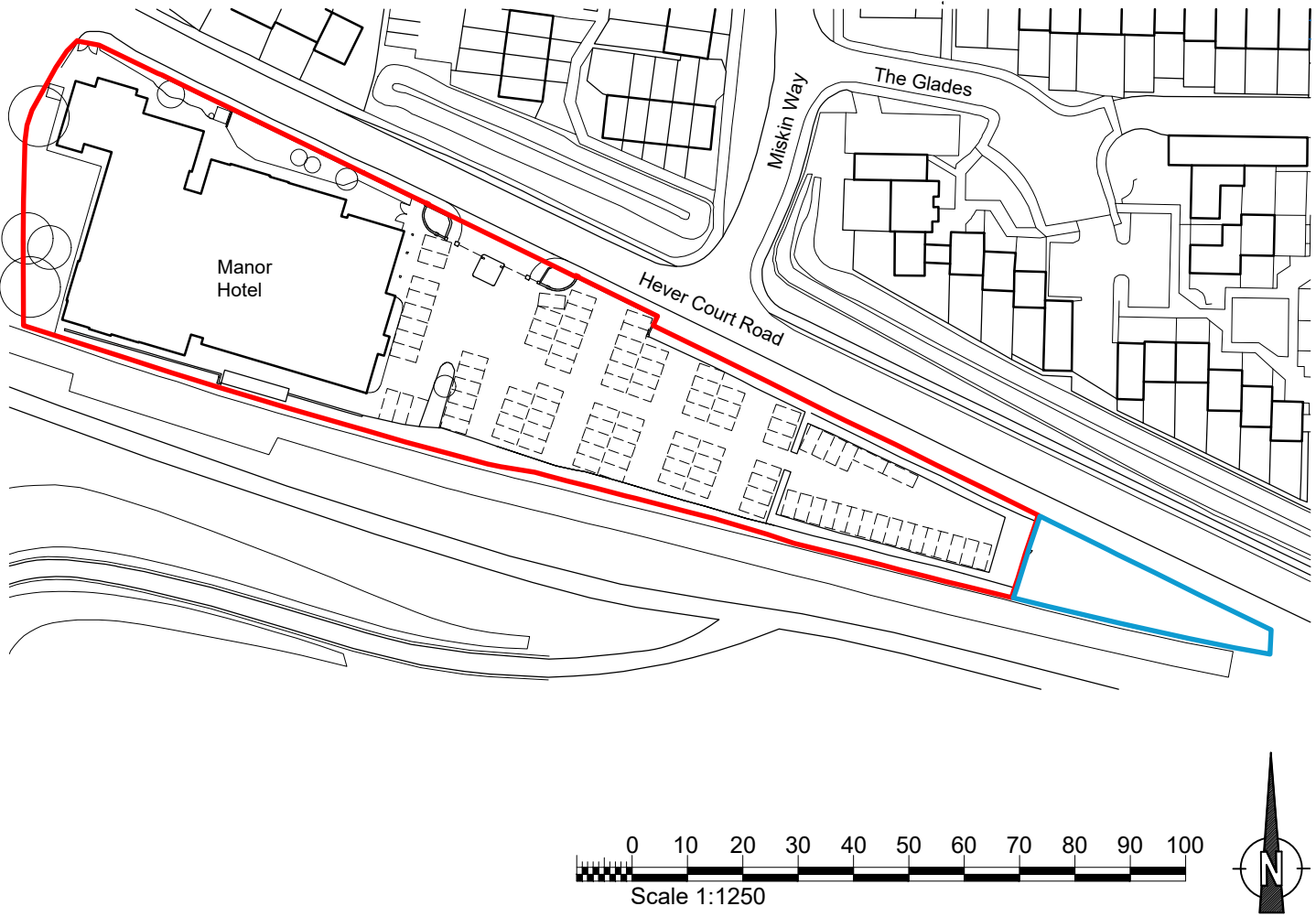
Drawing Title

Site Location Plan &
Block Plan

As Existing

Scale	Date	Drawn By
1:1250, 1:500 A1	03/06/24	JR

Project No.	Dwg. No.	Rev.
5463	D-01	A





C

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NOTES

Do not scale

Verify all dimensions on site before commencing any work or preparing any shop drawings

All building materials, components and workmanship to comply with the appropriate Public Health Acts, Building Regulations, British & European Standards and Codes of Practice and to the appropriate manufacturers recommendations.

For all specialist work see relevant drawings

All schemes to be set out completely including buildings, roads, drainage and levels prior to the commencement of works

Sites to be checked against Land Registry plans and any necessary Easements to be established

Any discrepancies, errors or omissions to be reported to the architect for further instructions before commencement of works

K		
J		
H		
G		
F		
E		
D		
C		
B		
A	20.06.2024	Notation, landscaping and colour added
Date	Revisions	By

DAC

Architects

21 Stone Street, Gravesend, Kent, DA11 0NP
Tel: 01474 566996 Fax: 01474 320374
Design@DACarchitects.co.uk

Project Title

The Manor Hotel
Hever Court Road
Gravesend
DA12 5UQ

Client

Mr M Rossi

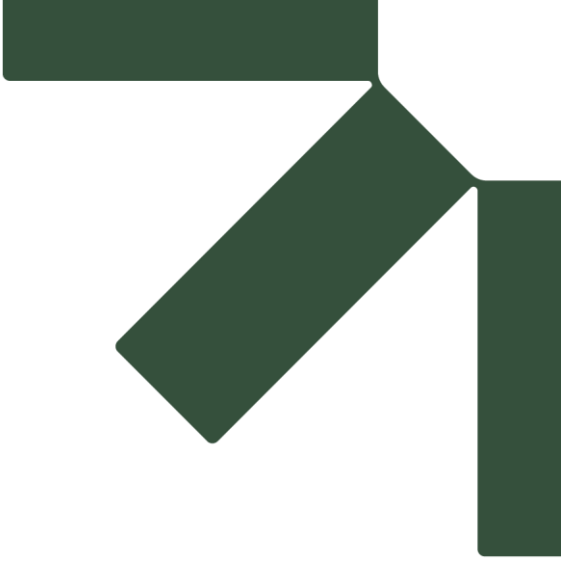
Drawing Title

Parking

As Existing

Scale	Date	Drawn By
1:200@A1	03/06/24	JR

Project No.	Dwg. No.	Rev.
5463	D-02	A



Appendix D Proposed Site Layout

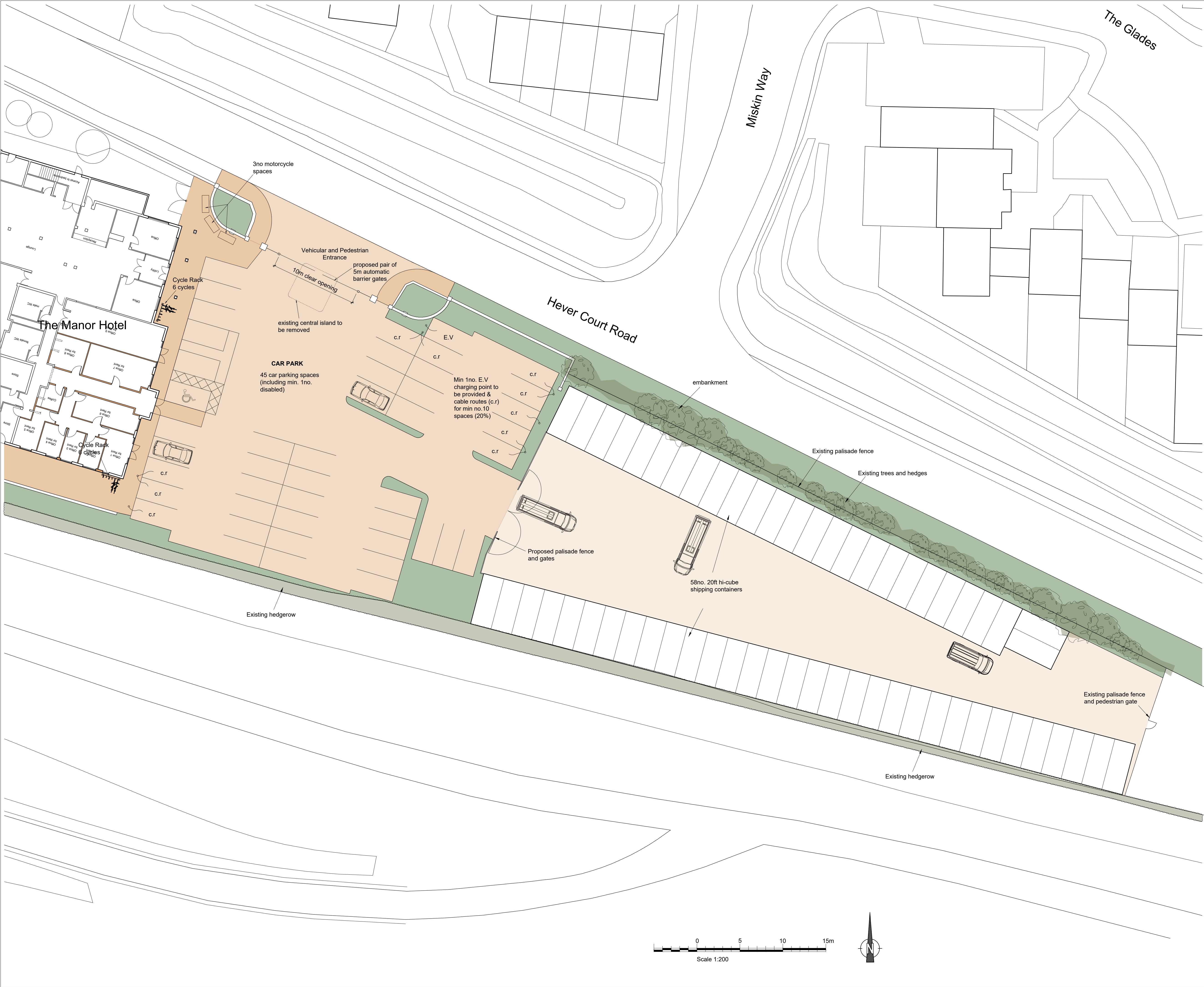
Transport Statement

Manor Hotel Redevelopment

Mr M. Rossi

SLR Project No.: 410.066123.00001

2 September 2024



C

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NOTES

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Verify all dimensions on site before commencing any work or preparing any shop drawings

All building materials, components and workmanship to comply with the appropriate Public Health Acts, Building Regulations, British & European Standards and Codes of Practice and to the appropriate manufacturers recommendations.

For all specialist work see relevant drawings

All schemes to be set out completely including buildings, roads, drainage and levels prior to the commencement of works

Sites to be checked against Land Registry plans and any necessary Easements to be established

Any discrepancies, errors or omissions to be reported to the architect for further instructions before commencement of works

K		
J		
H		
G		
F		
E	13.08.2024	parking amended
D	26.07.2024	pair of 5m entrance barrier gates to give 10m clear opening
C	25.07.2024	central island removed, new entrance barrier gates, and motorcycle parking added
B	15.07.2024	preliminary disabled spaces and EVs added - TBC
A	20.06.2024	Notation, landscaping and colour added
Date	Revisions	By

D

A

C

Architects

21 Stone Street, Gravesend, Kent, DA11 0NP
Tel: 01474 566996 Fax: 01474 320374
Design@DACarchitects.co.uk

Project Title

The Manor Hotel
Hever Court Road
Gravesend
DA12 5UQ

Client

Mr M Rossi

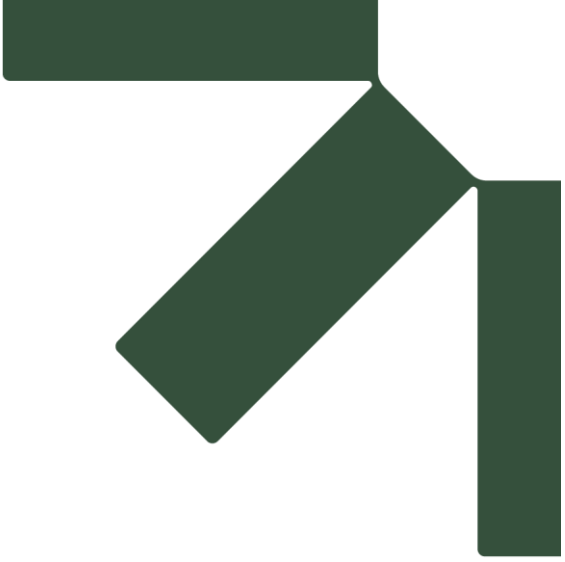
Drawing Title

Parking & Self Storage

As Proposed

Scale	Date	Drawn By
1:200@A1	03/06/24	JR

Project No.	Dwg. No.	Rev.
5463	D-04	E



Appendix E Entry / Exit Traffic Survey

Transport Statement

Manor Hotel Redevelopment

Mr M. Rossi

SLR Project No.: 410.066123.00001

2 September 2024

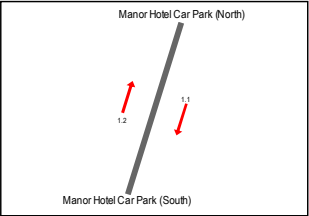
Site Plan

	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

Session:

Weekday 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)

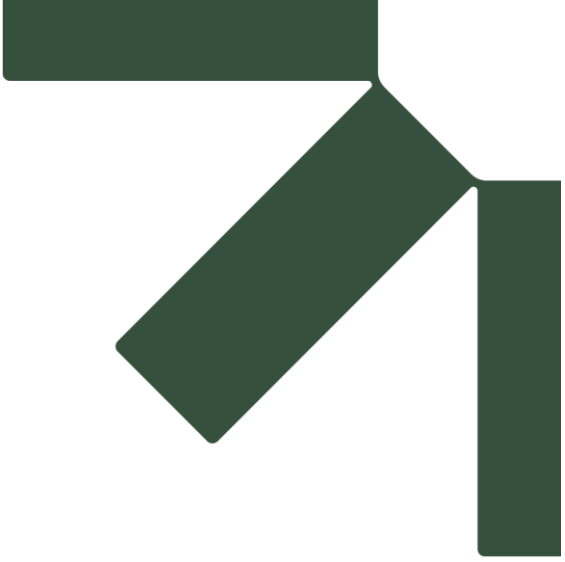
Movement 1.2: Northbound from Manor Hotel Car Park (South) to Manor Hotel Car Park (North)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	1	0	1	0	0	0	2	2.00
0715 - 0730	0	0	2	0	0	0	0	0	2	2.00
0730 - 0745	0	0	3	0	0	0	0	0	3	3.00
0745 - 0800	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 F Trics Data: Self Storage

Transport Statement

Manor Hotel Redevelopment

Mr M. Rossi

SLR Project No.: 410.066123.00001

2 September 2024

Calculation Reference: AUDIT-715001-190919-0920

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : E - WAREHOUSING (SELF STORAGE)
 VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	2 days
09	NORTH	
	TW TYNE & WEAR	1 days

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

Secondary 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: Gross floor area
 Actual Range: 2769 to 5500 (units: sqm)
 Range Selected by User: 2500 to 14000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 17/11/16

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

Selected survey days:

Monday	2 days
Wednesday	1 days
Thursday	2 days
Friday	1 days

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Industrial Zone	1
Development Zone	1
Residential Zone	1
Retail Zone	1
Built-Up Zone	1
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

B1	1 days
B8	5 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 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	1 days
25,001 to 50,000	4 days

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

Population within 5 miles:

125,001 to 250,000	2 days
250,001 to 500,000	3 days
500,001 or More	1 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	3 days

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

Travel Plan:

No	6 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	6 days
-----------------	--------

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

1	CA-02-E-03 WESTFIELD ROAD PETERBOROUGH NETHERTON Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 3205 sqm Survey date: THURSDAY 20/10/11	CAMBRIDGESHIRE	Survey Type: MANUAL
2	NT-02-E-02 LENTON LANE NOTTINGHAM Suburban Area (PPS6 Out of Centre) Development Zone Total Gross floor area: 2860 sqm Survey date: THURSDAY 17/11/16	NOTTINGHAMSHIRE	Survey Type: MANUAL
3	TW-02-E-01 STONEYGATE CLOSE GATESHEAD Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 5500 sqm Survey date: MONDAY 13/06/16	TYNE & WEAR	Survey Type: MANUAL
4	WK-02-E-01 HOOD STREET COVENTRY Edge of Town Centre Built-Up Zone Total Gross floor area: 5046 sqm Survey date: MONDAY 31/10/11	WARWICKSHIRE	Survey Type: MANUAL
5	WK-02-E-02 145 FOLESHILL ROAD COVENTRY Edge of Town Centre Retail Zone Total Gross floor area: 2769 sqm Survey date: FRIDAY 21/10/11	WARWICKSHIRE	Survey Type: MANUAL
6	WL-02-E-01 DRAKES WAY SWINDON Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area: 4925 sqm Survey date: WEDNESDAY 21/09/16	WILTSHIRE	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.

TRIP RATE for Land Use 02 - EMPLOYMENT/E - WAREHOUSING (SELF STORAGE)

VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	2769	0.000	1	2769	0.000	1	2769	0.000
07:00 - 08:00	6	4051	0.070	6	4051	0.029	6	4051	0.099
08:00 - 09:00	6	4051	0.165	6	4051	0.103	6	4051	0.268
09:00 - 10:00	6	4051	0.144	6	4051	0.123	6	4051	0.267
10:00 - 11:00	6	4051	0.177	6	4051	0.136	6	4051	0.313
11:00 - 12:00	6	4051	0.136	6	4051	0.107	6	4051	0.243
12:00 - 13:00	6	4051	0.202	6	4051	0.189	6	4051	0.391
13:00 - 14:00	6	4051	0.185	6	4051	0.185	6	4051	0.370
14:00 - 15:00	6	4051	0.156	6	4051	0.185	6	4051	0.341
15:00 - 16:00	6	4051	0.128	6	4051	0.169	6	4051	0.297
16:00 - 17:00	6	4051	0.160	6	4051	0.156	6	4051	0.316
17:00 - 18:00	6	4051	0.099	6	4051	0.189	6	4051	0.288
18:00 - 19:00	6	4051	0.045	6	4051	0.099	6	4051	0.144
19:00 - 20:00	2	3908	0.013	2	3908	0.013	2	3908	0.026
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		1.680			1.683				3.363

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	2769 - 5500 (units: sqm)
Survey date date range:	01/01/11 - 17/11/16
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/E - WAREHOUSING (SELF STORAGE)

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	2769	0.000	1	2769	0.000	1	2769	0.000
07:00 - 08:00	6	4051	0.008	6	4051	0.004	6	4051	0.012
08:00 - 09:00	6	4051	0.012	6	4051	0.012	6	4051	0.024
09:00 - 10:00	6	4051	0.016	6	4051	0.016	6	4051	0.032
10:00 - 11:00	6	4051	0.012	6	4051	0.016	6	4051	0.028
11:00 - 12:00	6	4051	0.004	6	4051	0.004	6	4051	0.008
12:00 - 13:00	6	4051	0.012	6	4051	0.012	6	4051	0.024
13:00 - 14:00	6	4051	0.016	6	4051	0.008	6	4051	0.024
14:00 - 15:00	6	4051	0.016	6	4051	0.021	6	4051	0.037
15:00 - 16:00	6	4051	0.016	6	4051	0.021	6	4051	0.037
16:00 - 17:00	6	4051	0.012	6	4051	0.012	6	4051	0.024
17:00 - 18:00	6	4051	0.012	6	4051	0.012	6	4051	0.024
18:00 - 19:00	6	4051	0.008	6	4051	0.008	6	4051	0.016
19:00 - 20:00	2	3908	0.000	2	3908	0.000	2	3908	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.144			0.146				0.290

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 02 - EMPLOYMENT/E - WAREHOUSING (SELF STORAGE)

CYCLISTS

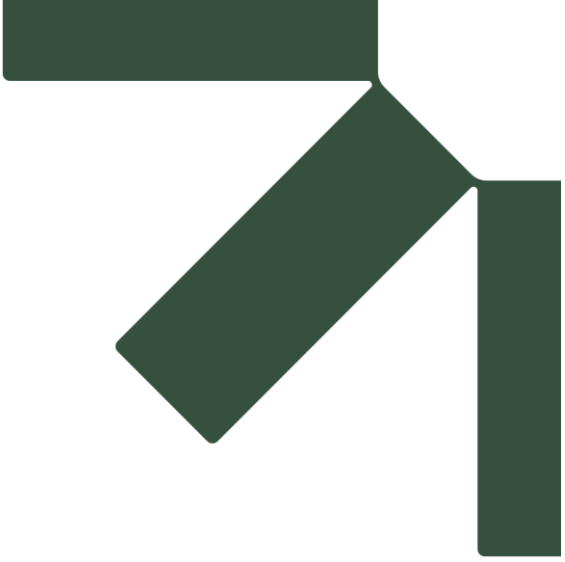
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	2769	0.000	1	2769	0.000	1	2769	0.000
07:00 - 08:00	6	4051	0.004	6	4051	0.004	6	4051	0.008
08:00 - 09:00	6	4051	0.008	6	4051	0.004	6	4051	0.012
09:00 - 10:00	6	4051	0.008	6	4051	0.012	6	4051	0.020
10:00 - 11:00	6	4051	0.008	6	4051	0.004	6	4051	0.012
11:00 - 12:00	6	4051	0.000	6	4051	0.000	6	4051	0.000
12:00 - 13:00	6	4051	0.004	6	4051	0.004	6	4051	0.008
13:00 - 14:00	6	4051	0.004	6	4051	0.000	6	4051	0.004
14:00 - 15:00	6	4051	0.004	6	4051	0.004	6	4051	0.008
15:00 - 16:00	6	4051	0.004	6	4051	0.008	6	4051	0.012
16:00 - 17:00	6	4051	0.000	6	4051	0.004	6	4051	0.004
17:00 - 18:00	6	4051	0.000	6	4051	0.000	6	4051	0.000
18:00 - 19:00	6	4051	0.000	6	4051	0.000	6	4051	0.000
19:00 - 20:00	2	3908	0.000	2	3908	0.000	2	3908	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.044			0.044			0.088

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.



Appendix G Trics Data: Office

Transport Statement

Manor Hotel Redevelopment

Mr M. Rossi

SLR Project No.: 410.066123.00001

2 September 2024

Calculation Reference: AUDIT-529504-240807-0806

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE
TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	AK WAKEFIELD	1 days
10	WALES	
	CP CAERPHILLY	1 days

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

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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: Gross floor area
 Actual Range: 500 to 2500 (units: sqm)
 Range Selected by User: 118 to 3000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 23/11/22

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:

Tuesday 2 days
 Wednesday 2 days
 Thursday 1 days

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

Selected survey types:

Manual count 5 days
 Directional ATC Count 0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre) 1
 Edge of Town 4

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

Selected Location Sub Categories:

Industrial Zone 2
 Commercial Zone 1
 Development Zone 1
 No Sub Category 1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 4 days - Selected
 Servicing vehicles Excluded 6 days - Selected

Secondary Filtering selection:**Use Class:**

Not Known 5 days

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

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
10,001 to 15,000	2 days
15,001 to 20,000	2 days

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

Population within 5 miles:

25,001 to 50,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	2 days

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

Travel Plan:

No	5 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	5 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	AK-02-A-01 PIONEER WAY CASTLEFORD WHITWOOD Edge of Town No Sub Category Total Gross floor area: 1230 sqm Survey date: TUESDAY 23/05/17	OFFICES WAKEFIELD
2	CP-02-A-02 SIR ALFRED OWEN WAY CAERPHILLY Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 1824 sqm Survey date: THURSDAY 13/10/22	INSURANCE COMPANY CAERPHILLY Survey Type: MANUAL
3	NF-02-A-04 WHITING ROAD NORWICH Edge of Town Commercial Zone Total Gross floor area: 500 sqm Survey date: WEDNESDAY 13/11/19	BUILDING CONSULTANT NORFOLK Survey Type: MANUAL
4	WK-02-A-03 BUDBROOKE ROAD WARWICK Edge of Town Industrial Zone Total Gross floor area: 796 sqm Survey date: WEDNESDAY 23/11/22	ENGINEERING CONSULTANTS WARWICKSHIRE Survey Type: MANUAL
5	WL-02-A-01 THE CRESCENT AMESBURY SUNRISE WAY Edge of Town Development Zone Total Gross floor area: 2500 sqm Survey date: TUESDAY 18/09/18	PET INSURANCE COMPANY WILTSHIRE Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BG-02-A-01	Survey impacted by Covid
EC-02-A-04	Survey impacted by Covid
GM-02-A-10	Survey impacted by Covid
MS-02-A-03	Survey impacted by Covid
SF-02-A-03	Survey impacted by Covid

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TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	5	1370	0.613	5	1370	0.146	5	1370	0.759
08:00 - 09:00	5	1370	1.708	5	1370	0.161	5	1370	1.869
09:00 - 10:00	5	1370	1.781	5	1370	0.175	5	1370	1.956
10:00 - 11:00	5	1370	0.482	5	1370	0.088	5	1370	0.570
11:00 - 12:00	5	1370	0.146	5	1370	0.190	5	1370	0.336
12:00 - 13:00	5	1370	0.336	5	1370	0.613	5	1370	0.949
13:00 - 14:00	5	1370	0.540	5	1370	0.438	5	1370	0.978
14:00 - 15:00	5	1370	0.380	5	1370	0.336	5	1370	0.716
15:00 - 16:00	5	1370	0.248	5	1370	0.365	5	1370	0.613
16:00 - 17:00	5	1370	0.161	5	1370	1.139	5	1370	1.300
17:00 - 18:00	5	1370	0.088	5	1370	2.146	5	1370	2.234
18:00 - 19:00	4	1405	0.160	4	1405	0.925	4	1405	1.085
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			6.643			6.722			13.365

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	500 - 2500 (units: sqm)
Survey date range:	01/01/16 - 23/11/22
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
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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TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	5	1370	0.000	5	1370	0.000	5	1370	0.000
08:00 - 09:00	5	1370	0.000	5	1370	0.000	5	1370	0.000
09:00 - 10:00	5	1370	0.015	5	1370	0.015	5	1370	0.030
10:00 - 11:00	5	1370	0.000	5	1370	0.000	5	1370	0.000
11:00 - 12:00	5	1370	0.015	5	1370	0.015	5	1370	0.030
12:00 - 13:00	5	1370	0.015	5	1370	0.015	5	1370	0.030
13:00 - 14:00	5	1370	0.000	5	1370	0.000	5	1370	0.000
14:00 - 15:00	5	1370	0.015	5	1370	0.000	5	1370	0.015
15:00 - 16:00	5	1370	0.000	5	1370	0.000	5	1370	0.000
16:00 - 17:00	5	1370	0.000	5	1370	0.000	5	1370	0.000
17:00 - 18:00	5	1370	0.000	5	1370	0.000	5	1370	0.000
18:00 - 19:00	4	1405	0.000	4	1405	0.000	4	1405	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.060			0.045			0.105

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.

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TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	5	1370	0.015	5	1370	0.000	5	1370	0.015
08:00 - 09:00	5	1370	0.029	5	1370	0.000	5	1370	0.029
09:00 - 10:00	5	1370	0.015	5	1370	0.000	5	1370	0.015
10:00 - 11:00	5	1370	0.015	5	1370	0.015	5	1370	0.030
11:00 - 12:00	5	1370	0.000	5	1370	0.000	5	1370	0.000
12:00 - 13:00	5	1370	0.000	5	1370	0.015	5	1370	0.015
13:00 - 14:00	5	1370	0.058	5	1370	0.044	5	1370	0.102
14:00 - 15:00	5	1370	0.029	5	1370	0.029	5	1370	0.058
15:00 - 16:00	5	1370	0.000	5	1370	0.029	5	1370	0.029
16:00 - 17:00	5	1370	0.000	5	1370	0.000	5	1370	0.000
17:00 - 18:00	5	1370	0.000	5	1370	0.029	5	1370	0.029
18:00 - 19:00	4	1405	0.000	4	1405	0.000	4	1405	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.161			0.161			0.322

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.

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