

Transport Assessment Addendum

Former Tollgate Hotel, Gravesend

24 October 2024

Prepared for

BP Pulse

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1. Introduction

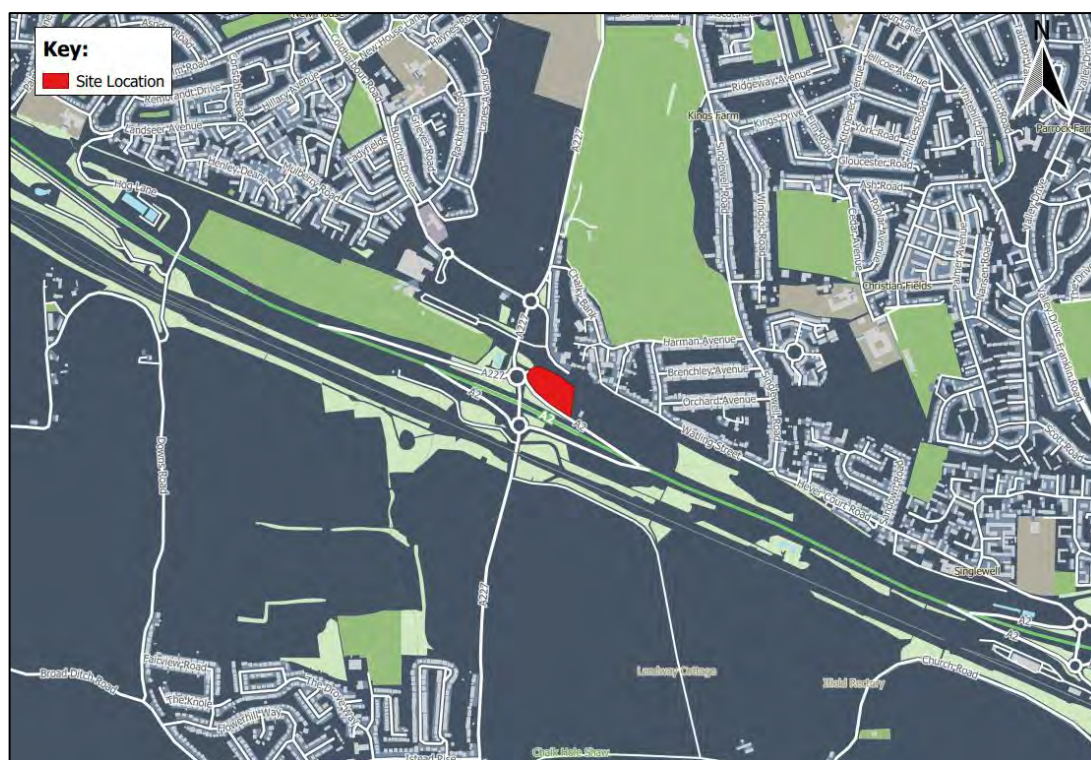
1.1 Preamble

- 1.1.1 Markides Associates (MA) have been appointed by BP Pulse to provide transport planning advice with respect to the proposals at the Former Tollgate Hotel in Gravesend, Kent.

1.2 Site Location

- 1.2.1 The development site is located on the outskirts of Gravesend, to the north of the A2 with access derived from a dedicated arm of the A227 Wrotham Road / A2 eastbound slip road roundabout. The site location is indicated in **Figure 1.1** below.

Figure 1.1 Site Location



1.3 Existing Land Use

- 1.3.1 The site is currently occupied by the former Tollgate Hotel. When operational, the hotel had a total of 59 bedrooms available for guests. At the present time, the building is unoccupied.

1.4 Planning History

- 1.4.1 The site has been the subject of several planning applications. In 2013 an application was submitted to demolish the hotel and develop an 18-pump petrol filling station (PFS) with drive through restaurant (Application Reference: 20131018). No highways objections were received with respect to the application. It was, however, the subject of a Judicial Review

with queries raised with respect to highways matters. The Highways Agency (now National Highways) assessed the comments raised and did not consider that the application should be refused on highways grounds. The application was withdrawn in 2017.

- 1.4.2 A further application was submitted in 2016 (Application Reference: 20160215) for the development of an 18-pump PFS. The drive through restaurant was, however, removed from this application. No highways objection was received from either the Local or Strategic Highway Authority. An appeal was lodged for non-determination, however, the appeal was withdrawn by the applicant before determination.

1.5 Proposed Development

- 1.5.1 The proposals relate to the demolition of the existing hotel and the provision of an Electric Vehicle (EV) ChargePoint facility with an ancillary sales building (measuring 450sqm) which will contain a small retail facility, café, WCs and seating. In addition to this, a 12-pump petrol filling station (PFS) will be developed on the site. Access to the site will be retained in its existing location, forming a dedicated arm off of the A227 Wrotham Road / A2 eastbound slip roads roundabout.
- 1.5.2 A total of 24 spaces will be provided as part of the ChargePoint facility, with all of the chargers being developed as Ultra-Rapid.
- 1.5.3 To support the proposals, a 33-space car park will be provided, allowing for vehicles seeking access to the ChargePoints to wait until a facility becomes available.
- 1.5.4 In addition, a further four dedicated disabled parking spaces will be provided within the vicinity of the retail facility, with an additional four staff parking bays.

1.6 Transport Assessment Addendum

- 1.6.1 This Transport Assessment Addendum (TAA) follows the submission of a Transport Assessment (TA) produced in support of the proposals. The TA considers the following elements and should be read in conjunction with this TAA:
- Transport planning policy review;
 - Existing highway conditions;
 - Development proposals; and
 - Traffic flow forecasts.
- 1.6.2 As a result of pre-application discussions with National Highways (NH) a revised list of committed developments was provided by Gravesham Borough Council (GBC) for consideration as part of the capacity modelling exercise.
- 1.6.3 Using this information, the modelling exercise has been updated and this TAA details the results of this, as well as seeking to address the comments raised by NH and Kent County Council Highways and Transportation (KCC H&T) at the pre-application stage.

- 1.6.4 For full details of the pre-application discussions completed, please refer to Section 1.6 of the submitted TA and Appendix A of the submitted TA.

1.7 Report Requirement and Scope

- 1.7.1 Both the TA and this TAA seek to demonstrate that:-

- The proposals are to be developed in a suitable and sustainable location;
- Safe access is available for all user groups;
- The proposals will not have a severe adverse impact on the operation of the local highway network or that any impact is appropriately mitigated; and
- The proposals are in accordance with national and local transport planning policy.

- 1.7.2 Following this introduction, the remainder of the TAA is structured as follows:-

- **Section 2** identifies the transport impacts of the development proposals, including the results of the highway capacity assessments and the impacts of the proposals for sustainable transport;
- **Section 3** sets out the proposed mitigation measures to accompany the proposals; and
- **Section 4** provides a summary and conclusion.

2. Highway Assessment Methodology

2.1.1 The network under assessment was agreed with both NH and KCC H&T as part of the pre-application discussions. It comprises of the following junctions:-

- A227 Wrotham Road / Coldharbour Road / Wrotham Road roundabout;
- A227 Wrotham Road / A2 eastbound slip road roundabout; and
- A227 Wrotham Road / A2 westbound slip road roundabout.

2.1.2 MCC surveys have been completed at the locations detailed, with the full survey data included at **Appendix A**. For the purposes of the assessments presented, the assessments have been completed in vehicles as opposed to Passenger Car Units (PCUs), with the HGV percentage identified where required.

2.2 Assessment Scenarios

2.2.1 The peak hours selected for the assessment are as follows:-

- AM Peak – 08:00 to 09:00
- PM Peak – 17:00 to 18:00.

2.2.2 Following pre-application discussions with KCC H&T it was noted that the peak development impact lies outside of the standard network peak periods. KCC H&T therefore requested that consideration be given to the peak impact of the development in the context of the wider network flows, to ensure the suitability of the AM and PM peak assessments proposed.

2.2.3 For clarity, the trip generation for the proposed development for both the EV charging facility and the PFS across the day is shown in **Table 2-1** to **Table 2-3**, with the peak hour (12:00-13:00) highlighted for ease of reference.

Table 2-1 EV Charging Facility – Trip Generation

Time Period	Arrivals	Departures	Total	Arrivals	Departures	Total
06:00-07:00	0.250	0.237	0.487	6	6	12
07:00-08:00	0.539	0.421	0.961	13	10	23
08:00-09:00	0.816	0.618	1.434	20	15	34
09:00-10:00	0.961	0.855	1.816	23	21	44
10:00-11:00	0.697	0.618	1.316	17	15	32
11:00-12:00	0.961	0.855	1.816	23	21	44
12:00-13:00	0.961	0.934	1.895	23	22	45
13:00-14:00	1.197	1.158	2.355	29	28	57
14:00-15:00	1.000	1.171	2.171	24	28	52
15:00-16:00	0.842	0.974	1.816	20	23	44
16:00-17:00	0.500	0.645	1.145	12	15	27
17:00-18:00	0.579	0.632	1.211	14	15	29
18:00-19:00	0.395	0.487	0.882	9	12	21
19:00-20:00	0.211	0.211	0.421	5	5	10
20:00-21:00	0.145	0.132	0.276	3	3	7
21:00-22:00	0.132	0.250	0.382	3	6	9
22:00-23:00	0.066	0.079	0.145	2	2	3
23:00-00:00	0.013	0.013	0.026	0	0	1

Table 2-2 PFS – Trip Generation

Time Period	Arrivals	Departures	Total	Arrivals	Departures	Total
06:00-07:00	4.717	4.424	9.141	57	53	110
07:00-08:00	7.576	7.370	14.946	91	88	179
08:00-09:00	7.652	7.489	15.141	92	90	182
09:00-10:00	7.446	7.467	14.913	89	90	179
10:00-11:00	6.902	6.946	13.848	83	83	166
11:00-12:00	7.000	7.054	14.054	84	85	169
12:00-13:00	8.707	8.424	17.131	104	101	206
13:00-14:00	7.826	7.826	15.652	94	94	188
14:00-15:00	7.467	7.130	14.597	90	86	175
15:00-16:00	7.076	7.446	14.522	85	89	174
16:00-17:00	7.772	8.065	15.837	93	97	190
17:00-18:00	8.565	8.457	17.022	103	101	204
18:00-19:00	7.880	8.109	15.989	95	97	192
19:00-20:00	6.283	6.315	12.598	75	76	151
20:00-21:00	5.239	5.152	10.391	63	62	125
21:00-22:00	3.652	3.837	7.489	44	46	90
22:00-23:00	1.750	2.000	3.750	21	24	45
23:00-00:00	0.450	0.650	1.100	5	8	13

Table 2-3 Total Trip Generation

Time Period	Arrivals	Departures	Total
06:00-07:00	63	59	121
07:00-08:00	104	99	202
08:00-09:00	111	105	216
09:00-10:00	112	110	223
10:00-11:00	100	98	198
11:00-12:00	107	105	212
12:00-13:00	128	124	251
13:00-14:00	123	122	244
14:00-15:00	114	114	227
15:00-16:00	105	113	218
16:00-17:00	105	112	218
17:00-18:00	117	117	233
18:00-19:00	104	109	213
19:00-20:00	80	81	161
20:00-21:00	66	65	131
21:00-22:00	47	52	99
22:00-23:00	23	26	48
23:00-00:00	6	8	14

- 2.2.4 As shown above, the peak development impact takes place between 12:00 and 13:00, with a total trip generation of 251 movements. In conjunction with the above, to ensure the robustness of the AM and PM peak periods, consideration has been given to the 2023 baseline flows for this time period, compared to the AM and PM peaks. A summary of the total movements at each of the junctions under assessment is provided in **Table 2-4**.

Table 2-4 Peak Period Comparison

Junction	AM Peak	Inter Peak	PM Peak
A227 Wrotham Road / Coldharbour Road / Wrotham Road roundabout	3,136	2,615	3,447
A227 Wrotham Road / A2 eastbound slips roundabout	3,005	2,430	3,455
A227 Wrotham Road / A2 westbound slips roundabout	2,552	1,789	2,503
Total	8,693	6,834	9,405

- 2.2.5 Based on the above, whilst the overall trip impact of the development is greater in the inter peak, the wider network flows are significantly lower in the inter peak period when compared with the AM and PM peaks, 1,859 and 2,571 trips lower for the AM and PM peaks respectively. Given the above, it is not considered necessary to model the inter peak period, with only the AM and PM peaks to be considered further.
- 2.2.6 For the peak periods outlined, the following assessment years are to be considered:-
- 2023 Baseline;
 - 2025 Opening Year (in accordance with 01/2022 Circular and pre-application discussions with NH); and
 - 2028 Future Year (+5 year horizon).
- 2.2.7 In order to ascertain the extent to which the junctions under assessment have capacity for the proposed development impact, the following scenarios will be assessed:-
- 'Do Nothing' (baseline conditions plus committed development but excluding the proposed development); and
 - 'Do Minimum' ('Do Nothing' plus the proposed development).
- 2.2.8 As necessary, following the results of the above assessments, consideration of a 'Do Something' scenario ('Do Minimum' plus proposed mitigation) will be undertaken.
- 2.2.9 An additional 'Do Minimum' scenario, accounting for the residual impacts of the proposed development when considered in the context of the extant hotel use, will also be considered as a sensitivity scenario.

2.3 Traffic Growth

- 2.3.1 To generate the anticipated background growth for the wider highway network, TEMPRO has been utilised. On assessment of the site's location, it is noted that the site is situated in Middle-Layer Super Output Area (MSOA) Gravesham 009. The majority of the network under consideration also falls within this area. As such, this area has been considered for the purpose of the growth rates.
- 2.3.2 It is noted that the proposals for Land at Coldharbour Road (Application Reference: 20141214) form part of Gravesham Borough Council's Local Plan allocations under Policy CS21. This site is now predominantly completed and as such, an element of the trip generation for the site will be included within the baseline survey results. To ensure that the full completion of the development is accounted for, 41% of the development proposals will be considered separately as part of the committed development assessment (as will be outlined later in this Chapter).
- 2.3.3 In light of this, the TEMPRO growth factors have been refined to remove the housing growth associated with this allocation as the trip impacts of Land at Coldharbour Road will have been considered as part of the methodology outlined. For both the opening and future year

assessment, the future housing figures have been amended to equal the baseline figures. No changes have been made to the employment growth figures within TEMPRO.

- 2.3.4 Since pre-application discussions were held with both NH and KCC H&T, TEMPRO v8.1 has been released, which uses the most up to date road traffic forecasts to establish anticipated background traffic growth. To ensure a robust and representative assessment is completed, TEMPRO v8.1 has been reviewed, with consideration being given to the 'Core' development scenario for both 'Trunk' and 'A Roads'. To remain in-keeping with the above, alternative assumptions have been applied to the future housing figures to equal the baseline figures.
- 2.3.5 Based on the above methodology, the TEMPRO rates for both v7.2c and v8.1 are presented below for comparison, with the bold figures indicating the larger of the growth rates presented between the versions:-

Table 2-5 TEMPRO Growth Factors

Time	TEMPRO v7.2c		TEMPRO v8.1	
	Opening Year (2023-2025)		Opening Year (2023-2025)	
	Trunk	Principal	Trunk	A Road
AM Peak	1.0114	1.0067	1.0154	1.0075
PM Peak	1.0118	1.0071	1.0144	1.0065
	Future Year (2023-2028)		Future Year (2023-2028)	
AM Peak	1.0242	1.0166	1.0494	1.0330
PM Peak	1.0253	1.0177	1.0478	1.0315

- 2.3.6 Screenshots of the TEMPRO growth factors derived above are included at **Appendix B** for completeness.
- 2.3.7 Based on the above assessment, it is clear that for all but one of the time periods and road classifications, the figures presented as part of v8.1 offer the most robust and up to date figures. As such, these figures have been taken forward as part of the capacity assessments presented later in this section.
- 2.3.8 In terms of the classification of the roads within the network under consideration, the following has been assumed:-
- A2 and associated slip roads – Trunk Road; and
 - A227 and Coldharbour Road – A Road.
- 2.3.9 Whilst it is appreciated that Coldharbour Road is not technically an A road, it is considered that it is a more principal route when compared with the 'Minor' route classification. Moreover, when comparing the growth factors for an 'A Road' and 'Minor' road it is not considered that there is a material difference in the factors generated. As such, the 'A Road' figures outlined above have been applied to this road also.

- 2.3.10 For Wrotham Road leading to the existing Shell garage and the Cyclopark, given that this is a no-through route leading to a finite number of land uses, no growth is proposed to be added to this arm, as it is not envisaged that vehicle movements will grow in line with background traffic.
- 2.3.11 **Appendix C** highlights the 2023 baseline along with the 'growthed' 2025 and 2028, opening and future year flows.

2.4 Committed Developments

- 2.4.1 Following discussions with both NH and KCC H&T, it was recommended that contact was made with Gravesham Borough Council (GBC) as the Local Planning Authority to provide guidance regarding committed developments. An initial list was provided in 2023, however, as a result of the passing of time, a further request was made to GBC in 2024 to ensure the most up to date developments were being considered.
- 2.4.2 The resulting committed development list is included at **Appendix D**, along with the email correspondence from GBC confirming the provision of these committed developments. In total, 47 committed developments were identified by GBC.
- 2.4.3 Each of the site's referenced have been assessed and where necessary, included as part of the opening and/or future year scenarios detailed above. Within the table included at **Appendix D**, two additional columns have been added.
- 2.4.4 The first provides commentary regarding the site and whether it has been included as part of the opening and/or future year assessment. Where it is not considered that the site need be included as part of either assessment (for reasons such as its current build out status or the site having been included twice within the spreadsheet) this is also noted. The second column then highlights whether that site has been included within the assessment, with green indicating its inclusion and red its exclusion.
- 2.4.5 Of the sites that have been included for assessment, their methodology is detailed below:

Site 1 and 2 – 20210270 – Canal Basin Area

- 2.4.6 A Technical Note submission was provided in response to comments raised by NH regarding the impact of the proposals on the Strategic Road Network (SRN). This Note outlined the trip impacts at the A2 junction within the vicinity of the site and as such, these flows have been applied to the network.
- 2.4.7 With respect to the build out rate for the proposals, the TA anticipated demolition works taking place in 2021. However, the site does not yet benefit from consent and, therefore, it appears that there is a delay in terms of the construction works for the site. Based on demolition in 2021, first occupation was anticipated in 2025. Given the delay, it is not considered that there will be occupation in 2025 and as such, this is not included within the opening year assessment.

- 2.4.8 With respect to the 2028 future year assessment, the TA indicated that Phase 1 of the proposals would be complete in 2026. Given the delay outlined, it is now assumed that this would be completed in 2028. The total trips generated by the site which interact with the junctions under consideration has, therefore, been refined accordingly, assuming 60% of the site being completed at this time (based on the number of units anticipated to be complete as part of Phase 1).

Site 3 – EDC/22/0168 – Northfleet Rise

- 2.4.9 It is noted that two scenarios were assessed within the TA regarding the development quantum. One assumed a high residential scenario and the other a high commercial development scenario, with the latter being the greater trip generator. The trips from the high commercial scenario have been taken forward for the assessment. On assessment of the TA methodology, it is indicated that 10% of the residential trips and 35% of the commercial trips will route onto the A2 travelling eastbound. Given the location of the site, it is considered that there are several alternative access options for reaching Gravesend. As a result of this, it is considered that majority of trips reaching the A2 will continue on the A2, as opposed to interacting with the junction itself.
- 2.4.10 However, to ensure a robust assessment, a nominal figure of 5% of vehicles travelling on the A2 are assumed to come off at the junction, continuing towards Gravesend, with 1% travelling towards Istead Rise.
- 2.4.11 On assessment of the TA supporting the proposals, it is noted that full occupation of the site is not anticipated until 2039. Table 8-1 of the TA outlines the construction timetable for the proposals. This indicates that in 2025 no development will be occupied and as such the proposals have not been included within the opening year assessment.
- 2.4.12 By 2028, it is indicated that 10% of the dwellings and 22% of the non-residential elements of the site will be completed. The trips detailed have therefore been refined on the basis of these percentages and applied to the 2028 baseline.

Site 4 – EDC/16/0004 – Northfleet Embankment West and Site 38 – 20090286 – Lafarge Bulk Aggregates Import Terminal

- 2.4.13 On assessment of the application documentation, it is understood that the site was granted consent in 2018. Looking at the most recent Google Earth imagery for the site (taken in 2024), it appears that construction is underway but overall occupations are likely to be limited. As such, the development has been included in both the opening and future year scenarios but at a reduced rate to reflect the level of construction.
- 2.4.14 On review of the Environmental Statement for the site, it was anticipated that the majority of works were to take place between 2014 and 2022, equating to an 8-year construction programme. As detailed above, it appears that the construction programmes has been delayed. Therefore, it has been assumed that the first occupations will take place in 2025, with the remaining occupations following in the subsequent 8-year period in line with the anticipated programme.

- 2.4.15 Within the TA, the traffic flow diagrams for the site have been provided as an appendix. The flows presented under the Scenario C assessment have been taken forward, as these also assess the implications of the planned Bulk Aggregates Import Terminal (which is listed under Site 38 and has therefore, not been included separately given its inclusion as part of this application).
- 2.4.16 These flows have then been refined based on the 8-year programme for the site and applied to the A2 mainline, which is the only part of the network under assessment where it is felt there will be an impact, for the opening and future years.

Site 5 – EDC/17/0038 – Northfleet Embankment East

- 2.4.17 Based on an assessment of Google Earth, the site is well developed with GBC indicating only 88 occupations remaining. Using the information presented as part of the accompanying TA for the application, the trip generation for the site has been refined to reflect the remaining 88 units.
- 2.4.18 These trips have then been distributed onto the network under consideration using the trip distribution information outlined in Table 14-7 of the accompanying TA and the network diagrams appended to the TA. The full impact of the 88 dwellings have been applied to both the opening and future year assessments.
- 2.4.19 It is also noted that as part of the planning consent for the site, a primary school was permitted. On assessment of this, it is understood that the school is to be operational from September 2025, with annual increases in intake from then onwards.
- 2.4.20 To reflect this, consideration has been given to the trip impacts for pupils and staff. Reviewing the trip distribution for pupils, it is noted that this is a localised catchment, with no impact on the network under consideration. For staff, the distribution is further reaching, as detailed in Table 15-2 of the TA. The staff trips have been refined based on the anticipated year on year increase in pupil numbers (with the school taking 7 years to occupy) for the opening and future years, being applied to the distribution outlined.

Site 6 – 20141214 – Land at Coldharbour Road

- 2.4.21 On review of the site, it is noted that most units are constructed and occupied. However, looking aerially on Google and assessing the available properties outlined by Bovis Homes and Persimmon Homes an element of the site remains under construction.
- 2.4.22 It was originally assumed that 30% of dwellings remain to be completed and this figure was agreed with KCC H&T as part of the pre-application discussions. However, on assessment of the spreadsheet provided by GBC, it indicates that 164 dwellings remain to be completed of the 400 units permitted, totalling 41%. Therefore, to offer a robust assessment, 41% of the remaining dwellings have been considered.
- 2.4.23 The flows relating to the 164 units have been added to the network as part of the assessment. To inform this, the TA for the application has been sourced and the flows / distribution

outlined applied to the network under consideration. The flows for this development have been added to both the opening and future year scenario.

Site 7 – 20200343 – The Charter

- 2.4.24 On assessment of the site, construction is underway with GBC indicating 141 flats left for completion (equating to 58% of the total quantum). Given that the majority of construction appears to have taken place, it is considered that the remaining units will be occupied in both the opening and future year assessments.
- 2.4.25 The trip generation has been sourced from the accompanying TA and refined to reflect the remaining 141 units.
- 2.4.26 No trip distribution was provided as part of the transport work for the site. Therefore, use has been made of the trip distribution provided in support of Site 5. The distribution has been refined accordingly to reflect the location of the site and the alternative routes available to the A2, both east and west.

Site 8 and 45 – 20191122/20230366 – Clifton Slipways

- 2.4.27 The site appears to have been cleared but no material construction activity appears to have taken place at the current time. As such, the site is only included as part of the future year assessment, which assumes its full build out.
- 2.4.28 The trip impact of the proposals has been sourced from the accompanying TA. It is noted that Site 45 has permitted an additional 9 units at this site. These have been factored into the trip assessment for the site for completeness.
- 2.4.29 No trip distribution was provided as part of the transport work for the site. Therefore, use has been made of the trip distribution provided in support of Site 5. The distribution has been refined accordingly to reflect the location of the site and the alternative routes available to the A2, both east and west.

Site 12 – 20190504 – Former Gravesend and North Kent Hospital, Site 14 – 20220432 – Gravesend Police Station and Site 16 – 20221251 – Site of Battle of Britain

- 2.4.30 The sites appear to have been cleared but no material construction activity appears to have taken place at the current time. As such, the sites are only included as part of the future year assessment, which assumes their full build out.
- 2.4.31 The trip impact of the proposals has been sourced from their accompanying TA's.
- 2.4.32 No trip distribution was provided as part of the transport work for the site. Therefore, use has been made of the trip distribution provided in support of Site 5. The distribution has been refined accordingly to reflect the location of the site and the alternative routes available to the A2, both east and west.

Site 24 – 20210291 – Job Centre

- 2.4.33 It is noted that the job centre has been closed since 2022. Given this, it is assumed that sufficient time has passed to allow for its conversion to take place. Therefore, the site has been included in both the opening and future year assessment.
- 2.4.34 The trip impact of the proposals has been sourced from its accompanying TA.
- 2.4.35 No trip distribution was provided as part of the transport work for the sites. Therefore, use has been made of the trip distribution provided in support of Site 5. The distribution has been refined accordingly to reflect the location of the site in the context of the A2.

Site 39 – 20190290 – Nuralite Industrial Estate

- 2.4.36 On assessment of the site, it does not appear that construction has started. Therefore, the site will be considered as part of the future year assessment only, assuming full build out.
- 2.4.37 Reviewing the supporting TA, the peak period trip generation was established for the site, with a trip distribution also provided for the local junctions within the vicinity of the site.
- 2.4.38 Based on the trip distribution, it has been assumed that of the trips travelling towards the A2, 50% will interact with the network under consideration, with 45% continuing westbound on the A2 and 5% travelling towards Gravesend.

Site 42 – 20221328 – Bowling Green and Site 46 – 20221179 – Land at St Columbas Close

- 2.4.39 On assessment of the site, it does not appear that construction has started. Therefore, the site will be considered as part of the future year assessment only.
- 2.4.40 Reviewing the supporting TA, the peak period trip generation was established for the site. No trip distribution was provided as part of the transport work for the site. Therefore, use has been made of the trip distribution provided in support of Site 5. The distribution has been refined accordingly to reflect the location of the site in the context of the A2.

Site 47 – 20221064 – Northfleet Harbourside

- 2.4.41 Traffic flow diagrams included within the TA appendices have been utilised to understand the number of vehicles routeing eastbound on the A2. These flows have been applied to the A2 within the vicinity of the site and the nominal percentages applied for vehicles travelling onto the junction to Gravesend (5%) and Istead Rise (1%).
- 2.4.42 On review of the Environmental Statement (ES), the construction programme for the proposals has been isolated. The information contained within the ES highlights the peak of onsite demolition and construction is likely to take place in 2026. As such, no development impact has been assumed for the 2025 opening year assessment. The ES goes on to state that the development is anticipated to be fully built out in 2031, with Phase 1 completed in 2029. For robustness, it has been assumed that Phase 1 is occupied in 2028, which comprises 66%

of the residential dwellings. The associated trips travelling onto the A2 have been factored by 66% to reflect the anticipated build out of the future year assessment.

All Remaining Sites

2.4.43 The sites included within this scope are:

- **Site 15** – 20210672/20130801 – Elizabeth Huggins Cottages (opening and future year)
- **Site 17** – 20211196 – Stone Street (future year only)
- **Site 20** – 20190520 – The Builders Yard (future year only)
- **Site 23** – 20190155 – Valley Drive (opening and future year)
- **Site 25** – 20190727 – Top Yard (future year only)
- **Site 26** – 20130957 – 3 and 4 London Road (opening and future year)
- **Site 27** – 20181222 – 168 Parrock Street (opening and future year)
- **Site 28** – 20201225 / 20160539 – Man of Kent (opening and future year)
- **Site 29** – 20170688 – Shawline House (future year only)
- **Site 30** – 20210215 – Queen Street (opening and future year)
- **Site 32** – 20160791 – Cheema Fabrics (opening and future year)
- **Site 33** – 20200302 – 31-33 High Street (opening and future year)
- **Site 34** – 20200561 – Former St Johns Ambulance Brigade (opening and future year)
- **Site 36** – 20200412 – 27-28 High Street (opening and future year)
- **Site 37** – 20190019 / 20180163 – Heron Hill (opening and future year)
- **Site 40** – 20230019 – 139 and 140 Parrock Street (future year only)
- **Site 43** – 20230136 – Land At Worcester Close, Istead Rise (future year only)
- **Site 44** – 20220431 – Former Site Of Fox And Hounds PH (future year only)

2.4.44 For all of the above sites, no transport information was submitted in support of them. To establish the trips associated with them, use has been made of the trip rates outlined for Site 5. Based on the development quantum for each of the sites, their trip impacts are:

Table 2.6 All Remaining Sites – Trip Generation

	AM Peak		PM Peak	
	Arrival	Departure	Arrival	Departure
TRICS Rates	0.076	0.258	0.205	0.079
Site 15 (23 units)	2	6	5	2
Site 17 (19 units)	1	5	4	2
Site 20 (14 units)	1	4	3	1
Site 23 (12 units)	1	3	2	1
Site 25 (10 units)	1	3	2	1
Site 26 (9 units)	1	2	2	1
Site 27 (9 units)	1	2	2	1
Site 28 (10 units)	1	3	2	1
Site 29 (7 units)	1	2	1	1
Site 30 (7 units)	1	2	1	1
Site 32 (6 units)	0	2	1	0
Site 33 (6 units)	0	2	1	0
Site 34 (6 units)	0	2	1	0
Site 36 (5 units)	0	1	1	0
Site 37 (5 units)	0	1	1	0
Site 40 (10 units)	1	3	2	1
Site 43 (8 units)	1	2	2	1
Site 44 (13 units)	1	3	3	1

- 2.4.45 No trip distribution was provided as part of the transport work for the sites. Therefore, use has been made of the trip distribution provided in support of Site 5. The distribution has been refined accordingly to reflect the location of the sites in the context of the A2.

Committed Development Flows

- 2.4.46 The resulting committed development flows are included in **Appendix E**. The flows have been shown for each development individually with the collective total also shown.

2.5 Lower Thames Crossing

- 2.5.1 Regarding the impacts of the Lower Thames Crossing (LTC), it is acknowledged that the Development Consent Order (DCO) is currently being considered. On review of the timescales for the construction of the LTC, it is considered that the crossing would be open to traffic in 2029/2030 at the earliest. This timescale is, however, subject to the DCO review which is currently ongoing, with a decision now expected 23rd May 2025.

- 2.5.2 As outlined above, the future year assessment for the proposals is 2028, before the LTC will be open to vehicle traffic. The impacts of the LTC have, therefore, not been considered as part of the assessment methodology, as agreed with NH at the pre-application stage.

3. Traffic Impact

3.1 Overview

- 3.1.1 This section of the TA provides an assessment of the traffic impact associated with the development proposals, detailing the results of the capacity modelling assessments and merge / diverge assessments.

3.2 Junction Capacity Assessments

- 3.2.1 The capacity assessments have been undertaken for the identified junctions using industry standard software packages. The roundabout junctions have been assessed using Junctions 9 software (ARCADY). The traffic flow diagrams for the scenarios under assessment are included at **Appendix F** for clarity.

Validation and Calibration

- 3.2.2 Following discussions with NH at the pre-application stage, queries were raised regarding the validation and calibration of the models presented. As will be detailed below, consideration has been given to the queue data recorded as part of the traffic survey counts, with the average queue and associated queue range being reviewed.
- 3.2.3 Junctions 9 (ARCADY) software provides the modelled queue output as the average expected queue as opposed to the maximum queue. This is confirmed within the Junctions 9 manual under Section 9.3 which states:

“Start Queue / End Queue. As with most other outputs, the values shown are expected values and represent the value you would expect to observe on a typical day, at the start/end of the appropriate time segment results.”

- 3.2.4 The use of the mean queue is also confirmed in TRL’s Frequently Asked Questions (FAQ) section, which discusses queue lengths and acknowledges that the queues presented are averaged¹.
- 3.2.5 As such, use has been made of the average queue lengths recorded as part of the survey data, to ensure the suitability of the modelling outputs presented. This is discussed further below.

A227 Wrotham Road / Coldharbour Road / Wrotham Road Roundabout

- 3.2.6 As shown in Appendix G of the Transport Assessment, the net impact of the development proposal at this roundabout is zero, with all trips at this location forming localised, pass by trips which would already be present at this junction.

¹ Please see: https://trlsoftware.com/support/knowledgebase/?_category=junctions-signal-design%2Cjunctions-10&_search=queues

- 3.2.7 In light of the above, no detailed capacity modelling has been completed for this junction, as the proposed development will have no material impact with respect to capacity at this location.

A227 Wrotham Road / A2 Eastbound Slip Road / Site Access Roundabout

- 3.2.8 The A227 Wrotham Road / A2 Eastbound Slips / Site Access roundabout has been modelled using ARCADY software. It is noted that recent improvements have taken place at the roundabout as a result of Application Reference: 20181271. The improvement now allows all vehicles travelling on the A2 eastbound off slip to utilise both lanes to perform a left turn movement, with the A227 (N) now provided with two lanes for vehicles travelling northbound. To ensure that the modelling reflects the changes completed, the dimensions used in support of this application have been utilised.
- 3.2.9 To ensure the suitability of the modelling results presented, a queue comparison for the 2023 AM and PM peaks has been provided in **Table 3-1**, with the ARCADY report for this scenario included at **Appendix G**.

Table 3-1 A227 Wrotham Road / A2 Eastbound Slips / Site Access roundabout – 2023 Results

Scenario	Link	AM Peak				PM Peak			
		Model		Observed Q		Model		Observed Q	
		RFC	Q	Mean	Range	RFC	Q	Mean	Range
2023	A227 (N)	0.83	5	0	0 to 3	0.82	4	1	0 to 3
	Site Access	0.00	0	0	0	0.00	0	0	0
	A227 (S)	0.45	1	0	0	0.45	1	0	0
	A2 EB Off Slip	0.35	1	1	0 to 2	0.62	2	1	0 to 6

- 3.2.10 On assessment of the above, it is considered that the modelling presented is reflective of the queue survey data recorded for the majority of arms. It is, however, noted that it appears that the modelling overestimates the anticipated queueing which is likely to take place on the A227 (N) arm of the roundabout in both the AM and PM peak periods.
- 3.2.11 On review of the camera surveys provided, it is noted that a continuous stream of vehicles routes through the junction from this arm, with no material nor significant time periods of stationary queueing observed. On the very rare occasion a queue does form, it dissipates quickly. As such, a direct intercept correction factor has been applied to this arm of the junction to reduce the queueing to be more in keeping with that recorded as part of the queue survey.
- 3.2.12 The resulting ARCADY results for the 2023 scenario (following the correction outlined above), compared with the queue data is shown in **Table 3-2** with the remaining scenarios summarised in **Table 3-3**. The full ARCADY report for this junction is included at **Appendix H**.

**Table 3-2 A227 Wrotham Road / A2 Eastbound Slips / Site Access roundabout
– 2023 Results with Intercept Correction**

Scenario	Link	AM Peak				PM Peak			
		Model		Observed Q		Model		Observed Q	
		RFC	Q	Mean	Range	RFC	Q	Mean	Range
2023	A227 (N)	0.60	2	0	0 to 3	0.58	1	1	0 to 3
	Site Access	0.00	0	0	0	0.00	0	0	0
	A227 (S)	0.45	1	0	0	0.45	1	0	0
	A2 EB Off Slip	0.35	1	1	0 to 2	0.62	2	1	0 to 6

- 3.2.13 Whilst it is noted that the queueing on the A227 (N) arm is still slightly greater than that observed within the queue data, it is considered that the intercept correction factor suitably lowers the modelled queue.

Table 3-3 A227 Wrotham Road / A2 Eastbound Slips / Site Access roundabout – Summary of Results

Scenario	Link	AM Peak		PM Peak	
		RFC	Q	RFC	Q
2025 DN	A227 (N)	0.62	2	0.59	1
	Site Access	0.00	0	0.00	0
	A227 (S)	0.45	1	0.45	1
	A2 EB Off Slip	0.35	1	0.64	2
2025 DM	A227 (N)	0.63	2	0.60	2
	Site Access	0.43	1	0.51	1
	A227 (S)	0.47	1	0.47	1
	A2 EB Off Slip	0.39	1	0.69	2
2025 DM Sensitivity	A227 (N)	0.63	2	0.60	2
	Site Access	0.39	1	0.48	1
	A227 (S)	0.47	1	0.47	1
	A2 EB Off Slip	0.38	1	0.68	2
2028 DN	A227 (N)	0.66	2	0.62	2
	Site Access	0.00	0	0.00	0
	A227 (S)	0.47	1	0.47	1
	A2 EB Off Slip	0.39	1	0.70	2
2028 DM	A227 (N)	0.67	2	0.64	2
	Site Access	0.53	1	0.62	2
	A227 (S)	0.49	1	0.49	1
	A2 EB Off Slip	0.41	1	0.74	3
2028 DM Sensitivity	A227 (N)	0.67	2	0.64	2
	Site Access	0.48	1	0.57	1
	A227 (S)	0.49	1	0.49	1
	A2 EB Off Slip	0.41	1	0.74	3

- 3.2.14 Based on the above assessment, the roundabout will continue to operate within capacity across all future year scenarios. As such, it is not considered that any mitigation measures are required at this location to accommodate the development proposals.
- 3.2.15 However, whilst it is not considered any capacity improvements are required, changes are proposed to the Site Access arm of the roundabout to better support the movements of larger vehicles, such as fuel tankers. This has resulted in a widening of the Site Access arm, as shown in Figure 4.1 of the TA produced in conjunction with this TAA. The following Chapter will consider the resultant capacity impacts of this improvement.

A227 Wrotham Road / A2 Westbound Slip Road Roundabout

- 3.2.16 The A227 Wrotham Road / A2 Westbound Slip Road roundabout has been modelled using ARCADY software. To remain in-keeping with the above assessment methodology, the geometry submitted in support of Planning Application Reference: 20181271, which was agreed for the junction, has been utilised.
- 3.2.17 To ensure the suitability of the modelling results presented, a queue comparison for the 2023 AM and PM peaks has been provided in **Table 3-4**, with the ARCADY report for 2023 included at **Appendix I**.

Table 3-4 A227 Wrotham Road / A2 Westbound Slips roundabout – 2023 Results

Scenario	Link	AM Peak				PM Peak			
		Model		Observed Q		Model		Observed Q	
		RFC	Q	Mean	Range	RFC	Q	Mean	Range
2023	A227 (N)	0.54	1	0	0	0.52	1	0	0
	A2 WB Off Slip	0.59	1	6	0 to 22	0.53	1	2	0 to 7
	A227 (S)	0.64	2	2	0 to 6	0.57	1	1	0 to 4

- 3.2.18 On assessment of the above, it is considered that the modelling presented is reflective of the queue survey data recorded for the majority of arms. It is, however, noted that it appears that the modelling underestimates the anticipated queueing which is likely to take place on the A2 westbound off slip in the AM peak. It is considered that this stems from the road markings on this slip which indicate that the flare should be used by left -turning vehicles only and that the majority of the traffic is using just one lane at the give way line as a result. As such, use has been made of the lane simulation feature provided with ARCADY to help replicate the queueing observed as part of the queue survey.
- 3.2.19 The resulting ARCADY results for the 2023 scenario, compared with the queue data is shown in **Table 3-5** with the remaining scenarios summarised in **Table 3-6**. The full ARCADY report for this junction is included at **Appendix J**. The summary of results shows the time period which presented the 'worst case' RFC for any given arm of the junction.

Table 3-5 A227 Wrotham Road / A2 Westbound Slips roundabout – 2023 Results with Lane Simulation

Scenario	Link	AM Peak				PM Peak			
		Model		Observed Q		Model		Observed Q	
		RFC	Q	Mean	Range	RFC	Q	Mean	Range
2023	A227 (N)	0.75	3	0	0	0.65	2	0	0
	A2 WB Off Slip	0.86	9	6	0 to 22	0.77	4	2	0 to 7
	A227 (S)	0.73	3	2	0 to 6	0.63	2	1	0 to 4

- 3.2.20 It is considered that the modelling better reflects the recorded queue surveys and as such is suitable for the assessment of the proposed development.

Table 3-6 A227 Wrotham Road / A2 Westbound Slip Road roundabout – Summary of Results

Scenario	Link	AM Peak		PM Peak	
		RFC	Q	RFC	Q
2025 DN	A227 (N)	0.76	3	0.65	2
	A2 WB Off Slip	0.89	11	0.79	5
	A227 (S)	0.75	4	0.65	2
2025 DM	A227 (N)	0.79	4	0.68	2
	A2 WB Off Slip	0.93	28	0.88	10
	A227 (S)	0.77	4	0.67	2
2025 DM Sensitivity	A227 (N)	0.79	4	0.68	2
	A2 WB Off Slip	0.96	24	0.87	8
	A227 (S)	0.78	4	0.67	3
2028 DN	A227 (N)	0.82	4	0.70	3
	A2 WB Off Slip	0.97	23	0.88	9
	A227 (S)	0.79	4	0.70	3
2028 DM	A227 (N)	0.85	5	0.72	3
	A2 WB Off Slip	0.98	47	0.94	17
	A227 (S)	0.83	6	0.71	3
2028 DM Sensitivity	A227 (N)	0.84	5	0.72	3
	A2 WB Off Slip	0.98	49	0.95	17
	A227 (S)	0.82	5	0.70	3

- 3.2.21 Based on the above, it is demonstrated that capacity issues will be experienced on the A2 WB off slip arm of the junction, most notably during the AM peak. These capacity issues prevail both with and without the development flows in place. The net impacts of the development (assuming no residual impact) equate to an additional 17 and 24 vehicles queueing for the 2025 and 2028 scenarios respectively. It is noted that the extent of queueing detailed above would not result in any interaction issues with the A2 mainline, due to the length of the slip lane from the A2 which measures in the region of 500m.
- 3.2.22 Nonetheless, it is considered that mitigation measures may be required at this location, which will be considered in the following section.

3.3 Merge / Diverge Assessment

- 3.3.1 In addition to the capacity assessment for the A2 roundabouts, NH have requested that a merge / diverge assessment of the free flow links be completed. A merge / diverge assessment has been undertaken based on DMRB Road Layout Design CD 122.

- 3.3.2 For the purposes of the assessment, the 2023 MCC count data has been used to inform the assessment of the slip roads. For the A2 mainline, following discussions with NH it was requested that the October 2022 flows be extracted from NH's WebTRIS website. To provide a suitable baseline, an average for the mainline flows have been derived from the data averaging the Tuesday to Thursday flows throughout October (avoiding the half term week) for the AM and PM peaks. These flows have then been applied to the mainline. No growth from 2022 to 2023 has been applied, given the short time period involved.
- 3.3.3 Growth has been applied for opening and future year assessment, along with any impacts identified as part of the committed development assessment.
- 3.3.4 The results of the merge / diverge assessments for these locations are included at **Appendix K** with a summary of the flows for the different scenarios detailed in **Table 3-7** and **Table 3-8**.

Table 3-7 A2 Eastbound Flows

Location	Mainline Flows		Merge / Diverge Flows	
	AM Peak	PM Peak	AM Peak	PM Peak
2023 Base				
A2 EB Off Slip	3424	5699	614	1124
A2 EB On Slip			637	717
2025 Do Nothing				
A2 EB Off Slip	3486	5788	631	1159
A2 EB On Slip			650	726
2025 Do Minimum				
A2 EB Off Slip	3455	5743	662	1205
A2 EB On Slip			678	772
2025 Do Minimum				
A2 EB Off Slip	3455	5743	659	1196
A2 EB On Slip			674	767
2028 Do Nothing				
A2 EB Off Slip	3700	6104	673	1242
A2 EB On Slip			678	751
2028 Do Minimum				
A2 EB Off Slip	3669	6058	704	1288
A2 EB On Slip			706	797
2028 Do Minimum Residual				
A2 EB Off Slip	3669	6058	701	1279
A2 EB On Slip			702	792

Table 3-8 A2 Westbound Flows

Location	Mainline Flows		Merge / Diverge Flows	
	AM Peak	PM Peak	AM Peak	PM Peak
2023 Base				
A2 WB Off Slip	4855	4070	669	617
A2 WB On Slip			917	698
2025 Do Nothing				
A2 WB Off Slip	4935	4136	683	634
A2 WB On Slip			944	713
2025 Do Minimum				
A2 WB Off Slip	4891	4104	726	666
A2 WB On Slip			984	746
2025 Do Minimum Residual				
A2 WB Off Slip	4891	4104	724	661
A2 WB On Slip			977	742
2028 Do Nothing				
A2 WB Off Slip	5217	4385	712	666
A2 WB On Slip			1020	767
2028 Do Minimum				
A2 WB Off Slip	5174	4352	756	699
A2 WB On Slip			1060	800
2028 Do Minimum Residual				
A2 WB Off Slip	5174	4352	753	694
A2 WB On Slip			1053	796

- 3.3.5 The net difference between the 'Do Nothing' and the 'Do Minimum' / 'Do Minimum Residual' scenarios is detailed in **Table 3-9**. Please note that the net impacts of the proposed development are the same for both the opening and future year assessment. Additionally, the reduction in trips on the mainline carriageway is as a result of diverted trips, leaving the A2 and exiting onto the slip roads, where the flows increase.

Table 3-9 Merge / Diverge – Net Difference

Location	Mainline Flows		Merge / Diverge Flows	
	AM Peak	PM Peak	AM Peak	PM Peak
DN to DM				
A2 EB Off Slip	-31	-46	31	46
A2 EB On Slip			28	46
A2 WB Off Slip	-44	-33	44	33
A2 WB On Slip			40	33
DN to DMR				
A2 EB Off Slip	-31	-46	28	37
A2 EB On Slip			23	41
A2 WB Off Slip	-44	-33	41	28
A2 WB On Slip			33	28

3.3.6 **Table 3-10** identifies the existing layout type and summary results of the merge / diverge assessment.

Table 3-10 A2 Junction Merge / Diverge Assessment

Scenario		A2 Eastbound		A2 Westbound	
		Merge	Diverge	Merge	Diverge
Existing Layout		A1	A1	B	A1
AM Peak	2023	A (A)	A (A)	B	A
	2025 Do Nothing	A (A)	A (A)	B	A
	2025 Do Minimum	A (A)	A (A)	B	A
	2025 Do Minimum Sensitivity	A (A)	A (A)	B	A
	2028 Do Nothing	A (A)	A (A)	B	A
	2028 Do Minimum	A (A)	A (A)	B	A
	2028 Do Minimum Sensitivity	A (A)	A (A)	B	A
PM Peak	2023	D	C	B (A)	A (A)
	2025 Do Nothing	D	C	D (A)	A (A)
	2025 Do Minimum	D	D	D (A)	A (A)
	2025 Do Minimum Sensitivity	D	C	D (A)	A (A)
	2028 Do Nothing	D	D	D (A)	C (A)
	2028 Do Minimum	D	D	D (A)	C (A)
	2028 Do Minimum Sensitivity	D	D	D (A)	C (A)

- 3.3.7 It should be noted that the mainline flows for the westbound PM peak assessment and the eastbound AM peak, do not meet the threshold for the four lane flows outlined, which would be applicable for the A2 at this location, which comprises of four lanes.
- 3.3.8 Therefore, for these time periods, two values are shown. The first letter shown works on the basis of the flows recorded. The second (shown in brackets and in bold) assumes the four lane criteria, taking the figure from the lowest flows recorded within this lane criteria.
- 3.3.9 For completeness, the merge / diverge assessments included at **Appendix K** include reference to this second value, which has been shown in red on the plans provided.
- 3.3.10 Based on the above, it is noted that for all scenarios during the AM peak the flows accord with the existing merge / diverge arrangement present, with the proposed development flows resulting in no material impact.
- 3.3.11 For the PM peak, it is noted that the A2 eastbound merge arrangement is identified as requiring a D arrangement (lane gain) based on all scenarios. The proposed development impact does not impact this arrangement as shown above. With respect to the diverge for this direction, it is noted that based on 2023 flows, a C arrangement (ghost island merge) should be provided as opposed to the existing taper, indicating that the arrangement in this

location is currently substandard. In the 2025 'Do Minimum' scenario, a D (lane gain) arrangement is noted. This is also observed in the 2028 'Do Nothing' scenario. Based on this, it is clear that the overall arrangement is substandard based on current flows. As such, it is not considered that the proposed development impacts, in isolation, materially impact this slip road given its current arrangement and the existing flows it accommodates.

- 3.3.12 For the westbound merge it is noted that from the 2025 'Do Nothing' scenario a D arrangement should be provided, with no material impact resulting from the proposed development. Similarly, for the diverge arrangement, the above indicates that the proposed development will have no material impact on the arrangement, when compared with the 'Do Nothing' scenarios.
- 3.3.13 If the four-lane approach to the merge / diverge assessment was to be utilised, the conclusions reached regarding the impact of the development proposals would be maintained, with no material impact foreseen.
- 3.3.14 In light of the above, it is not considered that the proposed development in isolation significantly impacts the merge / diverge arrangements for vehicles travelling to and from the A2, therefore, requiring no consideration of mitigation measures for these locations.

4. Mitigation Measures

4.1 A227 Wrotham Road / A2 Eastbound Slip Road / Site Access Roundabout

- 4.1.1 As detailed above, improvements on the Site Access arm of the roundabout are proposed to support the movements of larger vehicles which will service the site. The improved access is shown in Figure 4.1 of the supporting TA with the associated dimensions for this improved arm of the roundabout included at **Appendix L** for completeness.
- 4.1.2 The results of the proposed improvement to this arm of the roundabout, in highway capacity terms, is summarised below in **Table 4-1**, under the 'Do Something' scenario. The full ARCADY report is included at **Appendix M** for completeness.

Table 4-1 A227 Wrotham Road / A2 Eastbound Slips / Site Access roundabout – Summary of Mitigation Results

Scenario	Link	AM Peak		PM Peak	
		RFC	Q	RFC	Q
2025 DS	A227 (N)	0.63	2	0.60	2
	Site Access	0.15	0	0.17	0
	A227 (S)	0.47	1	0.47	1
	A2 EB Off Slip	0.39	1	0.69	2
2025 DS Sensitivity	A227 (N)	0.63	2	0.60	2
	Site Access	0.13	0	0.16	0
	A227 (S)	0.47	1	0.47	1
	A2 EB Off Slip	0.38	1	0.68	2
2028 DS	A227 (N)	0.67	2	0.64	2
	Site Access	0.16	0	0.19	0
	A227 (S)	0.49	1	0.49	1
	A2 EB Off Slip	0.41	1	0.74	3
2028 DS Sensitivity	A227 (N)	0.67	2	0.64	2
	Site Access	0.15	0	0.17	0
	A227 (S)	0.49	1	0.49	1
	A2 EB Off Slip	0.41	1	0.74	3

- 4.1.3 As with the above modelling results shown in **Table 3-3** the junction will continue to operate within capacity with the proposed improvement to the Site Access and associated development trips. The improvement will result in no queueing on the Site Access arm and will ensure the movements of larger vehicles are suitably accommodated.

4.2 A227 Wrotham Road / A2 Westbound Slip Road Roundabout

- 4.2.1 With respect to the A227 Wrotham Road / A2 Westbound Slip Road Roundabout, it is noted that the A2 westbound off slip experiences queueing as a result of existing demand, with increases modelled as a result of the development proposals.
- 4.2.2 In light of this, mitigation is proposed for this arm of the roundabout. As shown in **Figure 4.1** below, the current lane markings on entry to the roundabout from the A2 off slip show left turn only movements in the nearside lane. All other movements take place from the offside lane.

Figure 4.1 Existing A2 Off Slip Arrangement



Source: Google Earth

- 4.2.3 As the issue on this arm is caused by all northbound vehicles using the offside lane only, it is proposed to remove this marking to allow both lanes to be used for vehicles travelling north. The circulatory carriageway width of the roundabout measures approximately 10.5m, capable of accommodating two lane vehicle movements, and the northbound link between the two roundabouts is already marked as being two lanes wide, as is the entry onto the northern roundabout and the exit towards Gravesend.
- 4.2.4 The mitigation would form the removal of the left turn only arrow, to allow for both lanes to be utilised for movements towards Gravesend. No further lane marking changes are proposed, with the existing lane length being retained. Advanced signage would be provided on the slip road, to highlight to drivers that both lanes can be utilised for movements towards Gravesend, to ensure more equal lane usage at this location. The resulting mitigation proposals are shown in **Drawing Number 22052-MA-XX-DR-C-0102 P02**.

- 4.2.5 The results of the proposed mitigation, in highway capacity terms, are summarised below in **Table 4-2**, under the 'Do Something' scenario. The full ARCADY report is included at **Appendix N** for completeness.

Table 4-2 A227 Wrotham Road / A2 Westbound Slip Road roundabout – Summary of Mitigation Results

Scenario	Link	AM Peak		PM Peak	
		RFC	Q	RFC	Q
2025 DS	A227 (N)	0.78	4	0.69	2
	A2 WB Off Slip	0.74	3	0.68	3
	A227 (S)	0.79	5	0.67	3
2025 DS Sensitivity	A227 (N)	0.80	4	0.69	2
	A2 WB Off Slip	0.73	3	0.67	3
	A227 (S)	0.62	4	0.66	3
2028 DS	A227 (N)	0.84	5	0.71	3
	A2 WB Off Slip	0.81	5	0.73	4
	A227 (S)	0.82	6	0.74	4
2028 DS Sensitivity	A227 (N)	0.84	4	0.71	3
	A2 WB Off Slip	0.78	4	0.70	3
	A227 (S)	0.84	6	0.72	3

- 4.2.6 Based on the above modelling, it is considered that by allowing vehicles to utilise both lanes for movements towards Gravesend, that suitable mitigation is offered, with all arms of the junction now seen to operate within capacity.
- 4.2.7 Within the pre-application response received from NH, the nature of the proposed advanced signage indicated as part of the mitigation shown at **Drawing Number 22052-MA-XX-DR-C-0102 P02** was raised. It is envisaged the advanced signage would be similar in nature to that provided on the A2 eastbound off slip.
- 4.2.8 **Figure 4.2** below shows the existing signage at this location, which it is considered would be suitable for the proposed mitigation also.

Figure 4.2 Advanced Signage – A2 Eastbound Off Slip



Source: Google Maps

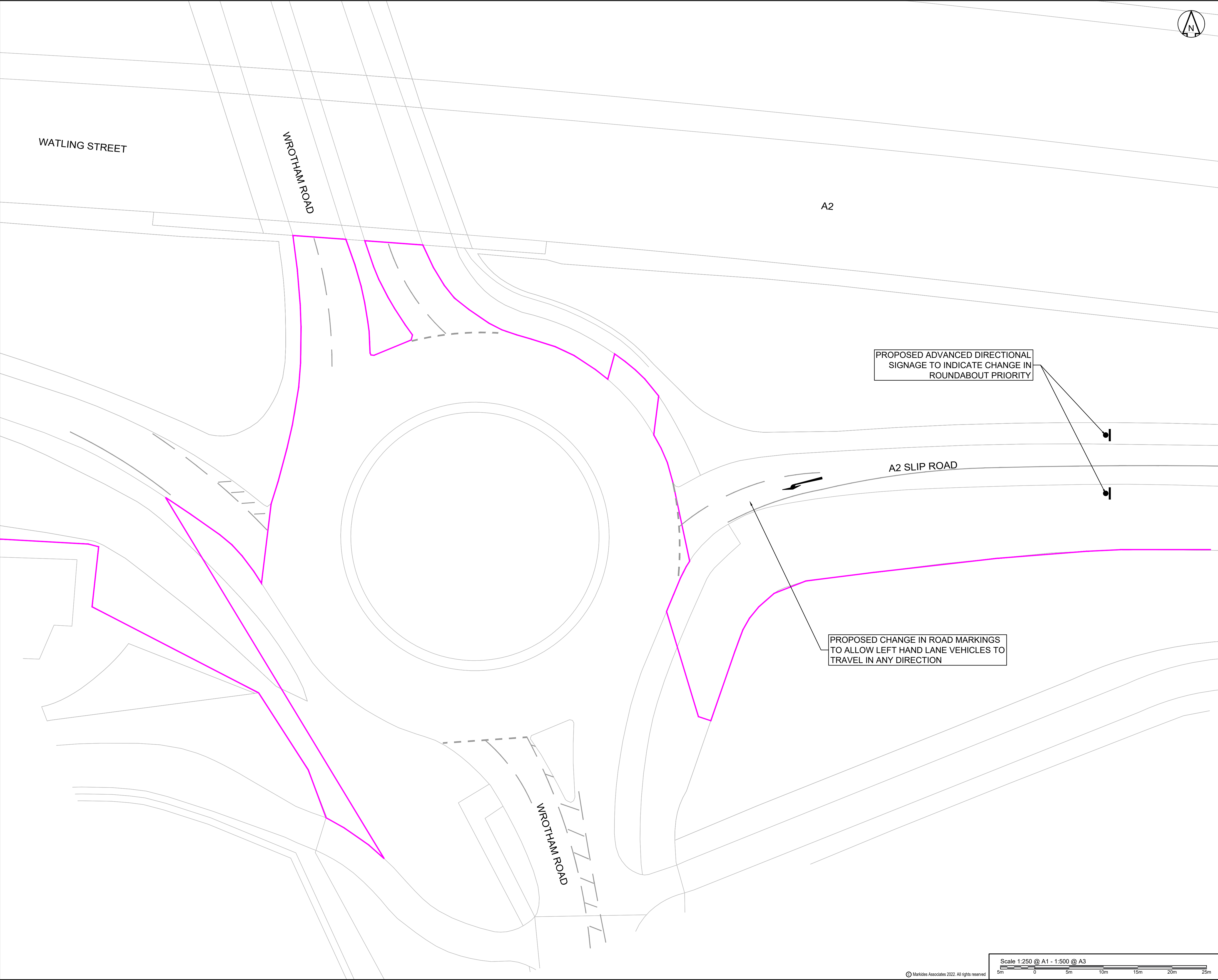
- 4.2.9 Further discussions will be undertaken with NH as required to ensure the suitability of the signage proposed in support the mitigation detailed.

5. Summary and Conclusion

- 5.1.1 This Transport Assessment Addendum (TAA) has been produced by Markides Associates on behalf of BP Pulse in relation to the proposals at the former Tollgate Hotel in Gravesend, Kent.
- 5.1.2 The proposals relate to a planning application for the development of a 12-pump petrol filling station (PFS) and a 24-space Electric Vehicle (EV) ChargePoint facility, with an ancillary retail / café use (measuring 450sqm). A total of 41 parking spaces will accompany the proposals with access to be retained as existing, forming a dedicated arm of the A227 Wrotham Road / A2 Eastbound Slip Road roundabout. Six cycle parking spaces will be developed in support of the application with a 3.0m footway / cycleway to be developed through the site to maintain access to National Cycle Route 177, to the north of the site.
- 5.1.3 Following pre-application discussions, the following junctions have been considered as part of the report:-
- A227 Wrotham Road / Coldharbour Road / Wrotham Road roundabout;
 - A227 Wrotham Road / A2 eastbound slip road / Site Access roundabout; and
 - A227 Wrotham Road / A2 westbound slip road roundabout.
- 5.1.4 On review of the trip impacts at the above locations, it is noted that the primary development impact occurs at the A227 Wrotham Road / A2 eastbound slip road / Site Access roundabout and the A227 Wrotham Road / A2 westbound slip road roundabout, with no net change in vehicle movements for the A227 Wrotham Road / Coldharbour Road / Wrotham Road roundabout. Therefore, detailed junction capacity assessments have been undertaken for the latter two junctions.
- 5.1.5 On review of the queue data and associated capacity modelling completed in support of the proposals, it is considered that the net impact of the proposals at the A227 Wrotham Road / A2 eastbound slip road / Site Access roundabout will be accommodated as part of the existing junction arrangement, with no 'severe' impact foreseen. Minor changes are proposed on the Site Access arm of the roundabout to accommodate the movements of larger vehicles, which offer capacity benefits also. For the A227 Wrotham Road / A2 westbound slip road roundabout mitigation measures are required on the A2 off slip, comprising revisions to the existing lane markings to allow for right turning vehicles to use both lanes. It is, therefore, considered that the proposed development along with the package of mitigation measures results in no 'severe' highways impacts in the context of Paragraph 115 of the National Planning Policy Framework.
- 5.1.6 A merge / diverge assessment has been completed with respect to the A2 east and westbound slip road roundabouts indicates that the proposed development in isolation will not materially impact the slip road arrangement. It is, therefore, not considered that any mitigation measures are warranted at these locations.
- 5.1.7 Given the above, Markides Associates are of the view that there are no sound transport related reasons preventing the consent of the development proposals.

DRAWINGS

22052-MA-XX-DR-C-0102 P02 – Roundabout Sign and Road Marking Proposal



DO NOT SCALE OFF THIS DRAWING

NOTES

1. This drawing is indicative and subject to discussions with local & national highway authorities. This design is also subject to confirmation of land ownership, topography, location of statutory services, detailed design and traffic modelling.
2. This drawing is based upon drawing number XXX supplied by XXX and Markides Associates shall not be liable for any inaccuracies or deficiencies.
3. Markides Associates accept no responsibility for any unauthorised amendments to this drawing. Do not rely on dimensions scaled from this plan.
4. Highway boundary information has been provided by XXX County Council on XXX and has been transcribed by Markides Associates onto an Ordnance Survey base. Markides Associates accepts no liability for the accuracy of the data provided and the highway boundary information shown is subject to checks by a licensed conveyancer.
5. Any swept path analysis has been undertaken using Autodesk vehicle tracking software (AutoTRACK) and Markides Associates shall not be liable for any inaccuracies or deficiencies.

KEY

- OS MAPPING
- (INDICATIVE) NATIONAL HIGHWAYS BOUNDARY
- PROPOSED TRAFFIC SIGN
- EXISTING ROAD MARKINGS
- EXISTING ROAD MARKING TO BE REMOVED

Revision History									
P02	FOR INFORMATION			NB	HA	HA			10.04.24
P01	FOR INFORMATION			AA	HA	HA			08.01.24
Rev	Comment			By	Chkd	Appr			Date
Current Revision									
P02	FOR INFORMATION			NB	HA	HA			10.04.24
Rev	Comment			By	Chkd	Appr			Date

S2 - FOR INFORMATION

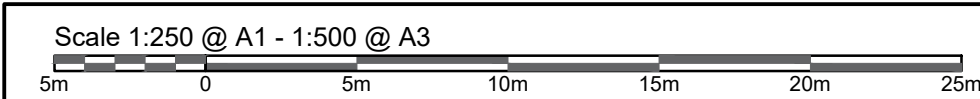
BP PULSE



Project
BP TOLL GATE

Drawing Title
ROUNDABOUT SIGN AND
ROAD MARKINGS PROPOSAL

Markides Associates reference: 22052 1:250 @ A1
22052-MA-XX-DR-C-0102 - P02



APPENDIX A – MANUAL CLASSIFIED COUNT DATA



The Tollgate, Gravesend - Manual Traffic Survey: Thursday, 02 March 2023

Produced by Streetwise Services Ltd.

Junction: A - (North East) A227 Wrotham Road / B - Wrotham Road / C - (South West) A227 Wrotham Road / D - Coldharbour Road

Approach: A - (North East) A227 Wrotham Road

A to B									
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	6	6	0	0	0	0	1	12.4	13
07:15 - 07:30	1	3	1	0	0	0	0	5.5	5
07:30 - 07:45	7	0	1	1	0	0	0	10.8	9
07:45 - 08:00	9	4	0	0	0	0	0	13.0	13
Hourly Total	23	13	2	1	0	0	1	42	40
08:00 - 08:15	3	1	0	0	0	0	0	4.0	4
08:15 - 08:30	4	1	0	0	0	0	0	5.0	5
08:30 - 08:45	9	1	0	1	0	0	0	12.3	11
08:45 - 09:00	10	0	0	0	0	0	0	10.0	10
Hourly Total	26	3	0	1	0	0	0	31	30
09:00 - 09:15	5	2	0	0	0	0	0	7.0	7
09:15 - 09:30	4	2	1	0	0	0	1	7.9	8
09:30 - 09:45	2	1	0	0	0	0	0	3.0	3
09:45 - 10:00	3	0	0	0	0	0	0	3.0	3
Hourly Total	14	5	1	0	0	0	1	21	21
Session Total	63	21	3	2	0	0	2	94	91
11:00 - 11:15	8	2	0	0	0	0	0	10.0	10
11:15 - 11:30	5	2	0	0	0	0	0	7.0	7
11:30 - 11:45	8	3	2	0	0	0	0	14.0	13
11:45 - 12:00	6	0	0	0	0	0	0	6.0	6
Hourly Total	27	7	2	0	0	0	0	37	36
12:00 - 12:15	7	1	2	0	0	0	0	11.0	10
12:15 - 12:30	3	3	0	0	0	0	0	6.0	6
12:30 - 12:45	4	0	0	0	0	0	0	4.0	4
12:45 - 13:00	6	3	0	0	0	0	0	9.0	9
Hourly Total	20	7	2	0	0	0	0	30	29
13:00 - 13:15	6	2	0	0	0	0	0	8.0	8
13:15 - 13:30	7	1	0	0	0	0	0	8.0	8
13:30 - 13:45	4	1	0	0	0	0	0	5.0	5
13:45 - 14:00	8	2	0	1	0	0	0	12.3	11
Hourly Total	25	6	0	1	0	0	0	33	32
Session Total	72	20	4	1	0	0	0	100	97
16:00 - 16:15	7	1	0	0	0	0	0	8.0	8
16:15 - 16:30	9	0	0	0	0	0	0	9.0	9
16:30 - 16:45	6	1	0	0	0	0	0	7.0	7
16:45 - 17:00	12	0	0	0	0	0	0	12.0	12
Hourly Total	34	2	0	0	0	0	0	36	36
17:00 - 17:15	11	2	0	0	0	0	0	13.0	13
17:15 - 17:30	2	1	0	0	0	0	0	3.0	3
17:30 - 17:45	10	1	0	0	0	0	0	11.0	11
17:45 - 18:00	20	1	0	0	0	0	0	21.0	21
Hourly Total	43	5	0	0	0	0	0	48	48
18:00 - 18:15	5	0	0	0	0	0	0	5.0	5
18:15 - 18:30	4	0	0	0	0	0	0	4.0	4
18:30 - 18:45	5	0	0	0	0	0	0	5.0	5
18:45 - 19:00	6	0	0	0	0	0	0	6.0	6
Hourly Total	20	0	0	0	0	0	0	20	20
Session Total	97	7	0	0	0	0	0	104	104

A to C								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
96	25	1	1	1	0	1	127.2	125
132	20	2	0	0	0	0	155.0	154
135	21	6	1	1	0	3	170.5	167
152	33	4	0	2	0	5	197.0	196
515	99	13	2	4	0	9	650	642
152	23	5	2	2	0	1	191.5	185
162	12	1	2	0	0	0	180.1	177
167	11	4	4	0	0	0	193.2	186
113	22	5	8	0	0	0	160.9	148
594	68	15	16	2	0	1	726	696
109	20	5	3	0	0	1	143.8	138
104	15	4	2	2	0	1	134.0	128
91	17	3	1	0	0	1	115.2	113
90	21	2	4	0	0	0	123.2	117
394	73	14	10	2	0	3	516	496
1503	240	42	28	8	0	13	1892	1834
84	12	3	2	0	0	0	105.1	101
95	14	7	1	0	0	0	121.8	117
79	11	2	3	0	0	0	99.9	95
72	13	7	3	0	0	0	102.4	95
330	50	19	9	0	0	0	429	408
87	7	6	5	0	0	1	114.9	106
86	14	2	2	0	0	0	107.6	104
95	16	2	1	0	0	0	116.3	114
88	20	2	3	0	0	0	117.9	113
356	57	12	11	0	0	1	457	437
80	16	7	0	1	0	1	108.9	105
98	14	3	1	0	0	0	118.8	116
73	15	4	5	0	0	0	105.5	97
94	14	2	4	0	0	1	120.6	115
345	59	16	10	1	0	2	454	433
1031	166	47	30	1	0	3	1340	1278
130	14	0	0	0	0	3	145.2	147
120	17	0	3	0	0	0	143.9	140
140	17	1	2	0	0	1	163.5	161
139	13	3	1	0	0	0	158.8	156
529	61	4	6	0	0	4	611	604
137	16	0	0	0	0	1	153.4	154
139	14	0	1	0	0	1	155.7	155
131	12	1	0	0	0	1	144.9	145
125	11	1	2	0	0	1	142.5	140
532	53	2	3	0	0	4	597	594
130	6	1	1	0	0	0	139.8	138
115	5	0	0	0	0	1	120.4	121
112	6	1	0	0	0	1	119.9	120
105	4	1	0	0	0	0	110.5	110
462	21	3	1	0	0	2	491	489
1523	135	9	10	0	0	10	1699	1687

A to D								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
35	11	0	0	0	0	0	46.0	46
35	13	0	0	0	0	0	48.0	48
53	4	0	0	0	0	0	57.0	57
61	13	0	0	0	0	0	74.0	74
184	41	0	0	0	0	0	225	225
49	4	0	0	1	0	1	55.4	55
66	5	0	0	0	0	0	71.0	71
57	2	1	0	0	0	0	60.5	60
38	4	0	0	0	0	0	42.0	42
210	15	1	0	1	0	1	229	228
38	1	0	0	1	0	0	41.0	40
56	3	1	0	0	0	0	60.5	60
26	4	0	0	0	0	0	30.0	30
46	1	1	0	0	0	0	48.5	48
166	9	2	0	1	0	0	180	178
560	65	3	0	2	0	1	634	631
37	5	0	0	0	0	0	42.0	42
43	4	0	0	0	0	0	47.0	47
46	4	1	0	0	0	1	51.9	52
30	0	0	0	0	0	0	30.0	30
156	13	1	0	0	0	1	171	171
36	2	1	0	1	0	0	41.5	40
34	5	0	0	0	0	0	39.0	39
37	6	0	0	0	0	0	43.0	43
41	1	1	0	0	0	1	43.9	44
148	14	2	0	1	0	1	167	166
48	7	0	0	0	0	0	55.0	55
26	5	0	0	0	0	0	31.0	31
38	4	0	0	0	0	0	42.0	42
30	3	0	0	1	0	0	35.0	34
142	19	0	0	1	0	0	163	162
446	46	3	0	2	0	2	501	499
44	6	0	1	0	0	1	52.7	52
33	3	0	0	0	0	0	36.0	36
49	3	0	0	0	0	1	52.4	53
38	4	1	0	0	0	0	43.5	43
164	16	1	1	0	0	2	185	184
37	6	0	0	0	0	1	43.4	44
51	6	0	0	0	0	0	57.0	57
45	0	1	0	0	0	1	46.9	47
37	1	0	0	1	0	0	40.0	39
170	13	1	0	1	0	2	187	187
37	3	0	0	0	0	0	40.0	40
34	2	0	0	0	0	0	36.0	36
32	3	0	0	0	0	0	35.0	35
29	3	0	0	0	0	0	32.0	32
132	11	0	0	0	0	0	143	143
466	40	2	1	1	0	4	515	514

A to A								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	1	0	0	0	0	1.5	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
1	0	1	0	0	0	0	3	2
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
1	0	1	0	0	0	0	3	2
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
2	0	0	0	0	0	0	2.0	2
3	0	0	0	0	0	0	3	3
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1	1
4	0	0	0	0	0	0	4	4
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
1	0	0	0	0	0	0	1	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1	1

From A									
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	137	42	1	1	1	0	2	185.6	184
07:15 - 07:30	168	36	3	0	0	0	0	208.5	207
07:30 - 07:45	195	25	7	2	1	0	3	238.3	233
07:45 - 08:00	222	50	4	0	2	0	5	284.0	283
Hourly Total	722	153	15	3	4	0	10	916	907
08:00 - 08:15	204	28	6	2	3	0	2	252.4	245
08:15 - 08:30	232	18	1	2	0	0	0	256.1	253
08:30 - 08:45	233	14	5	5	0	0	0	266.0	257
08:45 - 09:00	162	26	5	8	0	0	0	213.9	201
Hourly Total	831	86	17	17	3	0	2	988	956
09:00 - 09:15	152	23	5	3	1	0	1	191.8	185
09:15 - 09:30	164	20	6	2	2	0	2	202.4	196
09:30 - 09:45	119	22	3	1	0	0	1	148.2	146
09:45 - 10:00	139	22	3	4	0	0	0	174.7	168
Hourly Total	574	87	17	10	3	0	4	717	695
Session Total	2127	326	49	30	10	0	16	2622	2558
11:00 - 11:15	130	19	3	2	0	0	0	158.1	154
11:15 - 11:30	143	20	7	1	0	0	0	175.8	171
11:30 - 11:45	133	18	5	3	0	0	1	165.8	160
11:45 - 12:00	110	13	7	3	0	0	0	140.4	133
Hourly Total	516	70	22	9	0	0	1	640	618
12:00 - 12:15	130	10	9	5	1	0	1	167.4	156
12:15 - 12:30	123	22	2	2	0	0	0	152.6	149
12:30 - 12:45	136	22	2	1	0	0	0	163.3	161
12:45 - 13:00	135	24	3	3	0	0	1	170.8	166
Hourly Total	524	78	16	11	1	0	2	654	632
13:00 - 13:15	135	25	7	0	1	0	1	172.9	169
13:15 - 13:30	131	20	3	1	0	0	0	157.8	155
13:30 - 13:45	115	20	4	5	0	0	0	152.5	144
13:45 - 14:00	132	19	2	5	1	0	1	167.9	160
Hourly Total	513	84	16	11	2	0	2	651	628
Session Total	1553	232	54	31	3	0	5	1945	1878
16:00 - 16:15	181	21	0	1	0	0	4	205.9	207
16:15 - 16:30	162	20	0	3	0	0	0	188.9	185
16:30 - 16:45	195	21	1	2	0	0	2	222.9	221
16:45 - 17:00	190	17	4	1	0	0	0	215.3	212
Hourly Total	728	79	5	7	0	0	6	833	825
17:00 - 17:15	185	24	0	0	0	0	2	209.8	211
17:15 - 17:30	192	21	0	1	0	0	1	215.7	215
17:30 - 17:45	186	13	2	0	0	0	2	202.8	203
17:45 - 18:00	182	13	1	2	1	0	1	203.5	200
Hourly Total	745	71	3	3	1	0	6	832	829
18:00 - 18:15	172	9	1	1	0	0	0	184.8	183
18:15 - 18:30	153	7	0	0	0	0	1	160.4	161
18:30 - 18:45	149	9	1	0	0	0	1	159.9	160
18:45 - 19:00	140	7	1	0	0	0	0	148.5	148
Hourly Total	614	32	3	1	0	0	2	654	652
Session Total	2087	182	11	11	1	0	14	2318	2306

To A								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
67	11	3	4	0	0	1	92.1	86
82	27	5	3	0	0	0	123.4	117
98	17	8	2	1	1	1	134.2	128
121	27	4	5	3	0	0	171.5	160
368	82	20	14	4	1	2	521	491
151	17	2	0	0	0	1	171.4	171
171	15	6	1	1	0	0	199.3	194
161	19	4	1	1	0	1	190.7	187
155	15	4	4	0	0	0	185.2	178
638	66	16	6	2	0	2	747	730
145	17	3	3	0	0	0	173.4	168
105	14	2	0	0	0	1	122.4	122
127	22	6	4	0	0	0	167.2	159
109	18	2	4	1	0	1	141.6	135
486	71	13	11	1	0	2	605	584
1492	219	49	31	7	1	6	1872	1805
106	13	2	2	0	0	0	126.6	123
111	23	3	1	0	0	2	141.6	140
105	21	2	1	1	0	0	133.3	130
158	21	4	2	1	0	0	191.6	186
480	78	11	6	2	0	2	593	579
136	27	0	3	0	0	0	169.9	166
138	19	1	1	0	0	0	160.8	159
131	25	4	1	0	0	1	164.7	162
126	25	5	2	0	0	1	163.5	159
531	96	10	7	0	0	2	659	646
130	24	4	2	0	0	2	165.4	162
100	21	2	4	1	0	1	135.6	129
119	20	3	2	0	0	0	148.1	144
112	18	4	1	0	0	1	138.7	136
461	83	13	9	1	0	4	588	571
1472	257	34	22	3	0	8	1840	1796
162	28	3	0	1	0	1	196.9	195
169	33	2	1	1	0	2	210.1	208
186	32	1	0	2	0	1	223.9	222
175	27	2	0	1	0	1	207.4	206
692	120	8	1	5	0	5	838	831
203	15	1	0	2	0	2	224.3	223
194	24	1	0	1	0	2	222.3	222
205	24	1	0	0	0	2	231.3	232
219	18	1	0	1	0	1	240.9	240
821	81	4	0	4	0	7	919	917
165	22	1	2	0	0	5	195.1	195
168	18	2	0	0	0	5	191.0	193
157	16	0	1	0	0	1	175.7	175
162	12	0	0	0	0	1	174.4	175
652	68	3	3	0	0	12	736	738
2165	269	15	4	9	0	24	2493	2486



The Tollgate, Gravesend - Manual Traffic Survey: Thursday, 02 March 2023

Produced by Streetwise Services Ltd.

Junction: A - (North East) A227 Wrotham Road / B - Wrotham Road / C - (South West) A227 Wrotham Road / D - Coldharbour Road

Approach: B - Wrotham Road

TIME	B to C								TOTAL
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	
07:00 - 07:15	9	6	0	1	0	0	0	17.3	16
07:15 - 07:30	11	10	1	1	0	0	1	25.2	24
07:30 - 07:45	13	11	4	1	0	0	0	32.3	29
07:45 - 08:00	15	8	0	1	0	0	0	25.3	24
Hourly Total	48	35	5	4	0	0	1	100	93
08:00 - 08:15	10	11	3	0	0	0	0	25.5	24
08:15 - 08:30	11	6	2	1	1	0	0	24.3	21
08:30 - 08:45	18	9	2	0	0	0	0	30.0	29
08:45 - 09:00	31	11	0	2	0	0	0	46.6	44
Hourly Total	70	37	7	3	1	0	0	126	118
09:00 - 09:15	16	9	0	0	0	0	0	25.0	25
09:15 - 09:30	13	4	0	2	0	0	1	22.0	20
09:30 - 09:45	14	2	1	2	0	0	0	22.1	19
09:45 - 10:00	11	3	2	0	0	0	0	17.0	16
Hourly Total	54	18	3	4	0	0	1	86	80
Session Total	172	90	15	11	1	0	2	313	291
11:00 - 11:15	12	3	3	0	0	0	0	19.5	18
11:15 - 11:30	15	6	1	1	0	0	0	24.8	23
11:30 - 11:45	14	6	4	0	0	0	3	27.2	27
11:45 - 12:00	21	8	3	1	0	0	0	35.8	33
Hourly Total	62	23	11	2	0	0	3	107	101
12:00 - 12:15	26	1	2	1	0	0	0	32.3	30
12:15 - 12:30	12	4	5	2	0	0	0	28.1	23
12:30 - 12:45	17	7	1	0	0	0	0	25.5	25
12:45 - 13:00	18	6	2	0	0	0	0	27.0	26
Hourly Total	73	18	10	3	0	0	0	113	104
13:00 - 13:15	25	9	0	4	0	0	0	43.2	38
13:15 - 13:30	18	5	0	1	0	0	0	25.3	24
13:30 - 13:45	19	6	0	1	0	0	0	27.3	26
13:45 - 14:00	19	7	0	0	0	0	0	26.0	26
Hourly Total	81	27	0	6	0	0	0	122	114
Session Total	216	68	21	11	0	0	3	342	319
16:00 - 16:15	23	6	0	1	0	0	1	31.7	31
16:15 - 16:30	15	6	0	0	0	0	0	21.0	21
16:30 - 16:45	16	5	1	1	0	0	0	24.8	23
16:45 - 17:00	17	7	1	0	0	0	0	25.5	25
Hourly Total	71	24	2	2	0	0	1	103	100
17:00 - 17:15	24	4	0	0	0	0	0	28.0	28
17:15 - 17:30	18	4	2	1	0	0	1	27.7	26
17:30 - 17:45	21	5	0	1	0	0	0	28.3	27
17:45 - 18:00	19	7	0	1	0	0	3	29.5	30
Hourly Total	82	20	2	3	0	0	4	114	111
18:00 - 18:15	19	6	0	0	0	0	0	25.0	25
18:15 - 18:30	25	6	0	1	0	0	0	33.3	32
18:30 - 18:45	15	3	2	2	0	0	0	25.6	22
18:45 - 19:00	20	6	0	1	0	0	2	29.1	29
Hourly Total	79	21	2	4	0	0	2	113	108
Session Total	232	65	6	9	0	0	7	330	319

B to D								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
2	2	0	0	0	0	0	4.0	4
3	2	1	0	0	0	0	6.5	6
5	2	0	0	0	0	0	7.0	7
7	2	0	0	0	0	1	9.4	10
17	8	1	0	0	0	1	27	27
2	1	0	0	0	0	0	3.0	3
8	0	0	0	0	0	0	8.0	8
4	3	0	0	0	0	0	7.0	7
10	1	0	0	0	0	0	11.0	11
24	5	0	0	0	0	0	29	29
4	0	0	0	0	0	0	4.0	4
3	0	0	0	0	0	0	3.0	3
3	1	0	0	0	0	0	4.0	4
5	1	0	0	0	0	0	6.0	6
15	2	0	0	0	0	0	17	17
56	15	1	0	0	0	1	73	73
5	0	0	0	0	0	0	5.0	5
7	1	0	0	0	0	0	8.0	8
9	1	0	0	0	0	0	10.0	10
1	2	0	0	0	0	0	3.0	3
22	4	0	0	0	0	0	26	26
5	2	0	0	0	0	0	7.0	7
6	2	0	0	0	0	0	8.0	8
6	1	0	0	0	0	1	7.4	8
6	2	0	0	0	0	0	8.0	8
23	7	0	0	0	0	1	30	31
15	3	0	0	0	0	1	18.4	19
8	1	0	0	0	0	0	9.0	9
5	2	0	0	0	0	0	7.0	7
6	1	0	0	0	0	0	7.0	7
34	7	0	0	0	0	1	41	42
79	18	0	0	0	0	2	98	99
9	0	0	0	0	0	0	9.0	9
8	1	0	0	0	0	0	9.0	9
6	0	0	0	0	0	0	6.0	6
2	1	0	0	0	0	0	3.0	3
25	2	0	0	0	0	0	27	27
2	0	0	0	0	0	0	2.0	2
3	0	0	0	0	0	0	3.0	3
6	1	0	0	0	0	0	7.0	7
6	2	0	0	0	0	0	8.0	8
17	3	0	0	0	0	0	20	20
7	0	1	0	0	0	0	8.5	8
8	0	0	0	0	0	0	8.0	8
7	0	0	0	0	0	0	7.0	7
8	1	0	0	0	0	0	9.0	9
30	1	1	0	0	0	0	33	32
72	6	1	0	0	0	0	80	79

B to A								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
2	0	0	0	0	0	0	2.0	2
4	0	0	0	0	0	0	4.0	4
4	0	1	0	0	1	0	5.7	6
4	1	0	0	0	0	0	5.0	5
14	1	1	0	0	1	0	17	17
5	0	0	0	0	0	0	5.0	5
5	1	0	0	0	0	0	6.0	6
2	0	0	0	0	0	0	2.0	2
6	1	0	0	0	0	0	7.0	7
18	2	0	0	0	0	0	20	20
3	2	0	0	0	0	0	5.0	5
2	1	0	0	0	0	0	3.0	3
4	1	0	0	0	0	0	5.0	5
2	1	0	0	0	0	0	3.0	3
11	5	0	0	0	0	0	16	16
43	8	1	0	0	1	0	53	53
3	0	0	0	0	0	0	3.0	3
3	2	0	0	0	0	0	5.0	5
2	1	0	0	0	0	0	3.0	3
7	2	0	0	0	0	0	9.0	9
15	5	0	0	0	0	0	20	20
7	3	0	0	0	0	0	10.0	10
5	0	0	0	0	0	0	5.0	5
5	3	0	1	0	0	0	10.3	9
0	1	0	0	0	0	1	1.4	2
17	7	0	1	0	0	1	27	26
5	0	0	0	0	0	0	5.0	5
3	0	1	1	0	0	0	6.8	5
2	3	1	0	0	0	0	6.5	6
4	1	0	0	0	0	0	5.0	5
14	4	2	1	0	0	0	23	21
46	16	2	2	0	0	1	70	67
4	0	0	0	1	0	0	6.0	5
10	3	0	0	0	0	0	13.0	13
8	0	0	0	0	0	0	8.0	8
9	0	0	0	0	0	0	9.0	9
31	3	0	0	1	0	0	36	35
11	2	1	0	1	0	0	16.5	15
7	1	0	0	0	0	0	8.0	8
6	3	0	0	0	0	0	9.0	9
9	0	0	0	0	0	0	9.0	9
33	6	1	0	1	0	0	43	41
7	1	0	0	0	0	1	8.4	9
6	0	0	0	0	0	0	6.0	6
7	0	0	0	0	0	0	7.0	7
13	2	0	0	0	0	0	15.0	15
33	3	0	0	0	0	1	36	37
97	12	1	0	2	0	1	115	113

[illegible]

From B									
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	13	8	0	1	0	0	0	23.3	22
07:15 - 07:30	18	12	2	1	0	0	1	35.7	34
07:30 - 07:45	22	13	5	1	0	1	0	45.0	42
07:45 - 08:00	26	11	0	1	0	0	1	39.7	39
Hourly Total	79	44	7	4	0	1	2	144	137
08:00 - 08:15	17	12	3	0	0	0	0	33.5	32
08:15 - 08:30	24	7	2	1	1	0	0	38.3	35
08:30 - 08:45	24	12	2	0	0	0	0	39.0	38
08:45 - 09:00	47	13	0	2	0	0	0	64.6	62
Hourly Total	112	44	7	3	1	0	0	175	167
09:00 - 09:15	23	11	0	0	0	0	0	34.0	34
09:15 - 09:30	18	5	0	2	0	0	1	28.0	26
09:30 - 09:45	21	4	1	2	0	0	0	31.1	28
09:45 - 10:00	18	5	2	0	0	0	0	26.0	25
Hourly Total	80	25	3	4	0	0	1	119	113
Session Total	271	113	17	11	1	1	3	438	417
11:00 - 11:15	20	3	3	0	0	0	0	27.5	26
11:15 - 11:30	25	9	1	1	0	0	0	37.8	36
11:30 - 11:45	25	8	4	0	0	0	3	40.2	40
11:45 - 12:00	29	12	3	1	0	0	0	47.8	45
Hourly Total	99	32	11	2	0	0	3	153	147
12:00 - 12:15	38	6	2	1	0	0	0	49.3	47
12:15 - 12:30	23	6	5	2	0	0	0	41.1	36
12:30 - 12:45	28	11	1	1	0	0	1	43.2	42
12:45 - 13:00	24	9	2	0	0	0	1	36.4	36
Hourly Total	113	32	10	4	0	0	2	170	161
13:00 - 13:15	45	12	0	4	0	0	1	66.6	62
13:15 - 13:30	29	6	1	2	0	0	0	41.1	38
13:30 - 13:45	26	11	1	1	0	0	0	40.8	39
13:45 - 14:00	29	9	0	0	0	0	0	38.0	38
Hourly Total	129	38	2	7	0	0	1	187	177
Session Total	341	102	23	13	0	0	6	510	485
16:00 - 16:15	36	6	0	1	1	0	1	46.7	45
16:15 - 16:30	33	10	0	0	0	0	0	43.0	43
16:30 - 16:45	30	5	1	1	0	0	0	38.8	37
16:45 - 17:00	28	8	1	0	0	0	0	37.5	37
Hourly Total	127	29	2	2	1	0	1	166	162
17:00 - 17:15	37	6	1	0	1	0	0	46.5	45
17:15 - 17:30	28	5	2	1	0	0	1	38.7	37
17:30 - 17:45	33	9	0	1	0	0	0	44.3	43
17:45 - 18:00	34	9	0	1	0	0	3	46.5	47
Hourly Total	132	29	3	3	1	0	4	176	172
18:00 - 18:15	34	7	1	0	0	0	1	42.9	43
18:15 - 18:30	39	6	0	1	0	0	0	47.3	46
18:30 - 18:45	29	3	2	2	0	0	0	39.6	36
18:45 - 19:00	41	9	0	1	0	0	2	53.1	53
Hourly Total	143	25	3	4	0	0	3	183	178
Session Total	402	83	8	9	2	0	8	525	512

To B								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
16	11	1	1	0	0	1	31.2	30
20	13	2	0	0	0	0	36.0	35
24	9	3	2	0	0	1	42.5	39
21	8	3	0	0	0	0	33.5	32
81	41	9	3	0	0	2	143	136
19	14	2	1	1	0	0	40.3	37
15	11	3	0	0	0	0	30.5	29
28	10	0	2	0	0	0	42.6	40
38	6	0	0	0	0	0	44.0	44
100	41	5	3	1	0	0	157	150
22	4	0	1	0	0	0	28.3	27
24	8	1	0	0	0	1	33.9	34
21	3	2	1	0	0	0	29.3	27
17	4	0	2	0	0	0	25.6	23
84	19	3	4	0	0	1	117	111
265	101	17	10	1	0	3	418	397
25	9	1	1	0	0	1	38.2	37
30	3	2	0	0	0	1	36.4	36
34	10	4	1	0	0	0	52.3	49
33	4	0	2	0	0	0	41.6	39
122	26	7	4	0	0	2	169	161
27	5	7	0	0	0	0	42.5	39
18	14	1	2	0	0	0	38.1	35
26	11	1	1	0	0	1	41.2	40
26	8	2	3	0	0	1	44.3	40
97	38	11	6	0	0	2	166	154
29	9	1	2	0	0	1	44.5	42
29	10	1	3	0	0	0	47.4	43
21	10	1	0	0	0	0	32.5	32
34	7	5	2	0	0	0	53.1	48
113	36	8	7	0	0	1	178	165
332	100	26	17	0	0	5	512	480
24	6	0	0	0	0	0	30.0	30
29	4	1	1	0	0	1	37.2	36
26	8	1	0	0	0	2	36.3	37
34	7	0	0	1	0	0	43.0	42
113	25	2	1	1	0	3	147	145
36	8	2	1	0	0	0	49.3	47
27	4	0	1	0	0	1	33.7	33
45	10	0	1	1	0	0	59.3	57
49	6	0	0	0	0	0	55.0	55
157	28	2	3	1	0	1	197	192
35	5	1	0	0	0	1	41.9	42
30	1	0	1	0	0	0	33.3	32
27	4	1	0	0	0	1	32.9	33
29	2	1	0	0	0	1	32.9	33
121	12	3	1	0	0	3	141	140
391	65	7	5	2	0	7	485	477



The Tollgate, Gravesend - Manual Traffic Survey: Thursday, 02 March 2023

Produced by Streetwise Services Ltd.

Junction: A - (North East) A227 Wrotham Road / B - Wrotham Road / C - (South West) A227 Wrotham Road / D - Coldharbour Road

Approach: C - (South West) A227 Wrotham Road

TIME	C to D								TOTAL
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	
07:00 - 07:15	83	17	1	0	0	0	1	101.9	102
07:15 - 07:30	117	22	1	0	0	0	0	140.5	140
07:30 - 07:45	130	23	0	1	1	0	2	158.1	157
07:45 - 08:00	112	26	3	0	0	0	0	142.5	141
Hourly Total	442	88	5	1	1	0	3	543	540
08:00 - 08:15	150	23	1	0	0	0	0	174.5	174
08:15 - 08:30	131	16	0	0	0	0	0	147.0	147
08:30 - 08:45	100	15	3	0	1	0	0	121.5	119
08:45 - 09:00	146	14	2	0	0	0	0	163.0	162
Hourly Total	527	68	6	0	1	0	0	606	602
09:00 - 09:15	116	20	1	2	0	0	2	142.9	141
09:15 - 09:30	99	19	1	0	0	0	0	119.5	119
09:30 - 09:45	99	23	3	0	0	0	0	126.5	125
09:45 - 10:00	98	11	2	1	1	0	0	116.3	113
Hourly Total	412	73	7	3	1	0	2	505	498
Session Total	1381	229	18	4	3	0	5	1654	1640
11:00 - 11:15	96	7	3	1	0	0	0	109.8	107
11:15 - 11:30	123	20	2	0	0	0	0	146.0	145
11:30 - 11:45	117	10	2	0	0	0	0	130.0	129
11:45 - 12:00	130	19	1	0	2	0	0	154.5	152
Hourly Total	466	56	8	1	2	0	0	540	533
12:00 - 12:15	105	19	3	0	0	0	0	128.5	127
12:15 - 12:30	136	19	2	1	0	0	1	160.7	159
12:30 - 12:45	131	21	2	1	0	0	0	157.3	155
12:45 - 13:00	124	16	2	0	0	0	2	143.8	144
Hourly Total	496	75	9	2	0	0	3	590	585
13:00 - 13:15	130	12	0	2	0	0	1	147.0	145
13:15 - 13:30	120	12	1	1	1	0	0	137.8	135
13:30 - 13:45	119	14	1	1	1	0	0	138.8	136
13:45 - 14:00	98	22	3	1	0	0	0	126.8	124
Hourly Total	467	60	5	5	2	0	1	550	540
Session Total	1429	191	22	8	4	0	4	1681	1658
16:00 - 16:15	165	31	2	0	0	0	2	199.8	200
16:15 - 16:30	177	38	0	0	0	0	1	215.4	216
16:30 - 16:45	170	25	2	0	0	0	1	198.4	198
16:45 - 17:00	160	20	2	1	1	0	1	187.7	185
Hourly Total	672	114	6	1	1	0	5	801	799
17:00 - 17:15	178	30	2	0	0	0	3	212.2	213
17:15 - 17:30	179	39	1	0	0	0	4	221.1	223
17:30 - 17:45	147	25	2	0	1	0	0	177.0	175
17:45 - 18:00	165	21	0	1	0	0	0	188.3	187
Hourly Total	669	115	5	1	1	0	7	799	798
18:00 - 18:15	134	18	0	0	0	0	2	152.8	154
18:15 - 18:30	148	15	3	0	0	0	0	167.5	166
18:30 - 18:45	119	13	0	0	0	0	1	132.4	133
18:45 - 19:00	112	9	0	0	0	0	0	121.0	121
Hourly Total	513	55	3	0	0	0	3	574	574
Session Total	1854	284	14	2	2	0	15	2174	2171

C to A								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
57	11	3	4	0	0	1	82.1	76
63	24	4	2	0	0	0	97.6	93
81	16	5	2	0	0	1	109.5	105
96	24	2	4	3	0	0	138.2	129
297	75	14	12	3	0	2	427	403
117	15	0	0	0	0	1	132.4	133
130	12	6	1	1	0	0	155.3	150
125	15	4	1	0	0	1	148.7	146
112	12	2	4	0	0	0	136.2	130
484	54	12	6	1	0	2	573	559
115	14	3	3	0	0	0	140.4	135
72	13	2	0	0	0	1	88.4	88
98	16	6	4	0	0	0	132.2	124
82	16	2	4	0	0	0	110.2	104
367	59	13	11	0	0	1	471	451
1148	188	39	29	4	0	5	1471	1413
77	10	2	2	0	0	0	94.6	91
70	17	3	1	0	0	1	94.2	92
67	16	2	1	1	0	0	90.3	87
104	17	4	2	0	0	0	131.6	127
318	60	11	6	1	0	1	411	397
93	19	0	3	0	0	0	118.9	115
101	11	1	1	0	0	0	115.8	114
78	17	2	0	0	0	1	98.4	98
86	21	5	2	0	0	0	119.1	114
358	68	8	6	0	0	1	452	441
90	20	4	2	0	0	0	120.6	116
74	15	1	3	0	0	0	97.4	93
78	16	2	2	0	0	0	101.6	98
82	16	3	1	0	0	1	105.2	103
324	67	10	8	0	0	1	425	410
1000	195	29	20	1	0	3	1288	1248
119	22	3	0	0	0	0	145.5	144
113	24	2	1	1	0	2	145.1	143
130	29	1	0	2	0	0	164.5	162
125	18	2	0	0	0	1	146.4	146
487	93	8	1	3	0	3	602	595
162	9	0	0	1	0	2	173.8	174
144	21	1	0	1	0	1	168.9	168
155	19	1	0	0	0	2	176.3	177
161	15	1	0	0	0	1	177.9	178
622	64	3	0	2	0	6	697	697
114	17	1	2	0	0	3	138.3	137
135	12	2	0	0	0	5	152.0	154
111	11	0	1	0	0	1	124.7	124
123	10	0	0	0	0	1	133.4	134
483	50	3	3	0	0	10	548	549
1592	207	14	4	5	0	19	1847	1841

C to B								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
6	5	1	1	0	0	0	14.8	13
14	6	1	0	0	0	0	21.5	21
15	7	2	1	0	0	1	27.7	26
9	4	3	0	0	0	0	17.5	16
44	22	7	2	0	0	1	82	76
11	10	1	1	1	0	0	26.8	24
7	8	3	0	0	0	0	19.5	18
14	7	0	1	0	0	0	23.3	22
20	5	0	0	0	0	0	25.0	25
52	30	4	2	1	0	0	95	89
13	0	0	1	0	0	0	15.3	14
17	5	0	0	0	0	0	22.0	22
15	2	2	1	0	0	0	22.3	20
12	2	0	2	0	0	0	18.6	16
57	9	2	4	0	0	0	78	72
153	61	13	8	1	0	1	254	237
10	5	1	1	0	0	1	19.2	18
16	1	2	0	0	0	1	20.4	20
22	1	1	1	0	0	0	26.8	25
20	3	0	2	0	0	0	27.6	25
68	10	4	4	0	0	2	94	88
16	2	4	0	0	0	0	24.0	22
8	10	1	2	0	0	0	24.1	21
15	9	1	1	0	0	0	27.8	26
17	4	2	3	0	0	0	30.9	26
56	25	8	6	0	0	0	107	95
17	7	1	2	0	0	1	30.5	28
17	9	1	2	0	0	0	32.1	29
15	9	1	0	0	0	0	25.5	25
19	4	5	1	0	0	0	32.8	29
68	29	8	5	0	0	1	121	111
192	64	20	15	0	0	3	322	294
12	4	0	0	0	0	0	16.0	16
16	3	1	1	0	0	1	23.2	22
19	5	1	0	0	0	2	26.3	27
20	6	0	0	1	0	0	28.0	27
67	18	2	1	1	0	3	94	92
21	6	2	1	0	0	0	32.3	30
19	3	0	1	0	0	1	24.7	24
31	8	0	1	1	0	0	43.3	41
24	5	0	0	0	0	0	29.0	29
95	22	2	3	1	0	1	129	124
26	5	1	0	0	0	1	32.9	33
25	1	0	1	0	0	0	28.3	27
18	4	1	0	0	0	1	23.9	24
20	2	1	0	0	0	1	23.9	24
89	12	3	1	0	0	3	109	108
251	52	7	5	2	0	7	332	324

C to C								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
2	0	0	0	0	0	0	2.0	2
0	0	0	0	0	0	0	0.0	0
2	0	0	0	0	0	0	2	2
1	1	1	0	0	0	0	3.5	3
1	0	1	0	0	0	0	2.5	2
0	1	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
2	2	2	0	0	0	0	7	6
1	0	0	0	0	0	0	1.0	1
2	0	1	0	0	0	0	3.5	3
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
4	0	1	0	0	0	0	6	5
8	2	3	0	0	0	0	15	13
3	0	0	0	0	0	0	3.0	3
1	0	0	0	0	0	0	1.0	1
1	0	0	0	0	0	0	1.0	1
1	1	0	0	0	0	0	2.0	2
6	1	0	0	0	0	0	7	7
0	0	1	0	0	0	0	1.5	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	1	0	0	0	0	2	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	1	0	0	0	0	0	1.0	1
2	0	0	0	0	0	0	2.0	2
2	1	0	0	0	0	0	3	3
8	2	1	0	0	0	0	12	11
3	0	0	0	0	0	0	3.0	3
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
1	0	0	0	0	0	0	1.0	1
5	0	0	0	0	0	0	5	5
0	1	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	1	0	0	0	0	0	1	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
5	1	0	0	0	0	0	6	6

TIME	From C								TOTAL
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	
07:00 - 07:15	146	33	5	5	0	0	2	198.8	191
07:15 - 07:30	194	52	6	2	0	0	0	259.6	254
07:30 - 07:45	228	46	7	4	1	0	4	297.3	290
07:45 - 08:00	217	54	8	4	3	0	0	298.2	286
Hourly Total	785	185	26	15	4	0	6	1054	1021
08:00 - 08:15	279	49	3	1	1	0	1	337.2	334
08:15 - 08:30	269	36	10	1	1	0	0	324.3	317
08:30 - 08:45	239	38	7	2	1	0	1	294.5	288
08:45 - 09:00	278	31	4	4	0	0	0	324.2	317
Hourly Total	1065	154	24	8	3	0	2	1280	1256
09:00 - 09:15	245	34	4	6	0	0	2	299.6	291
09:15 - 09:30	190	37	4	0	0	0	1	233.4	232
09:30 - 09:45	212	41	11	5	0	0	0	281.0	269
09:45 - 10:00	193	29	4	7	1	0	0	246.1	234
Hourly Total	840	141	23	18	1	0	3	1060	1026
Session Total	2690	480	73	41	8	0	11	3394	3303
11:00 - 11:15	186	22	6	4	0	0	1	226.6	219
11:15 - 11:30	210	38	7	1	0	0	2	261.6	258
11:30 - 11:45	207	27	5	2	1	0	0	248.1	242
11:45 - 12:00	255	40	5	4	2	0	0	315.7	306
Hourly Total	858	127	23	11	3	0	3	1052	1025
12:00 - 12:15	214	40	8	3	0	0	0	272.9	265
12:15 - 12:30	245	40	4	4	0	0	1	300.6	294
12:30 - 12:45	224	47	5	2	0	0	1	283.5	279
12:45 - 13:00	227	41	9	5	0	0	2	293.8	284
Hourly Total	910	168	26	14	0	0	4	1151	1122
13:00 - 13:15	237	39	5	6	0	0	2	298.1	289
13:15 - 13:30	211	36	3	6	1	0	0	267.3	257
13:30 - 13:45	212	40	4	3	1	0	0	266.9	260
13:45 - 14:00	201	42	11	3	0	0	1	266.8	258
Hourly Total	861	157	23	18	2	0	3	1099	1064
Session Total	2629	452	72	43	5	0	10	3302	3211
16:00 - 16:15	299	57	5	0	0	0	2	364.3	363
16:15 - 16:30	306	65	3	2	1	0	4	383.7	381
16:30 - 16:45	320	59	4	0	2	0	3	390.2	388
16:45 - 17:00	306	44	4	1	2	0	2	363.1	359
Hourly Total	1231	225	16	3	5	0	11	1501	1491
17:00 - 17:15	361	46	4	1	1	0	5	419.3	418
17:15 - 17:30	342	63	2	1	1	0	6	414.7	415
17:30 - 17:45	333	52	3	1	2	0	2	396.6	393
17:45 - 18:00	350	41	1	1	0	0	1	395.2	394
Hourly Total	1386	202	10	4	4	0	14	1626	1620
18:00 - 18:15	274	40	2	2	0	0	6	324.0	324
18:15 - 18:30	308	28	5	1	0	0	5	347.8	347
18:30 - 18:45	248	28	1	1	0	0	3	281.0	281
18:45 - 19:00	255	21	1	0	0	0	2	278.3	279
Hourly Total	1085	117	9	4	0	0	16	1231	1231
Session Total	3702	544	35	11	9	0	41	4358	4342

To C								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
175	53	1	2	1	0	5	238.1	237
244	54	3	1	0	0	2	305.6	304
257	54	10	2	1	0	4	334.2	328
278	61	7	1	2	0	6	358.2	355
954	222	21	6	4	0	17	1236	1224
295	52	9	2	2	0	1	369.5	361
294	33	4	3	1	0	1	342.3	336
323	34	6	4	0	0	1	375.6	368
262	50	6	10	0	0	0	344.0	328
1174	169	25	19	3	0	3	1431	1393
225	40	9	3	1	0	1	287.8	279
213	38	6	5	2	0	4	277.1	268
219	28	6	4	0	0	1	265.6	258
184	38	5	4	0	0	0	238.7	231
841	144	26	16	3	0	6	1069	1036
2969	535	72	41	10	0	26	3737	3653
202	29	8	3	0	0	0	249.9	242
216	31	8	2	0	0	0	263.6	257
205	35	8	4	0	0	3	262.4	255
196	28	12	4	0	0	0	251.2	240
819	123	36	13	0	0	3	1027	994
213	17	10	6	1	0	1	261.2	248
205	31	8	4	1	0	1	259.6	250
222	43	5	1	0	0	1	275.2	272
206	38	5	3	0	0	0	258.4	252
846	129	28	14	2	0	3	1054	1022
216	35	9	4	1	0	2	276.5	267
229	42	3	2	0	0	0	280.1	276
222	35	5	6	0	0	0	278.3	268
236	33	3	4	2	0	1	287.1	279
903	145	20	16	3	0	3	1122	1090
2568	397	84	43	5	0	9	3204	3106
291	36	0	1	0	0	6	331.7	334
276	44	0	3	0	0	0	326.9	323
278	43	4	4	0	0	1	336.6	330
320	36	5	1	0	0	1	366.2	363
1165	159	9	9	0	0	8	1361	1350
296	40	1	2	0	0	2	342.9	341
309	32	3	2	0	0	3	351.3	349
283	36	2	1	0	0	2	325.1	324
272	35	2	3	1	0	5	320.9	318
1160	143	8	8	1	0	12	1340	1332
288	20	2	1	0	0	0	313.3	311
244	25	0	1	0	0	1	271.7	271
237	17	3	2	0	0	1	263.5	260
233	17	1	1	0	0	2	254.6	254
1002	79	6	5	0	0	4	1103	1096
3327	381	23	22	1	0	24	3805	3778



The Tollgate, Gravesend - Manual Traffic Survey: Thursday, 02 March 2023

Produced by Streetwise Services Ltd.

Junction: A - (North East) A227 Wrotham Road / B - Wrotham Road / C - (South West) A227 Wrotham Road / D - Coldharbour Road

Approach: D - Coldharbour Road

TIME	D to A								TOTAL
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	
07:00 - 07:15	8	0	0	0	0	0	0	8.0	8
07:15 - 07:30	15	3	1	1	0	0	0	21.8	20
07:30 - 07:45	13	1	2	0	1	0	0	19.0	17
07:45 - 08:00	21	2	2	1	0	0	0	28.3	26
Hourly Total	57	6	5	2	1	0	0	77	71
08:00 - 08:15	29	2	1	0	0	0	0	32.5	32
08:15 - 08:30	36	2	0	0	0	0	0	38.0	38
08:30 - 08:45	34	4	0	0	1	0	0	40.0	39
08:45 - 09:00	36	2	2	0	0	0	0	41.0	40
Hourly Total	135	10	3	0	1	0	0	152	149
09:00 - 09:15	27	1	0	0	0	0	0	28.0	28
09:15 - 09:30	31	0	0	0	0	0	0	31.0	31
09:30 - 09:45	25	5	0	0	0	0	0	30.0	30
09:45 - 10:00	25	1	0	0	1	0	1	28.4	28
Hourly Total	108	7	0	0	1	0	1	117	117
Session Total	300	23	8	2	3	0	1	346	337
11:00 - 11:15	25	3	0	0	0	0	0	28.0	28
11:15 - 11:30	38	4	0	0	0	0	1	42.4	43
11:30 - 11:45	36	4	0	0	0	0	0	40.0	40
11:45 - 12:00	45	2	0	0	1	0	0	49.0	48
Hourly Total	144	13	0	0	1	0	1	159	159
12:00 - 12:15	36	5	0	0	0	0	0	41.0	41
12:15 - 12:30	32	8	0	0	0	0	0	40.0	40
12:30 - 12:45	48	5	2	0	0	0	0	56.0	55
12:45 - 13:00	40	3	0	0	0	0	0	43.0	43
Hourly Total	156	21	2	0	0	0	0	180	179
13:00 - 13:15	34	4	0	0	0	0	2	38.8	40
13:15 - 13:30	23	6	0	0	1	0	1	31.4	31
13:30 - 13:45	39	1	0	0	0	0	0	40.0	40
13:45 - 14:00	26	1	1	0	0	0	0	28.5	28
Hourly Total	122	12	1	0	1	0	3	139	139
Session Total	422	46	3	0	2	0	4	478	477
16:00 - 16:15	39	6	0	0	0	0	1	45.4	46
16:15 - 16:30	46	6	0	0	0	0	0	52.0	52
16:30 - 16:45	48	3	0	0	0	0	1	51.4	52
16:45 - 17:00	40	9	0	0	1	0	0	51.0	50
Hourly Total	173	24	0	0	1	0	2	200	200
17:00 - 17:15	30	4	0	0	0	0	0	34.0	34
17:15 - 17:30	43	2	0	0	0	0	1	45.4	46
17:30 - 17:45	44	2	0	0	0	0	0	46.0	46
17:45 - 18:00	49	3	0	0	1	0	0	54.0	53
Hourly Total	166	11	0	0	1	0	1	179	179
18:00 - 18:15	44	4	0	0	0	0	1	48.4	49
18:15 - 18:30	27	6	0	0	0	0	0	33.0	33
18:30 - 18:45	39	5	0	0	0	0	0	44.0	44
18:45 - 19:00	26	0	0	0	0	0	0	26.0	26
Hourly Total	136	15	0	0	0	0	1	151	152
Session Total	475	50	0	0	2	0	4	531	531

D to B								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
4	0	0	0	0	0	0	4.0	4
5	4	0	0	0	0	0	9.0	9
2	2	0	0	0	0	0	4.0	4
3	0	0	0	0	0	0	3.0	3
14	6	0	0	0	0	0	20	20
5	3	1	0	0	0	0	9.5	9
4	2	0	0	0	0	0	6.0	6
5	2	0	0	0	0	0	7.0	7
8	1	0	0	0	0	0	9.0	9
22	8	1	0	0	0	0	32	31
4	2	0	0	0	0	0	6.0	6
3	1	0	0	0	0	0	4.0	4
4	0	0	0	0	0	0	4.0	4
2	2	0	0	0	0	0	4.0	4
13	5	0	0	0	0	0	18	18
49	19	1	0	0	0	0	70	69
7	2	0	0	0	0	0	9.0	9
9	0	0	0	0	0	0	9.0	9
4	6	1	0	0	0	0	11.5	11
7	1	0	0	0	0	0	8.0	8
27	9	1	0	0	0	0	38	37
4	2	1	0	0	0	0	7.5	7
7	1	0	0	0	0	0	8.0	8
7	2	0	0	0	0	1	9.4	10
3	1	0	0	0	0	1	4.4	5
21	6	1	0	0	0	2	29	30
6	0	0	0	0	0	0	6.0	6
5	0	0	1	0	0	0	7.3	6
2	0	0	0	0	0	0	2.0	2
7	1	0	0	0	0	0	8.0	8
20	1	0	1	0	0	0	23	22
68	16	2	1	0	0	2	90	89
5	1	0	0	0	0	0	6.0	6
4	1	0	0	0	0	0	5.0	5
1	2	0	0	0	0	0	3.0	3
2	1	0	0	0	0	0	3.0	3
12	5	0	0	0	0	0	17	17
4	0	0	0	0	0	0	4.0	4
6	0	0	0	0	0	0	6.0	6
4	1	0	0	0	0	0	5.0	5
5	0	0	0	0	0	0	5.0	5
19	1	0	0	0	0	0	20	20
3	0	0	0	0	0	0	3.0	3
1	0	0	0	0	0	0	1.0	1
4	0	0	0	0	0	0	4.0	4
3	0	0	0	0	0	0	3.0	3
11	0	0	0	0	0	0	11	11
42	6	0	0	0	0	0	48	48

D to C								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
70	22	0	0	0	0	4	93.6	96
101	24	0	0	0	0	1	125.4	126
107	22	0	0	0	0	1	129.4	130
111	20	3	0	0	0	1	135.9	135
389	88	3	0	0	0	7	484	487
132	17	0	0	0	0	0	149.0	149
120	15	0	0	0	0	1	135.4	136
138	13	0	0	0	0	1	151.4	152
118	17	1	0	0	0	0	136.5	136
508	62	1	0	0	0	2	572	573
99	11	4	0	1	0	0	118.0	115
94	19	1	1	0	0	2	117.6	117
114	9	2	1	0	0	0	128.3	126
82	14	1	0	0	0	0	97.5	97
389	53	8	2	1	0	2	461	455
1286	203	12	2	1	0	11	1518	1515
103	14	2	1	0	0	0	122.3	120
105	11	0	0	0	0	0	116.0	116
111	18	2	1	0	0	0	134.3	132
102	6	2	0	0	0	0	111.0	110
421	49	6	2	0	0	0	484	478
100	9	1	0	1	0	0	112.5	111
107	13	1	0	1	0	1	123.9	123
110	20	2	0	0	0	1	133.4	133
100	12	1	0	0	0	0	113.5	113
417	54	5	0	2	0	2	483	480
111	10	2	0	0	0	1	124.4	124
113	23	0	0	0	0	0	136.0	136
130	13	1	0	0	0	0	144.5	144
121	12	1	0	2	0	0	138.5	136
475	58	4	0	2	0	1	543	540
1313	161	15	2	4	0	3	1510	1498
135	16	0	0	0	0	2	151.8	153
141	21	0	0	0	0	0	162.0	162
121	21	2	1	0	0	0	147.3	145
163	16	1	0	0	0	1	180.9	181
560	74	3	1	0	0	3	642	641
135	19	1	2	0	0	1	160.5	158
152	14	1	0	0	0	1	167.9	168
131	19	1	0	0	0	1	151.9	152
128	17	1	0	1	0	1	148.9	148
546	69	4	2	1	0	4	629	626
139	8	1	0	0	0	0	148.5	148
104	14	0	0	0	0	0	118.0	118
110	8	0	0	0	0	0	118.0	118
108	7	0	0	0	0	0	115.0	115
461	37	1	0	0	0	0	500	499
1567	180	8	3	1	0	7	1771	1766

D to D								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
1	1	0	0	0	0	0	2.0	2
0	0	0	0	0	0	0	0.0	0
1	1	0	0	0	0	0	2	2
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
2	0	0	0	0	0	0	2.0	2
4	0	0	0	0	0	0	4	4
3	0	0	0	0	0	0	3.0	3
0	0	0	0	0	0	1	0.4	1
2	0	0	0	0	0	0	2.0	2
4	1	0	0	0	0	0	5.0	5
9	1	0	0	0	0	1	10	11
14	2	0	0	0	0	1	16	17
1	0	0	0	0	0	0	1.0	1
2	0	0	0	0	0	0	2.0	2
4	0	0	0	0	0	0	4.0	4
2	0	1	0	0	0	0	3.5	3
9	0	1	0	0	0	0	11	10
3	0	0	0	0	0	0	3.0	3
3	0	0	0	0	0	0	3.0	3
2	1	0	0	0	0	0	3.0	3
1	0	0	0	0	0	1	1.4	2
9	1	0	0	0	0	1	10	11
1	1	0	0	0	0	0	2.0	2
2	0	0	0	0	0	0	2.0	2
1	1	0	0	0	0	0	2.0	2
2	0	0	0	0	0	0	2.0	2
6	2	0	0	0	0	0	8	8
24	3	1	0	0	0	1	29	29
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
2	0	0	0	0	0	0	2	2
0	0	0	0	0	0	0	0.0	0
0	1	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	1	0	0	0	0	0	1	1
2	1	0	0	0	0	0	3.0	3
3	0	0	0	0	0	0	3.0	3
0	1	0	0	0	0	0	1.0	1
1	0	0	0	0	0	0	1.0	1
6	2	0	0	0	0	0	8	8
8	3	0	0	0	0	0	11	11

TIME	From D								TOTAL
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	
07:00 - 07:15	82	22	0	0	0	0	4	105.6	108
07:15 - 07:30	121	31	1	1	0	0	1	156.2	155
07:30 - 07:45	123	26	2	0	1	0	1	154.4	153
07:45 - 08:00	135	22	5	1	0	0	1	167.2	164
Hourly Total	461	101	8	2	1	0	7	583	580
08:00 - 08:15	167	22	2	0	0	0	0	192.0	191
08:15 - 08:30	160	19	0	0	0	0	1	179.4	180
08:30 - 08:45	178	19	0	0	1	0	1	199.4	199
08:45 - 09:00	164	20	3	0	0	0	0	188.5	187
Hourly Total	669	80	5	0	1	0	2	759	757
09:00 - 09:15	133	14	4	0	1	0	0	155.0	152
09:15 - 09:30	128	20	1	1	0	0	3	153.0	153
09:30 - 09:45	145	14	2	1	0	0	0	164.3	162
09:45 - 10:00	113	18	1	0	1	0	1	134.9	134
Hourly Total	519	66	8	2	2	0	4	607	601
Session Total	1649	247	21	4	4	0	13	1950	1938
11:00 - 11:15	136	19	2	1	0	0	0	160.3	158
11:15 - 11:30	154	15	0	0	0	0	1	169.4	170
11:30 - 11:45	155	28	3	1	0	0	0	189.8	187
11:45 - 12:00	156	9	3	0	1	0	0	171.5	169
Hourly Total	601	71	8	2	1	0	1	691	684
12:00 - 12:15	143	16	2	0	1	0	0	164.0	162
12:15 - 12:30	149	22	1	0	1	0	1	174.9	174
12:30 - 12:45	167	28	4	0	0	0	2	201.8	201
12:45 - 13:00	144	16	1	0	0	0	2	162.3	163
Hourly Total	603	82	8	0	2	0	5	703	700
13:00 - 13:15	152	15	2	0	0	0	3	171.2	172
13:15 - 13:30	143	29	0	1	1	0	1	176.7	175
13:30 - 13:45	172	15	1	0	0	0	0	188.5	188
13:45 - 14:00	156	14	2	0	2	0	0	177.0	174
Hourly Total	623	73	5	1	3	0	4	713	709
Session Total	1827	226	21	3	6	0	10	2107	2093
16:00 - 16:15	180	23	0	0	0	0	3	204.2	206
16:15 - 16:30	191	28	0	0	0	0	0	219.0	219
16:30 - 16:45	170	26	2	1	0	0	1	201.7	200
16:45 - 17:00	206	26	1	0	1	0	1	235.9	235
Hourly Total	747	103	3	1	1	0	5	861	860
17:00 - 17:15	169	23	1	2	0	0	1	198.5	196
17:15 - 17:30	201	17	1	0	0	0	2	220.3	221
17:30 - 17:45	179	22	1	0	0	0	1	202.9	203
17:45 - 18:00	182	20	1	0	2	0	1	207.9	206
Hourly Total	731	82	4	2	2	0	5	830	826
18:00 - 18:15	188	13	1	0	0	0	1	202.9	203
18:15 - 18:30	135	20	0	0	0	0	0	155.0	155
18:30 - 18:45	153	14	0	0	0	0	0	167.0	167
18:45 - 19:00	138	7	0	0	0	0	0	145.0	145
Hourly Total	614	54	1	0	0	0	1	670	670
Session Total	2092	239	8	3	3	0	11	2360	2356

To D								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
120	30	1	0	0	0	1	151.9	152
155	37	2	0	0	0	0	195.0	194
189	30	0	1	1	0	2	224.1	223
180	41	3	0	0	0	1	225.9	225
644	138	6	1	1	0	4	797	794
202	28	1	0	1	0	1	233.9	233
205	21	0	0	0	0	0	226.0	226
162	20	4	0	1	0	0	190.0	187
196	19	2	0	0	0	0	218.0	217
765	88	7	0	2	0	1	868	863
161	21	1	2	1	0	2	190.9	188
158	22	2	0	0	0	1	183.4	183
130	28	3	0	0	0	0	162.5	161
153	14	3	1	1	0	0	175.8	172
602	85	9	3	2	0	3	713	704
2011	311	22	4	5	0	8	2377	2361
139	12	3	1	0	0	0	157.8	155
175	25	2	0	0	0	0	203.0	202
176	15	3	0	0	0	1	195.9	195
163	21	2	0	2	0	0	191.0	188
653	73	10	1	2	0	1	748	740
149	23	4	0	1	0	0	180.0	177
179	26	2	1	0	0	1	210.7	209
176	29	2	1	0	0	1	210.7	209
172	19	3	0	0	0	4	197.1	198
676	97	11	2	1	0	6	799	793
194	23	0	2	0	0	2	222.4	221
156	18	1	1	1	0	0	179.8	177
163	21	1	1	1	0	0	189.8	187
136	26	3	1	1	0	0	170.8	167
649	88	5	5	3	0	2	763	752
1978	258	26	8	6	0	9	2309	2285
219	37	2	1	0	0	3	262.5	262
218	42	0	0	0	0	1	260.4	261
225	28	2	0	0	0	2	256.8	257
201	25	3	1	1	0	1	235.2	232
863	132	7	2	1	0	7	1015	1012
217	36	2	0	0	0	4	257.6	259
233	46	1	0	0	0	4	282.1	284
198	26	3	0	1	0	1	230.9	229
208	24	0	1	1	0	0	236.3	234
856	132	6	1	2	0	9	1007	1006
180	22	1	0	0	0	2	204.3	205
193	17	3	0	0	0	0	214.5	213
158	17	0	0	0	0	1	175.4	176
150	13	0	0	0	0	0	163.0	163
681	69	4	0	0	0	3	757	757
2400	333	17	3	3	0	19	2779	2775



The Tollgate, Gravesend: Queue Length Survey - Thursday, 02 March 2023

Produced by Streetwise Services Ltd.

Junction: A - (North East) A227 Wrotham Road / B - Wrotham Road / C - (South West) A227 Wrotham Road / D - Coldharbour Road

	A - (North East) A227 Wrotham Road		B - Wrotham Road		C - (South West) A227 Wrotham Road		D - Coldharbour Road	
	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	Lane 2
Survey Period	SPOT	SPOT	SPOT	SPOT	SPOT	SPOT	SPOT	SPOT
07:00 - 07:05	0	0	0	0	0	0	0	0
07:05 - 07:10	0	0	0	0	0	0	0	0
07:10 - 07:15	0	0	0	0	0	0	0	1
07:15 - 07:20	0	0	0	0	0	0	0	0
07:20 - 07:25	0	0	0	0	0	0	0	0
07:25 - 07:30	0	0	1	0	0	0	0	0
07:30 - 07:35	4	0	0	0	0	0	0	0
07:35 - 07:40	0	0	0	0	0	0	0	0
07:40 - 07:45	0	0	0	0	0	0	0	0
07:45 - 07:50	0	0	0	1	0	0	0	0
07:50 - 07:55	2	0	0	0	0	0	0	0
07:55 - 08:00	6	6	1	1	0	0	0	1
08:00 - 08:05	0	0	0	0	0	0	0	2
08:05 - 08:10	5	0	0	0	2	0	0	8
08:10 - 08:15	0	0	0	0	0	0	0	0
08:15 - 08:20	10	0	0	0	0	0	0	0
08:20 - 08:25	0	0	0	0	0	0	0	0
08:25 - 08:30	0	0	0	0	0	0	0	5
08:30 - 08:35	1	1	1	0	0	0	0	0
08:35 - 08:40	2	0	1	0	0	0	0	0
08:40 - 08:45	12	0	0	0	0	0	0	5
08:45 - 08:50	0	0	0	0	0	0	0	0
08:50 - 08:55	5	0	1	0	0	0	0	0
08:55 - 09:00	0	0	0	0	0	0	0	6
09:00 - 09:05	1	1	0	0	2	0	0	2
09:05 - 09:10	0	0	0	0	0	0	0	0
09:10 - 09:15	0	0	0	0	0	0	1	2
09:15 - 09:20	0	0	0	0	0	0	0	0
09:20 - 09:25	0	2	0	0	0	0	0	0
09:25 - 09:30	0	0	0	0	0	0	0	0
09:30 - 09:35	0	0	0	0	1	0	0	0
09:35 - 09:40	3	0	0	0	0	0	0	2
09:40 - 09:45	0	0	0	0	2	0	0	0
09:45 - 09:50	0	0	0	0	0	0	0	0
09:50 - 09:55	0	0	2	0	0	0	0	0
09:55 - 10:00	0	0	0	0	0	0	0	0
11:00 - 11:05	1	0	1	1	0	0	0	2
11:05 - 11:10	0	0	0	0	0	0	0	0
11:10 - 11:15	6	1	0	0	0	0	0	0
11:15 - 11:20	0	0	0	0	0	0	0	0
11:20 - 11:25	3	0	0	0	0	0	0	0
11:25 - 11:30	5	0	0	0	0	0	0	2
11:30 - 11:35	0	0	0	0	0	0	0	0
11:35 - 11:40	0	0	0	0	0	0	0	2
11:40 - 11:45	0	0	0	0	0	0	0	0
11:45 - 11:50	0	0	0	0	0	0	0	1
11:50 - 11:55	0	0	0	1	0	0	0	0
11:55 - 12:00	0	0	0	0	0	0	0	0

12:00 - 12:05	0	0	0	0	0	0	0	0
12:05 - 12:10	0	0	0	0	1	0	0	1
12:10 - 12:15	0	0	0	0	0	0	0	0
12:15 - 12:20	0	0	0	0	0	0	0	6
12:20 - 12:25	0	0	0	0	0	0	0	0
12:25 - 12:30	0	2	0	0	0	0	0	0
12:30 - 12:35	1	0	0	0	0	0	0	2
12:35 - 12:40	1	0	0	0	1	0	0	0
12:40 - 12:45	0	0	0	0	0	0	2	1
12:45 - 12:50	0	0	0	0	0	0	0	0
12:50 - 12:55	0	0	0	0	0	0	0	0
12:55 - 13:00	0	0	0	0	0	0	0	3
13:00 - 13:05	0	0	0	3	0	0	0	0
13:05 - 13:10	1	2	3	0	0	0	0	0
13:10 - 13:15	0	0	0	0	0	0	0	0
13:15 - 13:20	0	0	0	0	0	0	1	0
13:20 - 13:25	1	0	0	0	0	0	0	1
13:25 - 13:30	1	1	1	1	0	0	0	0
13:30 - 13:35	0	1	0	0	0	0	0	0
13:35 - 13:40	5	0	0	0	0	0	0	0
13:40 - 13:45	1	2	0	0	0	0	0	5
13:45 - 13:50	0	0	0	0	1	0	1	1
13:50 - 13:55	1	0	0	0	0	0	0	0
13:55 - 14:00	4	0	0	0	0	0	0	5
16:00 - 16:05	1	0	0	0	0	0	2	4
16:05 - 16:10	2	1	1	0	0	0	0	0
16:10 - 16:15	6	0	1	0	0	0	0	0
16:15 - 16:20	1	0	0	0	0	0	0	0
16:20 - 16:25	5	2	0	0	0	0	1	0
16:25 - 16:30	6	2	0	0	0	0	0	1
16:30 - 16:35	0	0	0	0	0	0	0	1
16:35 - 16:40	5	0	4	1	0	0	0	0
16:40 - 16:45	4	0	0	0	0	0	2	4
16:45 - 16:50	0	0	3	0	0	0	0	2
16:50 - 16:55	5	0	0	0	0	0	0	3
16:55 - 17:00	0	0	0	0	0	0	0	7
17:00 - 17:05	8	0	0	0	0	0	0	0
17:05 - 17:10	4	1	0	1	0	1	0	6
17:10 - 17:15	4	0	1	1	0	0	0	3
17:15 - 17:20	5	0	0	0	0	0	0	18
17:20 - 17:25	0	0	0	2	0	0	0	0
17:25 - 17:30	3	0	2	0	0	0	0	1
17:30 - 17:35	3	0	0	1	0	0	0	0
17:35 - 17:40	0	0	2	0	0	0	1	3
17:40 - 17:45	2	0	1	0	0	0	0	0
17:45 - 17:50	3	0	0	0	0	0	3	2
17:50 - 17:55	0	0	3	0	0	0	0	2
17:55 - 18:00	0	0	0	0	0	0	0	0
18:00 - 18:05	1	1	0	0	0	0	0	3
18:05 - 18:10	1	0	0	0	0	0	0	11
18:10 - 18:15	4	0	0	0	0	0	0	2
18:15 - 18:20	2	0	0	1	0	0	0	0
18:20 - 18:25	3	0	0	0	0	1	0	0
18:25 - 18:30	0	0	0	0	0	0	0	1
18:30 - 18:35	1	1	0	1	0	0	0	3
18:35 - 18:40	0	0	0	0	0	0	1	2
18:40 - 18:45	0	0	0	0	0	0	1	0
18:45 - 18:50	1	0	0	0	0	0	0	0
18:50 - 18:55	0	0	1	0	0	0	0	5
18:55 - 19:00	0	0	1	0	0	1	0	0

j Street Off Slip

A to C								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
63	16	1	0	0	0	1	80.9	81
87	21	1	1	0	0	0	111.8	110
75	18	2	1	1	0	1	100.7	98
74	19	3	1	0	0	1	100.2	98
299	74	7	3	1	0	3	394	387
96	12	1	0	0	0	0	109.5	109
102	10	3	1	0	0	1	119.2	117
100	13	0	0	0	0	0	113.0	113
79	20	2	1	0	0	0	104.3	102
377	55	6	2	0	0	1	446	441
76	11	2	0	0	0	0	90.0	89
65	13	2	3	0	0	0	87.9	83
85	9	3	1	0	0	0	100.8	98
62	10	0	3	0	0	0	78.9	75
288	43	7	7	0	0	0	358	345
964	172	20	12	1	0	4	1197	1173
62	12	3	1	0	0	0	80.8	78
79	11	3	1	0	0	0	96.8	94
83	15	7	2	0	0	1	113.5	108
69	7	3	2	0	0	0	85.1	81
293	45	16	6	0	0	1	376	361
93	6	3	4	1	0	0	114.7	107
81	13	4	2	0	0	1	105.0	101
76	15	3	1	0	0	0	97.8	95
64	14	2	0	0	0	0	81.0	80
314	48	12	7	1	0	1	399	383
75	12	2	4	0	0	0	99.2	93
93	19	0	1	0	0	0	114.3	113
80	16	3	1	0	0	0	102.8	100
85	15	1	1	1	0	0	105.8	103
333	62	6	7	1	0	0	422	409
940	155	34	20	2	0	2	1197	1153
116	21	0	0	0	0	1	137.4	138
107	20	0	0	0	0	0	127.0	127
98	16	1	1	0	0	0	117.8	116
124	20	2	0	0	0	0	147.0	146
445	77	3	1	0	0	1	529	527
125	17	0	2	0	0	0	146.6	144
110	13	2	0	0	0	1	126.4	126
117	14	0	0	0	0	0	131.0	131
114	14	1	0	0	0	1	129.9	130
466	58	3	2	0	0	2	534	531
120	11	1	0	0	0	0	132.5	132
78	8	0	1	0	0	0	88.3	87
97	6	1	2	0	0	0	109.1	106
85	6	1	0	0	0	2	93.3	94
380	31	3	3	0	0	2	423	419
1291	166	9	6	0	0	5	1486	1477

A to D								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
115	35	0	2	1	0	3	157.8	156
159	35	2	0	0	0	3	198.2	199
176	36	8	1	0	0	3	227.5	224
209	42	4	0	2	0	5	263.0	262
659	148	14	3	3	0	14	847	841
198	38	8	2	2	0	1	257.0	249
194	24	1	2	1	0	0	226.1	222
217	22	6	4	0	0	0	257.2	249
185	30	4	9	0	0	1	242.1	229
794	114	19	17	3	0	2	982	949
154	27	7	3	0	0	1	198.8	192
140	25	4	2	3	0	4	183.2	178
140	21	3	3	0	0	1	172.8	168
122	27	5	1	0	0	0	158.8	155
556	100	19	9	3	0	6	714	693
2009	362	52	29	9	0	22	2543	2483
144	17	5	2	0	0	0	173.1	168
133	19	5	1	0	0	0	161.8	158
126	20	1	2	0	0	2	152.9	151
129	21	8	2	0	0	0	166.6	160
532	77	19	7	0	0	2	654	637
116	12	7	2	0	0	1	143.5	138
124	17	4	2	1	0	0	153.6	148
143	28	2	0	0	0	1	174.4	174
147	23	3	3	0	0	0	181.4	176
530	80	16	7	1	0	2	653	636
145	23	7	0	1	0	2	181.3	178
143	20	3	1	0	0	0	169.8	167
138	20	2	4	0	0	0	170.2	164
140	21	2	4	1	0	1	175.6	169
566	84	14	9	2	0	3	697	678
1628	241	49	23	3	0	7	2004	1951
170	15	0	1	0	0	5	189.3	191
166	25	0	3	0	0	0	197.9	194
173	25	3	3	0	0	1	209.8	205
197	17	3	1	0	0	1	221.2	219
706	82	6	8	0	0	7	818	809
171	23	1	0	0	0	2	196.3	197
190	19	1	2	0	0	2	215.9	214
170	22	2	1	0	0	2	198.1	197
156	17	1	3	1	0	4	185.0	182
687	81	5	6	1	0	10	795	790
173	12	1	0	0	0	0	186.5	186
160	17	0	1	0	0	1	179.7	179
139	10	2	0	0	0	1	152.4	152
145	13	0	1	0	0	0	160.3	159
617	52	3	2	0	0	2	679	676
2010	215	14	16	1	0	19	2292	2275

[illegible]

[illegible]

TIME	From A								TOTAL
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	
07:00 - 07:15	179	51	1	2	1	0	4	239.7	238
07:15 - 07:30	246	56	3	1	0	0	3	310.0	309
07:30 - 07:45	251	54	10	2	1	0	4	328.2	322
07:45 - 08:00	283	61	7	1	2	0	6	363.2	360
Hourly Total	959	222	21	6	4	0	17	1241	1229
08:00 - 08:15	294	50	9	2	2	0	1	366.5	358
08:15 - 08:30	296	34	4	3	1	0	1	345.3	339
08:30 - 08:45	317	35	6	4	0	0	0	370.2	362
08:45 - 09:00	264	50	6	10	0	0	1	346.4	331
Hourly Total	1171	169	25	19	3	0	3	1428	1390
09:00 - 09:15	230	38	9	3	0	0	1	288.8	281
09:15 - 09:30	205	38	6	5	3	0	4	271.1	261
09:30 - 09:45	225	30	6	4	0	0	1	273.6	266
09:45 - 10:00	184	37	5	4	0	0	0	237.7	230
Hourly Total	844	143	26	16	3	0	6	1071	1038
Session Total	2974	534	72	41	10	0	26	3741	3657
11:00 - 11:15	206	29	8	3	0	0	0	253.9	246
11:15 - 11:30	212	31	8	2	0	0	0	259.6	253
11:30 - 11:45	209	35	8	4	0	0	3	266.4	259
11:45 - 12:00	198	28	12	4	0	0	0	253.2	242
Hourly Total	825	123	36	13	0	0	3	1033	1000
12:00 - 12:15	210	18	10	6	1	0	1	259.2	246
12:15 - 12:30	205	30	8	4	1	0	1	258.6	249
12:30 - 12:45	219	43	5	1	0	0	1	272.2	269
12:45 - 13:00	211	37	5	3	0	0	0	262.4	256
Hourly Total	845	128	28	14	2	0	3	1052	1020
13:00 - 13:15	220	35	9	4	1	0	2	280.5	271
13:15 - 13:30	239	40	3	2	0	0	0	288.1	284
13:30 - 13:45	218	36	5	5	0	0	0	273.0	264
13:45 - 14:00	225	36	3	5	2	0	1	281.4	272
Hourly Total	902	147	20	16	3	0	3	1123	1091
Session Total	2572	398	84	43	5	0	9	3209	3111
16:00 - 16:15	286	36	0	1	0	0	6	326.7	329
16:15 - 16:30	273	45	0	3	0	0	0	324.9	321
16:30 - 16:45	271	41	4	4	0	0	1	327.6	321
16:45 - 17:00	321	37	5	1	0	0	1	368.2	365
Hourly Total	1151	159	9	9	0	0	8	1347	1336
17:00 - 17:15	296	40	1	2	0	0	2	342.9	341
17:15 - 17:30	300	32	3	2	0	0	3	342.3	340
17:30 - 17:45	287	36	2	1	0	0	2	329.1	328
17:45 - 18:00	270	31	2	3	1	0	5	314.9	312
Hourly Total	1153	139	8	8	1	0	12	1329	1321
18:00 - 18:15	293	23	2	0	0	0	0	319.0	318
18:15 - 18:30	238	25	0	2	0	0	1	268.0	266
18:30 - 18:45	236	16	3	2	0	0	1	261.5	258
18:45 - 19:00	230	19	1	1	0	0	2	253.6	253
Hourly Total	997	83	6	5	0	0	4	1102	1095
Session Total	3301	381	23	22	1	0	24	3779	3752

To A								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
147	33	5	5	0	0	2	199.8	192
201	51	6	2	0	0	0	265.6	260
223	47	6	4	1	0	4	291.8	285
223	55	9	4	3	0	1	307.1	295
794	186	26	15	4	0	7	1064	1032
269	49	4	1	1	0	0	328.3	324
273	36	9	1	1	0	0	326.8	320
245	34	7	3	1	0	1	298.8	291
277	32	4	3	0	0	0	321.9	316
1064	151	24	8	3	0	1	1276	1251
241	33	5	6	0	0	2	296.1	287
188	39	4	0	0	0	1	233.4	232
209	37	10	5	0	0	0	272.5	261
194	29	5	7	1	0	0	248.6	236
832	138	24	18	1	0	3	1051	1016
2690	475	74	41	8	0	11	3391	3299
189	23	6	4	0	0	1	230.6	223
210	38	7	1	0	0	2	261.6	258
209	27	5	2	1	0	0	250.1	244
253	40	5	4	2	0	0	313.7	304
861	128	23	11	3	0	3	1056	1029
221	42	8	3	0	0	0	281.9	274
246	39	5	4	0	0	2	302.5	296
218	47	4	2	0	0	0	275.6	271
220	42	9	5	0	0	2	287.8	278
905	170	26	14	0	0	4	1148	1119
236	39	5	6	0	0	2	297.1	288
211	36	3	6	1	0	0	267.3	257
212	40	5	3	1	0	0	268.4	261
203	42	10	3	0	0	1	267.3	259
862	157	23	18	2	0	3	1100	1065
2628	455	72	43	5	0	10	3304	3213
292	57	5	0	0	0	2	357.3	356
303	64	3	2	1	0	4	379.7	377
326	61	4	0	2	0	3	398.2	396
310	45	4	1	3	0	2	370.1	365
1231	227	16	3	6	0	11	1505	1494
358	44	4	1	0	0	5	412.3	412
350	64	2	1	1	0	6	423.7	424
327	52	3	1	2	0	2	390.6	387
350	39	1	1	0	0	1	393.2	392
1385	199	10	4	3	0	14	1620	1615
277	40	2	3	0	0	7	329.7	329
308	28	5	0	0	0	4	345.1	345
249	28	1	1	0	0	3	282.0	282
250	21	1	0	0	0	2	273.3	274
1084	117	9	4	0	0	16	1230	1230
3700	543	35	11	9	0	41	4355	4339



The Tollgate, Gravesend - Manual Traffic Survey: Thursday, 02 March 2023

Produced by Streetwise Services Ltd.

Junction: A - (North) A227 Wrotham Road / B - Access Road / C - A2 Watling Street On Slip / D - (South) A227 Wrotham Road / E - A2 Watling

Approach: B - Access Road

B to C									
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
09:00 - 09:15	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
Session Total	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	1	0	0	0	0	0	1.0	1
11:15 - 11:30	0	0	0	0	0	0	0	0.0	0
11:30 - 11:45	0	0	0	0	0	0	0	0.0	0
11:45 - 12:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	1	0	0	0	0	0	1	1
12:00 - 12:15	0	0	0	0	0	0	0	0.0	0
12:15 - 12:30	0	0	0	0	0	0	0	0.0	0
12:30 - 12:45	0	0	0	0	0	0	0	0.0	0
12:45 - 13:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0.0	0
13:15 - 13:30	0	0	0	0	0	0	0	0.0	0
13:30 - 13:45	0	0	0	0	0	0	0	0.0	0
13:45 - 14:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
Session Total	0	1	0	0	0	0	0	1	1
16:00 - 16:15	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	1	0	0	0	0	0	0	1.0	1
16:30 - 16:45	0	1	0	0	0	0	0	1.0	1
16:45 - 17:00	2	0	0	0	0	0	0	2.0	2
Hourly Total	3	1	0	0	0	0	0	4	4
17:00 - 17:15	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
18:00 - 18:15	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
Session Total	3	1	0	0	0	0	0	4	4

Street Off Slip

B to D								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	1	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	1	0	0	0	0	0	1	1
0	1	0	0	0	0	0	1	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	1	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
0	1	0	0	0	0	0	0.0	0
0	1	0	0	0	0	0	1	1
0	1	0	0	0	0	0	1	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
1	1	0	0	0	0	0	2.0	2
0	0	0	0	0	0	0	0.0	0
1	1	0	0	0	0	0	2	2
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
1	1	0	0	0	0	0	2	2

[illegible]

[illegible]

[illegible]

From B									
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
09:00 - 09:15	0	1	0	0	0	0	0	1.0	1
09:15 - 09:30	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	1	0	0	0	0	0	1	1
Session Total	0	1	0	0	0	0	0	1	1
11:00 - 11:15	0	1	0	0	0	0	0	1.0	1
11:15 - 11:30	0	0	0	0	0	0	0	0.0	0
11:30 - 11:45	0	0	0	0	0	0	0	0.0	0
11:45 - 12:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	1	0	0	0	0	0	1	1
12:00 - 12:15	0	0	0	0	0	0	0	0.0	0
12:15 - 12:30	0	0	0	0	0	0	0	0.0	0
12:30 - 12:45	0	0	0	0	0	0	0	0.0	0
12:45 - 13:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0.0	0
13:15 - 13:30	0	0	0	0	0	0	0	0.0	0
13:30 - 13:45	0	1	0	0	0	0	0	1.0	1
13:45 - 14:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	1	0	0	0	0	0	1	1
Session Total	0	2	0	0	0	0	0	2	2
16:00 - 16:15	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	1	0	0	0	0	0	0	1.0	1
16:30 - 16:45	1	2	0	0	0	0	0	3.0	3
16:45 - 17:00	2	0	0	0	0	0	0	2.0	2
Hourly Total	4	2	0	0	0	0	0	6	6
17:00 - 17:15	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
18:00 - 18:15	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
Session Total	4	2	0	0	0	0	0	6	6

[illegible]

Street Off Slip

[illegible]

[illegible]

[illegible]

[illegible]

To C								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
87	27	1	0	0	0	1	115.9	116
114	32	3	1	0	0	0	152.8	150
108	25	3	1	1	0	2	142.6	140
110	26	4	2	0	0	1	147.0	143
419	110	11	4	1	0	4	558	549
136	15	1	0	0	0	0	152.5	152
148	16	4	1	0	0	1	172.7	170
143	21	2	0	1	0	0	169.0	167
122	23	2	1	0	0	0	150.3	148
549	75	9	2	1	0	1	645	637
101	20	2	0	0	0	0	124.0	123
90	16	2	3	0	0	0	115.9	111
107	14	4	2	0	0	0	131.6	127
78	15	0	3	0	0	0	99.9	96
376	65	8	8	0	0	0	471	457
1344	250	28	14	2	0	5	1674	1643
86	16	3	2	0	0	1	111.5	108
100	16	5	2	0	0	0	128.1	123
118	18	9	2	0	0	1	154.5	148
100	15	4	3	0	0	0	127.9	122
404	65	21	9	0	0	2	522	501
113	9	5	4	1	0	0	140.7	132
107	16	4	2	0	0	1	134.0	130
96	18	3	1	0	0	0	120.8	118
94	19	2	2	0	0	0	120.6	117
410	62	14	9	1	0	1	516	497
94	17	3	5	0	0	0	127.0	119
117	25	1	2	0	0	0	148.1	145
104	21	5	2	0	0	0	137.1	132
109	22	1	1	1	0	0	136.8	134
424	85	10	10	1	0	0	549	530
1238	212	45	28	2	0	3	1587	1528
162	29	0	0	0	0	1	191.4	192
153	28	0	1	1	0	0	185.3	183
148	27	2	1	0	0	0	180.3	178
162	28	3	1	0	0	0	196.8	194
625	112	5	3	1	0	1	754	747
160	24	0	2	0	0	0	188.6	186
159	18	3	0	0	0	1	181.9	181
156	18	0	1	0	0	0	176.3	175
154	18	1	1	0	0	1	176.2	175
629	78	4	4	0	0	2	723	717
152	14	1	0	0	0	0	167.5	167
111	12	0	1	0	0	0	125.3	124
122	8	1	2	0	0	0	136.1	133
102	7	2	0	0	0	2	112.8	113
487	41	4	3	0	0	2	542	537
1741	231	13	10	1	0	5	2019	2001

j Street Off Slip

D to A								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
93	18	2	1	0	0	0	116.3	114
136	23	2	1	0	0	0	164.3	162
143	25	1	1	1	0	2	174.6	173
159	33	7	1	3	0	0	210.8	203
531	99	12	4	4	0	2	666	652
181	26	1	1	1	0	0	212.8	210
174	23	4	0	1	0	0	205.0	202
153	21	1	1	1	0	0	179.8	177
194	20	2	1	0	0	0	219.3	217
702	90	8	3	3	0	0	817	806
172	18	2	2	0	0	2	198.4	196
131	24	2	0	0	0	1	158.4	158
129	20	5	3	0	0	0	163.4	157
126	15	3	1	1	0	0	149.8	146
558	77	12	6	1	0	3	670	657
1791	266	32	13	8	0	5	2153	2115
118	13	3	1	0	0	0	137.8	135
134	15	1	0	0	0	2	151.3	152
128	14	2	0	0	0	0	145.0	144
144	20	3	0	1	0	0	170.5	168
524	62	9	1	1	0	2	605	599
124	20	3	2	0	0	0	153.1	149
139	17	4	0	0	0	0	162.0	160
130	21	2	0	0	0	0	154.0	153
119	22	3	1	0	0	2	148.6	147
512	80	12	3	0	0	2	618	609
132	17	2	2	0	0	1	157.0	154
120	14	1	1	1	0	0	139.8	137
117	18	2	1	1	0	0	142.3	139
115	18	3	2	0	0	0	142.1	138
484	67	8	6	2	0	1	581	568
1520	209	29	10	3	0	5	1804	1776
155	34	2	0	0	0	1	192.4	192
149	33	0	2	1	0	0	188.6	185
193	32	1	0	2	0	1	230.9	229
168	17	2	0	3	0	1	194.4	191
665	116	5	2	6	0	3	806	797
184	22	0	0	0	0	1	206.4	207
186	34	1	0	1	0	5	225.5	227
163	23	1	1	1	0	1	192.2	190
186	17	0	0	0	0	0	203.0	203
719	96	2	1	2	0	7	827	827
138	14	2	0	0	0	1	155.4	155
144	13	1	0	0	0	3	159.7	161
122	10	0	0	0	0	2	132.8	134
115	9	0	0	0	0	0	124.0	124
519	46	3	0	0	0	6	572	574
1903	258	10	3	8	0	16	2205	2198

[illegible]

D to C								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
24	11	0	0	0	0	0	35.0	35
27	11	1	0	0	0	0	39.5	39
33	7	1	0	0	0	1	41.9	42
35	7	1	1	0	0	0	45.8	44
119	36	3	1	0	0	1	162	160
40	3	0	0	0	0	0	43.0	43
46	4	1	0	0	0	0	51.5	51
43	8	2	0	1	0	0	56.0	54
43	3	0	0	0	0	0	46.0	46
172	18	3	0	1	0	0	197	194
25	9	0	0	0	0	0	34.0	34
24	3	0	0	0	0	0	27.0	27
22	5	1	1	0	0	0	30.8	29
15	4	0	0	0	0	0	19.0	19
86	21	1	1	0	0	0	111	109
377	75	7	2	1	0	1	470	463
24	2	0	1	0	0	1	28.7	28
21	5	2	1	0	0	0	31.3	29
35	3	2	0	0	0	0	41.0	40
31	8	1	1	0	0	0	42.8	41
111	18	5	3	0	0	1	144	138
20	3	2	0	0	0	0	26.0	25
26	3	0	0	0	0	0	29.0	29
18	3	0	0	0	0	0	21.0	21
26	5	0	2	0	0	0	35.6	33
90	14	2	2	0	0	0	112	108
18	5	1	1	0	0	0	26.8	25
23	6	1	1	0	0	0	32.8	31
24	5	2	1	0	0	0	34.3	32
24	7	0	0	0	0	0	31.0	31
89	23	4	3	0	0	0	125	119
290	55	11	8	0	0	1	380	365
44	8	0	0	0	0	0	52.0	52
44	8	0	1	1	0	0	56.3	54
50	9	1	0	0	0	0	60.5	60
36	8	1	1	0	0	0	47.8	46
174	33	2	2	1	0	0	217	212
35	7	0	0	0	0	0	42.0	42
48	5	1	0	0	0	0	54.5	54
38	4	0	1	0	0	0	44.3	43
39	4	0	0	0	0	0	43.0	43
160	20	1	1	0	0	0	184	182
32	3	0	0	0	0	0	35.0	35
33	4	0	0	0	0	0	37.0	37
25	2	0	0	0	0	0	27.0	27
17	1	1	0	0	0	0	19.5	19
107	10	1	0	0	0	0	119	118
441	63	4	3	1	0	0	519	512

D to D								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	0	0	0	0	0	0	0.0	0
0	1	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	1	0	0	0	0	0	1	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	1	0	0	0	2.3	1
0	0	0	1	0	0	0	2	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	1	0	1	0	0	0	3	2
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
1	0	0	0	0	0	0	1.0	1
2	0	0	0	0	0	0	2	2
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1	1
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1	1
4	0	0	0	0	0	0	4	4
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
2	0	0	0	0	0	0	2	2
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
1	0	0	0	0	0	0	1	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	3	3

TIME	From D								TOTAL
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	
07:00 - 07:15	117	29	2	1	0	0	0	151.3	149
07:15 - 07:30	163	35	3	1	0	0	0	204.8	202
07:30 - 07:45	176	32	2	1	1	0	3	216.5	215
07:45 - 08:00	194	40	8	2	3	0	0	256.6	247
Hourly Total	650	136	15	5	4	0	3	829	813
08:00 - 08:15	221	29	1	1	1	0	0	255.8	253
08:15 - 08:30	220	27	5	0	1	0	0	256.5	253
08:30 - 08:45	196	29	3	1	2	0	0	235.8	231
08:45 - 09:00	237	23	2	2	0	0	0	267.6	264
Hourly Total	874	108	11	4	4	0	0	1016	1001
09:00 - 09:15	197	27	2	2	0	0	2	232.4	230
09:15 - 09:30	155	27	2	0	0	0	1	185.4	185
09:30 - 09:45	151	25	6	4	0	0	0	194.2	186
09:45 - 10:00	141	19	3	1	1	0	0	168.8	165
Hourly Total	644	98	13	7	1	0	3	781	766
Session Total	2168	342	39	16	9	0	6	2626	2580
11:00 - 11:15	142	16	3	2	0	0	1	167.5	164
11:15 - 11:30	155	20	3	1	0	0	2	182.6	181
11:30 - 11:45	164	17	4	0	0	0	0	187.0	185
11:45 - 12:00	176	28	4	1	1	0	0	214.3	210
Hourly Total	637	81	14	4	1	0	3	751	740
12:00 - 12:15	144	23	5	2	0	0	0	179.1	174
12:15 - 12:30	165	20	4	0	0	0	0	191.0	189
12:30 - 12:45	149	24	2	0	0	0	0	176.0	175
12:45 - 13:00	145	27	3	3	0	0	2	184.2	180
Hourly Total	603	94	14	5	0	0	2	730	718
13:00 - 13:15	150	22	3	3	0	0	1	183.8	179
13:15 - 13:30	144	20	2	2	1	0	0	173.6	169
13:30 - 13:45	141	23	4	2	1	0	0	176.6	171
13:45 - 14:00	139	25	3	2	0	0	0	173.1	169
Hourly Total	574	90	12	9	2	0	1	707	688
Session Total	1814	265	40	18	3	0	6	2189	2146
16:00 - 16:15	200	42	2	0	0	0	1	245.4	245
16:15 - 16:30	193	41	0	3	2	0	0	244.9	239
16:30 - 16:45	244	41	2	0	2	0	1	292.4	290
16:45 - 17:00	204	25	3	1	3	0	1	242.2	237
Hourly Total	841	149	7	4	7	0	3	1025	1011
17:00 - 17:15	219	29	0	0	0	0	1	248.4	249
17:15 - 17:30	234	39	2	0	1	0	5	280.0	281
17:30 - 17:45	201	27	1	2	1	0	1	236.5	233
17:45 - 18:00	226	21	0	0	0	0	0	247.0	247
Hourly Total	880	116	3	2	2	0	7	1012	1010
18:00 - 18:15	170	17	2	0	0	0	1	190.4	190
18:15 - 18:30	177	17	1	0	0	0	3	196.7	198
18:30 - 18:45	147	12	0	0	0	0	2	159.8	161
18:45 - 19:00	132	10	1	0	0	0	0	143.5	143
Hourly Total	626	56	4	0	0	0	6	690	692
Session Total	2347	321	14	6	9	0	16	2727	2713

To D								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
131	38	1	2	2	0	3	180.3	177
178	46	5	1	0	0	3	235.0	233
209	54	11	1	1	0	3	285.0	279
243	53	4	0	2	0	5	308.0	307
761	191	21	4	5	0	14	1008	996
221	48	9	2	2	0	1	291.5	283
225	31	2	2	2	0	0	267.6	262
257	29	7	6	0	0	0	310.3	299
222	34	5	10	0	0	1	286.9	272
925	142	23	20	4	0	2	1156	1116
178	33	7	4	0	0	1	231.1	223
159	32	7	3	3	0	4	216.0	208
160	27	4	3	0	0	1	200.3	195
155	30	6	1	0	0	0	196.3	192
652	122	24	11	3	0	6	844	818
2338	455	68	35	12	0	22	3008	2930
169	25	6	2	0	0	0	207.6	202
153	25	8	1	0	0	0	192.3	187
156	24	3	2	0	0	2	189.9	187
160	24	8	3	0	0	1	203.3	196
638	98	25	8	0	0	3	793	772
158	16	7	2	0	0	1	189.5	184
165	22	6	2	1	0	0	202.6	196
181	36	4	0	0	0	1	223.4	222
178	27	4	3	0	0	0	217.9	212
682	101	21	7	1	0	2	833	814
203	26	8	2	1	0	2	248.4	242
179	27	5	3	0	0	0	220.4	214
181	27	3	5	0	0	0	224.0	216
185	22	3	4	1	0	1	223.1	216
748	102	19	14	2	0	3	916	888
2068	301	65	29	3	0	8	2542	2474
238	27	0	1	0	0	6	269.7	272
228	41	1	5	0	0	0	282.0	275
257	47	4	4	0	0	2	320.0	314
273	28	3	1	0	0	1	308.2	306
996	143	8	11	0	0	9	1180	1167
259	34	1	0	0	0	2	295.3	296
264	27	1	2	0	0	4	298.7	298
244	27	2	1	0	0	3	277.5	277
218	24	1	3	1	0	5	254.4	252
985	112	5	6	1	0	14	1126	1123
238	20	1	0	0	0	0	259.5	259
208	21	0	1	0	0	1	231.7	231
174	12	2	0	0	0	1	189.4	189
200	20	0	1	0	0	1	222.7	222
820	73	3	2	0	0	3	903	901
2801	328	16	19	1	0	26	3209	3191



The Tollgate, Gravesend - Manual Traffic Survey: Thursday, 02 March 2023

Produced by Streetwise Services Ltd.

Junction: A - (North) A227 Wrotham Road / B - Access Road / C - A2 Watling Street On Slip / D - (South) A227 Wrotham Road / E - A2 Watling

Approach: E - A2 Watling Street Off Slip

TIME	E to A								TOTAL
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	
07:00 - 07:15	53	15	3	4	0	0	2	82.5	77
07:15 - 07:30	65	28	4	1	0	0	0	101.3	98
07:30 - 07:45	80	22	5	3	0	0	2	117.2	112
07:45 - 08:00	64	22	2	3	0	0	1	96.3	92
Hourly Total	262	87	14	11	0	0	5	397	379
08:00 - 08:15	88	23	3	0	0	0	0	115.5	114
08:15 - 08:30	99	13	5	1	0	0	0	121.8	118
08:30 - 08:45	92	13	6	2	0	0	1	119.0	114
08:45 - 09:00	83	12	2	2	0	0	0	102.6	99
Hourly Total	362	61	16	5	0	0	1	459	445
09:00 - 09:15	69	15	3	4	0	0	0	97.7	91
09:15 - 09:30	57	15	2	0	0	0	0	75.0	74
09:30 - 09:45	80	17	5	2	0	0	0	109.1	104
09:45 - 10:00	68	14	2	6	0	0	0	98.8	90
Hourly Total	274	61	12	12	0	0	0	381	359
Session Total	898	209	42	28	0	0	6	1237	1183
11:00 - 11:15	71	10	3	3	0	0	1	92.8	88
11:15 - 11:30	76	22	6	1	0	0	0	109.3	105
11:30 - 11:45	81	13	3	2	1	0	0	105.1	100
11:45 - 12:00	109	20	1	4	1	0	0	141.7	135
Hourly Total	337	65	13	10	2	0	1	449	428
12:00 - 12:15	96	22	5	1	0	0	0	127.8	124
12:15 - 12:30	107	22	1	4	0	0	2	140.5	136
12:30 - 12:45	88	26	2	2	0	0	0	121.6	118
12:45 - 13:00	101	20	6	4	0	0	0	139.2	131
Hourly Total	392	90	14	11	0	0	2	529	509
13:00 - 13:15	104	22	3	4	0	0	1	140.1	134
13:15 - 13:30	88	22	2	5	0	0	0	124.5	117
13:30 - 13:45	95	22	3	2	0	0	0	126.1	122
13:45 - 14:00	88	24	7	1	0	0	1	125.2	121
Hourly Total	375	90	15	12	0	0	2	516	494
Session Total	1104	245	42	33	2	0	5	1494	1431
16:00 - 16:15	137	23	3	0	0	0	1	164.9	164
16:15 - 16:30	154	31	3	0	0	0	4	191.1	192
16:30 - 16:45	133	29	3	0	0	0	2	167.3	167
16:45 - 17:00	142	28	2	1	0	0	1	175.7	174
Hourly Total	566	111	11	1	0	0	8	699	697
17:00 - 17:15	174	22	4	1	0	0	4	205.9	205
17:15 - 17:30	164	30	1	1	0	0	1	198.2	197
17:30 - 17:45	164	29	2	0	1	0	1	198.4	197
17:45 - 18:00	164	22	1	1	0	0	1	190.2	189
Hourly Total	666	103	8	3	1	0	7	793	788
18:00 - 18:15	139	26	0	3	0	0	6	174.3	174
18:15 - 18:30	164	15	4	0	0	0	1	185.4	184
18:30 - 18:45	127	18	1	1	0	0	1	149.2	148
18:45 - 19:00	135	12	1	0	0	0	2	149.3	150
Hourly Total	565	71	6	4	0	0	10	658	656
Session Total	1797	285	25	8	1	0	25	2150	2141

Street Off Slip

[illegible]

E to C								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	0	0	0	0	0	0	0.0	0
0	0	1	0	0	0	0	1.5	1
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
1	0	1	0	0	0	0	3	2
0	0	0	0	0	0	0	0.0	0
0	2	0	0	0	0	0	2.0	2
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	2	0	0	0	0	0	2	2
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
1	1	0	0	0	0	0	2.0	2
2	1	0	0	0	0	0	3	3
3	3	1	0	0	0	0	8	7
0	1	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	1	0	0	0	0	0	1	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
2	0	0	0	0	0	0	2.0	2
4	0	0	0	0	0	0	4.0	4
6	0	0	0	0	0	0	6	6
1	0	0	0	0	0	0	1.0	1
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
2	0	0	0	0	0	0	2	2
8	1	0	0	0	0	0	9	9
2	0	0	0	0	0	0	2.0	2
1	0	0	0	0	0	0	1.0	1
0	1	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
3	1	0	0	0	0	0	4	4
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
1	0	0	0	0	0	0	1.0	1
1	0	0	1	0	0	0	3.3	2
3	0	0	1	0	0	0	5	4
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
6	1	0	1	0	0	0	9	8

E to D								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
16	3	1	0	1	0	0	22.5	21
19	10	3	1	0	0	0	35.8	33
33	18	3	0	1	0	0	57.5	55
34	11	0	0	0	0	0	45.0	45
102	42	7	1	2	0	0	161	154
23	10	1	0	0	0	0	34.5	34
31	7	1	0	1	0	0	41.5	40
40	7	1	2	0	0	0	53.1	50
37	4	1	0	0	0	0	42.5	42
131	28	4	2	1	0	0	172	166
24	5	0	1	0	0	0	31.3	30
19	7	3	1	0	0	0	32.8	30
20	6	1	0	0	0	0	27.5	27
33	3	1	0	0	0	0	37.5	37
96	21	5	2	0	0	0	129	124
329	91	16	5	3	0	0	462	444
25	8	1	0	0	0	0	34.5	34
20	6	3	0	0	0	0	30.5	29
29	4	2	0	0	0	0	36.0	35
30	3	0	1	0	0	1	35.7	35
104	21	6	1	0	0	1	137	133
42	4	0	0	0	0	0	46.0	46
41	5	2	0	0	0	0	49.0	48
37	8	2	0	0	0	0	48.0	47
31	4	1	0	0	0	0	36.5	36
151	21	5	0	0	0	0	180	177
58	3	1	2	0	0	0	67.1	64
35	7	2	2	0	0	0	49.6	46
43	6	1	1	0	0	0	52.8	51
45	1	1	0	0	0	0	47.5	47
181	17	5	5	0	0	0	217	208
436	59	16	6	0	0	1	533	518
67	12	0	0	0	0	1	79.4	80
62	16	1	2	0	0	0	84.1	81
82	21	1	1	0	0	1	107.2	106
76	11	0	0	0	0	0	87.0	87
287	60	2	3	0	0	2	358	354
88	11	0	0	0	0	0	99.0	99
74	8	0	0	0	0	2	82.8	84
74	5	0	0	0	0	1	79.4	80
61	7	0	0	0	0	1	68.4	69
297	31	0	0	0	0	4	330	332
65	8	0	0	0	0	0	73.0	73
48	4	0	0	0	0	0	52.0	52
35	2	0	0	0	0	0	37.0	37
55	7	0	0	0	0	1	62.4	63
203	21	0	0	0	0	1	224	225
787	112	2	3	0	0	7	912	911

[illegible]

TIME	From E								TOTAL
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	
07:00 - 07:15	69	18	4	4	1	0	2	105.0	98
07:15 - 07:30	84	38	8	2	0	0	0	138.6	132
07:30 - 07:45	113	40	8	3	1	0	2	174.7	167
07:45 - 08:00	99	33	2	3	0	0	1	142.3	138
Hourly Total	365	129	22	12	2	0	5	561	535
08:00 - 08:15	111	34	4	0	0	0	0	151.0	149
08:15 - 08:30	130	22	6	1	1	0	0	165.3	160
08:30 - 08:45	132	20	7	4	0	0	1	172.1	164
08:45 - 09:00	120	16	3	2	0	0	0	145.1	141
Hourly Total	493	92	20	7	1	0	1	634	614
09:00 - 09:15	93	20	3	5	0	0	0	129.0	121
09:15 - 09:30	77	22	5	1	0	0	0	108.8	105
09:30 - 09:45	100	23	6	2	0	0	0	136.6	131
09:45 - 10:00	102	18	3	6	0	0	0	138.3	129
Hourly Total	372	83	17	14	0	0	0	513	486
Session Total	1230	304	59	33	3	0	6	1707	1635
11:00 - 11:15	96	19	4	3	0	0	1	128.3	123
11:15 - 11:30	96	28	9	1	0	0	0	139.8	134
11:30 - 11:45	110	17	5	2	1	0	0	141.1	135
11:45 - 12:00	139	23	1	5	1	0	1	177.4	170
Hourly Total	441	87	19	11	2	0	2	587	562
12:00 - 12:15	138	26	5	1	0	0	0	173.8	170
12:15 - 12:30	148	27	3	4	0	0	2	189.5	184
12:30 - 12:45	127	34	4	2	0	0	0	171.6	167
12:45 - 13:00	136	24	7	4	0	0	0	179.7	171
Hourly Total	549	111	19	11	0	0	2	715	692
13:00 - 13:15	163	25	4	6	0	0	1	208.2	199
13:15 - 13:30	124	29	4	7	0	0	0	175.1	164
13:30 - 13:45	138	28	4	3	0	0	0	178.9	173
13:45 - 14:00	133	25	8	1	0	0	1	172.7	168
Hourly Total	558	107	20	17	0	0	2	735	704
Session Total	1548	305	58	39	2	0	6	2036	1958
16:00 - 16:15	206	35	3	0	0	0	2	246.3	246
16:15 - 16:30	217	47	4	2	0	0	4	276.2	274
16:30 - 16:45	216	51	4	1	0	0	3	276.5	275
16:45 - 17:00	220	39	2	1	0	0	1	264.7	263
Hourly Total	859	172	13	4	0	0	10	1064	1058
17:00 - 17:15	262	33	4	1	0	0	4	304.9	304
17:15 - 17:30	239	38	1	1	0	0	3	282.0	282
17:30 - 17:45	239	34	2	0	1	0	2	278.8	278
17:45 - 18:00	226	29	1	2	0	0	2	261.9	260
Hourly Total	966	134	8	4	1	0	11	1128	1124
18:00 - 18:15	204	34	0	3	0	0	6	247.3	247
18:15 - 18:30	212	19	4	0	0	0	1	237.4	236
18:30 - 18:45	162	20	1	1	0	0	1	186.2	185
18:45 - 19:00	190	19	1	0	0	0	3	211.7	213
Hourly Total	768	92	6	4	0	0	11	883	881
Session Total	2593	398	27	12	1	0	32	3074	3063

[illegible]

	A - (North) A227 Wrotham Road		B - Access Road	C - A2 Watling Street On Slip			D - (South) A227 Wrotham Road		E - A2 Watling Street Off Slip	
	Lane 1	Lane 2	Lane 1	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 1	Lane 2
Survey Period	SPOT	SPOT	SPOT	SPOT	SPOT	SPOT	SPOT	SPOT	SPOT	SPOT
07:00 - 07:05	0	0	0	0	0	0	0	0	0	0
07:05 - 07:10	0	0	0	0	0	0	0	0	0	0
07:10 - 07:15	0	0	0	0	0	0	0	0	0	0
07:15 - 07:20	0	0	0	0	0	0	0	0	0	0
07:20 - 07:25	0	0	0	0	0	0	0	0	0	0
07:25 - 07:30	0	0	0	0	0	0	0	0	0	0
07:30 - 07:35	0	0	0	0	0	0	0	0	0	0
07:35 - 07:40	0	0	0	0	0	0	0	0	0	0
07:40 - 07:45	0	0	0	0	0	0	0	0	0	0
07:45 - 07:50	0	0	0	0	0	0	0	0	0	0
07:50 - 07:55	0	0	0	0	0	0	0	0	0	0
07:55 - 08:00	0	0	0	0	0	0	0	0	0	0
08:00 - 08:05	0	0	0	0	0	0	0	0	0	0
08:05 - 08:10	0	0	0	0	0	0	0	0	0	0
08:10 - 08:15	0	0	0	0	0	0	0	0	0	0
08:15 - 08:20	0	0	0	0	0	0	0	0	0	1
08:20 - 08:25	3	2	0	0	0	0	0	0	0	1
08:25 - 08:30	0	0	0	0	0	0	0	0	0	2
08:30 - 08:35	0	0	0	0	0	0	0	0	1	2
08:35 - 08:40	0	0	0	0	0	0	0	0	0	0
08:40 - 08:45	2	0	0	0	0	0	0	0	0	0
08:45 - 08:50	0	0	0	0	0	0	0	0	0	2
08:50 - 08:55	0	0	0	0	0	0	0	0	0	0
08:55 - 09:00	0	0	0	0	0	0	0	0	0	0
09:00 - 09:05	0	1	0	0	0	0	0	0	1	0
09:05 - 09:10	0	0	0	0	0	0	0	0	0	0
09:10 - 09:15	0	0	0	0	0	0	0	0	0	0
09:15 - 09:20	0	0	0	0	0	0	0	0	0	0
09:20 - 09:25	0	0	0	0	0	0	0	0	0	0
09:25 - 09:30	0	0	0	0	0	0	0	0	0	0
09:30 - 09:35	0	0	0	0	0	0	0	0	0	0
09:35 - 09:40	0	0	0	0	0	0	0	0	0	0
09:40 - 09:45	0	0	0	0	0	0	0	0	0	0
09:45 - 09:50	0	0	0	0	0	0	0	0	0	0
09:50 - 09:55	0	3	0	0	0	0	0	0	0	0
09:55 - 10:00	0	0	0	0	0	0	0	0	0	0
11:00 - 11:05	0	0	0	0	0	0	0	0	0	0
11:05 - 11:10	0	0	0	0	0	0	0	0	0	0
11:10 - 11:15	0	0	1	0	0	0	0	0	0	3
11:15 - 11:20	0	0	0	0	0	0	0	0	0	0
11:20 - 11:25	0	0	0	0	0	0	0	0	0	0
11:25 - 11:30	0	0	0	0	0	0	0	0	0	0
11:30 - 11:35	0	0	0	0	0	0	0	0	0	0
11:35 - 11:40	0	0	0	0	0	0	0	0	0	0
11:40 - 11:45	0	0	0	0	0	0	0	0	0	0
11:45 - 11:50	0	0	0	0	0	0	0	0	0	0
11:50 - 11:55	0	0	0	0	0	0	0	0	0	0
11:55 - 12:00	2	0	0	0	0	0	0	0	0	0
12:00 - 12:05	0	0	0	0	0	0	0	0	0	0
12:05 - 12:10	0	0	0	0	0	0	0	0	0	0
12:10 - 12:15	1	1	0	0	0	0	0	0	0	1
12:15 - 12:20	0	0	0	0	0	0	0	0	0	0
12:20 - 12:25	0	0	0	0	0	0	0	0	0	1
12:25 - 12:30	0	0	0	0	0	0	0	0	0	0
12:30 - 12:35	0	0	0	0	0	0	0	0	0	1
12:35 - 12:40	3	1	0	0	0	0	0	0	0	0
12:40 - 12:45	0	0	0	0	0	0	0	0	1	1
12:45 - 12:50	1	0	0	0	0	0	0	0	0	0
12:50 - 12:55	0	0	0	0	0	0	0	0	0	0
12:55 - 13:00	0	0	0	0	0	0	0	0	0	0
13:00 - 13:05	0	0	0	0	0	0	0	0	0	0
13:05 - 13:10	1	1	0	0	0	0	0	0	0	0
13:10 - 13:15	2	0	0	0	0	0	0	0	2	0
13:15 - 13:20	0	0	0	0	0	0	0	0	0	0
13:20 - 13:25	0	0	0	0	0	0	0	0	0	0

A to C								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
45	15	0	2	2	0	1	69.0	65
64	22	3	1	0	0	0	92.8	90
105	29	6	0	1	0	0	145.0	141
110	21	1	0	2	0	0	136.5	134
324	87	10	3	5	0	1	443	430
90	16	2	0	2	0	0	113.0	110
99	11	1	0	1	0	0	113.5	112
111	12	2	2	0	0	0	130.6	127
88	16	3	0	0	0	0	108.5	107
388	55	8	2	3	0	0	466	456
73	12	0	1	0	0	0	87.3	86
60	12	5	1	1	0	1	84.2	80
64	10	0	0	0	0	0	74.0	74
68	10	1	0	0	0	0	79.5	79
265	44	6	2	1	0	1	325	319
977	186	24	7	9	0	2	1234	1205
83	15	2	0	0	0	0	101.0	100
79	8	4	0	0	0	0	93.0	91
76	10	2	0	0	0	2	89.8	90
73	12	0	1	0	0	1	87.7	87
311	45	8	1	0	0	3	372	368
88	8	3	0	0	0	0	100.5	99
84	11	1	0	1	0	0	98.5	97
96	16	2	0	0	0	1	115.4	115
79	11	1	0	0	0	0	91.5	91
347	46	7	0	1	0	1	406	402
110	12	1	1	0	0	0	125.8	124
95	11	3	2	0	0	0	115.1	111
94	16	1	1	0	0	0	113.8	112
103	10	1	0	1	0	0	116.5	115
402	49	6	4	1	0	0	471	462
1060	140	21	5	2	0	4	1249	1232
134	12	0	1	0	0	2	149.1	149
125	23	1	2	0	0	0	154.1	151
146	28	2	1	0	0	2	180.1	179
151	14	0	0	0	0	1	165.4	166
556	77	3	4	0	0	5	649	645
145	18	1	0	0	0	0	164.5	164
148	13	1	1	0	0	3	166.0	166
144	15	1	1	0	0	2	163.6	163
129	10	0	0	1	0	2	141.8	142
566	56	3	2	1	0	7	636	635
133	14	0	0	0	0	0	147.0	147
102	14	0	0	0	0	1	116.4	117
87	6	0	0	0	0	0	93.0	93
118	11	0	1	0	0	1	131.7	131
440	45	0	1	0	0	2	488	488
1562	178	6	7	1	0	14	1773	1768

A to D								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
87	20	2	0	0	0	2	110.8	111
112	26	2	0	0	0	3	142.2	143
110	21	5	1	0	0	3	142.0	140
130	34	3	0	0	0	5	170.5	172
439	101	12	1	0	0	13	566	566
130	33	7	2	0	0	1	178.5	173
129	20	1	2	1	0	0	157.1	153
145	17	5	4	0	0	0	178.7	171
137	17	2	8	0	0	1	175.8	165
541	87	15	16	1	0	2	690	662
109	22	7	4	0	0	1	151.1	143
96	20	2	2	2	0	2	128.4	124
103	17	4	3	0	0	2	133.7	129
84	20	5	1	0	0	0	113.8	110
392	79	18	10	2	0	5	527	506
1372	267	45	27	3	0	20	1783	1734
87	11	3	2	0	0	0	107.1	103
76	16	5	1	0	0	0	101.8	98
77	14	1	2	0	0	0	97.1	94
90	12	7	2	0	0	0	117.1	111
330	53	16	7	0	0	0	423	406
67	9	3	2	0	0	1	85.5	82
84	11	7	2	0	0	0	110.1	104
91	15	2	0	0	0	0	109.0	108
91	19	3	3	0	0	0	121.4	116
333	54	15	7	0	0	1	426	410
89	15	7	1	1	0	2	119.6	115
82	14	2	1	0	0	0	101.3	99
88	13	2	4	0	0	0	113.2	107
81	12	2	4	0	0	1	105.6	100
340	54	13	10	1	0	3	440	421
1003	161	44	24	1	0	4	1289	1237
102	15	0	0	0	0	4	118.6	121
101	17	0	3	0	0	0	124.9	121
108	18	2	3	0	0	0	135.9	131
123	14	3	1	0	0	0	143.8	141
434	64	5	7	0	0	4	523	514
115	14	0	0	0	0	2	129.8	131
114	13	0	1	0	0	1	129.7	129
99	13	1	0	0	0	1	113.9	114
88	14	1	3	0	0	3	111.6	109
416	54	2	4	0	0	7	485	483
102	6	1	0	0	0	0	109.5	109
111	7	0	1	0	0	0	120.3	119
85	6	2	0	0	0	1	94.4	94
82	10	0	0	0	0	0	92.0	92
380	29	3	1	0	0	1	416	414
1230	147	10	12	0	0	12	1424	1411

[illegible]

From A									
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	132	35	2	2	2	0	3	179.8	176
07:15 - 07:30	176	49	5	1	0	0	3	236.0	234
07:30 - 07:45	215	50	11	1	1	0	3	287.0	281
07:45 - 08:00	240	55	4	0	2	0	5	307.0	306
Hourly Total	763	189	22	4	5	0	14	1010	997
08:00 - 08:15	220	49	9	2	2	0	1	291.5	283
08:15 - 08:30	228	31	2	2	2	0	0	270.6	265
08:30 - 08:45	256	29	7	6	0	0	0	309.3	298
08:45 - 09:00	225	33	5	9	0	0	1	286.6	273
Hourly Total	929	142	23	19	4	0	2	1158	1119
09:00 - 09:15	182	34	7	5	0	0	1	238.4	229
09:15 - 09:30	156	32	7	3	3	0	3	212.6	204
09:30 - 09:45	167	27	4	3	0	0	2	207.7	203
09:45 - 10:00	152	30	6	1	0	0	0	193.3	189
Hourly Total	657	123	24	12	3	0	6	852	825
Session Total	2349	454	69	35	12	0	22	3020	2941
11:00 - 11:15	170	26	5	2	0	0	0	208.1	203
11:15 - 11:30	155	24	9	1	0	0	0	194.8	189
11:30 - 11:45	153	24	3	2	0	0	2	186.9	184
11:45 - 12:00	163	24	7	3	0	0	1	204.8	198
Hourly Total	641	98	24	8	0	0	3	795	774
12:00 - 12:15	155	17	6	2	0	0	1	186.0	181
12:15 - 12:30	168	22	8	2	1	0	0	208.6	201
12:30 - 12:45	187	31	4	0	0	0	1	224.4	223
12:45 - 13:00	170	30	4	3	0	0	0	212.9	207
Hourly Total	680	100	22	7	1	0	2	832	812
13:00 - 13:15	199	27	8	2	1	0	2	245.4	239
13:15 - 13:30	177	25	5	3	0	0	0	216.4	210
13:30 - 13:45	182	29	3	5	0	0	0	227.0	219
13:45 - 14:00	184	22	3	4	1	0	1	222.1	215
Hourly Total	742	103	19	14	2	0	3	911	883
Session Total	2063	301	65	29	3	0	8	2537	2469
16:00 - 16:15	236	27	0	1	0	0	6	267.7	270
16:15 - 16:30	226	40	1	5	0	0	0	279.0	272
16:30 - 16:45	254	46	4	4	0	0	2	316.0	310
16:45 - 17:00	274	28	3	1	0	0	1	309.2	307
Hourly Total	990	141	8	11	0	0	9	1172	1159
17:00 - 17:15	260	32	1	0	0	0	2	294.3	295
17:15 - 17:30	262	26	1	2	0	0	4	295.7	295
17:30 - 17:45	243	28	2	1	0	0	3	277.5	277
17:45 - 18:00	217	24	1	3	1	0	5	253.4	251
Hourly Total	982	110	5	6	1	0	14	1121	1118
18:00 - 18:15	235	20	1	0	0	0	0	256.5	256
18:15 - 18:30	213	21	0	1	0	0	1	236.7	236
18:30 - 18:45	172	12	2	0	0	0	1	187.4	187
18:45 - 19:00	200	21	0	1	0	0	1	223.7	223
Hourly Total	820	74	3	2	0	0	3	904	902
Session Total	2792	325	16	19	1	0	26	3197	3179

To A								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
116	29	2	1	0	0	0	150.3	148
165	35	3	1	0	0	0	206.8	204
177	31	2	1	1	0	3	216.5	215
193	39	8	2	3	0	0	254.6	245
651	134	15	5	4	0	3	828	812
219	29	1	1	1	0	0	253.8	251
224	28	5	0	1	0	0	261.5	258
193	28	3	1	2	0	0	231.8	227
238	23	2	2	0	0	0	268.6	265
874	108	11	4	4	0	0	1016	1001
196	27	2	2	0	0	2	231.4	229
156	27	2	0	0	0	1	186.4	186
147	25	6	4	0	0	0	190.2	182
142	19	3	1	1	0	0	169.8	166
641	98	13	7	1	0	3	778	763
2166	340	39	16	9	0	6	2622	2576
142	16	3	2	0	0	1	167.5	164
153	20	3	1	0	0	2	180.6	179
171	17	4	0	0	0	0	194.0	192
168	28	4	1	1	0	0	206.3	202
634	81	14	4	1	0	3	748	737
145	22	6	2	0	0	0	180.6	175
168	21	3	0	0	0	0	193.5	192
145	24	2	0	0	0	0	172.0	171
141	27	3	3	0	0	3	180.6	177
599	94	14	5	0	0	3	727	715
155	21	3	3	0	0	0	187.4	182
139	21	2	2	1	0	0	169.6	165
144	22	4	2	1	0	0	178.6	173
134	25	3	2	0	0	0	168.1	164
572	89	12	9	2	0	0	704	684
1805	264	40	18	3	0	6	2179	2136
205	42	2	0	0	0	1	250.4	250
192	42	0	3	2	0	0	244.9	239
241	39	2	0	2	0	1	287.4	285
203	28	3	1	3	0	1	244.2	239
841	151	7	4	7	0	3	1027	1013
216	29	0	0	0	0	1	245.4	246
231	42	2	0	1	0	5	280.0	281
199	28	1	2	1	0	1	235.5	232
219	21	0	0	0	0	0	240.0	240
865	120	3	2	2	0	7	1001	999
171	16	2	0	0	0	1	190.4	190
176	19	1	0	0	0	3	197.7	199
144	9	0	0	0	0	2	153.8	155
134	9	1	0	0	0	0	144.5	144
625	53	4	0	0	0	6	686	688
2331	324	14	6	9	0	16	2714	2700



The Tollgate, Gravesend - Manual Traffic Survey: Thursday, 02 March 2023

Produced by Streetwise Services Ltd.

Junction: A - (North) A227 Wrotham Road / B - A2 Watling Street Off Slip / C - (South) A227 Wrotham Road / D - A2 Watling Street On Slip

Approach: B - A2 Watling Street Off Slip

TIME	B to C								TOTAL
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	
07:00 - 07:15	18	4	0	0	0	0	0	22.0	22
07:15 - 07:30	29	6	3	0	0	0	0	39.5	38
07:30 - 07:45	20	6	0	0	0	0	0	26.0	26
07:45 - 08:00	27	10	2	1	0	0	0	42.3	40
Hourly Total	94	26	5	1	0	0	0	130	126
08:00 - 08:15	34	6	1	1	0	0	0	43.8	42
08:15 - 08:30	41	4	0	0	0	0	0	45.0	45
08:30 - 08:45	37	4	0	0	0	0	0	41.0	41
08:45 - 09:00	43	5	2	0	0	0	0	51.0	50
Hourly Total	155	19	3	1	0	0	0	181	178
09:00 - 09:15	44	8	2	0	0	0	0	55.0	54
09:15 - 09:30	27	7	0	1	0	0	0	36.3	35
09:30 - 09:45	24	5	1	0	0	0	0	30.5	30
09:45 - 10:00	33	3	1	0	0	0	0	37.5	37
Hourly Total	128	23	4	1	0	0	0	159	156
Session Total	377	68	12	3	0	0	0	470	460
11:00 - 11:15	24	2	2	0	0	0	0	29.0	28
11:15 - 11:30	23	5	1	0	0	0	0	29.5	29
11:30 - 11:45	29	2	0	0	0	0	0	31.0	31
11:45 - 12:00	34	2	0	1	0	0	0	38.3	37
Hourly Total	110	11	3	1	0	0	0	128	125
12:00 - 12:15	13	1	1	0	0	0	0	15.5	15
12:15 - 12:30	22	5	0	0	0	0	0	27.0	27
12:30 - 12:45	24	0	1	0	0	0	0	25.5	25
12:45 - 13:00	18	5	0	0	0	0	0	23.0	23
Hourly Total	77	11	2	0	0	0	0	91	90
13:00 - 13:15	24	4	0	0	0	0	2	28.8	30
13:15 - 13:30	31	3	1	0	0	0	0	35.5	35
13:30 - 13:45	33	3	0	0	0	0	0	36.0	36
13:45 - 14:00	21	4	1	0	0	0	0	26.5	26
Hourly Total	109	14	2	0	0	0	2	127	127
Session Total	296	36	7	1	0	0	2	346	342
16:00 - 16:15	34	3	0	0	0	0	0	37.0	37
16:15 - 16:30	33	3	0	1	0	0	0	38.3	37
16:30 - 16:45	35	10	3	0	0	0	0	49.5	48
16:45 - 17:00	31	7	1	0	0	0	0	39.5	39
Hourly Total	133	23	4	1	0	0	0	164	161
17:00 - 17:15	47	5	0	0	0	0	0	52.0	52
17:15 - 17:30	34	6	1	1	0	0	0	43.8	42
17:30 - 17:45	40	4	1	0	0	0	0	45.5	45
17:45 - 18:00	25	5	0	0	0	0	0	30.0	30
Hourly Total	146	20	2	1	0	0	0	171	169
18:00 - 18:15	31	7	0	0	0	0	0	38.0	38
18:15 - 18:30	41	1	0	0	0	0	0	42.0	42
18:30 - 18:45	33	4	2	0	0	0	0	40.0	39
18:45 - 19:00	31	5	0	0	0	0	0	36.0	36
Hourly Total	136	17	2	0	0	0	0	156	155
Session Total	415	60	8	2	0	0	0	492	485

B to D								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
10	3	0	0	0	0	0	13.0	13
10	3	0	0	0	0	0	13.0	13
12	2	0	0	0	0	0	14.0	14
1	0	0	0	0	0	0	1.0	1
33	8	0	0	0	0	0	41	41
1	1	0	0	0	0	0	2.0	2
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
1	0	0	0	0	0	0	1.0	1
3	1	0	0	0	0	0	4	4
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1	1
37	9	0	0	0	0	0	46	46
1	2	0	0	0	0	0	3.0	3
1	1	1	0	0	0	0	3.5	3
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
3	3	1	0	0	0	0	8	7
1	0	1	0	0	0	0	2.5	2
0	1	1	0	0	0	0	2.5	2
0	0	0	1	0	0	0	2.3	1
0	0	0	0	0	0	0	0.0	0
1	1	2	1	0	0	0	7	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	0	0	0.0	0
0	0	0	1	0	0	0	2.3	1
0	0	0	1	0	0	0	2	1
4	4	3	2	0	0	0	17	13
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	2	2

B to A								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
64	11	2	1	0	0	0	80.3	78
90	19	2	0	0	0	0	112.0	111
74	17	0	1	0	0	0	93.3	92
94	17	6	2	0	0	0	124.6	119
322	64	10	4	0	0	0	410	400
106	19	1	1	0	0	0	128.8	127
118	17	1	0	0	0	0	136.5	136
93	16	1	1	0	0	0	112.8	111
96	15	1	1	0	0	0	114.8	113
413	67	4	3	0	0	0	493	487
95	14	2	1	0	0	2	115.1	114
70	16	1	0	0	0	0	87.5	87
68	11	3	2	0	0	0	88.1	84
67	12	2	1	0	0	0	84.3	82
300	53	8	4	0	0	2	375	367
1035	184	22	11	0	0	2	1278	1254
65	8	1	2	0	0	0	79.1	76
64	8	0	0	0	0	1	72.4	73
74	9	2	0	0	0	0	86.0	85
67	12	3	0	0	0	0	83.5	82
270	37	6	2	0	0	1	321	316
60	14	2	2	0	0	0	81.6	78
82	11	2	0	0	0	0	96.0	95
77	10	1	0	0	0	0	88.5	88
75	17	3	1	0	0	2	99.6	98
294	52	8	3	0	0	2	366	359
76	10	1	0	0	0	0	87.5	87
66	8	1	0	0	0	0	75.5	75
68	9	2	1	0	0	0	82.3	80
62	9	1	1	0	0	0	74.8	73
272	36	5	2	0	0	0	320	315
836	125	19	7	0	0	3	1007	990
89	16	1	0	0	0	1	106.9	107
93	12	0	1	0	0	0	107.3	106
111	16	1	0	0	0	0	128.5	128
95	10	0	0	2	0	0	109.0	107
388	54	2	1	2	0	1	452	448
110	12	0	0	0	0	0	122.0	122
108	19	2	0	0	0	2	130.8	131
86	11	0	1	0	0	0	99.3	98
86	10	0	0	0	0	0	96.0	96
390	52	2	1	0	0	2	448	447
75	10	2	0	0	0	0	88.0	87
91	8	1	0	0	0	1	100.9	101
72	5	0	0	0	0	1	77.4	78
71	2	0	0	0	0	0	73.0	73
309	25	3	0	0	0	2	339	339
1087	131	7	2	2	0	5	1239	1234

[illegible]

From B									
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	92	18	2	1	0	0	0	115.3	113
07:15 - 07:30	129	28	5	0	0	0	0	164.5	162
07:30 - 07:45	106	25	0	1	0	0	0	133.3	132
07:45 - 08:00	122	27	8	3	0	0	0	167.9	160
Hourly Total	449	98	15	5	0	0	0	581	567
08:00 - 08:15	141	26	2	2	0	0	0	174.6	171
08:15 - 08:30	159	21	1	0	0	0	0	181.5	181
08:30 - 08:45	131	20	1	1	0	0	0	154.8	153
08:45 - 09:00	140	20	3	1	0	0	0	166.8	164
Hourly Total	571	87	7	4	0	0	0	678	669
09:00 - 09:15	139	22	4	1	0	0	2	170.1	168
09:15 - 09:30	98	23	1	1	0	0	0	124.8	123
09:30 - 09:45	92	16	4	2	0	0	0	118.6	114
09:45 - 10:00	100	15	3	1	0	0	0	121.8	119
Hourly Total	429	76	12	5	0	0	2	535	524
Session Total	1449	261	34	14	0	0	2	1794	1760
11:00 - 11:15	90	12	3	2	0	0	0	111.1	107
11:15 - 11:30	88	14	2	0	0	0	1	105.4	105
11:30 - 11:45	104	11	2	0	0	0	0	118.0	117
11:45 - 12:00	101	14	3	1	0	0	0	121.8	119
Hourly Total	383	51	10	3	0	0	1	456	448
12:00 - 12:15	74	15	4	2	0	0	0	99.6	95
12:15 - 12:30	104	17	3	0	0	0	0	125.5	124
12:30 - 12:45	101	10	2	1	0	0	0	116.3	114
12:45 - 13:00	93	22	3	1	0	0	2	122.6	121
Hourly Total	372	64	12	4	0	0	2	464	454
13:00 - 13:15	100	14	1	0	0	0	2	116.3	117
13:15 - 13:30	97	11	2	0	0	0	0	111.0	110
13:30 - 13:45	101	12	2	1	0	0	0	118.3	116
13:45 - 14:00	83	13	2	2	0	0	0	103.6	100
Hourly Total	381	50	7	3	0	0	2	449	443
Session Total	1136	165	29	10	0	0	5	1370	1345
16:00 - 16:15	123	19	1	0	0	0	1	143.9	144
16:15 - 16:30	126	15	0	2	0	0	0	145.6	143
16:30 - 16:45	147	26	4	0	0	0	0	179.0	177
16:45 - 17:00	126	17	1	0	2	0	0	148.5	146
Hourly Total	522	77	6	2	2	0	1	617	610
17:00 - 17:15	157	17	0	0	0	0	0	174.0	174
17:15 - 17:30	142	25	3	1	0	0	2	174.6	173
17:30 - 17:45	127	15	1	1	0	0	0	145.8	144
17:45 - 18:00	111	15	0	0	0	0	0	126.0	126
Hourly Total	537	72	4	2	0	0	2	620	617
18:00 - 18:15	106	17	2	0	0	0	0	126.0	125
18:15 - 18:30	132	9	1	0	0	0	1	142.9	143
18:30 - 18:45	105	9	2	0	0	0	1	117.4	117
18:45 - 19:00	102	7	0	0	0	0	0	109.0	109
Hourly Total	445	42	5	0	0	0	2	495	494
Session Total	1504	191	15	4	2	0	5	1733	1721

[illegible]



The Tollgate, Gravesend - Manual Traffic Survey: Thursday, 02 March 2023

Produced by Streetwise Services Ltd.

Junction: A - (North) A227 Wrotham Road / B - A2 Watling Street Off Slip / C - (South) A227 Wrotham Road / D - A2 Watling Street On Slip

Approach: C - (South) A227 Wrotham Road

TIME	C to D								TOTAL
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	
07:00 - 07:15	28	6	4	1	0	0	2	43.1	41
07:15 - 07:30	31	11	1	0	0	0	0	43.5	43
07:30 - 07:45	40	7	3	1	0	0	0	53.8	51
07:45 - 08:00	46	10	1	1	0	0	0	59.8	58
Hourly Total	145	34	9	3	0	0	2	200	193
08:00 - 08:15	56	9	2	0	0	0	4	69.6	71
08:15 - 08:30	45	7	1	1	0	0	0	55.8	54
08:30 - 08:45	51	5	0	0	0	0	0	56.0	56
08:45 - 09:00	65	2	3	0	0	0	0	71.5	70
Hourly Total	217	23	6	1	0	0	4	253	251
09:00 - 09:15	55	8	1	1	0	0	1	67.2	66
09:15 - 09:30	45	8	0	1	0	0	1	55.7	55
09:30 - 09:45	46	7	1	0	0	0	0	54.5	54
09:45 - 10:00	48	6	0	1	0	0	0	56.3	55
Hourly Total	194	29	2	3	0	0	2	234	230
Session Total	556	86	17	7	0	0	8	687	674
11:00 - 11:15	45	5	0	0	0	0	0	50.0	50
11:15 - 11:30	52	7	1	1	0	0	0	62.8	61
11:30 - 11:45	48	6	2	3	0	0	1	64.3	60
11:45 - 12:00	55	6	0	0	0	0	0	61.0	61
Hourly Total	200	24	3	4	0	0	1	238	232
12:00 - 12:15	37	5	2	0	0	0	0	45.0	44
12:15 - 12:30	31	3	1	0	0	0	0	35.5	35
12:30 - 12:45	40	7	1	0	0	0	0	48.5	48
12:45 - 13:00	32	4	2	1	0	0	0	41.3	39
Hourly Total	140	19	6	1	0	0	0	170	166
13:00 - 13:15	28	4	1	2	0	0	0	38.1	35
13:15 - 13:30	36	6	1	2	0	0	0	48.1	45
13:30 - 13:45	35	8	2	0	0	0	0	46.0	45
13:45 - 14:00	37	7	0	1	0	0	0	46.3	45
Hourly Total	136	25	4	5	0	0	0	179	170
Session Total	476	68	13	10	0	0	1	587	568
16:00 - 16:15	35	14	1	0	0	0	0	50.5	50
16:15 - 16:30	35	11	2	1	0	0	0	51.3	49
16:30 - 16:45	47	8	0	0	0	0	0	55.0	55
16:45 - 17:00	39	7	1	1	1	0	1	52.2	50
Hourly Total	156	40	4	2	1	0	1	209	204
17:00 - 17:15	53	6	1	2	0	0	0	65.1	62
17:15 - 17:30	39	8	0	0	0	0	0	47.0	47
17:30 - 17:45	51	11	0	0	0	0	0	62.0	62
17:45 - 18:00	38	4	1	0	0	0	0	43.5	43
Hourly Total	181	29	2	2	0	0	0	218	214
18:00 - 18:15	39	6	0	0	0	0	0	45.0	45
18:15 - 18:30	41	5	0	0	0	0	0	46.0	46
18:30 - 18:45	31	4	0	0	0	0	0	35.0	35
18:45 - 19:00	34	4	0	0	0	0	0	38.0	38
Hourly Total	145	19	0	0	0	0	0	164	164
Session Total	482	88	6	4	1	0	1	591	582

C to A								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
52	18	0	0	0	0	0	70.0	70
75	15	1	1	0	0	0	93.8	92
103	14	2	0	1	0	3	123.2	123
99	22	2	0	3	0	0	130.0	126
329	69	5	1	4	0	3	417	411
113	10	0	0	1	0	0	125.0	124
106	11	4	0	1	0	0	125.0	122
100	12	2	0	2	0	0	119.0	116
142	8	1	0	0	0	0	151.5	151
461	41	7	0	4	0	0	521	513
101	13	0	1	0	0	0	116.3	115
86	11	1	0	0	0	1	98.9	99
79	14	3	2	0	0	0	102.1	98
75	7	1	0	1	0	0	85.5	84
341	45	5	3	1	0	1	403	396
1131	155	17	4	9	0	4	1340	1320
77	8	2	0	0	0	1	88.4	88
89	12	3	1	0	0	1	108.2	106
97	8	2	0	0	0	0	108.0	107
101	16	1	1	1	0	0	122.8	120
364	44	8	2	1	0	2	427	421
85	8	4	0	0	0	0	99.0	97
86	10	1	0	0	0	0	97.5	97
68	14	1	0	0	0	0	83.5	83
66	10	0	2	0	0	1	81.0	79
305	42	6	2	0	0	1	361	356
79	11	2	3	0	0	0	99.9	95
73	13	1	2	1	0	0	94.1	90
76	13	2	1	1	0	0	96.3	93
72	16	2	1	0	0	0	93.3	91
300	53	7	7	2	0	0	384	369
969	139	21	11	3	0	3	1172	1146
116	26	1	0	0	0	0	143.5	143
99	30	0	2	2	0	0	137.6	133
130	23	1	0	2	0	1	158.9	157
108	18	3	1	1	0	1	135.2	132
453	97	5	3	5	0	2	575	565
106	17	0	0	0	0	1	123.4	124
123	23	0	0	1	0	3	149.2	150
113	17	1	1	1	0	1	136.2	134
133	11	0	0	0	0	0	144.0	144
475	68	1	1	2	0	5	553	552
96	6	0	0	0	0	1	102.4	103
85	11	0	0	0	0	2	96.8	98
72	4	0	0	0	0	1	76.4	77
63	7	1	0	0	0	0	71.5	71
316	28	1	0	0	0	4	347	349
1244	193	7	4	7	0	11	1475	1466

[illegible]

[illegible]

TIME	From C								TOTAL
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	
07:00 - 07:15	80	24	4	1	0	0	2	113.1	111
07:15 - 07:30	106	26	2	1	0	0	0	137.3	135
07:30 - 07:45	143	22	5	1	1	0	3	178.0	175
07:45 - 08:00	145	32	3	1	3	0	0	189.8	184
Hourly Total	474	104	14	4	4	0	5	618	605
08:00 - 08:15	169	19	2	0	1	0	4	194.6	195
08:15 - 08:30	151	18	5	1	1	0	0	180.8	176
08:30 - 08:45	151	17	2	0	2	0	0	175.0	172
08:45 - 09:00	207	10	4	0	0	0	0	223.0	221
Hourly Total	678	64	13	1	4	0	4	773	764
09:00 - 09:15	156	21	1	2	0	0	1	183.5	181
09:15 - 09:30	131	19	1	1	0	0	2	154.6	154
09:30 - 09:45	125	21	4	2	0	0	0	156.6	152
09:45 - 10:00	123	13	1	1	1	0	0	141.8	139
Hourly Total	535	74	7	6	1	0	3	637	626
Session Total	1687	242	34	11	9	0	12	2028	1995
11:00 - 11:15	122	13	2	0	0	0	1	138.4	138
11:15 - 11:30	141	19	4	2	0	0	1	171.0	167
11:30 - 11:45	145	14	4	3	0	0	1	172.3	167
11:45 - 12:00	156	22	1	1	1	0	0	183.8	181
Hourly Total	564	68	11	6	1	0	3	666	653
12:00 - 12:15	122	13	6	0	0	0	0	144.0	141
12:15 - 12:30	117	13	2	0	0	0	0	133.0	132
12:30 - 12:45	109	21	2	0	0	0	0	133.0	132
12:45 - 13:00	98	14	2	3	0	0	1	122.3	118
Hourly Total	446	61	12	3	0	0	1	532	523
13:00 - 13:15	107	15	3	5	0	0	0	138.0	130
13:15 - 13:30	109	19	2	4	1	0	0	142.2	135
13:30 - 13:45	111	21	4	1	1	0	0	142.3	138
13:45 - 14:00	109	23	2	2	0	0	0	139.6	136
Hourly Total	436	78	11	12	2	0	0	562	539
Session Total	1446	207	34	21	3	0	4	1760	1715
16:00 - 16:15	151	40	2	0	0	0	0	194.0	193
16:15 - 16:30	135	41	2	3	2	0	0	189.9	183
16:30 - 16:45	177	31	1	0	2	0	1	213.9	212
16:45 - 17:00	147	25	4	2	2	0	2	187.4	182
Hourly Total	610	137	9	5	6	0	3	785	770
17:00 - 17:15	160	23	1	2	0	0	1	189.5	187
17:15 - 17:30	163	31	0	0	1	0	3	197.2	198
17:30 - 17:45	164	28	1	1	1	0	1	198.2	196
17:45 - 18:00	171	15	1	0	0	0	0	187.5	187
Hourly Total	658	97	3	3	2	0	5	772	768
18:00 - 18:15	135	12	0	0	0	0	1	147.4	148
18:15 - 18:30	126	16	0	0	0	0	2	142.8	144
18:30 - 18:45	104	9	0	0	0	0	1	113.4	114
18:45 - 19:00	97	11	1	0	0	0	0	109.5	109
Hourly Total	462	48	1	0	0	0	4	513	515
Session Total	1730	282	13	8	8	0	12	2071	2053

To C								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
63	19	0	2	2	0	1	91.0	87
93	28	6	1	0	0	0	132.3	128
125	36	6	0	1	0	0	172.0	168
137	31	3	1	2	0	0	178.8	174
418	114	15	4	5	0	1	574	557
124	22	3	1	2	0	0	156.8	152
140	15	1	0	1	0	0	158.5	157
148	16	2	2	0	0	0	171.6	168
131	21	5	0	0	0	0	159.5	157
543	74	11	3	3	0	0	646	634
117	20	2	1	0	0	0	142.3	140
87	19	5	2	1	0	1	120.5	115
88	15	1	0	0	0	0	104.5	104
101	13	2	0	0	0	0	117.0	116
393	67	10	3	1	0	1	484	475
1354	255	36	10	9	0	2	1705	1666
107	17	4	0	0	0	0	130.0	128
102	13	5	0	0	0	0	122.5	120
105	12	2	0	0	0	2	120.8	121
107	14	0	2	0	0	1	126.0	124
421	56	11	2	0	0	3	499	493
101	9	4	0	0	0	0	116.0	114
106	16	1	0	1	0	0	125.5	124
121	16	3	0	0	0	1	141.9	141
97	16	1	0	0	0	0	114.5	114
425	57	9	0	1	0	1	498	493
134	16	1	1	0	0	2	154.6	154
126	14	4	2	0	0	0	150.6	146
127	19	1	1	0	0	0	149.8	148
124	14	2	0	1	0	0	143.0	141
511	63	8	4	1	0	2	598	589
1357	176	28	6	2	0	6	1595	1575
168	15	0	1	0	0	2	186.1	186
159	26	1	3	0	0	0	193.4	189
181	38	5	1	0	0	2	229.6	227
182	21	1	0	0	0	1	204.9	205
690	100	7	5	0	0	5	814	807
193	23	1	0	0	0	0	217.5	217
183	19	2	2	0	0	3	210.8	209
184	19	2	1	0	0	2	209.1	208
154	15	0	0	1	0	2	171.8	172
714	76	5	3	1	0	7	809	806
164	21	0	0	0	0	0	185.0	185
143	15	0	0	0	0	1	158.4	159
121	11	2	0	0	0	0	135.0	134
149	16	0	1	0	0	1	167.7	167
577	63	2	1	0	0	2	646	645
1981	239	14	9	1	0	14	2269	2258

[illegible]

[illegible]

[illegible]

To D								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
125	29	6	1	0	0	4	166.9	165
153	40	3	0	0	0	3	198.7	199
162	30	8	2	0	0	3	209.8	205
177	44	4	1	0	0	5	231.3	231
617	143	21	4	0	0	15	807	800
187	43	9	2	0	0	5	250.1	246
174	27	2	3	1	0	0	212.9	207
197	22	5	4	0	0	0	235.7	228
203	19	5	8	0	0	1	248.3	236
761	111	21	17	1	0	6	947	917
164	30	8	5	0	0	2	218.3	209
142	28	2	3	2	0	3	185.1	180
149	24	5	3	0	0	2	188.2	183
132	26	5	2	0	0	0	170.1	165
587	108	20	13	2	0	7	762	737
1965	362	62	34	3	0	28	2515	2454
133	18	3	2	0	0	0	160.1	156
129	24	7	2	0	0	0	168.1	162
126	20	3	5	0	0	1	162.4	155
145	18	7	2	0	0	0	178.1	172
533	80	20	11	0	0	1	669	645
105	14	6	2	0	0	1	133.0	128
115	15	9	2	0	0	0	148.1	141
131	22	3	1	0	0	0	159.8	157
123	23	5	4	0	0	0	162.7	155
474	74	23	9	0	0	1	604	581
117	19	8	3	1	0	2	157.7	150
118	20	3	3	0	0	0	149.4	144
123	21	4	4	0	0	0	159.2	152
118	19	2	6	0	0	1	154.2	146
476	79	17	16	1	0	3	621	592
1483	233	60	36	1	0	5	1893	1818
137	29	1	0	0	0	4	169.1	171
136	28	2	4	0	0	0	176.2	170
156	26	2	3	0	0	0	191.9	187
162	21	4	2	1	0	1	196.0	191
591	104	9	9	1	0	5	733	719
168	20	1	2	0	0	2	194.9	193
153	21	0	1	0	0	1	176.7	176
151	24	1	0	0	0	1	176.9	177
126	18	2	3	0	0	3	155.1	152
598	83	4	6	0	0	7	704	698
141	12	1	0	0	0	0	154.5	154
152	12	0	1	0	0	0	166.3	165
116	10	2	0	0	0	1	129.4	129
116	14	0	0	0	0	0	130.0	130
525	48	3	1	0	0	1	580	578
1714	235	16	16	1	0	13	2017	1995

	A - (North) A227 Wrotham Road		B - A2 Watling Street Off Slip		C - (South) A227 Wrotham Road		D - A2 Watling Street On Slip		
	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	Lane 2	Lane 3
Survey Period	SPOT	SPOT	SPOT	SPOT	SPOT	SPOT	SPOT	SPOT	SPOT
07:00 - 07:05	0	0	0	0	0	0	0	0	0
07:05 - 07:10	0	0	0	0	0	0	0	0	0
07:10 - 07:15	0	0	0	0	0	0	0	0	0
07:15 - 07:20	0	0	0	0	1	0	0	0	0
07:20 - 07:25	0	0	0	0	0	0	0	0	0
07:25 - 07:30	0	0	0	0	0	0	0	0	0
07:30 - 07:35	0	0	0	0	0	0	0	0	0
07:35 - 07:40	0	0	0	0	0	0	0	0	0
07:40 - 07:45	0	0	4	9	3	0	0	0	0
07:45 - 07:50	0	0	0	0	1	0	0	0	0
07:50 - 07:55	0	0	1	4	7	1	0	0	0
07:55 - 08:00	0	0	0	3	0	0	0	0	0
08:00 - 08:05	0	0	1	11	2	0	0	0	0
08:05 - 08:10	0	0	0	2	1	0	0	0	0
08:10 - 08:15	0	0	0	9	5	0	0	0	0
08:15 - 08:20	0	0	0	1	6	0	0	0	0
08:20 - 08:25	0	0	0	17	2	2	0	0	0
08:25 - 08:30	0	0	0	0	0	0	0	0	0
08:30 - 08:35	0	0	0	0	0	0	0	0	0
08:35 - 08:40	0	0	0	0	1	4	0	0	0
08:40 - 08:45	0	0	0	8	1	0	0	0	0
08:45 - 08:50	0	0	0	3	0	0	0	0	0
08:50 - 08:55	0	0	0	22	2	0	0	0	0
08:55 - 09:00	0	0	0	3	0	0	0	0	0
09:00 - 09:05	0	0	0	9	0	0	0	0	0
09:05 - 09:10	0	0	1	0	1	1	0	0	0
09:10 - 09:15	0	0	0	0	0	0	0	0	0
09:15 - 09:20	0	0	0	0	0	0	0	0	0
09:20 - 09:25	0	0	0	0	0	0	0	0	0
09:25 - 09:30	0	0	0	0	0	0	0	0	0
09:30 - 09:35	0	0	0	1	2	0	0	0	0
09:35 - 09:40	0	0	0	0	0	0	0	0	0
09:40 - 09:45	0	0	0	0	0	0	0	0	0
09:45 - 09:50	0	0	0	0	0	0	0	0	0
09:50 - 09:55	0	0	0	0	0	0	0	0	0
09:55 - 10:00	0	0	0	0	0	0	0	0	0
11:00 - 11:05	0	0	0	2	0	2	0	0	0
11:05 - 11:10	0	0	0	1	0	0	0	0	0
11:10 - 11:15	0	0	0	0	0	0	0	0	0
11:15 - 11:20	0	0	0	0	0	0	0	0	0
11:20 - 11:25	0	0	0	4	0	0	0	0	0
11:25 - 11:30	0	0	0	0	0	0	0	0	0
11:30 - 11:35	0	0	0	2	1	0	0	0	0
11:35 - 11:40	0	0	0	1	1	0	0	0	0
11:40 - 11:45	0	0	0	0	0	0	0	0	0
11:45 - 11:50	0	0	0	1	0	0	0	0	0
11:50 - 11:55	0	0	0	4	3	0	0	0	0
11:55 - 12:00	0	0	0	0	0	0	0	0	0
12:00 - 12:05	0	0	0	0	0	0	0	0	0
12:05 - 12:10	0	0	0	0	0	0	0	0	0
12:10 - 12:15	0	0	0	1	0	0	0	0	0
12:15 - 12:20	0	0	0	0	0	0	0	0	0
12:20 - 12:25	0	0	0	1	0	0	0	0	0
12:25 - 12:30	0	0	0	0	0	1	0	0	0
12:30 - 12:35	0	0	0	0	0	0	0	0	0

12:35	-	12:40	0	0	0	0	0	0	0	0
12:40	-	12:45	0	0	0	0	0	0	0	0
12:45	-	12:50	0	0	0	0	0	0	0	0
12:50	-	12:55	0	0	0	3	0	0	0	0
12:55	-	13:00	0	0	0	0	1	0	0	0
13:00	-	13:05	0	0	0	0	0	0	0	0
13:05	-	13:10	0	0	0	3	0	0	0	0
13:10	-	13:15	0	0	0	0	0	0	0	0
13:15	-	13:20	0	0	0	0	0	0	0	0
13:20	-	13:25	0	0	0	1	0	0	0	0
13:25	-	13:30	0	0	0	2	0	0	0	0
13:30	-	13:35	0	0	0	0	0	0	0	0
13:35	-	13:40	0	0	0	0	0	1	0	0
13:40	-	13:45	0	0	0	1	1	0	0	0
13:45	-	13:50	0	0	0	0	0	0	0	0
13:50	-	13:55	0	0	0	0	0	0	0	0
13:55	-	14:00	0	0	1	0	0	0	0	0
16:00	-	16:05	0	0	0	0	0	0	0	0
16:05	-	16:10	0	0	0	0	0	0	0	0
16:10	-	16:15	0	0	0	8	0	0	0	0
16:15	-	16:20	0	0	0	5	2	0	0	0
16:20	-	16:25	0	0	0	0	3	1	0	0
16:25	-	16:30	0	0	0	0	0	0	0	0
16:30	-	16:35	0	0	0	9	0	0	0	0
16:35	-	16:40	0	0	2	6	3	0	0	0
16:40	-	16:45	0	0	0	4	0	0	0	0
16:45	-	16:50	0	0	3	4	0	0	0	0
16:50	-	16:55	0	0	0	3	0	1	0	0
16:55	-	17:00	0	0	0	12	1	0	0	0
17:00	-	17:05	0	0	0	2	0	0	0	0
17:05	-	17:10	0	0	0	0	0	0	0	0
17:10	-	17:15	0	0	0	3	0	0	0	0
17:15	-	17:20	0	0	0	0	0	0	0	0
17:20	-	17:25	0	0	0	6	0	0	0	0
17:25	-	17:30	0	0	0	7	0	0	0	0
17:30	-	17:35	0	0	0	2	0	0	0	0
17:35	-	17:40	0	0	0	1	0	0	0	0
17:40	-	17:45	0	0	0	6	0	0	0	0
17:45	-	17:50	0	0	0	0	4	0	0	0
17:50	-	17:55	0	0	1	0	0	0	0	0
17:55	-	18:00	0	0	1	1	2	1	0	0
18:00	-	18:05	0	0	0	3	0	2	0	0
18:05	-	18:10	0	0	0	1	0	0	0	0
18:10	-	18:15	0	0	0	0	0	0	0	0
18:15	-	18:20	0	0	0	3	1	1	0	0
18:20	-	18:25	0	0	0	3	1	0	0	0
18:25	-	18:30	0	0	0	0	0	0	0	0
18:30	-	18:35	0	0	0	0	0	0	0	0
18:35	-	18:40	0	0	0	0	0	0	0	0
18:40	-	18:45	0	0	0	0	0	0	0	0
18:45	-	18:50	0	0	0	1	0	0	0	0
18:50	-	18:55	0	0	0	0	0	0	0	0
18:55	-	19:00	0	0	0	0	0	0	0	0

APPENDIX B – TEMPRO GROWTH FACTORS

TEMPRO Growth Factors

2023-2025 Opening Year Assessment – AM Peak

NTM Traffic Growth Calculations

← ? ×

1: Select NTM Dataset:

NTM Dataset Description	From	To
RTF 2018 Scenario 1 - Reference	2015	2050
NTM AF15 Dataset	2010	2040

2: Select Areas to make up the geographic region:

☒ Gravesham 009 (E02005063)

3: Select area type:

☐ Urban
☐ Rural
☐ All

4: Select road type:

☐ Motorway
☒ Trunk
☐ Principal
☐ Minor
☐ All

5: Select which area it serves:

☐ Region
☐ England

Calculate the adjusted local growth figure

Results

Level	Area	Local Growth Figure
E02005063	Gravesham 009	1.0114

NTM Traffic Growth Calculations

1: Select NTM Dataset:

NTM Dataset Description	From	To
RTF 2018 Scenario 1 - Reference	2015	2050
NTM AF15 Dataset	2010	2040

2: Select Areas to make up the geographic region:

☒ Gravesham 009 (E02005063)

3. Select area type:

☐ Urban

☐ Rural

☒ All

4. Select road type:

☐ Motorway

☐ Trunk

☒ Principal

☐ Minor

☐ All

5. Select which area it serves:

☐ Region

☐ England

Calculate the adjusted local growth figure

Results

Level	Area	Local Growth Figure
E02005063	Gravesham 009	1.0067

NTM Traffic Growth Calculations

1: Select NTM Dataset:

NTM Dataset Description	From	To
RTF 2018 Scenario 1 - Reference	2015	2050
NTM AF15 Dataset	2010	2040

2: Select Areas to make up the geographic region:

☒ Gravesham 009 (E02005063)

3. Select area type:

☐ Urban

☐ Rural

☒ All

4. Select road type:

☐ Motorway

☐ Trunk

☐ Principal

☒ Minor

☐ All

5. Select which area it serves:

☐ Region

☒ England

Calculate the adjusted local growth figure

Results

Level	Area	Local Growth Figure
E02005063	Gravesham 009	1.0074

PM Peak

NTM Traffic Growth Calculations

1: Select NTM Dataset:

NTM Dataset Description	From	To
RTF 2018 Scenario 1 - Reference	2015	2050
NTM AF15 Dataset	2010	2040

2: Select Areas to make up the geographic region:

☒ Gravesham 009 (E02005063)

3. Select area type:

☐ Urban

☐ Rural

☒ All

4. Select road type:

☐ Motorway

☒ Trunk

☐ Principal

☐ Minor

☐ All

5. Select which area it serves:

☒ Region

☐ England

Calculate the adjusted local growth figure

Results

Level	Area	Local Growth Figure
E02005063	Gravesham 009	1.0118

NTM Traffic Growth Calculations



1: Select NTM Dataset:

NTM Dataset Description	From	To
RTF 2018 Scenario 1 - Reference	2015	2050
NTM AF15 Dataset	2010	2040

2: Select Areas to make up the geographic region:

☒ Gravesham 009 (E02005063)

3. Select area type:

☐ Urban

☐ Rural

☒ All

4. Select road type:

☐ Motorway

☐ Trunk

☒ Principal

☐ Minor

☐ All

5. Select which area it serves:

☐ Region

☒ England

Calculate the adjusted local growth figure

Results

Level	Area	Local Growth Figure
E02005063	Gravesham 009	1.0071

NTM Traffic Growth Calculations



1: Select NTM Dataset:

NTM Dataset Description	From	To
RTF 2018 Scenario 1 - Reference	2015	2050
NTM AF15 Dataset	2010	2040

2: Select Areas to make up the geographic region:

☒ Gravesham 009 (E02005063)

3. Select area type:

☐ Urban

☐ Rural

☒ All

4. Select road type:

☐ Motorway

☐ Trunk

☐ Principal

☒ Minor

☐ All

5. Select which area it serves:

☐ Region

☒ England

Calculate the adjusted local growth figure

Results

Level	Area	Local Growth Figure
E02005063	Gravesham 009	1.0078

2023-2028 Future Year Assessment

NTM Traffic Growth Calculations

1: Select NTM Dataset:

NTM Dataset Description	From	To
RTF 2018 Scenario 1 - Reference	2015	2050
NTM AF15 Dataset	2010	2040

2: Select Areas to make up the geographic region:

☒ Gravesham 009 (E02005063)

3: Select area type:

☐ Urban

☐ Rural

☒ All

4: Select road type:

☐ Motorway

☒ Trunk

☐ Principal

☐ Minor

☐ All

5: Select which area it serves:

☐ Region

☒ England

Calculate the adjusted local growth figure

Results

Level	Area	Local Growth Figure
E02005063	Gravesham 009	1.0242

NTM Traffic Growth Calculations



1: Select NTM Dataset:

NTM Dataset Description	From	To
RTF 2018 Scenario 1 - Reference	2015	2050
NTM AF15 Dataset	2010	2040

2: Select Areas to make up the geographic region:

☒ Gravesham 009 (E02005063)

3. Select area type:

☐ Urban

☐ Rural

☒ All

4. Select road type:

☐ Motorway

☐ Trunk

☒ Principal

☐ Minor

☐ All

5. Select which area it serves:

☒ Region

☐ England

Calculate the adjusted local growth figure

Results

Level	Area	Local Growth Figure
E02005063	Gravesham 009	1.0166

NTM Traffic Growth Calculations



1: Select NTM Dataset:

NTM Dataset Description	From	To
RTF 2018 Scenario 1 - Reference	2015	2050
NTM AF15 Dataset	2010	2040

2: Select Areas to make up the geographic region:

☒ Gravesham 009 (E02005063)

3. Select area type:

☐ Urban

☐ Rural

☒ All

4. Select road type:

☐ Motorway

☐ Trunk

☐ Principal

☒ Minor

☐ All

5. Select which area it serves:

☒ Region

☐ England

Calculate the adjusted local growth figure

Results

Level	Area	Local Growth Figure
E02005063	Gravesham 009	1.0174

PM Peak

NTM Traffic Growth Calculations

1: Select NTM Dataset:

NTM Dataset Description	From	To
RTF 2018 Scenario 1 - Reference	2015	2050
NTM AF15 Dataset	2010	2040

2: Select Areas to make up the geographic region:

☒ Gravesham 009 (E02005063)

3: Select area type:

☐ Urban

☐ Rural

☐ All

4: Select road type:

☐ Motorway

☒ Trunk

☐ Principal

☐ Minor

☐ All

5: Select which area it serves:

☐ Region

☐ England

Calculate the adjusted local growth figure

Results

Level	Area	Local Growth Figure
E02005063	Gravesham 009	1.0253

NTM Traffic Growth Calculations



1: Select NTM Dataset:

NTM Dataset Description	From	To
RTF 2018 Scenario 1 - Reference	2015	2050
NTM AF15 Dataset	2010	2040

2: Select Areas to make up the geographic region:

☒ Gravesham 009 (E02005063)

3. Select area type:

☐ Urban

☐ Rural

☒ All

4. Select road type:

☐ Motorway

☐ Trunk

☒ Principal

☐ Minor

☐ All

5. Select which area it serves:

☐ Region

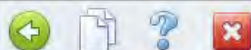
☒ England

Calculate the adjusted local growth figure

Results

Level	Area	Local Growth Figure
E02005063	Gravesham 009	1.0177

NTM Traffic Growth Calculations



1: Select NTM Dataset:

NTM Dataset Description	From	To
RTF 2018 Scenario 1 - Reference	2015	2050
NTM AF15 Dataset	2010	2040

2: Select Areas to make up the geographic region:

☒ Gravesham 009 (E02005063)

3. Select area type:

☐ Urban

☐ Rural

☒ All

4. Select road type:

☐ Motorway

☐ Trunk

☐ Principal

☒ Minor

☐ All

5. Select which area it serves:

☐ Region

☒ England

Calculate the adjusted local growth figure

Results

Level	Area	Local Growth Figure
E02005063	Gravesham 009	1.0185

TEMPRO v8.1 Rates

2023-2025 AM Gravesham 009

NTM Traffic Growth Calculations

Scenario: Core Base Year: 2023 Future Year: 2025
Time Period: Weekday AM peak period (0700 - 0959)

1: Select NTM Dataset:

NTM Dataset Description	From	To
NRTP 2022 Core	2015	2060
NRTP 2022 Behavioural Change	2015	2060
NRTP 2022 High Economy	2015	2060
NRTP 2022 Low Economy	2015	2060
NRTP 2022 Mode-balanced Decarbonisation	2015	2060
NRTP 2022 Regional	2015	2060
NRTP 2022 Technology	2015	2060
NRTP2022 Vehicle-led Decarbonisation	2015	2060

2: Select Areas to make up the geographic region:

☒ Gravesham 009 (E02005063)

3. Select area type:

☐ Urban
☐ Rural
☒ All

4. Select road type:

☐ Motorway
☒ Trunk
☐ A Road
☐ Minor
☐ All

5. Select which area it serves:

☒ Region
☐ England

Calculate the adjusted local growth figure

Results

Level	Area	Local Growth Figure
E02005063	Gravesham 009	1.0154

NTM Traffic Growth Calculations



Scenario: Core

Base Year: 2023

Future Year: 2025

Time Period: Weekday AM peak period (0700 - 0959)

1: Select NTM Dataset:

NTM Dataset Description	From	To
NRTP 2022 Core	2015	2060
NRTP 2022 Behavioural Change	2015	2060
NRTP 2022 High Economy	2015	2060
NRTP 2022 Low Economy	2015	2060
NRTP 2022 Mode-balanced Decarbonisation	2015	2060
NRTP 2022 Regional	2015	2060
NRTP 2022 Technology	2015	2060
NRTP2022 Vehicle-led Decarbonisation	2015	2060

2: Select Areas to make up the geographic region:

☒ Gravesham 009 (E02005063)

3. Select area type:

☐ Urban
☐ Rural
☒ All

4. Select road type:

☐ Motorway
☐ Trunk
☒ A Road
☐ Minor
☐ All

5. Select which area it serves:

☒ Region
☐ England

Calculate the adjusted local growth figure

Results

Level	Area	Local Growth Figure
E02005063	Gravesham 009	1.0075

2023-2025 PM Gravesham 009

NTM Traffic Growth Calculations

Scenario: Core

Base Year: 2023

Future Year: 2025

Time Period: Weekday PM peak period (1600 - 1859)

1: Select NTM Dataset:

NTM Dataset Description	From	To
NRTP 2022 Core	2015	2060
NRTP 2022 Behavioural Change	2015	2060
NRTP 2022 High Economy	2015	2060
NRTP 2022 Low Economy	2015	2060
NRTP 2022 Mode-balanced Decarbonisation	2015	2060
NRTP 2022 Regional	2015	2060
NRTP 2022 Technology	2015	2060
NRTP 2022 Vehicle-led Decarbonisation	2015	2060

2: Select Areas to make up the geographic region:

3: Select area type:

4: Select road type:

5: Select which area it serves:

☒ Gravesham 009 (E02005063)

☐ Urban

☐ Rural

☒ All

☐ Motorway

☒ Trunk

☐ A Road

☐ Minor

☐ All

☒ Region

☐ England

Calculate the adjusted local growth figure

Results

Level	Area	Local Growth Figure
E02005063	Gravesham 009	1.0144

NTM Traffic Growth Calculations



Scenario: Core

Base Year: 2023

Future Year: 2025

Time Period: Weekday PM peak period (1600 - 1859)

1: Select NTM Dataset:

NTM Dataset Description	From	To
NRTP 2022 Core	2015	2060
NRTP 2022 Behavioural Change	2015	2060
NRTP 2022 High Economy	2015	2060
NRTP 2022 Low Economy	2015	2060
NRTP 2022 Mode-balanced Decarbonisation	2015	2060
NRTP 2022 Regional	2015	2060
NRTP 2022 Technology	2015	2060
NRTP2022 Vehicle-led Decarbonisation	2015	2060

2: Select Areas to make up the geographic region:

☒ Gravesham 009 (E02005063)

3. Select area type:

- ☐ Urban
☐ Rural
☒ All

4. Select road type:

- ☐ Motorway
☐ Trunk
☒ A Road
☐ Minor
☐ All

5. Select which area it serves:

- ☒ Region
☐ England

Calculate the adjusted local growth figure

Results

Level	Area	Local Growth Figure
E02005063	Gravesham 009	1.0065

2023-2028 AM Gravesham 009

NTM Traffic Growth Calculations

Scenario: Core Base Year: 2023 Future Year: 2028
Time Period: Weekday AM peak period (0700 - 0959)

1: Select NTM Dataset:

NTM Dataset Description	From	To
NRTP 2022 Core	2015	2060
NRTP 2022 Behavioural Change	2015	2060
NRTP 2022 High Economy	2015	2060
NRTP 2022 Low Economy	2015	2060
NRTP 2022 Mode-balanced Decarbonisation	2015	2060
NRTP 2022 Regional	2015	2060
NRTP 2022 Technology	2015	2060
NRTP2022 Vehicle-led Decarbonisation	2015	2060

2: Select Areas to make up the geographic region:

☒ Gravesham 009 (E02005063)

3. Select area type:

☐ Urban
☐ Rural
☒ All

4. Select road type:

☐ Motorway
☒ Trunk
☐ A Road
☐ Minor
☐ All

5. Select which area it serves:

☒ Region
☐ England

[Calculate the adjusted local growth figure](#)

Results

Level	Area	Local Growth Figure
E02005063	Gravesham 009	1.0494



Scenario: Core

Base Year: 2023

Future Year: 2028

Time Period: Weekday AM peak period (0700 - 0959)

1: Select NTM Dataset:

NTM Dataset Description	From	To
NRTP 2022 Core	2015	2060
NRTP 2022 Behavioural Change	2015	2060
NRTP 2022 High Economy	2015	2060
NRTP 2022 Low Economy	2015	2060
NRTP 2022 Mode-balanced Decarbonisation	2015	2060
NRTP 2022 Regional	2015	2060
NRTP 2022 Technology	2015	2060
NRTP2022 Vehicle-led Decarbonisation	2015	2060

2: Select Areas to make up the geographic region:

☒ Gravesham 009 (E02005063)

3. Select area type:

- ☐ Urban
☐ Rural
☒ All

4. Select road type:

- ☐ Motorway
☐ Trunk
☒ A Road
☐ Minor
☐ All

5. Select which area it serves:

- ☒ Region
☐ England

Calculate the adjusted
local growth figure

Results

Level	Area	Local Growth Figure
E02005063	Gravesham 009	1.0330

2023-2028 PM Gravesham 009

NTM Traffic Growth Calculations

Scenario: Core Base Year: 2023 Future Year: 2028
Time Period: Weekday PM peak period (1600 - 1859)

1: Select NTM Dataset:

NTM Dataset Description	From	To
NRTP 2022 Core	2015	2060
NRTP 2022 Behavioural Change	2015	2060
NRTP 2022 High Economy	2015	2060
NRTP 2022 Low Economy	2015	2060
NRTP 2022 Mode-balanced Decarbonisation	2015	2060
NRTP 2022 Regional	2015	2060
NRTP 2022 Technology	2015	2060
NRTP2022 Vehicle-led Decarbonisation	2015	2060

2: Select Areas to make up the geographic region:

☒ Gravesham 009 (E02005063)

3. Select area type:

☐ Urban
☐ Rural
☒ All

4. Select road type:

☐ Motorway
☒ Trunk
☐ A Road
☐ Minor
☐ All

5. Select which area it serves:

☒ Region
☐ England

Calculate the adjusted local growth figure

Results

Level	Area	Local Growth Figure
E02005063	Gravesham 009	1.0478

NTM Traffic Growth Calculations



Scenario: Core

Base Year: 2023

Future Year: 2028

Time Period: Weekday PM peak period (1600 - 1859)

1: Select NTM Dataset:

NTM Dataset Description	From	To
NRTP 2022 Core	2015	2060
NRTP 2022 Behavioural Change	2015	2060
NRTP 2022 High Economy	2015	2060
NRTP 2022 Low Economy	2015	2060
NRTP 2022 Mode-balanced Decarbonisation	2015	2060
NRTP 2022 Regional	2015	2060
NRTP 2022 Technology	2015	2060
NRTP2022 Vehicle-led Decarbonisation	2015	2060

2: Select Areas to make up the geographic region:

☒ Gravesham 009 (E02005063)

3. Select area type:

☐ Urban

☐ Rural

☒ All

4. Select road type:

☐ Motorway

☐ Trunk

☒ A Road

☐ Minor

☐ All

5. Select which area it serves:

☒ Region

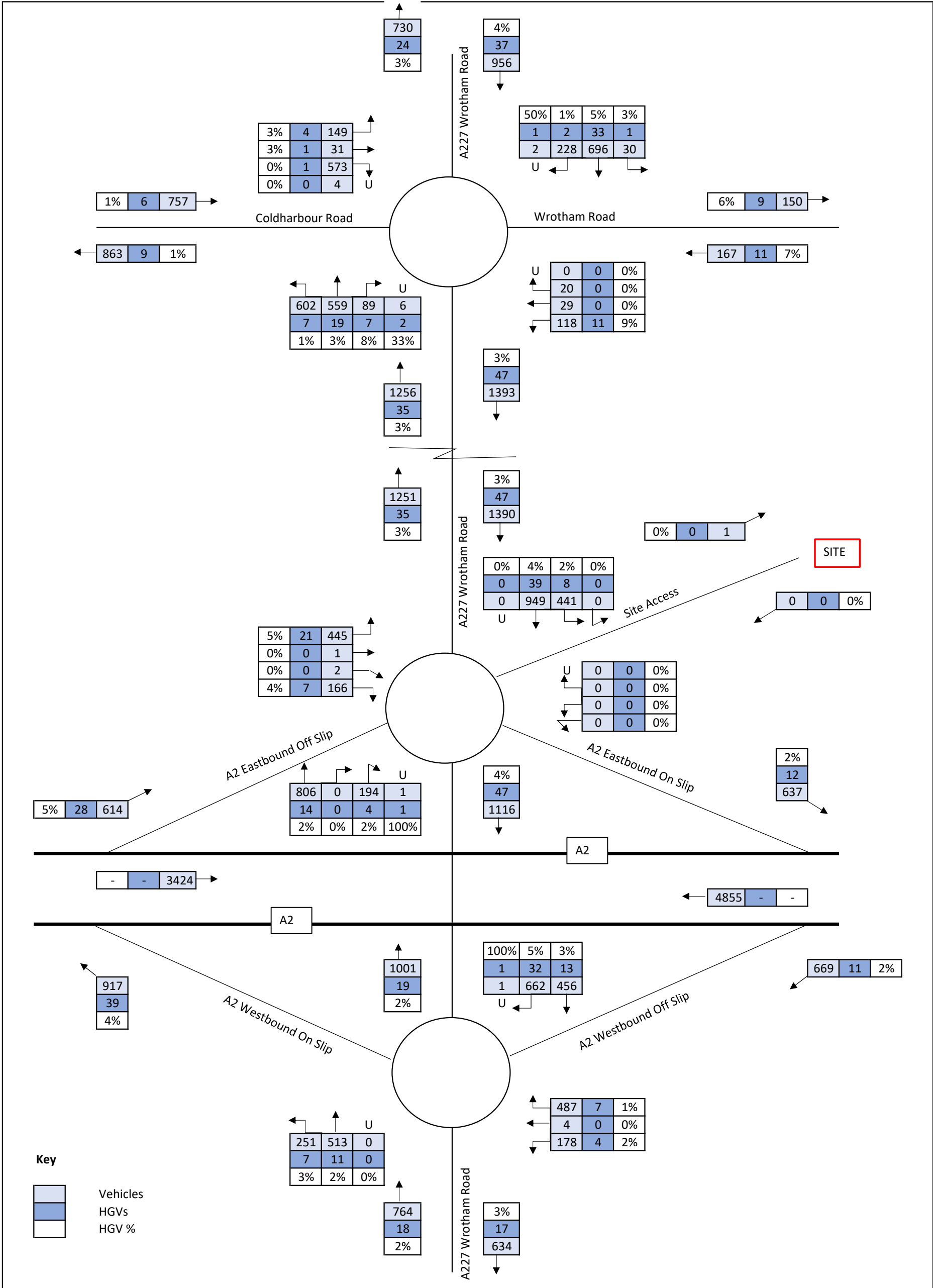
☐ England

Calculate the adjusted local growth figure

Results

Level	Area	Local Growth Figure
E02005063	Gravesham 009	1.0315

APPENDIX C – 2023, 2025 AND 2028 BASELINE FLOWS



Notes:

Job Title:
BP Tollgate, Gravesend

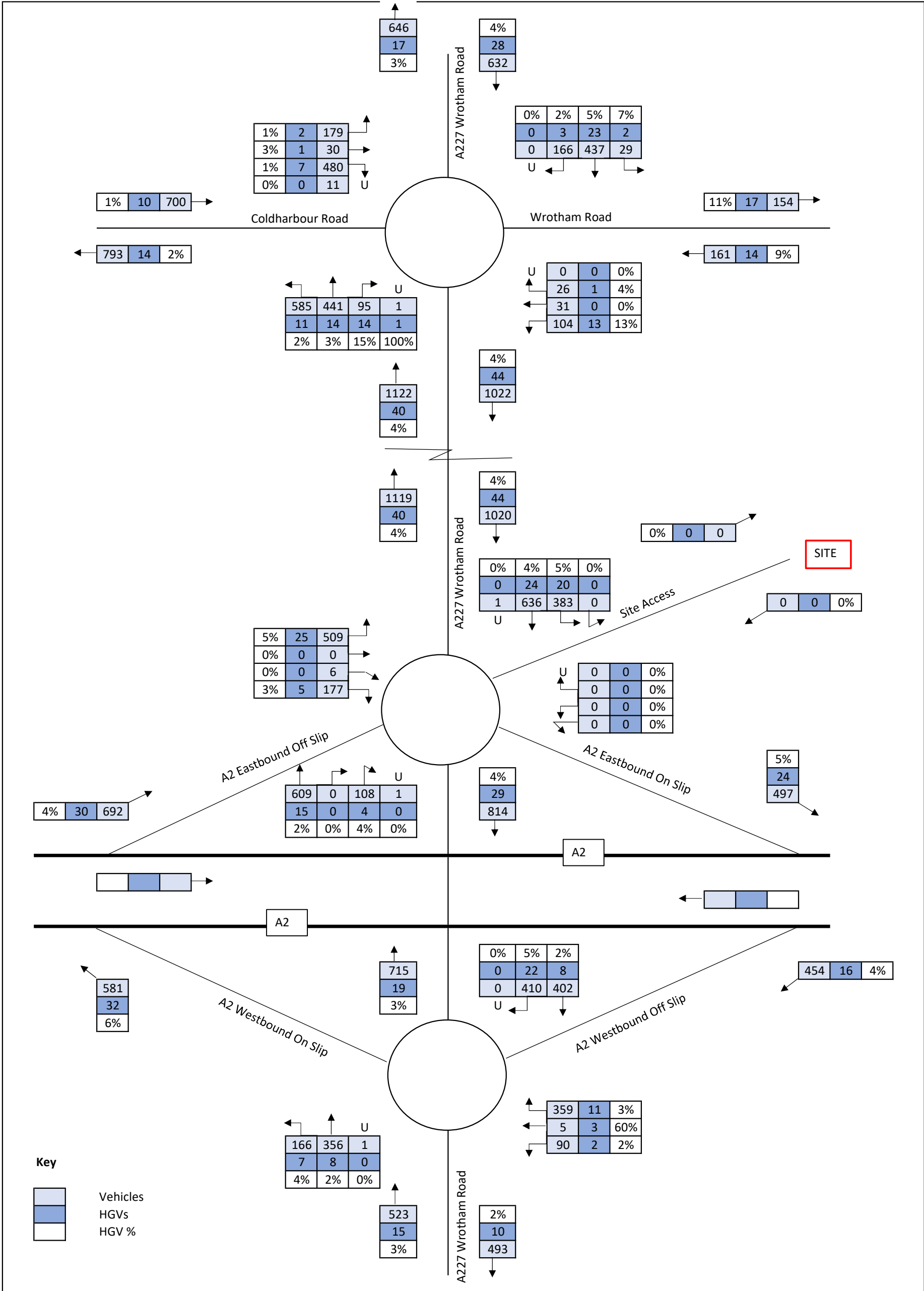
Drawing Title:
2023 AM Peak Base Flows

Figure No:
Figure 43

Scale:
NTS

Job No:
22052

Date:
Oct-24



Notes:

Job Title:
BP Tollgate, Gravesend

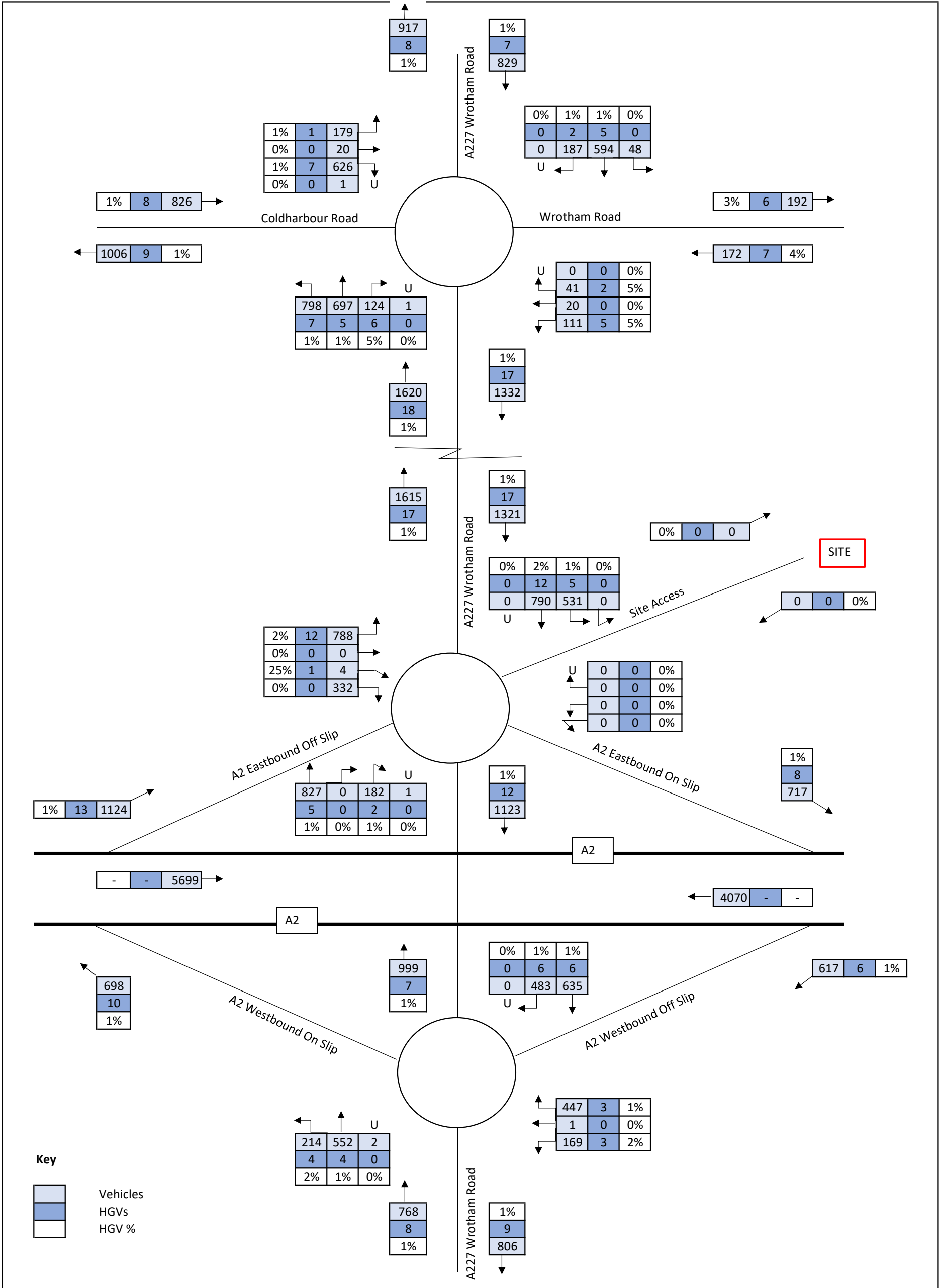
Scale:
NTS

Drawing Title:
2023 Interpeak Base Flows

Job No:
22052

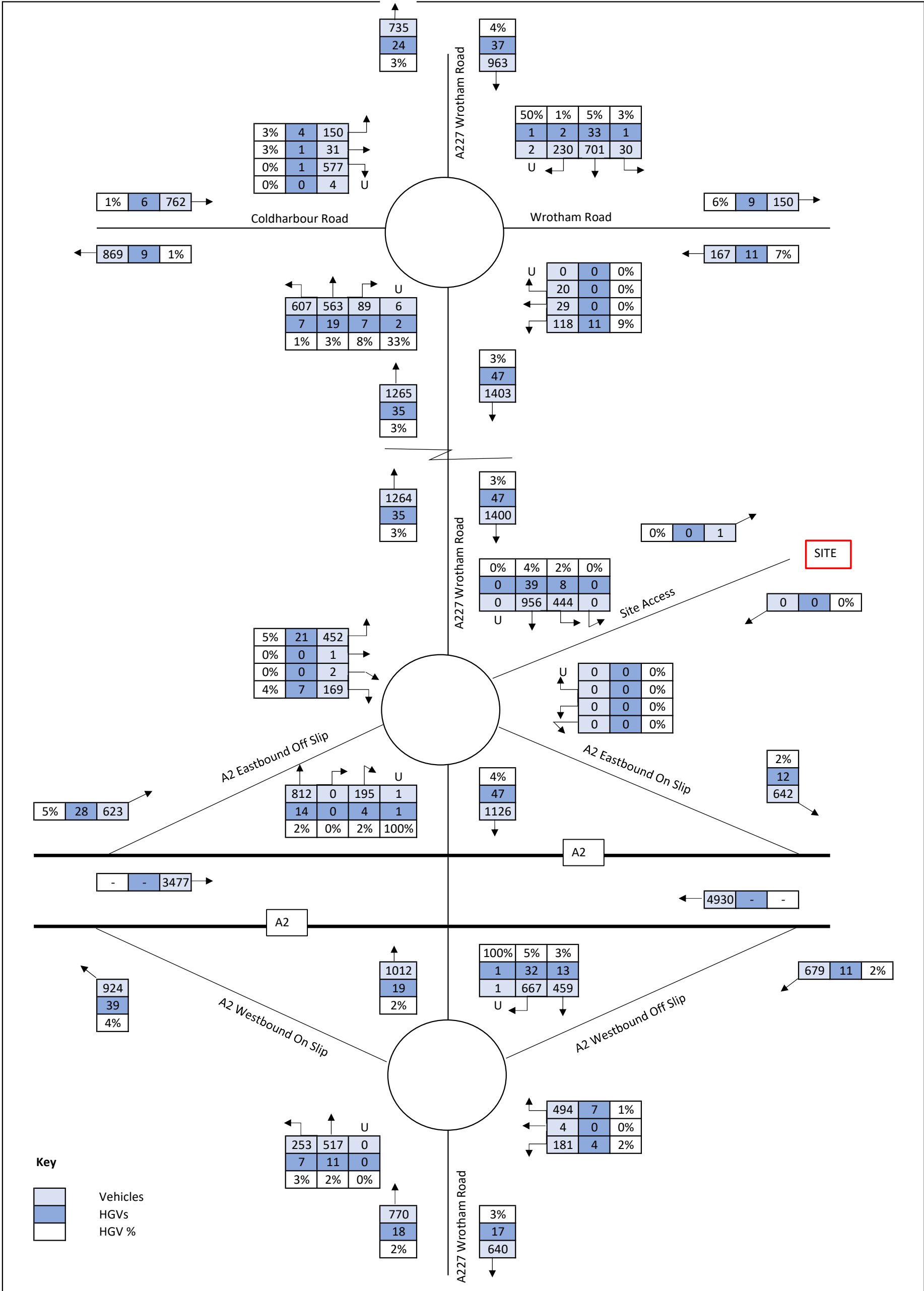
Figure No:
Figure 44

Date:
Oct-24



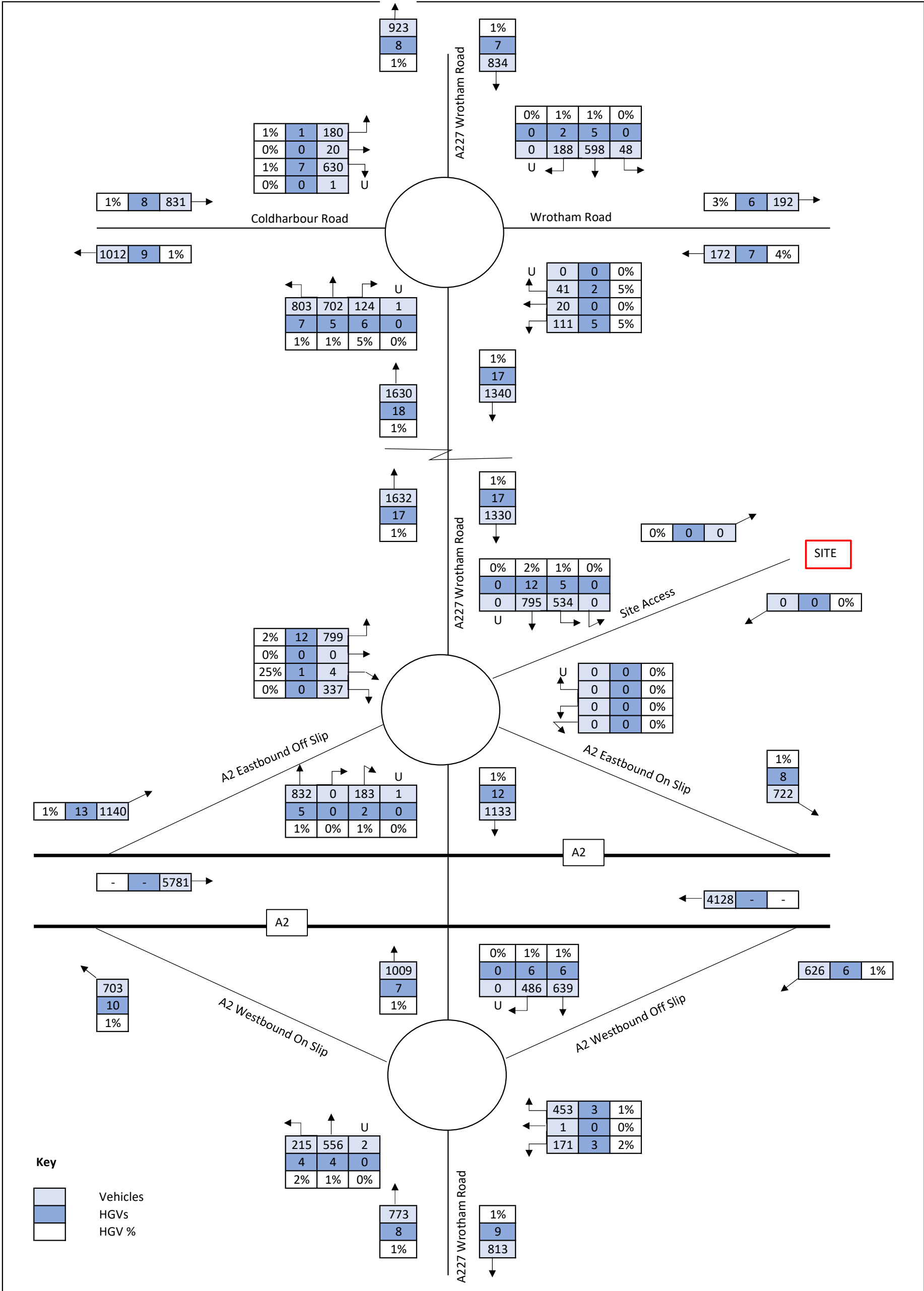
Notes:

Job Title: BP Tollgate, Gravesend	Scale: NTS
Drawing Title: 2023 PM Peak Base Flows	Job No: 22052
Figure No: Figure 45	Date: Oct-24



Notes:

Job Title:	BP Tollgate, Gravesend	Scale:	NTS
Drawing Title:	2025 AM Peak Base Flows	Job No:	22052
Figure No:	Figure 46	Date:	Oct-24



Notes:

Job Title:
BP Tollgate, Gravesend

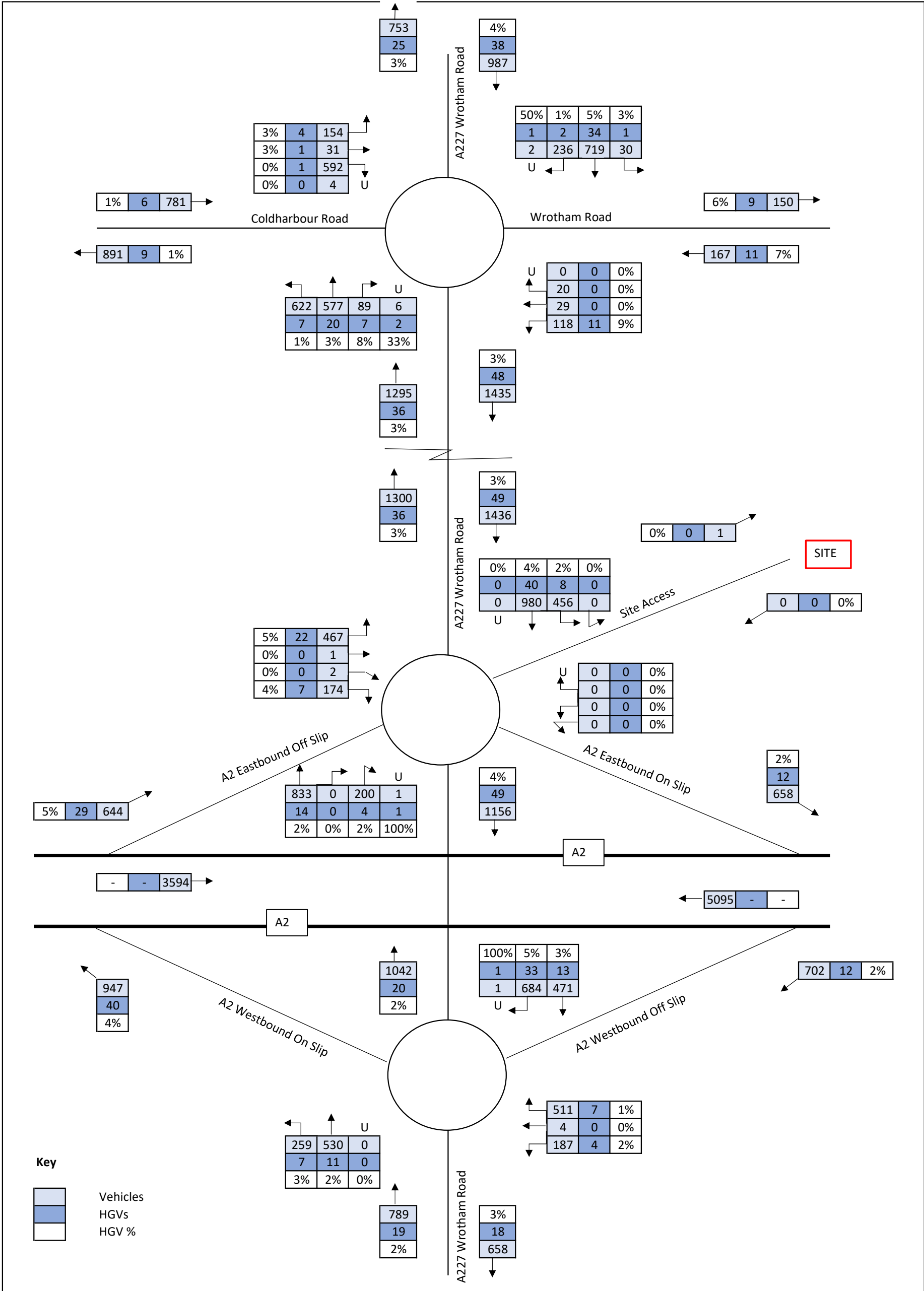
Scale:
NTS

Drawing Title:
2025 PM Peak Base Flows

Job No:
22052

Figure No:
Figure 47

Date:
Oct-24



Notes:

Job Title:
BP Tollgate, Gravesend

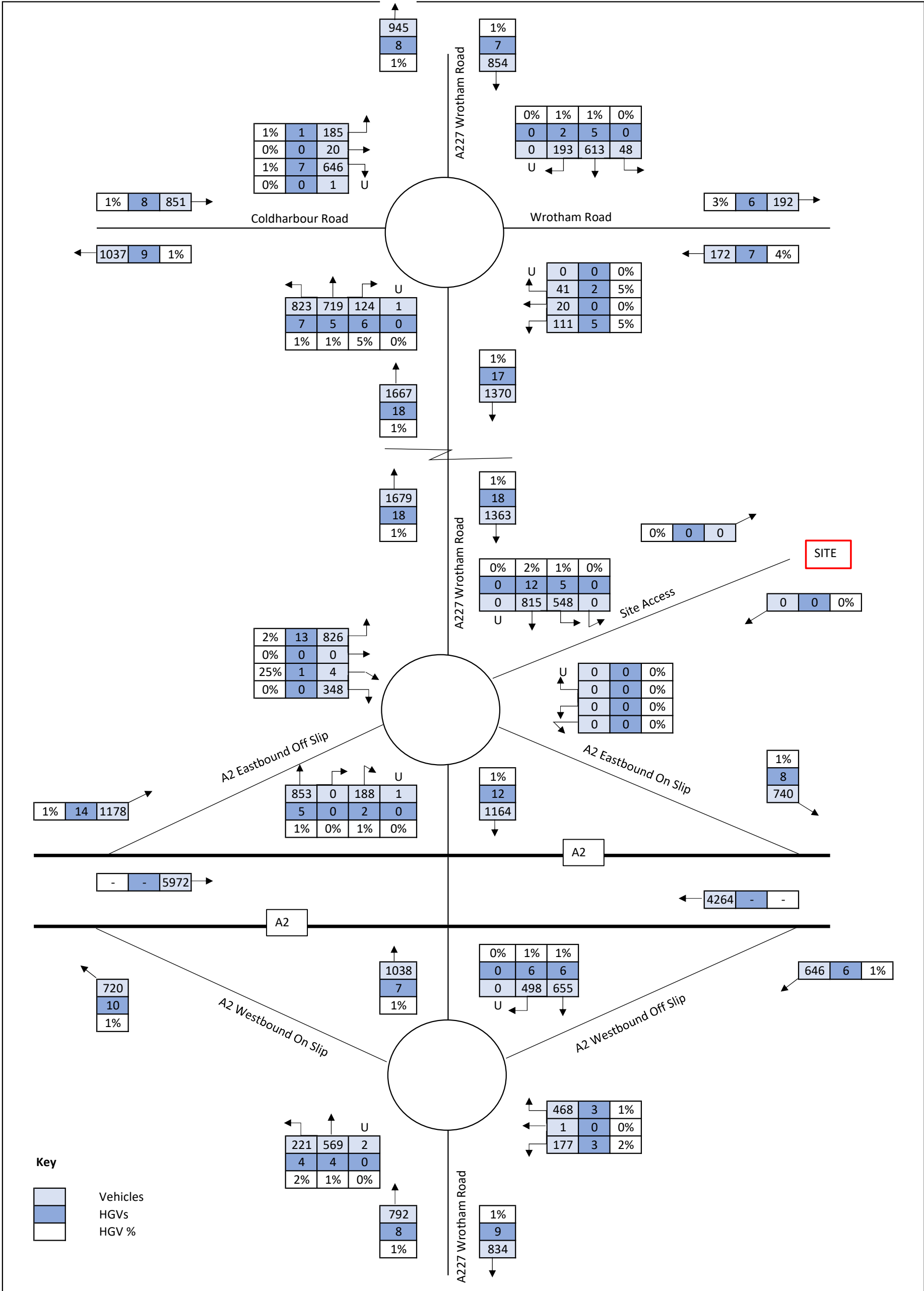
Scale:
NTS

Drawing Title:
2028 AM Peak Base Flows

Job No:
22052

Figure No:
Figure 48

Date:
Oct-24



Notes:

Job Title: BP Tollgate, Gravesend	Scale: NTS
Drawing Title: 2028 PM Peak Base Flows	Job No: 22052
Figure No: Figure 49	Date: Oct-24

APPENDIX D – COMMITTED DEVELOPMENT LIST AND GBC CORRESPONDENCE

Site ID	Reference (Planning/SLAA)	Status	Do Min Growth	Development Name	Description	Detailed description	HH, Dwellings	Employment, floorspace (sqm)	Location (X)	Location (Y)	Land Use	Access Arrangements	MA Comments	Included in Assessment
1	Allocated Key Site	Planning Permission subject to s.106 agreement being signed	More than likely	Canal Basin Area (J Homes cont..)	<i>Residential Development</i>	Allocated Key Site	850	-	565786	174220	850 Flats	Access via Canal Road/Ordnance Road junction	Included as part of the previously issued list from GBC (Planning Reference: 202210270)	Y
2	Allocated Key Site	Planning Permission subject to s.106 agreement being signed	More than likely	Canal Basin Area (J Homes)	<i>Mixed-Use Site</i>	Allocated Key Site	650	4,500	565786	174220	650 Flats; 4,500 sq.m Ea. Eb, Ec, Eg	Access via Canal Road/Ordnance Road junction		
3	19960035	Local Plan Core Strategy Allocation	More than likely	Northfleet Rise (Ebbsfleet)	<i>Residential Development</i>	Northfleet Rise	426	3,530	561512.91	174294.2	1,790 sq.m B1a; 1,740 sq.m A1/A3; 575 flats	Thames Way	Site formed part of application originally submitted under Reference: 19960035. This application was resubmitted under Reference: 20150155 for the same quantum of development and permitted for a second time. Northfleet Rise is now the subject of a further application which is with EDC under Reference: EDC/22/0168. This application is awaiting determination. Based on the application form which accompanies this application, the development comprises the construction of 2,073 units and 92,042sqm of mixed-use floorspace. This application was provided by GBC as part of the previously issued list of committed developments and has been included as part of the committed development assessment.	Y
4	EDC/16/0004	Extant Planning Permission	Near certain	Northfleet Embankment West	<i>Mixed-Use Site</i>	Outline application for a mixed development and comprising up to 532 Homes, related car parking and landscaping (C3); up to 46,000 sq m Employment Floorspace, related car parking, servicing and landscaping (B1/B2/B8); Mixed Use Neighbour Centre comprising mix of: up to 850 sq m retail/cafe/takeaway floor space (A1/A2/A3/A5); residential uses (C3); community centre (D1); up to 1,000 sq m clinic/health centre (D1) and related car parking and landscaping; Riverside Food and Drink Uses comprising up to 500 sq m of pub or food and drink uses (A3/A4); Public Open Space including riverside promenade, public park with equipped play areas and playing field with shared public/school use and wildlife corridors;	492	46,900	562281	174574	200 Houses; 332 flats; 6300 sq.m B1a; 13,234 sq.m B1c; 13,234 sq.m B2; 13,234 sq.m B8; 400 sq.m A1; 500 sq.m G1A A3.	Grove Road for residential/ Tunnels to Thames Way roundabout for commercial B Class Uses.	Application permitted in 2018. Based on Google Earth imagery, construction underway but no occupations likely. Development included in both opening year and future year but at a reduced rate to reflect build out. Further details included in TAA.	Y
5	EDC/17/0038	Extant Planning Permission	Near certain	Northfleet Embankment East - Cable Wharf	Residential Development	Hybrid planning application (part full and part outline) comprising: (1) full planning application for the erection of 598 residential dwellings including affordable housing; retail floorspace (Use Classes A1, A2 and/or A3)	88	-	563438	174344	206 houses; 193 flats; 554 sq.m A1	Access via Crete Hall Road	Development well underway, with 88 units left to build. Primary school expected to be operational from Sept 2025 and allowance has been made for this. Further details included in TAA.	Y
6	20141214	Extant Planning Permission	Near certain	Land At Coldharbour Road Northfleet Gravesend Kent	Residential Development	Outline planning application for the development of up to 400 new homes and associated infrastructure including provision of open space, with access off Coldharbour Road.	164	-	564142	171977	84 flats; 208 houses	Access via Coldharbour Road roundabout and Cornfield Drive	Included as part of the previously issued list from GBC	Y
7	20200343	Extant Planning Permission	Near certain	The Charter - Land At Market Square And Horn Yard Car Parks New Swan Yard Gravesend DA12 2EN	<i>Residential Development</i>	Erection of 242no. residential units for Build to Rent (C3 Use Class), within three blocks ranging from 3 to 10 storeys, together with multi-storey car park as well as access, pedestrian, landscaping, highway and other associated works.	141	-	564722	174393	242 Flats	Bank Street	Development under construction, 141 units left to go. Looking at Google, assumed that most of the flats will be completed and occupied soon, so have included development in both opening and future year assessments. Included as part of assessment, with further details provided as part of the TAA.	Y
8	20191122	Extant Planning Permission	Near certain	Clifton Slipways West Street Gravesend Kent	<i>Mixed-Use Site</i>	**Revised Description**The erection of two buildings to provide a total of 227no. dwellings with associated vehicle parking, cycle storage, highway works, and landscaping. Building 1 comprises the erection of a 23 storey tower on the north side of West Street to provide 121no. dwellings with 1no business Unit (B1a) comprising 90 sqm of floor space at ground floor level; and Building 2 from four storeys to 12 storeys on the south side of West Street which will provide 106no. dwellings. The proposal includes the restoration and adaptation of the existing pier structure to provide public and private amenity space to include the erection of 16no. Business(B1a) units comprising a total of 510 sqm of floor space; and a cafe (A1/A3) comprising up to 60 sqm of floor space.	227	660	564396	174442	227 Flats; 600 sq.m B1a; 60 sq.m A1/A3	Bulk of the parking is accessed via Stuart Road	Based on Google, initial elements of construction have begun. Considered unlikely that much of the site will be occupied and operational in 2025 opening year. Site only included in 2028 future year. Full details of site assessment are included in the TAA.	Y
9	Allocated Key Site	Local Plan Core Strategy Allocation	More than likely	Land at Grove Road	Residential Development	Allocated Key Site	200	-	561732	174857	200 flats	Access via Grove Road	Site not currently the subject of a planning application. Whilst allocated, given the opening (2025) and future (2028) year assessments proposed for the development, it is considered unlikely that the site will be sufficient occupied during these times. Therefore, this has not been included as part of the assessment. TEMPRO factors have been included to ensure wider background growth is accounted for.	N
10	Allocated Key Site	Local Plan Core Strategy Allocation	More than likely	St Georges Phase 2	<i>Mixed-Use Site</i>	Allocated Key Site	150	11,000	564834	174335	150 Flats; 90 bed C1; 500 seat theatre Sui Generis; 5,250 sq.m A1; 5,250 sq.m B1a	Access via Bath Street	Site not currently the subject of a planning application. Whilst allocated, given the opening (2025) and future (2028) year assessments proposed for the development, it is considered unlikely that the site will be sufficient occupied during these times. Therefore, this has not been included as part of the assessment. TEMPRO factors have been included to ensure wider background growth is accounted for.	N
11	19960035	Extant Planning Permission	Near certain	Springhead (Ebbsfleet)	<i>Residential Development</i>	Quantums for Springhead taken into account - Northfleet Rise see below	142	-	561938	173113	142 Houses	Springhead Parkway / A2260 and Springhead Parkway / Springhead Road	It appears that the Springhead Parkway development is built out based on the masterplans for applications detailed above and Google imagery. A significant development quantum for this area has been included as part of the applications detailed above, with TEMPRO growth also applied to ensure a robust assessment. As such, this site has not been included.	N

12	20190504	Extant Planning Permission	Near certain	M Block Former Gravesend & North Kent Hospital Bath Street Gravesend Kent DA11 0DG	Mixed-Use Site	Conversion of existing building with an 11 storey side extension and a single storey roof extension, the construction of a new residential building ranging from 3-6 storeys to provide 115 residential units consisting of 46 one bed units, 60 two bed units and 9 three bed units, together with associated parking for 77 cars, 2 motorcycles and 174 cycles, amenity space, private gymnasium and waste and a B1, D1 and D2 flexi use space.	115	116	564501	174231	115 Flats; 116 sq.m B1a	Clifton Road	On assessment of Google, site does not appear to have progressed to occupations. As such, site will be considered in 2028 future year scenario only. Further details for the assessment of the site are included in TAA.	Y
13	Allocated Key Site	Local Plan Core Strategy Allocation	More than likely	Land at Coldharbour Road (KCC Site)	Residential Development	Allocated Key Site	100	-	564133.6	171908	100 houses	Access via Coldharbour Road roundabout and Cornfield Drive	Part of the site has permission for 400 units (included above under Site 6). The allocation is for up to 500 dwellings so 100 remain on land to the north of the 400 units. Site is not currently the subject of a live planning application. Given the opening (2025) and future (2028) year assessments for the proposals, considered unlikely that many occupations will have taken place, given current status of the site. As such, this is not included within the assessment.	N
14	20220432	Planning Permission subject to s.106 agreement being signed	Near certain	Gravesend Police Station Windmill Street 133	Mixed-Use Site	Demolition of existing structures on site and the erection of 75 Retirement Living apartments for older people (comprising 48 no. 1-bed and 27 no. 2-beds) including communal facilities, access, car parking and landscaping.	75	923	564704	173798	75 Flats	Woodville Place	Site buildings have been demolished but construction appears limited. As such, the site has only been included in the future year assessment. Further details for this are included in the TAA.	Y
15	20210672/20130801	Extant Planning Permission	Near certain	Elizabeth Huggins Cottages Cross Lane West Gravesend Kent	Residential Development	Application for the variation of condition 2 attached to planning permission reference number 20130601 to provide social housing to ex service personnel to provide a mix of 3 bedroom 2 storey houses, single bedroom flats, 2 bedroom flats, 2 bedroom cottages and a 3 bedroom maisonette for warden, car parking and cycle storage; to allow amendment of the design of Block D, an increase in the number of flats from 12 to 14 and for all the flats to be 2 bed apartments.	23		564552	172731	22 flats; 1 houses		Site is completed and as such is included in both the opening (2025) and future (2028) year assessment. For further details of site assessment please refer to the TAA.	Y
16	20221251	Extant Planning Permission	Near certain	Site Of Battle Of Britain Coldharbour Road Northfleet Gravesend Kent	C2	Construction of a care home (within Class C2) associated parking, access, drainage, boundary treatments, landscape and other associated works.	75 bedroom care home	-	563639	172267	75 bedroom care home	Access to New House Lane	On assessment of Google, the site appears to have been cleared but construction does not appear to have started. Therefore, the site has been included only within the future (2028) year assessment. For further details of the site assessment please refer to the TAA.	Y
17	20211196	Extant Planning Permission	Near certain	24 Stone Street Gravesend Kent DA11 0NP	Residential Development	***REVISED DESCRIPTION/REVISED PLANS*** Demolition of outbuildings, excavation of soil to form a lower ground floor B1 use, unloading bay and refuse areas with construction of upper ground floor and floors 1 to 5 providing a total of 4no. one bedroom self-contained flats and 15no. two bedroom self-contained flats and associated external works.	19		564708	173995	19 flats		On assessment of Google, the site appears to have been cleared but construction does not appear to have started. Therefore, the site has been included only within the future (2028) year assessment. For further details of the site assessment please refer to the TAA.	Y
18	20150028	Extant Planning Permission	Near certain	128 London Road Northfleet Gravesend Kent DA11 9LE	Residential Development	Demolition of existing garage and erection of a three storey building to provide 14no. 2 bedroom self-contained flats with laying out of 21 associated parking spaces, refuse area, cycle parking, motorcycle parking area and external amenity area.	14	-	563521	174123	14 Flats	London Road	Based on an assessment of Google, the site appears to remain operational as a grange and car wash facility. Given the existing use of the site and the limited scale of the proposed development, it is considered that the residual impacts of the proposals on the highway network will be negligible, particularly given the location of the site in comparison to the network under assessment. As such, it is not considered that the proposals will have any matter residual impact on the highway network.	N
19	20191187	Extant Planning Permission	Near certain	Land At The Rear Of Bridge Bar And Club 24 Stone Street Gravesend Kent DA11 0NP	Residential Development	**REVISED PLAN** Demolition of outbuildings, excavation of soil to form a lower ground and upper ground floor B1 use, unloading bay and refuse areas with construction floors 1 to 4 providing a total of 3no. one bedroom self-contained flats and 11no. two bedroom self-contained flats and associated external works.	14	-	564708	173995	14 flats	Stone Street	This site is included under Site 17 above, where an additional 4 units were permitted. To avoid double counting, this site has not been considered again.	N
20	20190520	Extant Planning Permission	Near certain	The Builders Yard Lower Range Road Gravesend Kent DA12 2QL	Residential Development	Erection of three storey building to form 14no. two bedroom self-contained flats	14	-	566265	173807	14 flats	Access via Lower Range Road	On assessment of Google, the site appears to have been cleared but construction does not appear to have started. Therefore, the site has been included only within the future (2028) year assessment. For further details of the site assessment please refer to the TAA.	Y
21	20211196/20191187	Extant Planning Permission	Near certain	Land To The Rear Of Bridge Bar And Club 24 Stone Street Gravesend Kent DA11 0NP	Residential Development	Application for a minor material amendment to planning permission reference no. 20191187 for Demolition of outbuildings, excavation of soil to form a lower ground and upper ground floor B1 use, unloading bay and refuse areas with construction floors 1 to 4 providing a total of 3no. one bedroom self-contained flats and 11no. two bedroom self-contained flats and associated external works to allow alterations to the main entrance from Rathmore Road to Athboy Road and amendments and substitution to approved plans.	14		564708	173995	14 flats		This site is included under Site 19 above. To avoid double counting, this site has not been considered again.	N
22	20171120	Extant Planning Permission	Near certain	Units 9 And 10 May Avenue Northfleet Gravesend Kent DA11 8RU	Residential Development	Redevelopment of site by the erection of a three storey building to provide 14no. 2 bedroom self-contained flats; laying out of 14 no. car parking space underneath at ground floor level, formation of associated driveway and provision of bin stores	14		563622	173241	14 flats		Site remains undeveloped and is still operating as two commercial units. Given the existing use of the site and the limited scale of the proposed development it is considered that the residual impacts of the proposals when compared with its existing use is likely to be negligible in trip terms. As such, it is not considered that the proposals will have any matter residual impact on the highway network.	N
23	20190155	Extant Planning Permission	Near certain	Land At 270-340 Valley Drive Gravesend Kent	Residential Development	Demolition of four, two-storey existing flat blocks consisting of 36 bedsits, as well as associated outbuildings, enclosures and garage structure; redevelopment of the site to provide two, two and three storey blocks with ancillary structures, associated car parking, landscaping and new access from Valley Drive. The blocks will contain a total of 48 affordable units including 32 x 1 bedroom rented flats for over 55's, as well as 16 general needs flats.	12	-	565758	171594	12 flats	Access via Valley Drive	Site well under construction, with 12 units remaining. Site included in opening (2025) and future (2028) year assessment. For further details of the site assessment please refer to the TAA.	Y

24	20210291	Extant Planning Permission	Near certain	44 - 46 The Grove Gravesend Kent DA12 1DF (Job Centre)	Residential Development	Application for a determination pursuant to Article 3, Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) as to whether Prior Approval is required in respect of the proposed change of use of second and third floors from Class E (previously Class B1(a)) (office's) to 12 residential units (Class C3 (dwellinghouses)).	12		564982	173994	12 flats		Site was a job centre but closed in 2022. It appears that work has started so for completeness, the site will be considered in both the opening (2025) and future (2028) year scenarios. For further details of the site assessment please refer to the TAA.	Y
25	20190727	Extant Planning Permission	Near certain	Top Yard Hardys Corner 2 Vale Road Northfleet Gravesend Kent	Residential Development	Erection of a two storey building with rooms in the roof space to provide 10 x two bedroom self-contained flats, with associated access, car parking and amenity space	10	-	562796	173638	10 flats	Access via Vale Road	Based on Google, it does not appear that the site has started construction. Therefore, proposed to only include site within the future (2028) year assessment. For further details of the site assessment please refer to the TAA.	Y
26	20130957	Extant Planning Permission	Near certain	3 & 4 London Road Land To Rear Of	Residential Development	Erection of a three storey building comprising six, two bedroom and three, one bed self-contained flats and laying out of ten associated car parking spaces.	9	-	562641.6	173989.4	9 flats		Site well under construction. Site included in opening (2025) and future (2028) year assessment. For further details of the site assessment please refer to the TAA.	Y
27	20181222	Extant Planning Permission	Near certain	168 Parrock Street Gravesend Kent DA12 1ER	Residential Development	Partial demolition works at roof level at the rear and construction of a dormer extension in the rear roof slope and conversion of the first and second floors including the roof space into 2no. one bedroom self-contained flats and 7no. studio flats. Works to include refurbishment of windows, brickwork, feature bands and architraves to Parrock Street elevation.	9	-	564888	173923	9 flats		Difficult to establish if the development has begun. Given limited scale, proposed to include in opening (2025) and future (2028) year scenarios. For further details of the site assessment please refer to the TAA.	Y
28	20201225/ 20160539	Extant Planning Permission	Near certain	Man Of Kent 53 - 57 Wrotham Road Gravesend Kent DA11 0QB	Residential Development	Erection of a part three, part two storey side and first floor rear extensions and the conversion of existing public house to provide 9 x 1 bed and 1 x 2 bed self-contained flats.	10		564615	173676	10 flats		Difficult to establish if the development has begun. Given limited scale, proposed to include in opening (2025) and future (2028) year scenarios. For further details of the site assessment please refer to the TAA.	Y
29	20170688	Extant Planning Permission	Near certain	Site Known As Shawline House Burch Road Northfleet Gravesend Kent	Residential Development	Demolition of existing building and erection of a four storey building with a basement to provide 6no. 1 bedroom self-contained flats and 1no. 2 bedroom self-contained flats.	7	-	563684	174463	7 flats		Construction not yet underway based on Google imagery. As such, development only included in future (2028) year assessment. For further details of the site assessment please refer to TAA.	Y
30	20210215	Extant Planning Permission	Near certain	24 And 24C Queen Street Gravesend Kent DA12 2EE	Residential Development	Erection of a first floor rear extension and change of use and conversion of the first floor to 4no. one bedroom and 3no. two bedroom self-contained flats.	7		564893	174226	7 flats		Difficult to establish if the development has begun. Given limited scale, proposed to include in opening (2025) and future (2028) year scenarios. For further details of the site assessment please refer to the TAA.	Y
31	20160539	Extant Planning Permission	Near certain	Man Of Kent 53 - 57 Wrotham Road Gravesend Kent DA11 0QB	Residential Development	Conversion of existing public house to provide 5 no. two bedroom self-contained flats, 1 no. one bedroom self-contained flat and 1no. self-contained studio flat (7 units in total) incorporating a part three storey and part two storey side extension and a first floor rear infill extension.	6	-	564,595	173,618	7 flats		This site is included under Site 28 above for a greater development quantum. To avoid double counting, this site has not been considered again.	N
32	20160791	Extant Planning Permission	Near certain	Cheema Fabrics 29 - 30 High Street Gravesend Kent DA11 0AZ	Residential Development	Conversion of existing ground floor retail outlet into 2no. self-contained retail outlets including alterations to the shop front. Conversion of existing first floor into residential accommodation with an additional two storeys to create second and third floors comprising of 6no. two bedroom self-contained flats and construction of an external fire escape.	6	-	564789	174239	6 flats		Appears that construction has started. Site included in both the opening (2025) and future (2028) year assessment scenarios. For further details of the site assessment please refer to the TAA.	Y
33	20200302	Extant Planning Permission	Near certain	31 - 33 High Street Gravesend Kent	Residential Development	Retrospective planning application for 2 additional floors above first floor. Conversion of the first floor and 2 upper floors into 6 flats.	6	-	564769	174216	6 flats		Appears that construction has started. Site included in both the opening (2025) and future (2028) year assessment scenarios. For further details of the site assessment please refer to the TAA.	Y
34	20200561	Extant Planning Permission	Near certain	Former St Johns Ambulance Brigade H Q Armoury Drive Gravesend Kent DA12 1NB	Residential Development	Demolition of vacant brick buildings and erection of 2 no. one bedroom bungalows and a two storey block containing 4 no. two bedroom flats with associated access from Albert Murray Close and Armoury Drive, car parking, landscaped amenity and ancillary enclosures.	6	-	565099	173576	2 bungalows; 4 flats		Site well under construction. Site included in opening (2025) and future (2028) year assessment. For further details of the site assessment please refer to the TAA.	Y
35	20200726	Extant Planning Permission	Near certain	29-30 High Street (Cheema Fabrics)	Residential Development	Conversion of existing ground floor retail unit into 2 no. self-contained retail units, including alterations to the shop front. Conversion of existing first floor into 2 no. two bedroom flats and erection of an additional two storeys to create a second and third floor comprising of 4no. two bedroom self-contained flats	6		564769	174228	6 flats		This site is included under Site 32 above. To avoid double counting, this site has not been considered again.	N
36	20200412	Extant Planning Permission	Near certain	27 - 28 High Street Gravesend Kent DA11 0AZ	Residential Development	Demolition of existing building and erection of a part 3 storey and part four storey building on the same footprint, to create 1no. retail unit on the ground floor and 5no. residential units above (3 x 2 beds and 2 x 1 bed).	5	-	564769	174236	5 flats		Difficult to establish if the development has begun. Given limited scale, proposed to include in opening (2025) and future (2028) year scenarios. For further details of the site assessment please refer to the TAA.	Y
37	2019/00019/REF (20180163)	Extant Planning Permission	Near certain	Land At Heron Hill Lane Meopham Gravesend Kent	Residential Development	Application for a material change of use of land to a Gypsy Traveller site with 5 pitches each with space for stationing of a static caravan, touring caravan and utility block, with associated hard standing, gabion retaining wall and shared package sewage treatment plant	5	-	564351	163546	5 traveller pitches		Site well under construction. Site included in opening (2025) and future (2028) year assessment. For further details of the site assessment please refer to the TAA.	Y

38	20090286	Extant Planning Permission	More than likely	Lafarge Bulk Aggregates Import Terminal	Commercial	Maximum number of HGV movements (i.e. two-way, with each movement comprising one movement) = 200 HGV movements between 7.00 and 10.00 hours and 16.00 and 19.00 in any one day. Effectively therefore 50 in and out in the AM and 50 in and out in the PM? No more than 13,500 HGV movements (where one movement represents a vehicle either entering or leaving the site) shall take place in any calendar month. The rest over a calendar month would have to be worked out as an average.		Not quantified	562503.09	174.468.72	Bulk Aggregates Import Terminal (see detailed description for further info)	Access the highway network via the tunnels to the A226 roundabout on Thames Way	Site 4 includes a scenario which considers both the development quantum for site 4 and also the aggregates import terminal, as the two are closely linked. When compared the TA's for both the site's, Scenario C which includes both developments has the same flows detailed. For Site 4, the flows from Scenario C have been used to include both developments. Additionally, the land where the terminal is to be placed is active and will be generating trips currently. Combined with the Site 4 assessment, it is considered that the implications of this have been considered.	Y
39	20190290	Extant Planning Permission	Near certain	Nuralite Industrial Estate Canal Road Higham Rochester Kent ME3 7JA	Commercial	The proposal is for the systematic redevelopment of the existing Nuralite site. This includes the importation of inert materials to cap, and landscape the historic asbestos landfill, thus containing its contamination risk. To demolish the existing buildings of the Nuralite industrial estate, deal with existing contamination, both through capping and removal of areas of hydrocarbon pollution, the laying of new service and utility infrastructure and the construction of 11 new purpose built light industrial type units and a site office.		24,000	570265.98	173840.34	24,000 sq. B2/B8	Access via Canal Road	Site is currently utilised for B2 B8 purposes with significant level of open storage. Looking to redevelop the site but this will result in an increase in movements. Does not appear that this is underway as yet, so inclusion of development only within future (2028) year. For further details about the site assessment, please refer to the TAA.	Y
40	20230019	Extant Planning Permission	More than likely	139 And 140 Parrock Street Gravesend Kent DA12 1EZ	Residential Development	Erection of a four-storey infill extension, four storey rear extension, two storey extension above existing first floor with mansard roof with windows front and rear, to No. 140 and conversion of existing 4 bedroom dwelling. Erection of three storey extension above existing ground floor rear projection with mansard roof with windows, change of use of first floor restaurant area, conversion of existing residential unit and extension and alteration to existing pitch roof to a mansard roof with windows to front and rear and conversion of existing roofspace into habitable rooms, to No. 139; to provide 11no. one bedroom, one person units.	10		564977	173717	10 net flats		Site does not appear to have begun construction. As such, will be included within the future (2028) year assessment only. For further details about the site assessment, please refer to the TAA.	Y
41	20211540	Extant Planning Permission	More than likely	Lord Street Car Park Lord Street Gravesend Kent	Mixed use development	Change of use from existing car park. Erection of 4 to 7 storey buildings with a 10 storey tower (Ground + 9 storeys) to provide 156 flats, 2612.40 sqm of commercial space, including office, retail and workshops, with ancillary car parking, open space and access to Eden Place.	156		564831	173909	156 net flats, 2612.40 sqm of commercial space, including office, retail and workshops, with ancillary car parking	Access via Eden Place.	No construction activity appears to have taken place with the car park still being operational based on Google review. Looking at the TA that supports the proposals, it was envisaged that a net reduction in trips would take place on completion of the development in light of its existing use as a car park. Given this, it is considered that there will be existing trips on the network as a result of the site with a net reduction in trips likely on completion of the development.	N
42	20221328	Extant Planning Permission	More than likely	Bowling Green Church Walk Gravesend Kent DA12 2QU	Residential Development	Demolition of existing bowls pavilion and erection of a 4-storey building to provide a 62-unit Use Class C2 retirement living complex, with a new access from Ellerslie, a new emergency access off Ellerslie, parking, landscaping and associated works.	62		565752	173770	a 62-unit Use Class C2 retirement living complex		Site does not appear to have begun construction. As such, will be included within the future (2028) year assessment only. For further details about the site assessment, please refer to the TAA.	Y
43	20230136	Extant Planning Permission	More than likely	Land At Worcester Close Istead Rise Gravesend Kent DA13 9LB	Residential Development	Construction of 8 new affordable rent residential units (Use Class C3) with associated vehicular and pedestrian access, car parking, cycle parking, refuse storage and landscaping.	8		563645	170237	8 flats		Site does not appear to have begun construction. As such, will be included within the future (2028) year assessment only. For further details about the site assessment, please refer to the TAA.	Y
44	20220431	Extant Planning Permission	More than likely	Former Site Of Fox And Hounds PH 26 - 27 London Road Northfleet Gravesend Kent	Residential Development	Erection of a 4-storey building attached to No.25 London Road to provide 2no. 2-bedroom and 7no. 1-bedroom flats; and, erection of a 2-storey detached block to provide 2no. 2-bedroom and 2no. 1-bedroom flats with associated parking, amenity space and waste storage at Fox and Hounds, 26-27 London Road, Gravesend DA11 9JH.	13		563250	174050	13 flats		Site does not appear to have begun construction. As such, will be included within the future (2028) year assessment only. For further details about the site assessment, please refer to the TAA.	Y
45	20230366	Extant Planning Permission	More than likely	Clifton Slipways West Street Gravesend Kent	Residential Development	Application for variation of condition 2 and 7 attached to planning permission reference no. 20191122 for the erection of two buildings to provide residential units (Use Class C3) with associated vehicle parking, cycle storage, highway works, and landscaping. Building 1 comprises the erection of a 23 storey tower on the north side of West Street to provide residential dwellings with B1a floor space at ground floor level; and Building 2 from four storeys to 12 storeys on the south side of West Street which will provide residential dwellings. The proposal includes the restoration and adaptation of the existing pier structure to provide public and private amenity space to include the erection of Business units (Class B1a) and a cafe (Class A1/A3); to remove the basement at lower ground, relocation of bin store and plant, reduction of 23 car parking spaces and replacement of car parking at level 0 with 9 additional units (loss of 55 car parking spaces) within the Stuart Road Block.	9		564396	174442	9 additional flats		These units are additional units added to Site 8 above. The information submitted in support of Site 8's application has been used to increase the trip generation for this site. The additional 9 units are included within the trips for Site 8. As with Site 8, the trips have only been added to the future (2028) scenario in light of build out. For further details about the site assessment, please refer to the TAA.	Y
46	20221179	Extant Planning Permission	More than likely	Land At St Columbas Close Gravesend Kent	Residential Development	Demolition of Nos. 1-12 St Patricks Gardens. Nos. 36-41 St Patricks Gardens and Nos. 28-42 even nos. only St Columbas Close, and the caretakers facility. Erection of 2no. 2 storey buildings, 1no. 3 storeys building and 1no. part 3 and part 4 storey building; to provide 46 residential dwellings (Class C3) residential use, with associated vehicle and pedestrian access, amenity space with hard and soft landscaping, car and cycle parking, refuse and recycling storage provision, and other associated works.	20		565978	172136	46 dwellings (flats/maisonettes)		Site does not appear to have begun construction. As such, will be included within the future (2028) year assessment only. For further details about the site assessment, please refer to the TAA.	Y
47	20221064	Planning Permission subject to s.106 agreement being signed	More than likely	Northfleet Harbourside - Land Surrounding Ebbsfleet United Football Club, Stonebridge Road, Northfleet	Mixed-Use Site	Outline planning application with all matters reserved, except for the primary means of access and road layout, for a phased mixed-use redevelopment involving the demolition of existing buildings and structures including site preparation / remediation works, and the development of residential units (Use Class C3), Class E uses including floorspace for retail Class E(a)), food/beverage and drinking establishments (Use Class E(b)), local services (Use Class E(c)), indoor sport/recreation/fitness (Use Class E(d)), healthcare space (Use Class E(e)), creche/nursery uses (Use Class E(f)), office floorspace (Use Class E(g)(i)), a new multi-use stadium with associated business and leisure facilities (sui generis), hotel (Use Class C1), community uses floorspace (Use Class F2). The phased redevelopment will include other sui generis uses, delivery of open space and significant realignment of the road network including the A226 Galley Hill Road / Stonebridge Road / Lower Road with hard / soft landscaping, car and cycle parking provisions, infrastructure works, ancillary and associated works.	Up to 3,500	See page 10 of https://democracy.gravesend.gov.uk/documents/s85187/20221064%20-%20Northfleet%20Harbourside%20final.pdf	561438	174953	See page 10 of https://democracy.gravesend.gov.uk/documents/s85187/20221064%20-%20Northfleet%20Harbourside%20final.pdf	See page 10 of https://democracy.gravesend.gov.uk/documents/s85187/20221064%20-%20Northfleet%20Harbourside%20final.pdf	Included as part of the previously issued list from GBC	Y

Hannah Atkins

From: Hannah Atkins
Sent: 21 October 2024 16:23
To: Hannah Atkins
Subject: FW: Tollgate - National Highways

From: Alison Webster
Sent: 11 September 2024 13:33
To: Kathryn McCain
Cc: Jason Lowes
Subject: RE: Tollgate - National Highways

Hi Kathryn,

I am currently writing my response. Please can you confirm what you expect me to cover? So far I have covered the consultation responses, the acceptability of the documents that have been submitted, the design and layout of the site. If there is anything else specific please let me know.

Please see attached the list of committed developments. I have not included these on the response because it is a separate excel document. I have however mentioned that you should check with National Highways and KCC about how Lower Thames Crossing should/shouldn't be taken into account and how the loss of Cobham Services via Lower Thames Crossing should/shouldn't be taken into account.

Please note that any advice or opinions set out above are informal Officer level opinions only which do not indicate the acceptability of the proposed development or otherwise. Furthermore, such advice or opinions are not binding on the part of the Council or its Members.

Kind regards

Alison Webster BA (Hons), MA
Senior Planner
Gravesham Borough Council

PLEASE NOTE - I work Mondays-Wednesdays. Please email in the first instance with your contact details for me to respond to your request.

The Council has adopted a Local List of Validation requirements for planning and related applications. Failing to meet these requirements will lead to delays in processing your application, and it may not be registered. You can access the List via this link: <https://www.gravesham.gov.uk/downloads/file/382/local-validation-list>

New Supplementary Planning Document - Householder Extensions/Alterations Design Guide SPD

The Council has adopted a Householder Extensions/Alterations Design Guide SPD. A copy of the SPD, is available on our website at <https://www.gravesham.gov.uk/home/planning-and-building/supplementary-planning-guidance/supplementary-planning-guidance>

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