



mode

transport planning

Galliard (Gravesend) Limited

St. Joseph's Prep
School, Gravesend

Transport Statement

November 2023



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St. Joseph's Prep School, Gravesend

Transport Statement

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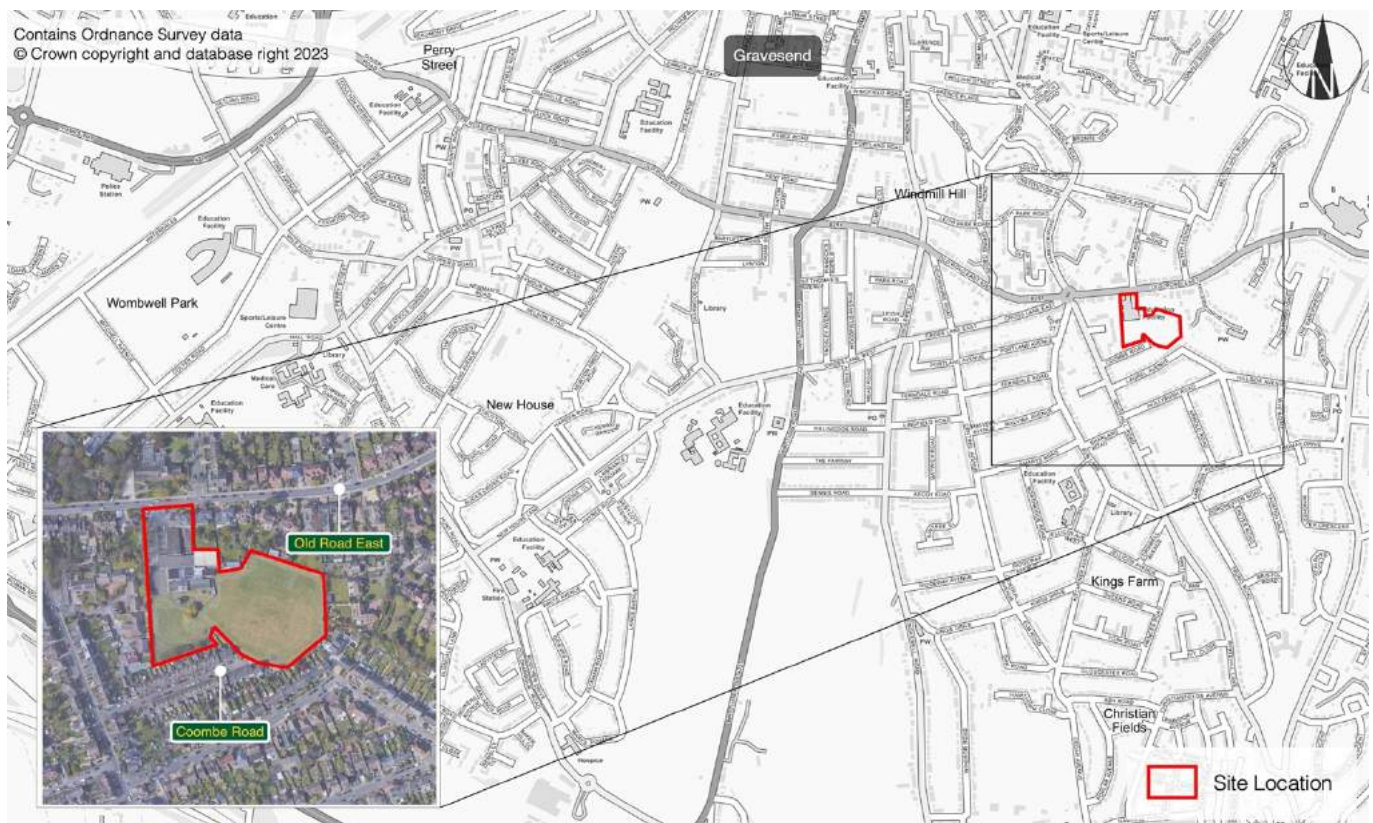
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1. Introduction

1.1 Overview

1.1.1 mode transport planning (mode) has been commissioned by Galliard (Gravesend) Limited to provide highways and transportation advice in relation to the proposed re development of St. Joseph's Prep School, Gravesend (**Figure 1.1**).

Figure 1.1 Site Location Plan



1.1.2 The scheme will comprise the conversion of existing Victorian building, demolition of other existing buildings and development of the site to provide a mixed-use development comprising a new 3-storey GP surgery, 54 new residential dwellings with access, public open space and landscaping. A copy of the masterplan is attached at **Appendix A**.

1.1.3 Given the scale and nature of the development it is proposed that the planning application is supported by a Transport Statement (TS) and Framework Travel Plan (FTP).

1.1.4 This TS provides analysis and summary of the following:

- The proposed development;
- Opportunities to travel to and from the site by sustainable modes of transport;

- Site access arrangements for all modes;
- The trip generation of the proposed scheme by all modes; and
- The traffic impact of the development.

1.1.5 The development and proposed methodologies/assessment parameters have been discussed and agreed with Kent County Council (KCC) in their role as Local Highway Authority (LHA) during pre application discussions. A copy of the formal scoping note is attached at **Appendix B** and a copy of KCCs response is provided at **Appendix C**.

1.2 Report Structure

1.2.1 Following this introduction, the TS will be structured as follows:

- **Chapter 2** provides a review of national and local policy;
- **Chapter 3** describes the existing situation, including a description of the surrounding transport facilities;
- **Chapter 4** outlines the development proposals;
- **Chapter 5** details the traffic generation of the proposed scheme and future year assessments;
- **Chapter 6** provides an assessment of the development impact; and,
- **Chapter 7** summarises and concludes the findings of the report.

2. Policy Review

2.1 Overview

2.1.1 This chapter considers adopted transport and land use policies as they relate to the development proposals. The following documentation has been considered:

- National Planning Policy Framework (NPPF) 2023;
- Planning Policy Guidance 2018;
- Gravesham Local Plan Core Strategy (2014);
- SPG4 – KCC parking Standards (2006); and,
- Kent Design Guide.

2.2 National Policy

National Planning Policy Framework (NPPF) 2023

2.2.1 The National Planning Policy Framework (NPPF) sets out the Government's key objectives for achieving sustainable development. The NPPF was published in March 2012 with subsequent revisions with the most recent in 2023.

2.2.2 The NPPF sets out the government's planning policies for England, and how these are expected to be applied, stating that all developments generating significant amounts of movement should be supported by a Transport Assessment (TA) or TS, alongside a Travel Plan (TP). Within the NPPF, it is suggested that an economic, social and environmental objective should be at the heart of the planning process.

2.2.3 Under the 'Promoting sustainable transport' chapter of the NPPF, it is stated that transport issues should be considered from the earliest stages of plan-making and development proposals (Para. 104). By doing this the potential impacts of development on transport networks can be addressed and the appropriate transport infrastructure can be implemented. By considering transport at the earliest stages, it allows the opportunity to promote walking, cycling and public transport, and to mitigate any problems.

2.2.4 Significant developments should be focused on being sustainable, this can be done through limiting the need to travel and offering a genuine choice of transport modes.

2.2.5 The NPPF states (Para. 106, pg.30) that planning policies should:

- *"Support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;*

- *Be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;*
- *Provide for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking, Local Cycling and Walking Infrastructure Plans."*

2.2.6 Within the context of assessing sites for that may be allocated for development in plans, or specific applications for development, it should be ensured that (Para. 110, pg.31):

- *"Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- *safe and suitable access to the site can be achieved for all users;*
- *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."*

2.2.7 Within this context, new developments should (Para. 112, pg.32):

- *"give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas... facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use.*
- *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."*

2.2.8 Paragraph 111 states that:

- *"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."*

2.2.9 Paragraph 113 concludes that all developments expected to generate significant amounts of movement should provide a travel plan, and applications should also be supported by a TS or TA to assess the likely impacts of the proposals.

2.2.10 The proposed development has been designed in accordance with the NPPF guidelines and this TS demonstrates that the above objectives would be satisfied by the development proposals.

Planning Policy Guidance (2018)

2.2.11 PPG was published in 2012 and most recently revised in 2018. The updated guidance aims to facilitate the development of a robust and well thought out site, enabling an assessment of the transport impacts of both existing and proposed developments. The guidance can inform sustainable approaches to transport. A strong assessment will establish evidence that may be useful in:

- *Improving the sustainability of transport provision;*
- *Enhancing the levels of accessibility;*
- *Creating a choice amongst different modes of transport;*
- *Improving health and well-being;*
- *Supporting economic vitality;*
- *Improving public understanding of the transport implications of development;*
- *Enabling other highway and transport authority's/service providers to support and deliver the transport infrastructure that conforms to the Local Plan; and*
- *Supporting local businesses and the regional economy.*

2.3 Local Policy

Gravesham Local Plan Core Strategy (2014)

2.3.1 The Gravesham Local Plan Core Strategy was adopted by (GBC) in September 2014 and sets out the vision and objectives for the regeneration of the District for the period up to 2028.

2.3.2 It sets out a mix of spatial and thematic policies that will be used to guide the regeneration of the district over the plan period.

2.3.3 The GLPCS is part of the City's statutory planning framework guiding decisions on all development and regeneration activity over the period to 2028. It sets out final proposals for how and where new homes, jobs, services and infrastructure will be delivered and the type of places and environments that will be created.

2.3.4 The relevant policies have been reviewed below:

- Policy CS01: Sustainable Development

2.3.5 Planning applications that accord with the policies in the development plan for Gravesham will be approved without delay, unless material considerations indicate otherwise.

- 2.3.6 When considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the NPPF and in this Core Strategy. It will work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.
- 2.3.7 Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise, taking into account whether:
- Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or
 - Specific policies in that Framework indicate that development should be restricted.
- Policy CS02: Scale and Distribution of Development
- 2.3.8 The development strategy for the Borough is to retain and improve the existing stock of housing and suitable employment land and to make provision for the Borough's objectively assessed need for at least 6,170 new dwellings delivered at a variable rate as follows; at least 325 dwellings per year for 2011/2012 – 2018/2019, at least 363 dwellings per year for 2019/2020 – 2023/2024, at least 438 dwellings per year 2024/2025 – 2027/2028, and at least 186,490 sqm gross employment floorspace (within use classes B1, B2 and B8) during the plan period.
- 2.3.9 Development will be distributed throughout the Borough as follows: around 3,890 new dwellings and around 186,490 sqm gross employment floorspace (within use classes B1, B2 and B8) will be provided in the Opportunity Areas at Northfleet Embankment and Swanscombe Peninsula East; Gravesend Riverside East and North East Gravesend; Ebbsfleet (Gravesham) and Gravesend Town Centre and on land at the Coldharbour Road Key Site; around 2,280 new dwellings will be provided on other sites in the urban area and rural settlements inset from the Green Belt.
- 2.3.10 The strategy prioritises development in the urban area as a sustainable location for development. This will be achieved by:
- Promoting regeneration by prioritising the redevelopment and recycling of underused, derelict and previously developed land in the urban area. This will be principally through redevelopment of former industrial sites in the Opportunity Areas of Northfleet Embankment and Swanscombe Peninsula East, and Gravesend Riverside East and North East Gravesend to create new residential neighbourhoods and employment areas;
 - The continued development of a new sustainable mixed use community in the Ebbsfleet (Gravesham) Opportunity Area, which will include the provision of high quality employment floorspace;
 - Revitalising the Gravesend Town Centre Opportunity Area as a focal point for retail, leisure, cultural and tourism facilities and small scale office provision to serve the needs

of the Borough whilst preserving and enhancing its character as a riverside heritage town; and

- Bringing forward a range of suitable sites in other parts of the urban area for residential and employment development, including Land at Coldharbour Road Key Site.

- Policy CS10: Physical and Social Infrastructure

2.3.11 Support will be given to proposals and activities that protect, retain or enhance existing physical and social infrastructure, or lead to the provision of additional infrastructure that improves community well-being. Where there is the threat of loss of existing infrastructure, consideration will be given to viability and whether sufficient alternative provision is available.

2.3.12 Where new development leads to the need for new or improved physical or social infrastructure, developers will be required to provide or contribute towards this subject to viability considerations. Such infrastructure will be put in place in a timely manner to support new development. All new development should make the most efficient use of new and existing infrastructure.

- Policy CS11: Transport

2.3.13 New developments should mitigate their impact on the highway and public transport networks as required. As appropriate, a TA and TP should be provided and implemented to ensure the delivery of travel choice and sustainable opportunities for travel. TA work is required to be undertaken in accordance with national and local policy guidance, and to identify detailed highway and public transport network requirements and management arising from the development.

2.3.14 Sufficient parking in new development will be provided in accordance with adopted parking standards which will reflect the availability of alternative means of transport and accessibility to services and facilities.

2.3.15 The Council will support proposals which improve public transport provision and facilities in the Borough. In particular, it will:

- seek to maintain and expand, where justified, segregation lanes for Fastrack and existing bus priority measures elsewhere;
- require Key Sites to include provision for buses;
- support the development of transport hubs at Gravesend Town Centre and Ebbsfleet (in Dartford Borough Council area) to provide high quality interchange facilities between bus, rail, walking and cycling; and
- Ensure an adequate supply of public car parking.

2.3.16 The Council will seek improvements to walking and cycling facilities and networks in the Borough including provision in new development as appropriate. These should provide improved access to Gravesend Town Centre and Ebbsfleet and to other services and facilities in the Borough. In particular, the Council will seek the provision of pedestrian and cycle links between Northfleet and Ebbsfleet stations and along the River Thames, as part of the proposed Thames Estuary Path.

2.3.17 The Council will support proposals which improve the efficiency of freight transport and provide opportunities for alternatives to road transport where possible. The Council will safeguard wharves, as shown on the Policies Map, subject to the provisions of paragraph 5.1.36 of Policy CS07 (Economy, Employment and Skills).

SPG4 – KCC Parking Standards (2006)

2.3.18 Guidance from the Local Planning Authority (LPA) Gravesham Borough Council (GBC) indicates that parking standards should be taken from the KCC 2006 parking standards. This includes parking standards for new developments are detailed within the report for different vehicle types and use classes. The proposed scheme will be reviewed against those standards.

Kent Design Guide

2.3.19 The Kent Design Guide draws on best practice from within the county, from across the UK and internationally to identify priorities, consider design options and achieve accessible and consistent street design that recognises the needs of all residents. It has also been prepared to attempt to allow some latitude in interpretation to provide flexibility to the designers of schemes.

2.3.20 The proposed site access and internal layout will be reviewed against this document.

2.4 Summary

2.4.1 In summary the planning policy described above collectively seeks to ensure that development is located to ensure residents and visitors to the site are provided with genuine modal choice by situating development in a location that reduces the need to travel, reduce average journey lengths and benefits from local infrastructure to enable use of modes of transport other than the single occupancy private car.

2.4.2 The policies considered above also seek to ensure that the impacts of the development are properly considered and mitigated via the preparation of appropriate transportation reports to accompany the planning application. This TS has been prepared in line with current best practice guidance, policy and methodology.

3. Existing Conditions

3.1 Introduction

- 3.1.1 This chapter describes the existing site and the existing local transport network for all modes of transport in order to evaluate the existing transport conditions and accessibility of the site.

3.2 Site Location

- 3.2.1 The proposed site is situated off Old Road East approximately 1.3km southeast of Gravesend Town Centre (**Figure 1.1**). The site is bound by Old Road East to the north and residential dwellings to the east, south and west.
- 3.2.2 The site comprises of the St Joseph Prep School (DfE number 886/6041) and school playing fields, access and parking. Based on the information taken from the DfE, the school had a total capacity of 300 students (age range 3 – 11) but was last recorded with 87 students and closed in August 2021. The current access to the site forms a drop kerb vehicle cross overtaken directly from Old East Road.

3.3 Existing Highway Network

- 3.3.1 The local highway network in relation to the site is illustrated on **Figure 3.1**.
- 3.3.2 Old Road East is a single carriageway road c.7m in width that forms the northern boundary of the site. It runs in an east to west alignment and extends to the Old East Road/Parrock Road/Sun Lane roundabout to the west and to the Lion roundabout to the east. The carriageway benefits from footways along either side and street lighting provided at regular intervals.
- 3.3.3 There are parking restrictions along Old East Road in the form of double and single yellow lines restricting waiting (Monday – Saturday 0800 – 1830).
- 3.3.4 Whitehill Road is located to the west of the site and extends to the Old East Road/Parrock Road/Sun Lane roundabout. It is c.5.2m wide with speed humps at regular intervals. The road benefits from footways on both sides of the carriageway and street lighting is also present.
- 3.3.5 Coombe Road is a single carriageway residential road the abuts the sites southern boundary. The road is c.7m in width with no off street parking as such incidents of on street parking occurs. The road does not form a through route and terminates at the boundary to the site.
- 3.3.6 In terms of access to the wider road network, the A2 is located to the south of the site provides connections east towards Stratham where it connects with the M2 and west towards Dartford.

Figure 3.1 Local Highway Network



3.4 Background Traffic Flows

- 3.4.1 To understand the existing vehicle movements on the adjacent highway network, an ATC was commissioned on Old Road East from 22/02/23 to 28/02/23. The full output is attached as **Appendix D** and traffic flow diagrams attached at **Appendix E**.

3.5 Highway Safety Review

- 3.5.1 PPG states that assessments should consider the most recently available three-year period of collision data, unless a high collision rate has been identified. For completeness, a review of collision data for the most recently available five-year period (01/01/2018 – 31/12/2023) has been undertaken.
- 3.5.2 Personal Injury Accident (PIA) data has been obtained from KCC for the section of highway fronting the site that includes Old Road East and the White Hill Road/ Old Road east junction to the west of the site.
- 3.5.3 An overview of the recorded collisions within the study area is provided in **Figure 3.2**, with full outputs of the collision report obtained from KCC in **Appendix F**.

Figure 3.2 Accident study area



3.5.4 A total of 10 collisions were recorded with the study area between 2018 and 2022, with eight classified as slight and two classified as serious.

3.5.5 In terms of the Old Road East roundabout to the west of the site 8 accidents were recorded. A breakdown of these in terms of location on the respective arms and dates is provided below:

- Old East Road (east) - 0 accidents
- Parrock Road - 0 accidents
- Old East Road (west) - 1 accident (2022);
 - The accident involved a vehicle approaching the roundabout and colliding with cyclist.
- Cross Lane - 2 accident (2018 and 2020);
 - The accidents involved a goods vehicle and motorcyclist colliding as they approached the roundabout and a vehicle colliding with cyclist.
- Sun Lane - 1 accident (2019); and,
 - The accident involved one vehicle colliding with another as it pulled out from Sun Lane.
- Whitehill Road - 0 accidents

- Circulatory - 4 accidents (2020, 2021 and 2022).
 - The accidents involved rear end shunts,

- 3.5.6 Based on this and the recorded occurrences of accidents on the respective arms of the junction, there does not appear to be accident issue that would need to be mitigated as a result of the proposed scheme.
- 3.5.7 Two accidents that were classified as 'serious' occurred on Old East Road to the east of the site. These occurred in June 2019 and March 2021. The first involved 4 vehicles and a pedestrian, no contributory factors were recorded but involved one vehicle colliding with a stationary vehicle before hitting a pedestrian and colliding with a further 2 stationary vehicles. The second occurred in March 2021 and involved a single vehicle colliding with a pedestrian as they stepped out into the road to cross. There were no common causal factors with these accidents.
- 3.5.8 No accidents occurred at the site access junction nor at the junction with Park Avenue opposite.
- 3.5.9 The majority of collisions which were recorded within the study area occurred as a direct result of driver error and were not therefore attributed to the layout of the local road network and/or associated junctions. In light of the above, there are not considered to be any inherent highway safety issues on the local highway network adjacent to the site which would likely be exacerbated by the proposed development.

3.6 Sustainable Access

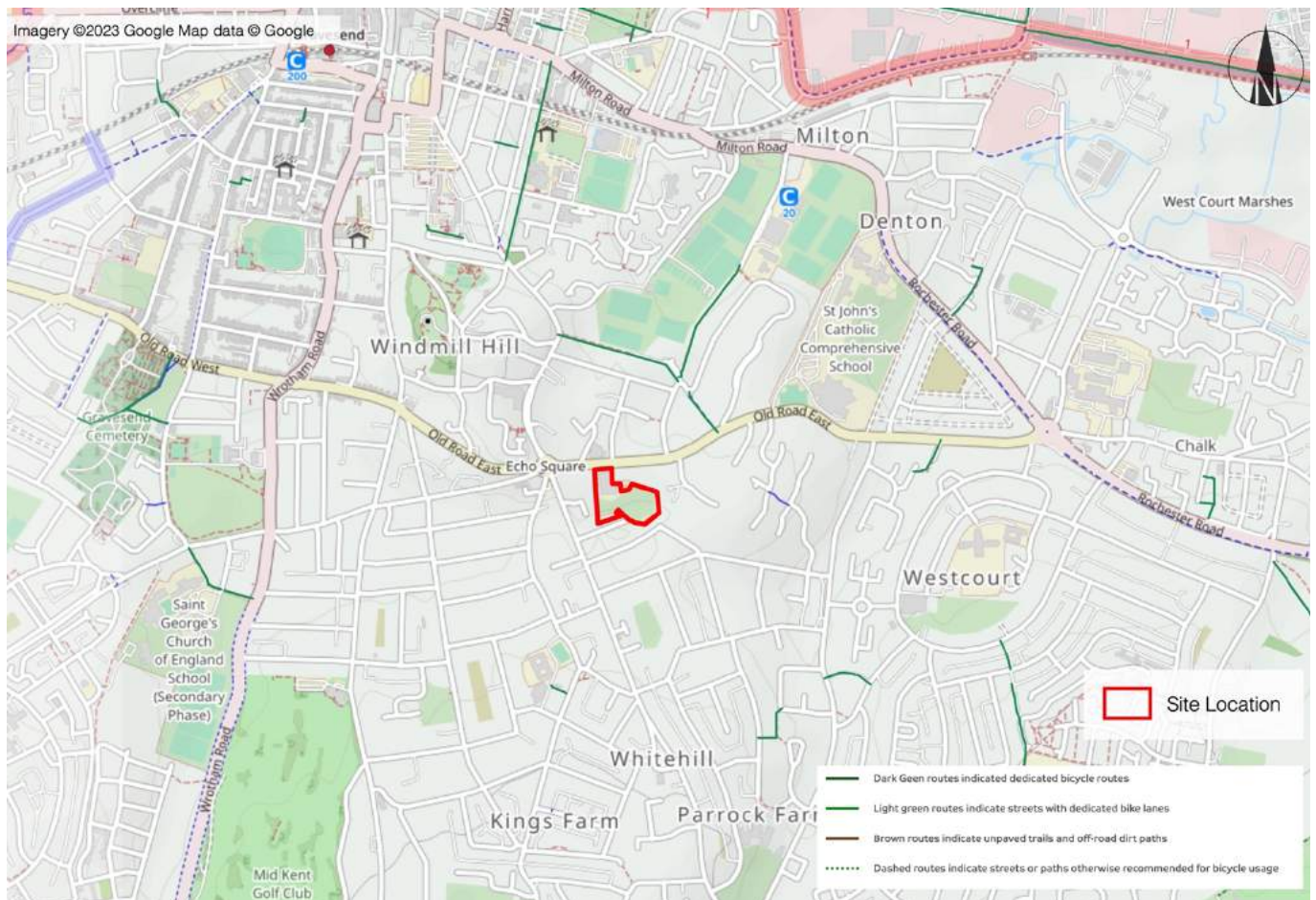
Walking

- 3.6.1 The 'Planning for Walking' (2015) document produced by the Chartered Institution of Highways and Transportation (CIHT) document suggests that c.80% of journeys shorter than 1 mile (1.6km) are made wholly on foot. It goes on to say that traditional layouts are typically characterised as having a range of facilities within 10 minutes' walking distance (around 800 metres). However, the propensity to walk or cycle is not only influenced by distance but also the quality of the experience; people may be willing to walk or cycle further where their surroundings are more attractive, safe and stimulating.
- 3.6.2 The surrounding roads benefit from footways on both sides of the carriageway which result in a cohesive permeable network of roadside footways for pedestrians to use that link the site to the wider surrounding area and adjacent facilities/amenities.
- 3.6.3 There is good provision of crossing facilities along the desire lines to and from the site including dropped kerb tactile crossings on Whitehill Road and pedestrian refuse islands to assist with crossing at the Parrock Road/Old Road East roundabout junction.
- 3.6.4 Overall, the local area makes excellent provision for safe pedestrian infrastructure. It is considered that the site is accessible to pedestrians, and there are good opportunities for pedestrians to walk between the site, public transport services and the local facilities within the vicinity of the site.

Cycling

- 3.6.5 The Department for Transport (DfT) – Local Transport Note 1/20 ‘Cycle Infrastructure Design’ states that two out of every three personal trips are less than five miles in length (Transport Statistics Great Britain, DfT, 2016) – an achievable distance to cycle for most people, with many shorter journeys also suitable for walking.
- 3.6.6 National Cycle Network (NCN) 1 is located 1.5km north of the site. This routes east to west from Chattenden to Dartford. NCN 177 is located c.2km southwest of the site. This routes southeast to northwest from Strood to Gravesend.
- 3.6.7 There is an on road cycle route east of the site on the A226 which provides a direct connection to Rochester. There are short sections of cycle routes north and southwest of the site.
- 3.6.8 In terms of the existing cycling infrastructure within the vicinity of the site, an extract of the Kent Connected journey planner map is provided below in **Figure 3.3**.

Figure 3.3 Cycle Route Map



3.6.9 As indicated in **Figure 3.3** there is a mix of dedicated bicycle routes, cycle lanes, off road paths and recommended cycle routes surrounding the site and therefore a good opportunity for cycling in the wider areas surrounding the site.

Bus Services

3.6.10 The nearest bus stops to the development site are located on Old Road East within an approximate 1-minute walk (c.60m) west of the site. These are served by the 736 service with additional services (483 and G1) being accessed from the bus stops further west of the site and east of the site on Whitehill Road and Parrock Road (c. 160m and c.480m from the site respectively).

3.6.11 Services 3, 480 Sapphire, 490 Sapphire and G1 can be accessed within a c.10-minute walk on Valley Drive c.600m east of the site.

3.6.12 An overview of the locations of bus stops in the vicinity of the site is provided in **Figure 3.4**.

Figure 3.4 Bus Stop Locations



3.6.13 A summary of the services, destinations and frequencies is provided in **Table 3.1** below.

Table 3.1 Local Bus Service Provision¹

Route Number	Route	Weekday Frequency	Weekend Frequency
3	Kings Farm – Swanscombe – Stone – Wilmington Schools	2 per day	No Service
483	Kings Farm – Gravesend – Bluewater	2 per hour	Sat – 2 per hour / Sun – 2 per hour
736	Higham – Northfleet – London	2 per day	No Service
480 Sapphire	Dartford – Gravesend – Riverview Park	3 per hour	Sat – 2 per hour / Sun – 2 per hour
490 Sapphire	Valley Drive – Gravesend – Bluewater – Dartford	3 per hour	Sat – 2 per hour / Sun – 2 per hour
G1	Singlewell – Gravesend – Istead Rise – Meopham – Longfield Academy	2 per day	No Service

3.6.14 The site is well located to access a large number of services (8/hour across all stops) which provide routes to the local and wider surrounding areas. The services can all be accessed within a short walk of the site using the well established pedestrian network of roadside footways and crossings.

Rail Services

3.6.15 The nearest railway station to the site is Gravesend Railway Station, located 1.4km north of the site. The station is operated by Southeastern Railway, and is served by regular connections to London, Luton and Kent.

3.6.16 The station is accessible for mobility impaired users, and offers 280 sheltered bicycle parking spaces in the form of lockers and wheel racks. The station also benefits from a car park which offers 94 car parking spaces (including 5 accessible spaces), with a weekday daily parking rates of £6.80 and weekend daily parking rates of £1.50 on Saturday and £4.30 on Sunday.

3.6.17 The station can be accessed within a c.20-minute walk, a 10 minute bus journey on the 483 service or a c.7-minute cycle from the site.

3.6.18 A summary of the rail services which operation from the station is provided in **Table 3.2**.

¹ Bus services, frequencies and times, correct as of October 2023

Table 3.2 Rail Service Provision

Destination	Frequency	Journey Time
Luton	2 per hour	1 hour 59 minutes
London Cannon Street	2 per hour	1 hour 7 minutes
Ramsgate	1 per hour	1 hour 26 minutes
London St Pancras International	2 per hour	23 minutes
Rainham (Kent)	2 per hour	18 minutes
London Charing Cross	1 per hour	1 hour 3 minutes
Maidstone West	1 per hour	28 minutes
Margate	1 per hour	1 hour 17 minutes

Local Facilities

3.6.19 The majority of trips that will be made by walking are for the purpose of short shopping trips, access to leisure/retail facilities, trips to school and trips to public transport stops as part of linked trips to other destinations. Not all facilities and services, not to mention job opportunities will be within a reasonable walking distance and therefore it is important to ensure that there are public transport services that are accessible from the site.

3.6.20 Of particular interest are the levels of facilities and services that can be accessed locally. This is important in reducing the intensity of single occupancy car use. An assessment of the accessibility of the site in relation to local services and facilities has been undertaken and is provided in **Figure 3.5**.

3.6.21 In order to achieve good integration, developments should be encouraged in areas with good accessibility to local facilities. This section demonstrates the amenities and facilities that can be accessed from the site by sustainable modes within a walking distance of 1.6km or less as recommended in CIHT Planning for Walking (April 2015). Journey times and distances are based on Google Maps journey time planner taken from the site access on Old Road East. Further details in respect of amenities and the walking / cycle time to each is provided below in **Table 3.3**.

Figure 3.5 Local Services and Facilities



Table 3.3 Local Facilities

Facility	Distance (m)	Walk Time (Mins)	Cycle Time (Mins)
No84 Tea Room	140m	2 mins	1 min
Premier Convenience Store	160m	3 mins	2 mins
Rare Steakhouse	645m	7 mins	2 mins
Whitehill Primary School and Nursery	645m	9 mins	3 mins
Whitehill Primary School and Nursery	645m	9 mins	3 mins
Gravesend Grammar School	805m	10 mins	3 mins
Kings Pharmacy	805m	11 mins	4 mins
Tesco Express	965m	13 mins	5 mins
Valley Drive Post Office	1125m	13 mins	4 mins
Gravesend Community Square	1450m	17 mins	6 mins

3.6.22 As shown in the table above, the site is well served by a range of facilities all within the recommended walking / cycling distances which would benefit the proposed site and help reduce car dependency amongst residents.

3.7 Summary

3.7.1 The site is considered to be located in an accessible area with walking, cycling and public transport as genuine alternatives to use of the private car.

3.7.2 The network of footways / cycleways and the local bus services provide good connections with a variety of services and amenities, including Gravesend Centre which is highly accessible from the site. Gravesend Train Station is also accessible by cycle and bus providing connections to a wider range of local and national destinations.

4. Development Proposals

4.1 Introduction

4.1.1 This section of the report provides details and a description of the proposed development site, including access arrangements and parking.

4.2 Development Description

4.2.1 The application seeks to redevelop the current site for the conversion of existing Victorian building, demolition of other existing buildings and development of the site to provide a mixed-use development comprising a new 3-storey GP surgery (c. 1,350sqm), 54 new residential dwellings (mix of No 41 houses and 13 apartments) with access, public open space and landscaping. A copy of the masterplan is attached at **Appendix A**.

4.2.2 The schedule of accommodation for the residential element of the development is shown in **Table 4.1**.

Table 4.1 Residential Schedule of Accommodation

Size	Total
1 Bedroom Unit	12
2 Bedroom Unit	36
3 Bedroom Unit	6
Total	54

4.2.3 The schedule of accommodation for the GP surgery element of the development is shown in **Table 4.2**.

Table 4.2 GP Surgery Schedule of Accommodation

Size	Total
Treatment Rooms	6
Consulting Rooms	14
Total	20

4.3 Access and Layout

- 4.3.1 Vehicular access to the site will be provided through the construction of a new bell mouth access taken from Old Road East that will replace the current drop kerb vehicle cross over to the school site.
- 4.3.2 The proposed access has been designed in accordance with guidelines detailed within the KCC 'Kent Design Guide'. Due to the mixed used nature of the scheme (both residential units and medical centre) the scheme falls between different design categories detailed within the design guide. Therefore a considered approach has been taken in terms of providing a higher order road at the entrance to the site and reducing this beyond the medical centre at which point the scheme is solely residential with fewer units that are served.
- 4.3.3 On this basis, the following road types are considered relevant to the approach taken in the design of the internal layout and have been reviewed:
- Major Access Road
 - Serves between 50 and 300 dwellings
 - Two points of access or is a loop with a short connection to a single point of access and a secondary emergency access link
 - 25mph target speed
 - 5.5m carriageway width (4.8m min / 10.5m max)
 - 1.8m footway (1.2m minimum)
 - 6m junction kerb radius
 - Minor Access Road
 - Up to 100 dwellings, no more than 50 dwellings if a cul-de-sac
 - Second or secondary emergency access
 - 20mph / 15mph target speed
 - 4.8m carriageway width
 - 1.8m footway width
 - 1.0m verge width
 - 6m junction kerb radius
 - Minor Access Way (can be shared surface)
 - Generally serves a maximum of 50 dwellings (or 25 if a cul-de-sac)

- 20mph / 15mph target speed
- 4.1m carriageway width
- 1.8m footway width
- 1.0m verge width
- 4.5m junction kerb radius

4.3.4 The proposed site access arrangement is shown in **Drawing J32-7223-PS-006 Rev A** attached at **Appendix G**. It is proposed to serve the site with a 5.5m access road with 6m radii and 1.8m footways on either side of the road in line with a 'major access road'. This is to accommodate the traffic associated with the residential element but also from the GP surgery.

4.3.5 A 2.4m x 43m visibility splay has been shown on **Drawing J32-7223-PS-006 Rev A** from the access in line with the posted speed limit of 30mph and can be achieved. The splay cuts across the existing wall that fronts the school building but this will be repositioned to be behind the visibility splay to ensure the splay is clear of any obstruction.

4.3.6 Forward visibility has also been reviewed given the curvature of the internal road layout. KCC guidance states that for a minor access road, the minimum forward visibility is 14m, this is suitable for a vehicle speed of 10mph. On this basis, forward visibility has been reviewed for 14m and can be achieved within the proposed layout. This is shown **Drawing J32 7223 PS 006 Rev A** attached at **Appendix G**.

4.3.7 Beyond the medical centre, the road hierarchy is reduced and a shared surface approach is provided. This is provided at an overall width of 6.6m (4.8m carriageway and 1.8m footway) which will be delineated with a change in surface material/in lays and will also be supported through transition tables at the junctions to highlight the change to drivers and users.

4.3.8 The road layout as detailed above is provided in accordance with the Kent Design Guide and has been agreed by KCC during pre application discussions.

4.3.9 A through route connecting with Coombe Road will also be created for pedestrians and cyclists only at the southern corner of the site.

4.4 Servicing and Vehicle Tracking

4.4.1 The following vehicles have been assessed at the site access and internal road layout:

- Refuse vehicle (11.73m);
- Fire Appliance (8.68); and,
- Large car (5.079m).

4.4.2 The vehicle tracking assessments shown on **Drawing J32 7223 PS 001 Rev A, Drawing J32 7223 PS 002 Rev A, Drawing J32 7223 PS 003 Rev A, Drawing J32 7223 PS 004 Rev A and Drawing J32 7223 PS 005 Rev A** (attached at **Appendix G**) demonstrates the following:

- Two large cars can pass one another at the same time on the principle road and no over widening is required;
- Two large cars can pass one another at the same time on the lower order roads;
- A refuse vehicle can access the site and turn around in the turning head and egress in forward gear without conflict; and,
- A refuse vehicle can access the site and turn around in the turning head and egress in forward gear without conflict.

4.5 Parking

4.5.1 Parking will be provided in accordance with the relevant parking standards used by GBC, KCC's Supplementary Planning Guidance 4 Vehicle Parking Standards July 2006.

4.5.2 Car parking standards are maximum provision, this allows for a reduction in provision based on local circumstance. A summary is provided below:

Residential

- Car Parking
 - KCC parking guidance states a maximum of 1 parking space for 1 bedroom, 2 spaces per dwelling for 2 and 3 bedroom and 3 spaces per dwelling for 4 or more bedrooms.
 - The level of car parking provision includes any garages, provided as an integral part of the dwelling or within it's curtilage and/or driveways provided within the curtilage.
- Cycle Parking
 - KCC parking guidance states a minimum of 1 space per bedroom for residential dwellings and 1 space per unit for flats and maisonettes. Cycle parking should be provided within the curtilage of the residential dwelling or be accommodated in the garage.
- Electric Vehicle charging
 - As advised in the pre-application scoping response electric vehicle infrastructure will be provided in line with The Building Regulations 2020 Infrastructure for the charging of electric vehicles approved document S 2021 edition. Requirements S4 and S5 are for new buildings which are not for residential or mixed use and buildings undergoing major renovation which are not residential or mixed use respectively.

4.5.3 All dwellings will be provided with a single space excluding 4 detached 3 bedroom houses that will also have garages.

4.5.4 Based on the proposed quantum of development and number of bedrooms, the maximum number of spaces would be 96. However, in line with the policy and details above, the parking has been provided based on the following provision:

- 1 bedroom (No.12) – 1 space
- 2 bedrooms (No. 37) – 1 space
- 3 bedrooms (No. 5) – 1 space (4 dwellings will include an integral garage)

4.5.5 Secure and safe cycle parking will be provided thorough the scheme within the curtilage of each dwelling (shed/garage etc.) or through communal cycle stores.

4.5.6 The proposed residential element of the scheme provides a total of 60 spaces (inclusive of 4 garages and 2 visitor spaces) which is considered suitable based on the site accessibility and the reduction allowance detailed within the local policy.

Medical Centre

- Car Parking
 - For medical site uses the maximum car parking standards are 1 parking space per two staff and 4 spaces per consulting/treatment room.
- Cycle Parking
 - For medical centres or surgeries the minimum cycle parking standards are 1 space per 2 consulting/treatment rooms.
- Electric Vehicle charging
 - These requirements state that if there are more than 10 parking spaces there must be one space with an electric vehicle charging point, cable routes for electric vehicle charging points must be installed a in a minimum of one fifth of the total number of remaining parking spaces.
- Motorcycle parking
 - The minimum motorcycle provision provided at all new non-residential developments is 1 space plus one space for every 20 car parking spaces.
- Accessible Parking
 - New developments with off-street parking should have at least one parking space that is designated or sufficiently sized to be used by the mobility impaired and conform to the County Council's Code of Practice 'Mobility Guidance Note (2004)'.
 - Where this is not provided the council may seek contributions from the developer towards the provision, operation and maintenance of parking bays either on-street or in public off-street car parks.

4.5.7 A total of 40 car parking spaces will be provided, 4 of which will be accessible spaces. Cycle parking will be provided in line with minimum standards, based on 20 consulting / treatment rooms 11 cycle parking spaces will be provided. This level of parking will be justified through an accumulation assessment to demonstrate that it can serve the expected demand.

5. Traffic Generation, Distribution and Future Year Assessment

5.1 Introduction

5.1.1 This chapter of the report considers the peak hour trip generation of the development proposals by all modes of transport.

5.2 Vehicle Trip Generation

Existing School

5.2.1 To provide an indication of the traffic associated with the consented use of the site (prep school), vehicular trip rates for all vehicles from the following land use has been sourced from the TRICS Database (7.9.4):

- 04 / A Primary School

5.2.2 Sites of similar scale and geographical setting have been included in the data samples. Sites located in Greater London have been excluded along with sites outside of England. The resultant trip rates and generation are summarised in **Table 5.1** below and the full TRICS output reports are attached as **Appendix H**.

5.2.3 To be robust, the trip generation of the school has been based on the lower figure of 87 pupils as opposed to the total capacity of 300 as detailed on the .gov website. In addition to this, it should be noted that the peak of the school operation would be between 1500 – 1700 when the majority of trips occur. As part of the redevelopment, these trips will no longer be on the network.

Table 5.1 Existing Trip Rates (School)

Land Use	Weekday AM Peak (08:00 – 09:00)			Weekday PM Peak (17:00 -18:00)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Trip Rates	0.432	0.244	0.676	0.005	0.021	0.026
Trip Generation	38	22	60	1	2	3

Proposed (Residential and GP Surgery)

5.2.4 To provide an indication of the traffic associated with the proposed development (residential and Drs surgery) vehicular trip rates for all vehicles from the following land uses have been sourced from TRICS (7.9.4):

- 03 / A – Houses Privately Owned

- 05 / G – GP Surgeries

5.2.5 To be robust, the trip generation for the residential element has been based on 100% houses rather than an element of flats. The resultant trip rates are summarised in **Table 5.2** below and the full TRICS output reports are attached as **Appendix H**.

Table 5.2 Vehicle Trip Rates

Land Use	Weekday AM Peak (08:00 – 09:00)			Weekday PM Peak (17:00 -18:00)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Residential	0.135	0.362	0.497	0.341	0.176	0.517
GP Surgery	2.164	1.582	3.746	1.665	2.331	3.996

5.2.6 The traffic generation associated with the proposed development, consisting of 54 dwellings and a GP Surgery (1,350sqm) has been calculated based on the trip rates above. This has been summarised in **Table 5.3** below.

Table 5.3 Traffic Generation – All Vehicles

Land Use	Weekday AM Peak (08:00 – 09:00)			Weekday PM Peak (17:00 -18:00)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Residential	7	20	27	18	10	28
GP Surgery	29	21	50	22	31	53
Total	36	41	77	40	41	81

5.2.7 **Table 5.3** demonstrates that the proposed development is forecast to generate 77 and 81 vehicle trips in the AM and PM peak hours, respectively.

5.3 Multi Modal Trip Generation

5.3.1 To provide an accurate representation of the forecast modal split anticipated at the proposed development (for the residential element), the journey to work data for the resident population of the middle super output area (MSOA) ward within which the site is located has been reviewed through Nomis.

5.3.2 The site is located within the Gravesham 005 E02005059 MSOA. Based on this, the travel to work data for the resident population from the 2021 Census has been examined for the Gravesham 005 and detailed below in **Table 5.4**.

Table 5.4 Multi-modal Trip Generation Gravesham 005

Mode of Travel	% Mode Split	Forecast Multi-Modal Trip Generation	
		AM (08:00 – 09:00)	PM (17:00 – 18:00)
Rail / Metro	9%	4	4
Bus	3%	1	1
Motorcycle	1%	0	0
Driving a Car or Van	66%	27	28
Passenger in a Car or Van	6%	3	3
Cycle	1%	1	1
Walk	12%	5	6
Other	2%	1	1
Total	100%	42	44

5.3.3 **Table 5.4** indicates that currently 72% of people travel to work by car of which 66% are single occupancy car trips. In terms of the percentage of the resident population that currently travel to work using non-car modes, 12% use public transport and 13% walk or cycle, the above modal shares are considered appropriate.

5.3.4 The modal splits have been combined with the vehicle trip generation to calculate the two-way person trips associated with the development for journeys to work.

5.4 Traffic Distribution

5.4.1 The distribution and assignment of the development generated traffic has been based on the 2011 Census travel to work data from Nomis. The journey to work data for Gravesham 005 MSOA has been reviewed.

5.4.2 The destinations for all car trips were separated from the data and a percentage demand was derived for all of the destinations for car driver trips. The distribution pattern is summarised in **Appendix I**. The destination local authority of Gravesham which the site is located in, has been broken down into MSOA. The Census data highlights that a significant proportion of all car trips are for destinations within Kent (76%) with the majority of the remaining car trips distributed across the Greater London area (20%).

5.4.3 The distribution pattern detailed above has therefore been used to determine the routes on the adjacent highway network. Traffic has been assigned based on google maps journey planner. From this, it was possible to establish which routes vehicles would be assigned to and from the site access. The distribution pattern and the resultant development generated traffic flows are shown diagrammatically in the traffic flow diagrams attached at **Appendix E**.

5.5 Future Year Assessment

- 5.5.1 Growth factors were applied to the background traffic flows to demonstrate how traffic is expected to change over a five-year assessment period. Future year background traffic growth has therefore been extracted from TEMPro v7.2c, in accordance with current guidance. The study area was defined by the local Gravesham 005 (E02005059) MSOA.
- 5.5.2 For the interrogation of the TEMPro database, the growth rates for 'car drivers only' were selected with the trip end type being defined as 'origin/destination'. Thrip rates were obtained for the Weekday AM and PM peak periods. Once the trip rates had been calculated, an adjustment was applied to provide a local growth rate. An NTM growth calculation for 'All Roads' was weighted to the TEMPro growth rates.
- 5.5.3 The TEMPro assessment has predicted growth from 2023 to the 2028 assessment year – which represents a +5 year scenario. A summary of the TEMPro rates is provided in **Table 5.5** below.

Table 5.5 TEMPro Growth Factors

Year	AM Peak	PM Peak
2023 - 2028	1.0371	1.0404

- 5.5.4 A summary of the 2028 future base year traffic flows with and without development flows is shown on the traffic flows diagrams attached at **Appendix E**.

6. Development Impact

6.1 Introduction

- 6.1.1 This chapter provides an overview of the development impact of the scheme both in terms of vehicle and sustainable trip impact and demonstrates that the proposed scheme will not have a significant impact on the operation of the adjacent highway network.

6.2 Sustainable Trip Impact

Opportunities for Pedestrian Based Journeys

- 6.2.1 The site is forecast to generate 5 and 6 two-way pedestrian trips, during the AM and PM peak hour periods respectively.
- 6.2.2 The roads within the vicinity of the site benefit from designated pedestrian footways on both sides of the carriageway that results in a permeable site for pedestrians. These provide safe, convenient locations for pedestrians to access and egress the site using the existing pedestrian infrastructure.
- 6.2.3 In terms of the crossing facilities, there are a number of designated pedestrian crossings within the vicinity of the site at the main junctions surrounding the site which increase the overall pedestrian permeability of the site. The footways are well maintained and form a coherent network of routes within the vicinity of the site.
- 6.2.4 These links increase the overall permeability of the site and opportunities for residents, visitors and staff to walk between the site and local services/facilities and no further mitigation measures would be required to accommodate the forecast additional trips.

Opportunities for Cycle Based Journeys

- 6.2.5 The proposed development is forecast to generate 1 two-way cycle movement during both the AM and PM peak hour periods. There are on-road cycle routes south west of the site along Wrotham Road and Singlewell Road providing connections towards local facilities and employment areas in Gravesend.
- 6.2.6 The topography of the local area suggests that this would not be a limiting factor in people choosing to cycle. It is therefore concluded that there are good opportunities, with no real physical barriers, for cycle travel between the site and the surrounding areas.
- 6.2.7 The site is therefore well linked to the existing provision of cycling infrastructure. The cycle mode shift associated with the development could also be increased within the existing highway infrastructure.

Opportunities for Public Transport Based Journeys

- 6.2.8 The proposed development is forecast to generate 5 public transport trips in both the AM and PM peak hour periods.
- 6.2.9 **Chapter 3** details the existing public transport services operating within the vicinity of the site. The site is well linked to the existing bus network with a number of bus stops that are all located within walking distance of the site. The bus services provide frequent services to the local surrounding area, Gravesham Town Centre and the wider areas of Bluewater, Dartford and Stone.
- 6.2.10 The bus stops can be accessed via the existing pedestrian infrastructure and network of road side footways which provide a direct, convenient and safe route for all users to access the services.
- 6.2.11 The site is also well located in terms of the local rail links within the town. Gravesend Railways station can be accessed from the site within c. 9 minutes by bus or a c. 20 minute walk. The station provides services operated by West Midlands Railway and provides a direct route (c.18 minutes) into Kent via Rainham (Kent).
- 6.2.12 This allows residents, visitors and staff from the proposed scheme to access a wide array of bus/train services that provide access to large parts of the town and wider region as a whole. There is a significant opportunity to increase the mode share of public transport trips for the proposed scheme based on the site location and available services.

Access to Amenities

- 6.2.13 Overall, the site is extremely well located in terms of the local facilities that would be available to the future residents and staff. The site benefits from excellent pedestrian/cycle/public transport links to a wide range of local facilities including retail, leisure, health, local universities, public transport interchanges/modes and the city centre.
- 6.2.14 In summary the site is located in a highly accessible and sustainable location. The site is well served via high frequency bus services, is within walking distance of a railway station, Gravesend town centre and has a wide array of local facilities and service which can all be accessed within walking distance from the site.

6.3 Vehicle Trip Impact

Capacity Assessment

- 6.3.1 Based on the scale and distribution of development traffic, and the location of the site relative to the local highway network, the following junction has been formally assessed.:

- Old Road East / Site Access

- 6.3.2 This was agreed with KCC during pre application discussions.

6.3.3 The geometric parameters of the junction have been taken from OS mapping and the industry standard software package JUNCTIONS 9 has been used. The OD tab profile has been used within the model and the full model outputs are included at **Appendix J**.

6.3.4 The junction assessments have been based on 100% of the development generated traffic and do not take into account any TP mode shift measures.

6.3.5 A summary of the results for the 2028 with development scenario is shown in **Table 6.1** below.

Table 6.1 2028 with Development

Arm	AM Peak (0800 – 0900)			PM Peak (1700 – 1800)		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
B – C	0.1	8.72	0.08	0.1	7.85	0.05
B – A	0.1	16.50	0.06	0.1	15.13	0.08
C – AB	0.1	8.03	0.05	0.1	7.40	0.06

6.3.6 The capacity assessment indicates that the junction is forecast to operate below the 0.85RFC threshold that denotes satisfactory operation with the proposed development generated traffic.

Nett Impact

6.3.7 Given the proposed scheme forms the redevelopment of the former prep school, a nett impact assessment has been undertaken and summarised below in **Table 6.2** below.

Table 6.2 Nett impact

Land Use	Weekday AM Peak (08:00 - 09:00)			Weekday PM Peak (17:00 -18:00)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Existing	38	22	60	1	2	3
Proposed	36	41	77	40	41	81
Nett difference	-2	+19	+17	+39	+39	+78

6.3.8 This demonstrates that the scheme results in a nett increase of 17 and 78 two-way vehicle trips in the AM and PM peak hours respectively. This equates to approximately one additional vehicle movement every 3-minutes in the AM peak hour and c.3 additional vehicle every minute in the PM peak hour.

Parking Accumulation (GP Surgery)

6.3.9 To provide a level of surety to the LHA and LPA that the car parking provision for the GP surgery is suitable, a car parking accumulation assessment has been undertaken. A summary is provided below in **Table 6.3**.

Table 6.3 Parking Accumulation

Time	Arrivals	Departures	Total Vehicles
07:00-08:00	20	4	16
08:00-09:00	29	21	24
09:00-10:00	38	32	30
10:00-11:00	45	41	33
11:00-12:00	30	31	32
12:00-13:00	32	37	27
13:00-14:00	32	33	26
14:00-15:00	28	26	28
15:00-16:00	35	34	29
16:00-17:00	34	33	30
17:00-18:00	22	31	21
18:00-19:00	9	18	11
19:00-20:00	0	10	1

6.3.10 As shown above in **Table 6.3** the maximum accumulation is 33 between 10:00 – 11:00. The scheme provides 40 spaces and therefore considered sufficient to serve the scheme.

7. Summary and Conclusion

7.1 Summary

- 7.1.1 mode has been commissioned by Galliard (Gravesend) Limited to provide highways and transportation advice in relation to the proposed re development of the former St. Joseph's Prep School located off Old Road East Gravesend.
- 7.1.2 The scheme will comprise of the conversion of existing Victorian building, demolition of other existing buildings and development of the site to provide a mixed-use development comprising a new 3-storey GP surgery (c. 1,350sqm), 54 new residential dwellings (mix of No 41 houses and 13 apartments) with access, public open space and landscaping.
- 7.1.3 Overall, the local area makes good provision for safe pedestrian infrastructure. It is considered that the site is accessible to pedestrians and there are good opportunities for pedestrians to walk between the site, local facilities and public transport services within the vicinity of the site. The existing pedestrian infrastructure provides a direct, safe and convenient route for pedestrians and cyclists to use.
- 7.1.4 No accidents have been recorded at the current site access during the search period. The accident review has indicated that there is no need for any specific road safety issue to be addressed as part of the development proposals.
- 7.1.5 The site will be served via Old Road East via a newly constructed bell mouth. Pedestrian access will be provided along all roads with shared surface proposed to the east of the site with a pedestrian / cycle access at the end of the site linking with Coombe Road.
- 7.1.6 Parking will be provided below the maximum standards but based on the accessibility of the site is considered to be suitable and in line with the policy position.
- 7.1.7 The proposed scheme is forecast to result in an increase of 17 and 78 two-way vehicle trips in the respective peak hour periods.

7.2 Conclusion

- 7.2.1 It is therefore concluded that the proposed development will not have a significant adverse or severe impact on the operation or safety of the surrounding highway network and therefore in accordance with the NPPF, the proposal should be considered acceptable in transport terms.

APPENDICES

APPENDIX A

Masterplan



PROPOSED SITE PLAN @ 1:300

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P0 Planning Submission JH 13/10/2023
P1 General Amendments as per comments received PA 23/11/2023

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Project | St Josephs Old Road East
Client | Galliard Homes
Title | Proposed Site Plan
Status | Planning

Scale @ A1 | 1:500 Date | October 2023 Drawn | SA Chk'd | MP

Project Number Drawing Number Revision
22.112 040 P1
Bim Number

APPENDIX B

Scoping Note

St. Joseph's Prep School, Gravesend

Pre-Application Scoping Note (Highways)

Client: Galliard Homes Limited

Job No: J327223

Date: 27 July 2023

File Name: 230727 327223 TN 001

Prepared by: GB

Approved by: JEGB

1. Introduction

1.1 Overview

1.1.1 mode transport planning (mode) has prepared this scoping note on behalf of Galliard Homes Limited to agree the assessment methodologies to be used in the subsequent highways work that will be submitted as part of the proposed mixed use residential led re-development of St. Joseph's Prep School, Gravesend. The site location is shown in **Figure 1.1** below.

Figure 1.1 Site Location Plan



- 1.1.2 The scheme will comprise of c.57 dwellings (mix of No. 13 apartments and No. 44 houses) and a medical centre (c.1,350sqm) alongside amenity spaces and car parking. The site is currently occupied by the former St. Joseph's Prep School and associated access and car parking.

1.2 Purpose of Note

- 1.2.1 This scoping note sets out the proposed assessment methodologies, vehicular/pedestrian/cycle access strategy and trip generation to be used in the subsequent highways work and forms the basis for scoping discussions with Kent County Council (KCC) in their capacity as the Local Highway Authority (LHA).
- 1.2.2 Based on the scale of the development, it is proposed to submit a Transport Statement (TS) to support the forthcoming detailed planning application. In addition, an associated Framework Travel Plan (FTP) will be prepared to accompany the TS.
- 1.2.3 A formal pre-application submission has been made to Gravesham Borough Council (GBC) in their role as Local Planning Authority (LPA) and this scoping note supports that submission and specifically relates to highways.

2. Site Context

2.1 Site Location

- 2.1.1 The site is located off Old Road East which forms the northern perimeter of the site and is bound by residential dwellings on all sides of the site with Christ Church located opposite. Coombe Road is located along the southern perimeter of the site and abuts the southwestern edge of the site. An overview of the location of the proposed development is provided in **Figure 1.1**.
- 2.1.2 The site comprises of the St Joseph Prep School (DfE number 886/6041) and school playing fields, access and parking. Based on the information taken from the DfE, the school had a total capacity of 300 students (age range 3 – 11) but was last recorded with 87 students and closed in August 2021. The current access to the site forms a drop kerb vehicle cross overtaken directly from Old East Road.

2.2 Accessibility

- 2.2.1 A full review of the existing conditions of the site will be undertaken as part of the subsequent work and will include a review of public transport services, the Public Right of Way (PRoW) network, walking and cycling infrastructure, the local highway network and local facilities.

2.3 Background Traffic

- 2.3.1 Traffic flow data has been obtained for the section of Old East Road fronting the site to inform the assessment.

3. Proposed Development

3.1 Overview

- 3.1.1 The proposed scheme will comprise c.57 dwellings (mix of No. 13 apartments and No. 44 houses) and medical centre (c.1,350sqm) alongside amenity spaces and car parking. The site is currently occupied by the former St. Joseph's Prep School and associated access and car parking. A copy of the illustrative masterplan for the site is attached in **Appendix A**, for reference.

3.2 Access and Internal Layout

- 3.2.1 Vehicular access to the site will be provided through the construction of a new bell mouth access taken from Old Road East that will replace the current drop kerb vehicle cross over to the school site.
- 3.2.2 The proposed access will be designed in accordance with guidelines detailed within the KCC 'Kent Design Guide'. Due to the mixed used nature of the scheme (both residential units and medical centre) the scheme falls between different design categories detailed within the design guide. Therefore a considered approach has been taken in terms of providing a higher order road at the entrance to the site and reducing this beyond the medical centre at which point the scheme is solely residential with fewer units that are served.
- 3.2.3 On this basis, the following road types are considered relevant to the approach taken in the design of the internal layout and have been reviewed:
- Major Access Road
 - Serves between 50 and 300 dwellings
 - Two points of access or is a loop with a short connection to a single point of access and a secondary emergency access link
 - 25mph target speed
 - 5.5m carriageway width (4.8m min / 10.5m max)
 - 1.8m footway (1.2m minimum)
 - 6m junction kerb radius

- Minor Access Road
 - Up to 100 dwellings, no more than 50 dwellings if a cul-de-sac
 - Second or secondary emergency access
 - 20mph / 15mph target speed
 - 4.8m carriageway width
 - 1.8m footway width
 - 1.0m verge width
 - 6m junction kerb radius
- Minor Access Way (can be shared surface)
 - Generally serves a maximum of 50 dwellings (or 25 if a cul-de-sac)
 - 20mph / 15mph target speed
 - 4.1m carriageway width
 - 1.8m footway width
 - 1.0m verge width
 - 4.5m junction kerb radius

3.2.4 The proposed site access arrangement is shown in **Drawing J32-7223-PS-004** attached at **Appendix B**. It is proposed to serve the site with a 5.5m access road with 6m radii and 1.8m footways on either side of the road in line with a 'major access road'. This is to accommodate the traffic associated with the residential element but also from the medical centre.

3.2.5 A 2.4m x 43m visibility splay has been shown from the access and can be achieved. The splay cuts across the existing wall that fronts the school building but this will either be demolished or pushed back to ensure the splay is clear of any obstruction.

3.2.6 Beyond the medical centre, the road hierarchy is reduced and a shared surface approach is provided. This is provided at an overall width of 6.6m (4.8m carriageway and 1.8m footway) which will be delineated with a change in surface material/in lays and will also be supported through transition tables at the junctions to highlight the change to drivers and users.

3.2.7 A through route connecting with Coombe Road for pedestrians and cyclists only.

3.2.8 Vehicle tracking will be undertaken at the proposed site access on Old Road East and internally through the scheme. This will be undertaken for the following design vehicles:

- Large car;
- Rigid Truck (deliveries for medical centre); and,
- Refuse truck.

3.2.9 Could KCC confirm the specification of the refuse truck used in service for this area.

3.3 Parking

3.3.1 Parking will be provided in accordance with the relevant parking standards set out within KCC's Supplementary Planning Guidance 4 Vehicle Parking Standards July 2006.

3.3.2 Car parking standards are maximum provision, this allows for a reduction in provision based on local circumstance. A summary is provided below:

- Car Parking
 - KCC parking guidance states a maximum of 1 parking space for 1 bedroom, 2 spaces per dwelling for 2 and 3 bedroom and 3 spaces per dwelling for 4 or more bedrooms.
 - The level of car parking provision includes any garages, provided as an integral part of the dwelling or within it's curtilage and/or driveways provided within the curtilage.
 - For medical site uses the maximum car parking standards are 1 parking space per two staff and 4 spaces per consulting/treatment room.

3.3.3 Parking will be provided across the development at rates that reflect the accessible nature of the site.

- Cycle Parking
 - KCC parking guidance states a minimum of 1 space per bedroom for residential dwellings and 1 space per unit for flats and maisonettes. Cycle parking should be provided within the curtilage of the residential dwelling or be accommodated in the garage.
 - For medical centres or surgeries the minimum cycle parking standards are 1 space per 2 consulting/treatment rooms.

3.3.4 Secure and safe cycle parking will be provided thorough the scheme within the curtilage of each dwelling (shed/garage etc.) or through communal cycle stores.

- Electric Vehicle charging

- As advised in the pre-application scoping response electric vehicle infrastructure will be provided in line with The Building Regulations 2020 Infrastructure for the charging of electric vehicles approved document S 2021 edition. Requirements S4 and S5 are for new buildings which are not for residential or mixed use and buildings undergoing major renovation which are not residential or mixed use respectively.
- These requirements state that if there are more than 10 parking spaces there must be one space with an electric vehicle charging point, cable routes for electric vehicle charging points must be installed a in a minimum of one fifth of the total number of remaining parking spaces.
- Accessible Parking
 - New developments with off-street parking should have at least one parking space that is designated or sufficiently sized to be used by the mobility impaired and conform to the County Council's Code of Practice 'Mobility Guidance Note (2004)'.
 - Where this is not provided the council may seek contributions from the developer towards the provision, operation and maintenance of parking bays either on-street or in public off-street car parks.

4. Traffic Impact

4.1 Trip Generation

- 4.1.1 To provide an indication of the traffic associated with the proposed development (residential and medical centre) and consented use (prep school), vehicular trip rates from the following land uses have been sourced from the TRICS database (7.10.2):
- 03 / A – Houses Privately Owned
 - 05 / G – GP Surgeries
 - 04 / A Primary School
- 4.1.2 Sites of similar scale and geographical setting have been included in the data samples. Sites located in Greater London have been excluded along with sites outside of England. The resultant trip rates for the existing and proposed use have been presented in **Table 4.1** and **Table 4.2** covering weekday AM (08:00 – 09:00) and PM (17:00 – 18:00) peak hours (the full TRICS output reports are attached as **Appendix C**).

Table 4.1 School Trip Rates and Trip Generation (based on 87 pupils)

Land Use	Weekday AM Peak (08:00 - 09:00)			Weekday PM Peak (17:00 -18:00)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Trip Rates	0.432	0.244	0.676	0.005	0.021	0.026
Trip Generation	38	22	60	1	2	3

4.1.3 To be robust, the trip generation of the school has been based on the lower figure of 87 pupils as opposed to the total capacity of 300 as detailed on the .gov website. In addition to this, it should be noted that the peak of the school operation would be between 1500 – 1700 when the majority of trips occur. As part of the redevelopment, these trips will no longer be on the network.

Table 4.2 Proposed Trip Rates

Land Use	Weekday AM Peak (08:00 - 09:00)			Weekday PM Peak (17:00 -18:00)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Residential (dwelling)	0.135	0.362	0.497	0.341	0.176	0.517
GP Surgery (/100sqm)	1.604	1.018	2.622	1.111	1.527	2.638

4.1.4 At this stage the exact nature of the medical centre in terms of number of consultation rooms, Drs/staff are unknown, therefore trip rates have been based on floor area but this will be reviewed once the above detailed have been confirmed.

4.1.5 The traffic generation associated with the development – consisting of 57 dwellings and a medical centre, has been calculated based on the trip rates above and a summary provided in **Table 4.3** below. It is important to note that no allowance for the residential apartments (No.13) has been made within the trip rates and therefore all units have been assumed as houses to provide a robust assessment.

Table 4.3 Traffic Generation – All Vehicles

Land Use	Weekday AM Peak (08:00 - 09:00)			Weekday PM Peak (17:00 -18:00)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Residential (57 dwellings)	8	21	29	20	11	31
GP Surgery (1,350sqm)	22	14	36	15	21	36
Total	30	35	65	35	32	67

4.1.6 **Table 4.3** demonstrates that the proposed development is forecast to generate 65 and 67 vehicle trips in the AM and PM peak hours, respectively.

4.2 Nett Impact

4.2.1 The nett traffic impact is provided in **Table 4.4**. It demonstrates that the nett difference is 5 and 64 two-way vehicle trips in the AM and PM peak hours respectively. This equates to approximately one additional vehicle movement every 4-minutes in the AM peak hour and one additional vehicle every minute in the PM peak hour.

Table 4.4 Nett impact

Land Use	Weekday AM Peak (08:00 - 09:00)			Weekday PM Peak (17:00 -18:00)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Existing	38	22	60	1	2	3
Proposed	30	35	65	35	32	67
Nett difference	-8	+13	+5	+34	+30	+64

4.3 Traffic Distribution

4.3.1 The residential traffic at the site access will be split based on the recorded traffic volumes on Old Road East.

4.3.2 The traffic associated with the medical centre will not be new to the wider network. The provision of a new facility will not increase the number of people that require access to the facility but simply re-route those who travel existing facilities. On this basis, the traffic will be distributed based on the location of existing facilities and population.

4.4 Committed Development

- 4.4.1 Could KCC confirm the committed developments that would need to be considered as part of the Transport Assessment.

4.5 Capacity Assessments

- 4.5.1 Based on the nett impact of the scheme, it is proposed to only assess the site access.
- 4.5.2 On this basis, a future year scenario of +5 years from the application will be assessed within the TS, hence the following scenarios will be assessed:
- 2028 Future Year + Committed Development; and,
 - 2028 Future Year + Committed Development + Development.

4.6 Background Growth

- 4.6.1 Growth factors will be applied to the background traffic flows to demonstrate how traffic is expected to change over a five-year assessment period. Future year background traffic growth has therefore been extracted from TEMPro v7.2c, in accordance with current guidance. The study area was defined by the local Gravesham 005 (E02005059) MSA.
- 4.6.2 For the interrogation of the TEMPro database, the growth rates for 'car drivers only' were selected with the trip end type being defined as 'origin/destination'. Thrip rates were obtained for the Weekday AM and PM peak periods. Once the trip rates had been calculated, an adjustment was applied to provide a local growth rate. An NTM growth calculation for 'All Roads' was weighted to the TEMPro growth rates.
- 4.6.3 The TEMPro assessment has predicted growth from 2023 to the 2028 assessment year – which represents a +5 year scenario. A summary of the TEMPro rates is provided in **Table 4.5** below.

Table 4.5 TEMPro Growth Factors

Year	AM Peak	AM Peak
2023 - 2028	1.0371	1.0404

5. Highway Safety

5.1 Highway Safety

- 5.1.1 National Planning Guidance (NPPG) states when assessing collision data, consideration should be made of the most recently available three-year period, unless a high collision rate has been identified. For completeness, a review of collision data will be obtained from KCC for the most recently obtainable five-year period.
- 5.1.2 The proposed extent for the highway safety study will be consistent with the routing of the development traffic. A full review of recorded collision data included within the search area during the study period will be provided. The extent of the study area is shown in **Figure 5.1** below for reference – KCC to confirm that this extent is considered acceptable.

Figure 5.1 PIA Data Extent



6. Travel Plan

- 6.1.1 In accordance with local and national policy, a framework travel plan will be submitted as part of the application for the site.

APPENDICES

APPENDIX A

Illustrative Masterplan

Doctor's Surgery
1350sqm - 3 floors

40 parking spaces

Schedule of Accommodation

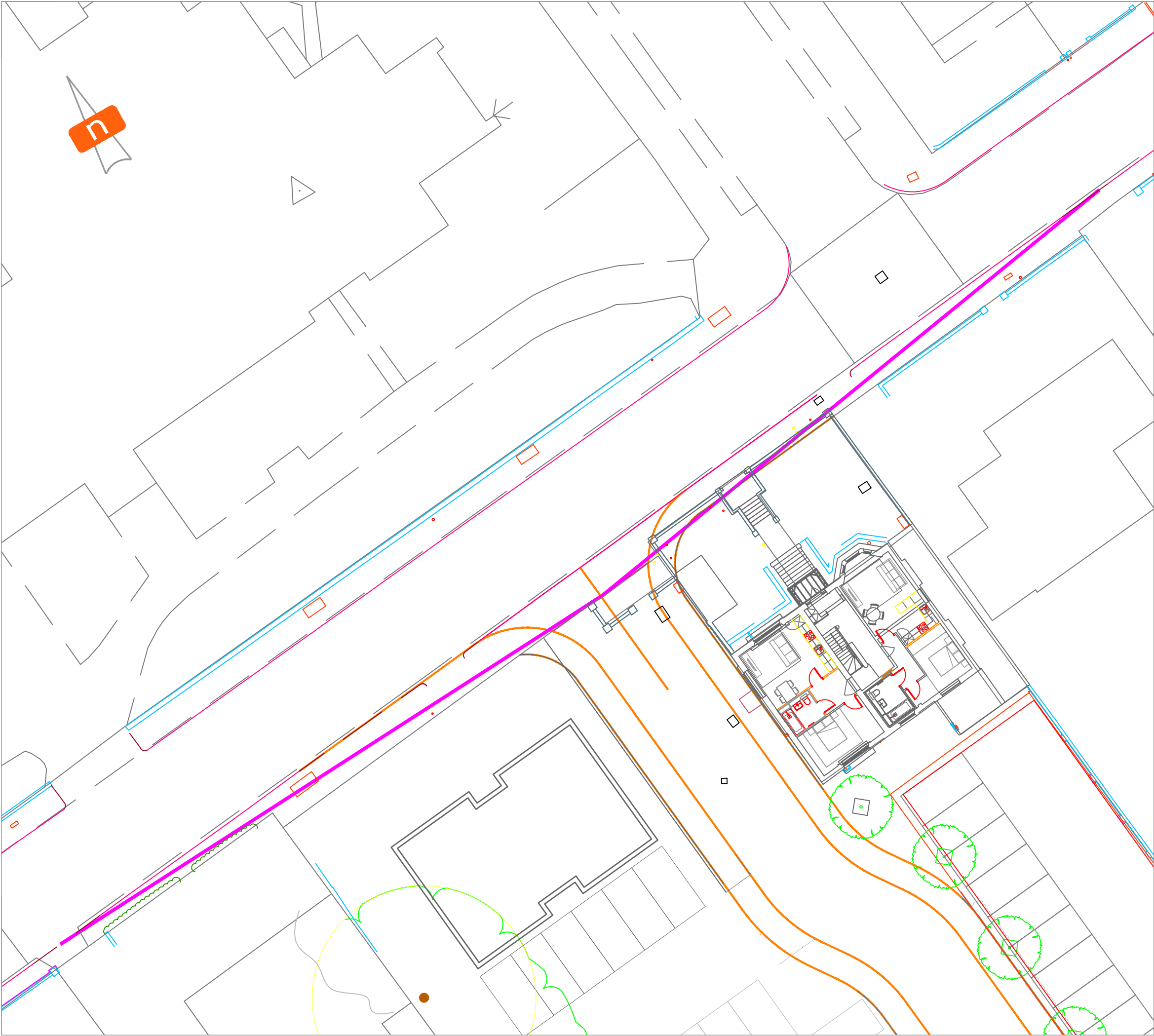
House Types		Area/unit	No. of units
A	Conversion flats		6
	• 1 bed units	50	
B	2 Bed Terrace House	90	21
C	2 Bed End-Terrace	90	17
D	3 Bed End-Terrace	105	1
E	3 Detached Houses	115	5
F	New Build Apartments		7
	• 6 x 1-bed	50	
	• 1 x 2-bed	83	
Total			57

Garage Unit Type	GIA/unit	No. of units	Total SQM
E	20	5	100
Total:		5	100



APPENDIX B

Drawings



- NOTE;
- 1. THIS DRAWING IS BASED UPON DRAWING NUMBER 22.II2_Masterplan BY Hollaway.
 - 2. THIS DRAWING IS BASED UPON THE ORDNANCE SURVEY'S (1:1250) MAP WITH PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE, CROWN COPYRIGHT RESERVED.
 - 3. 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.
 - 4. ROAD MARKINGS & TRAFFIC SIGNS ARE TO BE IN ACCORDANCE WITH 'THE TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS 2016'
 - 5. DO NOT SCALE FROM THIS DRAWING WORK FROM FIGURED DIMENSIONS ONLY.
 - 6. ALL DIMENSIONS ARE SHOWN IN METRES UNLESS NOTED OTHERWISE.

KEY

— VISIBILITY SPLAY 2.4m x 43m

-	-	-
-	21.07.2023	INITIAL ISSUE
REV	DATE	REMARKS
CLIENT		

Galliard Homes

JOB TITLE

St Joseph's Prep School

DRAWING TITLE

Site Access Arrangements

DRAWING NO.

J32-7223-PS-004

DRAWN	JEGB	CHECKED	JEGB
CREATED	JUL'23	SCALE	1:250 @A3

mode transport planning
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APPENDIX C

TRICS Outputs

Calculation Reference: AUDIT-754101-230721-0750

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
 Category : G - GP SURGERIES
TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	DY DERBY	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	DR DONCASTER	1 days
09	NORTH	
	TW TYNE & WEAR	4 days

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

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 600 to 1400 (units: sqm)
 Range Selected by User: 600 to 1800 (units: sqm)

Parking Spaces Range: Selected: 4 to 40 Actual: 4 to 75

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 20/09/22

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

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	1 days
Thursday	2 days
Friday	3 days

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

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Neighbourhood Centre (PPS6 Local Centre)	6

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

Selected Location Sub Categories:

Residential Zone	6
High Street	1
No Sub Category	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 5 days - Selected

Secondary Filtering selection:

Use Class:

E(e) 8 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

15,001 to 20,000	1 days
20,001 to 25,000	2 days
25,001 to 50,000	5 days

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

Population within 5 miles:

125,001 to 250,000	2 days
250,001 to 500,000	4 days
500,001 or More	2 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	3 days
1.1 to 1.5	3 days
2.1 to 2.5	1 days

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

Travel Plan:

No 8 days

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

PTAL Rating:

No PTAL Present 8 days

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

LIST OF SITES relevant to selection parameters

1	DR-05-G-01	GP SURGERY	DONCASTER
	GOODISON BOULEVARD		
	DONCASTER		
	CANTLEY		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	1050 sqm	
	Survey date: THURSDAY	23/09/21	Survey Type: MANUAL
2	DY-05-G-01	GP SURGERY	DERBY
	OSMASTON ROAD		
	DERBY		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Gross floor area:	676 sqm	
	Survey date: WEDNESDAY	25/09/19	Survey Type: MANUAL
3	NF-05-G-03	GP SURGERY	NORFOLK
	MILE END ROAD		
	NORWICH		
	MOUNT PLEASANT		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	600 sqm	
	Survey date: FRIDAY	08/11/19	Survey Type: MANUAL
4	TW-05-G-01	GP SURGERY	TYNE & WEAR
	DURHAM ROAD		
	SUNDERLAND		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	600 sqm	
	Survey date: FRIDAY	30/11/12	Survey Type: MANUAL
5	TW-05-G-02	GP SURGERY	TYNE & WEAR
	BIDDLESTONE ROAD		
	NEWCASTLE		
	HEATON		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	878 sqm	
	Survey date: FRIDAY	13/11/15	Survey Type: MANUAL
6	TW-05-G-03	GP SURGERY	TYNE & WEAR
	CHURCH ROAD		
	NEWCASTLE		
	GOSFORTH		
	Neighbourhood Centre (PPS6 Local Centre)		
	High Street		
	Total Gross floor area:	678 sqm	
	Survey date: MONDAY	29/04/19	Survey Type: MANUAL
7	TW-05-G-04	GP SURGERY	TYNE & WEAR
	MANOR WALK		
	NEWCASTLE UPON TYNE		
	BENTON		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	1400 sqm	
	Survey date: THURSDAY	18/10/18	Survey Type: MANUAL
8	WM-05-G-04	GP SURGERY	WEST MIDLANDS
	STOURBRIDGE ROAD		
	DUDLEY		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	600 sqm	
	Survey date: TUESDAY	21/11/17	Survey Type: MANUAL

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

MANUALLY DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
AC-05-G-04	07/06/19	parking
LC-05-G-01	20/04/22	accessibility

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
TOTAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	1400	0.071	1	1400	0.000	1	1400	0.071
07:00 - 08:00	8	810	0.879	8	810	0.216	8	810	1.095
08:00 - 09:00	8	810	1.604	8	810	1.018	8	810	2.622
09:00 - 10:00	8	810	2.144	8	810	1.851	8	810	3.995
10:00 - 11:00	8	810	2.330	8	810	2.175	8	810	4.505
11:00 - 12:00	8	810	1.774	8	810	1.851	8	810	3.625
12:00 - 13:00	8	810	1.790	8	810	2.114	8	810	3.904
13:00 - 14:00	8	810	1.604	8	810	1.635	8	810	3.239
14:00 - 15:00	8	810	1.651	8	810	1.558	8	810	3.209
15:00 - 16:00	8	810	1.805	8	810	1.697	8	810	3.502
16:00 - 17:00	8	810	1.975	8	810	2.036	8	810	4.011
17:00 - 18:00	8	810	1.111	8	810	1.527	8	810	2.638
18:00 - 19:00	8	810	0.401	8	810	0.941	8	810	1.342
19:00 - 20:00	2	1039	0.096	2	1039	0.337	2	1039	0.433
20:00 - 21:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			19.235			18.956			38.191

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

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

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Parameter summary

Trip rate parameter range selected:	600 - 1400 (units: sqm)
Survey date range:	01/01/12 - 20/09/22
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
07:00 - 08:00	8	810	0.000	8	810	0.000	8	810	0.000
08:00 - 09:00	8	810	0.031	8	810	0.015	8	810	0.046
09:00 - 10:00	8	810	0.108	8	810	0.077	8	810	0.185
10:00 - 11:00	8	810	0.031	8	810	0.046	8	810	0.077
11:00 - 12:00	8	810	0.062	8	810	0.077	8	810	0.139
12:00 - 13:00	8	810	0.062	8	810	0.046	8	810	0.108
13:00 - 14:00	8	810	0.015	8	810	0.031	8	810	0.046
14:00 - 15:00	8	810	0.031	8	810	0.031	8	810	0.062
15:00 - 16:00	8	810	0.062	8	810	0.062	8	810	0.124
16:00 - 17:00	8	810	0.093	8	810	0.062	8	810	0.155
17:00 - 18:00	8	810	0.031	8	810	0.062	8	810	0.093
18:00 - 19:00	8	810	0.000	8	810	0.015	8	810	0.015
19:00 - 20:00	2	1039	0.000	2	1039	0.000	2	1039	0.000
20:00 - 21:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.526			0.524			1.050

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

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

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

Licence No: 754101

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
07:00 - 08:00	8	810	0.000	8	810	0.000	8	810	0.000
08:00 - 09:00	8	810	0.015	8	810	0.015	8	810	0.030
09:00 - 10:00	8	810	0.000	8	810	0.000	8	810	0.000
10:00 - 11:00	8	810	0.000	8	810	0.000	8	810	0.000
11:00 - 12:00	8	810	0.000	8	810	0.000	8	810	0.000
12:00 - 13:00	8	810	0.000	8	810	0.000	8	810	0.000
13:00 - 14:00	8	810	0.000	8	810	0.000	8	810	0.000
14:00 - 15:00	8	810	0.000	8	810	0.000	8	810	0.000
15:00 - 16:00	8	810	0.000	8	810	0.000	8	810	0.000
16:00 - 17:00	8	810	0.000	8	810	0.000	8	810	0.000
17:00 - 18:00	8	810	0.000	8	810	0.000	8	810	0.000
18:00 - 19:00	8	810	0.000	8	810	0.000	8	810	0.000
19:00 - 20:00	2	1039	0.000	2	1039	0.000	2	1039	0.000
20:00 - 21:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.015			0.015			0.030

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

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

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
07:00 - 08:00	8	810	0.000	8	810	0.000	8	810	0.000
08:00 - 09:00	8	810	0.031	8	810	0.000	8	810	0.031
09:00 - 10:00	8	810	0.062	8	810	0.000	8	810	0.062
10:00 - 11:00	8	810	0.031	8	810	0.046	8	810	0.077
11:00 - 12:00	8	810	0.031	8	810	0.031	8	810	0.062
12:00 - 13:00	8	810	0.015	8	810	0.046	8	810	0.061
13:00 - 14:00	8	810	0.015	8	810	0.031	8	810	0.046
14:00 - 15:00	8	810	0.000	8	810	0.015	8	810	0.015
15:00 - 16:00	8	810	0.046	8	810	0.031	8	810	0.077
16:00 - 17:00	8	810	0.093	8	810	0.077	8	810	0.170
17:00 - 18:00	8	810	0.015	8	810	0.031	8	810	0.046
18:00 - 19:00	8	810	0.031	8	810	0.046	8	810	0.077
19:00 - 20:00	2	1039	0.000	2	1039	0.000	2	1039	0.000
20:00 - 21:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.370			0.354			0.724

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

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

Calculation Reference: AUDIT-754101-230719-0722

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	2 days
	KC KENT	1 days
03	SOUTH WEST	
	DV DEVON	2 days
	SD SWINDON	1 days
	TB TORBAY	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	PB PETERBOROUGH	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	1 days
09	NORTH	
	DH DURHAM	1 days
	FU WESTMORLAND & FURNESS	1 days

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

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
 Actual Range: 23 to 179 (units:)
 Range Selected by User: 20 to 200 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 01/03/23

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

Selected survey days:

Monday	4 days
Tuesday	5 days
Wednesday	2 days
Thursday	3 days
Friday	2 days

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

Selected survey types:

Manual count	16 days
Directional ATC Count	0 days

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

Selected Locations:

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

Selected Location Sub Categories:

Residential Zone	16
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This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	6 days - Selected
Servicing vehicles Excluded	16 days - Selected

Secondary Filtering selection:

Use Class:

C3	16 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	5 days
10,001 to 15,000	4 days
15,001 to 20,000	1 days
20,001 to 25,000	2 days
25,001 to 50,000	4 days

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

Population within 5 miles:

5,001 to 25,000	4 days
25,001 to 50,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	2 days
125,001 to 250,000	5 days
250,001 to 500,000	3 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	5 days
1.1 to 1.5	10 days

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

Travel Plan:

Yes	3 days
No	13 days

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

PTAL Rating:

No PTAL Present	16 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	AC-03-A-04	TOWN HOUSES		CHESHIRE WEST & CHESTER
	LONDON ROAD			
	NORTHWICH			
	LEFTWICH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	24		
	Survey date: THURSDAY	06/06/19	Survey Type: MANUAL	
2	DH-03-A-01	SEMI DETACHED		DURHAM
	GREENFIELDS ROAD			
	BISHOP AUCKLAND			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	50		
	Survey date: TUESDAY	28/03/17	Survey Type: MANUAL	
3	DV-03-A-02	HOUSES & BUNGALOWS		DEVON
	MILLHEAD ROAD			
	HONITON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	116		
	Survey date: FRIDAY	25/09/15	Survey Type: MANUAL	
4	DV-03-A-03	TERRACED & SEMI DETACHED		DEVON
	LOWER BRAND LANE			
	HONITON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	70		
	Survey date: MONDAY	28/09/15	Survey Type: MANUAL	
5	FU-03-A-02	DETACHED / TERRACED HOUSING		WESTMORLAND & FURNESS
	MACADAM WAY			
	PENRITH			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	50		
	Survey date: TUESDAY	21/06/16	Survey Type: MANUAL	
6	HC-03-A-23	HOUSES & FLATS		HAMPSHIRE
	CANADA WAY			
	LIPHOOK			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	62		
	Survey date: TUESDAY	19/11/19	Survey Type: MANUAL	
7	HC-03-A-30	TERRACED HOUSES		HAMPSHIRE
	MEUDON AVENUE			
	FARNBOROUGH			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	31		
	Survey date: FRIDAY	14/10/22	Survey Type: MANUAL	

LIST OF SITES relevant to selection parameters (Cont.)

8	KC-03-A-03 HYTHE ROAD ASHFORD WILLESBOROUGH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 51 Survey date: THURSDAY 14/07/16	MIXED HOUSES & FLATS	KENT	Survey Type: MANUAL
9	LN-03-A-04 EGERTON ROAD LINCOLN Edge of Town Centre Residential Zone Total No of Dwellings: 30 Survey date: MONDAY 29/06/15	DETACHED & SEMI-DETACHED	LINCOLNSHIRE	Survey Type: MANUAL
10	NF-03-A-51 CITY ROAD NORWICH LAKENHAM Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 34 Survey date: TUESDAY 13/09/22	SEMI-DETACHED	NORFOLK	Survey Type: MANUAL
11	NY-03-A-12 RACECOURSE LANE NORTHALLERTON Edge of Town Centre Residential Zone Total No of Dwellings: 47 Survey date: TUESDAY 27/09/16	TOWN HOUSES	NORTH YORKSHIRE	Survey Type: MANUAL
12	PB-03-A-04 EASTFIELD ROAD PETERBOROUGH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 28 Survey date: MONDAY 17/10/16	DETACHED HOUSES	PETERBOROUGH	Survey Type: MANUAL
13	SD-03-A-01 HEADLANDS GROVE SWINDON Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 27 Survey date: THURSDAY 22/09/16	SEMI DETACHED	SWINDON	Survey Type: MANUAL
14	TB-03-A-01 BRONSHILL ROAD TORQUAY Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 37 Survey date: WEDNESDAY 30/09/15	TERRACED HOUSES	TORBAY	Survey Type: MANUAL
15	WK-03-A-03 BRESE AVENUE WARWICK GUYS CLIFFE Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 23 Survey date: WEDNESDAY 25/09/19	DETACHED HOUSES	WARWICKSHIRE	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

16 WM-03-A-05 TERRACED & DETACHED WEST MIDLANDS
COUNDON ROAD
COVENTRY

Edge of Town Centre
Residential Zone
Total No of Dwellings: 89
Survey date: MONDAY 21/11/16 Survey Type: MANUAL

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

MANUALLY DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
SF-03-A-09	24/06/21	covid survey

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

Licence No: 754101

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

TOTAL VEHICLES

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 1 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	16	48	0.062	0.000	16	48	0.248	0.000	16	48	0.310	0.000
08:00 - 09:00	16	48	0.135	0.000	16	48	0.362	0.000	16	48	0.497	0.000
09:00 - 10:00	16	48	0.182	0.000	16	48	0.166	0.000	16	48	0.348	0.000
10:00 - 11:00	16	48	0.147	0.000	16	48	0.191	0.000	16	48	0.338	0.000
11:00 - 12:00	16	48	0.150	0.000	16	48	0.148	0.000	16	48	0.298	0.000
12:00 - 13:00	16	48	0.172	0.000	16	48	0.179	0.000	16	48	0.351	0.000
13:00 - 14:00	16	48	0.172	0.000	16	48	0.176	0.000	16	48	0.348	0.000
14:00 - 15:00	16	48	0.150	0.000	16	48	0.192	0.000	16	48	0.342	0.000
15:00 - 16:00	16	48	0.254	0.000	16	48	0.187	0.000	16	48	0.441	0.000
16:00 - 17:00	16	48	0.286	0.000	16	48	0.160	0.000	16	48	0.446	0.000
17:00 - 18:00	16	48	0.341	0.000	16	48	0.176	0.000	16	48	0.517	0.000
18:00 - 19:00	16	48	0.218	0.000	16	48	0.147	0.000	16	48	0.365	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			2.269	0.000			2.332	0.000			4.601	0.000

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

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

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Parameter summary

Trip rate parameter range selected: 23 - 179 (units:)
Survey date date range: 01/01/15 - 01/03/23
Number of weekdays (Monday-Friday): 17
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 6
Surveys manually removed from selection: 0

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

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

Calculation factor: 1 DWELLS
Estimated TRIP rate value per 1 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	16	48	0.001	0.000	16	48	0.001	0.000	16	48	0.002	0.000
08:00 - 09:00	16	48	0.005	0.000	16	48	0.005	0.000	16	48	0.010	0.000
09:00 - 10:00	16	48	0.008	0.000	16	48	0.007	0.000	16	48	0.015	0.000
10:00 - 11:00	16	48	0.005	0.000	16	48	0.005	0.000	16	48	0.010	0.000
11:00 - 12:00	16	48	0.001	0.000	16	48	0.003	0.000	16	48	0.004	0.000
12:00 - 13:00	16	48	0.001	0.000	16	48	0.000	0.000	16	48	0.001	0.000
13:00 - 14:00	16	48	0.008	0.000	16	48	0.008	0.000	16	48	0.016	0.000
14:00 - 15:00	16	48	0.001	0.000	16	48	0.003	0.000	16	48	0.004	0.000
15:00 - 16:00	16	48	0.007	0.000	16	48	0.007	0.000	16	48	0.014	0.000
16:00 - 17:00	16	48	0.003	0.000	16	48	0.003	0.000	16	48	0.006	0.000
17:00 - 18:00	16	48	0.000	0.000	16	48	0.000	0.000	16	48	0.000	0.000
18:00 - 19:00	16	48	0.003	0.000	16	48	0.003	0.000	16	48	0.006	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.043	0.000			0.045	0.000			0.088	0.000

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

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

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

Calculation factor: 1 DWELLS
Estimated TRIP rate value per 1 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	16	48	0.001	0.000	16	48	0.001	0.000	16	48	0.002	0.000
08:00 - 09:00	16	48	0.004	0.000	16	48	0.004	0.000	16	48	0.008	0.000
09:00 - 10:00	16	48	0.007	0.000	16	48	0.005	0.000	16	48	0.012	0.000
10:00 - 11:00	16	48	0.001	0.000	16	48	0.003	0.000	16	48	0.004	0.000
11:00 - 12:00	16	48	0.004	0.000	16	48	0.000	0.000	16	48	0.004	0.000
12:00 - 13:00	16	48	0.000	0.000	16	48	0.003	0.000	16	48	0.003	0.000
13:00 - 14:00	16	48	0.003	0.000	16	48	0.001	0.000	16	48	0.004	0.000
14:00 - 15:00	16	48	0.003	0.000	16	48	0.003	0.000	16	48	0.006	0.000
15:00 - 16:00	16	48	0.003	0.000	16	48	0.004	0.000	16	48	0.007	0.000
16:00 - 17:00	16	48	0.000	0.000	16	48	0.001	0.000	16	48	0.001	0.000
17:00 - 18:00	16	48	0.000	0.000	16	48	0.000	0.000	16	48	0.000	0.000
18:00 - 19:00	16	48	0.000	0.000	16	48	0.000	0.000	16	48	0.000	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.026	0.000			0.025	0.000			0.051	0.000

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

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

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

Calculation factor: 1 DWELLS
Estimated TRIP rate value per 1 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	16	48	0.000	0.000	16	48	0.000	0.000	16	48	0.000	0.000
08:00 - 09:00	16	48	0.003	0.000	16	48	0.003	0.000	16	48	0.006	0.000
09:00 - 10:00	16	48	0.000	0.000	16	48	0.000	0.000	16	48	0.000	0.000
10:00 - 11:00	16	48	0.000	0.000	16	48	0.000	0.000	16	48	0.000	0.000
11:00 - 12:00	16	48	0.000	0.000	16	48	0.000	0.000	16	48	0.000	0.000
12:00 - 13:00	16	48	0.000	0.000	16	48	0.000	0.000	16	48	0.000	0.000
13:00 - 14:00	16	48	0.000	0.000	16	48	0.000	0.000	16	48	0.000	0.000
14:00 - 15:00	16	48	0.000	0.000	16	48	0.000	0.000	16	48	0.000	0.000
15:00 - 16:00	16	48	0.003	0.000	16	48	0.003	0.000	16	48	0.006	0.000
16:00 - 17:00	16	48	0.001	0.000	16	48	0.001	0.000	16	48	0.002	0.000
17:00 - 18:00	16	48	0.000	0.000	16	48	0.000	0.000	16	48	0.000	0.000
18:00 - 19:00	16	48	0.000	0.000	16	48	0.000	0.000	16	48	0.000	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.007	0.000			0.007	0.000			0.014	0.000

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

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

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

Calculation factor: 1 DWELLS
Estimated TRIP rate value per 1 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	16	48	0.009	0.000	16	48	0.021	0.000	16	48	0.030	0.000
08:00 - 09:00	16	48	0.004	0.000	16	48	0.017	0.000	16	48	0.021	0.000
09:00 - 10:00	16	48	0.008	0.000	16	48	0.005	0.000	16	48	0.013	0.000
10:00 - 11:00	16	48	0.007	0.000	16	48	0.003	0.000	16	48	0.010	0.000
11:00 - 12:00	16	48	0.001	0.000	16	48	0.001	0.000	16	48	0.002	0.000
12:00 - 13:00	16	48	0.008	0.000	16	48	0.007	0.000	16	48	0.015	0.000
13:00 - 14:00	16	48	0.007	0.000	16	48	0.001	0.000	16	48	0.008	0.000
14:00 - 15:00	16	48	0.003	0.000	16	48	0.007	0.000	16	48	0.010	0.000
15:00 - 16:00	16	48	0.021	0.000	16	48	0.003	0.000	16	48	0.024	0.000
16:00 - 17:00	16	48	0.008	0.000	16	48	0.005	0.000	16	48	0.013	0.000
17:00 - 18:00	16	48	0.008	0.000	16	48	0.010	0.000	16	48	0.018	0.000
18:00 - 19:00	16	48	0.009	0.000	16	48	0.007	0.000	16	48	0.016	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.093	0.000			0.087	0.000			0.180	0.000

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

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

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

Calculation factor: 1 DWELLS
Estimated TRIP rate value per 1 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	16	48	0.055	0.000	16	48	0.215	0.000	16	48	0.270	0.000
08:00 - 09:00	16	48	0.107	0.000	16	48	0.329	0.000	16	48	0.436	0.000
09:00 - 10:00	16	48	0.135	0.000	16	48	0.133	0.000	16	48	0.268	0.000
10:00 - 11:00	16	48	0.113	0.000	16	48	0.161	0.000	16	48	0.274	0.000
11:00 - 12:00	16	48	0.126	0.000	16	48	0.130	0.000	16	48	0.256	0.000
12:00 - 13:00	16	48	0.152	0.000	16	48	0.153	0.000	16	48	0.305	0.000
13:00 - 14:00	16	48	0.135	0.000	16	48	0.138	0.000	16	48	0.273	0.000
14:00 - 15:00	16	48	0.130	0.000	16	48	0.160	0.000	16	48	0.290	0.000
15:00 - 16:00	16	48	0.224	0.000	16	48	0.155	0.000	16	48	0.379	0.000
16:00 - 17:00	16	48	0.263	0.000	16	48	0.138	0.000	16	48	0.401	0.000
17:00 - 18:00	16	48	0.300	0.000	16	48	0.152	0.000	16	48	0.452	0.000
18:00 - 19:00	16	48	0.199	0.000	16	48	0.134	0.000	16	48	0.333	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			1.939	0.000			1.998	0.000			3.937	0.000

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

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

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

Calculation factor: 1 DWELLS
 Estimated TRIP rate value per 1 DWELLS shown in shaded columns
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	16	48	0.005	0.000	16	48	0.031	0.000	16	48	0.036	0.000
08:00 - 09:00	16	48	0.017	0.000	16	48	0.020	0.000	16	48	0.037	0.000
09:00 - 10:00	16	48	0.030	0.000	16	48	0.022	0.000	16	48	0.052	0.000
10:00 - 11:00	16	48	0.027	0.000	16	48	0.022	0.000	16	48	0.049	0.000
11:00 - 12:00	16	48	0.017	0.000	16	48	0.016	0.000	16	48	0.033	0.000
12:00 - 13:00	16	48	0.018	0.000	16	48	0.022	0.000	16	48	0.040	0.000
13:00 - 14:00	16	48	0.026	0.000	16	48	0.029	0.000	16	48	0.055	0.000
14:00 - 15:00	16	48	0.014	0.000	16	48	0.025	0.000	16	48	0.039	0.000
15:00 - 16:00	16	48	0.017	0.000	16	48	0.017	0.000	16	48	0.034	0.000
16:00 - 17:00	16	48	0.020	0.000	16	48	0.016	0.000	16	48	0.036	0.000
17:00 - 18:00	16	48	0.038	0.000	16	48	0.023	0.000	16	48	0.061	0.000
18:00 - 19:00	16	48	0.017	0.000	16	48	0.009	0.000	16	48	0.026	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.246	0.000			0.252	0.000			0.498	0.000

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

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

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

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 1 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	16	48	0.000	0.000	16	48	0.000	0.000	16	48	0.000	0.000
08:00 - 09:00	16	48	0.000	0.000	16	48	0.001	0.000	16	48	0.001	0.000
09:00 - 10:00	16	48	0.003	0.000	16	48	0.000	0.000	16	48	0.003	0.000
10:00 - 11:00	16	48	0.000	0.000	16	48	0.000	0.000	16	48	0.000	0.000
11:00 - 12:00	16	48	0.001	0.000	16	48	0.000	0.000	16	48	0.001	0.000
12:00 - 13:00	16	48	0.000	0.000	16	48	0.001	0.000	16	48	0.001	0.000
13:00 - 14:00	16	48	0.000	0.000	16	48	0.000	0.000	16	48	0.000	0.000
14:00 - 15:00	16	48	0.001	0.000	16	48	0.003	0.000	16	48	0.004	0.000
15:00 - 16:00	16	48	0.001	0.000	16	48	0.003	0.000	16	48	0.004	0.000
16:00 - 17:00	16	48	0.000	0.000	16	48	0.001	0.000	16	48	0.001	0.000
17:00 - 18:00	16	48	0.003	0.000	16	48	0.000	0.000	16	48	0.003	0.000
18:00 - 19:00	16	48	0.000	0.000	16	48	0.001	0.000	16	48	0.001	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.009	0.000			0.010	0.000			0.019	0.000

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

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

Calculation Reference: AUDIT-754101-230719-0703

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION
 Category : A - PRIMARY
TOTAL VEHICLES

Selected regions and areas:

06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	3 days

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

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of pupils
 Actual Range: 156 to 245 (units:)
 Range Selected by User: 70 to 300 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 17/10/22

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

Selected survey days:

Monday	2 days
Tuesday	1 days
Friday	1 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	3
Suburban Area (PPS6 Out of Centre)	1

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

Selected Location Sub Categories:

Residential Zone	1
Built-Up Zone	1
No Sub Category	2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	2 days - Selected
Servicing vehicles Excluded	2 days - Selected

Secondary Filtering selection:

Use Class:

F1(a)	4 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

10,001 to 15,000	2 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	1 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	2 days

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

Travel Plan:

No	4 days
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This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	4 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	NY-04-A-04 GARGRAVE ROAD SKIPTON	CATHOLIC PRIMARY SCHOOL	NORTH YORKSHIRE
	Edge of Town Centre Built-Up Zone Total Number of pupils:	243	
	Survey date: FRIDAY	15/03/19	Survey Type: MANUAL
2	NY-04-A-05 CHURCH LANE RIPON	PRIMARY SCHOOL	NORTH YORKSHIRE
	Edge of Town Centre No Sub Category Total Number of pupils:	156	
	Survey date: TUESDAY	17/05/22	Survey Type: MANUAL
3	NY-04-A-06 CHURCH LANE RIPON	PRIMARY SCHOOL	NORTH YORKSHIRE
	Edge of Town Centre No Sub Category Total Number of pupils:	245	
	Survey date: MONDAY	23/05/22	Survey Type: MANUAL
4	WM-04-A-03 PALERMO AVENUE COVENTRY CHEYLESMORE Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils:	177	
	Survey date: MONDAY	17/10/22	Survey Type: MANUAL

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

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

Licence No: 754101

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY

TOTAL VEHICLES

Calculation factor: 1 PUPILS

Estimated TRIP rate value per 87 PUPILS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. PUPILS	Trip Rate	Estimated Trip Rate	No. Days	Ave. PUPILS	Trip Rate	Estimated Trip Rate	No. Days	Ave. PUPILS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	4	205	0.056	4.875	4	205	0.010	0.848	4	205	0.066	5.723
08:00 - 09:00	4	205	0.432	37.619	4	205	0.244	21.194	4	205	0.676	58.813
09:00 - 10:00	4	205	0.022	1.907	4	205	0.180	15.683	4	205	0.202	17.590
10:00 - 11:00	4	205	0.004	0.318	4	205	0.007	0.636	4	205	0.011	0.954
11:00 - 12:00	4	205	0.005	0.424	4	205	0.006	0.530	4	205	0.011	0.954
12:00 - 13:00	4	205	0.010	0.848	4	205	0.016	1.378	4	205	0.026	2.226
13:00 - 14:00	4	205	0.006	0.530	4	205	0.006	0.530	4	205	0.012	1.060
14:00 - 15:00	4	205	0.013	1.166	4	205	0.015	1.272	4	205	0.028	2.438
15:00 - 16:00	4	205	0.353	30.731	4	205	0.371	32.320	4	205	0.724	63.051
16:00 - 17:00	4	205	0.017	1.484	4	205	0.045	3.921	4	205	0.062	5.405
17:00 - 18:00	4	205	0.005	0.424	4	205	0.021	1.801	4	205	0.026	2.225
18:00 - 19:00	4	205	0.000	0.000	4	205	0.002	0.212	4	205	0.002	0.212
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.923	80.326			0.923	80.325			1.846	160.651

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

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

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Parameter summary

Trip rate parameter range selected: 156 - 245 (units:)
Survey date range: 01/01/15 - 17/10/22
Number of weekdays (Monday-Friday): 4
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 0
Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY
TAXIS
Calculation factor: 1 PUPILS
Estimated TRIP rate value per 87 PUPILS shown in shaded columns
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. PUPILS	Trip Rate	Estimated Trip Rate	No. Days	Ave. PUPILS	Trip Rate	Estimated Trip Rate	No. Days	Ave. PUPILS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	4	205	0.000	0.000	4	205	0.000	0.000	4	205	0.000	0.000
08:00 - 09:00	4	205	0.007	0.636	4	205	0.007	0.636	4	205	0.014	1.272
09:00 - 10:00	4	205	0.002	0.212	4	205	0.001	0.106	4	205	0.003	0.318
10:00 - 11:00	4	205	0.000	0.000	4	205	0.001	0.106	4	205	0.001	0.106
11:00 - 12:00	4	205	0.000	0.000	4	205	0.000	0.000	4	205	0.000	0.000
12:00 - 13:00	4	205	0.000	0.000	4	205	0.000	0.000	4	205	0.000	0.000
13:00 - 14:00	4	205	0.000	0.000	4	205	0.000	0.000	4	205	0.000	0.000
14:00 - 15:00	4	205	0.002	0.212	4	205	0.001	0.106	4	205	0.003	0.318
15:00 - 16:00	4	205	0.011	0.954	4	205	0.012	1.060	4	205	0.023	2.014
16:00 - 17:00	4	205	0.001	0.106	4	205	0.001	0.106	4	205	0.002	0.212
17:00 - 18:00	4	205	0.001	0.106	4	205	0.001	0.106	4	205	0.002	0.212
18:00 - 19:00	4	205	0.000	0.000	4	205	0.000	0.000	4	205	0.000	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.024	2.226			0.024	2.226			0.048	4.452

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

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

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY
OGVS
Calculation factor: 1 PUPILS
Estimated TRIP rate value per 87 PUPILS shown in shaded columns
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. PUPILS	Trip Rate	Estimated Trip Rate	No. Days	Ave. PUPILS	Trip Rate	Estimated Trip Rate	No. Days	Ave. PUPILS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	4	205	0.001	0.106	4	205	0.001	0.106	4	205	0.002	0.212
08:00 - 09:00	4	205	0.000	0.000	4	205	0.000	0.000	4	205	0.000	0.000
09:00 - 10:00	4	205	0.001	0.106	4	205	0.001	0.106	4	205	0.002	0.212
10:00 - 11:00	4	205	0.000	0.000	4	205	0.000	0.000	4	205	0.000	0.000
11:00 - 12:00	4	205	0.001	0.106	4	205	0.000	0.000	4	205	0.001	0.106
12:00 - 13:00	4	205	0.000	0.000	4	205	0.001	0.106	4	205	0.001	0.106
13:00 - 14:00	4	205	0.000	0.000	4	205	0.000	0.000	4	205	0.000	0.000
14:00 - 15:00	4	205	0.000	0.000	4	205	0.000	0.000	4	205	0.000	0.000
15:00 - 16:00	4	205	0.000	0.000	4	205	0.000	0.000	4	205	0.000	0.000
16:00 - 17:00	4	205	0.000	0.000	4	205	0.000	0.000	4	205	0.000	0.000
17:00 - 18:00	4	205	0.000	0.000	4	205	0.000	0.000	4	205	0.000	0.000
18:00 - 19:00	4	205	0.000	0.000	4	205	0.000	0.000	4	205	0.000	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.003	0.318			0.003	0.318			0.006	0.636

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

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

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY
CYCLISTS
Calculation factor: 1 PUPILS
Estimated TRIP rate value per 87 PUPILS shown in shaded columns
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. PUPILS	Trip Rate	Estimated Trip Rate	No. Days	Ave. PUPILS	Trip Rate	Estimated Trip Rate	No. Days	Ave. PUPILS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	4	205	0.000	0.000	4	205	0.000	0.000	4	205	0.000	0.000
08:00 - 09:00	4	205	0.021	1.801	4	205	0.000	0.000	4	205	0.021	1.801
09:00 - 10:00	4	205	0.000	0.000	4	205	0.001	0.106	4	205	0.001	0.106
10:00 - 11:00	4	205	0.000	0.000	4	205	0.000	0.000	4	205	0.000	0.000
11:00 - 12:00	4	205	0.000	0.000	4	205	0.000	0.000	4	205	0.000	0.000
12:00 - 13:00	4	205	0.000	0.000	4	205	0.000	0.000	4	205	0.000	0.000
13:00 - 14:00	4	205	0.001	0.106	4	205	0.001	0.106	4	205	0.002	0.212
14:00 - 15:00	4	205	0.000	0.000	4	205	0.000	0.000	4	205	0.000	0.000
15:00 - 16:00	4	205	0.001	0.106	4	205	0.021	1.801	4	205	0.022	1.907
16:00 - 17:00	4	205	0.000	0.000	4	205	0.000	0.000	4	205	0.000	0.000
17:00 - 18:00	4	205	0.000	0.000	4	205	0.000	0.000	4	205	0.000	0.000
18:00 - 19:00	4	205	0.000	0.000	4	205	0.000	0.000	4	205	0.000	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.023	2.013			0.023	2.013			0.046	4.026

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

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

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY
CARS
 Calculation factor: 1 PUPILS
 Estimated TRIP rate value per 87 PUPILS shown in shaded columns
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. PUPILS	Trip Rate	Estimated Trip Rate	No. Days	Ave. PUPILS	Trip Rate	Estimated Trip Rate	No. Days	Ave. PUPILS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	4	205	0.051	4.451	4	205	0.006	0.530	4	205	0.057	4.981
08:00 - 09:00	4	205	0.421	36.665	4	205	0.233	20.240	4	205	0.654	56.905
09:00 - 10:00	4	205	0.017	1.484	4	205	0.178	15.471	4	205	0.195	16.955
10:00 - 11:00	4	205	0.002	0.212	4	205	0.004	0.318	4	205	0.006	0.530
11:00 - 12:00	4	205	0.004	0.318	4	205	0.006	0.530	4	205	0.010	0.848
12:00 - 13:00	4	205	0.010	0.848	4	205	0.015	1.272	4	205	0.025	2.120
13:00 - 14:00	4	205	0.005	0.424	4	205	0.006	0.530	4	205	0.011	0.954
14:00 - 15:00	4	205	0.009	0.742	4	205	0.010	0.848	4	205	0.019	1.590
15:00 - 16:00	4	205	0.342	29.777	4	205	0.359	31.261	4	205	0.701	61.038
16:00 - 17:00	4	205	0.016	1.378	4	205	0.043	3.709	4	205	0.059	5.087
17:00 - 18:00	4	205	0.004	0.318	4	205	0.019	1.695	4	205	0.023	2.013
18:00 - 19:00	4	205	0.000	0.000	4	205	0.002	0.212	4	205	0.002	0.212
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.881	76.617			0.881	76.616			1.762	153.233

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

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

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY
 LGVS
 Calculation factor: 1 PUPILS
 Estimated TRIP rate value per 87 PUPILS shown in shaded columns
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. PUPILS	Trip Rate	Estimated Trip Rate	No. Days	Ave. PUPILS	Trip Rate	Estimated Trip Rate	No. Days	Ave. PUPILS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	4	205	0.004	0.318	4	205	0.002	0.212	4	205	0.006	0.530
08:00 - 09:00	4	205	0.004	0.318	4	205	0.004	0.318	4	205	0.008	0.636
09:00 - 10:00	4	205	0.001	0.106	4	205	0.000	0.000	4	205	0.001	0.106
10:00 - 11:00	4	205	0.001	0.106	4	205	0.002	0.212	4	205	0.003	0.318
11:00 - 12:00	4	205	0.000	0.000	4	205	0.000	0.000	4	205	0.000	0.000
12:00 - 13:00	4	205	0.000	0.000	4	205	0.000	0.000	4	205	0.000	0.000
13:00 - 14:00	4	205	0.001	0.106	4	205	0.000	0.000	4	205	0.001	0.106
14:00 - 15:00	4	205	0.002	0.212	4	205	0.004	0.318	4	205	0.006	0.530
15:00 - 16:00	4	205	0.000	0.000	4	205	0.000	0.000	4	205	0.000	0.000
16:00 - 17:00	4	205	0.000	0.000	4	205	0.001	0.106	4	205	0.001	0.106
17:00 - 18:00	4	205	0.000	0.000	4	205	0.000	0.000	4	205	0.000	0.000
18:00 - 19:00	4	205	0.000	0.000	4	205	0.000	0.000	4	205	0.000	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.013	1.166			0.013	1.166			0.026	2.332

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

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



keep up with mode:



Birmingham

☎ 0121 794 8390

London

☎ 020 7293 0217

Manchester

☎ 0161 464 9495

Reading

☎ 0118 211 8180

APPENDIX C

KCC Scoping Response



James Byrne
Mode Transport Planning
Griffin House
18 - 19 Ludgate Hill
B3 1DW

Highways and Transportation

Kroner House

Eurogate Business Park

Ashford

TN24 8XU

Tel: 03000 418181

Date: 18 September 2023

Our Ref:

Application - PAP/2023/67

Location - St Josephs Prep School, Old East Road, Gravesham DA12 1NR

Proposal - Redevelopment of school for C57 dwellings and 1,350 sqm Medical Centre

I refer to your request for highways pre-application advice dated 27th July 2023 (fee paid 15th August 2023) and please accept my apologies for the delay in responding.

I have now had the opportunity to study the submitted Transport Scoping Note which I consider adequately covers all of the issues that need to be addressed in a Transport Statement which would be needed to support any future planning application.

I would comment on the Scoping Note as follows:

Site Location

The site is located in an edge of centre location well served by the local highway network being accessed directly off Old Road East (B261) which connects with other major roads in the vicinity. To the southwest of the site access from Coombe Road is possible although this road is not suitable for any additional vehicle traffic due to a high level of parking on both sides of the road. However, it is suitable as a secondary emergency access and for pedestrians and cyclists.

Access and Internal Layout

The proposal to use the existing access, albeit changing from a dropped kerb to a bellmouth access is acceptable. The main access road of 5.5m wide with 1.8m wide footways on both sides is acceptable together with 6.0m radius kerbs to the bellmouth.

Visibility splays at the access onto Old Road East of 2.4m x 43m in both directions to the nearside kerb line with no obstructions above a height of 1.05m is acceptable and I would expect a condition applied to any planning consent granted to retain this in the future.

The road layout further into the site beyond the medical centre with a shared surface of 6.6m wide (4.8m carriageway plus 1.8m footway on one side) is acceptable and complies with the requirements of Kent Design Guide.

The link to Coombe Road for pedestrians and cyclists would enhance accessibility although it would be beneficial (although not necessarily essential) to incorporate an access for emergency vehicles with a minimum width of 3.5m with bollards as appropriate.

I agree that tracking diagrams should be provided for the vehicles listed to demonstrate turning ability. You should contact Gravesham BC for the current size of refuse freighters since they operate these vehicles.

Parking

As specified, the level of parking should comply with the requirements of Kent Residential Parking Standards (IGN3) under the category of "Edge of Centre" given that there are adequate parking restrictions in the adjacent roads. The level of parking is a maximum and is lower than that quoted in your Scoping Note - 1 space for 1 - 3 bed houses and flats, 1.5 spaces per 4 bed dwelling and above. In addition visitor parking at a rate of 20% should be provided. The low parking level is to discourage the use (ownership) of the private car in such a town centre location.

For the medical centre, a maximum parking standard of 1 space per 2 staff and 4 spaces per consulting room should be provided.

Cycle parking at a minimum rate specified in Kent Parking Standards (SPG4) should be provided as noted in your document. Cycle parking should be weatherproof and secure.

EV charging points should be provided for each residential dwelling and at a rate of 10% for communal parking areas such as for the flats and medical centre.

Accessible parking spaces at the appropriate rate should be provided in the medical centre car park.

I note that there are existing "zig-zag" school parking restrictions outside the school entrance. These will require changing to normal parking restrictions in Old Road East. This will need to be arranged through the Gravesham BC Parking Manager.

Trip Generation and Traffic Distribution

The calculations provided for trip generation from the residential element and medical centre taken from TRICS data is considered to be robust and acceptable. It demonstrates that the potential increase in trip generation in the AM peak is not significant when taking into account the possible existing generation from the school and is only an increase of 64 two-way movements in the PM peak which is unlikely to create significant congestion on the local highway network.

The proposed methodology for traffic distribution for both the residential and medical centre elements described in the Scoping Note are considered acceptable.

Committed Development

The Highway Authority are not aware of any significant committed development in the locality of this proposed development but this should be checked with the Local Planning Authority (GBC).

Capacity Assessment

It is agreed, given the low level of additional vehicle movements, that no other nearby junctions need testing other than the site access junction. Traffic growth over the next 5 years should be taken into account.

Highway Safety

Crash data obtained directly from KCC Highways for the 5 year period preceding the planning application date should be provided in the TS and analysed for any significant impact as stated.

Travel Plan

It is agreed that a Framework Travel Plan for the Medical Centre should be submitted with any planning application and I will request a condition be applied to any consent granted for a full Travel Plan be submitted and agreed. The residential element of the proposed scheme need not be included in the travel plan.

Conclusion

I find that the Scoping Note submitted is robust and contains all elements required to be included in a Transport Statement accompanying any future planning application. Given the information and details provided, it is unlikely that any objection will be raised on highway grounds for such a development proposal.

I hope that the above information is helpful to you, and if you have any further questions or queries, please do not hesitate to contact me.

Informative: It is important to note that planning permission does not convey any approval to carry out works on or affecting the public highway.

Any changes to or affecting the public highway in Kent require the formal agreement of the Highway Authority, Kent County Council (KCC), and it should not be assumed that this will be a given because planning permission has been granted. For this reason, anyone considering works which may affect the public highway, including any highway-owned street furniture, is advised to engage with KCC Highways and Transportation at an early stage in the design process.

Across the county there are pieces of land next to private homes and gardens that do not look like roads or pavements but are actually part of the public highway. Some of this highway land is owned by Kent County Council whilst some is owned by third party owners. Irrespective of the ownership, this land may have highway rights over the topsoil.

Works on private land may also affect the public highway. These include works to cellars, to retaining walls which support the highway or land above the highway, and to balconies, signs or other structures which project over the highway. Such works also require the approval of the Highway Authority.

Kent County Council has now introduced a formal technical approval process for new or altered highway assets, with the aim of improving future maintainability. This process applies to all development works affecting the public highway other than applications for vehicle crossings, which are covered by a separate approval process.

Should the development be approved by the Planning Authority, it is the responsibility of the applicant to ensure, before the development is commenced, that all necessary highway approvals and consents have been obtained and that the limits of the highway boundary have been clearly established, since failure to do so may result in enforcement action being taken by the Highway Authority. The applicant must also ensure that the details shown on the approved plans agree in every aspect with those approved under the relevant legislation and common law. It is therefore important for the applicant to contact KCC Highways and Transportation to progress this aspect of the works prior to commencement on site.

Guidance for applicants, including information about how to clarify the highway boundary and links to application forms for vehicular crossings and other highway matters, may be found on

Kent County Council's website:

<https://www.kent.gov.uk/roads-and-travel/highway-permits-and-licences/highways-permissions-and-technical-guidance>. Alternatively, KCC Highways and Transportation may be contacted by telephone: 03000 418181

Yours Faithfully

David Barton
Senior Development Planner
Kent Highways & Transportation

*This is a statutory technical response on behalf of KCC as Highway Authority. If you wish to make representations in relation to highways matters associated with the planning application under consideration, please make these directly to the Planning Authority.

APPENDIX D

ATC Survey

12071		GRAVESEND								
		FEBRUARY 2023			Posted Speed Limit (PSL)					
Site	Location	Direction	Start Date	End Date		Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed	Average Mean Speed
Site No: 12071001	Old Rd E, Gravesend (W of Park Ave) 51.431686, 0.376857	Channel: Eastbound	Wed 22-Feb-23	Tue 28-Feb-23	30	50622	7600	7232	35.2	29.5
		Channel: Westbound	Wed 22-Feb-23	Tue 28-Feb-23		48821	7402	6974	34.0	27.9

12071		GRAVESEND				Site No: 12071001		Location		Old Rd E, Gravesend (W of Park Ave)					
Wed 22-Feb-23 to Tue 28-Feb-23						Channel: Eastbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
												MULTI-TRAILER ARTIC			
Wed 22-Feb-23															
00:00	29	0	26	3	0	0	0	0	0	0	0	0	0	0	
01:00	16	0	13	3	0	0	0	0	0	0	0	0	0	0	
02:00	10	2	7	1	0	0	0	0	0	0	0	0	0	0	
03:00	18	0	15	3	0	0	0	0	0	0	0	0	0	0	
04:00	21	0	14	7	0	0	0	0	0	0	0	0	0	0	
05:00	67	2	56	8	0	0	0	0	1	0	0	0	0	0	
06:00	160	4	139	13	0	2	2	0	0	0	0	0	0	0	
07:00	417	2	400	13	0	0	2	0	0	0	0	0	0	0	
08:00	560	4	523	30	0	1	1	0	1	0	0	0	0	0	
09:00	393	3	348	37	0	1	1	0	2	0	0	1	0	0	
10:00	376	7	337	27	3	0	1	0	0	0	0	1	0	0	
11:00	419	5	377	34	1	0	1	0	0	0	0	1	0	0	
12:00	421	3	380	30	1	1	1	1	2	0	0	2	0	0	
13:00	408	3	367	36	0	0	0	0	2	0	0	0	0	0	
14:00	487	5	446	32	1	2	1	0	0	0	0	0	0	0	
15:00	495	0	466	18	6	0	3	0	1	0	1	0	0	0	
16:00	618	7	561	48	0	1	1	0	0	0	0	0	0	0	
17:00	603	8	556	30	0	1	2	0	5	0	0	1	0	0	
18:00	518	7	480	28	1	0	0	0	2	0	0	0	0	0	
19:00	412	6	379	20	0	0	4	0	2	0	0	1	0	0	
20:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	
21:00	188	3	175	8	0	0	1	0	0	0	0	1	0	0	
22:00	132	3	125	4	0	0	0	0	0	0	0	0	0	0	
23:00	65	2	59	4	0	0	0	0	0	0	0	0	0	0	
12H,7-19	5715	54	5241	363	13	7	14	1	15	0	1	6	0	0	
16H,6-22	6477	67	5936	404	13	9	21	1	17	0	1	8	0	0	
18H,6-24	6674	72	6120	412	13	9	21	1	17	0	1	8	0	0	
24H,0-24	6835	76	6251	437	13	9	21	1	18	0	1	8	0	0	

12071		GRAVESEND				Site No: 12071001		Location	Old Rd E, Gravesend (W of Park Ave)						
Wed 22-Feb-23 to Tue 28-Feb-23						Channel: Eastbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
Thu 23-Feb-23															
00:00	42	0	41	1	0	0	0	0	0	0	0	0	0	0	0
01:00	17	0	13	4	0	0	0	0	0	0	0	0	0	0	0
02:00	13	0	13	0	0	0	0	0	0	0	0	0	0	0	0
03:00	16	0	14	2	0	0	0	0	0	0	0	0	0	0	0
04:00	18	1	13	4	0	0	0	0	0	0	0	0	0	0	0
05:00	58	1	50	7	0	0	0	0	0	0	0	0	0	0	0
06:00	134	2	121	10	0	0	0	0	1	0	0	0	0	0	0
07:00	377	8	345	20	1	0	2	0	0	0	0	1	0	0	0
08:00	510	4	481	22	0	1	1	0	0	0	0	1	0	0	0
09:00	349	2	313	29	1	0	2	0	0	0	0	2	0	0	0
10:00	346	3	307	29	1	1	1	0	1	0	1	2	0	0	0
11:00	407	4	369	28	1	0	0	0	4	0	0	1	0	0	0
12:00	386	7	346	28	0	0	1	0	3	0	0	1	0	0	0
13:00	419	5	374	36	1	0	1	0	2	0	0	0	0	0	0
14:00	468	2	421	41	0	1	2	0	0	0	0	1	0	0	0
15:00	511	2	472	29	1	1	3	1	2	0	0	0	0	0	0
16:00	574	3	528	38	0	1	2	0	2	0	0	0	0	0	0
17:00	670	2	625	29	1	0	4	0	8	0	0	1	0	0	0
18:00	611	8	562	22	2	0	10	0	6	0	1	0	0	0	0
19:00	422	4	398	17	0	0	1	0	2	0	0	0	0	0	0
20:00	336	5	320	10	0	0	0	0	1	0	0	0	0	0	0
21:00	253	2	242	8	0	0	1	0	0	0	0	0	0	0	0
22:00	169	4	161	4	0	0	0	0	0	0	0	0	0	0	0
23:00	78	3	70	5	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	5628	50	5143	351	9	5	29	1	28	0	2	10	0	0	0
16H,6-22	6773	63	6224	396	9	5	31	1	32	0	2	10	0	0	0
18H,6-24	7020	70	6455	405	9	5	31	1	32	0	2	10	0	0	0
24H,0-24	7184	72	6599	423	9	5	31	1	32	0	2	10	0	0	0

12071		GRAVESEND				Site No: 12071001		Location		Old Rd E, Gravesend (W of Park Ave)					
Wed 22-Feb-23 to Tue 28-Feb-23						Channel: Eastbound									
			CARS OR CAR- BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI- TRAILER ARTIC	SIX AXLE MULTI- TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES													
Fri 24-Feb-23															
00:00	39	1	36	1	0	0	1	0	0	0	0	0	0	0	
01:00	22	1	17	3	0	0	0	0	1	0	0	0	0	0	
02:00	12	0	11	1	0	0	0	0	0	0	0	0	0	0	
03:00	13	0	12	1	0	0	0	0	0	0	0	0	0	0	
04:00	20	1	17	2	0	0	0	0	0	0	0	0	0	0	
05:00	61	1	45	15	0	0	0	0	0	0	0	0	0	0	
06:00	172	3	154	13	0	0	2	0	0	0	0	0	0	0	
07:00	411	0	394	13	1	0	0	1	1	0	0	1	0	0	
08:00	591	2	569	12	0	0	7	0	0	0	1	0	0	0	
09:00	360	4	329	24	0	0	2	0	1	0	0	0	0	0	
10:00	368	4	326	38	0	0	0	0	0	0	0	0	0	0	
11:00	399	3	363	26	0	0	2	1	2	0	0	2	0	0	
12:00	536	5	474	49	0	2	1	0	4	0	0	1	0	0	
13:00	634	5	562	57	0	1	2	0	4	0	2	1	0	0	
14:00	625	4	570	44	0	0	1	0	5	0	0	1	0	0	
15:00	444	3	415	13	2	0	3	0	6	0	1	1	0	0	
16:00	628	5	579	34	0	0	5	1	4	0	0	0	0	0	
17:00	642	5	596	28	0	0	4	1	4	0	2	1	1	0	
18:00	655	7	612	27	1	3	4	0	0	0	0	1	0	0	
19:00	538	6	513	15	0	0	3	0	1	0	0	0	0	0	
20:00	362	8	339	15	0	0	0	0	0	0	0	0	0	0	
21:00	293	7	275	11	0	0	0	0	0	0	0	0	0	0	
22:00	242	1	232	9	0	0	0	0	0	0	0	0	0	0	
23:00	153	0	145	8	0	0	0	0	0	0	0	0	0	0	
12H,7-19	6293	47	5789	365	4	6	31	4	31	0	6	9	1	0	
16H,6-22	7658	71	7070	419	4	6	36	4	32	0	6	9	1	0	
18H,6-24	8053	72	7447	436	4	6	36	4	32	0	6	9	1	0	
24H,0-24	8220	76	7585	459	4	6	37	4	33	0	6	9	1	0	

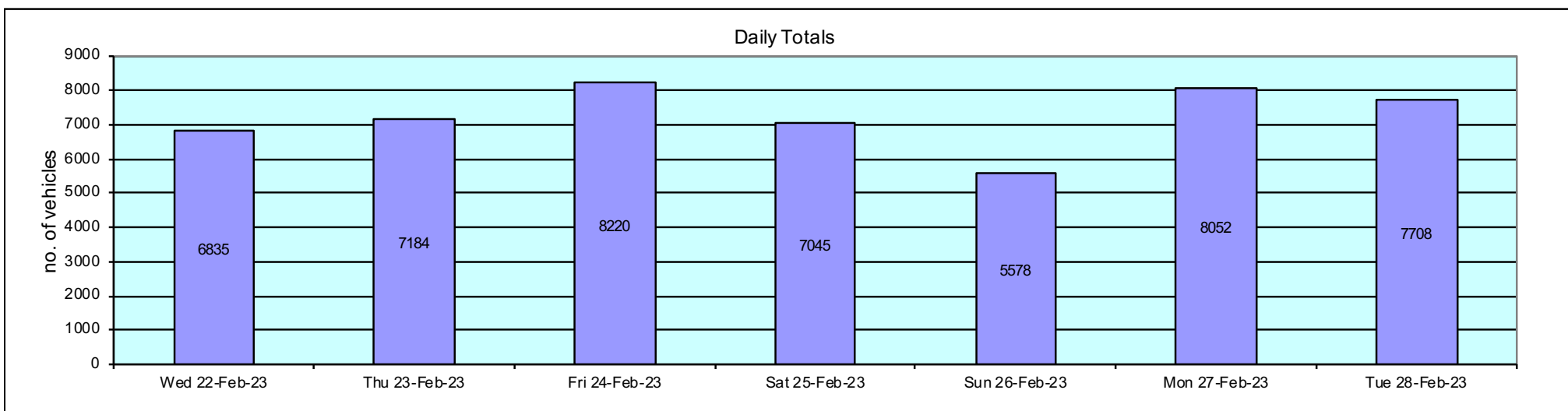
12071		GRAVESEND				Site No: 12071001		Location	Old Rd E, Gravesend (W of Park Ave)						
Wed 22-Feb-23 to Tue 28-Feb-23						Channel: Eastbound									
													FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC				
Sat 25-Feb-23															
00:00	78	0	75	3	0	0	0	0	0	0	0	0	0	0	0
01:00	64	0	60	4	0	0	0	0	0	0	0	0	0	0	0
02:00	42	0	40	2	0	0	0	0	0	0	0	0	0	0	0
03:00	26	0	23	3	0	0	0	0	0	0	0	0	0	0	0
04:00	24	0	22	2	0	0	0	0	0	0	0	0	0	0	0
05:00	32	2	24	6	0	0	0	0	0	0	0	0	0	0	0
06:00	61	2	50	8	0	0	0	0	1	0	0	0	0	0	0
07:00	128	4	107	17	0	0	0	0	0	0	0	0	0	0	0
08:00	263	4	247	11	0	0	0	0	1	0	0	0	0	0	0
09:00	391	4	374	12	0	0	1	0	0	0	0	0	0	0	0
10:00	461	4	432	22	0	0	3	0	0	0	0	0	0	0	0
11:00	540	3	495	38	0	0	2	0	2	0	0	0	0	0	0
12:00	533	8	503	20	0	0	2	0	0	0	0	0	0	0	0
13:00	576	7	531	35	0	0	0	1	2	0	0	0	0	0	0
14:00	556	5	513	33	0	0	1	0	4	0	0	0	0	0	0
15:00	491	8	447	35	0	0	1	0	0	0	0	0	0	0	0
16:00	526	7	489	22	0	0	5	0	3	0	0	0	0	0	0
17:00	485	3	463	18	0	0	1	0	0	0	0	0	0	0	0
18:00	462	3	434	22	0	0	1	0	2	0	0	0	0	0	0
19:00	390	5	367	15	0	0	0	0	2	0	0	1	0	0	0
20:00	321	2	310	6	0	0	1	0	2	0	0	0	0	0	0
21:00	229	7	219	2	0	0	0	0	1	0	0	0	0	0	0
22:00	189	0	183	6	0	0	0	0	0	0	0	0	0	0	0
23:00	177	0	169	7	0	0	1	0	0	0	0	0	0	0	0
12H,7-19	5412	60	5035	285	0	0	17	1	14	0	0	0	0	0	0
16H,6-22	6413	76	5981	316	0	0	18	1	20	0	0	1	0	0	0
18H,6-24	6779	76	6333	329	0	0	19	1	20	0	0	1	0	0	0
24H,0-24	7045	78	6577	349	0	0	19	1	20	0	0	1	0	0	0

12071		GRAVESEND				Site No: 12071001		Location	Old Rd E, Gravesend (W of Park Ave)						
Wed 22-Feb-23 to Tue 28-Feb-23						Channel: Eastbound									
													FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC				
Sun 26-Feb-23															
00:00	98	2	95	1	0	0	0	0	0	0	0	0	0	0	0
01:00	57	0	57	0	0	0	0	0	0	0	0	0	0	0	0
02:00	33	0	31	2	0	0	0	0	0	0	0	0	0	0	0
03:00	26	0	24	2	0	0	0	0	0	0	0	0	0	0	0
04:00	22	0	19	3	0	0	0	0	0	0	0	0	0	0	0
05:00	15	0	14	1	0	0	0	0	0	0	0	0	0	0	0
06:00	36	0	35	1	0	0	0	0	0	0	0	0	0	0	0
07:00	68	1	58	9	0	0	0	0	0	0	0	0	0	0	0
08:00	136	3	129	4	0	0	0	0	0	0	0	0	0	0	0
09:00	256	3	242	6	0	0	3	0	1	0	1	0	0	0	0
10:00	344	5	319	10	0	0	7	0	2	0	1	0	0	0	0
11:00	501	7	470	13	0	0	3	0	8	0	0	0	0	0	0
12:00	556	6	521	10	1	0	15	0	3	0	0	0	0	0	0
13:00	474	6	444	17	0	0	4	1	1	0	0	1	0	0	0
14:00	397	4	369	18	0	0	6	0	0	0	0	0	0	0	0
15:00	432	4	409	15	0	1	0	0	3	0	0	0	0	0	0
16:00	440	8	407	22	0	0	1	0	2	0	0	0	0	0	0
17:00	396	3	378	13	0	0	1	0	0	0	0	1	0	0	0
18:00	364	1	352	11	0	0	0	0	0	0	0	0	0	0	0
19:00	346	4	333	9	0	0	0	0	0	0	0	0	0	0	0
20:00	236	6	218	10	0	0	1	1	0	0	0	0	0	0	0
21:00	167	4	160	2	0	0	1	0	0	0	0	0	0	0	0
22:00	94	2	87	5	0	0	0	0	0	0	0	0	0	0	0
23:00	84	1	78	4	0	0	0	0	1	0	0	0	0	0	0
12H,7-19	4364	51	4098	148	1	1	40	1	20	0	2	2	0	0	0
16H,6-22	5149	65	4844	170	1	1	42	2	20	0	2	2	0	0	0
18H,6-24	5327	68	5009	179	1	1	42	2	21	0	2	2	0	0	0
24H,0-24	5578	70	5249	188	1	1	42	2	21	0	2	2	0	0	0

12071		GRAVESEND				Site No: 12071001		Location		Old Rd E, Gravesend (W of Park Ave)					
Wed 22-Feb-23 to Tue 28-Feb-23						Channel: Eastbound									
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Mon 27-Feb-23															
00:00	35	0	32		3	0	0	0	0	0	0	0	0	0	0
01:00	23	0	21		2	0	0	0	0	0	0	0	0	0	0
02:00	17	0	17		0	0	0	0	0	0	0	0	0	0	0
03:00	9	0	8		1	0	0	0	0	0	0	0	0	0	0
04:00	24	1	17		4	1	0	0	0	0	0	0	1	0	0
05:00	60	1	51		7	0	0	0	0	0	0	0	1	0	0
06:00	172	1	156		14	0	0	0	0	0	0	0	1	0	0
07:00	518	2	501		13	0	0	1	0	1	0	0	0	0	0
08:00	650	4	619		20	0	0	6	0	0	0	0	1	0	0
09:00	382	4	351		21	0	1	3	0	2	0	0	0	0	0
10:00	391	5	351		30	1	1	3	0	0	0	0	0	0	0
11:00	413	3	366		39	1	0	3	0	0	0	1	0	0	0
12:00	418	5	374		35	0	1	2	0	0	0	0	1	0	0
13:00	454	9	413		31	0	0	0	0	0	0	1	0	0	0
14:00	580	7	509		56	0	0	2	0	3	0	2	1	0	0
15:00	616	1	566		42	0	0	4	0	2	0	0	1	0	0
16:00	715	12	627		59	0	1	11	0	4	0	0	1	0	0
17:00	743	11	686		35	0	0	5	1	3	0	0	2	0	0
18:00	637	8	587		33	1	1	2	1	3	0	1	0	0	0
19:00	437	8	409		15	0	0	3	0	1	1	0	0	0	0
20:00	323	6	304		13	0	0	0	0	0	0	0	0	0	0
21:00	251	5	236		10	0	0	0	0	0	0	0	0	0	0
22:00	119	0	117		2	0	0	0	0	0	0	0	0	0	0
23:00	65	2	59		4	0	0	0	0	0	0	0	0	0	0
12H,7-19	6517	71	5950		414	3	5	42	2	18	0	5	7	0	0
16H,6-22	7700	91	7055		466	3	5	45	2	19	1	5	8	0	0
18H,6-24	7884	93	7231		472	3	5	45	2	19	1	5	8	0	0
24H,0-24	8052	95	7377		489	4	5	45	2	19	1	5	10	0	0

12071		GRAVESEND				Site No: 12071001		Location	Old Rd E, Gravesend (W of Park Ave)								
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TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC						
Tue 28-Feb-23																	
00:00	33	0	30	3	0	0	0	0	0	0	0	0	0	0			
01:00	18	0	17	1	0	0	0	0	0	0	0	0	0	0			
02:00	13	0	12	1	0	0	0	0	0	0	0	0	0	0			
03:00	12	0	9	3	0	0	0	0	0	0	0	0	0	0			
04:00	25	0	22	3	0	0	0	0	0	0	0	0	0	0			
05:00	77	1	64	12	0	0	0	0	0	0	0	0	0	0			
06:00	195	3	180	12	0	0	0	0	0	0	0	0	0	0			
07:00	456	3	437	11	0	1	3	0	0	0	0	1	0	0			
08:00	549	7	515	15	0	0	11	0	1	0	0	0	0	0			
09:00	384	0	346	30	0	0	3	0	2	0	2	1	0	0			
10:00	377	3	339	29	0	1	4	0	1	0	0	0	0	0			
11:00	411	4	365	38	0	1	1	0	2	0	0	0	0	0			
12:00	464	3	418	42	0	1	0	0	0	0	0	0	0	0			
13:00	460	2	418	29	0	0	8	0	3	0	0	0	0	0			
14:00	508	4	455	41	0	1	2	0	4	0	0	1	0	0			
15:00	640	1	591	38	0	0	7	0	3	0	0	0	0	0			
16:00	641	3	579	51	0	1	6	1	0	0	0	0	0	0			
17:00	726	6	662	46	0	0	4	0	6	0	1	1	0	0			
18:00	551	3	507	40	0	0	0	0	1	0	0	0	0	0			
19:00	443	7	415	18	0	0	3	0	0	0	0	0	0	0			
20:00	300	5	276	16	0	0	1	0	2	0	0	0	0	0			
21:00	228	2	216	8	0	0	1	0	1	0	0	0	0	0			
22:00	133	1	131	1	0	0	0	0	0	0	0	0	0	0			
23:00	64	2	57	5	0	0	0	0	0	0	0	0	0	0			
12H,7-19	6167	39	5632	410	0	6	49	1	23	0	3	4	0	0			
16H,6-22	7333	56	6719	464	0	6	54	1	26	0	3	4	0	0			
18H,6-24	7530	59	6907	470	0	6	54	1	26	0	3	4	0	0			
24H,0-24	7708	60	7061	493	0	6	54	1	26	0	3	4	0	0			

12071		GRAVESEND				Site No: 12071001		Location	Old Rd E, Gravesend (W of Park Ave)					
Wed 22-Feb-23 to Tue 28-Feb-23						Channel: Eastbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Daily Totals														
Wed 22-Feb-23	6835	76	6251	437	13	9	21	1	18	0	1	8	0	0
Thu 23-Feb-23	7184	72	6599	423	9	5	31	1	32	0	2	10	0	0
Fri 24-Feb-23	8220	76	7585	459	4	6	37	4	33	0	6	9	1	0
Sat 25-Feb-23	7045	78	6577	349	0	0	19	1	20	0	0	1	0	0
Sun 26-Feb-23	5578	70	5249	188	1	1	42	2	21	0	2	2	0	0
Mon 27-Feb-23	8052	95	7377	489	4	5	45	2	19	1	5	10	0	0
Tue 28-Feb-23	7708	60	7061	493	0	6	54	1	26	0	3	4	0	0
Total Vehicles														
[--]	50622	527	46699	2838	31	32	249	12	169	1	19	44	1	0



12071	GRAVESEND			Site No: 12071001		Location		Old Rd E, Gravesend (W of Park Ave)			
Wed 22-Feb-23 to Tue 28-Feb-23				Channel: Eastbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Wed 22-Feb-23											
00:00	29	0	0.0	26	89.7	3	10.3	0	0.0	0	0.0
01:00	16	0	0.0	13	81.3	3	18.8	0	0.0	0	0.0
02:00	10	2	20.0	7	70.0	1	10.0	0	0.0	0	0.0
03:00	18	0	0.0	15	83.3	3	16.7	0	0.0	0	0.0
04:00	21	0	0.0	14	66.7	7	33.3	0	0.0	0	0.0
05:00	67	2	3.0	56	83.6	8	11.9	1	1.5	0	0.0
06:00	160	4	2.5	139	86.9	13	8.1	4	2.5	0	0.0
07:00	417	2	0.5	400	95.9	13	3.1	2	0.5	0	0.0
08:00	560	4	0.7	523	93.4	30	5.4	3	0.5	0	0.0
09:00	393	3	0.8	348	88.6	37	9.4	5	1.3	0	0.0
10:00	376	7	1.9	337	89.6	27	7.2	2	0.5	3	0.8
11:00	419	5	1.2	377	90.0	34	8.1	2	0.5	1	0.2
12:00	421	3	0.7	380	90.3	30	7.1	7	1.7	1	0.2
13:00	408	3	0.7	367	90.0	36	8.8	2	0.5	0	0.0
14:00	487	5	1.0	446	91.6	32	6.6	3	0.6	1	0.2
15:00	495	0	0.0	466	94.1	18	3.6	5	1.0	6	1.2
16:00	618	7	1.1	561	90.8	48	7.8	2	0.3	0	0.0
17:00	603	8	1.3	556	92.2	30	5.0	9	1.5	0	0.0
18:00	518	7	1.4	480	92.7	28	5.4	2	0.4	1	0.2
19:00	412	6	1.5	379	92.0	20	4.9	7	1.7	0	0.0
20:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
21:00	188	3	1.6	175	93.1	8	4.3	2	1.1	0	0.0
22:00	132	3	2.3	125	94.7	4	3.0	0	0.0	0	0.0
23:00	65	2	3.1	59	90.8	4	6.2	0	0.0	0	0.0
12H,7-19	5715	54	0.9	5241	91.7	363	6.4	44	0.8	13	0.2
16H,6-22	6477	67	1.0	5936	91.7	404	6.2	57	0.9	13	0.2
18H,6-24	6674	72	1.1	6120	91.7	412	6.2	57	0.9	13	0.2
24H,0-24	6835	76	1.1	6251	91.5	437	6.4	58	0.9	13	0.2

12071	GRAVESEND			Site No: 12071001		Location		Old Rd E, Gravesend (W of Park Ave)			
Wed 22-Feb-23 to Tue 28-Feb-23				Channel: Eastbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Thu 23-Feb-23											
00:00	42	0	0.0	41	97.6	1	2.4	0	0.0	0	0.0
01:00	17	0	0.0	13	76.5	4	23.5	0	0.0	0	0.0
02:00	13	0	0.0	13	100.0	0	0.0	0	0.0	0	0.0
03:00	16	0	0.0	14	87.5	2	12.5	0	0.0	0	0.0
04:00	18	1	5.6	13	72.2	4	22.2	0	0.0	0	0.0
05:00	58	1	1.7	50	86.2	7	12.1	0	0.0	0	0.0
06:00	134	2	1.5	121	90.3	10	7.5	1	0.8	0	0.0
07:00	377	8	2.1	345	91.5	20	5.3	3	0.8	1	0.3
08:00	510	4	0.8	481	94.3	22	4.3	3	0.6	0	0.0
09:00	349	2	0.6	313	89.7	29	8.3	4	1.2	1	0.3
10:00	346	3	0.9	307	88.7	29	8.4	6	1.7	1	0.3
11:00	407	4	1.0	369	90.7	28	6.9	5	1.2	1	0.3
12:00	386	7	1.8	346	89.6	28	7.3	5	1.3	0	0.0
13:00	419	5	1.2	374	89.3	36	8.6	3	0.7	1	0.2
14:00	468	2	0.4	421	90.0	41	8.8	4	0.9	0	0.0
15:00	511	2	0.4	472	92.4	29	5.7	7	1.4	1	0.2
16:00	574	3	0.5	528	92.0	38	6.6	5	0.9	0	0.0
17:00	670	2	0.3	625	93.3	29	4.3	13	1.9	1	0.2
18:00	611	8	1.3	562	92.0	22	3.6	17	2.8	2	0.3
19:00	422	4	1.0	398	94.3	17	4.0	3	0.7	0	0.0
20:00	336	5	1.5	320	95.2	10	3.0	1	0.3	0	0.0
21:00	253	2	0.8	242	95.7	8	3.2	1	0.4	0	0.0
22:00	169	4	2.4	161	95.3	4	2.4	0	0.0	0	0.0
23:00	78	3	3.9	70	89.7	5	6.4	0	0.0	0	0.0
12H,7-19	5628	50	0.9	5143	91.4	351	6.2	75	1.3	9	0.2
16H,6-22	6773	63	0.9	6224	91.9	396	5.9	81	1.2	9	0.1
18H,6-24	7020	70	1.0	6455	92.0	405	5.8	81	1.2	9	0.1
24H,0-24	7184	72	1.0	6599	91.9	423	5.9	81	1.1	9	0.1

12071	GRAVESEND				Site No: 12071001	Location		Old Rd E, Gravesend (W of Park Ave)			
Wed 22-Feb-23 to Tue 28-Feb-23					Channel: Eastbound						
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Fri 24-Feb-23											
00:00	39	1	2.6	36	92.3	1	2.6	1	2.6	0	0.0
01:00	22	1	4.6	17	77.3	3	13.6	1	4.6	0	0.0
02:00	12	0	0.0	11	91.7	1	8.3	0	0.0	0	0.0
03:00	13	0	0.0	12	92.3	1	7.7	0	0.0	0	0.0
04:00	20	1	5.0	17	85.0	2	10.0	0	0.0	0	0.0
05:00	61	1	1.6	45	73.8	15	24.6	0	0.0	0	0.0
06:00	172	3	1.7	154	89.5	13	7.6	2	1.2	0	0.0
07:00	411	0	0.0	394	95.9	13	3.2	3	0.7	1	0.2
08:00	591	2	0.3	569	96.3	12	2.0	8	1.4	0	0.0
09:00	360	4	1.1	329	91.4	24	6.7	3	0.8	0	0.0
10:00	368	4	1.1	326	88.6	38	10.3	0	0.0	0	0.0
11:00	399	3	0.8	363	91.0	26	6.5	7	1.8	0	0.0
12:00	536	5	0.9	474	88.4	49	9.1	8	1.5	0	0.0
13:00	634	5	0.8	562	88.6	57	9.0	10	1.6	0	0.0
14:00	625	4	0.6	570	91.2	44	7.0	7	1.1	0	0.0
15:00	444	3	0.7	415	93.5	13	2.9	11	2.5	2	0.5
16:00	628	5	0.8	579	92.2	34	5.4	10	1.6	0	0.0
17:00	642	5	0.8	596	92.8	28	4.4	13	2.0	0	0.0
18:00	655	7	1.1	612	93.4	27	4.1	8	1.2	1	0.2
19:00	538	6	1.1	513	95.4	15	2.8	4	0.7	0	0.0
20:00	362	8	2.2	339	93.7	15	4.1	0	0.0	0	0.0
21:00	293	7	2.4	275	93.9	11	3.8	0	0.0	0	0.0
22:00	242	1	0.4	232	95.9	9	3.7	0	0.0	0	0.0
23:00	153	0	0.0	145	94.8	8	5.2	0	0.0	0	0.0
12H,7-19	6293	47	0.8	5789	92.0	365	5.8	88	1.4	4	0.1
16H,6-22	7658	71	0.9	7070	92.3	419	5.5	94	1.2	4	0.1
18H,6-24	8053	72	0.9	7447	92.5	436	5.4	94	1.2	4	0.1
24H,0-24	8220	76	0.9	7585	92.3	459	5.6	96	1.2	4	0.1

12071 GRAVESEND				Site No: 12071001		Location		Old Rd E, Gravesend (W of Park Ave)			
Wed 22-Feb-23 to Tue 28-Feb-23				Channel: Eastbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sat 25-Feb-23											
00:00	78	0	0.0	75	96.2	3	3.9	0	0.0	0	0.0
01:00	64	0	0.0	60	93.8	4	6.3	0	0.0	0	0.0
02:00	42	0	0.0	40	95.2	2	4.8	0	0.0	0	0.0
03:00	26	0	0.0	23	88.5	3	11.5	0	0.0	0	0.0
04:00	24	0	0.0	22	91.7	2	8.3	0	0.0	0	0.0
05:00	32	2	6.3	24	75.0	6	18.8	0	0.0	0	0.0
06:00	61	2	3.3	50	82.0	8	13.1	1	1.6	0	0.0
07:00	128	4	3.1	107	83.6	17	13.3	0	0.0	0	0.0
08:00	263	4	1.5	247	93.9	11	4.2	1	0.4	0	0.0
09:00	391	4	1.0	374	95.7	12	3.1	1	0.3	0	0.0
10:00	461	4	0.9	432	93.7	22	4.8	3	0.7	0	0.0
11:00	540	3	0.6	495	91.7	38	7.0	4	0.7	0	0.0
12:00	533	8	1.5	503	94.4	20	3.8	2	0.4	0	0.0
13:00	576	7	1.2	531	92.2	35	6.1	3	0.5	0	0.0
14:00	556	5	0.9	513	92.3	33	5.9	5	0.9	0	0.0
15:00	491	8	1.6	447	91.0	35	7.1	1	0.2	0	0.0
16:00	526	7	1.3	489	93.0	22	4.2	8	1.5	0	0.0
17:00	485	3	0.6	463	95.5	18	3.7	1	0.2	0	0.0
18:00	462	3	0.7	434	93.9	22	4.8	3	0.7	0	0.0
19:00	390	5	1.3	367	94.1	15	3.9	3	0.8	0	0.0
20:00	321	2	0.6	310	96.6	6	1.9	3	0.9	0	0.0
21:00	229	7	3.1	219	95.6	2	0.9	1	0.4	0	0.0
22:00	189	0	0.0	183	96.8	6	3.2	0	0.0	0	0.0
23:00	177	0	0.0	169	95.5	7	4.0	1	0.6	0	0.0
12H,7-19	5412	60	1.1	5035	93.0	285	5.3	32	0.6	0	0.0
16H,6-22	6413	76	1.2	5981	93.3	316	4.9	40	0.6	0	0.0
18H,6-24	6779	76	1.1	6333	93.4	329	4.9	41	0.6	0	0.0
24H,0-24	7045	78	1.1	6577	93.4	349	5.0	41	0.6	0	0.0

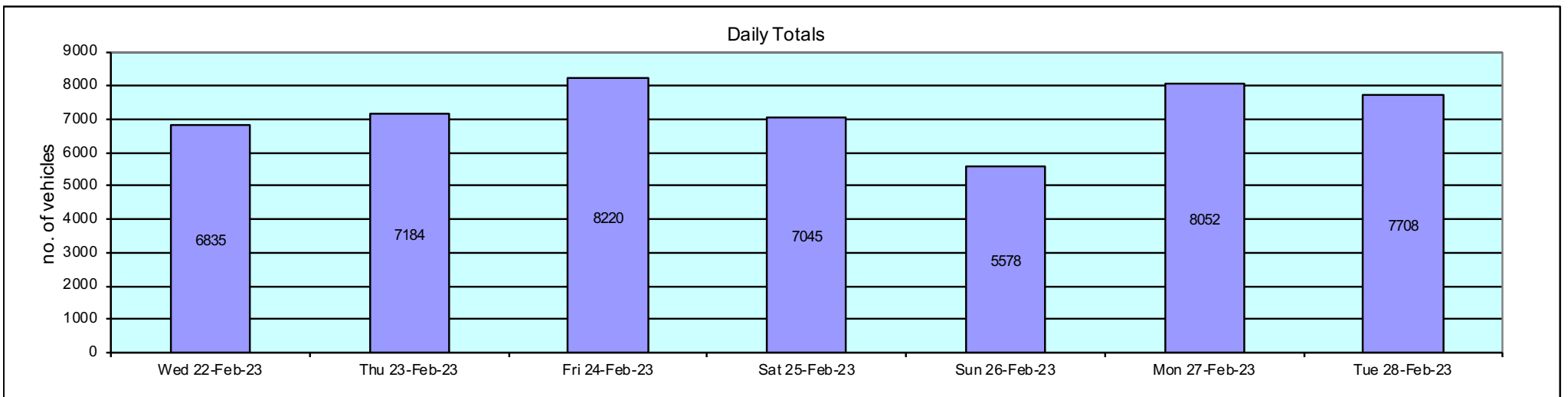
12071 GRAVESEND				Site No: 12071001		Location		Old Rd E, Gravesend (W of Park Ave)			
Wed 22-Feb-23 to Tue 28-Feb-23				Channel: Eastbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sun 26-Feb-23											
00:00	98	2	2.0	95	96.9	1	1.0	0	0.0	0	0.0
01:00	57	0	0.0	57	100.0	0	0.0	0	0.0	0	0.0
02:00	33	0	0.0	31	93.9	2	6.1	0	0.0	0	0.0
03:00	26	0	0.0	24	92.3	2	7.7	0	0.0	0	0.0
04:00	22	0	0.0	19	86.4	3	13.6	0	0.0	0	0.0
05:00	15	0	0.0	14	93.3	1	6.7	0	0.0	0	0.0
06:00	36	0	0.0	35	97.2	1	2.8	0	0.0	0	0.0
07:00	68	1	1.5	58	85.3	9	13.2	0	0.0	0	0.0
08:00	136	3	2.2	129	94.9	4	2.9	0	0.0	0	0.0
09:00	256	3	1.2	242	94.5	6	2.3	5	2.0	0	0.0
10:00	344	5	1.5	319	92.7	10	2.9	10	2.9	0	0.0
11:00	501	7	1.4	470	93.8	13	2.6	11	2.2	0	0.0
12:00	556	6	1.1	521	93.7	10	1.8	18	3.2	1	0.2
13:00	474	6	1.3	444	93.7	17	3.6	7	1.5	0	0.0
14:00	397	4	1.0	369	93.0	18	4.5	6	1.5	0	0.0
15:00	432	4	0.9	409	94.7	15	3.5	4	0.9	0	0.0
16:00	440	8	1.8	407	92.5	22	5.0	3	0.7	0	0.0
17:00	396	3	0.8	378	95.5	13	3.3	2	0.5	0	0.0
18:00	364	1	0.3	352	96.7	11	3.0	0	0.0	0	0.0
19:00	346	4	1.2	333	96.2	9	2.6	0	0.0	0	0.0
20:00	236	6	2.5	218	92.4	10	4.2	2	0.9	0	0.0
21:00	167	4	2.4	160	95.8	2	1.2	1	0.6	0	0.0
22:00	94	2	2.1	87	92.6	5	5.3	0	0.0	0	0.0
23:00	84	1	1.2	78	92.9	4	4.8	1	1.2	0	0.0
12H,7-19	4364	51	1.2	4098	93.9	148	3.4	66	1.5	1	0.0
16H,6-22	5149	65	1.3	4844	94.1	170	3.3	69	1.3	1	0.0
18H,6-24	5327	68	1.3	5009	94.0	179	3.4	70	1.3	1	0.0
24H,0-24	5578	70	1.3	5249	94.1	188	3.4	70	1.3	1	0.0

12071 GRAVESEND				Site No: 12071001		Location		Old Rd E, Gravesend (W of Park Ave)			
Wed 22-Feb-23 to Tue 28-Feb-23				Channel: Eastbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Mon 27-Feb-23											
00:00	35	0	0.0	32	91.4	3	8.6	0	0.0	0	0.0
01:00	23	0	0.0	21	91.3	2	8.7	0	0.0	0	0.0
02:00	17	0	0.0	17	100.0	0	0.0	0	0.0	0	0.0
03:00	9	0	0.0	8	88.9	1	11.1	0	0.0	0	0.0
04:00	24	1	4.2	17	70.8	4	16.7	1	4.2	1	4.2
05:00	60	1	1.7	51	85.0	7	11.7	1	1.7	0	0.0
06:00	172	1	0.6	156	90.7	14	8.1	1	0.6	0	0.0
07:00	518	2	0.4	501	96.7	13	2.5	2	0.4	0	0.0
08:00	650	4	0.6	619	95.2	20	3.1	7	1.1	0	0.0
09:00	382	4	1.1	351	91.9	21	5.5	6	1.6	0	0.0
10:00	391	5	1.3	351	89.8	30	7.7	4	1.0	1	0.3
11:00	413	3	0.7	366	88.6	39	9.4	4	1.0	1	0.2
12:00	418	5	1.2	374	89.5	35	8.4	4	1.0	0	0.0
13:00	454	9	2.0	413	91.0	31	6.8	1	0.2	0	0.0
14:00	580	7	1.2	509	87.8	56	9.7	8	1.4	0	0.0
15:00	616	1	0.2	566	91.9	42	6.8	7	1.1	0	0.0
16:00	715	12	1.7	627	87.7	59	8.3	17	2.4	0	0.0
17:00	743	11	1.5	686	92.3	35	4.7	11	1.5	0	0.0
18:00	637	8	1.3	587	92.2	33	5.2	8	1.3	1	0.2
19:00	437	8	1.8	409	93.6	15	3.4	5	1.1	0	0.0
20:00	323	6	1.9	304	94.1	13	4.0	0	0.0	0	0.0
21:00	251	5	2.0	236	94.0	10	4.0	0	0.0	0	0.0
22:00	119	0	0.0	117	98.3	2	1.7	0	0.0	0	0.0
23:00	65	2	3.1	59	90.8	4	6.2	0	0.0	0	0.0
12H,7-19	6517	71	1.1	5950	91.3	414	6.4	79	1.2	3	0.1
16H,6-22	7700	91	1.2	7055	91.6	466	6.1	85	1.1	3	0.0
18H,6-24	7884	93	1.2	7231	91.7	472	6.0	85	1.1	3	0.0
24H,0-24	8052	95	1.2	7377	91.6	489	6.1	87	1.1	4	0.1

12071 GRAVESEND				Site No: 12071001		Location		Old Rd E, Gravesend (W of Park Ave)			
Wed 22-Feb-23 to Tue 28-Feb-23				Channel: Eastbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Tue 28-Feb-23											
00:00	33	0	0.0	30	90.9	3	9.1	0	0.0	0	0.0
01:00	18	0	0.0	17	94.4	1	5.6	0	0.0	0	0.0
02:00	13	0	0.0	12	92.3	1	7.7	0	0.0	0	0.0
03:00	12	0	0.0	9	75.0	3	25.0	0	0.0	0	0.0
04:00	25	0	0.0	22	88.0	3	12.0	0	0.0	0	0.0
05:00	77	1	1.3	64	83.1	12	15.6	0	0.0	0	0.0
06:00	195	3	1.5	180	92.3	12	6.2	0	0.0	0	0.0
07:00	456	3	0.7	437	95.8	11	2.4	5	1.1	0	0.0
08:00	549	7	1.3	515	93.8	15	2.7	12	2.2	0	0.0
09:00	384	0	0.0	346	90.1	30	7.8	8	2.1	0	0.0
10:00	377	3	0.8	339	89.9	29	7.7	6	1.6	0	0.0
11:00	411	4	1.0	365	88.8	38	9.3	4	1.0	0	0.0
12:00	464	3	0.7	418	90.1	42	9.1	1	0.2	0	0.0
13:00	460	2	0.4	418	90.9	29	6.3	11	2.4	0	0.0
14:00	508	4	0.8	455	89.6	41	8.1	8	1.6	0	0.0
15:00	640	1	0.2	591	92.3	38	5.9	10	1.6	0	0.0
16:00	641	3	0.5	579	90.3	51	8.0	8	1.3	0	0.0
17:00	726	6	0.8	662	91.2	46	6.3	12	1.7	0	0.0
18:00	551	3	0.5	507	92.0	40	7.3	1	0.2	0	0.0
19:00	443	7	1.6	415	93.7	18	4.1	3	0.7	0	0.0
20:00	300	5	1.7	276	92.0	16	5.3	3	1.0	0	0.0
21:00	228	2	0.9	216	94.7	8	3.5	2	0.9	0	0.0
22:00	133	1	0.8	131	98.5	1	0.8	0	0.0	0	0.0
23:00	64	2	3.1	57	89.1	5	7.8	0	0.0	0	0.0
12H,7-19	6167	39	0.6	5632	91.3	410	6.7	86	1.4	0	0.0
16H,6-22	7333	56	0.8	6719	91.6	464	6.3	94	1.3	0	0.0
18H,6-24	7530	59	0.8	6907	91.7	470	6.2	94	1.3	0	0.0
24H,0-24	7708	60	0.8	7061	91.6	493	6.4	94	1.2	0	0.0

12071	GRAVESEND	Site No: 12071001	Location	Old Rd E, Gravesend (W of Park Ave)
Wed 22-Feb-23 to Tue 28-Feb-23		Channel: Eastbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Wed 22-Feb-23	6835	76	1.1	6251	91.5	437	6.4	58	0.9	13	0.2
Thu 23-Feb-23	7184	72	1.0	6599	91.9	423	5.9	81	1.1	9	0.1
Fri 24-Feb-23	8220	76	0.9	7585	92.3	459	5.6	96	1.2	4	0.1
Sat 25-Feb-23	7045	78	1.1	6577	93.4	349	5.0	41	0.6	0	0.0
Sun 26-Feb-23	5578	70	1.3	5249	94.1	188	3.4	70	1.3	1	0.0
Mon 27-Feb-23	8052	95	1.2	7377	91.6	489	6.1	87	1.1	4	0.1
Tue 28-Feb-23	7708	60	0.8	7061	91.6	493	6.4	94	1.2	0	0.0
Total Vehicles											
[--]	50622	527	1.1	46699	92.3	2838	5.5	527	1.0	31	0.1



12071 GRAVESEND					Site No: 12071001					Location Old Rd E, Gravesend (W of Park Ave)						
Wed 22-Feb-23 to Tue 28-Feb-23					Channel: Eastbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Wed 22-Feb-23																
00:00	29	37.2	32.8	5.8	0	0	0	0	1	11	11	5	0	0	1	0
01:00	16	39.4	33.5	6.2	0	0	0	0	2	4	3	6	1	0	0	0
02:00	10	36	28	10.4	0	0	2	1	1	1	3	1	1	0	0	0
03:00	18	40.5	34.1	6.5	0	0	0	0	1	5	7	2	2	1	0	0
04:00	21	38.8	34	4.9	0	0	0	0	1	4	9	6	1	0	0	0
05:00	67	38.2	33.4	4.4	0	0	0	0	1	18	31	15	2	0	0	0
06:00	160	36.7	32.1	5.8	0	2	3	1	7	38	81	25	2	1	0	0
07:00	417	35.3	30.9	5	1	1	1	4	25	188	155	37	3	0	1	1
08:00	560	33.2	28.1	5.2	1	9	4	11	126	267	131	9	2	0	0	0
09:00	393	34.3	29	5.4	0	0	4	20	67	174	104	17	6	1	0	0
10:00	376	35.1	30.9	5	0	2	1	4	24	159	158	23	3	0	0	2
11:00	419	35	30.3	5.1	0	2	0	8	52	178	144	29	5	0	0	1
12:00	421	34.7	29.7	5.3	0	4	1	8	62	184	132	24	5	1	0	0
13:00	408	35	30.4	4.8	0	0	1	1	54	178	140	30	2	1	0	1
14:00	487	34.5	29.7	4.6	0	1	1	6	69	242	136	27	5	0	0	0
15:00	495	33.4	22.7	10.2	19	78	70	23	68	115	99	20	2	0	0	1
16:00	618	34.1	29.2	5.1	0	1	6	22	91	299	171	21	3	4	0	0
17:00	603	32.9	24.6	8.4	0	46	78	62	88	200	101	24	3	1	0	0
18:00	518	34.9	30.1	4.8	0	0	1	7	80	210	180	35	3	2	0	0
19:00	412	34.7	29	5.9	1	0	7	22	73	166	109	26	7	1	0	0
20:00	2	-	28.5	1.8	0	0	0	0	0	2	0	0	0	0	0	0
21:00	188	34.5	28.8	5.8	0	0	4	10	33	82	43	14	1	1	0	0
22:00	132	37.6	32.5	5.5	0	0	1	5	4	33	62	21	6	0	0	0
23:00	65	38.4	33.5	5.8	0	0	0	0	5	13	32	10	3	1	1	0
12H,7-19	5715	34.5	28.6	6.6	21	144	168	176	806	2394	1651	296	42	10	1	6
16H,6-22	6477	34.6	28.7	6.5	22	146	182	209	919	2682	1884	361	52	13	1	6
18H,6-24	6674	34.7	28.8	6.5	22	146	183	214	928	2728	1978	392	61	14	2	6
24H,0-24	6835	34.8	28.9	6.5	22	146	185	215	935	2771	2042	427	68	15	3	6

12071 GRAVESEND					Site No: 12071001					Location Old Rd E, Gravesend (W of Park Ave)						
Wed 22-Feb-23 to Tue 28-Feb-23					Channel: Eastbound											
Time Period	Total Vehicles	85 th ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Thu 23-Feb-23																
00:00	42	38.3	33.3	4.9	0	0	0	0	1	13	18	7	3	0	0	0
01:00	17	38.4	35	3.7	0	0	0	0	0	1	11	4	1	0	0	0
02:00	13	37.4	33.1	5	0	0	0	0	0	5	5	2	1	0	0	0
03:00	16	41.3	34.8	6.3	0	0	0	0	0	5	6	2	2	1	0	0
04:00	18	39	33.2	6.9	0	0	0	1	0	6	6	3	1	1	0	0
05:00	58	40.1	35.7	5.3	0	0	0	0	0	7	28	17	4	0	2	0
06:00	134	38.6	33.1	5.4	0	0	2	0	5	36	56	28	7	0	0	0
07:00	377	34.4	28.7	6	0	7	12	7	55	170	102	23	1	0	0	0
08:00	510	31.5	25.2	6.9	2	32	21	42	140	187	82	4	0	0	0	0
09:00	349	34.3	29.4	4.9	0	0	2	10	51	167	100	17	1	0	0	1
10:00	346	35.3	30.8	4.9	0	0	1	3	37	146	125	27	5	2	0	0
11:00	407	34.7	30.1	4.6	0	0	1	6	50	187	136	23	4	0	0	0
12:00	386	34.5	29.1	5.5	0	2	4	18	69	149	121	20	2	1	0	0
13:00	419	35	30.5	5.2	0	1	0	6	48	191	136	26	7	0	4	0
14:00	468	35.1	30.1	5.2	0	0	9	4	54	212	145	38	5	1	0	0
15:00	511	32.9	26.6	6.5	2	13	16	52	113	201	97	17	0	0	0	0
16:00	574	34.2	29.5	4.7	1	2	2	6	84	285	169	20	4	1	0	0
17:00	670	30.8	22.2	8.8	4	77	131	77	86	203	71	17	4	0	0	0
18:00	611	29.5	19.2	8.9	4	127	144	99	59	121	42	12	1	2	0	0
19:00	422	35.8	31.2	5.6	0	0	5	15	30	135	182	42	12	0	1	0
20:00	336	36.6	31.9	5.2	0	0	2	6	11	128	133	45	8	2	1	0
21:00	253	35.7	32	4.8	0	0	0	4	7	92	118	24	5	2	1	0
22:00	169	37.1	32.3	5.7	0	0	2	1	6	61	68	23	4	3	0	1
23:00	78	35.8	31.4	6.5	0	1	3	0	4	22	37	8	2	1	0	0
12H,7-19	5628	33.9	27	7.5	13	261	343	330	846	2219	1326	244	34	7	4	1
16H,6-22	6773	34.5	27.8	7.4	13	261	352	355	899	2610	1815	383	66	11	7	1
18H,6-24	7020	34.6	28	7.4	13	262	357	356	909	2693	1920	414	72	15	7	2
24H,0-24	7184	34.7	28.1	7.4	13	262	357	357	910	2730	1994	449	84	17	9	2

12071 GRAVESEND					Site No: 12071001					Location Old Rd E, Gravesend (W of Park Ave)						
Wed 22-Feb-23 to Tue 28-Feb-23					Channel: Eastbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Fri 24-Feb-23																
00:00	39	40.7	34.1	6	0	0	0	0	3	9	13	8	6	0	0	0
01:00	22	36.5	31.7	7.6	0	0	1	1	1	6	9	2	1	1	0	0
02:00	12	44.5	38.5	6.9	0	0	0	0	0	0	6	3	1	1	1	0
03:00	13	37.4	33.5	4.8	0	0	0	0	0	4	6	2	1	0	0	0
04:00	20	38.5	32.8	6.7	0	0	0	1	1	6	6	5	0	1	0	0
05:00	61	38.9	34.3	4.4	0	0	0	0	2	8	32	16	3	0	0	0
06:00	172	38.5	33.4	5.1	0	0	2	0	5	40	81	35	9	0	0	0
07:00	411	35.3	31.2	5.3	0	3	4	6	30	125	208	29	4	1	0	1
08:00	591	30	22.5	7.5	2	41	106	74	134	180	49	5	0	0	0	0
09:00	360	35.1	30.7	4.9	0	1	1	5	21	176	125	25	4	1	0	1
10:00	368	35	30.6	4.5	0	0	1	9	27	153	152	25	1	0	0	0
11:00	399	35.1	30	5.1	0	0	2	15	52	155	140	34	1	0	0	0
12:00	536	34.6	29.7	5.3	0	3	4	10	83	224	182	23	5	1	0	1
13:00	634	33.9	27.9	5.9	2	1	16	49	136	247	151	27	4	1	0	0
14:00	625	34.1	29.3	4.7	0	0	4	13	105	298	179	20	4	2	0	0
15:00	444	28.2	16	9.6	10	182	107	16	33	65	23	4	0	0	1	3
16:00	628	33.3	25.1	8.1	1	27	78	89	90	189	127	23	3	0	0	1
17:00	642	31.5	23	8.5	2	67	79	110	107	172	81	21	3	0	0	0
18:00	655	34.7	30	4.8	0	0	1	16	76	319	193	42	5	3	0	0
19:00	538	35.3	30.9	5.4	0	2	0	9	43	242	189	36	11	2	2	2
20:00	362	35.8	31.7	4.6	0	0	2	0	18	145	149	40	8	0	0	0
21:00	293	35.9	32	4.6	0	0	1	0	15	108	125	37	6	1	0	0
22:00	242	35.7	32.2	4.7	0	0	0	2	11	75	124	23	5	0	2	0
23:00	153	37.5	33	5.3	0	0	0	0	4	52	68	19	7	2	0	1
12H,7-19	6293	34.1	26.9	7.7	17	325	403	412	894	2303	1610	278	34	9	1	7
16H,6-22	7658	34.5	27.8	7.6	17	327	408	421	975	2838	2154	426	68	12	3	9
18H,6-24	8053	34.7	28	7.5	17	327	408	423	990	2965	2346	468	80	14	5	10
24H,0-24	8220	34.8	28.1	7.5	17	327	409	425	997	2998	2418	504	92	17	6	10

12071 GRAVESEND					Site No: 12071001					Location Old Rd E, Gravesend (W of Park Ave)						
Wed 22-Feb-23 to Tue 28-Feb-23					Channel: Eastbound											
Time Period	Total Vehicles	85 th ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sat 25-Feb-23																
00:00	78	39.4	34.1	6.2	0	0	0	0	4	17	38	10	5	2	2	0
01:00	64	38.5	34	5.4	0	0	0	0	2	14	31	14	0	2	1	0
02:00	42	38	32.8	5.5	0	0	0	0	4	11	17	8	1	1	0	0
03:00	26	39.3	34.8	4.6	0	0	0	0	1	3	11	10	1	0	0	0
04:00	24	37.1	32.7	5	0	0	0	0	2	6	11	4	1	0	0	0
05:00	32	39.4	33.2	6.9	0	0	1	0	2	7	14	4	3	1	0	0
06:00	61	40.5	35.1	6.6	0	0	1	0	0	14	20	18	6	1	0	1
07:00	128	38.8	33.5	5.4	0	0	2	2	0	29	58	31	5	1	0	0
08:00	263	38	33.1	5.6	0	0	3	4	12	49	135	50	6	2	1	1
09:00	391	36.2	32.4	5.1	0	0	1	2	20	124	183	42	14	3	2	0
10:00	461	35.5	31.1	5	0	1	1	6	34	188	181	39	10	0	0	1
11:00	540	35.1	30.6	4.8	0	0	0	5	68	227	193	36	8	3	0	0
12:00	533	36	31.6	5.1	0	1	0	3	41	201	207	68	7	4	0	1
13:00	576	35.5	30.9	5.1	0	0	3	5	59	237	204	54	11	2	1	0
14:00	556	35.7	31.4	5	0	0	1	5	43	227	210	54	11	4	0	1
15:00	491	35.6	31.8	4.5	0	0	1	3	26	174	230	47	8	2	0	0
16:00	526	35.1	30.7	4.7	0	0	0	10	41	244	185	37	7	0	2	0
17:00	485	35.8	31.9	5	0	0	0	0	26	197	196	52	8	1	2	3
18:00	462	35.6	31.3	4.7	0	0	1	1	31	199	174	47	6	2	1	0
19:00	390	35.9	32	4.3	0	0	0	0	18	142	175	48	6	1	0	0
20:00	321	37.7	32.6	5.3	0	0	0	1	17	112	127	45	15	3	0	1
21:00	229	37.5	33.2	4.8	0	0	0	1	6	59	119	30	12	2	0	0
22:00	189	37.1	33	5.2	0	0	0	1	8	50	95	27	6	0	0	2
23:00	177	38.4	33.5	4.5	0	0	0	0	6	40	83	43	5	0	0	0
12H,7-19	5412	35.7	31.5	5	0	2	13	46	401	2096	2156	557	101	24	9	7
16H,6-22	6413	35.9	31.7	5	0	2	14	48	442	2423	2597	698	140	31	9	9
18H,6-24	6779	35.9	31.7	5	0	2	14	49	456	2513	2775	768	151	31	9	11
24H,0-24	7045	36	31.8	5.1	0	2	15	49	471	2571	2897	818	162	37	12	11

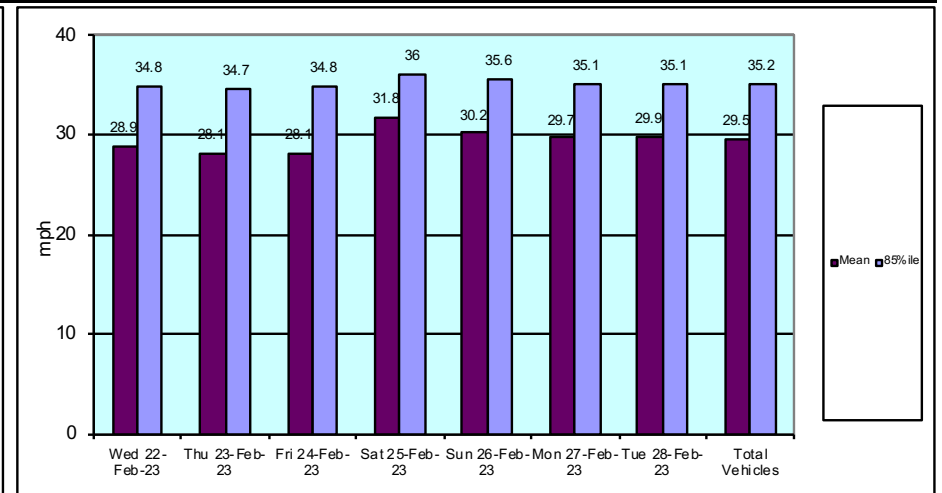
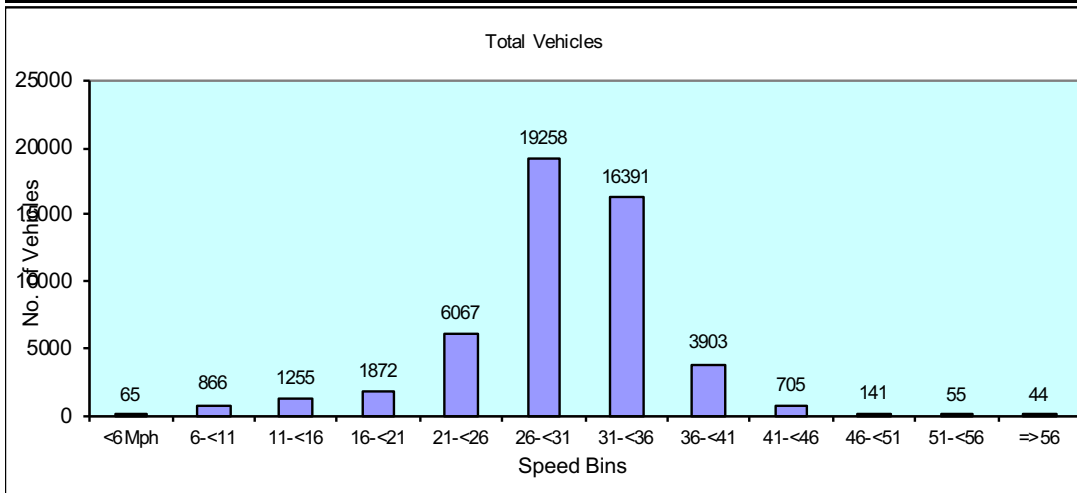
12071 GRAVESEND					Site No: 12071001					Location Old Rd E, Gravesend (W of Park Ave)						
Wed 22-Feb-23 to Tue 28-Feb-23					Channel: Eastbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sun 26-Feb-23																
00:00	98	37.1	32.2	4.9	0	0	1	0	4	34	40	17	2	0	0	0
01:00	57	38.7	32.9	5.5	0	0	0	1	0	24	17	11	3	1	0	0
02:00	33	39.3	34.6	5.6	0	0	0	0	0	9	12	10	1	0	1	0
03:00	26	39	33.5	5.3	0	0	0	0	1	8	9	6	2	0	0	0
04:00	22	37.2	31.9	4.7	0	0	0	0	1	10	6	5	0	0	0	0
05:00	15	38.1	34.5	6.7	0	0	0	0	1	2	8	3	0	0	1	0
06:00	36	38.6	33.8	4.7	0	0	0	0	1	8	17	8	2	0	0	0
07:00	68	35.6	31.8	4.5	0	0	1	0	3	21	35	8	0	0	0	0
08:00	136	36.9	32.7	5.7	0	0	1	2	6	36	67	18	3	2	0	1
09:00	256	35.2	29.6	6.1	0	1	6	10	42	90	81	22	3	0	1	0
10:00	344	31.9	26.1	5.8	0	3	5	47	119	109	48	12	1	0	0	0
11:00	501	30.6	24.4	7.1	0	4	49	98	155	129	52	7	3	0	0	4
12:00	556	33.2	26.3	6.7	0	2	28	104	113	176	110	17	4	2	0	0
13:00	474	35.3	30.6	4.8	0	0	3	8	39	220	153	47	4	0	0	0
14:00	397	35.4	30.9	4.8	0	2	0	3	41	146	166	37	1	1	0	0
15:00	432	37.1	32.3	5.3	0	0	4	3	21	141	185	58	17	2	1	0
16:00	440	35	30.9	4.4	0	0	1	3	27	205	170	26	6	2	0	0
17:00	396	35.9	31.8	4.5	0	0	0	1	15	167	156	46	11	0	0	0
18:00	364	35.6	31.6	4.5	0	0	0	1	21	145	155	32	8	2	0	0
19:00	346	37.4	32.8	4.5	0	0	0	0	9	110	159	55	13	0	0	0
20:00	236	38	33.4	4.6	0	0	0	0	5	63	115	43	8	1	1	0
21:00	167	37.3	33.3	4.3	0	0	0	2	4	30	98	28	5	0	0	0
22:00	94	37.1	32.9	4.5	0	0	0	1	2	26	47	15	3	0	0	0
23:00	84	40.2	35.3	5.7	0	0	0	0	1	13	41	19	6	3	0	1
12H,7-19	4364	35.1	29.4	6.2	0	12	98	280	602	1585	1378	330	61	11	2	5
16H,6-22	5149	35.4	30	6.1	0	12	98	282	621	1796	1767	464	89	12	3	5
18H,6-24	5327	35.5	30.1	6.1	0	12	98	283	624	1835	1855	498	98	15	3	6
24H,0-24	5578	35.6	30.2	6.1	0	12	99	284	631	1922	1947	550	106	16	5	6

12071 GRAVESEND					Site No: 12071001					Location Old Rd E, Gravesend (W of Park Ave)						
Wed 22-Feb-23 to Tue 28-Feb-23					Channel: Eastbound											
Time Period	Total Vehicles	85 th ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Mon 27-Feb-23																
00:00	35	38.8	33.2	6	0	0	0	2	0	8	17	4	4	0	0	0
01:00	23	39.8	32.2	6.9	0	0	0	0	5	6	5	4	3	0	0	0
02:00	17	39	34.7	4.4	0	0	0	0	0	3	8	5	1	0	0	0
03:00	9	-	35.7	6.8	0	0	0	0	0	2	4	1	1	1	0	0
04:00	24	38.4	32.3	6.3	0	0	0	1	3	5	8	6	1	0	0	0
05:00	60	40.7	36.1	5.6	0	0	0	0	0	9	23	19	8	0	0	1
06:00	172	39.4	33.8	5.5	0	1	0	0	8	39	66	47	9	2	0	0
07:00	518	35.2	31.6	3.7	0	0	1	0	7	219	254	32	4	1	0	0
08:00	650	30.5	24.2	6.9	4	34	49	85	171	232	70	4	1	0	0	0
09:00	382	35.7	31	6.2	1	6	1	8	30	137	151	38	5	1	4	0
10:00	391	35.7	30.8	5.9	0	4	3	11	44	117	162	43	6	0	1	0
11:00	413	35.7	31.3	5.5	0	0	0	6	35	172	147	40	6	3	2	2
12:00	418	34.7	29.7	5.1	0	0	6	15	54	171	147	22	3	0	0	0
13:00	454	34.7	29.8	5.3	0	1	0	8	77	204	130	26	4	1	2	1
14:00	580	35.1	29.8	5.5	0	1	3	23	92	234	170	48	6	2	1	0
15:00	616	34	28.7	5.4	2	8	2	13	123	287	148	30	3	0	0	0
16:00	715	33.5	28.1	5.2	1	2	1	39	189	292	169	16	5	0	1	0
17:00	743	33.9	28	5.8	0	2	18	67	128	307	189	29	2	1	0	0
18:00	637	34.5	29.6	4.7	0	0	2	13	110	269	210	29	3	1	0	0
19:00	437	35.1	30	5.5	0	0	5	17	52	179	145	30	7	1	1	0
20:00	323	35.9	32	4.7	0	1	0	1	14	115	146	39	6	0	1	0
21:00	251	36.3	31.9	4.9	0	0	1	1	18	84	107	36	3	0	1	0
22:00	119	39.6	34.3	5	0	0	0	0	2	28	49	30	9	1	0	0
23:00	65	40	34.3	5.8	0	0	0	1	3	12	26	16	6	1	0	0
12H,7-19	6517	34.6	29.1	5.8	8	58	86	288	1060	2641	1947	357	48	10	11	3
16H,6-22	7700	34.9	29.5	5.8	8	60	92	307	1152	3058	2411	509	73	13	14	3
18H,6-24	7884	35	29.6	5.9	8	60	92	308	1157	3098	2486	555	88	15	14	3
24H,0-24	8052	35.1	29.7	5.9	8	60	92	311	1165	3131	2551	594	106	16	14	4

12071 GRAVESEND					Site No: 12071001					Location Old Rd E, Gravesend (W of Park Ave)						
Wed 22-Feb-23 to Tue 28-Feb-23					Channel: Eastbound											
Time Period	Total Vehicles	85 th ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Tue 28-Feb-23																
00:00	33	39.5	34	5.8	0	0	0	0	2	8	12	8	2	1	0	0
01:00	18	39.2	34.1	5	0	0	0	0	0	6	5	6	1	0	0	0
02:00	13	36.9	32.7	4.3	0	0	0	0	0	5	5	3	0	0	0	0
03:00	12	45.3	36.8	7	0	0	0	0	0	2	5	2	1	2	0	0
04:00	25	39.4	34.5	5	0	0	0	0	1	4	11	7	2	0	0	0
05:00	77	38.8	34.1	4.7	0	0	0	0	0	18	37	18	2	2	0	0
06:00	195	38.3	33.4	5.4	0	0	3	3	5	30	108	36	8	2	0	0
07:00	456	34.8	29.2	5.9	0	3	6	28	78	141	172	25	2	1	0	0
08:00	549	31.7	24.1	8	4	43	55	51	135	166	85	8	0	0	2	0
09:00	384	34.9	30	5.2	0	0	0	6	68	155	123	23	8	0	0	1
10:00	377	35.6	31.4	4.7	0	0	0	2	27	157	146	38	3	4	0	0
11:00	411	35.3	30.6	5.1	0	0	2	5	60	144	162	34	2	1	0	1
12:00	464	34.5	29.6	4.8	0	2	1	11	67	207	153	21	2	0	0	0
13:00	460	35.3	30.6	5	0	0	3	6	53	181	173	38	5	0	0	1
14:00	508	34.7	29.9	4.9	0	0	2	16	62	231	162	27	8	0	0	0
15:00	640	32	27.3	5.6	1	6	17	44	132	325	97	15	1	0	2	0
16:00	641	34.8	30.6	4.5	0	0	0	5	52	318	222	36	4	2	0	2
17:00	726	33.8	28.8	5	0	3	5	34	111	358	190	21	3	1	0	0
18:00	551	35	30.5	4.5	0	0	0	2	57	267	178	39	7	1	0	0
19:00	443	35.8	31.3	5	0	0	2	13	23	169	177	51	7	1	0	0
20:00	300	35.8	32.1	4.7	0	0	1	0	10	116	134	29	8	0	2	0
21:00	228	36.5	32.2	4.8	0	0	0	3	10	76	101	31	6	1	0	0
22:00	133	38.5	33.4	5.1	0	0	0	1	3	38	56	29	3	3	0	0
23:00	64	38.8	33.4	5.8	0	0	1	1	2	13	28	16	2	1	0	0
12H,7-19	6167	34.6	29.2	5.7	5	57	91	210	902	2650	1863	325	45	10	4	5
16H,6-22	7333	34.9	29.7	5.7	5	57	97	229	950	3041	2383	472	74	14	6	5
18H,6-24	7530	35	29.8	5.7	5	57	98	231	955	3092	2467	517	79	18	6	5
24H,0-24	7708	35.1	29.9	5.7	5	57	98	231	958	3135	2542	561	87	23	6	5

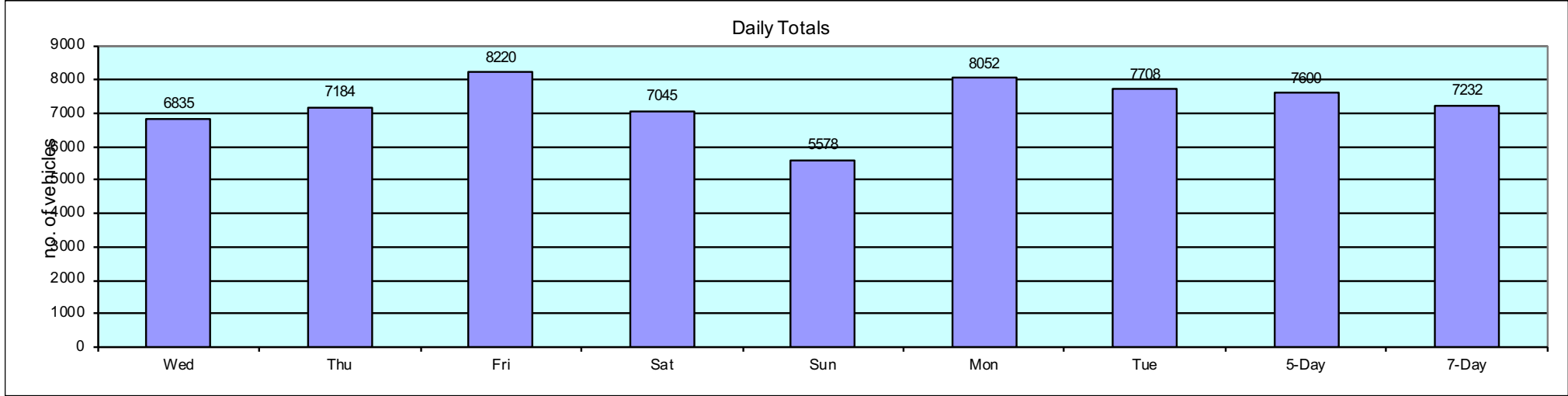
12071 GRAVESEND Site No: 12071001 Location Old Rd E, Gravesend (W of Park Ave)
 Wed 22-Feb-23 to Tue 28-Feb-23 Channel: Eastbound

Time Period	Total Vehicles	85 th ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Daily Totals																
Wed 22-Feb-23	6835	34.8	28.9	6.5	22	146	185	215	935	2771	2042	427	68	15	3	6
Thu 23-Feb-23	7184	34.7	28.1	7.4	13	262	357	357	910	2730	1994	449	84	17	9	2
Fri 24-Feb-23	8220	34.8	28.1	7.5	17	327	409	425	997	2998	2418	504	92	17	6	10
Sat 25-Feb-23	7045	36	31.8	5.1	0	2	15	49	471	2571	2897	818	162	37	12	11
Sun 26-Feb-23	5578	35.6	30.2	6.1	0	12	99	284	631	1922	1947	550	106	16	5	6
Mon 27-Feb-23	8052	35.1	29.7	5.9	8	60	92	311	1165	3131	2551	594	106	16	14	4
Tue 28-Feb-23	7708	35.1	29.9	5.7	5	57	98	231	958	3135	2542	561	87	23	6	5
Total Vehicles																
[--]	50622	35.2	29.5	6.3	65	866	1255	1872	6067	19258	16391	3903	705	141	55	44



12071	GRAVESEND				Site No: 12071001	Location	Old Rd E, Gravesend (W of Park Ave)		
	Channel: Eastbound								
	Wed	Thu	Fri	Sat	Sun	Mon	Tue	5-Day	7-Day
TIME PERIOD	22/02/2023	23/02/23	24/02/23	25/02/23	26/02/23	27/02/23	28/02/23	Av	Av
Week Begin: 22-Feb-23									
00:00	29	42	39	78	98	35	33	36	51
01:00	16	17	22	64	57	23	18	19	31
02:00	10	13	12	42	33	17	13	13	20
03:00	18	16	13	26	26	9	12	14	17
04:00	21	18	20	24	22	24	25	22	22
05:00	67	58	61	32	15	60	77	65	53
06:00	160	134	172	61	36	172	195	167	133
07:00	417	377	411	128	68	518	456	436	339
08:00	560	510	591	263	136	650	549	572	466
09:00	393	349	360	391	256	382	384	374	359
10:00	376	346	368	461	344	391	377	372	380
11:00	419	407	399	540	501	413	411	410	441
12:00	421	386	536	533	556	418	464	445	473
13:00	408	419	634	576	474	454	460	475	489
14:00	487	468	625	556	397	580	508	534	517
15:00	495	511	444	491	432	616	640	541	518
16:00	618	574	628	526	440	715	641	635	592
17:00	603	670	642	485	396	743	726	677	609
18:00	518	611	655	462	364	637	551	594	543
19:00	412	422	538	390	346	437	443	450	427
20:00	2	336	362	321	236	323	300	265	269
21:00	188	253	293	229	167	251	228	243	230
22:00	132	169	242	189	94	119	133	159	154
23:00	65	78	153	177	84	65	64	85	98
12H,7-19	5715	5628	6293	5412	4364	6517	6167	6064	5728
16H,6-22	6477	6773	7658	6413	5149	7700	7333	7188	6786
18H,6-24	6674	7020	8053	6779	5327	7884	7530	7432	7038
24H,0-24	6835	7184	8220	7045	5578	8052	7708	7600	7232
Am	08:00	08:00	08:00	11:00	11:00	08:00	08:00		
Peak	560	510	591	540	501	650	549		
Pm	16:00	17:00	18:00	13:00	12:00	17:00	17:00		
Peak	618	670	655	576	556	743	726		

12071	GRAVESEND			Site No: 12071001	Location	Old Rd E, Gravesend (W of Park Ave)			
				Channel: Eastbound					
	Wed	Thu	Fri	Sat	Sun	Mon	Tue	5-Day	7-Day
TIME PERIOD	22/02/2023	23/02/23	24/02/23	25/02/23	26/02/23	27/02/23	28/02/23	Av	Av



12071		GRAVESEND					Site No: 12071001		Location		Old Rd E, Gravesend (W of Park Ave)				
Wed 22-Feb-23 to Tue 28-Feb-23					Channel: Westbound										
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
												MULTI-TRAILER ARTIC			
Wed 22-Feb-23															
00:00	26	0	23	2	1	0	0	0	0	0	0	0	0	0	
01:00	11	0	9	1	0	0	1	0	0	0	0	0	0	0	
02:00	7	0	6	1	0	0	0	0	0	0	0	0	0	0	
03:00	11	0	10	0	0	0	1	0	0	0	0	0	0	0	
04:00	24	0	19	5	0	0	0	0	0	0	0	0	0	0	
05:00	157	1	135	19	0	0	2	0	0	0	0	0	0	0	
06:00	327	3	293	12	1	0	18	0	0	0	0	0	0	0	
07:00	726	6	630	22	0	0	61	1	5	0	0	1	0	0	
08:00	719	3	653	19	3	0	29	7	1	1	1	2	0	0	
09:00	459	3	418	18	0	0	19	0	1	0	0	0	0	0	
10:00	427	4	382	11	0	0	28	1	0	0	0	1	0	0	
11:00	414	6	360	14	0	0	31	0	2	0	0	1	0	0	
12:00	413	4	370	16	0	0	21	0	1	0	1	0	0	0	
13:00	411	5	371	17	0	0	15	0	1	0	0	2	0	0	
14:00	412	4	367	21	0	0	18	0	1	0	0	1	0	0	
15:00	469	7	432	10	5	0	11	2	2	0	0	0	0	0	
16:00	506	5	447	19	0	0	31	0	1	2	0	1	0	0	
17:00	439	13	398	9	0	0	16	1	1	0	0	1	0	0	
18:00	457	6	417	7	0	0	24	0	2	0	0	1	0	0	
19:00	316	2	283	9	0	0	20	0	1	0	0	1	0	0	
20:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
21:00	137	4	123	3	0	0	7	0	0	0	0	0	0	0	
22:00	73	0	65	1	0	0	7	0	0	0	0	0	0	0	
23:00	41	1	39	0	0	0	1	0	0	0	0	0	0	0	
12H,7-19	5852	66	5245	183	8	0	304	12	18	3	2	11	0	0	
16H,6-22	6633	75	5945	207	9	0	349	12	19	3	2	12	0	0	
18H,6-24	6747	76	6049	208	9	0	357	12	19	3	2	12	0	0	
24H,0-24	6983	77	6251	236	10	0	361	12	19	3	2	12	0	0	

12071		GRAVESEND				Site No: 12071001		Location	Old Rd E, Gravesend (W of Park Ave)						
Wed 22-Feb-23 to Tue 28-Feb-23						Channel: Westbound									
			CARS OR CAR- BASED LGV	LIGHT GOODS VEHICLES			TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI- TRAILER ARTIC	SIX AXLE MULTI- TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES			BUSES										
Thu 23-Feb-23															
00:00	23	0	20	1	0		0	2	0	0	0	0	0	0	0
01:00	8	0	6	2	0		0	0	0	0	0	0	0	0	0
02:00	12	0	11	0	0		0	0	0	0	0	1	0	0	0
03:00	15	0	15	0	0		0	0	0	0	0	0	0	0	0
04:00	26	0	24	2	0		0	0	0	0	0	0	0	0	0
05:00	162	5	131	13	0		0	13	0	0	0	0	0	0	0
06:00	307	3	272	14	0		0	16	0	1	0	0	1	0	0
07:00	564	6	503	20	0		1	33	0	0	1	0	0	0	0
08:00	555	4	518	7	0		0	23	0	2	0	1	0	0	0
09:00	465	3	409	18	1		1	28	0	3	1	0	1	0	0
10:00	441	6	398	11	0		1	22	0	2	0	0	1	0	0
11:00	432	3	386	17	0		1	24	0	1	0	0	0	0	0
12:00	415	7	377	21	0		0	8	1	1	0	0	0	0	0
13:00	406	4	363	24	0		0	13	1	1	0	0	0	0	0
14:00	401	4	359	19	0		1	17	0	0	0	0	1	0	0
15:00	412	5	378	15	2		0	11	1	0	0	0	0	0	0
16:00	437	3	380	20	0		0	32	0	1	0	1	0	0	0
17:00	512	6	465	12	1		0	26	0	1	1	0	0	0	0
18:00	538	10	488	10	0		0	26	0	3	0	1	0	0	0
19:00	382	3	331	4	0		1	38	0	2	1	1	1	0	0
20:00	239	4	217	3	0		0	15	0	0	0	0	0	0	0
21:00	182	5	149	5	0		0	18	0	5	0	0	0	0	0
22:00	92	2	81	4	0		0	5	0	0	0	0	0	0	0
23:00	57	0	51	2	0		0	3	0	1	0	0	0	0	0
12H,7-19	5578	61	5024	194	4		5	263	3	15	3	3	3	0	0
16H,6-22	6688	76	5993	220	4		6	350	3	23	4	4	5	0	0
18H,6-24	6837	78	6125	226	4		6	358	3	24	4	4	5	0	0
24H,0-24	7083	83	6332	244	4		6	373	3	24	4	5	5	0	0

12071		GRAVESEND					Site No: 12071001		Location	Old Rd E, Gravesend (W of Park Ave)					
Wed 22-Feb-23 to Tue 28-Feb-23						Channel: Westbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR			TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
			CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES										
Fri 24-Feb-23															
00:00	24	1	22	1	0	0	0	0	0	0	0	0	0	0	
01:00	16	0	12	1	0	1	0	1	1	0	0	0	0	0	
02:00	12	0	11	0	0	0	1	0	0	0	0	0	0	0	
03:00	18	0	16	2	0	0	0	0	0	0	0	0	0	0	
04:00	36	0	33	3	0	0	0	0	0	0	0	0	0	0	
05:00	135	1	104	26	0	1	3	0	0	0	0	0	0	0	
06:00	241	3	200	22	1	0	12	0	1	0	1	1	0	0	
07:00	566	4	476	15	1	0	59	2	5	1	3	0	0	0	
08:00	663	5	593	11	3	1	38	3	3	1	2	3	0	0	
09:00	537	3	459	21	1	0	46	1	2	0	0	4	0	0	
10:00	478	1	436	15	0	2	21	0	1	0	0	2	0	0	
11:00	459	4	413	25	0	0	11	0	5	0	1	0	0	0	
12:00	451	2	408	33	0	0	5	2	0	0	0	1	0	0	
13:00	579	9	522	40	1	0	6	0	1	0	0	0	0	0	
14:00	490	7	444	29	0	0	6	0	4	0	0	0	0	0	
15:00	443	6	409	19	1	2	2	2	2	0	0	0	0	0	
16:00	538	4	496	22	2	0	10	3	1	0	0	0	0	0	
17:00	617	10	557	17	0	0	26	0	3	0	0	4	0	0	
18:00	510	5	441	10	0	0	47	1	4	0	1	1	0	0	
19:00	439	5	385	6	0	0	40	0	2	0	0	1	0	0	
20:00	250	3	204	1	0	0	36	0	3	1	1	1	0	0	
21:00	218	4	176	3	0	0	34	0	1	0	0	0	0	0	
22:00	140	1	126	4	0	0	8	0	1	0	0	0	0	0	
23:00	83	2	75	0	0	0	5	0	1	0	0	0	0	0	
12H,7-19	6331	60	5654	257	9	5	277	14	31	2	7	15	0	0	
16H,6-22	7479	75	6619	289	10	5	399	14	38	3	9	18	0	0	
18H,6-24	7702	78	6820	293	10	5	412	14	40	3	9	18	0	0	
24H,0-24	7943	80	7018	326	10	7	416	15	41	3	9	18	0	0	

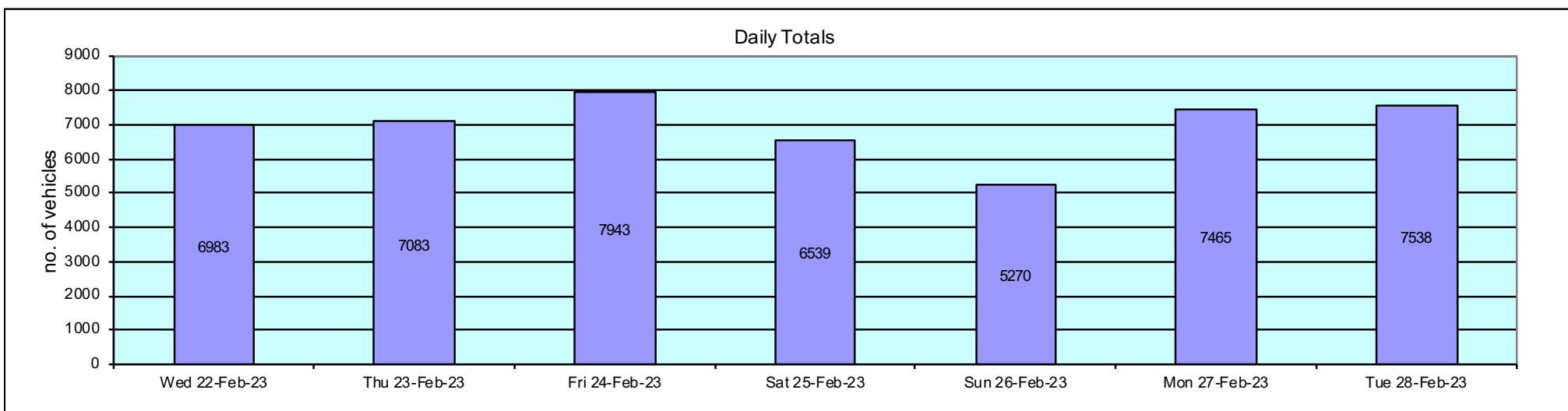
12071		GRAVESEND				Site No: 12071001		Location	Old Rd E, Gravesend (W of Park Ave)					
Wed 22-Feb-23 to Tue 28-Feb-23						Channel: Westbound								
			CARS OR CAR- BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI- TRAILER ARTIC	SIX AXLE MULTI- TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES												
Sat 25-Feb-23														
00:00	59	0	54	2	0	0	3	0	0	0	0	0	0	0
01:00	42	0	36	3	0	0	3	0	0	0	0	0	0	0
02:00	14	0	13	1	0	0	0	0	0	0	0	0	0	0
03:00	14	0	14	0	0	0	0	0	0	0	0	0	0	0
04:00	31	0	29	2	0	0	0	0	0	0	0	0	0	0
05:00	51	1	43	5	0	0	2	0	0	0	0	0	0	0
06:00	101	2	83	12	0	0	3	0	1	0	0	0	0	0
07:00	159	4	135	7	0	0	9	0	3	0	0	1	0	0
08:00	336	1	301	4	0	0	28	0	1	0	1	0	0	0
09:00	476	4	421	16	0	0	33	0	2	0	0	0	0	0
10:00	592	4	517	24	0	0	38	1	5	0	1	1	1	0
11:00	543	9	491	25	0	0	13	0	2	0	0	3	0	0
12:00	580	5	532	20	1	0	19	1	2	0	0	0	0	0
13:00	560	10	514	26	0	0	7	1	2	0	0	0	0	0
14:00	439	3	405	14	0	0	13	0	3	0	1	0	0	0
15:00	438	7	403	15	0	0	9	0	2	1	0	1	0	0
16:00	377	7	330	11	0	0	23	1	3	1	1	0	0	0
17:00	395	7	338	8	0	0	40	0	0	0	1	1	0	0
18:00	366	2	301	3	0	0	55	0	1	0	0	4	0	0
19:00	317	5	266	3	0	0	38	0	3	1	0	1	0	0
20:00	241	1	207	0	0	0	29	1	0	2	1	0	0	0
21:00	171	5	140	1	0	0	23	1	0	0	0	1	0	0
22:00	134	0	119	1	0	0	13	0	1	0	0	0	0	0
23:00	103	0	92	2	0	0	6	0	3	0	0	0	0	0
12H,7-19	5261	63	4688	173	1	0	287	4	26	2	5	11	1	0
16H,6-22	6091	76	5384	189	1	0	380	6	30	5	6	13	1	0
18H,6-24	6328	76	5595	192	1	0	399	6	34	5	6	13	1	0
24H,0-24	6539	77	5784	205	1	0	407	6	34	5	6	13	1	0

12071		GRAVESEND					Site No: 12071001		Location		Old Rd E, Gravesend (W of Park Ave)					
Wed 22-Feb-23 to Tue 28-Feb-23							Channel: Westbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC		
												MULTI-TRAILER ARTIC				
Sun 26-Feb-23																
00:00	75	1	69	3	1	0	1	0	0	0	0	0	0	0		
01:00	31	0	29	2	0	0	0	0	0	0	0	0	0	0		
02:00	19	0	17	0	0	0	2	0	0	0	0	0	0	0		
03:00	20	0	18	2	0	0	0	0	0	0	0	0	0	0		
04:00	28	0	27	1	0	0	0	0	0	0	0	0	0	0		
05:00	27	1	26	0	0	0	0	0	0	0	0	0	0	0		
06:00	58	0	48	9	0	0	1	0	0	0	0	0	0	0		
07:00	112	3	103	5	0	0	1	0	0	0	0	0	0	0		
08:00	151	5	128	4	0	0	11	0	3	0	0	0	0	0		
09:00	313	2	286	6	0	0	18	0	0	0	0	1	0	0		
10:00	504	9	458	16	0	1	17	0	2	0	0	1	0	0		
11:00	546	5	512	19	1	0	7	0	2	0	0	0	0	0		
12:00	579	4	537	15	0	0	20	0	1	0	1	1	0	0		
13:00	486	3	456	16	0	0	9	1	0	0	0	1	0	0		
14:00	408	12	347	10	0	0	35	0	2	0	0	2	0	0		
15:00	298	4	267	10	0	0	16	0	1	0	0	0	0	0		
16:00	320	3	296	4	0	0	17	0	0	0	0	0	0	0		
17:00	308	6	261	1	0	0	37	1	1	1	0	0	0	0		
18:00	307	5	256	1	0	0	42	0	2	0	0	1	0	0		
19:00	253	5	219	3	0	0	23	1	0	0	1	1	0	0		
20:00	178	1	150	4	0	0	23	0	0	0	0	0	0	0		
21:00	136	3	123	1	0	0	7	0	2	0	0	0	0	0		
22:00	65	1	61	2	0	0	1	0	0	0	0	0	0	0		
23:00	48	0	47	1	0	0	0	0	0	0	0	0	0	0		
12H,7-19	4332	61	3907	107	1	1	230	2	14	1	1	7	0	0		
16H,6-22	4957	70	4447	124	1	1	284	3	16	1	2	8	0	0		
18H,6-24	5070	71	4555	127	1	1	285	3	16	1	2	8	0	0		
24H,0-24	5270	73	4741	135	2	1	288	3	16	1	2	8	0	0		

12071		GRAVESEND					Site No: 12071001		Location	Old Rd E, Gravesend (W of Park Ave)					
Wed 22-Feb-23 to Tue 28-Feb-23						Channel: Westbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
												MULTI-TRAILER ARTIC			
Mon 27-Feb-23															
00:00	25	0	23	1	0	0	0	1	0	0	0	0	0	0	
01:00	16	0	15	1	0	0	0	0	0	0	0	0	0	0	
02:00	16	0	16	0	0	0	0	0	0	0	0	0	0	0	
03:00	10	0	9	1	0	0	0	0	0	0	0	0	0	0	
04:00	38	2	26	9	0	0	1	0	0	0	0	0	0	0	
05:00	144	1	112	28	1	1	1	0	0	0	0	0	0	0	
06:00	315	4	258	24	0	0	21	2	4	0	2	0	0	0	
07:00	627	11	523	11	0	0	60	3	9	2	6	2	0	0	
08:00	683	7	600	12	0	0	57	0	2	3	0	2	0	0	
09:00	588	4	513	16	0	0	50	0	4	0	0	1	0	0	
10:00	446	6	382	13	0	0	40	0	1	1	1	2	0	0	
11:00	368	5	328	19	1	0	14	1	0	0	0	0	0	0	
12:00	446	10	394	32	0	0	6	0	2	0	1	1	0	0	
13:00	382	4	339	34	0	0	1	0	4	0	0	0	0	0	
14:00	441	7	401	26	0	0	5	0	1	0	0	1	0	0	
15:00	544	7	494	28	3	0	6	2	4	0	0	0	0	0	
16:00	558	7	499	27	0	0	22	0	3	0	0	0	0	0	
17:00	530	11	469	14	0	0	32	0	4	0	0	0	0	0	
18:00	447	12	374	6	0	0	47	1	2	0	2	3	0	0	
19:00	327	6	276	5	0	0	35	0	2	0	1	2	0	0	
20:00	216	3	191	1	0	0	19	0	1	0	1	0	0	0	
21:00	178	3	158	1	0	0	16	0	0	0	0	0	0	0	
22:00	73	0	66	0	0	0	7	0	0	0	0	0	0	0	
23:00	47	1	43	2	0	0	1	0	0	0	0	0	0	0	
12H,7-19	6060	91	5316	238	4	0	340	7	36	6	10	12	0	0	
16H,6-22	7096	107	6199	269	4	0	431	9	43	6	14	14	0	0	
18H,6-24	7216	108	6308	271	4	0	439	9	43	6	14	14	0	0	
24H,0-24	7465	111	6509	311	5	1	441	10	43	6	14	14	0	0	

12071		GRAVESEND				Site No: 12071001		Location		Old Rd E, Gravesend (W of Park Ave)					
Wed 22-Feb-23 to Tue 28-Feb-23						Channel: Westbound									
													FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC				
Tue 28-Feb-23															
00:00	28	0	25	2	0	0	0	1	0	0	0	0	0	0	0
01:00	11	0	10	0	0	1	0	0	0	0	0	0	0	0	0
02:00	13	0	9	2	0	1	1	0	0	0	0	0	0	0	0
03:00	11	0	10	1	0	0	0	0	0	0	0	0	0	0	0
04:00	37	1	31	4	0	0	0	1	0	0	0	0	0	0	0
05:00	146	0	123	13	0	1	9	0	0	0	0	0	0	0	0
06:00	332	4	267	18	1	0	38	0	1	2	1	0	0	0	0
07:00	780	6	664	19	1	1	82	0	6	0	0	1	0	0	0
08:00	682	8	625	19	3	1	20	2	3	0	1	0	0	0	0
09:00	549	5	494	14	0	0	31	1	3	0	0	1	0	0	0
10:00	488	4	441	14	0	1	25	0	2	0	0	1	0	0	0
11:00	428	2	389	13	1	0	21	0	0	0	0	2	0	0	0
12:00	426	6	373	16	0	1	28	1	1	0	0	0	0	0	0
13:00	427	9	388	18	0	0	11	0	1	0	0	0	0	0	0
14:00	434	5	385	24	0	0	19	1	0	0	0	0	0	0	0
15:00	541	5	488	19	0	0	25	1	2	0	0	1	0	0	0
16:00	477	7	423	22	0	0	18	0	5	1	0	1	0	0	0
17:00	489	7	444	11	0	0	23	1	3	0	0	0	0	0	0
18:00	433	3	392	11	0	0	24	0	2	1	0	0	0	0	0
19:00	312	4	260	7	0	1	37	0	1	0	0	2	0	0	0
20:00	224	3	197	0	0	0	23	0	0	1	0	0	0	0	0
21:00	150	2	130	2	0	0	15	0	1	0	0	0	0	0	0
22:00	77	0	69	1	0	0	6	0	0	0	1	0	0	0	0
23:00	43	1	40	1	0	0	1	0	0	0	0	0	0	0	0
12H,7-19	6154	67	5506	200	5	4	327	7	28	2	1	7	0	0	0
16H,6-22	7172	80	6360	227	6	5	440	7	31	5	2	9	0	0	0
18H,6-24	7292	81	6469	229	6	5	447	7	31	5	3	9	0	0	0
24H,0-24	7538	82	6677	251	6	8	457	9	31	5	3	9	0	0	0

12071			GRAVESEND			Site No: 12071001		Location	Old Rd E, Gravesend (W of Park Ave)					
Wed 22-Feb-23 to Tue 28-Feb-23						Channel: Westbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Daily Totals														
Wed 22-Feb-23	6983	77	6251	236	10	0	361	12	19	3	2	12	0	0
Thu 23-Feb-23	7083	83	6332	244	4	6	373	3	24	4	5	5	0	0
Fri 24-Feb-23	7943	80	7018	326	10	7	416	15	41	3	9	18	0	0
Sat 25-Feb-23	6539	77	5784	205	1	0	407	6	34	5	6	13	1	0
Sun 26-Feb-23	5270	73	4741	135	2	1	288	3	16	1	2	8	0	0
Mon 27-Feb-23	7465	111	6509	311	5	1	441	10	43	6	14	14	0	0
Tue 28-Feb-23	7538	82	6677	251	6	8	457	9	31	5	3	9	0	0
Total Vehicles														
[--]	48821	583	43312	1708	38	23	2743	58	208	27	41	79	1	0



12071 GRAVESEND				Site No: 12071001		Location		Old Rd E, Gravesend (W of Park Ave)			
Wed 22-Feb-23 to Tue 28-Feb-23				Channel: Westbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Wed 22-Feb-23											
00:00	26	0	0.0	23	88.5	2	7.7	0	0.0	1	3.9
01:00	11	0	0.0	9	81.8	1	9.1	1	9.1	0	0.0
02:00	7	0	0.0	6	85.7	1	14.3	0	0.0	0	0.0
03:00	11	0	0.0	10	90.9	0	0.0	1	9.1	0	0.0
04:00	24	0	0.0	19	79.2	5	20.8	0	0.0	0	0.0
05:00	157	1	0.6	135	86.0	19	12.1	2	1.3	0	0.0
06:00	327	3	0.9	293	89.6	12	3.7	18	5.5	1	0.3
07:00	726	6	0.8	630	86.8	22	3.0	68	9.4	0	0.0
08:00	719	3	0.4	653	90.8	19	2.6	41	5.7	3	0.4
09:00	459	3	0.7	418	91.1	18	3.9	20	4.4	0	0.0
10:00	427	4	0.9	382	89.5	11	2.6	30	7.0	0	0.0
11:00	414	6	1.5	360	87.0	14	3.4	34	8.2	0	0.0
12:00	413	4	1.0	370	89.6	16	3.9	23	5.6	0	0.0
13:00	411	5	1.2	371	90.3	17	4.1	18	4.4	0	0.0
14:00	412	4	1.0	367	89.1	21	5.1	20	4.9	0	0.0
15:00	469	7	1.5	432	92.1	10	2.1	15	3.2	5	1.1
16:00	506	5	1.0	447	88.3	19	3.8	35	6.9	0	0.0
17:00	439	13	3.0	398	90.7	9	2.1	19	4.3	0	0.0
18:00	457	6	1.3	417	91.3	7	1.5	27	5.9	0	0.0
19:00	316	2	0.6	283	89.6	9	2.9	22	7.0	0	0.0
20:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
21:00	137	4	2.9	123	89.8	3	2.2	7	5.1	0	0.0
22:00	73	0	0.0	65	89.0	1	1.4	7	9.6	0	0.0
23:00	41	1	2.4	39	95.1	0	0.0	1	2.4	0	0.0
12H,7-19	5852	66	1.1	5245	89.6	183	3.1	350	6.0	8	0.1
16H,6-22	6633	75	1.1	5945	89.6	207	3.1	397	6.0	9	0.1
18H,6-24	6747	76	1.1	6049	89.7	208	3.1	405	6.0	9	0.1
24H,0-24	6983	77	1.1	6251	89.5	236	3.4	409	5.9	10	0.1

12071	GRAVESEND			Site No: 12071001		Location		Old Rd E, Gravesend (W of Park Ave)			
Wed 22-Feb-23 to Tue 28-Feb-23						Channel: Westbound					
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Thu 23-Feb-23											
00:00	23	0	0.0	20	87.0	1	4.4	2	8.7	0	0.0
01:00	8	0	0.0	6	75.0	2	25.0	0	0.0	0	0.0
02:00	12	0	0.0	11	91.7	0	0.0	1	8.3	0	0.0
03:00	15	0	0.0	15	100.0	0	0.0	0	0.0	0	0.0
04:00	26	0	0.0	24	92.3	2	7.7	0	0.0	0	0.0
05:00	162	5	3.1	131	80.9	13	8.0	13	8.0	0	0.0
06:00	307	3	1.0	272	88.6	14	4.6	18	5.9	0	0.0
07:00	564	6	1.1	503	89.2	20	3.6	35	6.2	0	0.0
08:00	555	4	0.7	518	93.3	7	1.3	26	4.7	0	0.0
09:00	465	3	0.7	409	88.0	18	3.9	34	7.3	1	0.2
10:00	441	6	1.4	398	90.3	11	2.5	26	5.9	0	0.0
11:00	432	3	0.7	386	89.4	17	3.9	26	6.0	0	0.0
12:00	415	7	1.7	377	90.8	21	5.1	10	2.4	0	0.0
13:00	406	4	1.0	363	89.4	24	5.9	15	3.7	0	0.0
14:00	401	4	1.0	359	89.5	19	4.7	19	4.7	0	0.0
15:00	412	5	1.2	378	91.8	15	3.6	12	2.9	2	0.5
16:00	437	3	0.7	380	87.0	20	4.6	34	7.8	0	0.0
17:00	512	6	1.2	465	90.8	12	2.3	28	5.5	1	0.2
18:00	538	10	1.9	488	90.7	10	1.9	30	5.6	0	0.0
19:00	382	3	0.8	331	86.7	4	1.1	44	11.5	0	0.0
20:00	239	4	1.7	217	90.8	3	1.3	15	6.3	0	0.0
21:00	182	5	2.8	149	81.9	5	2.8	23	12.6	0	0.0
22:00	92	2	2.2	81	88.0	4	4.4	5	5.4	0	0.0
23:00	57	0	0.0	51	89.5	2	3.5	4	7.0	0	0.0
12H,7-19	5578	61	1.1	5024	90.1	194	3.5	295	5.3	4	0.1
16H,6-22	6688	76	1.1	5993	89.6	220	3.3	395	5.9	4	0.1
18H,6-24	6837	78	1.1	6125	89.6	226	3.3	404	5.9	4	0.1
24H,0-24	7083	83	1.2	6332	89.4	244	3.4	420	5.9	4	0.1

12071	GRAVESEND				Site No: 12071001	Location		Old Rd E, Gravesend (W of Park Ave)			
Wed 22-Feb-23 to Tue 28-Feb-23					Channel: Westbound						
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Fri 24-Feb-23											
00:00	24	1	4.2	22	91.7	1	4.2	0	0.0	0	0.0
01:00	16	0	0.0	12	75.0	1	6.3	3	18.8	0	0.0
02:00	12	0	0.0	11	91.7	0	0.0	1	8.3	0	0.0
03:00	18	0	0.0	16	88.9	2	11.1	0	0.0	0	0.0
04:00	36	0	0.0	33	91.7	3	8.3	0	0.0	0	0.0
05:00	135	1	0.7	104	77.0	26	19.3	4	3.0	0	0.0
06:00	241	3	1.2	200	83.0	22	9.1	15	6.2	1	0.4
07:00	566	4	0.7	476	84.1	15	2.7	70	12.4	1	0.2
08:00	663	5	0.8	593	89.4	11	1.7	51	7.7	3	0.5
09:00	537	3	0.6	459	85.5	21	3.9	53	9.9	1	0.2
10:00	478	1	0.2	436	91.2	15	3.1	26	5.4	0	0.0
11:00	459	4	0.9	413	90.0	25	5.5	17	3.7	0	0.0
12:00	451	2	0.4	408	90.5	33	7.3	8	1.8	0	0.0
13:00	579	9	1.6	522	90.2	40	6.9	7	1.2	1	0.2
14:00	490	7	1.4	444	90.6	29	5.9	10	2.0	0	0.0
15:00	443	6	1.4	409	92.3	19	4.3	8	1.8	1	0.2
16:00	538	4	0.7	496	92.2	22	4.1	14	2.6	2	0.4
17:00	617	10	1.6	557	90.3	17	2.8	33	5.4	0	0.0
18:00	510	5	1.0	441	86.5	10	2.0	54	10.6	0	0.0
19:00	439	5	1.1	385	87.7	6	1.4	43	9.8	0	0.0
20:00	250	3	1.2	204	81.6	1	0.4	42	16.8	0	0.0
21:00	218	4	1.8	176	80.7	3	1.4	35	16.1	0	0.0
22:00	140	1	0.7	126	90.0	4	2.9	9	6.4	0	0.0
23:00	83	2	2.4	75	90.4	0	0.0	6	7.2	0	0.0
12H,7-19	6331	60	1.0	5654	89.3	257	4.1	351	5.5	9	0.1
16H,6-22	7479	75	1.0	6619	88.5	289	3.9	486	6.5	10	0.1
18H,6-24	7702	78	1.0	6820	88.6	293	3.8	501	6.5	10	0.1
24H,0-24	7943	80	1.0	7018	88.4	326	4.1	509	6.4	10	0.1

12071	GRAVESEND				Site No: 12071001		Location		Old Rd E, Gravesend (W of Park Ave)			
Wed 22-Feb-23 to Tue 28-Feb-23					Channel: Westbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %	
Sat 25-Feb-23												
00:00	59	0	0.0	54	91.5	2	3.4	3	5.1	0	0.0	
01:00	42	0	0.0	36	85.7	3	7.1	3	7.1	0	0.0	
02:00	14	0	0.0	13	92.9	1	7.1	0	0.0	0	0.0	
03:00	14	0	0.0	14	100.0	0	0.0	0	0.0	0	0.0	
04:00	31	0	0.0	29	93.6	2	6.5	0	0.0	0	0.0	
05:00	51	1	2.0	43	84.3	5	9.8	2	3.9	0	0.0	
06:00	101	2	2.0	83	82.2	12	11.9	4	4.0	0	0.0	
07:00	159	4	2.5	135	84.9	7	4.4	13	8.2	0	0.0	
08:00	336	1	0.3	301	89.6	4	1.2	30	8.9	0	0.0	
09:00	476	4	0.8	421	88.5	16	3.4	35	7.4	0	0.0	
10:00	592	4	0.7	517	87.3	24	4.1	47	7.9	0	0.0	
11:00	543	9	1.7	491	90.4	25	4.6	18	3.3	0	0.0	
12:00	580	5	0.9	532	91.7	20	3.5	22	3.8	1	0.2	
13:00	560	10	1.8	514	91.8	26	4.6	10	1.8	0	0.0	
14:00	439	3	0.7	405	92.3	14	3.2	17	3.9	0	0.0	
15:00	438	7	1.6	403	92.0	15	3.4	13	3.0	0	0.0	
16:00	377	7	1.9	330	87.5	11	2.9	29	7.7	0	0.0	
17:00	395	7	1.8	338	85.6	8	2.0	42	10.6	0	0.0	
18:00	366	2	0.6	301	82.2	3	0.8	60	16.4	0	0.0	
19:00	317	5	1.6	266	83.9	3	1.0	43	13.6	0	0.0	
20:00	241	1	0.4	207	85.9	0	0.0	33	13.7	0	0.0	
21:00	171	5	2.9	140	81.9	1	0.6	25	14.6	0	0.0	
22:00	134	0	0.0	119	88.8	1	0.8	14	10.5	0	0.0	
23:00	103	0	0.0	92	89.3	2	1.9	9	8.7	0	0.0	
12H,7-19	5261	63	1.2	4688	89.1	173	3.3	336	6.4	1	0.0	
16H,6-22	6091	76	1.3	5384	88.4	189	3.1	441	7.2	1	0.0	
18H,6-24	6328	76	1.2	5595	88.4	192	3.0	464	7.3	1	0.0	
24H,0-24	6539	77	1.2	5784	88.5	205	3.1	472	7.2	1	0.0	

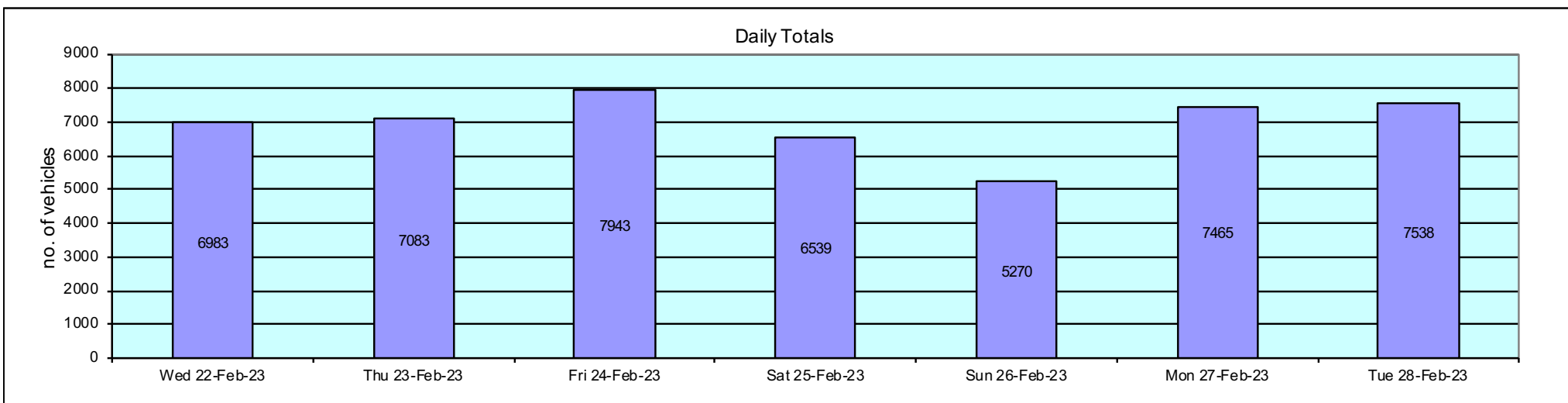
12071	GRAVESEND				Site No: 12071001	Location		Old Rd E, Gravesend (W of Park Ave)			
Wed 22-Feb-23 to Tue 28-Feb-23					Channel: Westbound						
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sun 26-Feb-23											
00:00	75	1	1.3	69	92.0	3	4.0	1	1.3	1	1.3
01:00	31	0	0.0	29	93.6	2	6.5	0	0.0	0	0.0
02:00	19	0	0.0	17	89.5	0	0.0	2	10.5	0	0.0
03:00	20	0	0.0	18	90.0	2	10.0	0	0.0	0	0.0
04:00	28	0	0.0	27	96.4	1	3.6	0	0.0	0	0.0
05:00	27	1	3.7	26	96.3	0	0.0	0	0.0	0	0.0
06:00	58	0	0.0	48	82.8	9	15.5	1	1.7	0	0.0
07:00	112	3	2.7	103	92.0	5	4.5	1	0.9	0	0.0
08:00	151	5	3.3	128	84.8	4	2.7	14	9.3	0	0.0
09:00	313	2	0.6	286	91.4	6	1.9	19	6.1	0	0.0
10:00	504	9	1.8	458	90.9	16	3.2	21	4.2	0	0.0
11:00	546	5	0.9	512	93.8	19	3.5	9	1.7	1	0.2
12:00	579	4	0.7	537	92.8	15	2.6	23	4.0	0	0.0
13:00	486	3	0.6	456	93.8	16	3.3	11	2.3	0	0.0
14:00	408	12	2.9	347	85.1	10	2.5	39	9.6	0	0.0
15:00	298	4	1.3	267	89.6	10	3.4	17	5.7	0	0.0
16:00	320	3	0.9	296	92.5	4	1.3	17	5.3	0	0.0
17:00	308	6	2.0	261	84.7	1	0.3	40	13.0	0	0.0
18:00	307	5	1.6	256	83.4	1	0.3	45	14.7	0	0.0
19:00	253	5	2.0	219	86.6	3	1.2	26	10.3	0	0.0
20:00	178	1	0.6	150	84.3	4	2.3	23	12.9	0	0.0
21:00	136	3	2.2	123	90.4	1	0.7	9	6.6	0	0.0
22:00	65	1	1.5	61	93.9	2	3.1	1	1.5	0	0.0
23:00	48	0	0.0	47	97.9	1	2.1	0	0.0	0	0.0
12H,7-19	4332	61	1.4	3907	90.2	107	2.5	256	5.9	1	0.0
16H,6-22	4957	70	1.4	4447	89.7	124	2.5	315	6.4	1	0.0
18H,6-24	5070	71	1.4	4555	89.8	127	2.5	316	6.2	1	0.0
24H,0-24	5270	73	1.4	4741	90.0	135	2.6	319	6.1	2	0.0

12071	GRAVESEND			Site No: 12071001		Location		Old Rd E, Gravesend (W of Park Ave)			
Wed 22-Feb-23 to Tue 28-Feb-23				Channel: Westbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Mon 27-Feb-23											
00:00	25	0	0.0	23	92.0	1	4.0	1	4.0	0	0.0
01:00	16	0	0.0	15	93.8	1	6.3	0	0.0	0	0.0
02:00	16	0	0.0	16	100.0	0	0.0	0	0.0	0	0.0
03:00	10	0	0.0	9	90.0	1	10.0	0	0.0	0	0.0
04:00	38	2	5.3	26	68.4	9	23.7	1	2.6	0	0.0
05:00	144	1	0.7	112	77.8	28	19.4	2	1.4	1	0.7
06:00	315	4	1.3	258	81.9	24	7.6	29	9.2	0	0.0
07:00	627	11	1.8	523	83.4	11	1.8	82	13.1	0	0.0
08:00	683	7	1.0	600	87.9	12	1.8	64	9.4	0	0.0
09:00	588	4	0.7	513	87.2	16	2.7	55	9.4	0	0.0
10:00	446	6	1.4	382	85.7	13	2.9	45	10.1	0	0.0
11:00	368	5	1.4	328	89.1	19	5.2	15	4.1	1	0.3
12:00	446	10	2.2	394	88.3	32	7.2	10	2.2	0	0.0
13:00	382	4	1.1	339	88.7	34	8.9	5	1.3	0	0.0
14:00	441	7	1.6	401	90.9	26	5.9	7	1.6	0	0.0
15:00	544	7	1.3	494	90.8	28	5.2	12	2.2	3	0.6
16:00	558	7	1.3	499	89.4	27	4.8	25	4.5	0	0.0
17:00	530	11	2.1	469	88.5	14	2.6	36	6.8	0	0.0
18:00	447	12	2.7	374	83.7	6	1.3	55	12.3	0	0.0
19:00	327	6	1.8	276	84.4	5	1.5	40	12.2	0	0.0
20:00	216	3	1.4	191	88.4	1	0.5	21	9.7	0	0.0
21:00	178	3	1.7	158	88.8	1	0.6	16	9.0	0	0.0
22:00	73	0	0.0	66	90.4	0	0.0	7	9.6	0	0.0
23:00	47	1	2.1	43	91.5	2	4.3	1	2.1	0	0.0
12H,7-19	6060	91	1.5	5316	87.7	238	3.9	411	6.8	4	0.1
16H,6-22	7096	107	1.5	6199	87.4	269	3.8	517	7.3	4	0.1
18H,6-24	7216	108	1.5	6308	87.4	271	3.8	525	7.3	4	0.1
24H,0-24	7465	111	1.5	6509	87.2	311	4.2	529	7.1	5	0.1

12071	GRAVESEND				Site No: 12071001	Location		Old Rd E, Gravesend (W of Park Ave)			
Wed 22-Feb-23 to Tue 28-Feb-23					Channel: Westbound						
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Tue 28-Feb-23											
00:00	28	0	0.0	25	89.3	2	7.1	1	3.6	0	0.0
01:00	11	0	0.0	10	90.9	0	0.0	1	9.1	0	0.0
02:00	13	0	0.0	9	69.2	2	15.4	2	15.4	0	0.0
03:00	11	0	0.0	10	90.9	1	9.1	0	0.0	0	0.0
04:00	37	1	2.7	31	83.8	4	10.8	1	2.7	0	0.0
05:00	146	0	0.0	123	84.3	13	8.9	10	6.9	0	0.0
06:00	332	4	1.2	267	80.4	18	5.4	42	12.7	1	0.3
07:00	780	6	0.8	664	85.1	19	2.4	90	11.5	1	0.1
08:00	682	8	1.2	625	91.6	19	2.8	27	4.0	3	0.4
09:00	549	5	0.9	494	90.0	14	2.6	36	6.6	0	0.0
10:00	488	4	0.8	441	90.4	14	2.9	29	5.9	0	0.0
11:00	428	2	0.5	389	90.9	13	3.0	23	5.4	1	0.2
12:00	426	6	1.4	373	87.6	16	3.8	31	7.3	0	0.0
13:00	427	9	2.1	388	90.9	18	4.2	12	2.8	0	0.0
14:00	434	5	1.2	385	88.7	24	5.5	20	4.6	0	0.0
15:00	541	5	0.9	488	90.2	19	3.5	29	5.4	0	0.0
16:00	477	7	1.5	423	88.7	22	4.6	25	5.2	0	0.0
17:00	489	7	1.4	444	90.8	11	2.3	27	5.5	0	0.0
18:00	433	3	0.7	392	90.5	11	2.5	27	6.2	0	0.0
19:00	312	4	1.3	260	83.3	7	2.2	41	13.1	0	0.0
20:00	224	3	1.3	197	88.0	0	0.0	24	10.7	0	0.0
21:00	150	2	1.3	130	86.7	2	1.3	16	10.7	0	0.0
22:00	77	0	0.0	69	89.6	1	1.3	7	9.1	0	0.0
23:00	43	1	2.3	40	93.0	1	2.3	1	2.3	0	0.0
12H,7-19	6154	67	1.1	5506	89.5	200	3.3	376	6.1	5	0.1
16H,6-22	7172	80	1.1	6360	88.7	227	3.2	499	7.0	6	0.1
18H,6-24	7292	81	1.1	6469	88.7	229	3.1	507	7.0	6	0.1
24H,0-24	7538	82	1.1	6677	88.6	251	3.3	522	6.9	6	0.1

12071	GRAVESEND	Site No: 12071001	Location	Old Rd E, Gravesend (W of Park Ave)
Wed 22-Feb-23 to Tue 28-Feb-23		Channel: Westbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Wed 22-Feb-23	6983	77	1.1	6251	89.5	236	3.4	409	5.9	10	0.1
Thu 23-Feb-23	7083	83	1.2	6332	89.4	244	3.4	420	5.9	4	0.1
Fri 24-Feb-23	7943	80	1.0	7018	88.4	326	4.1	509	6.4	10	0.1
Sat 25-Feb-23	6539	77	1.2	5784	88.5	205	3.1	472	7.2	1	0.0
Sun 26-Feb-23	5270	73	1.4	4741	90.0	135	2.6	319	6.1	2	0.0
Mon 27-Feb-23	7465	111	1.5	6509	87.2	311	4.2	529	7.1	5	0.1
Tue 28-Feb-23	7538	82	1.1	6677	88.6	251	3.3	522	6.9	6	0.1
Total Vehicles											
[--]	48821	583	1.2	43312	88.8	1708	3.4	3180	6.5	38	0.1



12071 GRAVESEND					Site No: 12071001		Location Old Rd E, Gravesend (W of Park Ave)									
Wed 22-Feb-23 to Tue 28-Feb-23					Channel: Westbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Wed 22-Feb-23																
00:00	26	41.6	33.3	7.9	0	0	1	1	1	7	6	5	5	0	0	0
01:00	11	38.3	33.5	4.7	0	0	0	0	0	4	3	4	0	0	0	0
02:00	7	-	39.2	7.4	0	0	0	0	0	0	3	2	1	0	1	0
03:00	11	44.6	38.5	6.4	0	0	0	0	0	1	4	1	4	1	0	0
04:00	24	43.4	36.2	6.6	0	0	0	0	1	3	10	4	4	2	0	0
05:00	157	39.6	34.7	4.9	0	0	1	0	4	19	77	44	12	0	0	0
06:00	327	36.9	33	4.4	0	0	0	1	2	101	165	45	12	0	1	0
07:00	726	33.6	28.3	5.9	2	17	8	18	130	347	179	19	3	1	2	0
08:00	719	27.5	18	8.3	16	187	132	87	156	108	30	2	1	0	0	0
09:00	459	33.9	28.7	5.1	0	0	7	25	73	216	117	19	2	0	0	0
10:00	427	34	29.2	5.3	0	0	4	11	70	214	107	13	4	2	0	2
11:00	414	32.8	28.6	6	0	0	2	10	107	209	66	10	2	0	1	7
12:00	413	33.3	28.5	4.6	0	1	3	13	82	209	93	12	0	0	0	0
13:00	411	31.9	27.7	4.7	0	2	1	12	123	200	58	12	3	0	0	0
14:00	412	32.1	28.1	4.1	0	0	0	11	97	225	73	5	1	0	0	0
15:00	469	30.2	20.4	10.1	17	128	33	38	66	137	34	13	1	0	0	2
16:00	506	31.2	27.1	5	0	2	6	30	150	239	69	6	2	2	0	0
17:00	439	31.3	26.7	5.5	4	3	4	30	139	189	58	11	1	0	0	0
18:00	457	30.8	27	4.8	0	2	8	17	148	224	45	10	3	0	0	0
19:00	316	32.2	27.2	4.9	0	0	3	19	108	125	55	3	3	0	0	0
20:00	1	-	33.5	-	0	0	0	0	0	0	1	0	0	0	0	0
21:00	137	33.1	28.6	4.5	0	0	3	3	19	78	31	3	0	0	0	0
22:00	73	38.3	33.6	5	0	0	0	0	3	16	38	10	5	1	0	0
23:00	41	42.5	35.7	6.1	0	0	0	0	2	6	15	9	8	1	0	0
12H,7-19	5852	32.2	26.1	7.2	39	342	208	302	1341	2517	929	132	23	5	3	11
16H,6-22	6633	32.8	26.6	7.1	39	342	214	325	1470	2821	1181	183	38	5	4	11
18H,6-24	6747	33	26.7	7.2	39	342	214	325	1475	2843	1234	202	51	7	4	11
24H,0-24	6983	33.4	27	7.3	39	342	216	326	1481	2877	1337	262	77	10	5	11

12071 GRAVESEND					Site No: 12071001					Location Old Rd E, Gravesend (W of Park Ave)						
Wed 22-Feb-23 to Tue 28-Feb-23					Channel: Westbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Thu 23-Feb-23																
00:00	23	39.8	34.2	7.2	0	0	0	0	1	8	7	4	1	1	1	0
01:00	8	-	37.3	3.8	0	0	0	0	0	0	3	4	1	0	0	0
02:00	12	39.9	35.6	5.2	0	0	0	0	0	3	2	6	1	0	0	0
03:00	15	43.3	38.2	5.4	0	0	0	0	0	2	2	6	5	0	0	0
04:00	26	44.8	38.9	6.3	0	0	0	0	0	2	7	8	6	2	1	0
05:00	162	38.6	33.4	5.6	0	0	2	3	2	36	77	33	7	1	1	0
06:00	307	35.4	31.4	4.7	0	1	0	1	21	122	130	24	7	1	0	0
07:00	564	34.3	29.4	4.7	0	1	6	1	95	269	164	25	2	1	0	0
08:00	555	30.9	26.6	5.2	3	0	9	54	148	260	72	9	0	0	0	0
09:00	465	33.9	28.6	5.5	0	0	4	26	93	208	111	17	3	1	0	2
10:00	441	32.8	28.3	4.5	0	0	1	15	99	229	85	11	0	1	0	0
11:00	432	33.1	28.6	4.5	0	0	2	16	75	236	90	11	2	0	0	0
12:00	415	33.5	28.4	5.4	0	2	2	19	95	188	93	8	6	1	0	1
13:00	406	33.5	28.7	4.8	0	0	0	19	73	205	96	11	0	0	2	0
14:00	401	33.9	28.7	5.2	0	1	6	16	77	172	116	9	3	1	0	0
15:00	412	29.8	19.2	10	56	85	15	44	76	96	35	5	0	0	0	0
16:00	437	30.9	27.8	4.3	0	0	4	14	97	259	49	13	1	0	0	0
17:00	512	30.1	24.5	5.7	2	5	26	72	217	139	44	5	1	1	0	0
18:00	538	29.3	23.6	6.1	6	16	24	87	227	147	25	4	0	2	0	0
19:00	382	33.2	27.7	5.8	0	1	7	25	101	162	65	15	4	0	2	0
20:00	239	34.9	30.4	5	0	0	1	1	27	120	68	15	5	1	1	0
21:00	182	36.5	31.5	5.7	0	0	0	3	14	80	55	24	1	4	0	1
22:00	92	35.7	32.3	4.5	0	0	0	1	4	25	51	9	1	1	0	0
23:00	57	38.2	33.1	5.3	0	0	1	0	0	17	26	9	4	0	0	0
12H,7-19	5578	32.5	26.8	6.3	67	110	99	383	1372	2408	980	128	18	8	2	3
16H,6-22	6688	33.2	27.4	6.3	67	112	107	413	1535	2892	1298	206	35	14	5	4
18H,6-24	6837	33.3	27.5	6.3	67	112	108	414	1539	2934	1375	224	40	15	5	4
24H,0-24	7083	33.7	27.7	6.4	67	112	110	417	1542	2985	1473	285	61	19	8	4

12071 GRAVESEND					Site No: 12071001					Location Old Rd E, Gravesend (W of Park Ave)						
Wed 22-Feb-23 to Tue 28-Feb-23					Channel: Westbound											
Time Period	Total Vehicles	85 th ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Fri 24-Feb-23																
00:00	24	40.2	35.4	5.5	0	0	0	0	0	5	9	7	2	1	0	0
01:00	16	39.9	34.4	5.7	0	0	0	0	1	3	6	4	2	0	0	0
02:00	12	37.2	33.5	4	0	0	0	0	0	3	6	3	0	0	0	0
03:00	18	38.8	34.1	7	0	0	0	0	2	3	7	5	0	0	1	0
04:00	36	44.1	36.4	7.6	0	0	0	0	4	3	11	9	5	3	1	0
05:00	135	39.9	34.6	5.6	0	0	0	1	5	28	45	45	9	1	1	0
06:00	241	36	32.4	4.6	0	0	1	1	5	79	119	30	3	3	0	0
07:00	566	33.4	27.8	6.5	0	23	16	16	85	276	135	11	2	1	0	1
08:00	663	29.4	22.2	7.6	5	83	57	66	217	200	30	2	2	1	0	0
09:00	537	32	27.9	4.6	0	0	2	26	127	285	82	11	4	0	0	0
10:00	478	33	27.6	5.8	0	10	16	21	77	242	101	10	0	1	0	0
11:00	459	33.3	28.4	4.9	0	0	2	22	96	227	91	18	2	1	0	0
12:00	451	32.8	27.5	5.6	0	3	16	25	97	211	85	13	0	1	0	0
13:00	579	30.9	25.7	6.5	3	23	23	42	163	243	73	6	1	1	1	0
14:00	490	31.8	27.2	5.4	0	0	7	51	120	228	60	21	3	0	0	0
15:00	443	28.8	19.7	8.7	41	54	57	55	113	101	17	4	1	0	0	0
16:00	538	30.6	25.2	6.3	0	12	38	57	162	202	55	9	3	0	0	0
17:00	617	30.2	23	7.8	7	44	83	76	151	192	51	9	3	0	1	0
18:00	510	30.5	25.9	5.2	0	4	10	62	161	217	49	5	2	0	0	0
19:00	439	31.1	27.9	4.9	0	2	6	9	95	259	59	5	2	0	0	2
20:00	250	34.5	30	4.6	0	0	0	2	36	117	81	9	4	1	0	0
21:00	218	35.5	31.3	4.8	0	0	0	1	20	86	87	19	4	0	1	0
22:00	140	35.5	32.3	4.5	0	0	0	0	2	50	74	11	1	1	0	1
23:00	83	37.6	33.1	6	0	0	1	0	3	23	39	13	2	0	1	1
12H,7-19	6331	31.2	25.6	6.9	56	256	327	519	1569	2624	829	119	23	6	2	1
16H,6-22	7479	32.2	26.2	6.8	56	258	334	532	1725	3165	1175	182	36	10	3	3
18H,6-24	7702	32.5	26.4	6.9	56	258	335	532	1730	3238	1288	206	39	11	4	5
24H,0-24	7943	33	26.7	7	56	258	335	533	1742	3283	1372	279	57	16	7	5

12071 GRAVESEND					Site No: 12071001					Location Old Rd E, Gravesend (W of Park Ave)						
Wed 22-Feb-23 to Tue 28-Feb-23					Channel: Westbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sat 25-Feb-23																
00:00	59	40.2	34.7	6.1	0	0	0	0	2	14	22	14	4	2	1	0
01:00	42	38.4	33.3	4.9	0	0	0	0	3	9	18	11	1	0	0	0
02:00	14	39.4	34.9	5.9	0	0	0	0	0	4	4	5	0	1	0	0
03:00	14	40	34.6	6.4	0	0	0	0	0	5	4	3	1	1	0	0
04:00	31	40.4	35.4	5.9	0	0	0	0	0	7	11	9	3	0	1	0
05:00	51	42.2	35.5	6.1	0	0	0	0	0	15	13	13	8	2	0	0
06:00	101	40.5	34.5	6.9	0	0	0	4	3	23	29	29	7	5	1	0
07:00	159	35.9	31.9	5	0	1	1	0	9	50	74	21	3	0	0	0
08:00	336	35.3	31.4	5	0	0	0	4	23	128	150	23	4	2	0	2
09:00	476	33.8	29.4	4.1	0	0	0	9	61	263	126	17	0	0	0	0
10:00	592	31.9	26.9	5	0	1	5	50	186	244	95	9	2	0	0	0
11:00	543	32.6	27.8	5.2	0	1	2	35	141	255	86	15	5	3	0	0
12:00	580	31.1	26.5	6	1	1	37	37	155	260	70	15	3	0	0	1
13:00	560	32.2	27.1	5.3	1	3	6	33	185	228	83	18	2	1	0	0
14:00	439	33	28.1	5.3	1	0	1	13	135	194	70	20	3	0	0	2
15:00	438	34	28.8	5.2	0	2	3	15	82	211	98	23	3	1	0	0
16:00	377	33.4	28.7	4.8	0	0	0	24	56	199	84	11	2	1	0	0
17:00	395	33.3	28.9	4.9	0	0	0	4	86	208	80	10	2	3	1	1
18:00	366	32.6	28.2	4.3	0	0	0	3	107	180	65	9	1	1	0	0
19:00	317	33.8	29.4	5.2	0	0	1	0	64	169	62	13	1	6	0	1
20:00	241	34.6	30.4	4	0	0	0	1	21	119	88	10	2	0	0	0
21:00	171	35.1	31.2	4.6	0	0	2	4	4	62	88	9	2	0	0	0
22:00	134	38.6	33.5	5.8	0	0	0	0	5	39	60	18	6	5	0	1
23:00	103	38	33.7	4.6	0	0	0	1	0	23	55	20	2	2	0	0
12H,7-19	5261	33.5	28.3	5.3	3	9	55	227	1226	2420	1081	191	30	12	1	6
16H,6-22	6091	33.8	28.6	5.3	3	9	58	236	1318	2793	1348	252	42	23	2	7
18H,6-24	6328	34.1	28.8	5.4	3	9	58	237	1323	2855	1463	290	50	30	2	8
24H,0-24	6539	34.3	29	5.5	3	9	58	237	1328	2909	1535	345	67	36	4	8

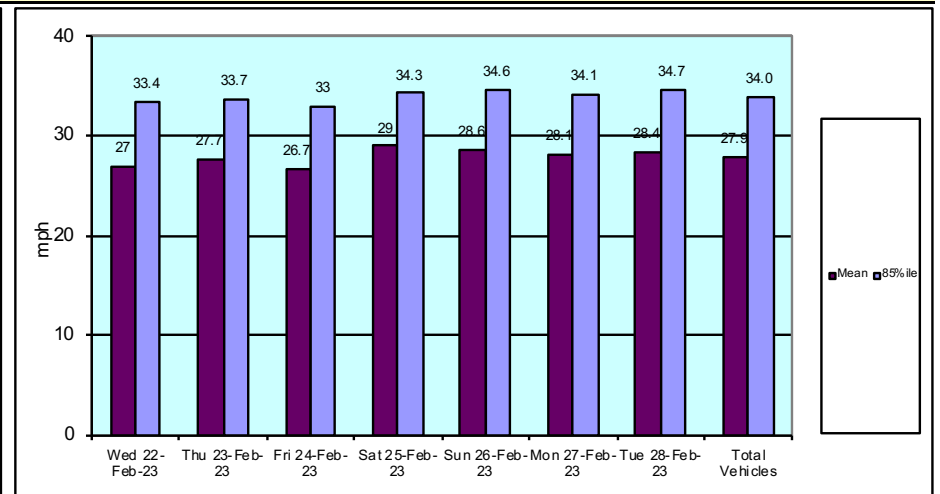
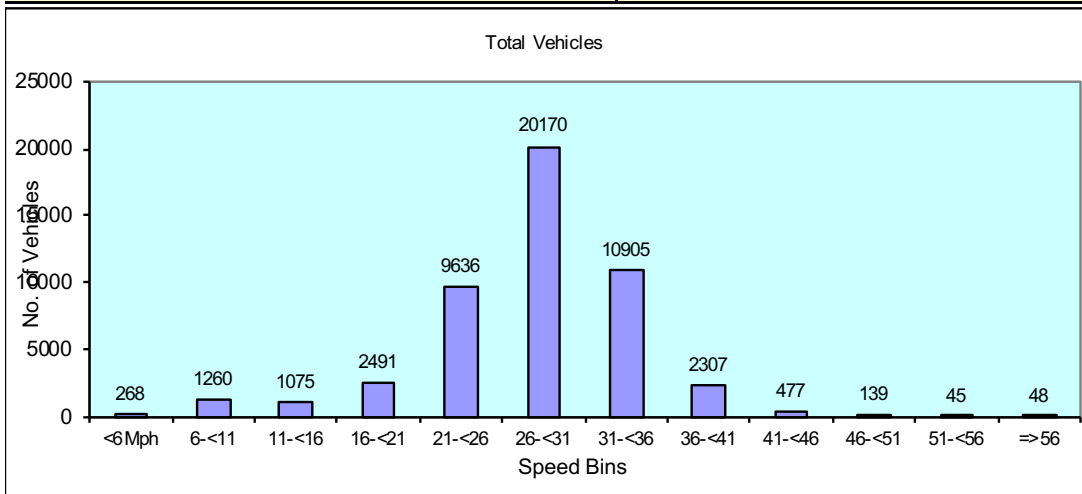
12071 GRAVESEND					Site No: 12071001		Location Old Rd E, Gravesend (W of Park Ave)									
Wed 22-Feb-23 to Tue 28-Feb-23					Channel: Westbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sun 26-Feb-23																
00:00	75	38.4	33.5	5.2	0	0	0	0	2	21	35	11	4	2	0	0
01:00	31	35	31.2	5	0	0	0	0	2	15	11	2	0	1	0	0
02:00	19	39.7	34.6	6.1	0	0	0	0	1	4	7	5	1	1	0	0
03:00	20	41.8	36	6.1	0	0	0	0	1	2	8	5	3	1	0	0
04:00	28	38.1	32.6	4.6	0	0	0	0	0	13	7	8	0	0	0	0
05:00	27	43.4	36.3	8	0	0	0	0	1	7	6	7	3	2	0	1
06:00	58	38.4	33.6	4.5	0	0	0	0	1	15	26	14	2	0	0	0
07:00	112	38.3	33.1	4.9	0	0	0	0	6	30	48	23	5	0	0	0
08:00	151	36.5	32.1	5	0	0	1	1	8	49	67	20	4	1	0	0
09:00	313	33.3	28.1	5.2	0	0	5	11	84	138	61	10	3	1	0	0
10:00	504	30	24.6	5.4	1	0	16	91	224	121	41	8	2	0	0	0
11:00	546	29.1	23.3	6	1	7	37	128	213	125	29	4	0	0	0	2
12:00	579	30.3	24.9	5.7	0	6	24	91	217	178	52	9	2	0	0	0
13:00	486	31.9	27.8	4.3	0	0	3	5	153	238	76	9	2	0	0	0
14:00	408	34.1	29.2	4.9	0	0	2	21	54	199	112	16	4	0	0	0
15:00	298	35.6	31.3	4.9	0	0	1	6	17	118	120	30	5	0	1	0
16:00	320	35.2	30.5	5.3	0	1	0	4	38	145	100	21	7	3	1	0
17:00	308	35.1	31.2	4.1	0	0	0	0	11	152	121	19	3	2	0	0
18:00	307	34.6	30.1	4.2	0	0	0	2	41	137	112	14	1	0	0	0
19:00	253	34.9	30.3	4.7	0	0	0	3	33	109	89	15	3	1	0	0
20:00	178	35.7	32.1	4.5	0	0	0	1	5	67	83	17	4	0	1	0
21:00	136	39.9	33.8	6.4	0	0	0	2	4	44	41	31	10	2	1	1
22:00	65	37.8	33.1	5	0	0	0	0	2	20	28	13	0	2	0	0
23:00	48	40.3	34.6	6.5	0	0	0	0	2	13	15	12	3	2	1	0
12H,7-19	4332	33.8	27.8	5.9	2	14	89	360	1066	1630	939	183	38	7	2	2
16H,6-22	4957	34.3	28.3	6	2	14	89	366	1109	1865	1178	260	57	10	4	3
18H,6-24	5070	34.4	28.4	6.1	2	14	89	366	1113	1898	1221	285	60	14	5	3
24H,0-24	5270	34.6	28.6	6.1	2	14	89	366	1120	1960	1295	323	71	21	5	4

12071 GRAVESEND					Site No: 12071001					Location Old Rd E, Gravesend (W of Park Ave)						
Wed 22-Feb-23 to Tue 28-Feb-23					Channel: Westbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Mon 27-Feb-23																
00:00	25	39.1	33.9	5.6	0	0	0	0	0	9	8	6	1	1	0	0
01:00	16	37.4	33.5	3.9	0	0	0	0	0	4	8	4	0	0	0	0
02:00	16	37.8	31.3	5.3	0	0	0	0	0	12	0	3	1	0	0	0
03:00	10	41	35.5	8	0	0	0	1	0	2	0	5	2	0	0	0
04:00	38	40.3	33.9	9.2	0	1	0	3	1	5	15	8	1	2	2	0
05:00	144	40.7	35	5.9	0	0	0	0	5	25	64	30	12	7	1	0
06:00	315	35.6	31.7	4.8	0	0	1	2	17	118	142	25	7	2	1	0
07:00	627	34	29.2	4.4	0	0	1	12	109	305	178	21	1	0	0	0
08:00	683	30.1	23.6	7.4	5	60	46	69	212	227	55	7	1	0	1	0
09:00	588	31.4	27.2	5	0	1	0	47	178	267	82	8	2	0	3	0
10:00	446	32.9	28.2	4.7	1	0	2	17	94	232	88	10	1	1	0	0
11:00	368	33.7	28.7	5.7	0	1	4	11	85	167	81	11	4	2	0	2
12:00	446	33.6	28.7	4.9	0	2	2	11	91	220	100	16	4	0	0	0
13:00	382	34.9	30.1	4.8	0	0	0	10	42	179	119	30	1	0	1	0
14:00	441	35.1	30	5.3	0	3	3	11	50	193	141	33	7	0	0	0
15:00	544	31.8	21.5	10.1	28	109	45	47	77	144	75	16	3	0	0	0
16:00	558	32.3	27.1	5.6	0	0	24	41	130	255	90	15	3	0	0	0
17:00	530	30.9	26.7	5	0	2	9	42	167	233	65	11	1	0	0	0
18:00	447	33.8	28.8	4.6	0	1	0	18	85	205	127	11	0	0	0	0
19:00	327	34.1	29.2	4.9	0	0	7	6	39	177	79	16	3	0	0	0
20:00	216	35.4	32.3	4.2	0	0	0	0	13	52	133	12	5	1	0	0
21:00	178	37.5	32.6	5.6	0	0	0	1	18	40	83	29	4	2	0	1
22:00	73	38.7	33.6	5	0	0	0	0	3	18	32	16	3	1	0	0
23:00	47	39.8	34.9	6.9	0	0	0	0	2	10	19	11	2	1	1	1
12H,7-19	6060	33.2	27.2	6.4	34	179	136	336	1320	2627	1201	189	28	3	5	2
16H,6-22	7096	33.8	27.8	6.4	34	179	144	345	1407	3014	1638	271	47	8	6	3
18H,6-24	7216	33.9	27.9	6.5	34	179	144	345	1412	3042	1689	298	52	10	7	4
24H,0-24	7465	34.1	28.1	6.6	34	180	144	349	1418	3099	1784	354	69	20	10	4

12071 GRAVESEND					Site No: 12071001					Location Old Rd E, Gravesend (W of Park Ave)						
Wed 22-Feb-23 to Tue 28-Feb-23					Channel: Westbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Tue 28-Feb-23																
00:00	28	39.9	36	6	0	0	0	0	0	3	14	8	2	0	0	1
01:00	11	37.4	31.7	5.3	0	0	0	0	1	5	2	3	0	0	0	0
02:00	13	43.8	37	9.1	0	0	0	0	0	4	3	3	1	1	0	1
03:00	11	39.9	34.4	6.8	0	0	0	0	2	1	2	5	1	0	0	0
04:00	37	44.3	37.3	8.4	0	0	0	1	1	5	10	10	6	2	0	2
05:00	146	39.9	34.9	5.2	0	0	0	0	4	29	50	52	9	1	1	0
06:00	332	38.6	33.8	4.6	0	0	0	2	3	71	170	70	12	4	0	0
07:00	780	33.8	28.1	5.9	0	6	6	46	196	314	170	34	3	0	2	3
08:00	682	26.4	15.2	9	55	297	63	52	106	79	25	4	0	0	1	0
09:00	549	33.4	28.5	4.5	0	0	1	16	123	266	125	16	2	0	0	0
10:00	488	34.5	30.3	4.2	0	0	1	3	47	235	181	17	3	1	0	0
11:00	428	34.7	30.7	3.9	0	0	1	3	21	205	179	17	1	1	0	0
12:00	426	33.6	29	4.7	0	1	2	10	67	230	99	15	0	1	0	1
13:00	427	35	30.7	4.5	0	0	2	7	31	178	180	25	3	1	0	0
14:00	434	34.7	29.9	4.8	0	2	1	5	54	214	124	31	3	0	0	0
15:00	541	31.3	24.3	7.9	12	35	35	62	135	176	72	12	0	1	1	0
16:00	477	34	28.7	6	0	2	5	37	70	222	115	17	6	0	0	3
17:00	489	33.6	29	4.5	0	2	4	13	54	281	118	17	0	0	0	0
18:00	433	34.1	29.7	4.1	0	0	1	2	49	244	117	17	3	0	0	0
19:00	312	34.9	30.8	4	0	0	0	2	15	154	119	20	2	0	0	0
20:00	224	35.9	32.3	4.1	0	0	0	0	5	78	110	27	3	1	0	0
21:00	150	36	32.1	5.3	0	0	1	1	14	38	73	17	5	1	0	0
22:00	77	38	33.1	6.3	0	0	0	1	5	20	35	10	3	2	0	1
23:00	43	41.8	35.9	6.1	0	0	0	0	2	5	16	12	7	0	1	0
12H,7-19	6154	33.8	27.3	7.3	67	345	122	256	953	2644	1505	222	24	5	4	7
16H,6-22	7172	34.4	28	7.2	67	345	123	261	990	2985	1977	356	46	11	4	7
18H,6-24	7292	34.4	28.1	7.3	67	345	123	262	997	3010	2028	378	56	13	5	8
24H,0-24	7538	34.7	28.4	7.3	67	345	123	263	1005	3057	2109	459	75	17	6	12

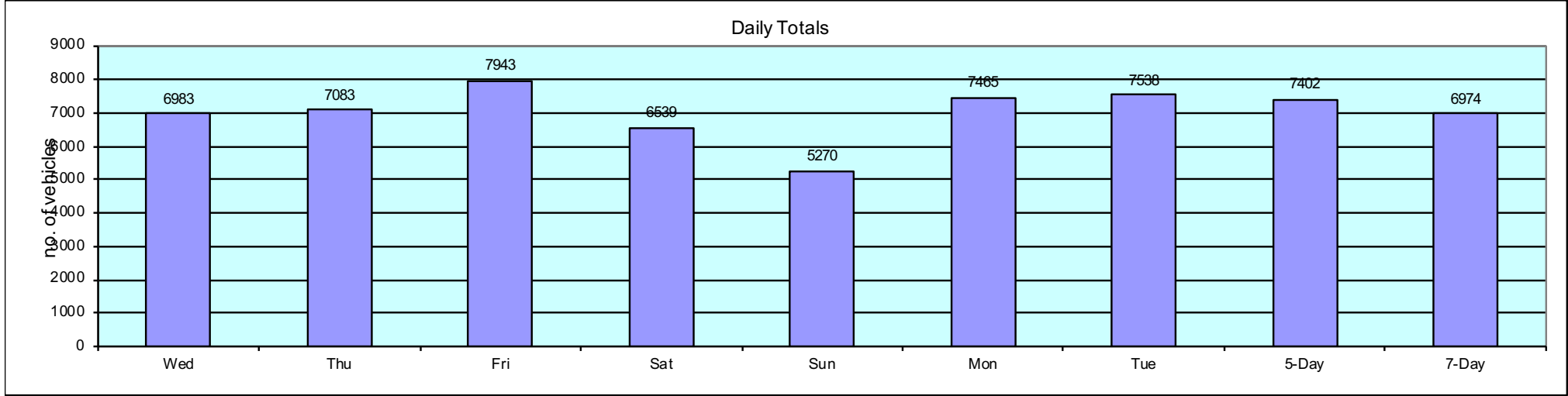
12071 GRAVESEND Site No: 12071001 Location Old Rd E, Gravesend (W of Park Ave)
 Wed 22-Feb-23 to Tue 28-Feb-23 Channel: Westbound

Time Period	Total Vehicles	85 th ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Daily Totals																
Wed 22-Feb-23	6983	33.4	27	7.3	39	342	216	326	1481	2877	1337	262	77	10	5	11
Thu 23-Feb-23	7083	33.7	27.7	6.4	67	112	110	417	1542	2985	1473	285	61	19	8	4
Fri 24-Feb-23	7943	33	26.7	7	56	258	335	533	1742	3283	1372	279	57	16	7	5
Sat 25-Feb-23	6539	34.3	29	5.5	3	9	58	237	1328	2909	1535	345	67	36	4	8
Sun 26-Feb-23	5270	34.6	28.6	6.1	2	14	89	366	1120	1960	1295	323	71	21	5	4
Mon 27-Feb-23	7465	34.1	28.1	6.6	34	180	144	349	1418	3099	1784	354	69	20	10	4
Tue 28-Feb-23	7538	34.7	28.4	7.3	67	345	123	263	1005	3057	2109	459	75	17	6	12
Total Vehicles																
[--]	48821	34.0	27.9	6.6	268	1260	1075	2491	9636	20170	10905	2307	477	139	45	48



12071	GRAVESEND				Site No: 12071001	Location	Old Rd E, Gravesend (W of Park Ave)		
	Channel: Westbound								
	Wed	Thu	Fri	Sat	Sun	Mon	Tue	5-Day	7-Day
TIME PERIOD	22/02/2023	23/02/23	24/02/23	25/02/23	26/02/23	27/02/23	28/02/23	Av	Av
Week Begin: 22-Feb-23									
00:00	26	23	24	59	75	25	28	25	37
01:00	11	8	16	42	31	16	11	12	19
02:00	7	12	12	14	19	16	13	12	13
03:00	11	15	18	14	20	10	11	13	14
04:00	24	26	36	31	28	38	37	32	31
05:00	157	162	135	51	27	144	146	149	117
06:00	327	307	241	101	58	315	332	304	240
07:00	726	564	566	159	112	627	780	653	505
08:00	719	555	663	336	151	683	682	660	541
09:00	459	465	537	476	313	588	549	520	484
10:00	427	441	478	592	504	446	488	456	482
11:00	414	432	459	543	546	368	428	420	456
12:00	413	415	451	580	579	446	426	430	473
13:00	411	406	579	560	486	382	427	441	464
14:00	412	401	490	439	408	441	434	436	432
15:00	469	412	443	438	298	544	541	482	449
16:00	506	437	538	377	320	558	477	503	459
17:00	439	512	617	395	308	530	489	517	470
18:00	457	538	510	366	307	447	433	477	437
19:00	316	382	439	317	253	327	312	355	335
20:00	1	239	250	241	178	216	224	186	193
21:00	137	182	218	171	136	178	150	173	167
22:00	73	92	140	134	65	73	77	91	93
23:00	41	57	83	103	48	47	43	54	60
12H,7-19	5852	5578	6331	5261	4332	6060	6154	5995	5653
16H,6-22	6633	6688	7479	6091	4957	7096	7172	7014	6588
18H,6-24	6747	6837	7702	6328	5070	7216	7292	7159	6742
24H,0-24	6983	7083	7943	6539	5270	7465	7538	7402	6974
Am	07:00	07:00	08:00	10:00	11:00	08:00	07:00		
Peak	726	564	663	592	546	683	780		
Pm	16:00	18:00	17:00	12:00	12:00	16:00	15:00		
Peak	506	538	617	580	579	558	541		

12071	GRAVESEND			Site No: 12071001	Location	Old Rd E, Gravesend (W of Park Ave)			
				Channel: Westbound					
	Wed	Thu	Fri	Sat	Sun	Mon	Tue	5-Day	7-Day
TIME PERIOD	22/02/2023	23/02/23	24/02/23	25/02/23	26/02/23	27/02/23	28/02/23	Av	Av



Classification Schemes

Scheme F Classification Scheme (Non-metric)

Scheme F is an attempt to implement the FHWA's visual classification scheme as an axle-based classification scheme. This is one of several interpretations.

Class	Vehicle Type	No. of Axles	Axle spacing in feet				
			Axle 1 to 2	Axle 2 to 3	Axle 3 to 4	Axle 4 to 5	Axle 5 to 6
1	motorcycle	2	<6.0				
2	passenger car	2	6.0 - 10.0				
	car + 1 axle trailer	3	<10.0	10.0 - 18.0			
	car + 2 axle trailer	4	<10.0		<3.5		
3	pickup	2	10.0 - 15.0				
	pickup + 1 axle trailer	3	10.0 - 15.0	10.0 - 18.0			
	pickup + 2 axle trailer	4	10.0 - 15.0		<3.5		
	pickup + 3 axle trailer	5	9.9 - 15.0			<3.5	
4	Traditional bus/coach	2	>20.0				
	Traditional bus/coach	3	>19.0				
5	single unit truck/bus - dual rear axle	2	14.9 - 20.0			<3.5	
6	3 axle truck	3		<18.0			
7	4 axle truck	4					
8	2S1	3		>18.0			
	2S2	4		>5.0	>3.5		
	3S1	4		<5.0	>10.0		
9	3S2	5		<6.1		3.5 - 8.0	
	5 axle combination	5					
10	6 axle combination	6			3.5 - 5.0		
	3S3	6					
11	2S1-2	5		>6.0			
12	3S1-2	6					>10.0
13	truck	7 or more					

APPENDIX E

Flow Diagrams

AM

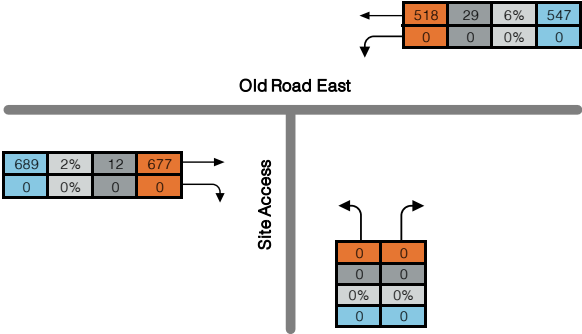


NOTES

LEGEND

0	All Vehicles
0	HGV
%	% HGV
0	PCU

PM



Galliard Homes Limited
St. Josephs Prep School,
Gravesend

Figure 5.1
2023 Base

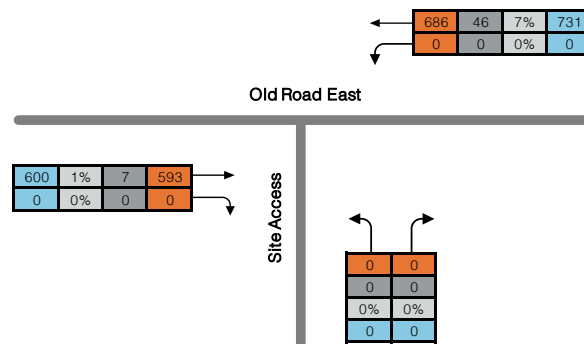
September 2023

PREPARED
GB

CHECKED
JEGB



AM



NOTES

LEGEND

0	All Vehicles
0	HGV
%	% HGV
0	PCU

PM



Galliard Homes Limited

St. Josephs Prep School,
Gravesend

Figure 5.2
2028 Base

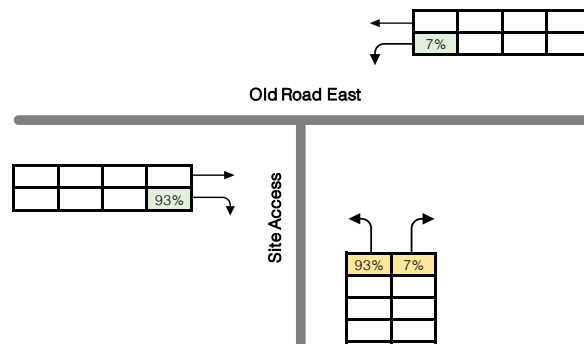
September 2023

PREPARED
GB

CHECKED
JEGB

mode
transport planning

AM



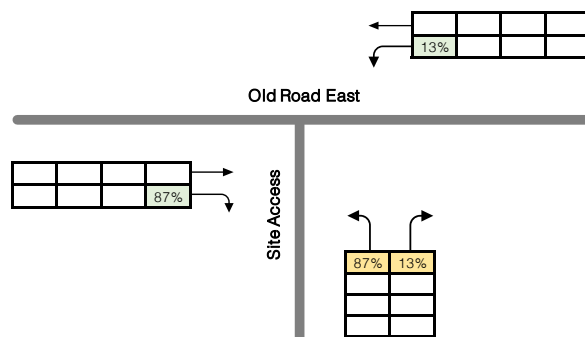
NOTES

LEGEND

 Arrivals

 Departures

PM



Galliard Homes Limited

St. Josephs Prep School,
Gravesend

Figure 5.3

Residential Distribution

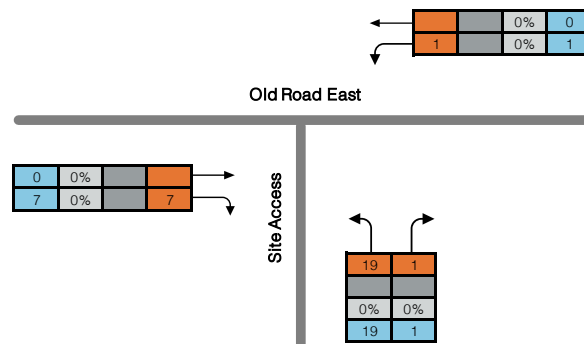
September 2023

PREPARED GB

CHECKED JEGB

mode
transport planning

AM

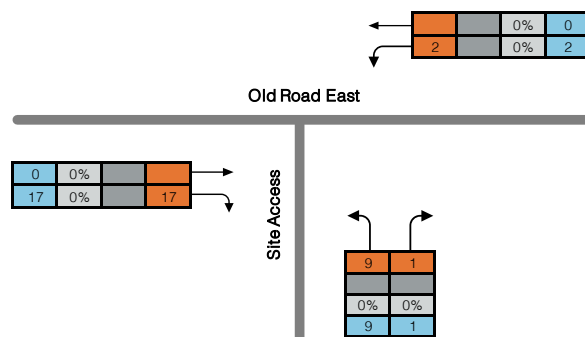


NOTES

LEGEND

0	All Vehicles
0	HGV
%	% HGV
0	PCU

PM



Galliard Homes Limited

St. Josephs Prep School,
Gravesend

Figure 5.4

Residential Trips

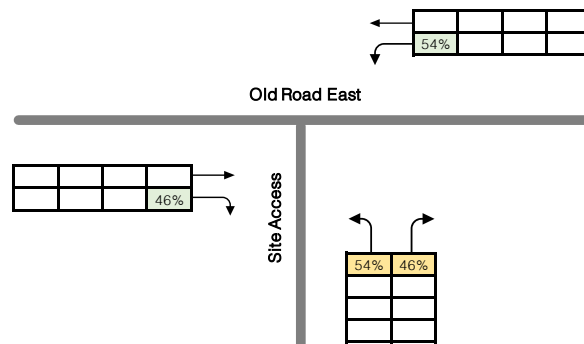
September 2023

PREPARED
GB

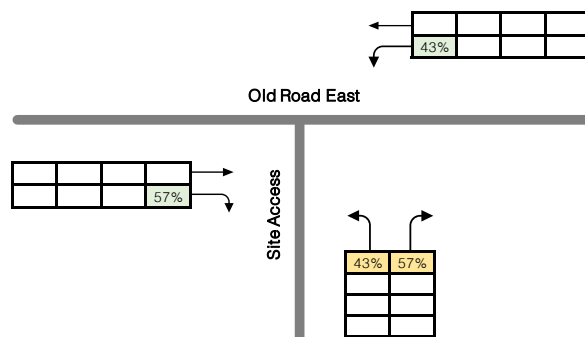
CHECKED
JEBB

mode
transport planning

AM



PM



NOTES

LEGEND

	Arrivals
	Departures

Galliard Homes Limited
St. Josephs Prep School,
Gravesend

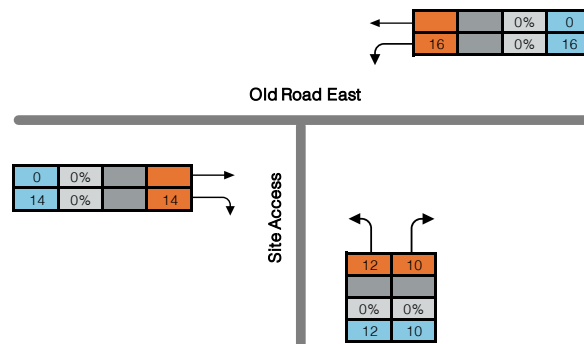
Figure 5.5
GP Distribution
September 2023

PREPARED
GB

CHECKED
JEGB

mode
transport planning

AM



NOTES

LEGEND

0	All Vehicles
0	HGV
%	% HGV
0	PCU

PM



Galliard Homes Limited

St. Josephs Prep School,
Gravesend

Figure 5.6
GP Trips

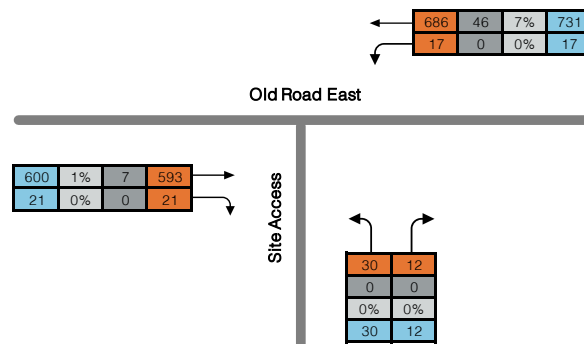
September 2023

PREPARED
GB

CHECKED
JEBB

mode
transport planning

AM



ILLUSTRATIVE
NORTH

NOTES

LEGEND

0	All Vehicles
0	HGV
%	% HGV
0	PCU

PM



Galliard Homes Limited

St. Josephs Prep School,
Gravesend

Figure 5.7
2028 Base + Development

September 2023

PREPARED
GB

CHECKED
JEGB

mode
transport planning

APPENDIX F

KCC Collision Data

Map Ref	1st Road Class & No	Accident Severity	Accident Date	Time (24hr)	Lighting Conditions	Road Surface	Weather Conditions	Number of Vehicles	Number of Casualties	Local Authority	Grid Ref: Easting	Grid Ref: Northing
1	B261	3	19/11/2018	1950	4	2	2	2	1	E07000109	565175	172969
2	B261	2	14/06/2019	2200	4	1	1	4	2	E07000109	565422	172989
3	B261	3	11/12/2019	1129	1	1	1	2	1	E07000109	565189	172948
4	B261	3	11/03/2020	1540	1	1	1	2	1	E07000109	565216	172969
5	B261	3	24/10/2020	1900	4	1	1	2	1	E07000109	565174	172954
6	B261	2	22/03/2021	0840	1	1	1	1	1	E07000109	565466	172991
7	B261	3	17/06/2021	2137	1	1	1	2	1	E07000109	565205	172963
8	B261	3	16/07/2021	2228	4	1	1	2	1	E07000109	565197	172962
9	B261	3	23/05/2022	0820	1	1	1	2	1	E07000109	565177	172959
10	B261	3	13/07/2022	0815	1	1	9	2	1	E07000109	565199	172962

Location
B261, ECHO SQUARE RND BT J/W OLD ROAD EAST, GRAVESEND. (MAPPED TO NEW COORDINATES, ORIGINAL COORDINATES 565173, 172930)
B261 OLD ROAD EAST OS NO 63 APPROX 50 METRES FROM J/W PARK AVENUE, GRAVESEND
B261 ECHO SQUARE J/W SUN LANE, GRAVESEND
B261 OLD ROAD EAST J/W B261 ECHO SQUARE RND BT, GRAVESEND
B261, ECHO SQUARE J/W CROSS LANE EAST, GRAVESEND.
B261 OLD ROAD EAST, GRAVESEND, (MAPPED TO COORDS).
B261, ECHO SQUARE RND BT J/W OLD RD EAST, GRAVESEND.
B261, ECHO SQUARE J/W OLD ROAD EAST, GRAVESEND.
B261, ECHO SQUARE J/W OLD ROAD EAST, GRAVESEND
B261 ECHO SQUARE RND BT J/W OLD ROAD EAST, GRAVESEND

Description
V1 HAS ENTERED THE ROUNDABOUT AT ECHO SQUARE. IT WAS RAINING HEAVILY AND DARK. V1 HAS COLLIDED WITH CYCLIST KNOCKING THEM OFF.
V1 was travelling East along Old Road East when it has struck the rear off side of V2 which was parked/unattended, pushing it further onto the pavement. V1 has continued on, has mou
V2 entered the rndbt from Old Rd East when V1 pulled out in front of them from Sun Lane without slowing down, colliding with the offside of V2 and forced it onto the rndbt.
D2 was exiting the roundabout and there were school children crossing the road, D2 stopped in the road whilst waiting for them to cross. D2 then heard a bang and realised that V1 ha
ONLINE REPORT: R2 was coming from Whitehill Rd to take second exit on the roundabout and take the Old Road East on left, when V1 comes from Cross Lane and collision occurs on th
V1 TRAVELLING TOWARDS ROCHESTER RD WHEN C1 STEPPED INTO THE ROAD WITHOUT LOOKING. V1 SAW C1 AT THE LAST MINUTE - C1 HIT THE WING OF V1.
V1 was travelling in the direction of Northfleet and approached the ECHO SQUARE roundabout. R2 has come around the roundabout. V1 has not seen R2 and has pulled out onto the r
R2/Cyclist was travelling down PARROCK RD towards WHITE HILL RD, as R2 was turning past the first junction, V1, with an unknown registration, was entering the roundabout on ECH
OLR: D2 was taking child to school. Approached Echo Square roundabout from Whitehill Rd and was going to Old Road East towards Northfleet. Just before turning at Old Road East, D:
OLR: V2 was about to exit the roundabout when V1 came in as D2 was exiting and hit V2. V2 stopped immediately however V1 drove off as fast as possible. V1 & D1 UNKNOWN.

[illegible]

[illegible]

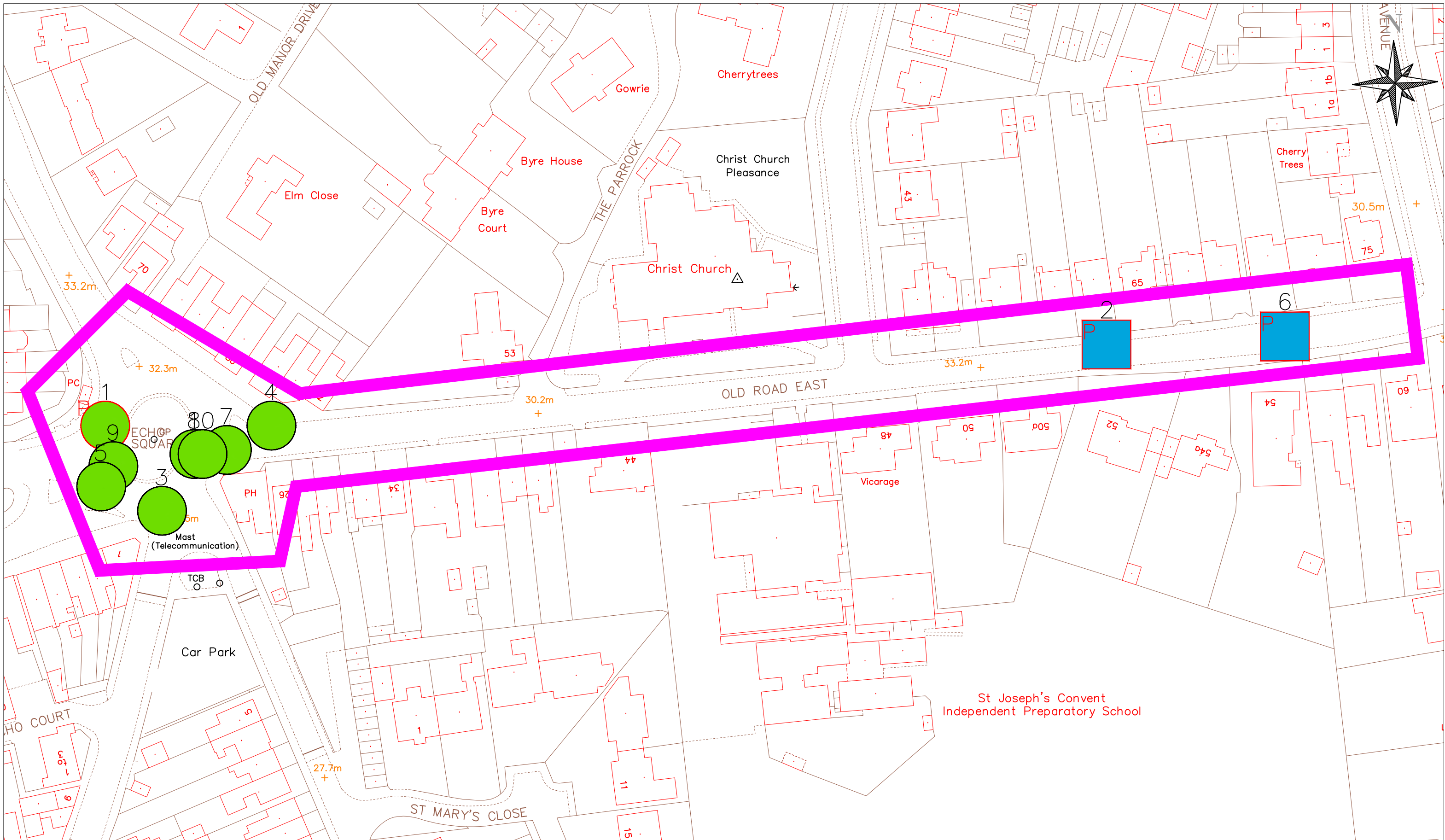
↳ Lower Higham Road where it has struck V4 on offside which was also parked and unattended before D1 stopped V1 and abandoned it. (Mapped to where hit pedestrian

[illegible]

[illegible]

CrashTable

Severity
1 Fatal
2 Serious
3 Slight
Road Surface Conditions
1 Dry
2 Wet/Damp
3 Snow
4 Frost/Ice
5 Flood
9 Unknown
Lighting
1 Day: street lights present
4 Dark: street lights lit
5 Dark: street lights unlit
6 Dark: no street lighting
7 Dark: street lighting unknown
Weather Conditions
1 Fine no high winds
2 Raining no high winds
3 Snowing no high winds
4 Fine high winds
5 Raining with high winds
6 Snowing with high winds
7 Fog or mist
8 Other
9 Unknown
Local Authority
E0700010: Ashford
E0700010: Canterbury
E0700010: Dartford
E0700010: Dover
E0700010: Gravesham
E0700011: Maidstone
E0700011: Sevenoaks
E0700011: Shepway
E0700011: Swale
E0700011: Thanet
E0700011: Tonbridge and Malling
E0700011: Tunbridge Wells



Location: Old Road East, Gravesend

5 years personal injury crash data up to 31/12/2022

KCC Ref number: EXT/128/23

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Crash Severity	
	Slight
	Serious
	Fatal



Date: 27-April-2023

Time: 12:50:51

Title: **Old Road East, Gravesend**

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

Date: 27-April-2023

Accident Date BETWEEN '01-Jan-2018' AND '31-Dec-2022'

There were 10 reported crashes resulting in injury

D-PRINT CRASH REPORT

27-Apr-2023

12:50:51

Old Road East, Gravesend
Accident Date BETWEEN '01-Jan-2018' AND '31-Dec-2022'

No	Location	Reference/ Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
1	Road No B261 Grid 565175E Section 034 Ref 172969N	349538 SLIGHT	19/11/2018	2	19:50	DRK STL	Wet/Damp	Rain	U		P/C
	B261, ECHO SQUARE RNDDBT J/W OLD ROAD EAST, GRAVESEND. (MAPPED TO NEW COORDINATES, ORIGINAL COORDINATES 565173, 172930)								Gravesham		PED
	V1 HAS ENTERED THE ROUNDBOUT AT ECHO SQUARE. IT WAS RAINING HEAVILY AND DARK. V1 HAS COLLIDED WITH CYCLIST KNOCKING THEM OFF.						Veh1, car, W -> NW Veh2, pedal cycle, S -> NW			Casualties Vehicles	1 2
2	Road No B261 Grid 565422E Section 037 Ref 172989N	848101 SERIOUS	14/06/2019	6	22:00	DRK STL	Dry	Fine	E	+VE	
	B261 OLD ROAD EAST OS NO 63 APPROX 50 METRES FROM J/W PARK AVENUE, GRAVESEND								Gravesham		PED
	V1 was travelling East along Old Road East when it has struck the rear off side of V2 which was parked/unattended, pushing it further onto the pavement. V1 has continued on, has mounted the pavement and collided with pedestrian outside no 63 before colliding with the front garden wall. Then collided with stationary V3 in the junction of Milton Avenue causing V3 to rotate and collide with a front garden fence of No. 77. V1 has then continued along Old Road East to the junction with A226 then driven into Lower Higham Road where it has struck V4 on offside which was also parked and unattended before D1 stopped V1 and abandoned it. (Mapped to where hit pedestrian.)						Veh1, car, W -> E Veh2, car, P -> P Veh3, car, N -> E Veh4, car, P -> P			Casualties Vehicles	2 4
3	Road No B261 Grid 565189E Section 034 Ref 172948N	911903 SLIGHT	11/12/2019	4	11:29	L	Dry	Fine			
	B261 ECHO SQUARE J/W SUN LANE, GRAVESEND								Gravesham		
	V2 entered the rndbt from Old Rd East when V1 pulled out in front of them from Sun Lane without slowing down, colliding with the offside of V2 and forced it onto the rndbt.						Veh1, car, SW -> NW Veh2, car, E -> W			Casualties Vehicles	1 2

Key

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

Street Lighting

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

FACTORS

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

Special Conditions

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

D-PRINT CRASH REPORT

27-Apr-2023

12:50:51

Old Road East, Gravesend
Accident Date BETWEEN '01-Jan-2018' AND '31-Dec-2022'

No	Location	Reference/ Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
4	Road No B261 Grid 565216E Section 034 Ref 172969N	941235 SLIGHT	11/03/2020	4	15:40	L	Dry	Fine			GV
	B261 OLD ROAD EAST J/W B261 ECHO SQUARE RNDDBT, GRAVESEND								Gravesham		
	D2 was exiting the roundabout and there were school children crossing the road, D2 stopped in the road whilst waiting for them to cross. D2 then heard a bang and realised that V1 had hit them. V1 then turned around and sped off.						Veh1, goods < 3.5t, NW -> E Veh2, car, NW -> E			Casualties 1 Vehicles 2	
5	Road No B261 Grid 565174E Section 034 Ref 172954N	994374 SLIGHT	24/10/2020	7	19:00	DRK STL	Dry	Fine			GVM/C
	B261, ECHO SQUARE J/W CROSS LANE EAST, GRAVESEND.								Gravesham		
	ONLINE REPORT: R2 was coming from Whitehill Rd to take second exit on the roundabout and take the Old Road East on left, when V1 comes from Cross Lane and collision occurs on the roundabout.						Veh1, goods < 3.5t, SW -> N Veh2, m/cycle 50 - 125cc, SE -> W			Casualties 1 Vehicles 2	
6	Road No B261 Grid 565466E Section 001 Ref 172991N	1034916 SERIOUS	22/03/2021	2	08:40	L	Dry	Fine	SE	S.VEH	
	B261 OLD ROAD EAST, GRAVESEND, (MAPPED TO COORDS).								Gravesham		PED
	V1 TRAVELLING TOWARDS ROCHESTER RD WHEN C1 STEPPED INTO THE ROAD WITHOUT LOOKING. V1 SAW C1 AT THE LAST MINUTE - C1 HIT THE WING OF V1.						Veh1, car, W -> NE			Casualties 1 Vehicles 1	

Key Involved

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

Street Lighting

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

FACTORS

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

Special Conditions

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

D-PRINT CRASH REPORT

27-Apr-2023

12:50:51

Old Road East, Gravesend
Accident Date BETWEEN '01-Jan-2018' AND '31-Dec-2022'

No	Location	Reference/ Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
7	Road No B261 Grid 565205E Section 034 Ref 172963N	1070004 SLIGHT	17/06/2021	5	21:37	L	Dry	Fine			P/C
	B261, ECHO SQUARE RNDDBT J/W OLD RD EAST, GRAVESEND.								Gravesham		
	V1 was travelling in the direction of Northfleet and approached the ECHO SQUARE roundabout. R2 has come around the roundabout. V1 has not seen R2 and has pulled out onto the roundabout colliding with R2. R2 has fallen off bike.						Veh1, car, E -> W Veh2, pedal cycle, N -> S			Casualties 1 Vehicles 2	
8	Road No B261 Grid 565197E Section 034 Ref 172962N	1078259 SLIGHT	16/07/2021	6	22:28	DRK STL	Dry	Fine			P/C
	B261, ECHO SQUARE J/W OLD ROAD EAST, GRAVESEND.								Gravesham		
	R2/Cyclist was travelling down PARROCK RD towards WHITE HILL RD, as R2 was turning past the first junction, V1, with an unknown registration, was entering the roundabout on ECHO SQUARE from OLD ROAST EAST, straight ahead with vehicle to the left towards OLD ROAD EAST (w). As V1 has entered the roundabout by WHITE HILL LANE, R2 was travelling ahead. V1 has then hit R2 on the side of the bike, causing the bike to skid, R2 has then fallen over causing injury.						Veh1, car, E -> W Veh2, pedal cycle, NW -> SE			Casualties 1 Vehicles 2	
9	Road No B261 Grid 565177E Section Ref 172959N	1184542 SLIGHT	23/05/2022	2	08:20	L	Dry	Fine			
	B261, ECHO SQUARE J/W OLD ROAD EAST, GRAVESEND								Gravesham		
	OLR: D2 was taking child to school. Approached Echo Square roundabout from Whitehill Rd and was going to Old Road East towards Northfleet. Just before turning at Old Road East, D2 felt a hit into rear left corner of car from the side. D2 stopped after hit and saw V1 accelerating from Echo Square st to Parrock Rd. Had no possibility to see registration number.						Veh1, car, S -> NW Veh2, car, SE -> W			Casualties 1 Vehicles 2	

Key

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

Street Lighting

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

FACTORS

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

Special Conditions

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

D-PRINT CRASH REPORT

27-Apr-2023

12:50:51

Old Road East, Gravesend
Accident Date BETWEEN '01-Jan-2018' AND '31-Dec-2022'

No	Location	Reference/ Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
10	Road No B261 Grid 565199E Section 034 Ref 172962N	1203334 SLIGHT	13/07/2022	4	08:15	L	Dry	Unknown			
	B261 ECHO SQUARE RNDDBT J/W OLD ROAD EAST, GRAVESEND								Gravesham		
	OLR: V2 was about to exit the roundabout when V1 came in as D2 was exiting and hit V2. V2 stopped immediately however V1 drove off as fast as possible. V1 & D1 UNKNOWN.						Veh1, car, E -> W Veh2, car, N -> S			Casualties 1 Vehicles 2	

Key Involved

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

Street Lighting

L Daylight

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

FACTORS

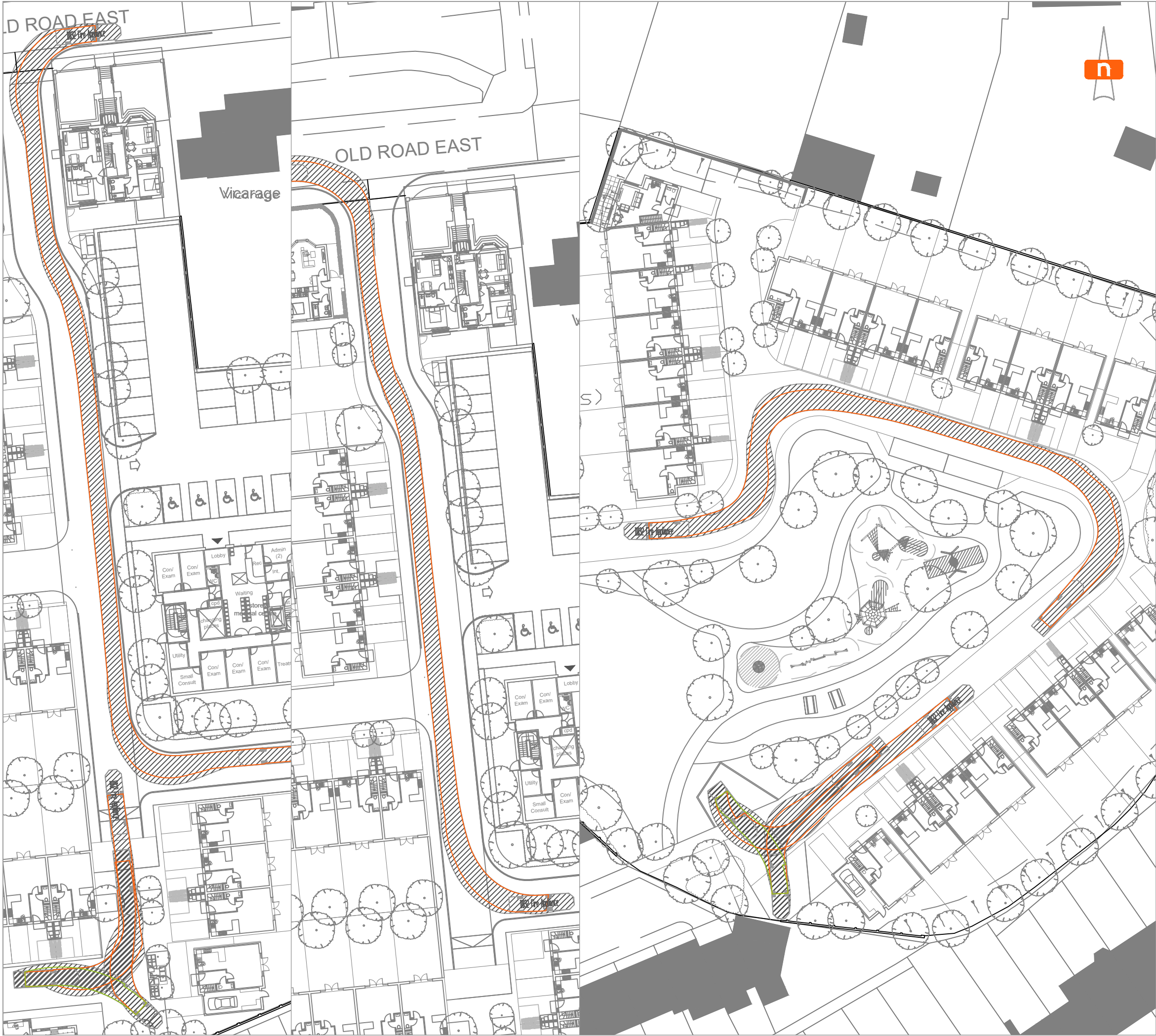
+VE Positive Breath Test
R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

Special Conditions

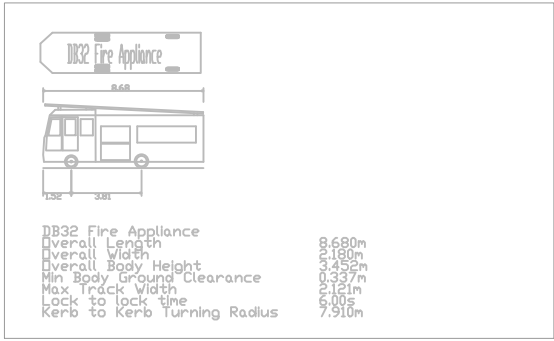
ATS OUT Traffic Lights Not Working
ATS DEF Traffic Lights Defective
SIGNS Road Signs Defective or Obscured
RD WRKS Road Works
Surface Road Surface Defective

APPENDIX G

Drawings



- NOTE;
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GALLIARD (GRAVESEND) LIMITED

JOB TITLE
ST. JOSEPH'S PREP SCHOOL,
GRAVESEND

DRAWING
TITLE
FIRE APPLIANCE
VEHICLE TRACKING

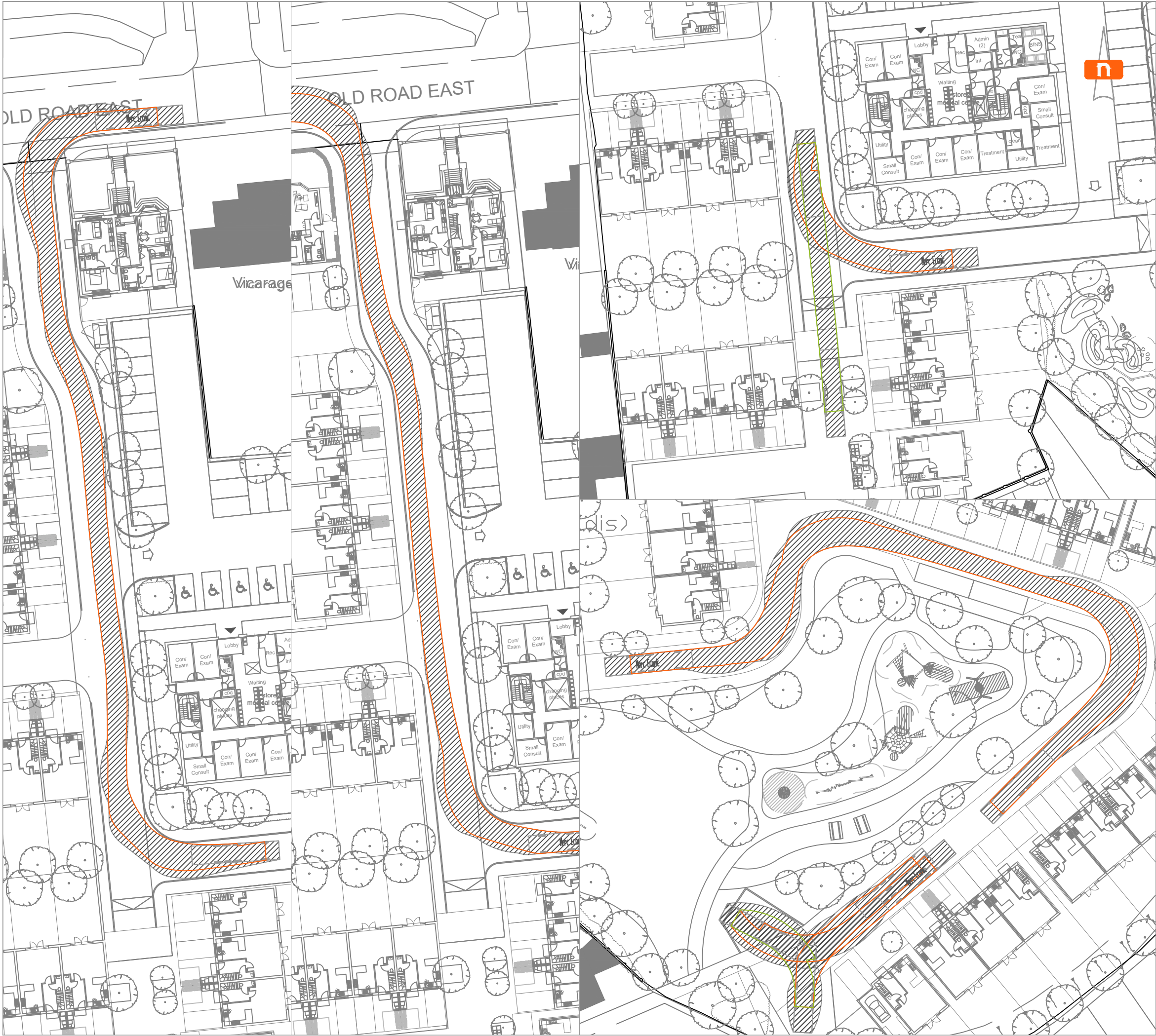
DRAWING NO.
J32-7223-PS-001

DRAWN	GB	CHECKED	JEGB
CREATED	NOV '23	SCALE	1:500 @A3

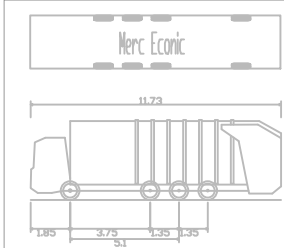
mode transport planning
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18-19 LUDGATE HILL
BIRMINGHAM
B3 1DW

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Merc Econic
Overall Length 11.730m
Overall Width 2.490m
Overall Body Height 3.749m
Min Body Ground Clearance 0.302m
Track Width 2.490m
Lock to lock time 4.00s
Max Steering Angle (Virtual) 33.00°

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GALLIARD (GRAVESEND) LIMITED

JOB TITLE
ST. JOSEPH'S PREP SCHOOL,
GRAVESEND

DRAWING
TITLE
REFUSE
VEHICLE TRACKING

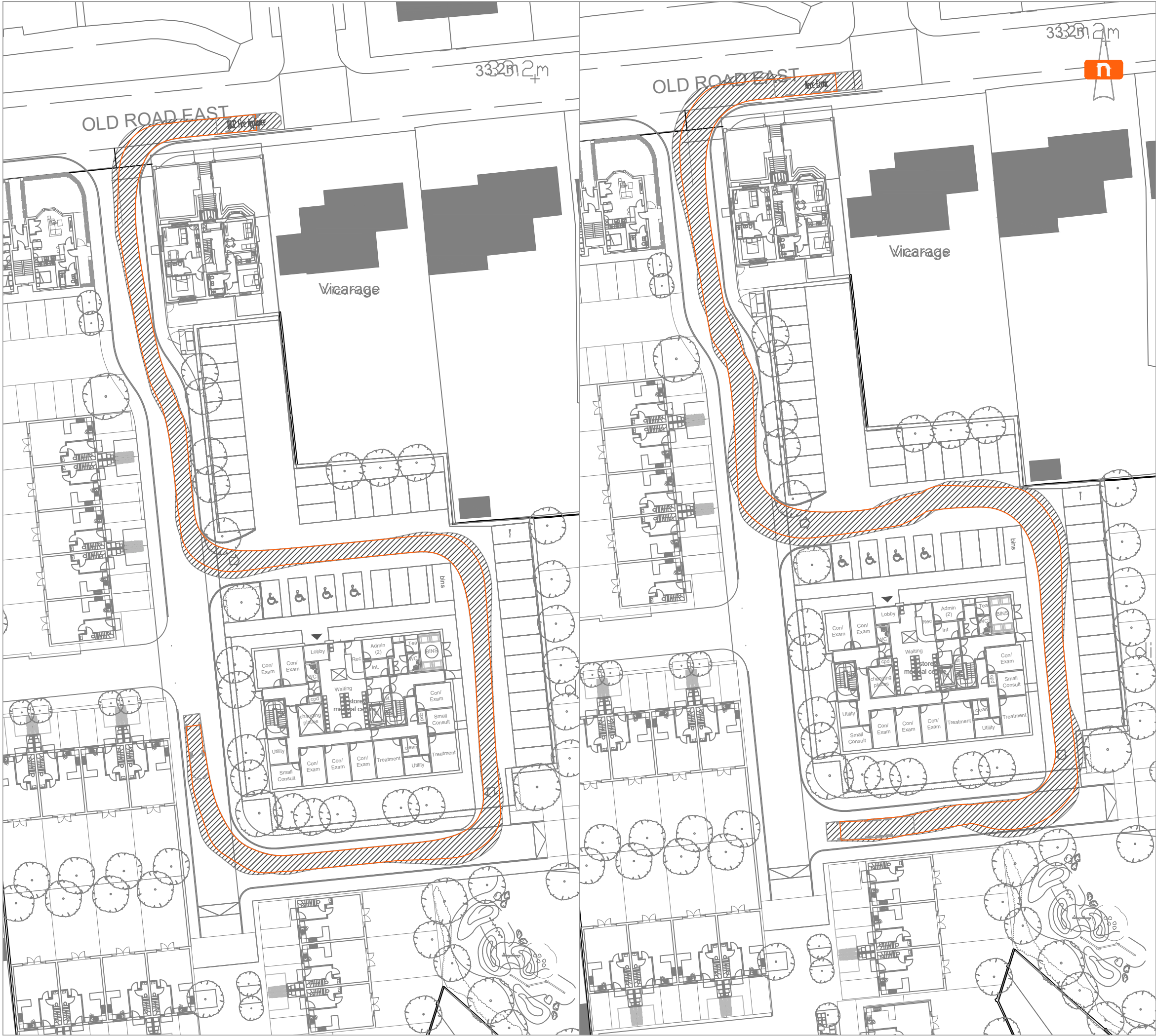
DRAWING NO.
J32-7223-PS-002

DRAWN	GB	CHECKED	JEGB
CREATED	NOV '23	SCALE	1:500 @A3

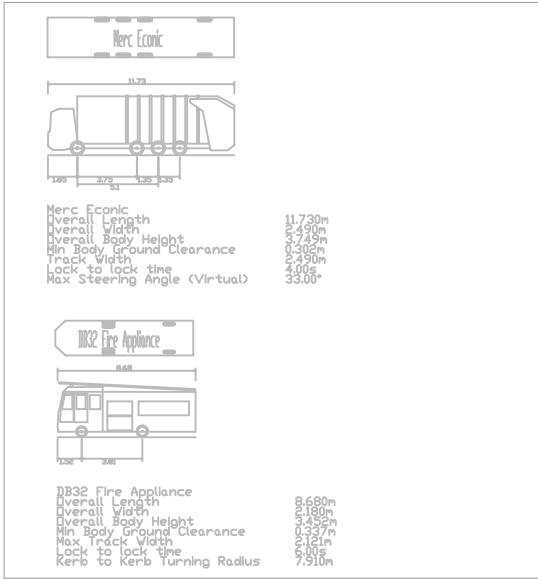
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GALLIARD (GRAVESEND) LIMITED

JOB TITLE
ST. JOSEPH'S PREP SCHOOL,
GRAVESEND

DRAWING
TITLE
FIRE AND REFUSE
VEHICLE TRACKING

DRAWING NO.
J32-7223-PS-003

DRAWN	GB	CHECKED	JEGB
CREATED	NOV '23	SCALE	1:500 @A3

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Large Car (2006)

5.079

0.816 3.035

Large Car (2006)

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Max Track Width

Lock to lock time

Kerb to Kerb Turning Radius

5.079m

1.872m

1.529m

0.310m

1.831m

4.00s

5.900m

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GALLIARD (GRAVESEND) LIMITED

JOB TITLE
ST. JOSEPH'S PREP SCHOOL,
GRAVESEND

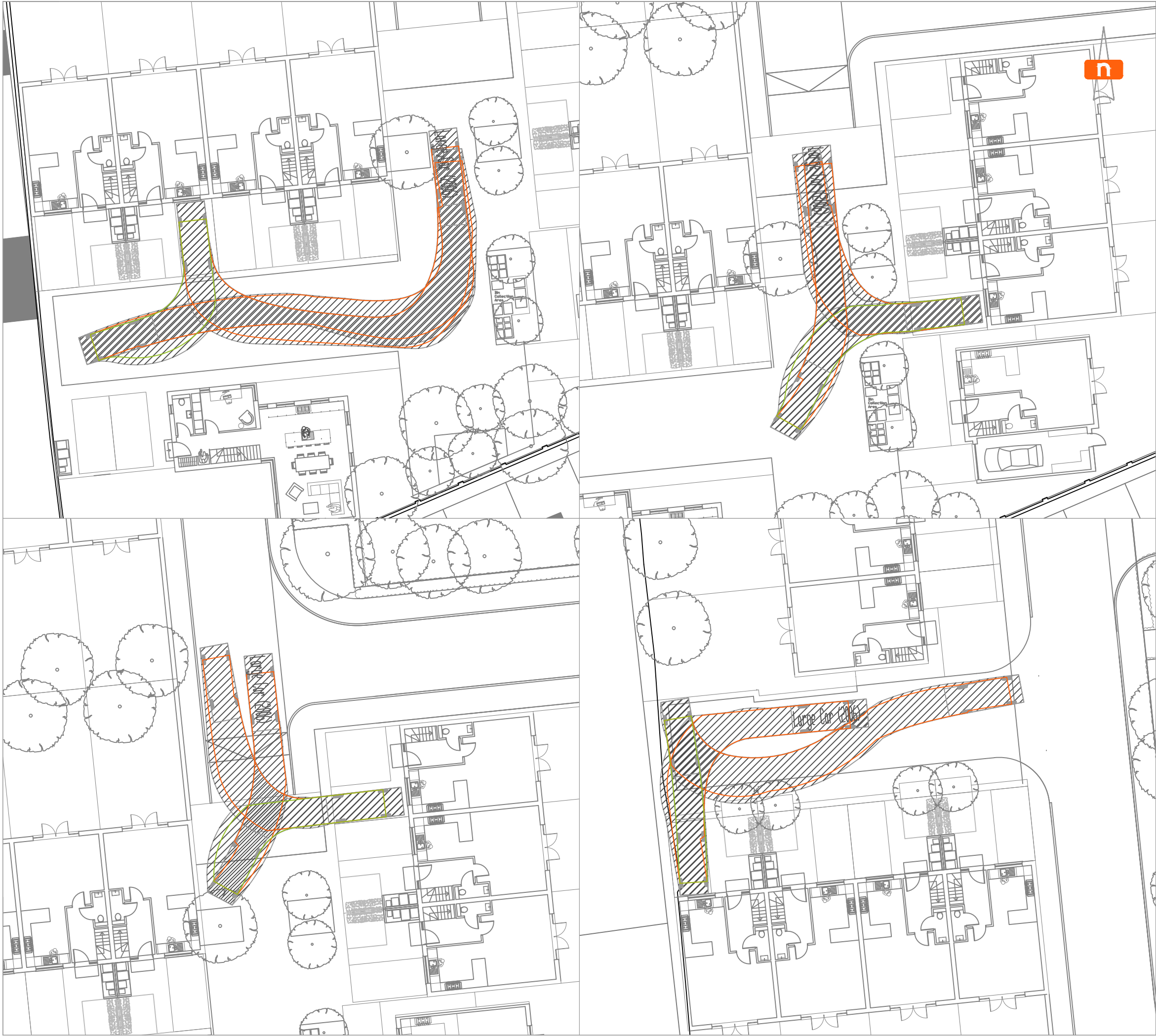
DRAWING
TITLE
FIRE AND REFUSE
VEHICLE TRACKING

DRAWING NO.
J32-7223-PS-004

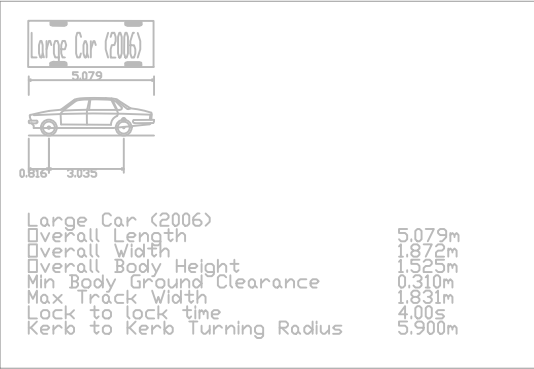
DRAWN	GB	CHECKED	JEGB
CREATED	NOV '23	SCALE	1:500 @A3

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JOB TITLE
ST. JOSEPH'S PREP SCHOOL,
GRAVESEND

DRAWING
TITLE
LARGE CAR PARKING
VEHICLE TRACKING

DRAWING NO.
J32-7223-PS-005

DRAWN	GB	CHECKED	JEGB
CREATED	NOV '23	SCALE	1:250 @A3

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 4. ROAD MARKINGS & TRAFFIC SIGNS ARE TO BE IN ACCORDANCE WITH 'THE TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS 2016'
 5. HIGHWAY BOUNDARY INFORMATION HAS BEEN PROVIDED BY KENT COUNTY COUNCIL (JANUARY 2023) AND HAS BEEN TRANSCRIBED BY MODE ONTO AN ORDNANCE SURVEY. MODE ACCEPTS NO LIABILITY FOR THE ACCURACY OF THE DATA PROVIDED AND THE HIGHWAY BOUNDARY INFORMATION SHOWN IS SUBJECT TO CHECKS BY A LICENSED CONVEYANCER.
 6. DO NOT SCALE FROM THIS DRAWING WORK FROM FIGURED DIMENSIONS ONLY.
 7. ALL DIMENSIONS ARE SHOWN IN METRES UNLESS NOTED OTHERWISE.
- KEY:
- FORWARD VISIBILITY 14M (BASES ON KCC STANDARDS)
 - VISIBILITY SPLAY 2.4m x 43m (30mph MfS STANDARDS)
 - HIGHWAY BOUNDARY

A	30.11.2023	REVISED MASTERPLAN
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GALLIARD (GRAVESEND) LIMITED

JOB TITLE
ST. JOSEPH'S PREP SCHOOL,
GRAVESEND

DRAWING
TITLE
VISIBILITY SPLAYS

DRAWING NO.
J32-7223-PS-006

DRAWN	GB	CHECKED	JEGB
CREATED	NOV '23	SCALE	1:250 @A3

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APPENDIX H

TRICS Output

Calculation Reference: AUDIT-754101-230719-0703

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION
 Category : A - PRIMARY
TOTAL VEHICLES

Selected regions and areas:

06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	3 days

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

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of pupils
 Actual Range: 156 to 245 (units:)
 Range Selected by User: 70 to 300 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 17/10/22

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

Selected survey days:

Monday	2 days
Tuesday	1 days
Friday	1 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	3
Suburban Area (PPS6 Out of Centre)	1

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

Selected Location Sub Categories:

Residential Zone	1
Built-Up Zone	1
No Sub Category	2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	2 days - Selected
Servicing vehicles Excluded	2 days - Selected

Secondary Filtering selection:

Use Class:
F1(a) 4 days

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

Population within 500m Range:
All Surveys Included
Population within 1 mile:
10,001 to 15,000 2 days
20,001 to 25,000 1 days
25,001 to 50,000 1 days

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

Population within 5 miles:
5,001 to 25,000 2 days
25,001 to 50,000 1 days
250,001 to 500,000 1 days

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

Car ownership within 5 miles:
0.6 to 1.0 2 days
1.1 to 1.5 2 days

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

Travel Plan:
No 4 days

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

PTAL Rating:
No PTAL Present 4 days

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

LIST OF SITES relevant to selection parameters

1	NY-04-A-04 GARGRAVE ROAD SKIPTON	CATHOLIC PRIMARY SCHOOL	NORTH YORKSHIRE
	Edge of Town Centre Built-Up Zone Total Number of pupils:	243	
	Survey date: FRIDAY	15/03/19	Survey Type: MANUAL
2	NY-04-A-05 CHURCH LANE RIPON	PRIMARY SCHOOL	NORTH YORKSHIRE
	Edge of Town Centre No Sub Category Total Number of pupils:	156	
	Survey date: TUESDAY	17/05/22	Survey Type: MANUAL
3	NY-04-A-06 CHURCH LANE RIPON	PRIMARY SCHOOL	NORTH YORKSHIRE
	Edge of Town Centre No Sub Category Total Number of pupils:	245	
	Survey date: MONDAY	23/05/22	Survey Type: MANUAL
4	WM-04-A-03 PALERMO AVENUE COVENTRY CHEYLESMORE Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils:	177	
	Survey date: MONDAY	17/10/22	Survey Type: MANUAL

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

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

Licence No: 754101

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY

TOTAL VEHICLES

Calculation factor: 1 PUPILS

Estimated TRIP rate value per 87 PUPILS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. PUPILS	Trip Rate	Estimated Trip Rate	No. Days	Ave. PUPILS	Trip Rate	Estimated Trip Rate	No. Days	Ave. PUPILS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	4	205	0.056	4.875	4	205	0.010	0.848	4	205	0.066	5.723
08:00 - 09:00	4	205	0.432	37.619	4	205	0.244	21.194	4	205	0.676	58.813
09:00 - 10:00	4	205	0.022	1.907	4	205	0.180	15.683	4	205	0.202	17.590
10:00 - 11:00	4	205	0.004	0.318	4	205	0.007	0.636	4	205	0.011	0.954
11:00 - 12:00	4	205	0.005	0.424	4	205	0.006	0.530	4	205	0.011	0.954
12:00 - 13:00	4	205	0.010	0.848	4	205	0.016	1.378	4	205	0.026	2.226
13:00 - 14:00	4	205	0.006	0.530	4	205	0.006	0.530	4	205	0.012	1.060
14:00 - 15:00	4	205	0.013	1.166	4	205	0.015	1.272	4	205	0.028	2.438
15:00 - 16:00	4	205	0.353	30.731	4	205	0.371	32.320	4	205	0.724	63.051
16:00 - 17:00	4	205	0.017	1.484	4	205	0.045	3.921	4	205	0.062	5.405
17:00 - 18:00	4	205	0.005	0.424	4	205	0.021	1.801	4	205	0.026	2.225
18:00 - 19:00	4	205	0.000	0.000	4	205	0.002	0.212	4	205	0.002	0.212
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.923	80.326			0.923	80.325			1.846	160.651

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

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

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Parameter summary

Trip rate parameter range selected: 156 - 245 (units:)
Survey date range: 01/01/15 - 17/10/22
Number of weekdays (Monday-Friday): 4
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 0
Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY
TAXIS
Calculation factor: 1 PUPILS
Estimated TRIP rate value per 87 PUPILS shown in shaded columns
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. PUPILS	Trip Rate	Estimated Trip Rate	No. Days	Ave. PUPILS	Trip Rate	Estimated Trip Rate	No. Days	Ave. PUPILS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	4	205	0.000	0.000	4	205	0.000	0.000	4	205	0.000	0.000
08:00 - 09:00	4	205	0.007	0.636	4	205	0.007	0.636	4	205	0.014	1.272
09:00 - 10:00	4	205	0.002	0.212	4	205	0.001	0.106	4	205	0.003	0.318
10:00 - 11:00	4	205	0.000	0.000	4	205	0.001	0.106	4	205	0.001	0.106
11:00 - 12:00	4	205	0.000	0.000	4	205	0.000	0.000	4	205	0.000	0.000
12:00 - 13:00	4	205	0.000	0.000	4	205	0.000	0.000	4	205	0.000	0.000
13:00 - 14:00	4	205	0.000	0.000	4	205	0.000	0.000	4	205	0.000	0.000
14:00 - 15:00	4	205	0.002	0.212	4	205	0.001	0.106	4	205	0.003	0.318
15:00 - 16:00	4	205	0.011	0.954	4	205	0.012	1.060	4	205	0.023	2.014
16:00 - 17:00	4	205	0.001	0.106	4	205	0.001	0.106	4	205	0.002	0.212
17:00 - 18:00	4	205	0.001	0.106	4	205	0.001	0.106	4	205	0.002	0.212
18:00 - 19:00	4	205	0.000	0.000	4	205	0.000	0.000	4	205	0.000	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.024	2.226			0.024	2.226			0.048	4.452

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

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

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY
OGVS
Calculation factor: 1 PUPILS
Estimated TRIP rate value per 87 PUPILS shown in shaded columns
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. PUPILS	Trip Rate	Estimated Trip Rate	No. Days	Ave. PUPILS	Trip Rate	Estimated Trip Rate	No. Days	Ave. PUPILS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	4	205	0.001	0.106	4	205	0.001	0.106	4	205	0.002	0.212
08:00 - 09:00	4	205	0.000	0.000	4	205	0.000	0.000	4	205	0.000	0.000
09:00 - 10:00	4	205	0.001	0.106	4	205	0.001	0.106	4	205	0.002	0.212
10:00 - 11:00	4	205	0.000	0.000	4	205	0.000	0.000	4	205	0.000	0.000
11:00 - 12:00	4	205	0.001	0.106	4	205	0.000	0.000	4	205	0.001	0.106
12:00 - 13:00	4	205	0.000	0.000	4	205	0.001	0.106	4	205	0.001	0.106
13:00 - 14:00	4	205	0.000	0.000	4	205	0.000	0.000	4	205	0.000	0.000
14:00 - 15:00	4	205	0.000	0.000	4	205	0.000	0.000	4	205	0.000	0.000
15:00 - 16:00	4	205	0.000	0.000	4	205	0.000	0.000	4	205	0.000	0.000
16:00 - 17:00	4	205	0.000	0.000	4	205	0.000	0.000	4	205	0.000	0.000
17:00 - 18:00	4	205	0.000	0.000	4	205	0.000	0.000	4	205	0.000	0.000
18:00 - 19:00	4	205	0.000	0.000	4	205	0.000	0.000	4	205	0.000	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.003	0.318			0.003	0.318			0.006	0.636

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

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

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY
CYCLISTS
Calculation factor: 1 PUPILS
Estimated TRIP rate value per 87 PUPILS shown in shaded columns
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. PUPILS	Trip Rate	Estimated Trip Rate	No. Days	Ave. PUPILS	Trip Rate	Estimated Trip Rate	No. Days	Ave. PUPILS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	4	205	0.000	0.000	4	205	0.000	0.000	4	205	0.000	0.000
08:00 - 09:00	4	205	0.021	1.801	4	205	0.000	0.000	4	205	0.021	1.801
09:00 - 10:00	4	205	0.000	0.000	4	205	0.001	0.106	4	205	0.001	0.106
10:00 - 11:00	4	205	0.000	0.000	4	205	0.000	0.000	4	205	0.000	0.000
11:00 - 12:00	4	205	0.000	0.000	4	205	0.000	0.000	4	205	0.000	0.000
12:00 - 13:00	4	205	0.000	0.000	4	205	0.000	0.000	4	205	0.000	0.000
13:00 - 14:00	4	205	0.001	0.106	4	205	0.001	0.106	4	205	0.002	0.212
14:00 - 15:00	4	205	0.000	0.000	4	205	0.000	0.000	4	205	0.000	0.000
15:00 - 16:00	4	205	0.001	0.106	4	205	0.021	1.801	4	205	0.022	1.907
16:00 - 17:00	4	205	0.000	0.000	4	205	0.000	0.000	4	205	0.000	0.000
17:00 - 18:00	4	205	0.000	0.000	4	205	0.000	0.000	4	205	0.000	0.000
18:00 - 19:00	4	205	0.000	0.000	4	205	0.000	0.000	4	205	0.000	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.023	2.013			0.023	2.013			0.046	4.026

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

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

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY
CARS
 Calculation factor: 1 PUPILS
 Estimated TRIP rate value per 87 PUPILS shown in shaded columns
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. PUPILS	Trip Rate	Estimated Trip Rate	No. Days	Ave. PUPILS	Trip Rate	Estimated Trip Rate	No. Days	Ave. PUPILS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	4	205	0.051	4.451	4	205	0.006	0.530	4	205	0.057	4.981
08:00 - 09:00	4	205	0.421	36.665	4	205	0.233	20.240	4	205	0.654	56.905
09:00 - 10:00	4	205	0.017	1.484	4	205	0.178	15.471	4	205	0.195	16.955
10:00 - 11:00	4	205	0.002	0.212	4	205	0.004	0.318	4	205	0.006	0.530
11:00 - 12:00	4	205	0.004	0.318	4	205	0.006	0.530	4	205	0.010	0.848
12:00 - 13:00	4	205	0.010	0.848	4	205	0.015	1.272	4	205	0.025	2.120
13:00 - 14:00	4	205	0.005	0.424	4	205	0.006	0.530	4	205	0.011	0.954
14:00 - 15:00	4	205	0.009	0.742	4	205	0.010	0.848	4	205	0.019	1.590
15:00 - 16:00	4	205	0.342	29.777	4	205	0.359	31.261	4	205	0.701	61.038
16:00 - 17:00	4	205	0.016	1.378	4	205	0.043	3.709	4	205	0.059	5.087
17:00 - 18:00	4	205	0.004	0.318	4	205	0.019	1.695	4	205	0.023	2.013
18:00 - 19:00	4	205	0.000	0.000	4	205	0.002	0.212	4	205	0.002	0.212
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.881	76.617			0.881	76.616			1.762	153.233

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

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

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY
 LGVS
 Calculation factor: 1 PUPILS
 Estimated TRIP rate value per 87 PUPILS shown in shaded columns
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. PUPILS	Trip Rate	Estimated Trip Rate	No. Days	Ave. PUPILS	Trip Rate	Estimated Trip Rate	No. Days	Ave. PUPILS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	4	205	0.004	0.318	4	205	0.002	0.212	4	205	0.006	0.530
08:00 - 09:00	4	205	0.004	0.318	4	205	0.004	0.318	4	205	0.008	0.636
09:00 - 10:00	4	205	0.001	0.106	4	205	0.000	0.000	4	205	0.001	0.106
10:00 - 11:00	4	205	0.001	0.106	4	205	0.002	0.212	4	205	0.003	0.318
11:00 - 12:00	4	205	0.000	0.000	4	205	0.000	0.000	4	205	0.000	0.000
12:00 - 13:00	4	205	0.000	0.000	4	205	0.000	0.000	4	205	0.000	0.000
13:00 - 14:00	4	205	0.001	0.106	4	205	0.000	0.000	4	205	0.001	0.106
14:00 - 15:00	4	205	0.002	0.212	4	205	0.004	0.318	4	205	0.006	0.530
15:00 - 16:00	4	205	0.000	0.000	4	205	0.000	0.000	4	205	0.000	0.000
16:00 - 17:00	4	205	0.000	0.000	4	205	0.001	0.106	4	205	0.001	0.106
17:00 - 18:00	4	205	0.000	0.000	4	205	0.000	0.000	4	205	0.000	0.000
18:00 - 19:00	4	205	0.000	0.000	4	205	0.000	0.000	4	205	0.000	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.013	1.166			0.013	1.166			0.026	2.332

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

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

Calculation Reference: AUDIT-754101-230719-0722

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	2 days
	KC KENT	1 days
03	SOUTH WEST	
	DV DEVON	2 days
	SD SWINDON	1 days
	TB TORBAY	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	PB PETERBOROUGH	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	1 days
09	NORTH	
	DH DURHAM	1 days
	FU WESTMORLAND & FURNESS	1 days

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

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
 Actual Range: 23 to 179 (units:)
 Range Selected by User: 20 to 200 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 01/03/23

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

Selected survey days:

Monday	4 days
Tuesday	5 days
Wednesday	2 days
Thursday	3 days
Friday	2 days

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

Selected survey types:

Manual count	16 days
Directional ATC Count	0 days

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

Selected Locations:

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

Selected Location Sub Categories:

Residential Zone	16
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This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	6 days - Selected
Servicing vehicles Excluded	16 days - Selected

Secondary Filtering selection:

Use Class:

C3	16 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	5 days
10,001 to 15,000	4 days
15,001 to 20,000	1 days
20,001 to 25,000	2 days
25,001 to 50,000	4 days

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

Population within 5 miles:

5,001 to 25,000	4 days
25,001 to 50,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	2 days
125,001 to 250,000	5 days
250,001 to 500,000	3 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	5 days
1.1 to 1.5	10 days

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

Travel Plan:

Yes	3 days
No	13 days

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

PTAL Rating:

No PTAL Present	16 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	AC-03-A-04	TOWN HOUSES		CHESHIRE WEST & CHESTER
	LONDON ROAD			
	NORTHWICH			
	LEFTWICH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	24		
	Survey date: THURSDAY	06/06/19	Survey Type: MANUAL	
2	DH-03-A-01	SEMI DETACHED		DURHAM
	GREENFIELDS ROAD			
	BISHOP AUCKLAND			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	50		
	Survey date: TUESDAY	28/03/17	Survey Type: MANUAL	
3	DV-03-A-02	HOUSES & BUNGALOWS		DEVON
	MILLHEAD ROAD			
	HONITON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	116		
	Survey date: FRIDAY	25/09/15	Survey Type: MANUAL	
4	DV-03-A-03	TERRACED & SEMI DETACHED		DEVON
	LOWER BRAND LANE			
	HONITON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	70		
	Survey date: MONDAY	28/09/15	Survey Type: MANUAL	
5	FU-03-A-02	DETACHED / TERRACED HOUSING		WESTMORLAND & FURNESS
	MACADAM WAY			
	PENRITH			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	50		
	Survey date: TUESDAY	21/06/16	Survey Type: MANUAL	
6	HC-03-A-23	HOUSES & FLATS		HAMPSHIRE
	CANADA WAY			
	LIPHOOK			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	62		
	Survey date: TUESDAY	19/11/19	Survey Type: MANUAL	
7	HC-03-A-30	TERRACED HOUSES		HAMPSHIRE
	MEUDON AVENUE			
	FARNBOROUGH			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	31		
	Survey date: FRIDAY	14/10/22	Survey Type: MANUAL	

LIST OF SITES relevant to selection parameters (Cont.)

8	KC-03-A-03 HYTHE ROAD ASHFORD WILLESBOROUGH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 51 Survey date: THURSDAY 14/07/16	MIXED HOUSES & FLATS	KENT	Survey Type: MANUAL
9	LN-03-A-04 EGERTON ROAD LINCOLN Edge of Town Centre Residential Zone Total No of Dwellings: 30 Survey date: MONDAY 29/06/15	DETACHED & SEMI-DETACHED	LINCOLNSHIRE	Survey Type: MANUAL
10	NF-03-A-51 CITY ROAD NORWICH LAKENHAM Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 34 Survey date: TUESDAY 13/09/22	SEMI-DETACHED	NORFOLK	Survey Type: MANUAL
11	NY-03-A-12 RACECOURSE LANE NORTHALLERTON Edge of Town Centre Residential Zone Total No of Dwellings: 47 Survey date: TUESDAY 27/09/16	TOWN HOUSES	NORTH YORKSHIRE	Survey Type: MANUAL
12	PB-03-A-04 EASTFIELD ROAD PETERBOROUGH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 28 Survey date: MONDAY 17/10/16	DETACHED HOUSES	PETERBOROUGH	Survey Type: MANUAL
13	SD-03-A-01 HEADLANDS GROVE SWINDON Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 27 Survey date: THURSDAY 22/09/16	SEMI DETACHED	SWINDON	Survey Type: MANUAL
14	TB-03-A-01 BRONSHILL ROAD TORQUAY Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 37 Survey date: WEDNESDAY 30/09/15	TERRACED HOUSES	TORBAY	Survey Type: MANUAL
15	WK-03-A-03 BRESE AVENUE WARWICK GUYS CLIFFE Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 23 Survey date: WEDNESDAY 25/09/19	DETACHED HOUSES	WARWICKSHIRE	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

16 WM-03-A-05 TERRACED & DETACHED WEST MIDLANDS
COUNDON ROAD
COVENTRY

Edge of Town Centre
Residential Zone
Total No of Dwellings: 89
Survey date: MONDAY 21/11/16 Survey Type: MANUAL

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

MANUALLY DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
SF-03-A-09	24/06/21	covid survey

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

Licence No: 754101

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

TOTAL VEHICLES

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 1 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	16	48	0.062	0.000	16	48	0.248	0.000	16	48	0.310	0.000
08:00 - 09:00	16	48	0.135	0.000	16	48	0.362	0.000	16	48	0.497	0.000
09:00 - 10:00	16	48	0.182	0.000	16	48	0.166	0.000	16	48	0.348	0.000
10:00 - 11:00	16	48	0.147	0.000	16	48	0.191	0.000	16	48	0.338	0.000
11:00 - 12:00	16	48	0.150	0.000	16	48	0.148	0.000	16	48	0.298	0.000
12:00 - 13:00	16	48	0.172	0.000	16	48	0.179	0.000	16	48	0.351	0.000
13:00 - 14:00	16	48	0.172	0.000	16	48	0.176	0.000	16	48	0.348	0.000
14:00 - 15:00	16	48	0.150	0.000	16	48	0.192	0.000	16	48	0.342	0.000
15:00 - 16:00	16	48	0.254	0.000	16	48	0.187	0.000	16	48	0.441	0.000
16:00 - 17:00	16	48	0.286	0.000	16	48	0.160	0.000	16	48	0.446	0.000
17:00 - 18:00	16	48	0.341	0.000	16	48	0.176	0.000	16	48	0.517	0.000
18:00 - 19:00	16	48	0.218	0.000	16	48	0.147	0.000	16	48	0.365	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			2.269	0.000			2.332	0.000			4.601	0.000

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

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

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Parameter summary

Trip rate parameter range selected: 23 - 179 (units:)
Survey date range: 01/01/15 - 01/03/23
Number of weekdays (Monday-Friday): 17
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 6
Surveys manually removed from selection: 0

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

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

Calculation factor: 1 DWELLS
Estimated TRIP rate value per 1 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	16	48	0.001	0.000	16	48	0.001	0.000	16	48	0.002	0.000
08:00 - 09:00	16	48	0.005	0.000	16	48	0.005	0.000	16	48	0.010	0.000
09:00 - 10:00	16	48	0.008	0.000	16	48	0.007	0.000	16	48	0.015	0.000
10:00 - 11:00	16	48	0.005	0.000	16	48	0.005	0.000	16	48	0.010	0.000
11:00 - 12:00	16	48	0.001	0.000	16	48	0.003	0.000	16	48	0.004	0.000
12:00 - 13:00	16	48	0.001	0.000	16	48	0.000	0.000	16	48	0.001	0.000
13:00 - 14:00	16	48	0.008	0.000	16	48	0.008	0.000	16	48	0.016	0.000
14:00 - 15:00	16	48	0.001	0.000	16	48	0.003	0.000	16	48	0.004	0.000
15:00 - 16:00	16	48	0.007	0.000	16	48	0.007	0.000	16	48	0.014	0.000
16:00 - 17:00	16	48	0.003	0.000	16	48	0.003	0.000	16	48	0.006	0.000
17:00 - 18:00	16	48	0.000	0.000	16	48	0.000	0.000	16	48	0.000	0.000
18:00 - 19:00	16	48	0.003	0.000	16	48	0.003	0.000	16	48	0.006	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.043	0.000			0.045	0.000			0.088	0.000

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

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

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

Calculation factor: 1 DWELLS
Estimated TRIP rate value per 1 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	16	48	0.001	0.000	16	48	0.001	0.000	16	48	0.002	0.000
08:00 - 09:00	16	48	0.004	0.000	16	48	0.004	0.000	16	48	0.008	0.000
09:00 - 10:00	16	48	0.007	0.000	16	48	0.005	0.000	16	48	0.012	0.000
10:00 - 11:00	16	48	0.001	0.000	16	48	0.003	0.000	16	48	0.004	0.000
11:00 - 12:00	16	48	0.004	0.000	16	48	0.000	0.000	16	48	0.004	0.000
12:00 - 13:00	16	48	0.000	0.000	16	48	0.003	0.000	16	48	0.003	0.000
13:00 - 14:00	16	48	0.003	0.000	16	48	0.001	0.000	16	48	0.004	0.000
14:00 - 15:00	16	48	0.003	0.000	16	48	0.003	0.000	16	48	0.006	0.000
15:00 - 16:00	16	48	0.003	0.000	16	48	0.004	0.000	16	48	0.007	0.000
16:00 - 17:00	16	48	0.000	0.000	16	48	0.001	0.000	16	48	0.001	0.000
17:00 - 18:00	16	48	0.000	0.000	16	48	0.000	0.000	16	48	0.000	0.000
18:00 - 19:00	16	48	0.000	0.000	16	48	0.000	0.000	16	48	0.000	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.026	0.000			0.025	0.000			0.051	0.000

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

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

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

Calculation factor: 1 DWELLS
 Estimated TRIP rate value per 1 DWELLS shown in shaded columns
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	16	48	0.000	0.000	16	48	0.000	0.000	16	48	0.000	0.000
08:00 - 09:00	16	48	0.003	0.000	16	48	0.003	0.000	16	48	0.006	0.000
09:00 - 10:00	16	48	0.000	0.000	16	48	0.000	0.000	16	48	0.000	0.000
10:00 - 11:00	16	48	0.000	0.000	16	48	0.000	0.000	16	48	0.000	0.000
11:00 - 12:00	16	48	0.000	0.000	16	48	0.000	0.000	16	48	0.000	0.000
12:00 - 13:00	16	48	0.000	0.000	16	48	0.000	0.000	16	48	0.000	0.000
13:00 - 14:00	16	48	0.000	0.000	16	48	0.000	0.000	16	48	0.000	0.000
14:00 - 15:00	16	48	0.000	0.000	16	48	0.000	0.000	16	48	0.000	0.000
15:00 - 16:00	16	48	0.003	0.000	16	48	0.003	0.000	16	48	0.006	0.000
16:00 - 17:00	16	48	0.001	0.000	16	48	0.001	0.000	16	48	0.002	0.000
17:00 - 18:00	16	48	0.000	0.000	16	48	0.000	0.000	16	48	0.000	0.000
18:00 - 19:00	16	48	0.000	0.000	16	48	0.000	0.000	16	48	0.000	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.007	0.000			0.007	0.000			0.014	0.000

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

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

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

Calculation factor: 1 DWELLS
Estimated TRIP rate value per 1 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	16	48	0.009	0.000	16	48	0.021	0.000	16	48	0.030	0.000
08:00 - 09:00	16	48	0.004	0.000	16	48	0.017	0.000	16	48	0.021	0.000
09:00 - 10:00	16	48	0.008	0.000	16	48	0.005	0.000	16	48	0.013	0.000
10:00 - 11:00	16	48	0.007	0.000	16	48	0.003	0.000	16	48	0.010	0.000
11:00 - 12:00	16	48	0.001	0.000	16	48	0.001	0.000	16	48	0.002	0.000
12:00 - 13:00	16	48	0.008	0.000	16	48	0.007	0.000	16	48	0.015	0.000
13:00 - 14:00	16	48	0.007	0.000	16	48	0.001	0.000	16	48	0.008	0.000
14:00 - 15:00	16	48	0.003	0.000	16	48	0.007	0.000	16	48	0.010	0.000
15:00 - 16:00	16	48	0.021	0.000	16	48	0.003	0.000	16	48	0.024	0.000
16:00 - 17:00	16	48	0.008	0.000	16	48	0.005	0.000	16	48	0.013	0.000
17:00 - 18:00	16	48	0.008	0.000	16	48	0.010	0.000	16	48	0.018	0.000
18:00 - 19:00	16	48	0.009	0.000	16	48	0.007	0.000	16	48	0.016	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.093	0.000			0.087	0.000			0.180	0.000

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

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

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

Calculation factor: 1 DWELLS
Estimated TRIP rate value per 1 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	16	48	0.055	0.000	16	48	0.215	0.000	16	48	0.270	0.000
08:00 - 09:00	16	48	0.107	0.000	16	48	0.329	0.000	16	48	0.436	0.000
09:00 - 10:00	16	48	0.135	0.000	16	48	0.133	0.000	16	48	0.268	0.000
10:00 - 11:00	16	48	0.113	0.000	16	48	0.161	0.000	16	48	0.274	0.000
11:00 - 12:00	16	48	0.126	0.000	16	48	0.130	0.000	16	48	0.256	0.000
12:00 - 13:00	16	48	0.152	0.000	16	48	0.153	0.000	16	48	0.305	0.000
13:00 - 14:00	16	48	0.135	0.000	16	48	0.138	0.000	16	48	0.273	0.000
14:00 - 15:00	16	48	0.130	0.000	16	48	0.160	0.000	16	48	0.290	0.000
15:00 - 16:00	16	48	0.224	0.000	16	48	0.155	0.000	16	48	0.379	0.000
16:00 - 17:00	16	48	0.263	0.000	16	48	0.138	0.000	16	48	0.401	0.000
17:00 - 18:00	16	48	0.300	0.000	16	48	0.152	0.000	16	48	0.452	0.000
18:00 - 19:00	16	48	0.199	0.000	16	48	0.134	0.000	16	48	0.333	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			1.939	0.000			1.998	0.000			3.937	0.000

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

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

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

Calculation factor: 1 DWELLS
 Estimated TRIP rate value per 1 DWELLS shown in shaded columns
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	16	48	0.005	0.000	16	48	0.031	0.000	16	48	0.036	0.000
08:00 - 09:00	16	48	0.017	0.000	16	48	0.020	0.000	16	48	0.037	0.000
09:00 - 10:00	16	48	0.030	0.000	16	48	0.022	0.000	16	48	0.052	0.000
10:00 - 11:00	16	48	0.027	0.000	16	48	0.022	0.000	16	48	0.049	0.000
11:00 - 12:00	16	48	0.017	0.000	16	48	0.016	0.000	16	48	0.033	0.000
12:00 - 13:00	16	48	0.018	0.000	16	48	0.022	0.000	16	48	0.040	0.000
13:00 - 14:00	16	48	0.026	0.000	16	48	0.029	0.000	16	48	0.055	0.000
14:00 - 15:00	16	48	0.014	0.000	16	48	0.025	0.000	16	48	0.039	0.000
15:00 - 16:00	16	48	0.017	0.000	16	48	0.017	0.000	16	48	0.034	0.000
16:00 - 17:00	16	48	0.020	0.000	16	48	0.016	0.000	16	48	0.036	0.000
17:00 - 18:00	16	48	0.038	0.000	16	48	0.023	0.000	16	48	0.061	0.000
18:00 - 19:00	16	48	0.017	0.000	16	48	0.009	0.000	16	48	0.026	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.246	0.000			0.252	0.000			0.498	0.000

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

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

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

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 1 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	16	48	0.000	0.000	16	48	0.000	0.000	16	48	0.000	0.000
08:00 - 09:00	16	48	0.000	0.000	16	48	0.001	0.000	16	48	0.001	0.000
09:00 - 10:00	16	48	0.003	0.000	16	48	0.000	0.000	16	48	0.003	0.000
10:00 - 11:00	16	48	0.000	0.000	16	48	0.000	0.000	16	48	0.000	0.000
11:00 - 12:00	16	48	0.001	0.000	16	48	0.000	0.000	16	48	0.001	0.000
12:00 - 13:00	16	48	0.000	0.000	16	48	0.001	0.000	16	48	0.001	0.000
13:00 - 14:00	16	48	0.000	0.000	16	48	0.000	0.000	16	48	0.000	0.000
14:00 - 15:00	16	48	0.001	0.000	16	48	0.003	0.000	16	48	0.004	0.000
15:00 - 16:00	16	48	0.001	0.000	16	48	0.003	0.000	16	48	0.004	0.000
16:00 - 17:00	16	48	0.000	0.000	16	48	0.001	0.000	16	48	0.001	0.000
17:00 - 18:00	16	48	0.003	0.000	16	48	0.000	0.000	16	48	0.003	0.000
18:00 - 19:00	16	48	0.000	0.000	16	48	0.001	0.000	16	48	0.001	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.009	0.000			0.010	0.000			0.019	0.000

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

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

Calculation Reference: AUDIT-754101-230804-0845

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
 Category : G - GP SURGERIES
TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	DY DERBY	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	DR DONCASTER	1 days
09	NORTH	
	TW TYNE & WEAR	1 days

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

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 600 to 1400 (units: sqm)
 Range Selected by User: 600 to 1800 (units: sqm)

Parking Spaces Range: Selected: 4 to 40 Actual: 4 to 75

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 20/09/22

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

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	1 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Neighbourhood Centre (PPS6 Local Centre)	4

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

Selected Location Sub Categories:

Residential Zone	3
High Street	1
No Sub Category	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 5 days - Selected

Secondary Filtering selection:

Use Class:

E(e) 5 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

15,001 to 20,000	1 days
20,001 to 25,000	2 days
25,001 to 50,000	2 days

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

Population within 5 miles:

125,001 to 250,000	2 days
250,001 to 500,000	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	3 days
2.1 to 2.5	1 days

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

Travel Plan:

No 5 days

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

PTAL Rating:

No PTAL Present 5 days

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

LIST OF SITES relevant to selection parameters

1	DR-05-G-01	GP SURGERY	DONCASTER
	GOODISON BOULEVARD		
	DONCASTER		
	CANTLEY		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	1050 sqm	
	Survey date: THURSDAY	23/09/21	Survey Type: MANUAL
2	DY-05-G-01	GP SURGERY	DERBY
	OSMASTON ROAD		
	DERBY		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Gross floor area:	676 sqm	
	Survey date: WEDNESDAY	25/09/19	Survey Type: MANUAL
3	NF-05-G-03	GP SURGERY	NORFOLK
	MILE END ROAD		
	NORWICH		
	MOUNT PLEASANT		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	600 sqm	
	Survey date: FRIDAY	08/11/19	Survey Type: MANUAL
4	TW-05-G-03	GP SURGERY	TYNE & WEAR
	CHURCH ROAD		
	NEWCASTLE		
	GOSFORTH		
	Neighbourhood Centre (PPS6 Local Centre)		
	High Street		
	Total Gross floor area:	678 sqm	
	Survey date: MONDAY	29/04/19	Survey Type: MANUAL
5	WM-05-G-04	GP SURGERY	WEST MIDLANDS
	STOURBRIDGE ROAD		
	DUDLEY		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	600 sqm	
	Survey date: TUESDAY	21/11/17	Survey Type: MANUAL

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

MANUALLY DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
AC-05-G-04	07/06/19	parking
LC-05-G-01	20/04/22	accessibility
TW-05-G-01	30/11/12	parking
TW-05-G-02	13/11/15	parking
TW-05-G-04	18/10/18	parking

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
TOTAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	721	1.471	5	721	0.305	5	721	1.776
08:00 - 09:00	5	721	2.164	5	721	1.582	5	721	3.746
09:00 - 10:00	5	721	2.802	5	721	2.358	5	721	5.160
10:00 - 11:00	5	721	3.302	5	721	3.024	5	721	6.326
11:00 - 12:00	5	721	2.192	5	721	2.303	5	721	4.495
12:00 - 13:00	5	721	2.358	5	721	2.747	5	721	5.105
13:00 - 14:00	5	721	2.358	5	721	2.414	5	721	4.772
14:00 - 15:00	5	721	2.081	5	721	1.942	5	721	4.023
15:00 - 16:00	5	721	2.608	5	721	2.525	5	721	5.133
16:00 - 17:00	5	721	2.497	5	721	2.442	5	721	4.939
17:00 - 18:00	5	721	1.665	5	721	2.331	5	721	3.996
18:00 - 19:00	5	721	0.638	5	721	1.360	5	721	1.998
19:00 - 20:00	1	678	0.000	1	678	0.737	1	678	0.737
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			26.136			26.070			52.206

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

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

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Parameter summary

Trip rate parameter range selected:	600 - 1400 (units: sqm)
Survey date range:	01/01/12 - 20/09/22
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	721	0.000	5	721	0.000	5	721	0.000
08:00 - 09:00	5	721	0.055	5	721	0.028	5	721	0.083
09:00 - 10:00	5	721	0.055	5	721	0.000	5	721	0.055
10:00 - 11:00	5	721	0.028	5	721	0.055	5	721	0.083
11:00 - 12:00	5	721	0.000	5	721	0.028	5	721	0.028
12:00 - 13:00	5	721	0.055	5	721	0.028	5	721	0.083
13:00 - 14:00	5	721	0.000	5	721	0.028	5	721	0.028
14:00 - 15:00	5	721	0.055	5	721	0.055	5	721	0.110
15:00 - 16:00	5	721	0.083	5	721	0.083	5	721	0.166
16:00 - 17:00	5	721	0.111	5	721	0.055	5	721	0.166
17:00 - 18:00	5	721	0.028	5	721	0.083	5	721	0.111
18:00 - 19:00	5	721	0.000	5	721	0.028	5	721	0.028
19:00 - 20:00	1	678	0.000	1	678	0.000	1	678	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.470			0.471			0.941

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

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

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	721	0.000	5	721	0.000	5	721	0.000
08:00 - 09:00	5	721	0.028	5	721	0.000	5	721	0.028
09:00 - 10:00	5	721	0.083	5	721	0.000	5	721	0.083
10:00 - 11:00	5	721	0.055	5	721	0.083	5	721	0.138
11:00 - 12:00	5	721	0.055	5	721	0.028	5	721	0.083
12:00 - 13:00	5	721	0.028	5	721	0.083	5	721	0.111
13:00 - 14:00	5	721	0.028	5	721	0.028	5	721	0.056
14:00 - 15:00	5	721	0.000	5	721	0.028	5	721	0.028
15:00 - 16:00	5	721	0.083	5	721	0.055	5	721	0.138
16:00 - 17:00	5	721	0.111	5	721	0.111	5	721	0.222
17:00 - 18:00	5	721	0.028	5	721	0.028	5	721	0.056
18:00 - 19:00	5	721	0.055	5	721	0.083	5	721	0.138
19:00 - 20:00	1	678	0.000	1	678	0.000	1	678	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.554			0.527			1.081

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

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mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

Licence No: 754101

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

CARS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	721	1.387	5	721	0.277	5	721	1.664
08:00 - 09:00	5	721	2.081	5	721	1.498	5	721	3.579
09:00 - 10:00	5	721	2.525	5	721	2.137	5	721	4.662
10:00 - 11:00	5	721	2.969	5	721	2.775	5	721	5.744
11:00 - 12:00	5	721	1.915	5	721	1.970	5	721	3.885
12:00 - 13:00	5	721	2.192	5	721	2.608	5	721	4.800
13:00 - 14:00	5	721	2.248	5	721	2.275	5	721	4.523
14:00 - 15:00	5	721	1.970	5	721	1.831	5	721	3.801
15:00 - 16:00	5	721	2.442	5	721	2.414	5	721	4.856
16:00 - 17:00	5	721	2.331	5	721	2.248	5	721	4.579
17:00 - 18:00	5	721	1.582	5	721	2.192	5	721	3.774
18:00 - 19:00	5	721	0.610	5	721	1.249	5	721	1.859
19:00 - 20:00	1	678	0.000	1	678	0.737	1	678	0.737
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			24.252			24.211			48.463

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

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TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
 LGVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	721	0.083	5	721	0.028	5	721	0.111
08:00 - 09:00	5	721	0.028	5	721	0.055	5	721	0.083
09:00 - 10:00	5	721	0.194	5	721	0.194	5	721	0.388
10:00 - 11:00	5	721	0.305	5	721	0.194	5	721	0.499
11:00 - 12:00	5	721	0.277	5	721	0.305	5	721	0.582
12:00 - 13:00	5	721	0.083	5	721	0.111	5	721	0.194
13:00 - 14:00	5	721	0.111	5	721	0.083	5	721	0.194
14:00 - 15:00	5	721	0.055	5	721	0.055	5	721	0.110
15:00 - 16:00	5	721	0.055	5	721	0.028	5	721	0.083
16:00 - 17:00	5	721	0.055	5	721	0.111	5	721	0.166
17:00 - 18:00	5	721	0.055	5	721	0.055	5	721	0.110
18:00 - 19:00	5	721	0.000	5	721	0.055	5	721	0.055
19:00 - 20:00	1	678	0.000	1	678	0.000	1	678	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.301			1.274			2.575

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

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

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
MOTOR CYCLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	721	0.000	5	721	0.000	5	721	0.000
08:00 - 09:00	5	721	0.000	5	721	0.000	5	721	0.000
09:00 - 10:00	5	721	0.028	5	721	0.028	5	721	0.056
10:00 - 11:00	5	721	0.000	5	721	0.000	5	721	0.000
11:00 - 12:00	5	721	0.000	5	721	0.000	5	721	0.000
12:00 - 13:00	5	721	0.028	5	721	0.000	5	721	0.028
13:00 - 14:00	5	721	0.000	5	721	0.028	5	721	0.028
14:00 - 15:00	5	721	0.000	5	721	0.000	5	721	0.000
15:00 - 16:00	5	721	0.028	5	721	0.000	5	721	0.028
16:00 - 17:00	5	721	0.000	5	721	0.028	5	721	0.028
17:00 - 18:00	5	721	0.000	5	721	0.000	5	721	0.000
18:00 - 19:00	5	721	0.028	5	721	0.028	5	721	0.056
19:00 - 20:00	1	678	0.000	1	678	0.000	1	678	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.112			0.112			0.224

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

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

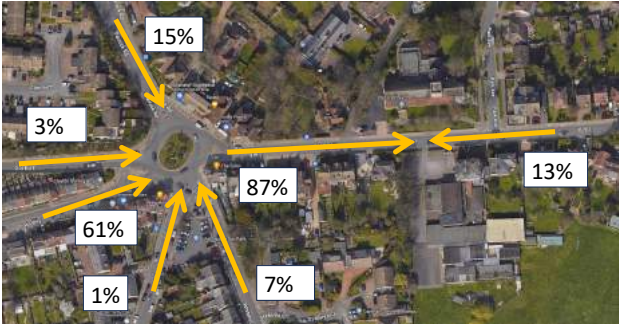
APPENDIX I

Distribution

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)
ONS Crown Copyright Reserved [from Nomis on 2 August 2023]

population All usual residents aged 16 and over in employment the week before the census
units Persons
date 2011
usual residence E02005059 : Gravesham 005 (2011 super output area - middle layer)

place of work	All categories:			Roundabout via Old Road East (west)						Roundabout via Old Road East (west)					
	Method of travel to work (2001 specification)	Driving a car or van		Parrock Rd	Whitehill Rd	Sun Lane	Cross Lane East	Old Rd East (w)	Old Rd East (E)	Parrock Rd	Whitehill Rd	Sun Lane	Cross Lane East	Old Rd East (w)	Old Rd East (E)
Dartford	637	446	20%				100%			0	0	0	446	0	0
E02005056 : Gravesham 002	525	238	11%	100%						238	0	0	0	0	0
Medway	253	224	10%						100%	0	0	0	0	0	224
Bexley	164	133	6%				100%			0	0	0	133	0	0
E02005057 : Gravesham 003	148	98	4%	100%						98	0	0	0	0	0
Maidstone	108	92	4%		100%					0	92	0	0	0	0
E02005060 : Gravesham 006	137	89	4%				100%			0	0	0	89	0	0
Sevenoaks	96	89	4%				100%			0	0	0	89	0	0
Tonbridge and Malling	82	76	3%				100%			0	0	0	76	0	0
Greenwich	86	71	3%				100%			0	0	0	71	0	0
E02005059 : Gravesham 005	149	58	3%			50%	50%			0	0	29	29	0	0
E02005055 : Gravesham 001	79	55	2%					100%		0	0	0	0	55	0
E02005063 : Gravesham 009	79	54	2%				100%			0	0	0	54	0	0
E02005066 : Gravesham 012	53	42	2%				100%			0	0	0	42	0	0
Thurrock	55	42	2%				100%			0	0	0	42	0	0
Bromley	54	40	2%				100%			0	0	0	40	0	0
Swale	58	38	2%		100%					0	38	0	0	0	0
Lewisham	49	35	2%				100%			0	0	0	35	0	0
Tower Hamlets	86	25	1%				100%			0	0	0	25	0	0
Westminster, City of London	353	25	1%				100%			0	0	0	25	0	0
E02005062 : Gravesham 008	34	23	1%						100%	0	0	0	0	0	23
Tunbridge Wells	35	22	1%				100%			0	0	0	22	0	0
E02005065 : Gravesham 011	35	21	1%		50%		50%			0	10.5	0	10.5	0	0
E02005064 : Gravesham 010	19	18	1%						100%	0	0	0	0	0	18
E02005058 : Gravesham 004	43	17	1%					100%		0	0	0	0	17	0
Newham	21	17	1%				100%			0	0	0	17	0	0
Southwark	82	14	1%				100%			0	0	0	14	0	0
Barking and Dagenham	15	12	1%				100%			0	0	0	12	0	0
Havering	14	12	1%				100%			0	0	0	12	0	0
E02005061 : Gravesham 007	19	10	0%						100%	0	0	0	0	0	10
Basilston	12	10	0%				100%			0	0	0	10	0	0
E02005067 : Gravesham 013	13	9	0%		50%				50%	0	4.5	0	0	0	4.5
Hillingdon	14	9	0%				100%			0	0	0	9	0	0
Brentwood	8	8	0%				100%			0	0	0	8	0	0
Lambeth	39	8	0%				100%			0	0	0	8	0	0
Canterbury	9	8	0%		50%				50%	0	4	0	0	0	4
Islington	34	7	0%				100%			0	0	0	7	0	0
Hackney	20	6	0%				100%			0	0	0	6	0	0
Wandsworth	9	6	0%				100%			0	0	0	6	0	0
Camden	57	5	0%				100%			0	0	0	5	0	0
Croydon	10	5	0%				100%			0	0	0	5	0	0
Merton	7	5	0%				100%			0	0	0	5	0	0
Waltham Forest	7	5	0%				100%			0	0	0	5	0	0
Runnymede	6	5	0%		50%		50%			0	2.5	0	2.5	0	0
		2,232								336	151.5	29	1360	72	283.5
										15%	7%	1%	61%	3%	13%
															100%



In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)
ONS Crown Copyright Reserved [from Nomis on 2 August 2023]

population All usual residents aged 16 and over in employment the week before the census
units Persons
date 2011
usual residence E02005059 : Gravesham 005 (2011 super output area - middle layer)

place of work	All categories:			Roundabout via Old Road East (west)							Roundabout via Old Road East (west)						
	Method of travel to work (2001 specification)	Driving a car or van		Parrock Rd	Old Rd East (e)	Whitehill Rd	Sun Lane	Cross Lane East	Old Rd East (w)	Old Rd East (E)	Parrock Rd	Old Rd East (e)	Whitehill Rd	Sun Lane	Cross Lane East	Old Rd East (w)	Old Rd East (E)
Dartford	637	446	20%						100%		0	0	0	0	0	446	0
E02005056 : Gravesham 002	525	238	11%	100%						50%	238	0	0	0	0	0	0
Medway	253	224	10%		50%						0	0	112	0	0	0	112
Bexley	164	133	6%						100%		0	0	0	0	0	133	0
E02005057 : Gravesham 003	148	98	4%	100%							98	0	0	0	0	0	0
Maldstone	103	92	4%			100%					0	0	92	0	0	0	0
E02005060 : Gravesham 006	137	89	4%					100%			0	0	0	0	0	89	0
Sevenoaks	96	89	4%					100%			0	0	0	0	0	89	0
Tonbridge and Malling	82	76	3%		40%			60%			0	0	30.4	0	0	45.6	0
Greenwich	86	71	3%					100%		25%	0	0	0	0	0	71	0
E02005059 : Gravesham 005	149	58	3%					75%			0	0	0	0	0	43.5	14.5
E02005055 : Gravesham 001	79	55	2%					100%			0	0	0	0	0	55	0
E02005063 : Gravesham 009	79	54	2%					100%			0	0	0	0	0	54	0
E02005066 : Gravesham 012	53	42	2%			25%		75%			0	0	10.5	0	0	31.5	0
Thurrock	55	42	2%					100%			0	0	0	0	0	42	0
Bromley	54	40	2%					100%			0	0	0	0	0	40	0
Swale	58	38	2%			100%					0	0	38	0	0	0	0
Lewisham	49	35	2%					100%			0	0	0	0	0	35	0
Tower Hamlets	86	25	1%					100%			0	0	0	0	0	25	0
Westminster, City of London	353	25	1%					100%			0	0	0	0	0	25	0
E02005062 : Gravesham 008	34	23	1%			25%				75%	0	0	5.75	0	0	0	17.25
Tunbridge Wells	35	22	1%					100%			0	0	0	0	0	22	0
E02005065 : Gravesham 011	35	21	1%			50%		50%			0	0	10.5	0	0	10.5	0
E02005064 : Gravesham 010	19	18	1%			25%				75%	0	0	4.5	0	0	0	13.5
E02005058 : Gravesham 004	43	17	1%					100%			0	0	0	0	0	17	0
Newham	21	17	1%					100%			0	0	0	0	0	17	0
Southwark	82	14	1%					100%			0	0	0	0	0	14	0
Barking and Dagenham	15	12	1%					100%			0	0	0	0	0	12	0
Havering	14	12	1%					100%			0	0	0	0	0	12	0
E02005061 : Gravesham 007	19	10	0%			25%				75%	0	0	2.5	0	0	0	7.5
Basilston	12	10	0%						100%		0	0	0	0	0	10	0
E02005067 : Gravesham 013	13	9	0%			100%					0	0	9	0	0	0	0
Hillingdon	14	9	0%					100%			0	0	0	0	0	9	0
Brentwood	8	8	0%					100%			0	0	0	0	0	8	0
Lambeth	39	8	0%					100%			0	0	0	0	0	8	0
Canterbury	9	8	0%			50%		50%			0	0	4	0	0	4	0
Islington	34	7	0%					100%			0	0	0	0	0	7	0
Hackney	20	6	0%					100%			0	0	0	0	0	6	0
Wandsworth	9	6	0%					100%			0	0	0	0	0	6	0
Camden	57	5	0%					100%			0	0	0	0	0	5	0
Croydon	10	5	0%					100%			0	0	0	0	0	5	0
Merton	7	5	0%					100%			0	0	0	0	0	5	0
Waltham Forest	7	5	0%					100%			0	0	0	0	0	5	0
Runnymede	6	5	0%					100%			0	0	0	0	0	5	0
		2,232									336	0	319.15	0	0	1412.1	164.75
											15%	0%	14%	0%	0%	63%	7%



In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

London
Kent

GP Distribution

Trip Generation	AM Peak			Arr	PM Peak		
	Arr	Dep	Two-way		Dep	Two-way	Arr
		29	21	50	22	31	53

	AM	PM
Eastbound	46%	57%
Westbound	54%	43%

AM and PM peak hour percentage split between eastbound and westbound from the site access. This is based on the ATC data collected in February 2023 provided in Appendix D.

	AM Peak			Arr	PM Peak		
	Arr	Dep	Two-way		Dep	Two-way	Arr
EB		13	10	23	12	18	30
WB		16	11	27	10	13	23
Total		29	21	50	22	31	53

APPENDIX J

JUNCTIONS 9 Output

Junctions 9							
PICADY 9 - Priority Intersection Module							
Version: 9.5.2.1013							
© Copyright TRL Limited, 2019							
For sales and distribution information, program advice and maintenance, contact TRL:							
+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk							
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution							

Filename: 230803 Site access_Old rd east.j9

Path: C:\Users\Thanos\mode Dropbox\Project\Birmingham\2. Projects\J327223 Prep School\4. Data\Site access

Report generation date: 10/10/2023 11:07:07

»2028, AM

»2028, PM

»2028 + Dev, AM

»2028 + Dev, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
2028								
Stream B-C	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream B-A	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C-AB	0.0	0.00	0.00	A	0.0	0.00	0.00	A
2028 + Dev								
Stream B-C	0.1	8.72	0.08	A	0.1	7.85	0.05	A
Stream B-A	0.1	16.50	0.06	C	0.1	15.13	0.08	C
Stream C-AB	0.1	8.03	0.05	A	0.1	7.40	0.06	A

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	
Location	
Site number	
Date	03/08/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	MODESKTOP\Reading Technician
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2028	AM	ONE HOUR	07:45	09:15	15	✓
D2	2028	PM	ONE HOUR	16:45	18:15	15	✓
D3	2028 + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D4	2028 + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
AL	✓	100.000	100.000

2028, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Old Road East E		Major
B	Site Access		Minor
C	Old Road East W		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Old Road East W	6.94			180.0	✓	2.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane plus flare	8.56	2.87	2.75	2.75	2.75		1.00	26	20

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	500	0.087	0.221	0.139	0.315
B-C	718	0.106	0.267	-	-
C-B	678	0.252	0.252	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2028	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Old Road East E		ONE HOUR	✓	686	100.000
B - Site Access		ONE HOUR	✓	0	100.000
C - Old Road East W		ONE HOUR	✓	593	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Old Road East E	B - Site Access	C - Old Road East W
From	A - Old Road East E	0	0	686
	B - Site Access	0	0	0
	C - Old Road East W	593	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Old Road East E	B - Site Access	C - Old Road East W
From	A - Old Road East E	0	0	7
	B - Site Access	0	0	0
	C - Old Road East W	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					544	816
A-B					0	0
A-C					629	944

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	571	0.000	0	0.0	0.0	0.000	A
B-A	0	0	315	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1078	0.000	0	0.0	0.0	0.000	A
C-A	446	112			446				
A-B	0	0			0				
A-C	516	129			516				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	542	0.000	0	0.0	0.0	0.000	A
B-A	0	0	279	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1024	0.000	0	0.0	0.0	0.000	A
C-A	533	133			533				
A-B	0	0			0				
A-C	617	154			617				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	502	0.000	0	0.0	0.0	0.000	A
B-A	0	0	230	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	949	0.000	0	0.0	0.0	0.000	A
C-A	653	163			653				
A-B	0	0			0				
A-C	755	189			755				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	502	0.000	0	0.0	0.0	0.000	A
B-A	0	0	230	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	949	0.000	0	0.0	0.0	0.000	A
C-A	653	163			653				
A-B	0	0			0				
A-C	755	189			755				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	542	0.000	0	0.0	0.0	0.000	A
B-A	0	0	279	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1024	0.000	0	0.0	0.0	0.000	A
C-A	533	133			533				
A-B	0	0			0				
A-C	617	154			617				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	571	0.000	0	0.0	0.0	0.000	A
B-A	0	0	315	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1078	0.000	0	0.0	0.0	0.000	A
C-A	446	112			446				
A-B	0	0			0				
A-C	516	129			516				

2028, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2028	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Old Road East E		ONE HOUR	✓	539	100.000
B - Site Access		ONE HOUR	✓	0	100.000
C - Old Road East W		ONE HOUR	✓	704	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A - Old Road East E	B - Site Access	C - Old Road East W
	A - Old Road East E	0	0	539
	B - Site Access	0	0	0
	C - Old Road East W	704	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A - Old Road East E	B - Site Access	C - Old Road East W
	A - Old Road East E	0	0	6
	B - Site Access	0	0	0
	C - Old Road East W	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					646	969
A-B					0	0
A-C					495	742

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	603	0.000	0	0.0	0.0	0.000	A
B-A	0	0	330	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1140	0.000	0	0.0	0.0	0.000	A
C-A	530	133			530				
A-B	0	0			0				
A-C	406	101			406				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	581	0.000	0	0.0	0.0	0.000	A
B-A	0	0	297	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1098	0.000	0	0.0	0.0	0.000	A
C-A	633	158			633				
A-B	0	0			0				
A-C	485	121			485				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	550	0.000	0	0.0	0.0	0.000	A
B-A	0	0	251	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1039	0.000	0	0.0	0.0	0.000	A
C-A	775	194			775				
A-B	0	0			0				
A-C	593	148			593				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	550	0.000	0	0.0	0.0	0.000	A
B-A	0	0	251	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1039	0.000	0	0.0	0.0	0.000	A
C-A	775	194			775				
A-B	0	0			0				
A-C	593	148			593				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	581	0.000	0	0.0	0.0	0.000	A
B-A	0	0	297	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1098	0.000	0	0.0	0.0	0.000	A
C-A	633	158			633				
A-B	0	0			0				
A-C	485	121			485				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	603	0.000	0	0.0	0.0	0.000	A
B-A	0	0	330	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1140	0.000	0	0.0	0.0	0.000	A
C-A	530	133			530				
A-B	0	0			0				
A-C	406	101			406				

2028 + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.45	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2028 + Dev	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Old Road East E		ONE HOUR	✓	703	100.000
B - Site Access		ONE HOUR	✓	43	100.000
C - Old Road East W		ONE HOUR	✓	614	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A - Old Road East E	B - Site Access	C - Old Road East W
	A - Old Road East E	0	17	686
	B - Site Access	12	0	31
	C - Old Road East W	593	21	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A - Old Road East E	B - Site Access	C - Old Road East W
	A - Old Road East E	0	0	7
	B - Site Access	0	0	0
	C - Old Road East W	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.08	8.72	0.1	A	28	43
B-A	0.06	16.50	0.1	C	11	17
C-AB	0.05	8.03	0.1	A	19	29
C-A					544	816
A-B					16	23
A-C					629	944

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	23	6	512	0.046	23	0.0	0.0	7.359	A
B-A	9	2	324	0.028	9	0.0	0.0	11.425	B
C-AB	16	4	536	0.030	16	0.0	0.0	6.915	A
C-A	446	112			446				
A-B	13	3			13				
A-C	516	129			516				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	28	7	485	0.057	28	0.0	0.1	7.872	A
B-A	11	3	285	0.038	11	0.0	0.0	13.121	B
C-AB	19	5	509	0.037	19	0.0	0.0	7.347	A
C-A	533	133			533				
A-B	15	4			15				
A-C	617	154			617				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	34	9	447	0.076	34	0.1	0.1	8.717	A
B-A	13	3	231	0.057	13	0.0	0.1	16.494	C
C-AB	23	6	471	0.049	23	0.0	0.1	8.030	A
C-A	653	163			653				
A-B	19	5			19				
A-C	755	189			755				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	34	9	447	0.076	34	0.1	0.1	8.721	A
B-A	13	3	231	0.057	13	0.1	0.1	16.501	C
C-AB	23	6	471	0.049	23	0.1	0.1	8.032	A
C-A	653	163			653				
A-B	19	5			19				
A-C	755	189			755				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	28	7	485	0.057	28	0.1	0.1	7.877	A
B-A	11	3	285	0.038	11	0.1	0.0	13.133	B
C-AB	19	5	509	0.037	19	0.1	0.0	7.349	A
C-A	533	133			533				
A-B	15	4			15				
A-C	617	154			617				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	23	6	512	0.046	23	0.1	0.0	7.366	A
B-A	9	2	324	0.028	9	0.0	0.0	11.437	B
C-AB	16	4	536	0.030	16	0.0	0.0	6.919	A
C-A	446	112			446				
A-B	13	3			13				
A-C	516	129			516				

2028 + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.50	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2028 + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Old Road East E		ONE HOUR	✓	551	100.000
B - Site Access		ONE HOUR	✓	42	100.000
C - Old Road East W		ONE HOUR	✓	734	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Old Road East E	B - Site Access	C - Old Road East W
From	A - Old Road East E	0	12	539
	B - Site Access	19	0	23
	C - Old Road East W	704	30	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Old Road East E	B - Site Access	C - Old Road East W
From	A - Old Road East E	0	0	6
	B - Site Access	0	0	0
	C - Old Road East W	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.05	7.85	0.1	A	21	32
B-A	0.08	15.13	0.1	C	17	26
C-AB	0.06	7.40	0.1	A	28	41
C-A					646	969
A-B					11	17
A-C					495	742

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	17	4	537	0.032	17	0.0	0.0	6.923	A
B-A	14	4	347	0.041	14	0.0	0.0	10.800	B
C-AB	23	6	568	0.040	22	0.0	0.0	6.593	A
C-A	530	132			530				
A-B	9	2			9				
A-C	406	101			406				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	21	5	515	0.040	21	0.0	0.0	7.282	A
B-A	17	4	310	0.055	17	0.0	0.1	12.276	B
C-AB	27	7	548	0.049	27	0.0	0.1	6.915	A
C-A	633	158			633				
A-B	11	3			11				
A-C	485	121			485				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	25	6	484	0.052	25	0.0	0.1	7.847	A
B-A	21	5	259	0.081	21	0.1	0.1	15.127	C
C-AB	33	8	519	0.064	33	0.1	0.1	7.402	A
C-A	775	194			775				
A-B	13	3			13				
A-C	593	148			593				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	25	6	484	0.052	25	0.1	0.1	7.851	A
B-A	21	5	259	0.081	21	0.1	0.1	15.133	C
C-AB	33	8	520	0.064	33	0.1	0.1	7.402	A
C-A	775	194			775				
A-B	13	3			13				
A-C	593	148			593				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	21	5	515	0.040	21	0.1	0.0	7.289	A
B-A	17	4	311	0.055	17	0.1	0.1	12.279	B
C-AB	27	7	548	0.049	27	0.1	0.1	6.919	A
C-A	633	158			633				
A-B	11	3			11				
A-C	485	121			485				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	17	4	537	0.032	17	0.0	0.0	6.933	A
B-A	14	4	348	0.041	14	0.1	0.0	10.802	B
C-AB	23	6	568	0.040	23	0.1	0.0	6.596	A
C-A	530	132			530				
A-B	9	2			9				
A-C	406	101			406				



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