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**DENE HOLM
DENE HOLM ROAD
NORTHFLEET
DA11 8JZ**

**PROPOSED CHANGE OF
USE RESIDENTIAL
DEVELOPMENT**

TRANSPORT STATEMENT

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1. INTRODUCTION

- 1.1 COTTEE Transport Planning have been instructed by Anchorage Prop Ltd to prepare a Transport Statement (TS) to support proposals for the change of use of **Dene Holm, Dene Holm Road, Northfleet, Kent, DA11 8JZ to provide a total of 23 dwellings.**
- 1.2 Dene Holm is a part single and part 2 / 3 storey care home building which most recently provided a total of 47 bedrooms for dementia, palliative, respite and general care. The care home closed permanently in late 2022 and is currently occupied by guardianship.
- 1.3 The proposals seek to redevelop the existing building and provide a total of 23 flats including amendments to the existing car parks and landscaping.
- 1.4 This TS examines the existing transport network and reviews the transport impacts of the proposed development.

2. THE SITE AND EXISTING TRANSPORT NETWORK

The Site

- 2.1 The site is located on the southern side of Dene Holm Road around 50m west of the junction with Coldharbour Road. Tensing Avenue forms the western boundary, Everest Close forms the southern boundary and the rear of properties with frontage to Coldharbour Road form the northern boundary. A site location plan is shown at **Figure 1**.
- 2.2 The site has two accesses from Dene Holm Road with separate entry and exit points providing access to the staff and visitor parking areas as well as the bin store and a separate parking area for the adjacent properties as shown on the site context plan at **Figure 2**.
- 2.3 There is a secondary access point from Tensing Avenue which provides access to an informal parking area and detached garage / storeroom.

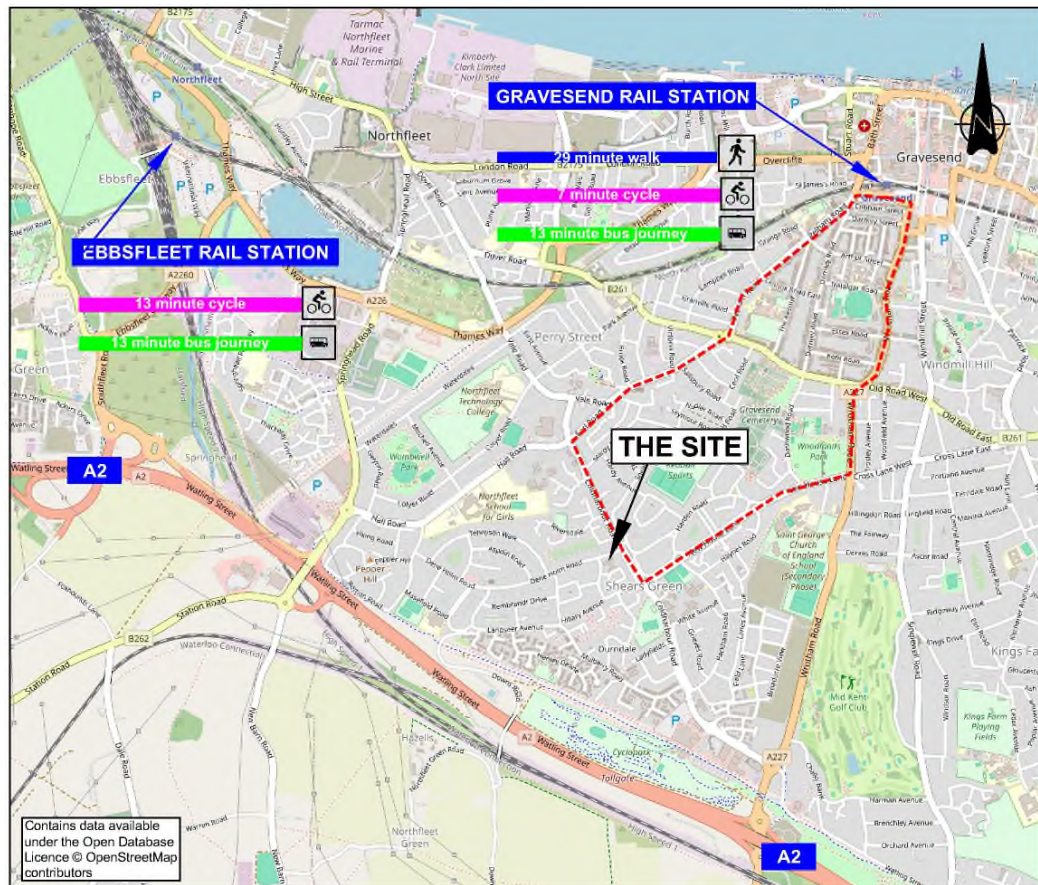


Figure 1: Site Location Plan

Local Road Network

- 2.4 Dene Holm Road is a residential street with a 6.75m carriageway width including traffic calming measures. It is street lit; subject to a 30mph speed limit; and provides footways on both sides of the road. It forms a priority junction with Coldharbour Road at its eastern end and Painters Ash Lane at its western end. Around 500m east of the site there is a parade of local shops on the northern side of Dene Holm Road.

- 2.5 Coldharbour Road is a local priority route through Northfleet. It is a single carriageway road with central hatching and ghost island right turn lanes. It is street lit; subject to a 30mph speed limit; and provides footways on both sides of the road.
- 2.6 The site is very well located in terms of access to the surrounding Strategic Road Network with convenient access to the A2 via Pepper Hill to the west or via Wrotham Road to the east within a 3-minute car journey.



Figure 2: Site Context Plan

Public Transport – Bus Services

- 2.7 The nearest bus stops are located on Dene Holm Road at the site frontage for both northbound and southbound services. Both bus stops provide flagpoles and timetable information as shown at **Figure 3** and **Figure 4** below.
- 2.8 Additional bus stops are provided on Coldharbour Road within a 2.5-minute walk distance from the site. These stops also provide flagpole and timetable information.
- 2.9 The surrounding bus stops are served by 1 regular bus service (483) plus two low regularity services (shopper or commuter services) and two school services as summarised in the table below:

Route	Frequency (in each direction)		
	Monday - Friday	Saturday	Sunday
481 Riverview Park to Ebbsfleet via Gravesend	1 per hour (AM and PM only from Dene Holm)	-	-
483 Gravesend to Bluewater Bus Station via Ebbsfleet	2 per hour	2 per hour	2 per hour
489 Gravesend to New Ash Green via Northfleet	Every 2 – 3 Hours	Every 2 – 4 Hours	-



Figure 3: Southbound Bus Stop



Figure 4: Northbound Bus Stop

- 2.10 Bus route 483 provides a service every 30-minutes in both directions which provides access to both Gravesend and Ebbsfleet International railway stations within a 13-minute bus journey.

Public Transport – Rail Services

- 2.11 Gravesend railway station is within a 29-minute walk distance, 7-minute cycle distance or 13-minute bus journey from the site as shown on the site location plan at **Figure 1**. It is a transport hub served by three operators: Southeastern High Speed 1 (HS1); Southeastern North Kent Line; and Thameslink North Kent Line.
- 2.12 The station is served by an average of around 12 trains per hour off-peak with services to London St Pancras International, London Charing Cross, London Victoria, Luton, Rainham, Faversham, Ramsgate and the wider surrounding areas.
- 2.13 The station is accessible by wheelchair to all platforms and provides a ticket office, step-free access, ticket machines, toilets, seating, waiting rooms and wi-fi.

- 2.14 A total of 280 covered and secure cycle parking spaces are provided at the station. Bicycles are permitted to travel on the trains (with some peak-time restrictions if travelling within London) allowing users to complete the start and end of their journeys by bicycle.
- 2.15 Ebbsfleet International railway station is within a 13-minute cycle distance or a 13-minute bus journey from the site. It is served by Southeastern HS1 and was constructed as part of the Thames Gateway urban regeneration project. Prior to the Covid pandemic it also provided international railway services provided by Eurostar however international services are currently suspended until at least 2025 due to a collapse in ticket revenue.
- 2.16 The station is accessible by wheelchair to all platforms and provides a ticket office, step-free access, ticket machines, toilets, seating and waiting rooms.
- 2.17 A total of 44 covered and secure cycle parking spaces are provided at the station. Bicycles are permitted to travel on the trains (with some peak-time restrictions if travelling within London) allowing users to complete the start and end of their journeys by bicycle.

Active Travel - Pedestrian and Cycle Routes

- 2.18 The site is very well served by footway, footpaths and on-road cycle routes ensuring that there is excellent access to active modes of travel for future residents at the site.
- 2.19 All roads surrounding the site have good quality, wide and street-lit footways on both sides of the road which provide convenient and direct access to all surrounding facilities including the local bus stops, rail station and town centre.
- 2.20 There is a pedestrian crossing point on Coldharbour Road immediately south of the Dene Holm Road junction which provides a central island refuge crossing providing a safe crossing opportunity for walking trips to the surrounding area.
- 2.21 The table below outlines the facilities available within a short walking and cycling distance of the site. The list is not exhaustive but demonstrates that the site has excellent accessibility to all daily needs within a reasonable distance to encourage sustainable travel behaviours.

Facility	Walking Distance	Cycling Distance
Bus Stops	200m 2.5-minutes	-
Rail Station (Gravesend)	2.3km 29-minutes (13-minutes by bus)	2.5km 7-minutes
Local Shops Dene Holm Road	500m 6-minutes	500m 1-minute
Gravesend Town Centre (retail, restaurants, banks, employment)	2.3km 29-minutes (13-minutes by bus)	2.5km 7-minutes
Outdoor Space (Coldharbour Road)	250m 3-minutes	-
Supermarket (Morrisons)	800m 10-minutes	800m 4-minutes

Leisure Facility (Cygnet Leisure Centre)	650m 8-minutes	650m 2-minutes
Nursery / Childcare (Owl Pre-School)	550m 7-minutes	550m 2-minutes
Primary Education (Closest 3 Options)	<800m 10-minutes	<800m 4-minutes
Secondary Education (Closest 3 Options)	<1km 12-minutes	<1km 5-minutes
GP Surgery (Hunt Road)	<80m 1-minute	-
Pharmacy	500m 6-minutes	500m 1-minute

Cycling distance not included where facilities are within 4-minute walk distance.

- 2.22 The site is therefore very well connected to the surrounding areas by all modes of transport including bus, rail, walking and cycling and is considered to be a highly sustainable location for development.

Parking

- 2.23 The site is not within a restricted parking area or Controlled Parking Zone (CPZ). There are double yellow line road markings preventing parking at all times on Dene Holm Road at the site frontage for the first 140m from its junction with Coldharbour Road.
- 2.24 On-street parking is therefore permitted on all roads within 200m of the site in locations which are not subject to double yellow line road markings or where parking would cause an obstruction or block access to off-street parking such as in the locations of drop kerbs.
- 2.25 Site visits were undertaken at 10am on Tuesday 22 October 2024 and 10.30pm on 24 October 2024 to observe the on-street parking capacity during a neutral time period and late evening when most residents are at home. All on-street parking within a 200m walk distance from the site was reviewed and the following number of available parking spaces were observed.

Street	Number of Available Spaces (not causing an obstruction)	
	10am Tuesday 22.10.24	10.30pm Thursday 24.10.24
Dene Holm Road (Coldharbour Road to Constable Road)	13	5
Tensing Avenue	11	8
Pennine Way	6	4
Hillary Avenue (Tensing Avenue to Hunt Road)	10	7

Hunt Road	2	4
Bader Walk (Hillary Avenue to Gibson Close)	6	0
Total	48	28

- 2.26 Everest Close and surrounding parking areas were excluded from the counts undertaken above.
- 2.27 The results from the site visit demonstrate that there was a minimum of 48 available parking spaces within a 200m walk distance of the site at 10.00am and a minimum of 28 available parking spaces at 10.30pm.
- 2.28 Whilst the site is not operational at the moment and it under guardianship there were a total of 7 cars parked on-site at 10.00am and 5 cars parked on-site at 10.30pm.
- 2.29 Examples of the available parking on-street on Tensing Avenue and Dene Holm Road at 10am are shown at **Figure 5** and **Figure 6** below and at 10.30pm are shown at **Figure 7** and **Figure 8**.



Figure 5: Tensing Avenue (10.00am)



Figure 6: Dene Holm Road (10.00am)



Figure 7: Tensing Avenue (10.30pm)



Figure 8: Dene Holm Road (10.30pm)

Census Information

- 2.30 The Census information for the 2021 datasets have been interrogated for the lower layer super output area (LSOA) which covers the site and the immediate surrounding area. The Census information provides detailed information on car ownership levels for flats. The Census output reports are attached at **Appendix A** and discussed in detail below.
- 2.31 The table below summarises car ownership levels as calculated for flats in the surrounding area. The Census data has been examined for flats with 1 resident and flat with 2+ residents.
- 2.32 The Census results demonstrate that for flats with 1 resident over the age of 17, 59% do not own a car with 37% owning one car and 4% owning 2 or more cars.
- 2.33 The Census results demonstrate that for flats with 2+ residents over the age of 17, 32% of flats do not own a car with 45% owning one car and 24% owning 2 or more cars. **Car ownership for flats is therefore considered to be lower than the average for houses.**

	1 resident over the age of 17	2+ residents over the age of 17
No Cars or Vans	59%	32%
1 Car or Van	37%	45%
2+ Cars or Vans	4%	24%

- 2.34 The Census information shows that around 75% of flats in the surrounding area only have a single resident over the age of 17 with 25% of flats having 2 or more residents over the age of 17.

- 2.35 The table below summarises method of travel to work data for residents. It is widely understood that the results of this query associated with the 2021 census are heavily skewed as a result of the Covid Pandemic due to the very high number of responses relating to working from home. As such data from the 2011 Census has been assessed.
- 2.36 The Census output reports are attached at **Appendix A** and discussed in detail below.

	2011
Underground / Train	9%
Bus	7%
Motorcycle	1%
Driving a Car or Van	68%
Passenger in Car or Van	7%
Bicycle	1%
On Foot	7%

- 2.37 The census results demonstrate that driving a car or van is the main mode of transport however sustainable modes such as walking, bus and rail are popular modes of transport and local residents make use of the sustainable travel modes available.

3. DEVELOPMENT PROPOSALS AND IMPACTS

- 3.1 The existing building currently comprises a care home with a total of 47 bedrooms and surface level car parking with a total of 10 marked parking spaces and 2/3 unmarked spaces.
- 3.2 The redevelopment consists of a change of use from Class C2 to C3 Residential to provide a total of 23 dwellings. The proposed site layout plan is attached at **Appendix B** and the proposed schedule of accommodation is detailed below:

Total (23 flats)

- 4 x 1 bed
- 11 x 2 bed
- 8 x 3 bed

Proposed Access

- 3.3 The proposals will utilise the existing access points as shown on the plans at **Appendix B**.
- 3.4 The existing entrance and exit from Dene Holm Road will be retained in their existing form as shown at **Figure 9** and **Figure 10** below. The plans attached at **Appendix C** demonstrate that visibility splays of **2.4m x 43m** are achievable in both directions from the site exit in accordance with Manual for Streets guidance for a 30mph design speed.



Figure 9: Dene Holm Road Entrance



Figure 10: Dene Holm Road Exit

- 3.5 The existing vehicular access from Tensing Avenue will be retained in its existing form as shown at **Figure 11**. The existing garage / storeroom will be demolished and a new surface level car park will be laid with a total of 9 car parking spaces. The plan attached at **Appendix C** demonstrates that a visibility splay of **2.4m x 43m** is achievable to the south in accordance with Manual for Streets guidance for a 30mph design speed and a visibility splay of **2.4m x 20m** is achievable to the north to the junction with Dene Holm Road.
- 3.6 The proposals include the provision of 5 new car parking spaces at the rear of the site accessed from Everest Close in the location shown at **Figure 12**. As shown on the plans at **Appendix B** the spaces are set back 6m from the offside kerb to ensure that there is sufficient space for vehicles to manoeuvre in and out of the spaces as shown on the swept path assessment plan at **Appendix D**.



Figure 11: Tensing Avenue Access



Figure 12: Everest Close Parking Location

3.7 Pedestrian access will predominantly be from the frontage on Dene Holm Road or via the main car park. A new footpath will be provided around the perimeter of the building to ensure that all areas of the site are accessible on foot as shown on the plans at **Appendix B**.

3.8 The cycle store will be provided at the rear of the site adjacent to the car park as shown on the plans at **Appendix B** and will be accessible via the access points on Dene Holm Road.

TRICS Assessment - Existing Care Home

3.9 As the site closed in late 2022 it has not been possible to undertake a traffic survey of the existing site. However, the TRICS database has been examined for care homes with a similar location and number of bedrooms to the existing site to assess the likely number of vehicle trips that it would have generated when fully operational. The TRICS output report is attached at **Appendix E**.

3.10 The TRICS peak hour and daily trip rates are summarised in the table below:

	Trip Rate (per resident)		
	AM Peak Hour 0800 - 0900	PM Peak Hour 1700 – 1800	Daily 0700 - 2100
Total Person	0.252	0.210	3.648
Total Vehicle	0.136	0.097	1.882
Bus	0.035	0.003	0.269
Rail	0.010	0.013	0.065
Pedestrian	0.045	0.052	0.790
Cyclist	0.003	0.006	0.088

3.11 Based on the existing care home having a total of 47 bedrooms the existing site would likely generate the following number of movements:

	Total Movements (Existing)		
	AM Peak Hour 0800 - 0900	PM Peak Hour 1700 – 1800	Daily 0700 - 1900
Total Person	12	10	171
Total Vehicle	6	5	88

Bus	2	0	13
Rail	0	1	3
Pedestrian	2	2	37
Cyclist	0	0	4

TRICS Assessment – Proposed Residential Use

- 3.12 The TRICS database has been examined for flat developments in similar edge of town centre / suburban locations which have a similar provision of dwellings, parking spaces and public transport accessibility. The TRICS output report is attached at **Appendix F** and the peak hour and daily trip rates are summarised in the table below:

	Trip Rate (per flat)		
	AM Peak Hour 0800 - 0900	PM Peak Hour 1700 – 1800	Daily 0700 - 1900
Total Person	0.638	0.590	5.108
Total Vehicle	0.246	0.243	2.191
Bus	0.075	0.054	0.475
Rail	0.028	0.016	0.137
Pedestrian	0.145	0.161	1.385
Cyclist	0.020	0.015	0.097

- 3.13 Based on a total of 23 flats the proposed development will likely generate the following number of movements:

	Total Movements (Proposed)		
	AM Peak Hour 0800 - 0900	PM Peak Hour 1700 – 1800	Daily 0700 - 1900
Total Person	15	14	117
Total Vehicle	6	6	50
Bus	2	1	11
Rail	1	0	3
Pedestrian	3	4	32
Cyclist	0	0	2

- 3.14 The assessment above demonstrates that the proposed development would lead to a reduction in total person movements when compared to the existing site during the AM and PM peak hours and the overall daily generation.

3.15 The proposals will likely generate a similar number of vehicle movements to the existing site during the AM and PM peak hours with a reduction in vehicle movements throughout the day from 88 to 50.

3.16 **The proposals will therefore not have a material impact on the surrounding highway network and will likely result in a reduction in vehicle movements on the surrounding highway network when compared to the existing development.**

Car Parking Provision

3.17 The Gravesham Borough Council planning guidance contains a link to the Kent County Council (KCC) parking standards dated July 2006 which states the following parking standards for residential dwellings:

- **1 bedroom** - 1 space per dwelling; and
- **2 / 3 bedrooms** - 2 spaces per dwelling.

3.18 Kent County Council (KCC) are the highway authority in Gravesham and the latest version of the Kent Design Guide contains a supplementary guidance document titled residential parking and is dated November 2008. The updated residential parking guidance refers to an additional breakdown of the standards for flats and states the following:

- 1 / 2 bedrooms - 1 space per unit; and
- 3 bedrooms - 1.5 - 2 spaces per unit.

3.19 Based on the latest KCC standards from 2008 the proposed development would require a total parking provision of 27 - 31 parking spaces.

3.20 The car ownership levels from the Census information demonstrate that car ownership levels for flats in the surrounding area are low with 32% of flats not owning a car, 45% owning 1 car and 24% owning 2 or more cars. Based on the surrounding car ownership levels the proposed development would generate a parking demand of 21 cars, assuming that all flats will have 2+ residents over the age of 17. Parking demand for single person flats is lower and it is likely that the actual parking demand is lower.

3.21 The proposals will provide a total of 31 on-site parking spaces, as shown on the plans at **Appendix B**, in accordance with the 2008 KCC parking standards / Kent Design Guide and in excess of the anticipated parking demand of the site based on surrounding Census information.

3.22 The observations of on-street parking availability confirm that there is ample opportunity for visitors to park on-street within 200m of the site.

3.23 The site will adopt an allocated parking approach with a single allocated parking space per 1 & 2 bedroom dwelling and 2 allocated parking spaces per 3-bedroom dwelling. The proposals will provide 1 active Electric Vehicle Charging Points (EVCPs) per dwelling (23 EVCPs) which will be fast charging (minimum 7KW).

Cycle Parking Provision

- 3.24 Cycle parking standards are contained within Kent County Council (KCC) parking standards dated July 2006. The updated 2008 standards confirm within the introduction that the previously adopted cycle parking standards remain unchanged.
- 3.25 The standards require a minimum of 1 cycle parking space per flat. The plans attached at **Appendix B** show that the development provides a total of 24 cycle parking spaces in accordance with the minimum standards.
- 3.26 An external secure cycle store containing 20 spaces is provided at the rear of the car park and an additional 2 Sheffield stands (4 spaces) are provided adjacent to allow some flexibility for visitors.

Servicing – Waste Collection

- 3.27 Gravesham Borough Council have provided an SPD document titled 'Planning Guidance on Waste Collection Requirements'.
- 3.28 The document confirms that Gravesham operates a fortnightly collection of refuse and recycling (alternate weeks) and a weekly collection of food waste.
- 3.29 The following provision of bins are required:
- | | |
|--|-----------------------------|
| • Refuse – 1 x 1100L bin per 6 flats | Total 4 x 1100L bins |
| • Recycling – 1 x 1100L bin per 6 flats | Total 4 x 1100L bins |
| • Food Waste – 1 x 140L bin per 10 flats | Total 3 x 140L bins |
- 3.30 The plans attached at **Appendix B** demonstrate that the required provision outlined above is provided within 2 external bin stores at the eastern and western elevations of the building.
- 3.31 The western bin store will be serviced on-street from Tensing Avenue and the access to the bin store is within 5m of the edge of the public highway.
- 3.32 The eastern bin store has been relocated from its existing position to move it around 15m closer to the public highway of Dene Holm Road. Currently the refuse vehicle will either reverse from Dene Holm Road to the bin storage area or the bins will be transported around 35m to the public highway.
- 3.33 The proposed bin store location can be serviced on-street from Dene Holm Road at the site frontage with the drag distance reduced from 35m to 20m. Whilst this is slightly higher than the preferred maximum of 15m the proposals will result in the removal of refuse vehicle reversing manoeuvres on-site.

Servicing – General Deliveries

- 3.34 All general servicing for the site such as supermarket deliveries, online shopping and takeaways for example will be undertaken from the site frontage on Dene Holm Road or Tensing Avenue. Servicing from Dene Holm Road can be undertaken on the double yellow lines at the site frontage for a maximum of 20-minutes.
- 3.35 Servicing for smaller LGVs / cars can be undertaken from within the site at the frontage of the main entrance for short periods of time.

4. TRANSPORT POLICY

National Policy

4.1 National Transport Policy is contained in the NPPF December 2023.

4.2 Section 9 deals with Promoting Sustainable Transport and paragraph 108 states:

“Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

a) the potential impacts of development on transport networks can be addressed;

b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;

c) opportunities to promote walking, cycling and public transport use are identified and pursued;

d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and

e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places”

4.3 Paragraph 109 states:

“The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.”

4.4 This TS demonstrates that the development proposals would not have an adverse impact on the surrounding highway network.

4.5 Paragraphs 115 and 116 require consideration to be given to sustainable travel modes, the needs of people with disabilities, safe layouts, the delivery of goods, and provision for plug-in and ultra-low emission vehicles.

“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.

Within this context, applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- c) 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;
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”

4.6 This TS demonstrates that the development would not adversely impact highway safety or capacity. The proposals include Electric Vehicle charging points to encourage the uptake of Ultra Low Emission Vehicles. The development proposals are not therefore considered to result in severe residual cumulative impacts in the context of the NPPF.

4.7 Paragraph 117 refers to the need for Travel Plans and Transport Statements or Transport Assessments:

“All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.”

4.8 This TS confirms that the proposals would lead to a reduction in total person and vehicle movements when compared to the existing site during the AM and PM peak hours and the overall daily generation. A Residential Travel Plan Statement has been prepared and submitted as a separate document.

Local Policy

4.9 Local Transport Policy in the context of the proposals are set out within the Gravesham Borough Council Local Plan and Core Strategy adopted in September 2014.

4.10 Policy CS01: Sustainable Development of the Core Strategy states:

“When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework 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.”

- 4.11 This TS demonstrates that the development proposals are sustainable both in the context of the NPPF and the Gravesham Core Strategy.
- 4.12 Paragraph 5.5.38 - Policy CS11 of the Core Strategy states:

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

- 4.13 This TS demonstrates how the proposals are in accordance with Policy CS11 and how the proposed development is not considered to have a material impact on the surrounding highway or public transport networks. As such, no mitigation measures are proposed.
- 4.14 A Residential Travel Plan Statement has been prepared and submitted as a separate document.
- 4.15 **This TS has been prepared in accordance with both national and local policy and it is therefore considered that the proposed development is acceptable on transport grounds.**

5. SUMMARY AND CONCLUSIONS

- 5.1 This Transport Statement has been prepared on behalf of Anchorage Prop Ltd to support proposals for the change of use of **Dene Holm, Dene Holm Road, Northfleet, Kent, DA11 8JZ to provide a total of 23 dwellings.**
- 5.2 Dene Holm is a part single and part 2 / 3 storey care home building which most recently provided a total of 47 bedrooms for dementia, palliative, respite and general care. The care home closed permanently in late 2022 and is currently occupied by guardianship.
- 5.3 This TS demonstrates that the site is very well connected to the surrounding areas by all modes of transport including bus, rail, walking and cycling and is considered to be a highly sustainable location for development.
- 5.4 The proposals utilise existing vehicular, pedestrian and cycle access points and this TS demonstrates that the existing access points provide safe and convenient access to the site for all required vehicles.
- 5.5 This TS demonstrates that the proposals will accommodate car and cycle parking in accordance with the latest KCC standards and will provide parking in excess of the anticipated demand of the site.
- 5.6 The site will provide 1 active Electric Vehicle Charging Points (EVCPs) per dwelling which will be fast charging (minimum 7KW).
- 5.7 This TS demonstrates that the proposed development would lead to a reduction in total person movements when compared to the existing site during the AM and PM peak hours and the overall daily generation. The proposals will generate a similar number of vehicle movements to the existing site during the AM and PM peak hours with a reduction in vehicle movements throughout the day from 88 to 50.
- 5.8 This TS demonstrates that the site provides secure refuse and recycling stores and confirms how waste collections will be managed and undertaken.
- 5.9 A Residential Travel Plan Statement has been prepared and submitted as a separate document.
- 5.10 **Based on the analysis undertaken within this TS it is considered that the transport impacts of the proposed scheme are not severe and there are no unacceptable highway safety impacts in the context of NPPF, therefore the proposals are considered to be acceptable in transport terms.**

APPENDIX A

CENSUS OUTPUT REPORTS

RM001 - Accommodation type by car or van availability by number of usual residents aged 17 years or over in household

ONS Crown Copyright Reserved [from Nomis on 24 September 2024]

population All households
units Households
date 2021
accommodation type Flat, maisonette, apartment, caravan or other mobile or temporary structure
number of people aged 17 years or over in household One usual resident aged 17 years or over in household

Number of cars or vans	E01024285 : Gravesham 006C	E01024287 : Gravesham 006D	E01024288 : Gravesham 006E		
Total	27	84	0	111	
No cars or vans in household	9	57	0	66	59%
1 car or van in household	15	26	0	41	37%
2 or more cars or vans in household	3	1	0	4	4%

In order to protect against disclosure of personal information, records have been swapped between different geographic areas and counts perturbed by small amounts. Small counts at the lowest geographies will be most affected.

RM001 - Accommodation type by car or van availability by number of usual residents aged 17 years or over in household

ONS Crown Copyright Reserved [from Nomis on 24 September 2024]

population All households
units Households
date 2021
accommodation type Flat, maisonette, apartment, caravan or other mobile or temporary structure
number of people aged 17 years or over in household Two or more usual residents aged 17 years or over in household

Number of cars or vans	E01024285 : Gravesham 006C	E01024287 : Gravesham 006D	E01024288 : Gravesham 006E		
Total	10	23	5	38	
No cars or vans in household	3	8	1	12	32%
1 car or van in household	4	10	3	17	45%
2 or more cars or vans in household	3	5	1	9	24%

In order to protect against disclosure of personal information, records have been swapped between different geographic areas and counts perturbed by small amounts. Small counts at the lowest geographies will be most affected.

QS701EW - Method of travel to work

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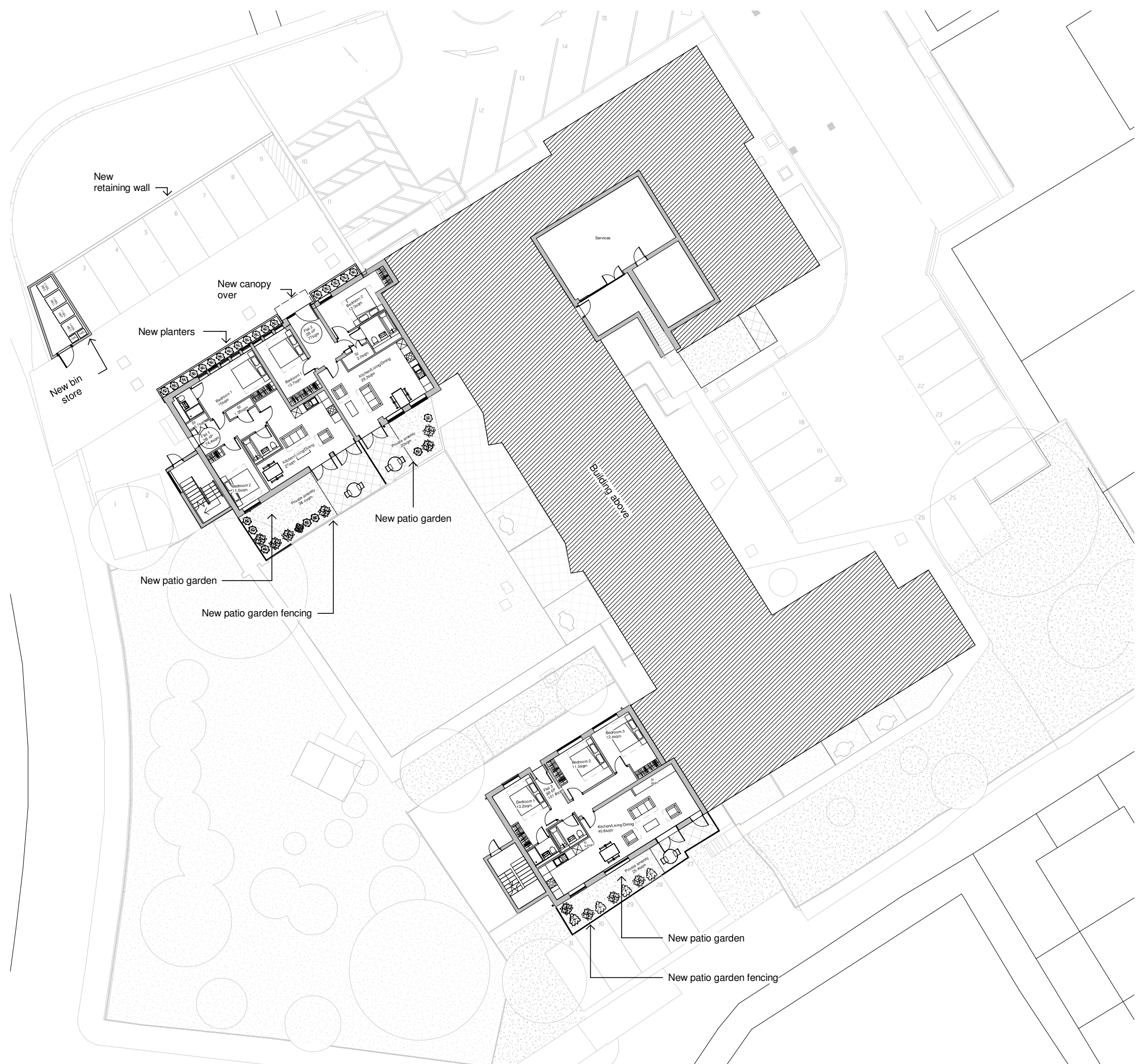
population	All usual residents aged 16 to 74
units	Persons
date	2011
rural urban	Total

Method of Travel to Work	E01024285 : Gravesham 006C	E01024288 : Gravesham 006E	E01024287 : Gravesham 006D		
All categories: Method of travel	638	544	581	1,763	
Underground, metro, light rail, t	1	1	0	2	0%
Train	78	42	39	159	9%
Bus, minibus or coach	36	38	43	117	7%
Taxi	2	1	3	6	0%
Motorcycle, scooter or moped	3	4	5	12	1%
Driving a car or van	419	390	388	1,197	68%
Passenger in a car or van	44	37	36	117	7%
Bicycle	6	2	8	16	1%
On foot	46	28	56	130	7%
Other method of travel to work	3	1	3	7	0%

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.

APPENDIX B

PROPOSED SITE LAYOUT PLANS



Proposed Basement Level
1 : 200



Brooks Murray Architects
41 Tollemode Street, London, EC2A 4AA
+44 (0)20 77399555 architects@brooksmurray.com

**brooks
murray**

CLIENT
Private client

JOB
Deneholm, Dene Holm Rd,
Northfleet, Gravesend

DRAWING TITLE
Proposed lower ground floor plan

SCALE
1 : 200 @ A2

DATE
OCTOBER 2024

STATUS
Planning

DWG NO. 1362- 101	REV	Issued by TS
----------------------	-----	-----------------

Use figured dimintions. Do not scale from this drawing.
All Dimensions must be checked on site. Any inconsistencies must be reported back to the architect. This drawing and any designs indicated thereon are the copyright of Brooks Murray Architects. All rights reserved. No Part of this work may be produced without without prior permission in writing from Brooks Murray Architects. Planning stage drawings should not be used for construction.

REV	Description	Date
-----	-------------	------



Proposed Ground Level
1 : 200



Brooks Murray Architects
41 Tabernacle Street, London, EC2A 4AA
+44 (0)20 77399555 architects@brooksmurray.com

**brooks
murray**

CLIENT
Private client

JOB
Deneholm, Dene Holm Rd,
Northfleet, Gravesend

DRAWING TITLE
Proposed ground floor plan

SCALE
1 : 200 @ A2

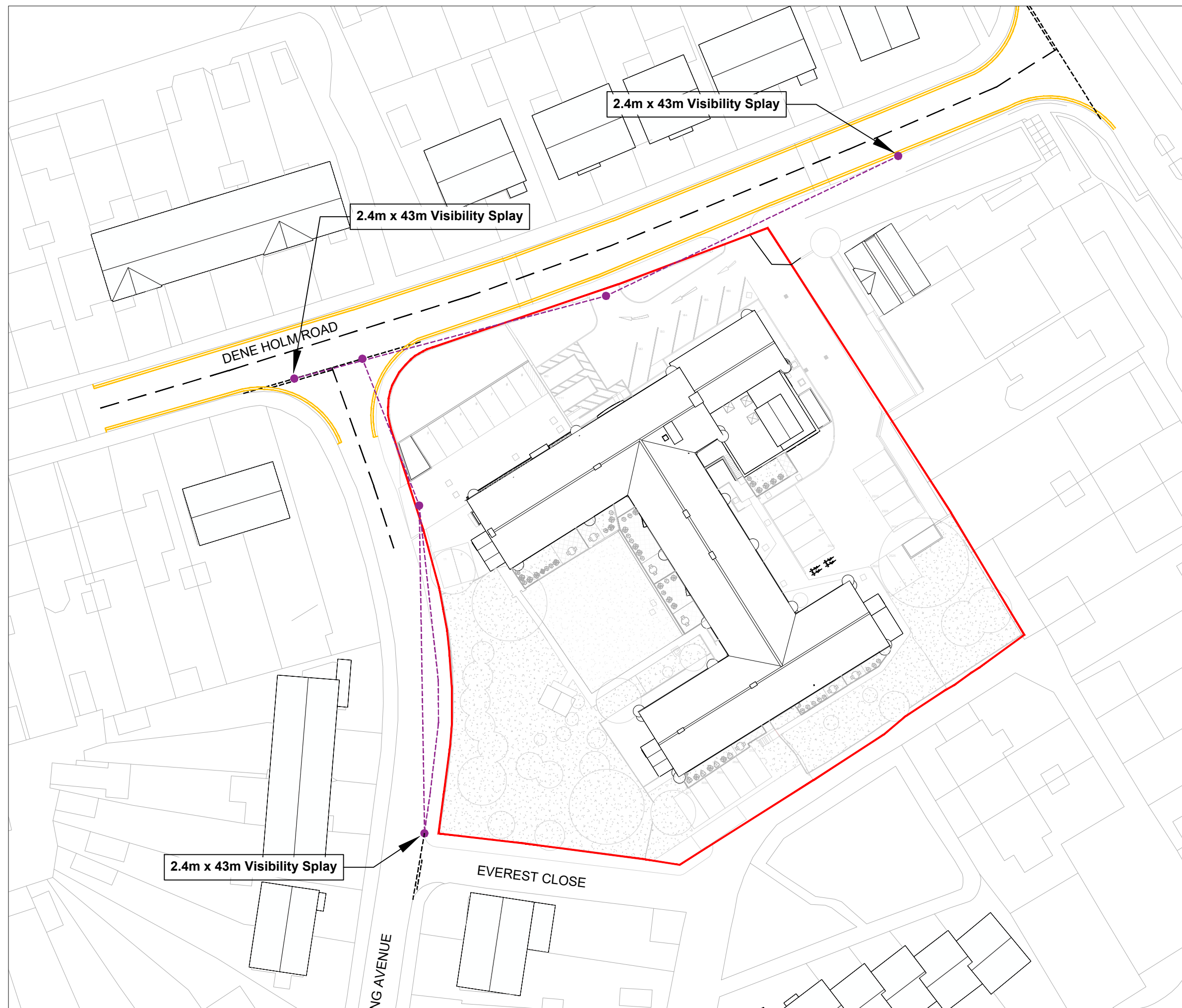
DATE
OCTOBER 2024

STATUS
Planning

DWG NO. 1362-102 REV Issued by TS

APPENDIX C

VISIBILITY SPLAY ASSESSMENT



KEY:

- Indicative Red Line Boundary —————
- Visibility Splays
*As noted on plan - - - - -

NOTE:

Base on topographical survey information.

Subject to detailed design, safety audit and Council Approval.

PRELIMINARY

COTTEE Transport Planning

Fir Lodge
Threshelfords Business Park
Feering
Essex
CO5 9SE

Tel : 01376 573400
Fax : 01376 573480
email : info@cottee-tp.co.uk
www.cotteetransportplanning.co.uk

Client

ANCHORAGE PROP LTD

Project

DENE HOLM, DENE HOLM ROAD,
NORTHFLEET, DA11 8JZ

Title

VISIBILITY ASSESSMENT

Drawn

A FIRMIN

Checked

MC

Scale

1:500 @ A3

Date

NOV 2024

Drawing No.

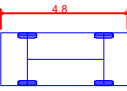
2443/01 RevA

APPENDIX D

SWEPT PATH ASSESSMENT



DESIGN VEHICLE (FAMILY SUV):



Standard Design Vehicle (SDV)	4.800m
Overall Length	2.000m
Overall Width	1.950m
Overall Body Height	0.100m
Min Body Ground Clearance	2.000m
Track Width	4.00s
Lock to lock time	6.000m
Wall to Wall Turning Radius	

KEY:

Indicative Red Line Boundary

NOTE:

Base on topographical survey information.

Subject to detailed design, safety audit and Council Approval.

PRELIMINARY

COTTEE Transport Planning

Fir Lodge
Threshelfords Business Park
Feering
Essex
CO5 9SE

Tel : 01376 573400
Fax : 01376 573480
email : info@cottee-tp.co.uk
www.cotteetransportplanning.co.uk

Client

ANCHORAGE PROP LTD

Project

DENE HOLM, DENE HOLM ROAD,
NORTHFLEET, DA11 8JZ

Title

SWEPT PATH ASSESSMENT
DESIGN VEHICLE ENTERING

Drawn

A FIRMIN

Checked

MC

Scale

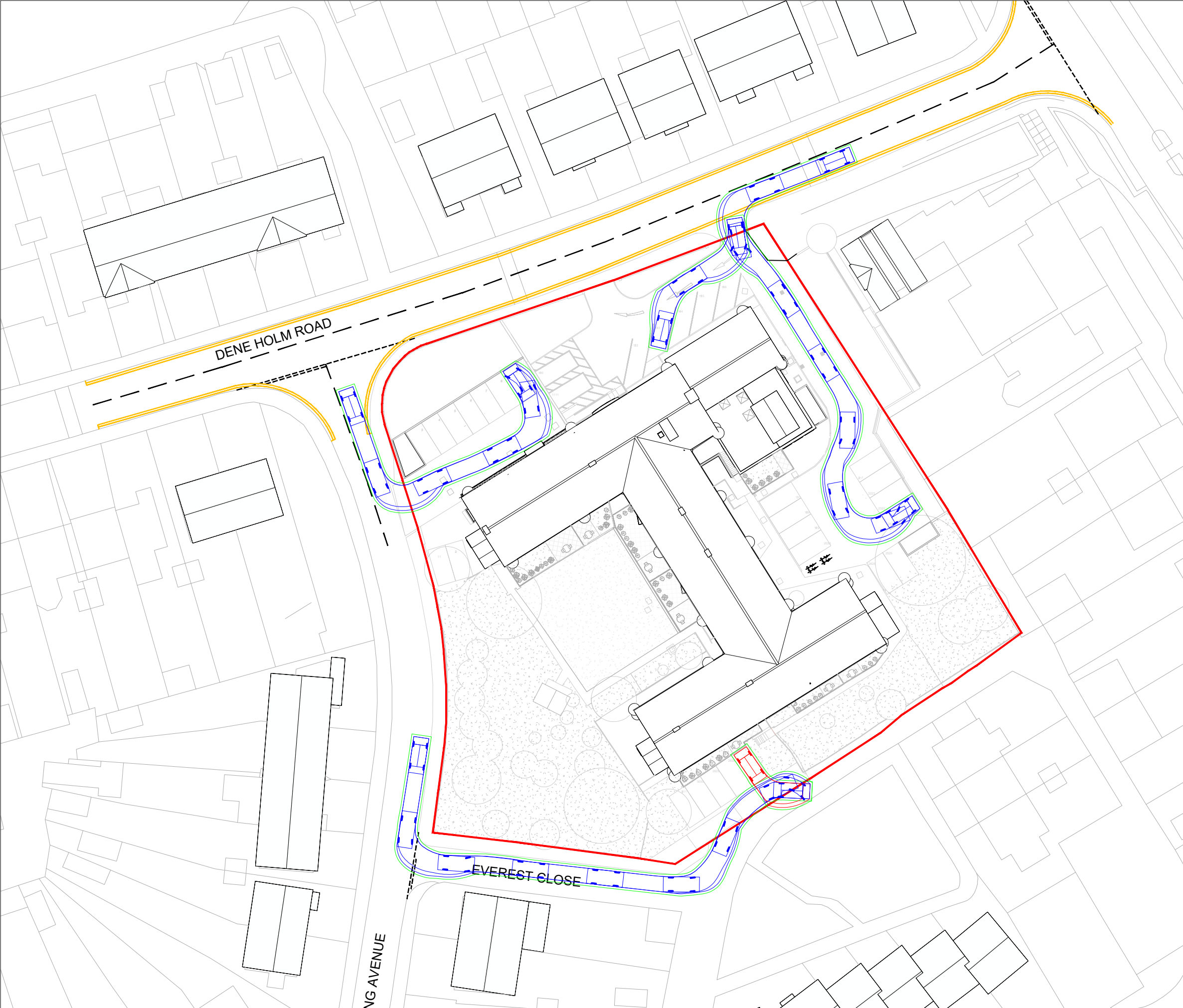
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Date

NOV 2024

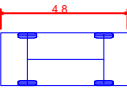
Drawing No.

2443/02 RevA





DESIGN VEHICLE (FAMILY SUV):



Standard Design Vehicle (SDV)	4.800m
Overall Length	2.000m
Overall Width	1.950m
Overall Body Height	0.100m
Min Body Ground Clearance	2.000m
Track Width	4.00s
Lock to lock time	6.000m
Wall to Wall Turning Radius	

KEY:

Indicative Red Line Boundary —————

NOTE:

Base on topographical survey information.

Subject to detailed design, safety audit and Council Approval.

PRELIMINARY

COTTEE Transport Planning

Fir Lodge
Threshelfords Business Park
Feering
Essex
CO5 9SE

Tel : 01376 573400
Fax : 01376 573480
email : info@cottee-tp.co.uk
www.cotteetransportplanning.co.uk

Client

ANCHORAGE PROP LTD

Project

DENE HOLM, DENE HOLM ROAD,
NORTHFLEET, DA11 8JZ

Title

**SWEPT PATH ASSESSMENT
DESIGN VEHICLE EXITING**

Drawn

A FIRMIN

Checked

MC

Scale

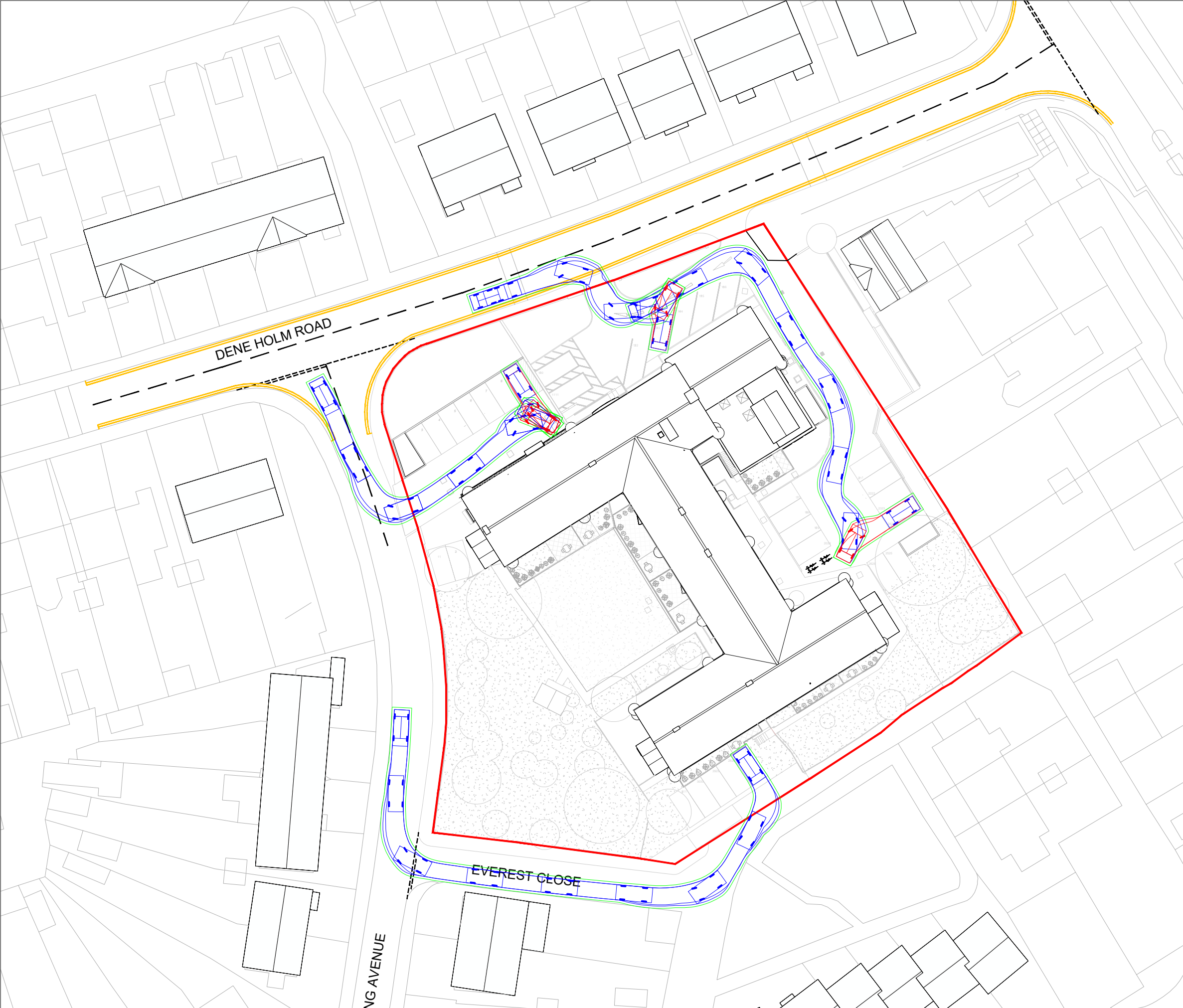
1:500 @ A3

Date

NOV 2024

Drawing No.

2443/03 RevA



APPENDIX E

TRICS OUTPUT – CARE HOME

Calculation Reference: AUDIT-719701-241106-1118

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
Category : F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL TOTAL VEHICLES

<u>Selected regions and areas:</u>		
02	SOUTH EAST	
	WS WEST SUSSEX	1 days
05	EAST MIDLANDS	
	NN NORTH NORTHAMPTONSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	2 days
08	NORTH WEST	
	BP BLACKPOOL	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

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days
25,001 to 50,000	3 days

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

Population within 5 miles:

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

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

Travel Plan:

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

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

PTAL Rating:

No PTAL Present	6 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	BP-05-F-01 LYTHAM ROAD BLACKPOOL SQUIRES GATE Edge of Town Residential Zone Total Number of residents: 31 Survey date: TUESDAY 27/09/16	NURSING HOME	BLACKPOOL	Survey Type: MANUAL
2	NN-05-F-01 MALHAM DRIVE KETTERING Edge of Town No Sub Category Total Number of residents: 60 Survey date: MONDAY 13/06/22	NURSING HOME	NORTH NORTHAMPTONSHIRE	Survey Type: MANUAL
3	NY-05-F-05 SEAGRIM CRESCENT RICHMOND Edge of Town Residential Zone Total Number of residents: 37 Survey date: MONDAY 04/03/19	NURSING HOME	NORTH YORKSHIRE	Survey Type: MANUAL
4	NY-05-F-06 HAMBLETON GROVE KNARESBOROUGH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of residents: 75 Survey date: MONDAY 19/06/23	CARE HOME	NORTH YORKSHIRE	Survey Type: MANUAL
5	TW-05-F-03 MOORE STREET GATESHEAD FELLING SHORE Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of residents: 52 Survey date: THURSDAY 02/05/19	NURSING HOME	TYNE & WEAR	Survey Type: MANUAL
6	WS-05-F-02 WYKEHAM ROAD WORTHING Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of residents: 54 Survey date: TUESDAY 17/05/22	NURSING HOME	WEST SUSSEX	Survey Type: MANUAL

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

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 1 RESIDE
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.94

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	6	52	0.097	6	52	0.068	6	52	0.165
08:00 - 09:00	6	52	0.078	6	52	0.058	6	52	0.136
09:00 - 10:00	6	52	0.081	6	52	0.061	6	52	0.142
10:00 - 11:00	6	52	0.061	6	52	0.058	6	52	0.119
11:00 - 12:00	6	52	0.065	6	52	0.068	6	52	0.133
12:00 - 13:00	6	52	0.058	6	52	0.078	6	52	0.136
13:00 - 14:00	6	52	0.091	6	52	0.039	6	52	0.130
14:00 - 15:00	6	52	0.068	6	52	0.097	6	52	0.165
15:00 - 16:00	6	52	0.087	6	52	0.149	6	52	0.236
16:00 - 17:00	6	52	0.045	6	52	0.071	6	52	0.116
17:00 - 18:00	6	52	0.045	6	52	0.052	6	52	0.097
18:00 - 19:00	6	52	0.036	6	52	0.052	6	52	0.088
19:00 - 20:00	6	52	0.074	6	52	0.055	6	52	0.129
20:00 - 21:00	6	52	0.045	6	52	0.045	6	52	0.090
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.931			0.951			1.882

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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The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	31 - 75 (units:)
Survey date date range:	01/01/16 - 19/06/23
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. 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/F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL OGVS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	6	52	0.003	6	52	0.003	6	52	0.006
08:00 - 09:00	6	52	0.000	6	52	0.000	6	52	0.000
09:00 - 10:00	6	52	0.006	6	52	0.006	6	52	0.012
10:00 - 11:00	6	52	0.000	6	52	0.000	6	52	0.000
11:00 - 12:00	6	52	0.003	6	52	0.003	6	52	0.006
12:00 - 13:00	6	52	0.000	6	52	0.000	6	52	0.000
13:00 - 14:00	6	52	0.000	6	52	0.000	6	52	0.000
14:00 - 15:00	6	52	0.000	6	52	0.000	6	52	0.000
15:00 - 16:00	6	52	0.003	6	52	0.003	6	52	0.006
16:00 - 17:00	6	52	0.000	6	52	0.000	6	52	0.000
17:00 - 18:00	6	52	0.000	6	52	0.000	6	52	0.000
18:00 - 19:00	6	52	0.000	6	52	0.000	6	52	0.000
19:00 - 20:00	6	52	0.000	6	52	0.000	6	52	0.000
20:00 - 21:00	6	52	0.000	6	52	0.000	6	52	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/F - CARE HOME (ELDERLY RESIDENTIAL)
 MULTI-MODAL CYCLISTS
 Calculation factor: 1 RESIDE
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	6	52	0.023	6	52	0.000	6	52	0.023
08:00 - 09:00	6	52	0.003	6	52	0.000	6	52	0.003
09:00 - 10:00	6	52	0.000	6	52	0.000	6	52	0.000
10:00 - 11:00	6	52	0.003	6	52	0.000	6	52	0.003
11:00 - 12:00	6	52	0.003	6	52	0.000	6	52	0.003
12:00 - 13:00	6	52	0.010	6	52	0.003	6	52	0.013
13:00 - 14:00	6	52	0.003	6	52	0.000	6	52	0.003
14:00 - 15:00	6	52	0.000	6	52	0.016	6	52	0.016
15:00 - 16:00	6	52	0.003	6	52	0.000	6	52	0.003
16:00 - 17:00	6	52	0.000	6	52	0.006	6	52	0.006
17:00 - 18:00	6	52	0.003	6	52	0.003	6	52	0.006
18:00 - 19:00	6	52	0.000	6	52	0.006	6	52	0.006
19:00 - 20:00	6	52	0.000	6	52	0.000	6	52	0.000
20:00 - 21:00	6	52	0.000	6	52	0.003	6	52	0.003
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.051			0.037			0.088

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

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

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	6	52	0.058	6	52	0.006	6	52	0.064
08:00 - 09:00	6	52	0.016	6	52	0.029	6	52	0.045
09:00 - 10:00	6	52	0.026	6	52	0.010	6	52	0.036
10:00 - 11:00	6	52	0.013	6	52	0.006	6	52	0.019
11:00 - 12:00	6	52	0.023	6	52	0.016	6	52	0.039
12:00 - 13:00	6	52	0.013	6	52	0.016	6	52	0.029
13:00 - 14:00	6	52	0.032	6	52	0.039	6	52	0.071
14:00 - 15:00	6	52	0.013	6	52	0.032	6	52	0.045
15:00 - 16:00	6	52	0.036	6	52	0.036	6	52	0.072
16:00 - 17:00	6	52	0.039	6	52	0.039	6	52	0.078
17:00 - 18:00	6	52	0.023	6	52	0.029	6	52	0.052
18:00 - 19:00	6	52	0.029	6	52	0.039	6	52	0.068
19:00 - 20:00	6	52	0.029	6	52	0.068	6	52	0.097
20:00 - 21:00	6	52	0.026	6	52	0.049	6	52	0.075
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.376			0.414			0.790

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/F - CARE HOME (ELDERLY RESIDENTIAL)
 MULTI-MODAL BUS/TRAM PASSENGERS
 Calculation factor: 1 RESIDE
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	6	52	0.023	6	52	0.000	6	52	0.023
08:00 - 09:00	6	52	0.019	6	52	0.016	6	52	0.035
09:00 - 10:00	6	52	0.010	6	52	0.006	6	52	0.016
10:00 - 11:00	6	52	0.010	6	52	0.003	6	52	0.013
11:00 - 12:00	6	52	0.010	6	52	0.013	6	52	0.023
12:00 - 13:00	6	52	0.010	6	52	0.006	6	52	0.016
13:00 - 14:00	6	52	0.000	6	52	0.003	6	52	0.003
14:00 - 15:00	6	52	0.006	6	52	0.013	6	52	0.019
15:00 - 16:00	6	52	0.013	6	52	0.010	6	52	0.023
16:00 - 17:00	6	52	0.019	6	52	0.006	6	52	0.025
17:00 - 18:00	6	52	0.000	6	52	0.003	6	52	0.003
18:00 - 19:00	6	52	0.013	6	52	0.016	6	52	0.029
19:00 - 20:00	6	52	0.010	6	52	0.019	6	52	0.029
20:00 - 21:00	6	52	0.006	6	52	0.006	6	52	0.012
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.149			0.120			0.269

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/F - CARE HOME (ELDERLY RESIDENTIAL)
 MULTI-MODAL TOTAL RAIL PASSENGERS
 Calculation factor: 1 RESIDE
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	6	52	0.003	6	52	0.000	6	52	0.003
08:00 - 09:00	6	52	0.010	6	52	0.000	6	52	0.010
09:00 - 10:00	6	52	0.003	6	52	0.003	6	52	0.006
10:00 - 11:00	6	52	0.000	6	52	0.000	6	52	0.000
11:00 - 12:00	6	52	0.003	6	52	0.000	6	52	0.003
12:00 - 13:00	6	52	0.000	6	52	0.003	6	52	0.003
13:00 - 14:00	6	52	0.003	6	52	0.000	6	52	0.003
14:00 - 15:00	6	52	0.000	6	52	0.000	6	52	0.000
15:00 - 16:00	6	52	0.003	6	52	0.003	6	52	0.006
16:00 - 17:00	6	52	0.003	6	52	0.006	6	52	0.009
17:00 - 18:00	6	52	0.003	6	52	0.010	6	52	0.013
18:00 - 19:00	6	52	0.000	6	52	0.003	6	52	0.003
19:00 - 20:00	6	52	0.000	6	52	0.003	6	52	0.003
20:00 - 21:00	6	52	0.000	6	52	0.003	6	52	0.003
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.031			0.034			0.065

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/F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 1 RESIDE
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.94

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	6	52	0.227	6	52	0.071	6	52	0.298
08:00 - 09:00	6	52	0.142	6	52	0.110	6	52	0.252
09:00 - 10:00	6	52	0.142	6	52	0.110	6	52	0.252
10:00 - 11:00	6	52	0.104	6	52	0.074	6	52	0.178
11:00 - 12:00	6	52	0.129	6	52	0.110	6	52	0.239
12:00 - 13:00	6	52	0.104	6	52	0.129	6	52	0.233
13:00 - 14:00	6	52	0.172	6	52	0.081	6	52	0.253
14:00 - 15:00	6	52	0.113	6	52	0.197	6	52	0.310
15:00 - 16:00	6	52	0.168	6	52	0.249	6	52	0.417
16:00 - 17:00	6	52	0.129	6	52	0.155	6	52	0.284
17:00 - 18:00	6	52	0.087	6	52	0.123	6	52	0.210
18:00 - 19:00	6	52	0.094	6	52	0.136	6	52	0.230
19:00 - 20:00	6	52	0.136	6	52	0.175	6	52	0.311
20:00 - 21:00	6	52	0.071	6	52	0.110	6	52	0.181
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.818			1.830			3.648

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/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL LGVS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	6	52	0.000	6	52	0.003	6	52	0.003
08:00 - 09:00	6	52	0.003	6	52	0.000	6	52	0.003
09:00 - 10:00	6	52	0.016	6	52	0.010	6	52	0.026
10:00 - 11:00	6	52	0.000	6	52	0.010	6	52	0.010
11:00 - 12:00	6	52	0.013	6	52	0.003	6	52	0.016
12:00 - 13:00	6	52	0.016	6	52	0.019	6	52	0.035
13:00 - 14:00	6	52	0.016	6	52	0.006	6	52	0.022
14:00 - 15:00	6	52	0.010	6	52	0.010	6	52	0.020
15:00 - 16:00	6	52	0.016	6	52	0.023	6	52	0.039
16:00 - 17:00	6	52	0.000	6	52	0.006	6	52	0.006
17:00 - 18:00	6	52	0.003	6	52	0.003	6	52	0.006
18:00 - 19:00	6	52	0.000	6	52	0.000	6	52	0.000
19:00 - 20:00	6	52	0.003	6	52	0.000	6	52	0.003
20:00 - 21:00	6	52	0.000	6	52	0.003	6	52	0.003
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.096			0.096			0.192

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 E

TRICS OUTPUT – RESIDENTIAL FLATS

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL

Category : C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL VEHICLES

Calculation Reference: AUDIT-719701-241106-1145

Selected regions and areas:

02	SOUTH EAST	
	CT CENTRAL BEDFORDSHIRE	3 days
	HF HERTFORDSHIRE	1 days
	PO PORTSMOUTH	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	1 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	DY DERBY	1 days
	NG NOTTINGHAM	2 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	2 days
08	NORTH WEST	
	MS MERSEYSIDE	3 days

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

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	2 days
20,001 to 25,000	7 days
25,001 to 50,000	7 days

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

Population within 5 miles:

50,001 to 75,000	2 days
75,001 to 100,000	2 days
125,001 to 250,000	5 days
250,001 to 500,000	5 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:

0.6 to 1.0	9 days
1.1 to 1.5	6 days
1.6 to 2.0	1 days

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

Travel Plan:

Yes	2 days
No	14 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.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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LIST OF SITES relevant to selection parameters

1	CA-03-C-03 CROMWELL ROAD CAMBRIDGE	BLOCKS OF FLATS		CAMBRIDGESHIRE
	Suburban Area (PPS6 Out of Centre) No Sub Category Total No of Dwellings:		82	
	Survey date: MONDAY		18/09/17	Survey Type: MANUAL
2	CT-03-C-01 WING ROAD LEIGHTON BUZZARD LINS LADE	BLOCKS OF FLATS		CENTRAL BEDFORDSHIRE
	Edge of Town Centre Residential Zone Total No of Dwellings:		175	
	Survey date: TUESDAY		15/05/18	Survey Type: MANUAL
3	CT-03-C-02 STANBRIDGE ROAD LEIGHTON BUZZARD	BLOCKS OF FLATS		CENTRAL BEDFORDSHIRE
	Edge of Town Centre Residential Zone Total No of Dwellings:		62	
	Survey date: TUESDAY		15/05/18	Survey Type: MANUAL
4	CT-03-C-03 COURT DRIVE DUNSTABLE	BLOCKS OF FLATS		CENTRAL BEDFORDSHIRE
	Edge of Town Centre No Sub Category Total No of Dwellings:		146	
	Survey date: TUESDAY		15/05/18	Survey Type: MANUAL
5	DY-03-C-03 CAESAR STREET DERBY	BLOCKS OF FLATS		DERBY
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		30	
	Survey date: WEDNESDAY		25/09/19	Survey Type: MANUAL
6	HF-03-C-03 SHENLEY ROAD BOREHAMWOOD	BLOCK OF FLATS		HERTFORDSHIRE
	Edge of Town Centre Built-Up Zone Total No of Dwellings:		91	
	Survey date: THURSDAY		14/11/19	Survey Type: MANUAL
7	MS-03-C-02 SOUTH FERRY QUAY LIVERPOOL BRUNSWICK DOCK	BLOCKS OF FLATS		MERSEYSIDE
	Suburban Area (PPS6 Out of Centre) Development Zone Total No of Dwellings:		184	
	Survey date: TUESDAY		13/11/18	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	MS-03-C-03	BLOCK OF FLATS	MERSEYSIDE
	MARINERS WHARF		
	LIVERPOOL		
	QUEENS DOCK		
	Suburban Area (PPS6 Out of Centre)		
	Development Zone		
	Total No of Dwellings:	9	
	Survey date: TUESDAY	13/11/18	Survey Type: MANUAL
9	MS-03-C-04	BLOCK OF FLATS	MERSEYSIDE
	HOY DRIVE		
	NEWTON-LE-WILLOWS		
	EARLESTOWN		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	24	
	Survey date: MONDAY	12/04/21	Survey Type: MANUAL
10	NF-03-C-02	MIXED FLATS & HOUSES	NORFOLK
	HALL ROAD		
	NORWICH		
	LAKENHAM		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	82	
	Survey date: MONDAY	18/11/19	Survey Type: MANUAL
11	NG-03-C-01	HOUSES (SPLIT INTO FLATS)	NOTTINGHAM
	LAWRENCE WAY		
	NOTTINGHAM		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total No of Dwellings:	56	
	Survey date: TUESDAY	08/11/16	Survey Type: MANUAL
12	NG-03-C-02	HOUSES (SPLIT INTO FLATS)	NOTTINGHAM
	CASTLE MARINA ROAD		
	NOTTINGHAM		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total No of Dwellings:	135	
	Survey date: WEDNESDAY	09/11/16	Survey Type: MANUAL
13	PO-03-C-01	BLOCKS OF FLATS	PORTSMOUTH
	CROSS STREET		
	PORTSMOUTH		
	Edge of Town Centre		
	Built-Up Zone		
	Total No of Dwellings:	90	
	Survey date: TUESDAY	05/06/18	Survey Type: MANUAL
14	SF-03-C-05	BLOCKS OF FLATS	SUFFOLK
	FORE STREET		
	IPSWICH		
	IPSWICH WATERFRONT		
	Edge of Town Centre		
	Development Zone		
	Total No of Dwellings:	69	
	Survey date: WEDNESDAY	23/06/21	Survey Type: MANUAL
15	SH-03-C-01	BLOCK OF FLATS	SHROPSHIRE
	ABBEY FOREGATE		
	SHREWSBURY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	47	
	Survey date: MONDAY	19/06/23	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

16

SH-03-C-02
ABBEY FOREGATE
SHREWSBURY

BLOCK OF FLATS

SHROPSHIRE

Suburban Area (PPS6 Out of Centre)
Residential Zone

Total No of Dwellings: 12

Survey date: FRIDAY 16/06/23

Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.33

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	16	81	0.046	16	81	0.164	16	81	0.210
08:00 - 09:00	16	81	0.056	16	81	0.190	16	81	0.246
09:00 - 10:00	16	81	0.071	16	81	0.090	16	81	0.161
10:00 - 11:00	16	81	0.064	16	81	0.082	16	81	0.146
11:00 - 12:00	16	81	0.063	16	81	0.077	16	81	0.140
12:00 - 13:00	16	81	0.080	16	81	0.087	16	81	0.167
13:00 - 14:00	16	81	0.060	16	81	0.071	16	81	0.131
14:00 - 15:00	16	81	0.061	16	81	0.066	16	81	0.127
15:00 - 16:00	16	81	0.101	16	81	0.063	16	81	0.164
16:00 - 17:00	16	81	0.123	16	81	0.070	16	81	0.193
17:00 - 18:00	16	81	0.163	16	81	0.080	16	81	0.243
18:00 - 19:00	16	81	0.171	16	81	0.092	16	81	0.263
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.059			1.132			2.191

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: 9 - 184 (units:)
 Survey date range: 01/01/16 - 02/10/23
 Number of weekdays (Monday-Friday): 16
 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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 MULTI-MODAL OGVS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	16	81	0.002	16	81	0.002	16	81	0.004
08:00 - 09:00	16	81	0.000	16	81	0.000	16	81	0.000
09:00 - 10:00	16	81	0.001	16	81	0.001	16	81	0.002
10:00 - 11:00	16	81	0.000	16	81	0.000	16	81	0.000
11:00 - 12:00	16	81	0.002	16	81	0.002	16	81	0.004
12:00 - 13:00	16	81	0.001	16	81	0.002	16	81	0.003
13:00 - 14:00	16	81	0.000	16	81	0.000	16	81	0.000
14:00 - 15:00	16	81	0.001	16	81	0.001	16	81	0.002
15:00 - 16:00	16	81	0.000	16	81	0.000	16	81	0.000
16:00 - 17:00	16	81	0.001	16	81	0.000	16	81	0.001
17:00 - 18:00	16	81	0.000	16	81	0.001	16	81	0.001
18:00 - 19:00	16	81	0.000	16	81	0.000	16	81	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.008			0.009			0.017

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/C - FLATS PRIVATELY OWNED
 MULTI-MODAL CYCLISTS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	16	81	0.002	16	81	0.009	16	81	0.011
08:00 - 09:00	16	81	0.002	16	81	0.018	16	81	0.020
09:00 - 10:00	16	81	0.001	16	81	0.002	16	81	0.003
10:00 - 11:00	16	81	0.003	16	81	0.001	16	81	0.004
11:00 - 12:00	16	81	0.005	16	81	0.003	16	81	0.008
12:00 - 13:00	16	81	0.001	16	81	0.001	16	81	0.002
13:00 - 14:00	16	81	0.003	16	81	0.002	16	81	0.005
14:00 - 15:00	16	81	0.007	16	81	0.003	16	81	0.010
15:00 - 16:00	16	81	0.005	16	81	0.001	16	81	0.006
16:00 - 17:00	16	81	0.002	16	81	0.001	16	81	0.003
17:00 - 18:00	16	81	0.009	16	81	0.006	16	81	0.015
18:00 - 19:00	16	81	0.007	16	81	0.003	16	81	0.010
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.047			0.050			0.097

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/C - FLATS PRIVATELY OWNED
 MULTI-MODAL PEDESTRIANS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	16	81	0.019	16	81	0.087	16	81	0.106
08:00 - 09:00	16	81	0.026	16	81	0.119	16	81	0.145
09:00 - 10:00	16	81	0.050	16	81	0.078	16	81	0.128
10:00 - 11:00	16	81	0.049	16	81	0.047	16	81	0.096
11:00 - 12:00	16	81	0.032	16	81	0.044	16	81	0.076
12:00 - 13:00	16	81	0.056	16	81	0.044	16	81	0.100
13:00 - 14:00	16	81	0.046	16	81	0.045	16	81	0.091
14:00 - 15:00	16	81	0.049	16	81	0.058	16	81	0.107
15:00 - 16:00	16	81	0.070	16	81	0.042	16	81	0.112
16:00 - 17:00	16	81	0.070	16	81	0.049	16	81	0.119
17:00 - 18:00	16	81	0.095	16	81	0.066	16	81	0.161
18:00 - 19:00	16	81	0.084	16	81	0.060	16	81	0.144
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.646			0.739			1.385

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/C - FLATS PRIVATELY OWNED

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	16	81	0.001	16	81	0.032	16	81	0.033
08:00 - 09:00	16	81	0.005	16	81	0.070	16	81	0.075
09:00 - 10:00	16	81	0.005	16	81	0.025	16	81	0.030
10:00 - 11:00	16	81	0.007	16	81	0.013	16	81	0.020
11:00 - 12:00	16	81	0.009	16	81	0.013	16	81	0.022
12:00 - 13:00	16	81	0.015	16	81	0.016	16	81	0.031
13:00 - 14:00	16	81	0.011	16	81	0.020	16	81	0.031
14:00 - 15:00	16	81	0.019	16	81	0.018	16	81	0.037
15:00 - 16:00	16	81	0.049	16	81	0.012	16	81	0.061
16:00 - 17:00	16	81	0.026	16	81	0.009	16	81	0.035
17:00 - 18:00	16	81	0.045	16	81	0.009	16	81	0.054
18:00 - 19:00	16	81	0.037	16	81	0.009	16	81	0.046
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.229			0.246			0.475

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/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	16	81	0.000	16	81	0.022	16	81	0.022
08:00 - 09:00	16	81	0.000	16	81	0.028	16	81	0.028
09:00 - 10:00	16	81	0.001	16	81	0.009	16	81	0.010
10:00 - 11:00	16	81	0.003	16	81	0.002	16	81	0.005
11:00 - 12:00	16	81	0.002	16	81	0.003	16	81	0.005
12:00 - 13:00	16	81	0.002	16	81	0.002	16	81	0.004
13:00 - 14:00	16	81	0.002	16	81	0.002	16	81	0.004
14:00 - 15:00	16	81	0.002	16	81	0.000	16	81	0.002
15:00 - 16:00	16	81	0.004	16	81	0.002	16	81	0.006
16:00 - 17:00	16	81	0.009	16	81	0.001	16	81	0.010
17:00 - 18:00	16	81	0.016	16	81	0.000	16	81	0.016
18:00 - 19:00	16	81	0.023	16	81	0.002	16	81	0.025
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.064			0.073			0.137

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/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.33

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	16	81	0.071	16	81	0.379	16	81	0.450
08:00 - 09:00	16	81	0.097	16	81	0.541	16	81	0.638
09:00 - 10:00	16	81	0.146	16	81	0.230	16	81	0.376
10:00 - 11:00	16	81	0.143	16	81	0.171	16	81	0.314
11:00 - 12:00	16	81	0.127	16	81	0.172	16	81	0.299
12:00 - 13:00	16	81	0.185	16	81	0.186	16	81	0.371
13:00 - 14:00	16	81	0.143	16	81	0.155	16	81	0.298
14:00 - 15:00	16	81	0.154	16	81	0.163	16	81	0.317
15:00 - 16:00	16	81	0.272	16	81	0.138	16	81	0.410
16:00 - 17:00	16	81	0.287	16	81	0.142	16	81	0.429
17:00 - 18:00	16	81	0.406	16	81	0.184	16	81	0.590
18:00 - 19:00	16	81	0.418	16	81	0.198	16	81	0.616
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.449			2.659			5.108

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/C - FLATS PRIVATELY OWNED
 MULTI-MODAL LGVS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	16	81	0.004	16	81	0.007	16	81	0.011
08:00 - 09:00	16	81	0.008	16	81	0.010	16	81	0.018
09:00 - 10:00	16	81	0.009	16	81	0.007	16	81	0.016
10:00 - 11:00	16	81	0.011	16	81	0.012	16	81	0.023
11:00 - 12:00	16	81	0.011	16	81	0.010	16	81	0.021
12:00 - 13:00	16	81	0.011	16	81	0.011	16	81	0.022
13:00 - 14:00	16	81	0.006	16	81	0.011	16	81	0.017
14:00 - 15:00	16	81	0.007	16	81	0.005	16	81	0.012
15:00 - 16:00	16	81	0.014	16	81	0.009	16	81	0.023
16:00 - 17:00	16	81	0.010	16	81	0.012	16	81	0.022
17:00 - 18:00	16	81	0.009	16	81	0.004	16	81	0.013
18:00 - 19:00	16	81	0.005	16	81	0.003	16	81	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.105			0.101			0.206

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.