



Proposed Residential Development, 1 Russell Road, Gravesend

Highways Technical Note

Prepared for

Samra Property SE Limited

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1.0 INTRODUCTION

1.1 Overview

- 1.1.1 Axis have been appointed by Samra Property SE Limited to provide highways and transport advice in relation to a full planning application for a residential development located at No.1 Russell Road, in Gravesend, Kent. The proposed development will comprise the demolition of the existing dwelling at the site to make way for the development of 7 dwellings, alongside associated infrastructure.
- 1.1.2 This Highways Technical Note (HTN) has been prepared to inform Gravesham Borough Council (GBC), which is the Local Planning Authority (LPA), and Kent County Council (KCC), which is the Local Highway Authority (LHA), of the anticipated highways and transport-related implications associated with the proposed development.

1.2 Report Structure

- 1.2.1 The remainder of this HTN is structured as follows:
- i) Chapter 2 describes the existing conditions on and around the site, including reference to the existing site, the local highway network, and an analysis of the safety record on the local highway network;
 - ii) Chapter 3 provides a high-level review of the accessibility of the site by non-car modes of transport;
 - iii) Chapter 4 describes the proposed development in detail, including the site access, car and cycle parking provision and servicing arrangements;
 - iv) Chapter 5 forecasts the level of trips that the proposed development is likely to generate; and
 - v) Chapter 6 summarises the report and concludes that there are no transportation or highway-related reasons why the proposals should not be granted planning permission.

2.0 EXISTING CONDITIONS

2.1 Introduction

2.1.1 This section of the HTN describes the existing conditions on and around the application site, focussing on the site location, its existing use, access arrangements and the local highway network, including its accident record.

2.2 Site Location

2.2.1 The site is located on the corner of Russell Road and Albion Terrace, approximately 750m to the east of Gravesend Town Centre.

2.2.2 The application site is bound by Russell Road to the east, Albion Terrace to the south, and residential properties to the north and west.

2.2.3 The location of the site is shown on **Image 2.1** in the context of the local highway network.

Image 2.1 – Site Location



2.3 Existing Use and Access Arrangements

- 2.3.1 The existing site comprises a detached bungalow and detached garage, which is accessed directly off Russell Road via a dropped kerb arrangement.

2.4 Local Highway Network

Russell Road

- 2.4.1 Russell Road abuts the site on its eastern side and comprises a single lane, two-way carriageway which routes in a general north – south direction between Canal Road to the north and Albion Terrace to the south.
- 2.4.2 Within the vicinity of the site, Russell Road has a carriageway width of approximately 7.0-7.2m with circa 2.0m wide footways on both sides. It is subject to a 30mph speed limit and traffic calming is in place along the carriageway in the form of speed humps.

Albion Terrace

- 2.4.3 At the south-eastern corner of the site, Russell Road forms a simple priority-controlled junction with Albion Terrace. Albion Terrace routes in a general east / west alignment between Norfolk Road, to the east of Russell Road, and Canal Road / Ordnance Road to the west.
- 2.4.4 Within the vicinity of the site, Albion Terrace comprises a two-way carriageway with a single lane in each direction. It has a carriageway width of approximately 7.0m, with footways on both sides. It is subject to a 30mph speed limit.

2.5 Permit Parking Area

- 2.5.1 The site is located within Permit Parking Area (PPA) Zone TC01. The PPA restriction in Zone TC01 applies from 10am to 11am, Monday to Friday. During these times, a valid PPA permit must be displayed to be permitted to park within this zone. **Table 2.1** below has been replicated from GBC's website, and provides information on the addresses that can apply for permits for Zone TC01, and the roads that those permits are valid.

Table 2.1 – Parking Permit Area Zone TC01

Addresses that can apply to park within Zone TC01	Roads where TC01 Permits are valid
Albion Road	Albion Road
Albion Terrace	Albion Terrace
Augustine Road	Augustine Road
Brunswick Walk	Brunswick Walk
Milton Road (no's 49-70)	Norfolk Road (between Albion Terrace and Prospect Grove)
Norfolk Road	Prospect Grove
Prospect Grove	Prospect Place
Prospect Place	Russell Road
Russell Road	St Johns Road
St Johns Road	Suffolk Road
Suffolk Road	

2.6 Highway Safety

- 2.6.1 The online CrashMap resource (www.crashmap.co.uk) has been used to obtain personal injury accident (PIA) data on the highway network local to the application site for the most recently available complete 3-year period (2020-2022 inclusive). This is shown on **Image 2.2**.

Image 2.2 – CrashMap Extract (2020-2022 Inclusive)

- 2.6.2 **Image 2.2** indicates that no accidents have been recorded within the immediate vicinity of the site along Russell Road or Albion Terrace. However, the following accidents have been recorded within the general vicinity of the site, within the identified study area:

- i) 1 'slight' severity accident to the north-west of the site, along Admirals Way;

- ii) 1 'slight' severity accident along Canal Road, immediately to the north of Albion Terrace;
 - iii) 2 'slight' severity accidents along Ordnance Road;
 - iv) 3 'slight' severity accidents at the A226 Milton Road / Ordnance Road / Milton Place signalised junction; and
 - v) 1 'serious' and 4 'slight' severity accidents along the A226 Milton Road.
- 2.6.3 A total of 12 accidents have been recorded within the general vicinity of the site between 2020 and 2022 (inclusive), 11 of which were classified as being 'slight' in severity and one of which was classed as being 'serious'. This equates to 4 accidents per year, on average.
- 2.6.4 This is not considered to present a material concern in the context of the proposed development, especially when having regard to the extent of the study area. Moreover, it is considered that the pattern of accidents is typical of an urban road network and at junctions, where there are conflicting movements.

3.0 ACCESSIBILITY OF THE SITE BY SUSTAINABLE MODES OF TRAVEL

3.1 Introduction

3.1.1 A key element of national and local planning policy is to ensure that new developments are located in areas where alternative modes of travel to the private car are available. It is important to ensure that developments are not isolated but are located close to complementary land uses. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.

3.1.2 Paragraph 109 of the National Planning Policy Framework (NPPF) states:

“...Significant development should be focussed 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...”

3.1.3 Accordingly, and to demonstrate the site’s compliance with the above, this section of the report examines the accessibility of the site by non-car modes of transport through consideration of the following:

- i) Accessibility on foot;
- ii) Accessibility on cycle; and
- iii) Accessibility by public transport (bus and rail).

3.2 Accessibility on Foot

3.2.1 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities. It is generally accepted that walking has the greatest potential to reduce short car trips, particularly those under 2km.

3.2.2 The site is located within a 2km walk distance of Gravesend Town Centre and **Table 3.1** sets out some of the key amenities that can be accessed within a 2km walk distance of the application site.



Table 3.1 – Key Amenities within Walking Distance of the Site

Amenity	Approximate Walk Distance
Chantry Community Academy Primary School	350m
Gravesend Grammar School	650m
Riverside Leisure Area	550m
Premier Convenience Store	41m
Gravesend Railway Station	1.2km
Gravesend Medical Centre	1km
Gravesham Community Hospital	1.2km
Old Gravesendians Rugby Football Club	900m
St George's Shopping Centre	1.2km
Thamesgate Shopping Centre	1.3km

3.2.3 It should also be noted that the local highway network provides a safe and realistic opportunity for prospective residents to reach the areas and amenities contained within the 2km walking catchment via the existing high quality pedestrian infrastructure in the form of footways, street lighting and pedestrian crossing points equipped with dropped kerbs and tactile paving.

3.2.4 With regards to the above, the site is therefore considered to be highly accessible on foot.

3.3 Accessibility by Cycle

3.3.1 It is generally accepted that cycling provides a realistic and healthy alternative to the private car for journeys up to 5km as a whole, or as part of a longer journey by public transport.

3.3.2 The whole of Gravesend can be accessed within a 5km cycle distance, alongside surrounding areas such as Northfleet, Springhead, Chalk, Thong and Singlewell, amongst others.

3.3.3 The site is also located within a circa 500m cycle distance to the south of National Cycle Network (NCN) Route 1, which comprises a mix of on- and off-road sections. NCN Route 1 is shown below on **Image 3.1** in the context of the application site.



Image 3.1 – NCN Route 1

3.3.4 It should also be noted that the local highway network surrounding the application site is well-lit by street lighting and the topography of the area is generally flat, thereby providing conditions which are conducive for cycling.

3.3.5 With regards to the above, the site is considered to be accessible by cycle.

3.4 Accessibility by Public Transport

By Bus

3.4.1 Guidance from the CIHT document, “*Guidelines for Planning for Public Transport in Development*”, recommends that the walk distance for a new development should ideally be 300m to a bus stop, or a maximum of 400m.

3.4.2 The nearest bus stops are located immediately to the south-west of the site, along the A226 Milton Road. The eastbound bus stop can be accessed within a circa 300m walk from the site, and the westbound bus stop can be accessed within a circa 400m walk distance. The nearest bus stops to the site are therefore located within CIHT’s recommended walk distance thresholds.

3.4.3 **Table 3.2** sets out the public bus services that operate from the nearest bus stops to the application site, and their typical frequencies.

Table 3.2 – Local Bus Services and Frequencies

Service No.	Route Description	Typical One-way Frequency		
		Weekdays	Saturdays	Sundays / Bank Holidays
190	Gravesend – Chatham, via Chalk, Higham and Rochester	Every 20-30 minutes	Every 20-45 minutes	Every 1 hour
480A	Gravesend – Riverview Park, via Denton	Every 20-30 minutes	Every 30 minutes	Every 30 minutes
481	Riverview Park – Gravesend, via Denton	Every 1 hour	Every 1 hour	No Service
489	New Ash Green – Gravesend, via Longfield, Southfleet, and Northfleet	1 per day	No Service	No Service
490A	Gravesend – Valley Drive, via Denton	Every 20 minutes	Every 30 minutes	Every 30 minutes
735	Intercity bus (Gravesend – Riverview Park – London)	2 per day	No Service	No Service
736	Intercity bus (Higham – Northfleet – London)	2 per day	No Service	No Service

3.4.4 **Table 3.2** demonstrates that the bus stops nearest to the site are serviced by 7 public bus services which provide local connections to destinations including Gravesend, Chatham, New Ash Green, and London (City Centre).

3.4.5 With regards to the above, the site is therefore considered to be highly accessible by bus.

By Rail

3.4.6 Gravesend Railway Station is located within an approximate 1.2km walk / cycle distance to the west of the application site.

3.4.7 Gravesend Railway Station is operated by Southeastern and Thameslink and typically provides the following services:

- i) 2 trains per hour to London St Pancras International;
- ii) 2 trains per hour to London Charing Cross;
- iii) 2 trains per hour to London Cannon Street;
- iv) 2 trains per hour to Luton;
- v) 2 trains per hour to Rainham;
- vi) 1 train per hour to Faversham; and
- vii) 1 train per hour to Ramsgate.

3.4.8 The site is therefore considered to be highly accessible by rail.

3.5 Accessibility Summary

- 3.5.1 In summary, the site is well located to facilitate journeys to be made to / from the site by sustainable travel modes. The site is also well located in the context of surrounding land uses and amenities which can be accessed within reasonable walking and cycling distance. The surrounding area is well equipped with pedestrian infrastructure and provides conditions which are conducive for cyclists.
- 3.5.2 The site is also accessible by public transport, being located within a circa 300m-400m walk / cycle distance to two bus stops and a 1.2km walk / cycle distance to Gravesend Railway Station, all of which provide frequent services to a number of national and international destinations.
- 3.5.3 Accordingly, it is evident that the site is accessible by sustainable transport modes and is therefore compliant with national (NPPF) and local policies.

4.0 PROPOSED DEVELOPMENT

4.1 Overview

4.1.1 This planning application seeks planning permission for a residential development to feature 7 dwellings (including 1No. 3-bedroom house, 6No. 1-bedroom apartments), alongside associated infrastructure.

4.1.2 The proposed site plan is contained in **Appendix A** to the rear of this report.

4.2 Proposed Site Access Arrangements

4.2.1 As shown on the proposed site plan in **Appendix A**, access is proposed to be taken off Russell Road by widening the existing dropped kerb arrangement at the north-eastern corner of the site.

4.2.2 The proposed widened dropped kerb arrangement would serve two off-street parking spaces.

4.3 Proposed Car Parking Arrangements

4.3.1 KCC's adopted parking standards are set out in Supplementary Planning Guidance 4 (SPG4), dated July 2006.

4.3.2 SPG4 sets out the following *maximum* car parking standards for C3 use dwellings:

- i) 1 car parking space per 1-bedroom dwelling; and
- ii) 2 car parking spaces per 2- and 3-bedroom dwellings.

4.3.3 If the above standards are applied to the proposed development, then the maximum level of parking required would be 8 spaces.

4.3.4 As shown on the proposed site plan in **Appendix A**, the proposed development features 2 off-street car parking spaces, which will be allocated to the proposed 3-bedroom dwelling. No off-street car parking is proposed to be provided for the 6No. 1-bedroom apartments.



4.3.5 Notwithstanding the above, SPG4 states the following:

“The occupancy of new dwellings varies considerably, not least with the size of dwellings, and the appropriate parking provision also depends on the choice of transport available and the location of the development.”

4.3.6 This accords with Paragraph 111 of the NPPF, which states:

“If setting local parking standards for residential and non-residential development, policies should take into account:

a) the accessibility of the development;

b) the type, mix and use of development;

c) the availability of and opportunities for public transport;

d) local car ownership levels; and

e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.”

4.3.7 Moreover, Paragraph 112 of the NPPF states:

“Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.”

4.3.8 With regards to the above, local authority parking standards should not therefore be applied strictly in all circumstances and parking provision for new developments should be considered on a case-by-case basis in relation to the nature and location of the development.

4.3.9 The following sections of this report demonstrate that the proposal to provide no off-street parking for the proposed apartments would not cause detriment to the safety or operation of the local highway network with regards to parking.



Accessibility of the Site by Sustainable Travel Modes

- 4.3.10 As alluded to above, and in Chapter 3 of this TS, the site is well located with good access to local facilities, amenities, retail, education and employment opportunities.
- 4.3.11 The site is also located within an acceptable walk / cycle distance of a range of public transport services which provide frequent connections to key local, national and international destinations.
- 4.3.12 In these circumstances, the requirement for owning a car is considerably reduced, as evidenced below.

Government Research

- 4.3.13 The DCLG published a report entitled “*Residential Car Parking Research*” in May 2007. This document summarises the outcome of detailed Government research into typical car ownership levels at different types of residential development in different areas. The outcome of the research is summarised within this document and reproduced in **Table 4.1**.

Table 4.1 – DCLG’s 2001 Average Car Ownership Values

Table 2: 2001 Average Car Ownership Values ¹⁰												
2001	Remote Rural		Rural		Suburban		Urban	City Centre			Inner London	
Number of Rooms	Flats	Houses	Flats	Houses	Flats	Houses	Flats	Houses	Flats	Houses	Flats	Houses
1	X	X	X	X	0.4-0.9	X	0.4-0.8	X	0.3-0.6	X	0.4-0.6	X
2	X	X	0.6-1.0	X	0.6-0.9	X	0.5-0.7	X	0.4-0.6	X	0.5-0.6	X
3	0.7-0.9	0.8-1.1	0.6-1.0	0.9-1.2	0.6-0.8	0.8-1.1	0.5-0.7	0.7-1.0	0.4-0.6	0.6-0.9	0.6-0.6	0.7-0.9
4	0.7-1.0	1.0-1.2	0.7-1.1	1.0-1.2	0.7-0.9	0.9-1.1	0.7-0.8	0.8-1.0	0.5-0.8	0.6-0.9	0.7-0.8	0.8-0.9
5	1.2-1.5	1.2-1.4	1.0-1.4	1.2-1.5	0.9-1.2	1.0-1.4	0.8-1.0	0.9-1.2	0.7-0.9	0.8-1.1	0.8-0.9	0.9-1.1
6	1.2-1.8	1.3-1.6	1.3-1.8	1.4-1.7	1.0-1.5	1.1-1.5	0.9-1.3	1.0-1.3	0.8-1.2	0.9-1.2	0.9-1.0	1.0-1.2
7	X	1.6-1.8	X	1.6-1.9	X	1.4-1.8	X	1.2-1.6	X	1.1-1.4	X	1.1-1.3
8	X	1.8-2.2	X	2.0-2.3	X	1.7-2.1	X	1.5-1.8	X	1.3-1.7	X	1.3-1.6

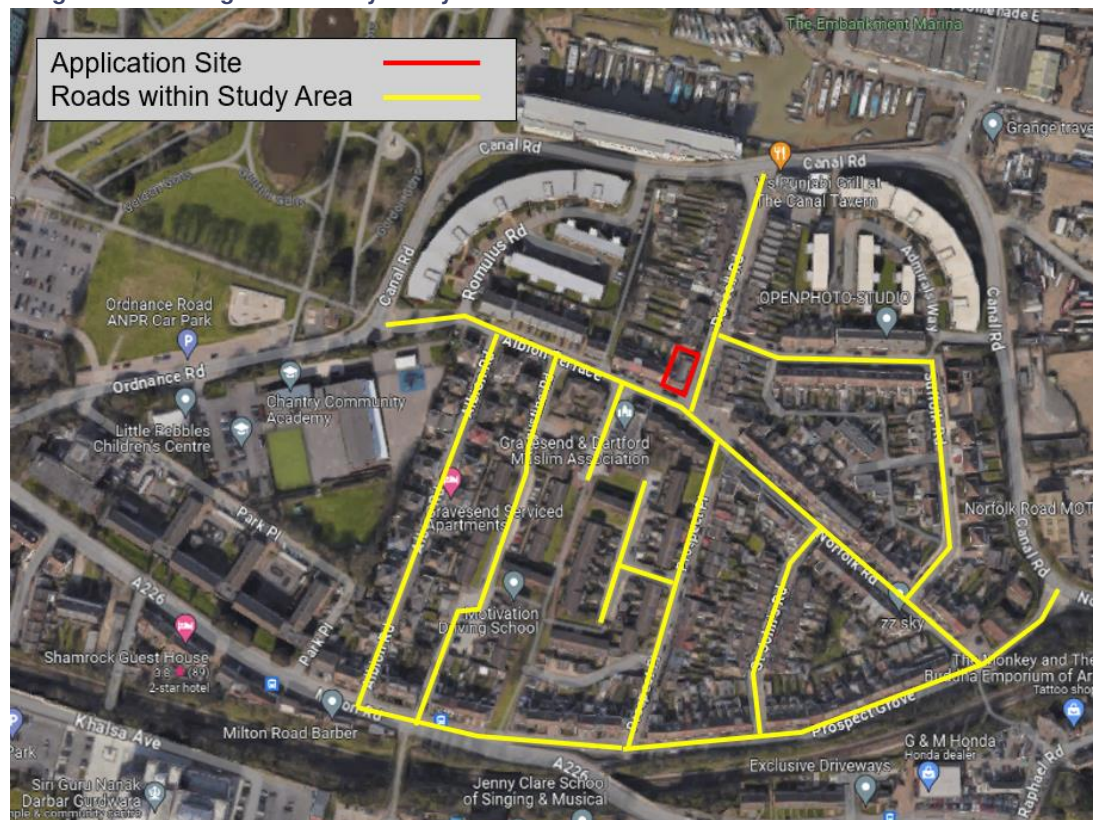
‘Rooms’ do not include bathrooms, toilets, halls or landings, or rooms that can only be used for storage. All other rooms, for example, kitchens, living rooms, bedrooms, utility rooms and studies are counted.

- 4.3.14 Each of the proposed apartments have just 2 ‘habitable’ rooms (i.e. 1 bedroom and a shared living room / kitchen). Having regard to this, and the urban location of the site, the typical car ownership is likely to be between 0.5-0.7 cars per unit. When applied to the proposed number of apartments (6 in total), then the total parking demand could therefore be between 3 and 4 cars in total.

Parking Beat Surveys

- 4.3.15 Parking beat surveys were undertaken over the duration of 2 days on Wednesday 22nd May 2024 and Thursday 23rd May 2024. Hourly spot checks were undertaken on both survey days between 09:00 – 13:00 (inclusive), alongside a single spot check survey between 00:30 – 05:30, broadly following the 'Lambeth' parking beat survey methodology.
- 4.3.16 The study area is shown on **Image 4.1**, and includes the roads located within a 200m walk distance of the site, and which are located within Parking Permit Area Zone TC01.

Image 4.1 – Parking Beat Survey Study Area



- 4.3.17 The surveys observed the number of parking spaces and their occupancy. As set out in Chapter 2 of this report, within PPA Zone TC01, resident permits are only required to park on the roads within the study area between 10:00-11:00 Monday to Friday.
- 4.3.18 **Table 4.2** summarises the number of spaces available within the study area and their observed level of utilisation across the survey periods. It should be noted that in some areas, including along Albion Terrace, Norfolk Road, Prospect Place, St John's

Road and Prospect Grove, parking can only be accommodated along both sides of the carriageway if cars along one side park partially on the kerb. For the purpose of this report, this kerb parking capacity / demand is not accounted for in **Table 4.2**.

4.3.19 The full set of results are contained in **Appendix B**.

Table 4.2 – Parking Beat Survey Results Summary

Survey Area	Total Parking Capacity	Wednesday 22 nd May 2024		Thursday 23 rd May 2024	
		Amount Utilised	Spaces Available	Amount Utilised	Spaces Available
09:00-10:00					
Albion Terrace	13	8	5	6	7
Norfolk Road	28	19	9	19	9
Albion Road	26	14	12	12	14
Augustine Road	37	23	14	22	15
Brunswick Walk	25	7	18	8	17
Prospect Place	28	14	14	17	11
St John's Road	17	14	3	12	5
Milton Road West	0	0	0	0	0
Prospect Grove	37	20	17	21	16
Russell Road	33	21	12	21	12
Suffolk Road	78	39	39	41	37
Total	322	179	143	179	143
10:00-11:00					
Albion Terrace	13	7	6	5	8
Norfolk Road	28	20	8	17	11
Albion Road	26	14	12	11	15
Augustine Road	37	23	14	22	15
Brunswick Walk	25	6	19	4	21
Prospect Place	28	16	12	16	12
St John's Road	17	12	5	11	6
Milton Road West	0	0	0	0	0
Prospect Grove	37	20	17	17	20
Russell Road	33	21	12	20	13
Suffolk Road	78	37	41	40	38
Total	322	176	146	163	159
11:00-12:00					
Albion Terrace	13	6	7	5	8
Norfolk Road	28	20	8	16	12
Albion Road	26	14	12	11	15
Augustine Road	37	24	13	23	14
Brunswick Walk	25	9	16	7	18
Prospect Place	28	15	13	16	12
St John's Road	17	13	4	13	4
Milton Road West	0	0	0	0	0
Prospect Grove	37	14	23	15	22
Russell Road	33	20	13	19	14
Suffolk Road	78	36	42	38	40
Total	322	171	151	163	159
12:00-13:00					
Albion Terrace	13	6	7	6	7

Norfolk Road	28	21	7	16	12
Albion Road	26	13	13	16	10
Augustine Road	37	24	13	22	15
Brunswick Walk	25	7	18	7	18
Prospect Place	28	15	13	16	12
St John's Road	17	14	3	13	4
Milton Road West	0	0	0	0	0
Prospect Grove	37	13	24	16	21
Russell Road	33	18	15	19	14
Suffolk Road	78	33	45	36	42
Total	322	164	158	167	155
13:00-14:00					
Albion Terrace	13	10	3	10	3
Norfolk Road	28	21	7	19	9
Albion Road	26	15	11	15	11
Augustine Road	37	26	11	22	15
Brunswick Walk	25	11	14	8	17
Prospect Place	28	17	11	18	10
St John's Road	17	13	4	15	2
Milton Road West	0	0	0	0	0
Prospect Grove	37	17	20	20	17
Russell Road	33	19	14	20	13
Suffolk Road	78	35	43	40	38
Total	322	184	138	187	135
00:30-05:30					
Albion Terrace	13	13	0	13	0
Norfolk Road	28	28	0	28	0
Albion Road	26	25	1	26	0
Augustine Road	37	30	7	32	5
Brunswick Walk	25	13	12	15	10
Prospect Place	28	21	7	22	6
St John's Road	17	17	0	17	0
Milton Road West	0	0	0	0	0
Prospect Grove	37	33	4	32	5
Russell Road	33	27	6	27	6
Suffolk Road	78	69	9	70	8
Total	322	276	46	282	40

4.3.20 Review of the above demonstrates that during the daytime on Wednesday 22nd May 2024 there was spare capacity for a minimum of 138 cars to park on the local highway network between 13:00-14:00, and on Thursday 23rd May 2024 there was a minimum spare capacity for 135 cars between 13:00-14:00. During the typical nighttime peak period for parking demand within residential areas (00:30-05:30), there was spare capacity for 46 cars on Wednesday 22nd May 2024 and 40 cars on Thursday 23rd May 2024.

- 4.3.21 It can therefore be concluded that there is more than sufficient spare on-street parking capacity within PPA Zone TC01 to accommodate the potential additional parking demand of up to around 4 cars.

4.4 Cycle Parking

- 4.4.1 SPG4 sets out the minimum cycle parking standards for C3 use residential dwellings, as follows:

- i) Individual residential dwellings – 1 space per bedroom; and
- ii) Flats and maisonettes – 1 space per unit.

- 4.4.2 When applied to the proposed development, comprising 1 individual dwelling (3-bedrooms) and 6No. apartments, the minimum cycle parking requirement equates to 9 spaces.

- 4.4.3 As shown on the proposed site plan in **Appendix A**, there will be two separate cycle stores. One cycle store will be for use by the residents of the proposed apartments, and will accommodate space for 6 cycles, and one cycle store will be for use by the residents of the proposed 3-bedroom dwelling, and will accommodate space for 3 cycles.

- 4.4.4 The proposed development therefore complied with KCC's minimum cycle parking requirements.

4.5 Servicing Arrangements

- 4.5.1 Refuse collection vehicles will service the site directly from Russell Road. This is consistent with the servicing arrangements of the existing site and the other residential properties surrounding the site. There would therefore be a nil detriment effect on the safety and operation of the local highway network.

5.0 TRAFFIC GENERATION

5.1 Introduction

5.1.1 This Chapter of the report sets out the average weekday peak hour trip generation forecasts associated with the proposed development.

5.2 Forecast Traffic Generation

5.2.1 The level of trips that could be generated by the proposed development has been forecast through reference to average weekday peak hour trip rates obtained from surveys of schemes of a similar location and nature contained within the industry-standards TRICS Database (version 7.11.1).

5.2.2 The following search criteria has been selected within TRICS:

- iii) TRICS category – “Residential: Houses Privately Owned”;
- iv) Mainland Britain sites only (excluding Greater London);
- v) Weekday surveys only;
- vi) Sites in ‘Edge of Town Centre’ and ‘Suburban Area’ locations have been selected; and
- vii) Selection by number of dwellings.

5.2.3 **Table 5.1** summarises the average weekday peak hour vehicle trip rates (per 1 dwelling) and the resultant vehicle trip generation forecasts when these are applied to the proposed development (7 dwellings). The full TRICS outputs are contained in **Appendix C**.

Table 5.1 – Vehicle Trip Rates and Trip Generation Forecasts

Time Period	Vehicle Trip Rates (per 1 dwelling)			Vehicle Trip Generation (6 dwellings)		
	Arrive	Depart	Total	Arrive	Depart	Total
AM Peak Hour (08:00-09:00)	0.219	0.447	0.666	2	3	5
PM Peak Hour (17:00-18:00)	0.36	0.211	0.571	3	1	4

- 5.2.4 **Table 5.1** demonstrates that the proposed development is forecast to generate a total of approximately 5 two-way vehicle trips in the AM peak hour and 4 two-way trips in the PM peak hour, on average. This equates to an average of just 1 two-way movement every 12-15 minutes during the busiest hours.
- 5.2.5 With regards to the above, it is considered that the proposed development will not give rise to any unacceptable impacts on the local highway network and is therefore considered to be acceptable from a trip generation and traffic impact perspective.
- 5.2.6 It should be however noted here that no account has been made for the level of trips that could lawfully be generated by the existing dwelling at the site. Moreover, the comparator sites used to obtain the trip rates comprise private dwellings, as opposed to flats. The assessment is therefore considered to be robust.

6.0 SUMMARY AND CONCLUSIONS

6.1 Summary

- 6.1.1 Axis have been appointed by Samra Property SE Limited to provide highways and transport advice in relation to a full planning application for a residential development located at No.1 Russell Road, in Gravesend, Kent. The proposed development will comprise the demolition of the existing dwelling at the site to make way for the development of 7 dwellings (including 1No. 3-bed dwelling and 6No. 1-bedroom dwellings), alongside associated infrastructure.
- 6.1.2 The site is located on the corner of Russell Road and Albion Terrace, approximately 750m to the east of Gravesend Town Centre. It is bound by Russell Road to the east, Albion Terrace to the south, and residential properties to the north and west.
- 6.1.3 The existing site comprises a detached bungalow and detached garage, which is accessed directly off Russell Road via a dropped kerb arrangement.
- 6.1.4 PIA data has been analysed using CrashMap which indicates that the pattern of accidents within the vicinity of the site is typical of an urban road network and is not considered to present a material concern in the context of the proposed development.
- 6.1.5 The site is well located to facilitate journeys to be made to / from the site by sustainable travel modes, being within walking distance of a number of amenities, within cycling distance of various settlements and having good access to bus and train services.
- 6.1.6 Access is proposed to be taken off Russell Road by widening the existing dropped kerb arrangement at the north-eastern corner of the site.
- 6.1.7 The proposal comprises 2 off-street parking spaces, which will be allocated to the 3-bedroom dwelling. No off-street parking is proposed for the 6No. 1-bedroom dwellings. However, the report has demonstrated, through parking beat surveys, that there is sufficient on-street parking capacity within the local PPA Zone TC01 to accommodate the anticipated parking demand associated with these dwellings.
- 6.1.8 Cycle parking will be provided in accordance with KCC's minimum cycle parking standards, as set out in SPG4 (June 2006).

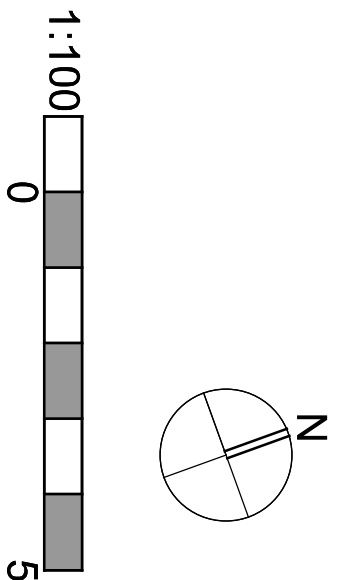
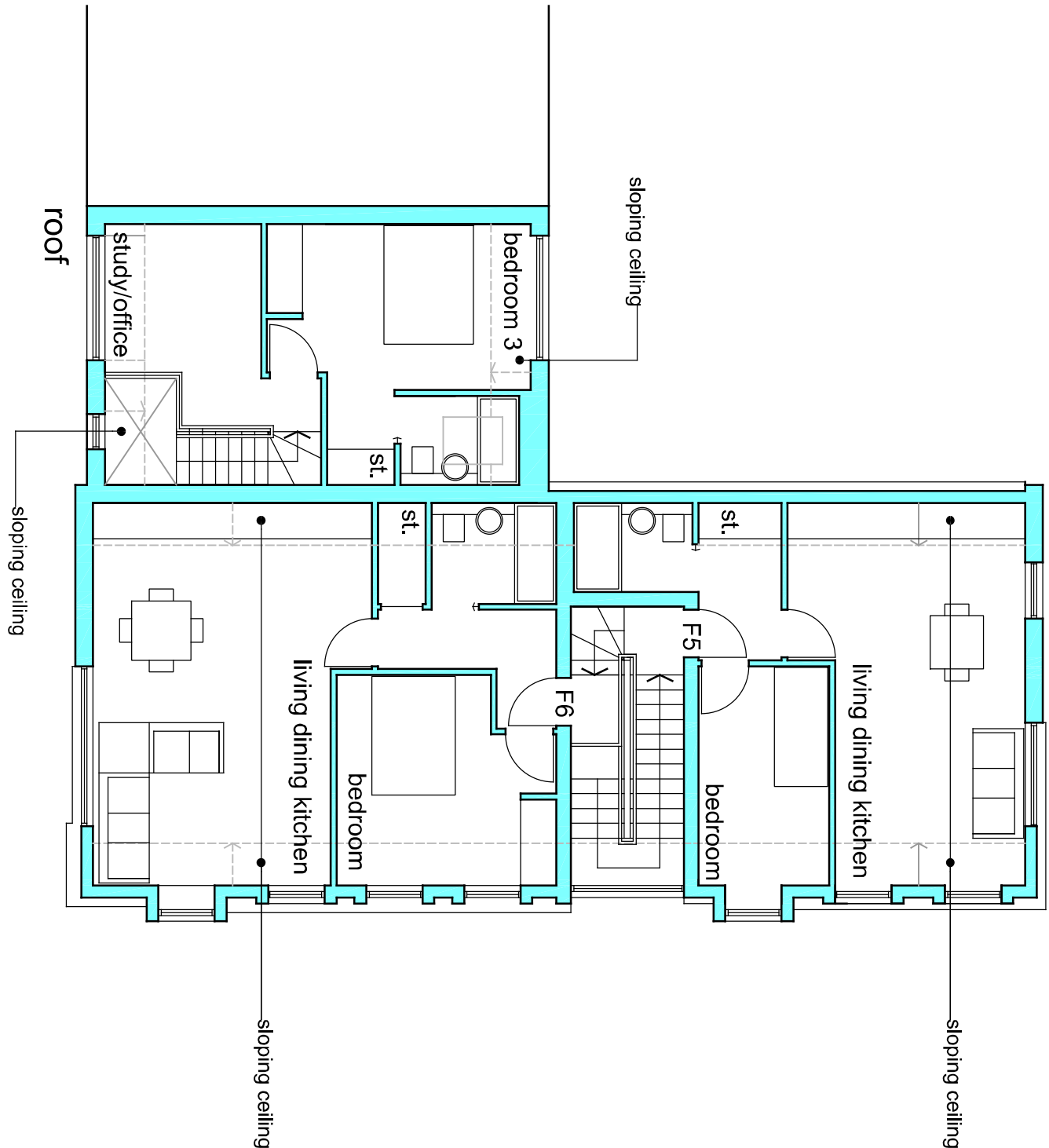
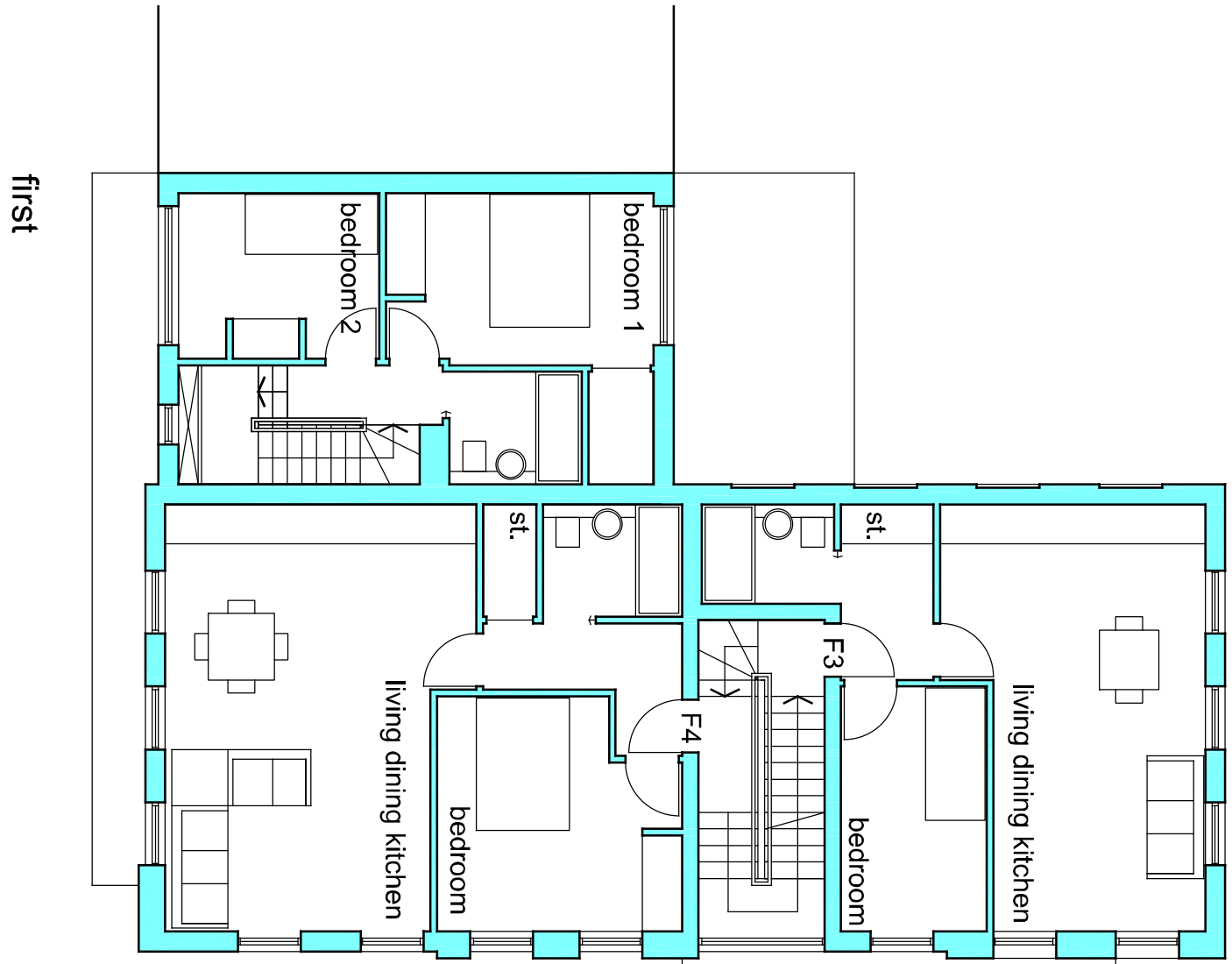
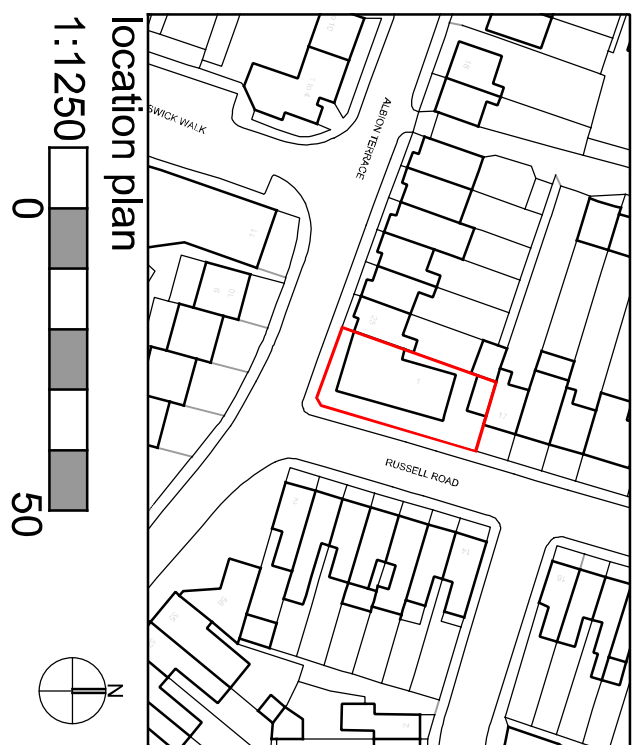
- 6.1.9 Refuse collection will be undertaken directly from Russell Road in accordance with the servicing arrangements of the existing site and nearby properties.
- 6.1.10 The proposed development is forecast to generate a total of 5 two-way vehicle trips in the AM peak hour and 4 two-way trips in the PM peak hour, on average. This equates to an average of just 1 two-way movement every 12-15 minutes during the busiest hours. It is considered that this level of trip generation is negligible and would not cause detriment to the safety or operation of the local highway network.

6.2 Conclusions

- 6.2.1 With regards to the evidence presented within this report, the proposals are considered to pass the test set out in Paragraph 115 of the NPPF which states that developments should only be prevented or refused if the traffic impacts on the road network would be 'severe'.
- 6.2.2 Therefore, it is considered that there should be no reason to withhold planning permission from a transport perspective.

Appendix A – Proposed Site Plan





Redevelopment of site

1 Russell Road

Plans as proposed

DRAWING STATUS		Revisions	
Primary	☒	Revised	☐
For Approval	☐	For Approval	☐
Information	☐	Information	☐
Final	☐	Final	☐
Construction	☐	Construction	☐
Actual	☐	Actual	☐
Project	Redevelopment of site	Client	A. Singh
Site	1 Russell Road	Title	Plans as proposed
Scale at A1	1:100	Date	Jan 24

Appendix B – Parking Beat Survey Results





CLIENT: AXIS

PROJECT NUMBER: 240505

PROJECT MANAGER: ADAM CARTER

DATE: WEDNESDAY 22ND MAY 2024

SURVEY DESCRIPTION: GRAVESEND - PARKING BEAT DATA

09:00		ALBION TERRACE		NORFOLK ROAD		ALBION ROAD		AUGUSTINE ROAD		BRUNSWICK WALK		PROSPECT PLACE WEST		PROSPECT PLACE CENTRE		PROSPECT PLACE EAST		ST JOHN'S ROAD		MILTON ROAD WEST		PROSPECT GROVE		RUSSELL ROAD		SUFFORK ROAD	
ROAD SIDE		SOUTHSIDE	NORTHSIDE	SOUTHSIDE	NORTHSIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	SOUTHSIDE	NORTHSIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	SOUTHSIDE	NORTHSIDE	SOUTHSIDE	NORTHSIDE	WEST SIDE	EAST SIDE	SOUTHSIDE	NORTHSIDE
TOTAL SPACES		9	11	25	28	26	0	24	13	11	14	3	7	0	2	3	20	17	18	0	0	40	0	19	14	42	36
TC01 - RESIDENT PERMIT HOLDERS (MON TO FRI, 10-11AM)	SPACES	2	11		28	26		20	9	11	2	3			2	3	20	17		0	0	37		19	14	42	36
	USED	0	8		19	14		11	7	3	2	1			1	2	10	14		0	0	20		11	10	20	19
UNRESTRICTED	SPACES							4	4		11																
	USED							3	2		2																
HALF ON KERB PARKING	SPACES	7		25								7							18			3					
	USED	2		9								1							11			0					
DISABLED BAY	SPACES										1																
	USED										0																
SINGLE YELLOW	USED																										
DOUBLE YELLOW	USED	2						1																			
RED ROUTE	USED																										
DROPPED KERB	USED																										
KEEP CLEAR/PELICAN CROSSING	USED																										
TOTAL PARKED		4	8	9	19	14	0	12	7	3	2	1	1	0	1	2	10	14	11	0	0	20	0	11	10	20	19
% OF SPACES USED		22.22%	72.73%	36.00%	67.86%	53.85%	#DIV/0!	58.33%	69.23%	27.27%	28.57%	33.33%	14.29%	#DIV/0!	50.00%	66.67%	50.00%	82.35%	61.11%	#DIV/0!	#DIV/0!	50.00%	#DIV/0!	57.89%	71.43%	47.62%	52.78%



CLIENT: AXIS

PROJECT NUMBER: 240505

PROJECT MANAGER: ADAM CARTER

DATE: WEDNESDAY 22ND MAY 2024

SURVEY DESCRIPTION: GRAVESEND - PARKING BEAT DATA

10:00		ALBION TERRACE		NORFOLK ROAD		ALBION ROAD		AUGUSTINE ROAD		BRUNSWICK WALK		PROSPECT PLACE WEST		PROSPECT PLACE CENTRE		PROSPECT PLACE EAST		ST JOHN'S ROAD		MILTON ROAD WEST		PROSPECT GROVE		RUSSELL ROAD		SUFFORK ROAD	
ROAD SIDE		SOUTHSIDE	NORTHSIDE	SOUTHSIDE	NORTHSIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	SOUTHSIDE	NORTHSIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	SOUTHSIDE	NORTHSIDE	SOUTHSIDE	NORTHSIDE	WEST SIDE	EAST SIDE	SOUTHSIDE	NORTHSIDE
TOTAL SPACES		9	11	25	28	26	0	24	13	11	14	3	7	0	2	3	20	17	18	0	0	40	0	19	14	42	36
TC01 - RESIDENT PERMIT HOLDERS (MON TO FRI, 10-11AM)	SPACES	2	11		28	26		20	9	11	2	3			2	3	20	17		0	0	37		19	14	42	36
	USED	0	7		20	14		11	7	2	1	1			1	3	11	12		0	0	20		12	9	17	20
UNRESTRICTED	SPACES							4	4		11																
	USED							3	2		3																
HALF ON KERB PARKING	SPACES	7		25								7							18			3					
	USED	3		6								1							11			0					
DISABLED BAY	SPACES										1																
	USED										0																
SINGLE YELLOW	USED																										
DOUBLE YELLOW	USED																					1					
RED ROUTE	USED																										
DROPPED KERB	USED																										
KEEP CLEAR/PELICAN CROSSING	USED																										
TOTAL PARKED		3	7	6	20	14	0	11	7	2	1	1	1	0	1	3	11	12	11	0	0	21	0	12	9	17	20
% OF SPACES USED		33.33%	63.64%	24.00%	71.43%	53.85%	#DIV/0!	58.33%	69.23%	18.18%	28.57%	33.33%	14.29%	#DIV/0!	50.00%	100.00%	55.00%	70.59%	61.11%	#DIV/0!	#DIV/0!	50.00%	#DIV/0!	63.16%	64.29%	40.48%	55.56%



CLIENT: AXIS

PROJECT NUMBER: 240505

PROJECT MANAGER: ADAM CARTER

DATE: WEDNESDAY 22ND MAY 2024

SURVEY DESCRIPTION: GRAVESEND - PARKING BEAT DATA

11:00		ALBION TERRACE		NORFOLK ROAD		ALBION ROAD		AUGUSTINE ROAD		BRUNSWICK WALK		PROSPECT PLACE WEST		PROSPECT PLACE CENTRE		PROSPECT PLACE EAST		ST JOHN'S ROAD		MILTON ROAD WEST		PROSPECT GROVE		RUSSELL ROAD		SUFFORK ROAD	
ROAD SIDE		SOUTHSIDE	NORTHSIDE	SOUTHSIDE	NORTHSIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	SOUTHSIDE	NORTHSIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	SOUTHSIDE	NORTHSIDE	SOUTHSIDE	NORTHSIDE	WEST SIDE	EAST SIDE	SOUTHSIDE	NORTHSIDE
TOTAL SPACES		9	11	25	28	26	0	24	13	11	14	3	7	0	2	3	20	17	18	0	0	40	0	19	14	42	36
TC01 - RESIDENT PERMIT HOLDERS (MON TO FRI, 10-11AM)	SPACES	2	11		28	26		20	9	11	2	3			2	3	20	17		0	0	37		19	14	42	36
	USED	0	6		20	14		12	7	4	1	1			1	2	11	13		0	0	14		12	8	17	19
UNRESTRICTED	SPACES							4	4		11																
	USED							3	2		4																
HALF ON KERB PARKING	SPACES	7		25								7							18			3					
	USED	2		5								2							10			2					
DISABLED BAY	SPACES										1																
	USED										0																
SINGLE YELLOW	USED																										
DOUBLE YELLOW	USED							1														1					
RED ROUTE	USED																										
DROPPED KERB	USED		1																								
KEEP CLEAR/PELICAN CROSSING	USED																										
TOTAL PARKED		2	7	5	20	14	0	13	7	4	1	1	2	0	1	2	11	13	10	0	0	17	0	12	8	17	19
% OF SPACES USED		22.22%	54.55%	20.00%	71.43%	53.85%	#DIV/0!	62.50%	69.23%	36.36%	35.71%	33.33%	28.57%	#DIV/0!	50.00%	66.67%	55.00%	76.47%	55.56%	#DIV/0!	#DIV/0!	40.00%	#DIV/0!	63.16%	57.14%	40.48%	52.78%



CLIENT: AXIS

PROJECT NUMBER: 240505

PROJECT MANAGER: ADAM CARTER

DATE: WEDNESDAY 22ND MAY 2024

SURVEY DESCRIPTION: GRAVESEND - PARKING BEAT DATA

12:00		ALBION TERRACE		NORFOLK ROAD		ALBION ROAD		AUGUSTINE ROAD		BRUNSWICK WALK		PROSPECT PLACE WEST		PROSPECT PLACE CENTRE		PROSPECT PLACE EAST		ST JOHN'S ROAD		MILTON ROAD WEST		PROSPECT GROVE		RUSSELL ROAD		SUFFORK ROAD	
ROAD SIDE		SOUTHSIDE	NORTHSIDE	SOUTHSIDE	NORTHSIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	SOUTHSIDE	NORTHSIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	SOUTHSIDE	NORTHSIDE	SOUTHSIDE	NORTHSIDE	WEST SIDE	EAST SIDE	SOUTHSIDE	NORTHSIDE
TOTAL SPACES		9	11	25	28	26	0	24	13	11	14	3	7	0	2	3	20	17	18	0	0	40	0	19	14	42	36
TC01 - RESIDENT PERMIT HOLDERS (MON TO FRI, 10-11AM)	SPACES	2	11		28	26		20	9	11	2	3			2	3	20	17		0	0	37		19	14	42	36
	USED	0	6		21	13		12	7	4	1	1			1	2	11	14		0	0	13		9	9	14	19
UNRESTRICTED	SPACES							4	4		11																
	USED							3	2		2																
HALF ON KERB PARKING	SPACES	7		25								7							18			3					
	USED	2		4								3							9			1					
DISABLED BAY	SPACES										1																
	USED										0																
SINGLE YELLOW	USED																										
DOUBLE YELLOW	USED							1														1					
RED ROUTE	USED																										
DROPPED KERB	USED		1																								
KEEP CLEAR/PELICAN CROSSING	USED																										
TOTAL PARKED		2	7	4	21	13	0	13	7	4	1	1	3	0	1	2	11	14	9	0	0	15	0	9	9	14	19
% OF SPACES USED		22.22%	54.55%	16.00%	75.00%	50.00%	#DIV/0!	62.50%	69.23%	36.36%	21.43%	33.33%	42.86%	#DIV/0!	50.00%	66.67%	55.00%	82.35%	50.00%	#DIV/0!	#DIV/0!	35.00%	#DIV/0!	47.37%	64.29%	33.33%	52.78%



CLIENT: AXIS

PROJECT NUMBER: 240505

PROJECT MANAGER: ADAM CARTER

DATE: WEDNESDAY 22ND MAY 2024

SURVEY DESCRIPTION: GRAVESEND - PARKING BEAT DATA

13:00		ALBION TERRACE		NORFOLK ROAD		ALBION ROAD		AUGUSTINE ROAD		BRUNSWICK WALK		PROSPECT PLACE WEST		PROSPECT PLACE CENTRE		PROSPECT PLACE EAST		ST JOHN'S ROAD		MILTON ROAD WEST		PROSPECT GROVE		RUSSELL ROAD		SUFFORK ROAD	
ROAD SIDE		SOUTHSIDE	NORTHSIDE	SOUTHSIDE	NORTHSIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	SOUTHSIDE	NORTHSIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	SOUTHSIDE	NORTHSIDE	SOUTHSIDE	NORTHSIDE	WEST SIDE	EAST SIDE	SOUTHSIDE	NORTHSIDE
TOTAL SPACES		9	11	25	28	26	0	24	13	11	14	3	7	0	2	3	20	17	18	0	0	40	0	19	14	42	36
TC01 - RESIDENT PERMIT HOLDERS (MON TO FRI, 10-11AM)	SPACES	2	11		28	26		20	9	11	2	3			2	3	20	17		0	0	37		19	14	42	36
	USED	1	9		21	15		13	8	6	1	1			1	3	12	13		0	0	17		10	9	15	20
UNRESTRICTED	SPACES							4	4		11																
	USED							2	3		4																
HALF ON KERB PARKING	SPACES	7		25								7							18			3					
	USED	2		5								3							7			1					
DISABLED BAY	SPACES										1																
	USED										0																
SINGLE YELLOW	USED																										
DOUBLE YELLOW	USED							1														1					
RED ROUTE	USED																										
DROPPED KERB	USED																										
KEEP CLEAR/PELICAN CROSSING	USED																										
TOTAL PARKED		3	9	5	21	15	0	14	8	6	1	1	3	0	1	3	12	13	7	0	0	19	0	10	9	15	20
% OF SPACES USED		33.33%	81.82%	20.00%	75.00%	57.69%	#DIV/0!	62.50%	84.62%	54.55%	35.71%	33.33%	42.86%	#DIV/0!	50.00%	100.00%	60.00%	76.47%	38.89%	#DIV/0!	#DIV/0!	45.00%	#DIV/0!	52.63%	64.29%	35.71%	55.56%



CLIENT: AXIS

PROJECT NUMBER: 240505

PROJECT MANAGER: ADAM CARTER

DATE: WEDNESDAY 22ND MAY 2024

SURVEY DESCRIPTION: GRAVESEND - PARKING BEAT DATA

00:30-05:30		ALBION TERRACE		NORFOLK ROAD		ALBION ROAD		AUGUSTINE ROAD		BRUNSWICK WALK		PROSPECT PLACE WEST		PROSPECT PLACE CENTRE		PROSPECT PLACE EAST		ST JOHN'S ROAD		MILTON ROAD WEST		PROSPECT GROVE		RUSSELL ROAD		SUFFORK ROAD	
ROAD SIDE		SOUTHSIDE	NORTHSIDE	SOUTHSIDE	NORTHSIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	SOUTHSIDE	NORTHSIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	SOUTHSIDE	NORTHSIDE	SOUTHSIDE	NORTHSIDE	WEST SIDE	EAST SIDE	SOUTHSIDE	NORTHSIDE
TOTAL SPACES		9	11	25	28	26	0	24	13	11	14	3	7	0	2	3	20	17	18	0	0	40	0	19	14	42	36
TC01 - RESIDENT PERMIT HOLDERS (MON TO FRI, 10-11AM)	SPACES	2	11		28	26		20	9	11	2	3			2	3	20	17		0	0	37		19	14	42	36
	USED	2	11		28	25		17	8	7	2	1			2	2	16	17		0	0	33		17	10	33	36
UNRESTRICTED	SPACES							4	4		11																
	USED							3	2		4																
HALF ON KERB PARKING	SPACES	7		25								7							18			3					
	USED	4		9								5							13			2					
DISABLED BAY	SPACES										1																
	USED										0																
SINGLE YELLOW	USED																										
DOUBLE YELLOW	USED							1	1									1				2					
RED ROUTE	USED																										
DROPPED KERB	USED		1		2													1						2			1
KEEP CLEAR/PELICAN CROSSING	USED																										
TOTAL PARKED		6	12	9	30	25	0	18	9	7	2	1	5	0	2	2	16	19	13	0	0	37	0	19	10	33	37
% OF SPACES USED		66.67%	100.00%	36.00%	100.00%	96.15%	#DIV/0!	83.33%	76.92%	63.64%	42.86%	33.33%	71.43%	#DIV/0!	100.00%	66.67%	80.00%	100.00%	72.22%	#DIV/0!	#DIV/0!	87.50%	#DIV/0!	89.47%	71.43%	78.57%	100.00%



CLIENT: AXIS

PROJECT NUMBER: 240505

PROJECT MANAGER: ADAM CARTER

DATE: THURSDAY 23RD MAY 2024

SURVEY DESCRIPTION: GRAVESEND - PARKING BEAT DATA

09:00		ALBION TERRACE		NORFOLK ROAD		ALBION ROAD		AUGUSTINE ROAD		BRUNSWICK WALK		PROSPECT PLACE WEST		PROSPECT PLACE CENTRE		PROSPECT PLACE EAST		ST JOHN'S ROAD		MILTON ROAD WEST		PROSPECT GROVE		RUSSELL ROAD		SUFFORK ROAD	
ROAD SIDE		SOUTHSIDE	NORTHSIDE	SOUTHSIDE	NORTHSIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	SOUTHSIDE	NORTHSIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	SOUTHSIDE	NORTHSIDE	SOUTHSIDE	NORTHSIDE	WEST SIDE	EAST SIDE	SOUTHSIDE	NORTHSIDE
TOTAL SPACES		9	11	25	28	26	0	24	13	11	14	3	7	0	2	3	20	17	18	0	0	40	0	19	14	42	36
TC01 - RESIDENT PERMIT HOLDERS (MON TO FRI, 10-11AM)	SPACES	2	11		28	26		20	9	11	2	3			2	3	20	17		0	0	37		19	14	42	36
	USED	0	6		19	12		11	6	3	2	1			1	1	14	12		0	0	21		11	10	18	23
UNRESTRICTED	SPACES							4	4		11																
	USED							2	3		3																
HALF ON KERB PARKING	SPACES	7		25								7							18			3					
	USED	1		5								4							11			3					
DISABLED BAY	SPACES										1																
	USED										0																
SINGLE YELLOW	USED																										
DOUBLE YELLOW	USED					1		1														1					
RED ROUTE	USED																										
DROPPED KERB	USED		1																								
KEEP CLEAR/PELICAN CROSSING	USED																										
TOTAL PARKED		1	7	5	19	13	0	12	6	3	2	1	4	0	1	1	14	12	11	0	0	25	0	11	10	18	23
% OF SPACES USED		11.11%	54.55%	20.00%	67.86%	46.15%	#DIV/0!	54.17%	69.23%	27.27%	35.71%	33.33%	57.14%	#DIV/0!	50.00%	33.33%	70.00%	70.59%	61.11%	#DIV/0!	#DIV/0!	60.00%	#DIV/0!	57.89%	71.43%	42.86%	63.89%



CLIENT: AXIS

PROJECT NUMBER: 240505

PROJECT MANAGER: ADAM CARTER

DATE: THURSDAY 23RD MAY 2024

SURVEY DESCRIPTION: GRAVESEND - PARKING BEAT DATA

10:00		ALBION TERRACE		NORFOLK ROAD		ALBION ROAD		AUGUSTINE ROAD		BRUNSWICK WALK		PROSPECT PLACE WEST		PROSPECT PLACE CENTRE		PROSPECT PLACE EAST		ST JOHN'S ROAD		MILTON ROAD WEST		PROSPECT GROVE		RUSSELL ROAD		SUFFORK ROAD	
ROAD SIDE		SOUTHSIDE	NORTHSIDE	SOUTHSIDE	NORTHSIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	SOUTHSIDE	NORTHSIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	SOUTHSIDE	NORTHSIDE	SOUTHSIDE	NORTHSIDE	WEST SIDE	EAST SIDE	SOUTHSIDE	NORTHSIDE
TOTAL SPACES		9	11	25	28	26	0	24	13	11	14	3	7	0	2	3	20	17	18	0	0	40	0	19	14	42	36
TC01 - RESIDENT PERMIT HOLDERS (MON TO FRI, 10-11AM)	SPACES	2	11		28	26		20	9	11	2	3			2	3	20	17		0	0	37		19	14	42	36
	USED	0	5		17	11		11	6	1	0	1			1	1	13	11		0	0	17		12	8	17	23
UNRESTRICTED	SPACES							4	4		11																
	USED							3	2		3																
HALF ON KERB PARKING	SPACES	7		25								7							18			3					
	USED	2		4								1							11			2					
DISABLED BAY	SPACES										1																
	USED										0																
SINGLE YELLOW	USED																										
DOUBLE YELLOW	USED					1		1														1					
RED ROUTE	USED																										
DROPPED KERB	USED		1																								
KEEP CLEAR/PELICAN CROSSING	USED																										
TOTAL PARKED		2	6	4	17	12	0	12	6	1	0	1	1	0	1	1	13	11	11	0	0	20	0	12	8	17	23
% OF SPACES USED		22.22%	45.45%	16.00%	60.71%	42.31%	#DIV/0!	58.33%	61.54%	9.09%	21.43%	33.33%	14.29%	#DIV/0!	50.00%	33.33%	65.00%	64.71%	61.11%	#DIV/0!	#DIV/0!	47.50%	#DIV/0!	63.16%	57.14%	40.48%	63.89%



CLIENT: AXIS

PROJECT NUMBER: 240505

PROJECT MANAGER: ADAM CARTER

DATE: THURSDAY 23RD MAY 2024

SURVEY DESCRIPTION: GRAVESEND - PARKING BEAT DATA

11:00		ALBION TERRACE		NORFOLK ROAD		ALBION ROAD		AUGUSTINE ROAD		BRUNSWICK WALK		PROSPECT PLACE WEST		PROSPECT PLACE CENTRE		PROSPECT PLACE EAST		ST JOHN'S ROAD		MILTON ROAD WEST		PROSPECT GROVE		RUSSELL ROAD		SUFFORK ROAD	
ROAD SIDE		SOUTHSIDE	NORTHSIDE	SOUTHSIDE	NORTHSIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	SOUTHSIDE	NORTHSIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	SOUTHSIDE	NORTHSIDE	SOUTHSIDE	NORTHSIDE	WEST SIDE	EAST SIDE	SOUTHSIDE	NORTHSIDE
TOTAL SPACES		9	11	25	28	26	0	24	13	11	14	3	7	0	2	3	20	17	18	0	0	40	0	19	14	42	36
TC01 - RESIDENT PERMIT HOLDERS (MON TO FRI, 10-11AM)	SPACES	2	11		28	26		20	9	11	2	3			2	3	20	17		0	0	37		19	14	42	36
	USED	0	5		16	11		11	7	4	1	1			1	1	13	13		0	0	15		10	9	19	19
UNRESTRICTED	SPACES							4	4		11																
	USED							3	2		2																
HALF ON KERB PARKING	SPACES	7		25								7							18			3					
	USED	2		4								1							12			2					
DISABLED BAY	SPACES										1																
	USED										0																
SINGLE YELLOW	USED																										
DOUBLE YELLOW	USED					1		1														1					
RED ROUTE	USED																										
DROPPED KERB	USED		1																								
KEEP CLEAR/PELICAN CROSSING	USED																										
TOTAL PARKED		2	6	4	16	12	0	12	7	4	1	1	1	0	1	1	13	13	12	0	0	18	0	10	9	19	19
% OF SPACES USED		22.22%	45.45%	16.00%	57.14%	42.31%	#DIV/0!	58.33%	69.23%	36.36%	21.43%	33.33%	14.29%	#DIV/0!	50.00%	33.33%	65.00%	76.47%	66.67%	#DIV/0!	#DIV/0!	42.50%	#DIV/0!	52.63%	64.29%	45.24%	52.78%



CLIENT: AXIS

PROJECT NUMBER: 240505

PROJECT MANAGER: ADAM CARTER

DATE: THURSDAY 23RD MAY 2024

SURVEY DESCRIPTION: GRAVESEND - PARKING BEAT DATA

12:00		ALBION TERRACE		NORFOLK ROAD		ALBION ROAD		AUGUSTINE ROAD		BRUNSWICK WALK		PROSPECT PLACE WEST		PROSPECT PLACE CENTRE		PROSPECT PLACE EAST		ST JOHN'S ROAD		MILTON ROAD WEST		PROSPECT GROVE		RUSSELL ROAD		SUFFORK ROAD	
ROAD SIDE		SOUTHSIDE	NORTHSIDE	SOUTHSIDE	NORTHSIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	SOUTHSIDE	NORTHSIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	SOUTHSIDE	NORTHSIDE	SOUTHSIDE	NORTHSIDE	WEST SIDE	EAST SIDE	SOUTHSIDE	NORTHSIDE
TOTAL SPACES		9	11	25	28	26	0	24	13	11	14	3	7	0	2	3	20	17	18	0	0	40	0	19	14	42	36
TC01 - RESIDENT PERMIT HOLDERS (MON TO FRI, 10-11AM)	SPACES	2	11		28	26		20	9	11	2	3			2	3	20	17		0	0	37		19	14	42	36
	USED	0	6		16	16		10	8	4	1	0			1	2	13	13		0	0	16		10	9	18	18
UNRESTRICTED	SPACES							4	4		11																
	USED							2	2		2																
HALF ON KERB PARKING	SPACES	7		25								7							18			3					
	USED	2		6								2							10			1					
DISABLED BAY	SPACES										1																
	USED																										
SINGLE YELLOW	USED																										
DOUBLE YELLOW	USED							1														1					
RED ROUTE	USED																										
DROPPED KERB	USED		1																								
KEEP CLEAR/PELICAN CROSSING	USED																										
TOTAL PARKED		2	7	6	16	16	0	11	8	4	1	0	2	0	1	2	13	13	10	0	0	18	0	10	9	18	18
% OF SPACES USED		22.22%	54.55%	24.00%	57.14%	61.54%	#DIV/0!	50.00%	76.92%	36.36%	21.43%	0.00%	28.57%	#DIV/0!	50.00%	66.67%	65.00%	76.47%	55.56%	#DIV/0!	#DIV/0!	42.50%	#DIV/0!	52.63%	64.29%	42.86%	50.00%



CLIENT: AXIS

PROJECT NUMBER: 240505

PROJECT MANAGER: ADAM CARTER

DATE: THURSDAY 23RD MAY 2024

SURVEY DESCRIPTION: GRAVESEND - PARKING BEAT DATA

13:00		ALBION TERRACE		NORFOLK ROAD		ALBION ROAD		AUGUSTINE ROAD		BRUNSWICK WALK		PROSPECT PLACE WEST		PROSPECT PLACE CENTRE		PROSPECT PLACE EAST		ST JOHN'S ROAD		MILTON ROAD WEST		PROSPECT GROVE		RUSSELL ROAD		SUFFORK ROAD	
ROAD SIDE		SOUTHSIDE	NORTHSIDE	SOUTHSIDE	NORTHSIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	SOUTHSIDE	NORTHSIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	SOUTHSIDE	NORTHSIDE	SOUTHSIDE	NORTHSIDE	WEST SIDE	EAST SIDE	SOUTHSIDE	NORTHSIDE
TOTAL SPACES		9	11	25	28	26	0	24	13	11	14	3	7	0	2	3	20	17	18	0	0	40	0	19	14	42	36
TC01 - RESIDENT PERMIT HOLDERS (MON TO FRI, 10-11AM)	SPACES	2	11		28	26		20	9	11	2	3			2	3	20	17		0	0	37		19	14	42	36
	USED	1	9		19	15		12	6	6	1	2			1	2	13	15		0	0	20		11	9	20	20
UNRESTRICTED	SPACES							4	4		11																
	USED							2	2		1																
HALF ON KERB PARKING	SPACES	7		25								7							18			3					
	USED	2		6															9			1					
DISABLED BAY	SPACES										1																
	USED										0																
SINGLE YELLOW	USED																										
DOUBLE YELLOW	USED							1														1					
RED ROUTE	USED																										
DROPPED KERB	USED		1		1																						
KEEP CLEAR/PELICAN CROSSING	USED																										
TOTAL PARKED		3	10	6	20	15	0	13	6	6	1	2	0	0	1	2	13	15	9	0	0	22	0	11	9	20	20
% OF SPACES USED		33.33%	81.82%	24.00%	67.86%	57.69%	#DIV/0!	58.33%	61.54%	54.55%	14.29%	66.67%	0.00%	#DIV/0!	50.00%	66.67%	65.00%	88.24%	50.00%	#DIV/0!	#DIV/0!	52.50%	#DIV/0!	57.89%	64.29%	47.62%	55.56%



CLIENT: AXIS

PROJECT NUMBER: 240505

PROJECT MANAGER: ADAM CARTER

DATE: THURSDAY 23RD MAY 2024

SURVEY DESCRIPTION: GRAVESEND - PARKING BEAT DATA

00:30-05:30		ALBION TERRACE		NORFOLK ROAD		ALBION ROAD		AUGUSTINE ROAD		BRUNSWICK WALK		PROSPECT PLACE WEST		PROSPECT PLACE CENTRE		PROSPECT PLACE EAST		ST JOHN'S ROAD		MILTON ROAD WEST		PROSPECT GROVE		RUSSELL ROAD		SUFFORK ROAD	
ROAD SIDE		SOUTHSIDE	NORTHSIDE	SOUTHSIDE	NORTHSIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	SOUTHSIDE	NORTHSIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	SOUTHSIDE	NORTHSIDE	SOUTHSIDE	NORTHSIDE	WEST SIDE	EAST SIDE	SOUTHSIDE	NORTHSIDE
TOTAL SPACES		9	11	25	28	26	0	24	13	11	14	3	7	0	2	3	20	17	18	0	0	40	0	19	14	42	36
TC01 - RESIDENT PERMIT HOLDERS (MON TO FRI, 10-11AM)	SPACES	2	11		28	26		20	9	11	2	3			2	3	20	17		0	0	37		19	14	42	36
	USED	2	11		28	26		17	9	8	2	1			2	2	17	17		0	0	32		14	13	35	35
UNRESTRICTED	SPACES							4	4		11																
	USED							3	3		5																
HALF ON KERB PARKING	SPACES	7		25								7							18			3					
	USED	4		11								5							14			2					
DISABLED BAY	SPACES										1																
	USED										0																
SINGLE YELLOW	USED																										
DOUBLE YELLOW	USED					1		1										1				2					
RED ROUTE	USED																										
DROPPED KERB	USED				1	1																					
KEEP CLEAR/PELICAN CROSSING	USED																										
TOTAL PARKED		6	11	11	29	28	0	18	9	8	2	1	5	0	2	2	17	18	14	0	0	36	0	14	13	35	35
% OF SPACES USED		66.67%	100.00%	44.00%	100.00%	100.00%	#DIV/0!	83.33%	92.31%	72.73%	50.00%	33.33%	71.43%	#DIV/0!	100.00%	66.67%	85.00%	100.00%	77.78%	#DIV/0!	#DIV/0!	85.00%	#DIV/0!	73.68%	92.86%	83.33%	97.22%

Appendix C – TRICS Outputs



Calculation Reference: AUDIT-339901-240523-0508

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

04	EAST ANGLIA	
	PB	PETERBOROUGH
	SF	SUFFOLK
06	WEST MIDLANDS	
	ST	STAFFORDSHIRE
	WK	WARWICKSHIRE
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY	NORTH YORKSHIRE
08	NORTH WEST	
	AC	CHESHIRE WEST & CHESTER
	MS	MERSEYSIDE
09	NORTH	
	TW	TYNE & WEAR
10	WALES	
	PS	POWYS
11	SCOTLAND	
	AG	ANGUS

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

Axis 76 Water Lane Wilmslow

Licence No: 339901

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: 6 to 17 (units:)
Range Selected by User: 6 to 20 (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: 01/01/10 to 05/06/23

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	2 days
Tuesday	4 days
Wednesday	1 days
Friday	3 days

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

Selected survey types:

Manual count	10 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	8

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	9
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	X days - Selected
Servicing vehicles Excluded	10 days - Selected

Secondary Filtering selection:Use Class:

C3	10 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

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	2 days
15,001 to 20,000	3 days
20,001 to 25,000	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:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	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	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	6 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	10 days
----	---------

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

PTAL Rating:

No PTAL Present	10 days
-----------------	---------

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

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Licence No: 339901

LIST OF SITES relevant to selection parameters

1	AC-03-A-02	DETACHED		CHESHIRE WEST & CHESTER
	WHITCHURCH ROAD			
	CHESTER			
	BOUGHTON HEATH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	11		
	Survey date: TUESDAY	22/05/12		Survey Type: MANUAL
2	AG-03-A-01	BUNGALOWS/DET.		ANGUS
	KEPTIE ROAD			
	ARBROATH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	7		
	Survey date: TUESDAY	22/05/12		Survey Type: MANUAL
3	MS-03-A-03	DETACHED		MERSEYSIDE
	BEMPTON ROAD			
	LIVERPOOL			
	OTTERSPOOL			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	15		
	Survey date: FRIDAY	21/06/13		Survey Type: MANUAL
4	NY-03-A-13	TERRACED HOUSES		NORTH YORKSHIRE
	CATTERICK ROAD			
	CATTERICK GARRISON			
	OLD HOSPITAL COMPOUND			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	10		
	Survey date: WEDNESDAY	10/05/17		Survey Type: MANUAL
5	PB-03-A-03	DETACHED		PETERBOROUGH
	PETERBOROUGH			
	THORPE PARK ROAD			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	9		
	Survey date: TUESDAY	18/10/11		Survey Type: MANUAL
6	PS-03-A-01	MIXED HOUSES		POWYS
	BRYN GLAS			
	WELSHPOOL			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	16		
	Survey date: MONDAY	11/05/15		Survey Type: MANUAL
7	SF-03-A-04	DETACHED & BUNGALOWS		SUFFOLK
	NORMANSTON DRIVE			
	LOWESTOFT			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	7		
	Survey date: TUESDAY	23/10/12		Survey Type: MANUAL
8	ST-03-A-06	SEMI-DET. & TERRACED		STAFFORDSHIRE
	STANFORD ROAD			
	WOLVERHAMPTON			
	BLAKENHALL			
	Edge of Town Centre			
	No Sub Category			
	Total No of Dwellings:	17		
	Survey date: FRIDAY	09/05/14		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	TW-03-A-02	SEMI-DETACHED	TYNE & WEAR
	WEST PARK ROAD		
	GATESHEAD		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	16	
	Survey date: MONDAY	07/10/13	Survey Type: MANUAL
10	WK-03-A-01	TERRACED/SEMI/DET.	WARWICKSHIRE
	ARLINGTON AVENUE		
	LEAMINGTON SPA		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	6	
	Survey date: FRIDAY	21/10/11	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.

Axis 76 Water Lane Wilmslow

Licence No: 339901

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES 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): 1.80

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	10	11	0.105	10	11	0.342	10	11	0.447
08:00 - 09:00	10	11	0.219	10	11	0.447	10	11	0.666
09:00 - 10:00	10	11	0.132	10	11	0.184	10	11	0.316
10:00 - 11:00	10	11	0.175	10	11	0.149	10	11	0.324
11:00 - 12:00	10	11	0.167	10	11	0.272	10	11	0.439
12:00 - 13:00	10	11	0.281	10	11	0.272	10	11	0.553
13:00 - 14:00	10	11	0.254	10	11	0.281	10	11	0.535
14:00 - 15:00	10	11	0.193	10	11	0.211	10	11	0.404
15:00 - 16:00	10	11	0.263	10	11	0.219	10	11	0.482
16:00 - 17:00	10	11	0.281	10	11	0.175	10	11	0.456
17:00 - 18:00	10	11	0.360	10	11	0.211	10	11	0.571
18:00 - 19:00	10	11	0.281	10	11	0.246	10	11	0.527
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.711			3.009			5.720

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:	6 - 17 (units:)
Survey date date range:	01/01/10 - 05/06/23
Number of weekdays (Monday-Friday):	10
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.

Axis 76 Water Lane Wilmslow

Licence No: 339901

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

MULTI-MODAL TAXIS**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	10	11	0.000	10	11	0.000	10	11	0.000
08:00 - 09:00	10	11	0.026	10	11	0.026	10	11	0.052
09:00 - 10:00	10	11	0.000	10	11	0.000	10	11	0.000
10:00 - 11:00	10	11	0.009	10	11	0.009	10	11	0.018
11:00 - 12:00	10	11	0.009	10	11	0.009	10	11	0.018
12:00 - 13:00	10	11	0.009	10	11	0.009	10	11	0.018
13:00 - 14:00	10	11	0.009	10	11	0.009	10	11	0.018
14:00 - 15:00	10	11	0.009	10	11	0.000	10	11	0.009
15:00 - 16:00	10	11	0.009	10	11	0.018	10	11	0.027
16:00 - 17:00	10	11	0.000	10	11	0.000	10	11	0.000
17:00 - 18:00	10	11	0.000	10	11	0.000	10	11	0.000
18:00 - 19:00	10	11	0.009	10	11	0.009	10	11	0.018
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.089			0.089			0.178

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

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	10	11	0.009	10	11	0.009	10	11	0.018
08:00 - 09:00	10	11	0.035	10	11	0.035	10	11	0.070
09:00 - 10:00	10	11	0.009	10	11	0.009	10	11	0.018
10:00 - 11:00	10	11	0.000	10	11	0.000	10	11	0.000
11:00 - 12:00	10	11	0.000	10	11	0.000	10	11	0.000
12:00 - 13:00	10	11	0.000	10	11	0.000	10	11	0.000
13:00 - 14:00	10	11	0.000	10	11	0.000	10	11	0.000
14:00 - 15:00	10	11	0.000	10	11	0.000	10	11	0.000
15:00 - 16:00	10	11	0.000	10	11	0.000	10	11	0.000
16:00 - 17:00	10	11	0.000	10	11	0.000	10	11	0.000
17:00 - 18:00	10	11	0.009	10	11	0.009	10	11	0.018
18:00 - 19:00	10	11	0.000	10	11	0.000	10	11	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.062			0.062			0.124

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.*

Axis 76 Water Lane Wilmslow

Licence No: 339901

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES 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	10	11	0.000	10	11	0.044	10	11	0.044
08:00 - 09:00	10	11	0.000	10	11	0.009	10	11	0.009
09:00 - 10:00	10	11	0.000	10	11	0.009	10	11	0.009
10:00 - 11:00	10	11	0.009	10	11	0.009	10	11	0.018
11:00 - 12:00	10	11	0.009	10	11	0.009	10	11	0.018
12:00 - 13:00	10	11	0.000	10	11	0.000	10	11	0.000
13:00 - 14:00	10	11	0.009	10	11	0.000	10	11	0.009
14:00 - 15:00	10	11	0.000	10	11	0.000	10	11	0.000
15:00 - 16:00	10	11	0.035	10	11	0.000	10	11	0.035
16:00 - 17:00	10	11	0.026	10	11	0.000	10	11	0.026
17:00 - 18:00	10	11	0.009	10	11	0.000	10	11	0.009
18:00 - 19:00	10	11	0.009	10	11	0.009	10	11	0.018
19:00 - 20:00	1	7	0.000	1	7	0.000	1	7	0.000
20:00 - 21:00	1	7	0.000	1	7	0.000	1	7	0.000
21:00 - 22:00	1	7	0.000	1	7	0.000	1	7	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.106			0.089			0.195

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.

Axis
76 Water Lane
Wilmslow

Licence No: 339901

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

MULTI-MODAL VEHICLE OCCUPANTS

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	10	11	0.149	10	11	0.386	10	11	0.535
08:00 - 09:00	10	11	0.333	10	11	0.649	10	11	0.982
09:00 - 10:00	10	11	0.175	10	11	0.228	10	11	0.403
10:00 - 11:00	10	11	0.202	10	11	0.175	10	11	0.377
11:00 - 12:00	10	11	0.202	10	11	0.281	10	11	0.483
12:00 - 13:00	10	11	0.377	10	11	0.368	10	11	0.745
13:00 - 14:00	10	11	0.272	10	11	0.325	10	11	0.597
14:00 - 15:00	10	11	0.263	10	11	0.254	10	11	0.517
15:00 - 16:00	10	11	0.395	10	11	0.289	10	11	0.684
16:00 - 17:00	10	11	0.360	10	11	0.281	10	11	0.641
17:00 - 18:00	10	11	0.439	10	11	0.254	10	11	0.693
18:00 - 19:00	10	11	0.342	10	11	0.316	10	11	0.658
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.509			3.806			7.315

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.

Axis 76 Water Lane Wilmslow

Licence No: 339901

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES 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	10	11	0.070	10	11	0.105	10	11	0.175
08:00 - 09:00	10	11	0.088	10	11	0.211	10	11	0.299
09:00 - 10:00	10	11	0.035	10	11	0.070	10	11	0.105
10:00 - 11:00	10	11	0.044	10	11	0.114	10	11	0.158
11:00 - 12:00	10	11	0.105	10	11	0.096	10	11	0.201
12:00 - 13:00	10	11	0.096	10	11	0.123	10	11	0.219
13:00 - 14:00	10	11	0.132	10	11	0.167	10	11	0.299
14:00 - 15:00	10	11	0.123	10	11	0.114	10	11	0.237
15:00 - 16:00	10	11	0.193	10	11	0.105	10	11	0.298
16:00 - 17:00	10	11	0.132	10	11	0.061	10	11	0.193
17:00 - 18:00	10	11	0.237	10	11	0.096	10	11	0.333
18:00 - 19:00	10	11	0.105	10	11	0.079	10	11	0.184
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.360			1.341			2.701

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.

Axis 76 Water Lane Wilmslow

Licence No: 339901

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES 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	10	11	0.026	10	11	0.000	10	11	0.026
08:00 - 09:00	10	11	0.000	10	11	0.000	10	11	0.000
09:00 - 10:00	10	11	0.000	10	11	0.000	10	11	0.000
10:00 - 11:00	10	11	0.000	10	11	0.000	10	11	0.000
11:00 - 12:00	10	11	0.000	10	11	0.000	10	11	0.000
12:00 - 13:00	10	11	0.018	10	11	0.000	10	11	0.018
13:00 - 14:00	10	11	0.000	10	11	0.000	10	11	0.000
14:00 - 15:00	10	11	0.000	10	11	0.000	10	11	0.000
15:00 - 16:00	10	11	0.000	10	11	0.009	10	11	0.009
16:00 - 17:00	10	11	0.000	10	11	0.000	10	11	0.000
17:00 - 18:00	10	11	0.000	10	11	0.018	10	11	0.018
18:00 - 19:00	10	11	0.000	10	11	0.000	10	11	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.044			0.027			0.071

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.

Axis 76 Water Lane Wilmslow

Licence No: 339901

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

MULTI-MODAL PUBLIC TRANSPORT USERS

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	10	11	0.026	10	11	0.000	10	11	0.026
08:00 - 09:00	10	11	0.000	10	11	0.000	10	11	0.000
09:00 - 10:00	10	11	0.000	10	11	0.000	10	11	0.000
10:00 - 11:00	10	11	0.000	10	11	0.000	10	11	0.000
11:00 - 12:00	10	11	0.000	10	11	0.000	10	11	0.000
12:00 - 13:00	10	11	0.018	10	11	0.000	10	11	0.018
13:00 - 14:00	10	11	0.000	10	11	0.000	10	11	0.000
14:00 - 15:00	10	11	0.000	10	11	0.000	10	11	0.000
15:00 - 16:00	10	11	0.000	10	11	0.009	10	11	0.009
16:00 - 17:00	10	11	0.000	10	11	0.000	10	11	0.000
17:00 - 18:00	10	11	0.000	10	11	0.018	10	11	0.018
18:00 - 19:00	10	11	0.000	10	11	0.000	10	11	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.044			0.027			0.071

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.*

Axis 76 Water Lane Wilmslow

Licence No: 339901

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES 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): 1.80

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	10	11	0.246	10	11	0.535	10	11	0.781
08:00 - 09:00	10	11	0.421	10	11	0.868	10	11	1.289
09:00 - 10:00	10	11	0.211	10	11	0.307	10	11	0.518
10:00 - 11:00	10	11	0.254	10	11	0.298	10	11	0.552
11:00 - 12:00	10	11	0.316	10	11	0.386	10	11	0.702
12:00 - 13:00	10	11	0.491	10	11	0.491	10	11	0.982
13:00 - 14:00	10	11	0.412	10	11	0.491	10	11	0.903
14:00 - 15:00	10	11	0.386	10	11	0.368	10	11	0.754
15:00 - 16:00	10	11	0.623	10	11	0.404	10	11	1.027
16:00 - 17:00	10	11	0.518	10	11	0.342	10	11	0.860
17:00 - 18:00	10	11	0.684	10	11	0.368	10	11	1.052
18:00 - 19:00	10	11	0.456	10	11	0.404	10	11	0.860
19:00 - 20:00	1	7	0.000	1	7	0.000	1	7	0.000
20:00 - 21:00	1	7	0.000	1	7	0.000	1	7	0.000
21:00 - 22:00	1	7	0.000	1	7	0.000	1	7	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.018			5.262			10.280

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.