



Richard Jackson
Engineering Consultants

TRANSPORT STATEMENT

Kesson House, Northfleet

Impact Developments Gravesend Ltd

April 2024 Rev B

Project no: 62338

Document Review Sheet: -

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Title: TRANSPORT STATEMENT
Project: Kesson House, Northfleet
Client: Impact Developments Gravesend Ltd
Project No.: 62338

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1. INTRODUCTION

- 1.1. Richard Jackson Ltd have been commissioned by Impact Developments Gravesend Ltd to prepare a Transport Statement (TS) in support of the redevelopment of a site off East & West Kent Avenue, Northfleet for 30 proposed dwellings. The location of the site is shown on **Figure 1** with an ordnance survey midpoint of 562140, 174232 and a postcode of DA11 9HL.
- 1.2. The existing site is the former Kesson House care home of 38No bedrooms. Development proposals include the partial demolition of the existing Kesson House building to conversion of 10No 1 bedroom supported living units with an additional 20No 1-2 bedroom flats proposed within 2 new flat blocks (with a total of 35 bedrooms).
- 1.3. The site lies within the Gravesham Borough Council (GBC) area who are also the Local Planning Authority. The Local Highway Authority for the development is Kent County Council (KCC).
- 1.4. This TS will cover the following areas:
 - A review of National and Local transport policy is undertaken in **Chapter 2**.
 - **Chapter 3** describes the existing conditions including the surrounding highway network, the available facilities for public transport, cyclists and pedestrians and the range of local amenities. A brief review of local highway safety is also considered through a review of highway injury accident locations.
 - The proposed development is described in **Chapter 4** along with the likely change in level of trip generation for the site associated with the proposals.
 - A summary and conclusions are set out in **Chapter 5**.
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2. POLICY CONSIDERATION

National Policy

- 2.1. National Planning Policy reflects and responds to growing concern over environmental issues and a greater public awareness of the problems associated with unrestrained car use. Current policies place a greater emphasis on increasing accessibility by more sustainable modes, such as walking, cycling and public transport.

National Planning Policy Framework (NPPF) (2023)

- 2.2. NPPF provides advice on assessing transport, infrastructure and sustainability for new developments. The NPPF highlights at paragraph 108 that *"transport issues should be considered from the earliest stages of plan-making and development proposals"* and at paragraph 117 that *"the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed"*.
- 2.3. The NPPF identifies that priority should be given to pedestrian and cycle movements, followed by public transport. The development should address the needs of those with disabilities or reduced mobility, create places that are safe, secure, and attractive minimising scope for conflicts between transport modes, allow for efficient delivery of goods and access by emergency services, and provide for the charging of plug-in and other ultra-low emission vehicles.
- 2.4. The highways acceptability criteria are identified at paragraph 115 which states that: *"development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."*

Planning Practice Guidance 2014

Travel Plans, Transport Assessments and Statements

- 2.5. Planning Practice Guidance provides advice for Travel Plans, Transport Assessments and Transport Statements and Travel in decision-taking. They are required for all development which generate significant amounts of movements.
- 2.6. Paragraph 15 sets out what information should be included in Transport Assessments and Statements. This includes information regarding the existing transport network for key modes, a review of local highway safety from injury accident data, information about the proposed development including its travel characteristic and vehicular parking provision, encouragement of sustainable travel and where relevant any measures or mitigation to improve the local transport network.

Kent County Council (KCC) Policy

- 2.7. At the county level KCC transport policy is set out in the 'Local Transport Plan 4: Delivering Growth without Gridlock (2016-2031)'. Within

Gravesham itself the plan identifies that an improved link between Northfleet and Ebbsfleet train station would be provided.

Local Planning Policy

- 2.8. The adopted local planning policy is formed of the Local Plan Core Strategy (2014). Policy CS11 covers transport, which relative to the proposed development; includes a need for transport assessment (this TS) work in accordance with national and local policy guidance and sufficient parking in accordance with adopted parking standards.
- 2.9. Policies from the Local Plan First Review (1994, as updated 2014) include Policy T5 identifies that new or intensified accesses use should be suitably and safely formed. Policy T9 refers to the Kent Design Guide and Vehicle Parking Standards. Policy P3 also refers to the KCC Vehicle Parking Standards which are to be as interpreted by GBC, unless justified as an exception. Policy P5 identifies that if the parking standards cannot be met a relaxation may be permissible where a change of use, dwelling sub-division or minor extensions are proposed which avoids a building becoming unused or underused subject to not unduly exacerbating any on-street parking problems.
- 2.10. Preparation of a new Local Plan is underway, as of January 2023, the anticipated timetable is for a Regulation 19 consultation to commence in September 2023, examination in summer 2024 and adoption late 2024. A Regulation 18 consultation was completed in late 2020 in two parts. Part 1 covers the core strategy and site allocations with development management policies forming Part 2. Emerging policies relative to transport and the proposed development are contained within Part 2. The saved policies from the Local Plan First Review referred to above would be superseded by the emerging guidance.
- 2.11. Emerging policies include Policy INF 2 include for a transport hierarchy in favour of more sustainable modes, provision to be made for servicing and emergency vehicles, provision for plug-in and low emission vehicles. Policy INF 3 requires applications to be supported by a proportionate evidence base (including this TS) and includes for provision of parking in accordance with adopted standards. Policy INF 4 covers accesses, servicing needs, highway safety and required development to not have a severe cumulative impact on the local network. Policy INF 5 provides a requirement for electric vehicle charging, where viable by development type.

Compliance with Planning Policy

- 2.11 The NPPF identifies the need for this TS to assess the potential impact of the development proposals and to demonstrate that the impact of the development is not severe. The TS will demonstrate the opportunities for sustainable travel to show the development proposal is sustainable on transport grounds in accordance with the requirements of the local planning policy. In addition to the review of sustainable travel, this TS will also consider traffic capacity and highway safety and any mitigation measures that may be required to facilitate the delivery of the development.

3. EXISTING CONDITIONS

Site Location & Existing Access

- 3.1. The site is located in Northfleet and is bound to the north and east by East & West Kent Avenue. The site is bound by further properties accessed off East & West Kent Avenue to its west and south. The site location is shown on **Figure 1**.
- 3.2. Most of the amenities within Northfleet are located to the east of the site with employment areas located to the north of the site adjacent the River Thames. Northfleet lies between Gravesend, to the east of the site, and Dartford, to the west of the site. The Bluewater Shopping centre is located between Northfleet and Dartford.
- 3.3. The existing care home site has three direct vehicular access points onto East & West Kent Avenue to its frontage. Two of these access points are to be retained as part of the development proposals. The site's main access point to the further highway network is taken from Council Avenue, which provides a direct link to the B2175.

Pedestrian & Cycle Network

- 3.4. All roads nearby the development including East & West Kent Avenue and Council Avenue have footways on both sides of the road of typical 2.5m width. PRoW NU7 footpath and footbridge, also named Church Path, is located off South Kent Avenue, approximately 200m from the site, and provides an additional pedestrian and cycle link to the amenities within Northfleet, to the east of the site.
- 3.5. A cycleway is present along the southern side of High Street (B2175) from the Council Avenue junction and extends east to the main amenities within Northfleet. A separate cycleway can be found off High Street 270m west of the Council Avenue junction and provides a link to Rose Street, which can be used to reach the Northfleet Train Station, about 800m cycling distance from the site. All roads within the immediate vicinity of the site, including the B2175, are restricted to 30mph and could therefore be suitable for on-road cycling.
- 3.6. National Cycle Route 1 is located to the south of the site along Thames Way A226, about 1.1km cycling distance from the site, and could be used to provide links to Gravesend and Dartford with a link route to the Ebbsfleet International Train Station.

Public Transport

- 3.7. The nearest bus stops are located within 150m of the development on High Street (B2175) and include bus shelters, flagpoles, timetable cases and a layby. The northern bus stop is understood to have had its shelter removed (correct as from November 2022) to allow for construction of 7 No flats to the north of High Street under planning application EDC/21/0209 with Gravesham Borough Council. It is expected that this bus shelter will be reinstated within the public footpath once construction of the flats is

complete. The key bus services from these stops are summarised in **Table 3.1** with available timetable information included at **Appendix A**.

Table 3.1 – Bus Provisions

Operator	Service	Typical Frequency
Redroute Buses	306 – Swanscombe – Northfleet – Gravesend – Meopham – Vigo	Monday – Friday Daytime – one departure to Vigo No return service Saturday – no service to stops Sunday – no service
Arriva Bus	470, 480, 490 Sapphire – Dartford – Bluewater Bus Station – Northfleet – Gravesend	Monday – Friday Typical every 10-15 mins Saturday – Typical every 10-15 mins Sunday – Typical every 15 mins

Correct as of April 2024

- 3.8. Local rail services can be found at the nearest Northfleet train station which is located approximately 800m walking distance from the site. There is available space fronting Station Road for car parking of around 5 spaces. The train services are operated by Southeastern railway with services available to London and Gravesend every 30mins. Additional services can be taken from Ebbsfleet International (1.6km from site) to Margate and Dover every hour. Trains to St Pancras from Ebbsfleet have a frequency of approximately 12-20mins. At Ebbsfleet there are 4945 car parking spaces, 44 cycle storage spaces and a booking/ticket office.

Highway Network

- 3.9. The B2175 located to the north of the site can be used to reach Gravesend or be taken in conjunction with the A226 to reach Dartford. The A2 runs east west to the south of Northfleet and can be used to reach the outer extents of London.

Existing Local Amenities

- 3.10. Most of the nearby amenities within Northfleet and Gravesend are located to the east of the site and include supermarkets, public houses, fast food takeaways, a pharmacy and local high street shopping which are located along the B2175 and A226. Dental facilities are also available, and Gravesend Community Hospital within Gravesend is about 2.5km from the site. An area of local employment is present to the north of the B2175. Key areas of local amenities are shown on **Figure 2**.
- 3.11. Walking offers the greatest potential to replace car journeys of less than 2.0km whilst cycling also has the potential to replace many car trips of less than 5.0km, which may also form part of longer journeys supported by public transport. Most of the identified local amenities are all within a 2.0km walking distance which indicate that there is a high likelihood that walking and cycling could be used to travel to and from these locations. For any travel outside of the immediate area there are bus and/or rail services available to Gravesend, Dartford, Bluewater Shopping Centre and London.

Local Education Facilities

- 3.12. The routes between the proposed development and the nearest primary and secondary school have been considered based on the Road Safety GB 'Assessment of Walked Routes to School' guidance document and are summarised in **Figure 3**.
- 3.13. Lawn Road Primary School is the closest primary education to the development. The shortest route to school can be reached by firstly crossing West Kent Avenue from the southern footway of West Kent Avenue to its northern footway. Crossing of West Kent Avenue does not involve any formal crossing point though, due to the cul-de-sac nature of the road network surrounding West Kent Avenue, is likely to have very minimal traffic flow and is therefore considered acceptable with suitable gaps in traffic for crossing. Though crossing would be undertaken on the outside of a bend, at least 25m of visibility can be seen in both directions suitable for up to 20mph traffic speeds along this road according with MfS.
- 3.14. Footway can then be used on the western side of Council Avenue to its junction with the B2175. A private access to the rear of dwellings along West Kent Avenue and the B2175 would be crossed, though the kerbs are dropped at this point, and it is unlikely vehicles would be using this access frequently. Footway along the southern side of the B2175 can then be used west to the zebra crossing, which facilitates safe crossing to the northern side of the B2175 where the school entrance is located. The B2175 is relatively straight at this point and therefore vehicles would be able to slow down/stop safely when pedestrians are crossing. Additionally, pedestrians crossing at this point would be able to see oncoming vehicles at least 70m in both directions according with DMRB requirements for 30mph roads.
- 3.15. The route has footways of minimum 2.5m widths and is covered by 30mph speed limits throughout. It is likely that parked vehicles would override the footway slightly along West Kent Avenue and Council Avenue, as appears common along these roads, though would only narrow the effective footway widths for pedestrians at these locations.
- 3.16. Ebbsfleet Academy could be reached via a short 9 min car journey or through a multi-modal trip utilising the Arriva bus Sapphire route. The nearest stops to the development are located on the southern side of the B2175 and can be reached via the same routing described above and within **Figure 3**. The bus can be taken to the 'Methodist Church' stops along High Street. Suggested routing to the school from the 'Methodist Church' stops is along the western side of High Street and continuing south to its junction with Stanhope Road. A pedestrian refuge island is located in this area to facilitate provision to the western footway of Stanhope Road. The route continues south to the northern footway of Swanscombe Street with crossing of Swanscombe Street to the school's entrance at a pinch point in the road within a 20mph zone. An alternative route can be taken on the eastern footway south down Church Road to Swanscombe Street. Footways are provided along the entire extent of both routes with crossing of private accesses facilitated through dropped kerbs in all cases.

Local Highway Safety

- 3.17. A review of local highway injury accident data has been undertaken with accident data obtained from <https://www.crashmap.co.uk>. The study area includes Council Avenue and the extent of the B2175 between its junctions with Factory Road and Vicarage Road for the latest 5-year period from 2018 to 2022. The accident locations are shown on **Figure 4**.
- 3.18. Highway injury accident analysis has been undertaken in relation to data obtained from crashmap and is summarised in **Appendix B**. Their references have been used below corresponding with **Figure 4**.
- 3.19. Four accidents occurred west of the Council Avenue junction and are summarised as below with reference numbers shown on **Figure 4** and as **Appendix B**:
- 1 – Car hit in the rear whilst stationary by vehicle turning left; collision occurred outside Glanfield House on a straight section of the B2175 with suitable visibility for the 30mph road to see a stopped vehicle.
 - 2 – Car moving off collides with motorcyclist; the collision is discounted for the same reasons described within accident 1.
 - 3 – Car collision with pedestrian; details unknown.
 - 4 – Vehicles slowing down hit prior to the junction with Factory Road; the collision is discounted for the same reasons described within accident 1.
- 3.20. Three accidents occurred at the Council Avenue junction as below:
- 5 – Vehicles collided whilst both moving off; this would have taken place at a low speed with no issues associated with the highway considered.
 - 6 – Vehicle slowing down hit in the rear prior to Council Avenue; the collision is discounted for the same reasons described within accident 1.
 - 7 – Vehicle hit turning right into Council Avenue from the B2175; the accident involved a motorcyclist overtaking the car along the B2175 in the vicinity of the junction. Vehicular parking is prohibited in the immediate area of the junction and therefore it is highly unlikely vehicles would be regularly parked near the junction and with the waiting restrictions locally the visibility along the B2175 remains unobstructed.
- 3.21. Five accidents occurred east of the Council Avenue junction as below:
- 8 – Vehicle slowing down hit in the rear; the collision is discounted for the same reasons described within accident 1.
 - 9 – Cyclist hit proceeding along the B2175; the collision involved two further vehicles hit in the front and it is assumed that a vehicle was likely overtaking the cyclist whilst oncoming vehicles were approaching.

A shared use cycleway is present along the southern side of the B2175 in this area and could be used by cyclists as a safer separation from the vehicular traffic along the B2175.

- 10 – Car hit in the rear whilst stationary; the collision is discounted for the same reasons described within accident 1.
- 11 – Vehicle front hit kerb along the B2175; no significant reason for collision is considered.
- 12 – Vehicle hit parked vehicles along the B2175; online mapping suggests that this area on the outside bend of the B2175 is often used for vehicular parking and the B2175 is straight prior to this location allowing traffic to see the parked vehicles. There is also suitable width available on the B2175 (allowing for the parked vehicles) of at least 6.5m for two vehicles to safely pass each other in the event of parked vehicles.

3.22. The above accidents are described with no reoccurring common cause identified and there are suitable facilities which could be used to separate pedestrian and cyclist traffic from vehicles along the B2175. Two accidents occurred during the AM peak hour, one occurring just outside the PM peak, and therefore it is unlikely that the site's proposed peak hour traffic movements will have a significant impact on highway safety.

3.23. No accidents in the period reviewed, 2018-2022, occurred prior to 2019 and therefore would not have been impacted through a change in street lighting between April 2017 and May 2018. In addition, half (6 No) of the accidents appeared to occur around noon time, which indicates that bright daylight could have contributed to the number of accidents. Only 4 accidents occurred in wet weather and therefore weather is unlikely to contribute to the number of accidents.

Compliance with Planning Policy

3.24. There are a number of opportunities for travel to local amenities on foot/cycle. Public transport options are also available, the site can be considered to be in a sustainable location in terms of existing alternative transport infrastructure to that of the private car.

3.25. It is considered that there are no specific issues with local highway safety in the study area with no common causes identified. The proposed development is therefore considered unlikely to have a disproportionate impact on local highway safety in accordance with policy.

4. PROPOSED DEVELOPMENT

- 4.1. The proposed development is for the partial demolition of the existing Kesson House building to conversion of 10No supported living apartments with an additional 20No flats proposed within 2 new flat blocks and a copy of the architect's site plan is included in **Appendix C**.

Access

- 4.2. The site is proposed to utilise its existing T-junction access points off East & West Kent Avenue. The accesses have minimum road widths of about 5.5m and are deemed suitable for the space requirements of the likely vehicular movements in and out of the site, which are likely to include goods vehicles and cars only. Additionally, the further highway network to the site, Council Avenue, is of a minimum 7m width.
- 4.3. The KCC Design Guide 'Step 3 – Designing for movement' indicates a minor access road would be suitable for up to 50 dwellings in a cul-de-sac (28 proposed) and indicates a minimum 4.8m road width should be provided with minimum 3m junction radii and 1.8m footway widths where provided. The proposed access accords with KCC requirements. Although the total number of dwellings accessed off Council Avenue exceeds 50 dwellings, the site's proposals are not considered to generate a significant increase in the number of traffic movements from the existing care home.
- 4.4. The vehicular parking layout has been examined with tracking for the most southern parking space shown in **Drawing 62338-PP-003B**.

Parking and Manoeuvring

- 4.5. Vehicular and cycle parking will be provided in accordance with local planning policy based on KCC standards. Parking requirements are to Kent Vehicle Parking Standards (2006) with visitor parking standards within KCC Interim Guidance Note 3 (2008).
- 4.6. For the purposes of this assessment all 30 proposed dwellings are within Class Use C3: Dwellings of the KCC guidance (2006) with the 10No of assisted living units treated as sheltered accommodation (with one resident warden) and the remaining 20No units as 1-2 bedroom flats. The level of parking provided for the development in accordance with the standard is shown in **Table 4.1** below:

Table 4.1 – Development Parking Requirements

Class Use	Parking Standard within KCC Guidance (2006)		
	Car	Cycle	Motorcycle
Sheltered Accommodation (10 units)	1 space per resident warden + 1 space per 2 units = 1+5 = 6	1 space per 5 units = 2	1 space + 1 space per 20 car spaces = 1
Provided	6	10 Combined Total	1

Class Use	Parking Standard within KCC Guidance (2006)		
	Car	Cycle	Motorcycle
1-2 Bedroom Flats (20 units)	*1 space per unit = 20	*1 space per unit = 20	1 space + 1 space per 20 car spaces = 2
Provided	15	10 Combined Total	5

*Interim Guidance Note 3 (2008) states 1 non-allocated space per unit for 1-2 bedroom flats and therefore supersedes the 2006 Guidance.

- 4.7. The above level of parking provision for the site is mostly in accordance with KCC standards. 'Look Ahead' will be the proposed care providers for the site and it is indicated that there is likely to be 6-8 staff members on the site at any given time with most staff expected to access the site via public transport or foot based on 'Look Ahead' data. Residents of the supported living units will likely not be drivers and would be assisted by staff for local trips and therefore the parking provided for the 10 No assisted living units is likely to be used by staff only.
- 4.8. Though car parking for the 20 flats is not provided to standard, with only 15 spaces achieved, 2011 Census data for the Northfleet North Ward indicates that about 32% of households do not own a car. Therefore, only 14 spaces are required (68% of 20 spaces).
- 4.9. Visitor parking is as determined by KCC Interim Guidance (2008) and states a provision of 0.2 spaces per unit for the site, indicating 6 spaces. It is indicated within guidance that visitor parking can be provided on-street and is not always needed for flats. The site layout provides for 2 visitor spaces, which is the maximum achievable given the site constraints, with any potential overspill visitor parking accommodated within the local highway network.
- 4.10. Requirements for electric vehicle parking are determined by the Building Regulations but is also a requirement of emerging Policy INF 5. Three spaces across the site will be provided as electric vehicle charging points.
- 4.11. The parking shown on the proposed site plan within **Appendix C** provides an appropriate level of parking in compliance with the KCC standards.

Refuse Servicing

- 4.12. Refuse collection for the site would be taken directly from East & West Kent Avenue taken from the associated collection points on the site within the northwest and southeast corners of the site. The refuse servicing strategy is detailed in **Appendix D** in line with information provided by the applicant/architect.

Trip Generation

- 4.13. The TRICS database has been used to estimate the likely weekday vehicular trip generation for the potential re-development of the site. The existing site is that of a care home with the development proposals including for assisted living and affordable flats use for comparison. The selection criteria included for sites in Great Britain excluding Greater

London in a suburban or edge of town area excluding sites with a travel plan or surveyed during COVID-19. The criteria included for care home (elderly residential) sites of up to 60 beds, assisted living sites of up to 50 units and affordable flats of up to 50 units.

- 4.14. The relevant multi-modal TRICS reports (including site selection criteria) are included in **Appendix E** with the vehicular trip rates for the typical highway network AM and PM peaks plus 12-hour period summarised in **Table 4.2** below:

Table 4.2 – Weekday Vehicular Trip Rates by Use Type

Vehicular Trip Rates	AM Peak 0800-0900		PM Peak 1700-1800		12 Hour 0700-1900	
	Arr	Dep	Arr	Dep	Arr	Dep
Existing Care Home Trip Rate (1 Bed)	0.073	0.060	0.034	0.043	0.776	0.828
Assisted Living Trip Rate (1 Dwelling)	0.074	0.025	0.066	0.066	1.616	1.550
Affordable Flats Trip Rate (1 Dwelling)	0.029	0.118	0.191	0.176	1.044	1.133

- 4.15. The corresponding vehicular trips for the existing use and the proposed uses along with the change as a result of the development are summarised in **Table 4.3** below:

Table 4.3 – Weekday Trip Generation by Use Type

Vehicular Trip Rates & Trips	AM Peak 0800-0900		PM Peak 1700-1800		12 Hour 0700-1900	
	Arr	Dep	Arr	Dep	Arr	Dep
Existing Care Home Trips (38 Beds)	3	2	1	2	29	31
Assisted Living Trips (10 Dwellings)	1	0	1	1	16	16
Affordable Flats Trips (20 Dwellings)	1	2	4	4	21	23
Total Proposed Trips	2	2	5	5	37	39
Change in Trips (proposed minus existing)	-1	0	4	3	8	8

- 4.16. The proposed development would result in a nominal decrease in weekday AM highway network peak vehicle trip generation with a nominal increase in the weekday PM highway network peak of less than 10 two-way trips. Over the weekday 0700-1900 period the forecast change in trip generation is 16 two-way vehicle trips with a total of less than 300 two-way movements expected indicating the site's T-junction proposals are suitable.
- 4.17. As stated previously, residents of the supported living units will likely not be drivers and would be assisted by staff for local trips and therefore the total trips for the proposed site within the above table are likely to represent a more robust figure. Since the site will not significantly increase the number of traffic movements into the Council Avenue cul-de-sac, the relaxation on a maximum of 50 dwellings served is considered permissible.

Construction Traffic

- 4.18. It is difficult to ascertain construction vehicle movements associated with the development until a contractor is on the project team. It is recommended therefore that on any planning approval given, a Construction Management Plan (CMP) is conditioned to be prepared and agreed with KCC. This will allow input from a Principal Contractor (PC) on vehicle numbers, routing and programming.
- 4.19. Given the site's location, construction traffic is likely to reach the development via the principal road network. The likely traffic route for all traffic to travel to the site is via the B2175 and Council Avenue. Any abnormal loads associated with on-site construction vehicles will be managed with respect to the current KCC Highways abnormal load policies; however, these are not expected.

Compliance with Planning Policy

- 4.20. The development has been provided in accordance with design guidance and policy as applicable.

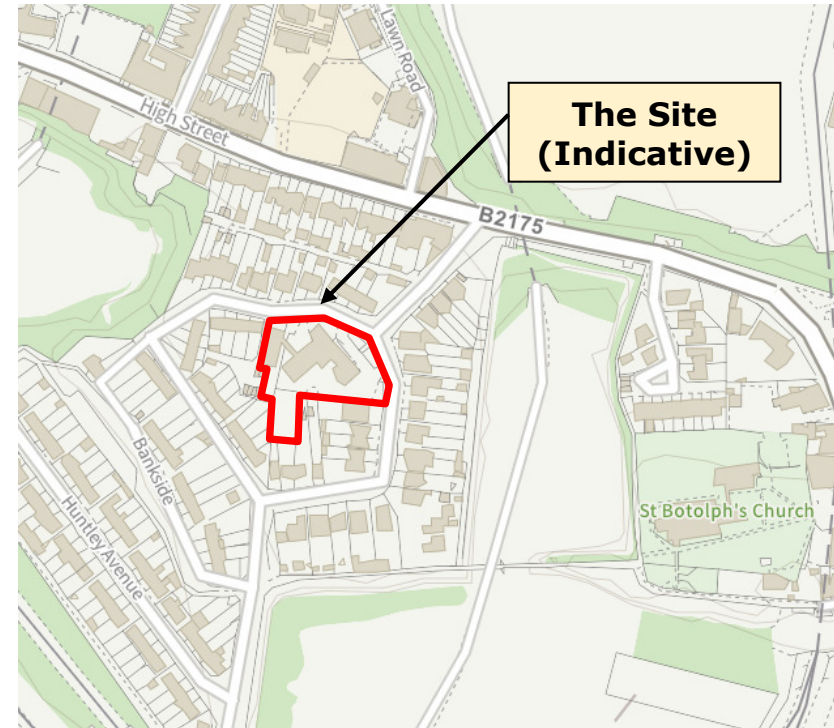
5. SUMMARY AND CONCLUSION

- 5.1. Richard Jackson Ltd have reviewed the transport implications of developing the proposed site of partial demolition of the existing Kesson House building to conversion of 10No supported living apartments with an additional 20No flats proposed within 2 new flat blocks. This TS has also reviewed the relevant planning policy for the site with respect to transport and it is considered that the proposals, comply with policy with respect to transport matters.
- 5.2. A number of local amenities, including primary education, lie within walking or cycling distance of the site. The local amenities can be reached via a network of existing footways and cycleways.
- 5.3. The nearest bus stops are located within 150m of the development and provides regular services to Gravesend, Dartford and Bluewater Bus Station.
- 5.4. For travel by private car, Gravesend, Dartford and further locations such as London and eastern Kent can be reached.
- 5.5. The review of local highway safety records found no significant reoccurring issues, casualties or locations of accidents. The development is considered unlikely to have a disproportionate impact on local highway safety.
- 5.6. Multi-modal trip generation for the current proposals has been reviewed and considers the level of trip generation from the development to not cause a detrimental impact on the highway network and is also suitable for the site's T-junction access proposals and cul-de-sac.
- 5.7. The expected construction traffic has also been considered with construction vehicles likely to use the B2175 and Council Avenue to/from the development. A Construction Management Plan has however been identified to help manage traffic movements during the construction period.
- 5.8. In conclusion, the proposed development would be in accordance with the aims and objectives of Local and National Transport Planning Policy and would not have a severe impact on the local transport network.

FIGURES



REPRODUCED FROM ORDNANCE SURVEY MAP WITH THE PERMISSION OF THE
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Kesson House, Northfleet, Site Location Grid Reference
562140, 174232 and Postcode DA11 9HL

Client:

**Impact Developments
Gravesend Ltd**

Drawing Title:

**Site Location Plan
(Indicative)**

Job Title:

**Kesson House, Northfleet,
Gravesend**

Date:

06.07.23

Job No:

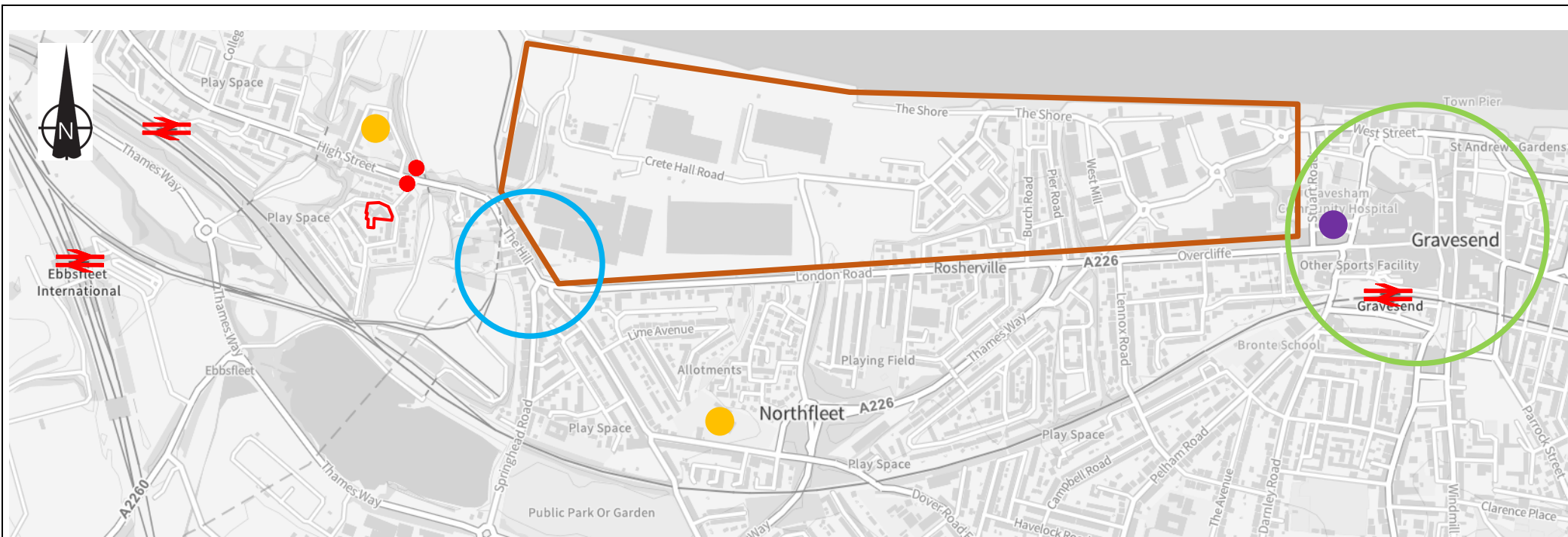
62338

Dwg No:

**Fig. 1
(NTS)**

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Key:

- | | | | |
|--|------------------------------|--|------------------------------|
| | Site Location (Indicative) | | Local Employment Area |
| | Area of Northfleet Amenities | | Nearest Bus Stops |
| | Area of Gravesend Amenities | | Gravesend Community Hospital |
| | Education Facilities | | Train Station |

Note: All areas shown indicatively

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Kesson House, Northfleet, Site Location Grid Reference
562140, 174232 and Postcode DA11 9HL

Client:

**Impact Developments
Gravesend Ltd**

Drawing Title:

Local Amenities Plan

Job Title:

**Kesson House, Northfleet,
Gravesend**

Date:

06.07.23

Job No:

62338

Dwg No:

**Fig. 2
(NTS)**

 **Richard Jackson**
Engineering Consultants

4 The Old Church, St Matthews Road, Norwich, NR1 1SP
Tel. 01603 230240
www.richardjackson.uk.com

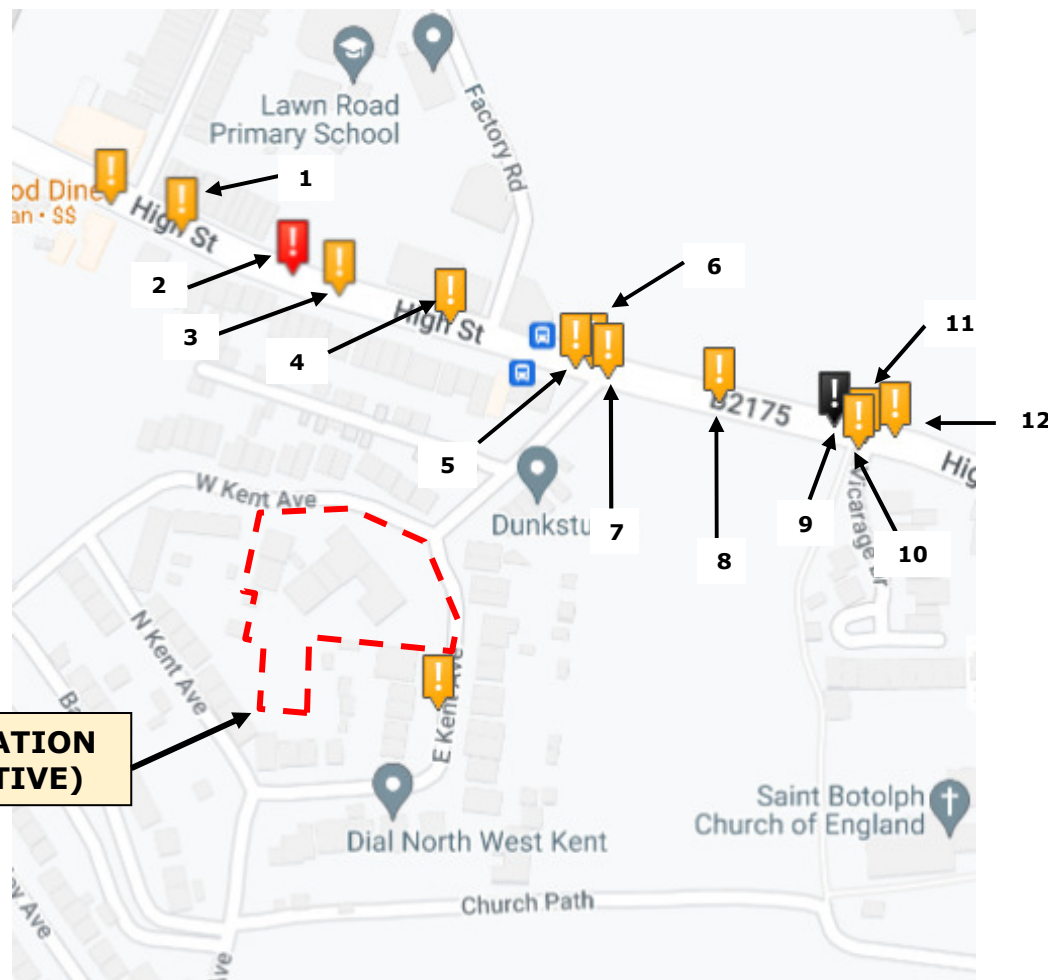
Key:

Incident Severity



Slight Serious Fatal

**SITE LOCATION
(INDICATIVE)**



Data covers the latest five-year period from 2018 to 2022

Source: www.crashmap.co.uk

Client:

**Impact Developments
Gravesend Ltd**

Drawing Title:

**Highway Injury Accident
Locations**

Job Title:

**Kesson House, Northfleet,
DA11 9HL**

Date:

20.03.24

Job No:

62338

Dwg No:

**Fig 4
(NTS)**

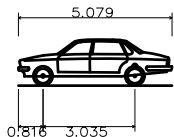
 **Richard Jackson**
Engineering Consultants

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Tel. 01603 230240
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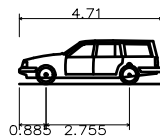
DRAWINGS

NOTES:

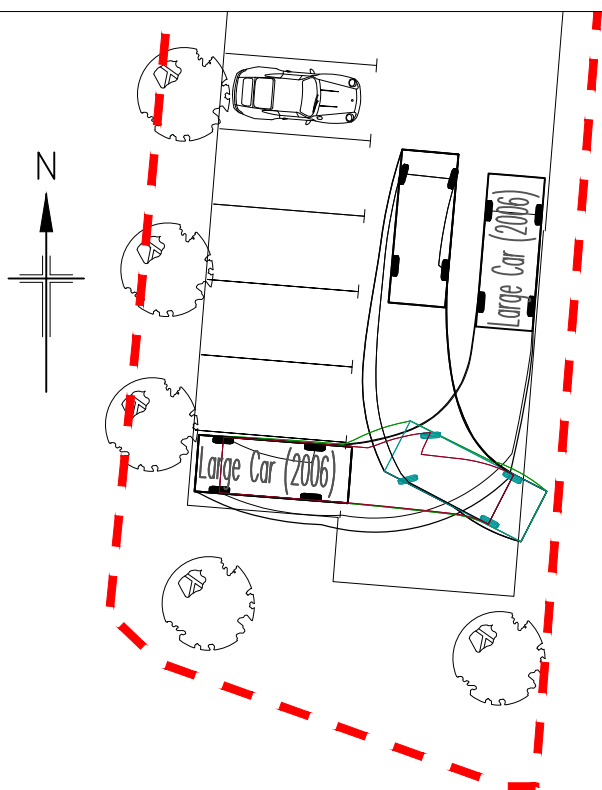
1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
2. VEHICLE TRACKING IS BASED ON ROOF PLAN BY ATELIER - SM ARCHITECTS LTD A-21251-P-03-204 P7.
3. TRACKED VEHICLES AS SHOWN BELOW (SCALE 1:250).



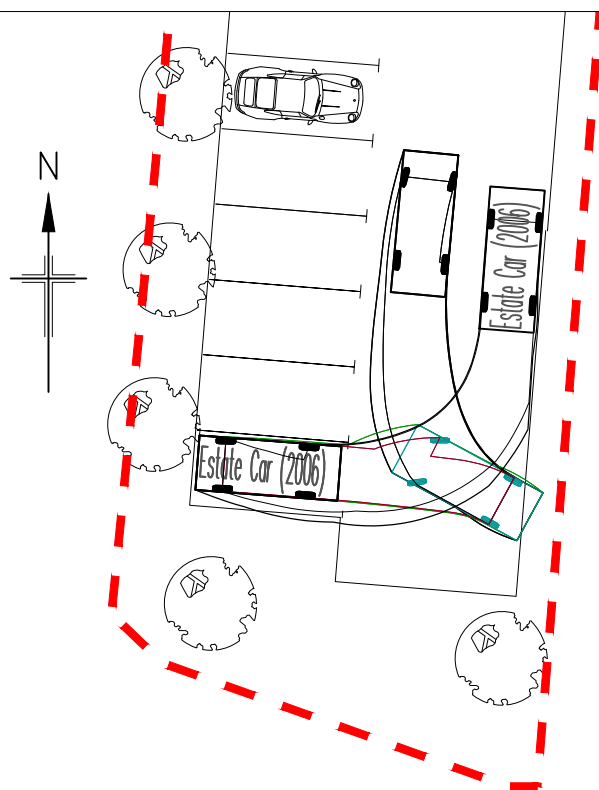
Large Car (2006)
Overall Length 5.079m
Overall Width 1.872m
Overall Body Height 1.525m
Min Body Ground Clearance 0.310m
Max Track Width 1.831m
Lock to Lock Time 4.00s
Kerb to Kerb Turning Radius 5.900m



Estate Car (2006)
Overall Length 4.710m
Overall Width 1.804m
Overall Body Height 1.442m
Min Body Ground Clearance 0.207m
Max Track Width 1.756m
Lock to Lock Time 4.00s
Kerb to Kerb Turning Radius 5.950m



LARGE CAR TRACKING SOUTHERN SPACE
SCALE 1:250



ESTATE CAR TRACKING SOUTHERN SPACE
SCALE 1:250

B	05.04.24	UPDATED LAYOUT	OCS	MJD
A	04.10.23	UPDATED LAYOUT	OCS	MJD
REV	DATE	DESCRIPTION	DRAWN	CHKD

REVISIONS

Project
KESSON HOUSE, NORTHFLEET,
GRAVESEND

Title
SITE LAYOUT TRACKING

This drawing is to be read in conjunction with all other Engineer's drawings and all other project information. Any discrepancy between the Engineer's drawings and other project information is to be reported to the Engineer immediately.



Client
IMPACT DEVELOPMENTS
GRAVESEND LTD

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The Wheelhouse, Bonds Mill, Stonehouse, Gloucestershire GL10 3RF Tel: 01172 020070
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Drawing No. **62338-PP-003** Revision **B**

Drawing Status
☒ INFORMATION ☐ APPROVAL ☐ COSTING
☐ TENDER ☐ CONSTRUCTION ☐ AS CONSTRUCTED

Scale 1:200 @ A4 Drawn OCS Date 01/08/23 Job Manager MJD Checked MJD Approved MJD

APPENDICES

APPENDIX A

Title:	TRANSPORT STATEMENT
Project:	Kesson House, Northfleet
Client:	Impact Developments Gravesend Ltd
Project No.:	62338

470/480/490 Dartford or Bluewater to Gravesend

via Northfleet - Valid from Sunday, January 7, 2024 to Monday, June 17, 2024

Monday to Friday - Gravesend Garrick Street

	470	470	490	480	490	480	490	480	490	480	490	480	490	480	490	480	490	480	490	480	490	480	490	480	490	480
Dartford Home Gardens	0523	0553	--	0626	--	0646	--	0707	--	0727	--	0750	--	0811	--	0836	--	0856	--	0916	--	0936	--	0956	--	1016
Horns Cross The Bull	0532	0602	--	0635	--	0656	--	0717	--	0738	--	0801	--	0824	--	0847	--	0907	--	0927	--	0947	--	1007	--	1027
Bluewater Bus Station	0539	0609	0625	--	0646	--	0708	--	0728	--	0750	--	0814	--	0837	--	0858	--	0918	--	0938	--	0958	--	1018	--
Ebbsfleet International Railway Station	--	--	0634	--	0656	--	0718	--	0740	--	0802	--	0826	--	0848	--	0908	--	0928	--	0948	--	1008	--	1028	--
Northfleet Arriva Depot	0558	0628	0643	0655	0706	0717	0728	0739	0750	0801	0812	0824	0836	0848	0858	0908	0918	0928	0938	0948	0958	1008	1018	1028	1038	1048
Gravesend Garrick Street	0604	0634	0649	0701	0712	0723	0734	0745	0756	0807	0818	0830	0842	0854	0904	0914	0924	0934	0944	0954	1004	1014	1024	1034	1044	1054

	490	480	490	480	490	480	490	480	490	480	490	480	490	480	490	480	490	480	490	480	490	480	490	480	490	480
Dartford Home Gardens	--	1036	--	1056	--	1116	--	1136	--	1156	--	1216	--	1236	--	1256	--	1316	--	1336	--	1356	--	1416	--	1436
Horns Cross The Bull	--	1047	--	1107	--	1127	--	1147	--	1207	--	1227	--	1247	--	1307	--	1327	--	1347	--	1407	--	1427	--	1448
Bluewater Bus Station	1038	--	1058	--	1118	--	1138	--	1158	--	1218	--	1238	--	1258	--	1318	--	1338	--	1358	--	1418	--	1438	--
Ebbsfleet International Railway Station	1048	--	1108	--	1128	--	1148	--	1208	--	1228	--	1248	--	1308	--	1328	--	1348	--	1408	--	1428	--	1448	--
Northfleet Arriva Depot	1058	1108	1118	1128	1138	1148	1158	1208	1218	1228	1238	1248	1258	1308	1318	1328	1338	1348	1358	1408	1418	1428	1438	1448	1458	1508
Gravesend Garrick Street	1104	1114	1124	1134	1144	1154	1204	1214	1224	1234	1244	1254	1304	1314	1324	1334	1344	1354	1404	1414	1424	1434	1444	1454	1505	1516

	490	480	490	480	490	480	490	480	490	480	490	480	490	480	490	480	490	480	490	470	490	470	470
Dartford Home Gardens	--	1456	--	1515	--	1540	--	1602	--	1624	--	1646	--	1706	--	1726	--	1746	--	1816	--	1846	1916
Horns Cross The Bull	--	1511	--	1531	--	1552	--	1614	--	1636	--	1658	--	1718	--	1737	--	1757	--	1826	--	1856	1926
Bluewater Bus Station	1501	--	1523	--	1544	--	1605	--	1627	--	1649	--	1710	--	1730	--	1749	--	1816	1833	1848	1903	1933
Ebbsfleet International Railway Station	1512	--	1534	--	1555	--	1615	--	1637	--	1659	--	1720	--	1740	--	1759	--	1825	--	1857	--	--
Northfleet Arriva Depot	1522	1534	1545	1556	1603	1614	1625	1636	1647	1658	1709	1720	1730	1740	1750	1759	1809	1819	1834	1852	1906	1922	1952
Gravesend Garrick Street	1528	1540	1551	1602	1611	1620	1631	1642	1653	1704	1715	1726	1736	1746	1756	1805	1815	1825	1840	1858	1912	1928	1958

	470		470	470		470	470	470
Dartford Home Gardens	1946		16	46		2316	2346	0016
Horns Cross The Bull	1956	Then	26	56	past	2326	2356	0026
Bluewater Bus Station	2003	at	33	03	each	2333	0003	0033
Ebbsfleet International Railway Station	--	these	--	--	hour	--	--	--
Northfleet Arriva Depot	2022	mins	52	22	until	2352	0022	0052
Gravesend Garrick Street	2028		58	28		2358	0028	0058

Monday to Friday - Dartford Prospect Place

	470	470	470	470	480	490	480	490	480	490	480	490	480	490	480	490	480		490	480	490	480	490	480		480		
Gravesend Garrick Street	0440	0510	0540	0610	0640	0655	0707	0711	0718	0729	0740	0751	0802	0814	0826	0838	0850		00	10	20	30	40	50		1440		
Northfleet Arriva Depot	0444	0514	0544	0614	0644	0659	0711	0715	0724	0735	0746	0757	0808	0820	0832	0844	0856		06	16	26	36	46	56		1446		
Ebbsfleet International Railway Station	--	--	--	--	--	0708	--	0724	--	0745	--	0809	--	0830	--	0853	--	Then at these mins	15	--	35	--	55	--	past each hour until	1455		
Swanscombe The George and Dragon	0457	0527	0557	0627	0657	--	0724	--	0739	--	0801	--	0823	--	0846	--	0910		--	30	--	50	--	10		--	--	
Bluewater Bus Station	0504	0534	0604	0634	--	0717	--	0733	--	0757	--	0820	--	0841	--	0904	--		25	--	45	--	05	--		--	1505	
Horns Cross The Bull	0510	0540	0610	0640	0703	--	0731	--	0748	--	0810	--	0832	--	0855	--	0917		--	--	37	--	57	--		17	--	--
Dartford Home Gardens	0518	0548	0618	0648	0711	--	0743	--	0803	--	0825	--	0847	--	0908	--	0928		--	--	48	--	08	--		28	--	--
Dartford Prospect Place	0518	0548	0618	0648	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--		

	480	490	480	490	480	490	480	490	480	490	480	490	480	490	480	490	480	490	480	490	480	490
Gravesend Garrick Street	1450	1500	1511	1522	1534	1546	1557	1608	1617	1626	1637	1648	1659	1710	1721	1732	1743	1755	1807	1819	1834	1849
Northfleet Arriva Depot	1456	1506	1517	1528	1540	1552	1603	1614	1623	1632	1643	1654	1705	1716	1727	1738	1749	1801	1813	1825	1840	1854
Ebbsfleet International Railway Station	--	1516	--	1538	--	1602	--	1624	--	1642	--	1704	--	1726	--	1748	--	1811	--	1834	--	1904
Swanscombe The George and Dragon	1511	--	1533	--	1556	--	1619	--	1639	--	1657	--	1719	--	1741	--	1803	--	1827	--	1853	--
Bluewater Bus Station	--	1527	--	1549	--	1613	--	1635	--	1653	--	1714	--	1736	--	1758	--	1821	--	1843	--	1913
Horns Cross The Bull	1518	--	1540	--	1605	--	1627	--	1646	--	1704	--	1726	--	1748	--	1810	--	1834	--	1900	--
Dartford Home Gardens	1531	--	1553	--	1617	--	1639	--	1658	--	1716	--	1738	--	1800	--	1821	--	1845	--	1911	--
Dartford Prospect Place	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

	470		470	470		470	470	470
Gravesend Garrick Street	1904		34	04		2234	2304	2334
Northfleet Arriva Depot	1908		38	08		2238	2308	2338
Ebbsfleet International Railway Station	--	Then	--	--	past	--	--	--
Swanscombe The George and Dragon	1921	at	51	21	each	2251	2321	2351
Bluewater Bus Station	1929	these	59	29	hour	2259	2329	2359
Horns Cross The Bull	1934	mins	04	34	until	2304	2334	0004
Dartford Home Gardens	1941		11	41		2311	2341	0011
Dartford Prospect Place	1941		11	41		2311	2341	0011

Saturday - Gravesend Garrick Street

	470	470	470	470	480	490	480		490	480	490	480		480	480	490	470		470	470		470	470
Dartford Home Gardens	0523	0553	0623	0653	0706	--	0736		--	06	--	36		--	1736	--	1816		46	16		2346	0016
Horns Cross The Bull	0532	0602	0632	0702	0717	--	0747	Then	--	17	--	47	past	--	1747	--	1826	Then	56	26	past	2356	0026
Bluewater Bus Station	0539	0609	0639	0709	--	0733	--	at	03	--	33	--	each	1733	--	1803	1833	at	03	33	each	0003	0033
Ebbsfleet International Railway Station	--	--	--	--	--	0743	--	these	13	--	43	--	hour	1743	--	1813	--	these	--	--	hour	--	--
Northfleet Arriva Depot	0558	0628	0658	0728	0738	0753	0808	mins	23	38	53	08	until	1753	1808	1823	1852	mins	22	52	until	0022	0052
Gravesend Garrick Street	0604	0634	0704	0734	0744	0759	0814		29	44	59	14		1759	1814	1829	1858		28	58		0028	0058

Saturday - Dartford Prospect Place

	470	470	470	470	470	490	480	490		480	490	480	490		490	490	480	470		470	470		470	470	470
Gravesend Garrick Street	0440	0510	0540	0610	0640	0700	0715	0730		45	00	15	30		1715	1730	1745	1804		34	04		2234	2304	2334
Northfleet Arriva Depot	0444	0514	0544	0614	0644	0706	0721	0736		51	06	21	36		1721	1736	1751	1808		38	08		2238	2308	2338
Ebbsfleet International Railway Station	--	--	--	--	--	0715	--	0745	Then	--	15	--	45	past	--	1745	--	--	Then	--	--	past	--	--	--
Swanscombe The George and Dragon	0457	0527	0557	0627	0657	--	0735	--	at	05	--	35	--	each	1735	--	1805	1821	at	51	21	each	2251	2321	2351
Bluewater Bus Station	0504	0534	0604	0634	0704	0725	--	0755	mins	--	25	--	55	hour	--	1755	--	1829	these	59	29	hour	2259	2329	2359
Horns Cross The Bull	0510	0540	0610	0640	0710	--	0742	--		12	--	42	--	until	1742	--	1812	1834	mins	04	34	until	2304	2334	0004
Dartford Home Gardens	0518	0548	0618	0648	0718	--	0753	--		23	--	53	--		1753	--	1823	1841		11	41		2311	2341	0011
Dartford Prospect Place	0518	0548	0618	0648	0718	--	--	--		--	--	--	--		--	--	--	1841		11	41		2311	2341	0011

Sunday - Gravesend Garrick Street

	470	470	470	470	470	480	490	480		490	480	490	480		480	480	490	480	470	470	470	470		470		470
Dartford Home Gardens	0523	0623	0723	0753	0823	0836	--	0906		--	36	--	06		--	1706	--	1736	1816	1846	1916	1946		46		2246
Horns Cross The Bull	0532	0632	0732	0802	0832	0847	--	0917	Then	--	47	--	17	past	--	1717	--	1747	1826	1856	1926	1956	Then	56	past	2256
Bluewater Bus Station	0539	0639	0739	0809	0839	--	0903	--	at	33	--	03	--	each	1703	--	1733	--	1833	1903	1933	2003	at	03	each	2303
Ebbsfleet International Railway Station	--	--	--	--	--	--	--	0913	these	43	--	13	--	hour	1713	--	1743	--	--	--	--	--	these	--	hour	--
Northfleet Arriva Depot	0558	0658	0758	0828	0858	0908	0923	0938	mins	53	08	23	38	until	1723	1738	1753	1808	1852	1922	1952	2022	mins	22	until	2322
Gravesend Garrick Street	0604	0704	0804	0834	0904	0914	0929	0944		59	14	29	44		1729	1744	1759	1814	1858	1928	1958	2028		28		2328

	470
Dartford Home Gardens	2346
Horns Cross The Bull	2356
Bluewater Bus Station	0003
Ebbsfleet International Railway Station	--
Northfleet Arriva Depot	0022
Gravesend Garrick Street	0028

Sunday - Dartford Prospect Place

	470	470	470	480	490	480		490	480	490	480		480	480	490	480	470	470	470	470		470		470	470
Gravesend Garrick Street	0540	0640	0740	0815	0830	0845		00	15	30	45		1630	1645	1700	1715	1734	1804	1834	1904		04		2204	2304
Northfleet Arriva Depot	0544	0644	0744	0821	0836	0851		06	21	36	51		1636	1651	1706	1721	1738	1808	1838	1908		08		2208	2308
Ebbsfleet International Railway Station	--	--	--	--	0845	--	Then	15	--	45	--	past	1645	--	1715	--	--	--	--	--	Then	--	past	--	--
Swanscombe The George and Dragon	0557	0657	0757	0835	--	0905	at	--	35	--	05	each	--	1705	--	1735	1751	1821	1851	1921	at	21	each	2221	2321
Bluewater Bus Station	0604	0704	0804	--	0855	--	these	25	--	55	--	hour	1655	--	1725	--	1759	1829	1859	1929	these	29	hour	2229	2329
Horns Cross The Bull	0610	0710	0810	0842	--	0912	mins	--	42	--	12	until	--	1712	--	1742	1804	1834	1904	1934	mins	34	until	2234	2334
Dartford Home Gardens	0618	0718	0818	0853	--	0923		--	53	--	23		--	1723	--	1753	1811	1841	1911	1941		41		2241	2341
Dartford Prospect Place	0618	0718	0818	--	--	--		--	--	--	--		--	--	--	--	1811	1841	1911	1941		41		2241	2341

APPENDIX B

Title:	TRANSPORT STATEMENT
Project:	Kesson House, Northfleet
Client:	Impact Developments Gravesend Ltd
Project No.:	62338

Highway Injury Accident Analysis

Project Ref: 62338 - Kesson House, Northfleet, Kent
Accident Period: 2018 - 2022



Junction / Road: B2175 (West of Council Avenue Junction)									
Main Factor	Wet / Dry	Dark / Light	Slight	Serious	Fatal	Points of Note:	Date	Time of Day	Reference
Rear End collision	W	L				Vehicle collision stationary hit by left turner	Dec-22	1:10 PM	1
Front End collision	D	L				Motorcycle driver collision with car moving off	May-19	12:27 PM	2
Unknown	D	L				Unknown collision with pedestrian	Aug-22	5:20 AM	3
Rear End collision	D	L				Vehicle collision whilst slowing down at junction	Mar-19	1:10 PM	4

Junction / Road: B2175 (Council Avenue Junction)									
Main Factor	Wet / Dry	Dark / Light	Slight	Serious	Fatal	Points of Note:	Date	Time of Day	Reference
Front + Rear End collision	W	D				Collision between 2 vehicles moving off	Jan-22	6:05 PM	5
Rear End collision	W	L				Vehicle collision turning right into junction	Apr-19	8:25 AM	6
Rear End collision	D	L				Vehicle collision whilst slowing down at junction	May-21	8:41 AM	7

Junction / Road: B2175 (East of Council Avenue Junction)									
Main Factor	Wet / Dry	Dark / Light	Slight	Serious	Fatal	Points of Note:	Date	Time of Day	Reference
Rear End collision	D	L				Vehicle collision whilst slowing down	Apr-22	4:47 PM	8
Cyclist fatality	D	D				Offside collision with car assumed to be overtaking cyclist	May-19	11:30 PM	9
Rear End collision	D	L				Vehicle collision stationary	Sep-22	Unknown	10
Front End collision	W	D				Vehicle collision with kerb	Oct-20	11:44 PM	11
Front End collision	D	D				Vehicle collision with stationary parked cars	Sep-21	12:30 PM	12

APPENDIX C

Title:	TRANSPORT STATEMENT
Project:	Kesson House, Northfleet
Client:	Impact Developments Gravesend Ltd
Project No.:	62338

APPENDIX D

Title:	TRANSPORT STATEMENT
Project:	Kesson House, Northfleet
Client:	Impact Developments Gravesend Ltd
Project No.:	62338

Refuse Servicing Strategy – Rev A – Dated 4.10.23

The proposed storage, movement, and collection of residents' waste within the proposed development will be managed and maintained by the managing agent, likely to be Golden Lane Housing association, in accordance with the 'Code for Sustainable homes Technical Guidance', with particular reference to:

- Standard 3.5.1 – communal refuse and recycling containers, communal bin enclosures and refuse stores should be accessible to all residents including children and wheelchair users, and located on a hard, level surface.
- Standard 3.5.2 – storage facilities for waste and recycling containers should be provided in accordance with the Code for Sustainable Homes Technical Guide and local authority requirements.

The refuse strategy is split reflecting the Supported Living (10No units) and Social Housing (20No units) for the site. The registered care providers for the supported living units are likely to be Look Ahead and would operate the transfer of refuse from the tenants to the associated storage area within the southeastern corner of the site. Individual tenants of the social housing flats would be required to deposit their refuse within the northwestern corner of the site. The refuse collection from these communal areas would then be taken with the refuse vehicle parked along East & West Kent Avenue respectively.

Additionally, Building Regulations Part H6 details operational requirements for the location of waste storage within buildings, for the benefit of residents and waste collection crews:

- That residents should have to carry their waste no more than 30m from their units to waste storage areas.
 - All flats and the supported living units are within 30m from their respective storage location.
- That containers must be placed within a maximum of 25m from the refuse vehicle access point to reduce the distance needed to pull bins. Additionally, the Gravesham Borough Council Waste Collection guidance indicates a 15m requirement for flats.
 - Storage areas are within 25m of the proposed collection points along East & West Kent Avenue. Additionally, the northwestern storage area for the flats is within 15m of the highway.

The Managing Agent will set up and maintain an operational waste strategy document that will set out the way waste will be managed in the buildings once operational.

Calculations for the landfill and recycling requirements for both parts of the site have been calculated indicatively as:

- Supported Living: 2,629 litres of landfill = 3 Eurobins. 1,923 litres of recycling = 2 Eurobins.
- Flats: 1,308 litres of landfill = 2 Eurobins. 872 litres of recycling = 1 Eurobin.

The appropriate level of provision is shown based on the above calculated figures.

APPENDIX E

Title:	TRANSPORT STATEMENT
Project:	Kesson House, Northfleet
Client:	Impact Developments Gravesend Ltd
Project No.:	62338

Calculation Reference: AUDIT-738101-230719-0745

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH

Category : F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	WS WEST SUSSEX	1 days
05	EAST MIDLANDS	
	NN NORTH NORTHAMPTONSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 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

Primary Filtering selection:

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

Parameter: Number of residents

Actual Range: 31 to 60 (units:)

Range Selected by User: 17 to 60 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 13/06/22

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

Selected survey days:

Monday	2 days
Tuesday	2 days
Thursday	1 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	3

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	4
No Sub Category	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	4 days - Selected
Servicing vehicles Excluded	1 days - Selected

Secondary Filtering selection:

Use Class:

C2 5 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000 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

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 3 days

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

Travel Plan:

No 5 days

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

PTAL Rating:

No PTAL Present 5 days

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

LIST OF SITES relevant to selection parameters

1	BP-05-F-01 LYTHAM ROAD BLACKPOOL SQUIRES GATE Edge of Town Residential Zone Total Number of residents: Survey date: TUESDAY	NURSING HOME 31 27/09/16	BLACKPOOL Survey Type: MANUAL
2	NN-05-F-01 MALHAM DRIVE KETTERING Edge of Town No Sub Category Total Number of residents: Survey date: MONDAY	NURSING HOME 60 13/06/22	NORTH NORTHAMPTONSHIRE Survey Type: MANUAL
3	NY-05-F-05 SEAGRIM CRESCENT RICHMOND Edge of Town Residential Zone Total Number of residents: Survey date: MONDAY	NURSING HOME 37 04/03/19	NORTH YORKSHIRE Survey Type: MANUAL
4	TW-05-F-03 MOORE STREET GATESHEAD FELLING SHORE Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of residents: Survey date: THURSDAY	NURSING HOME 52 02/05/19	TYNE & WEAR Survey Type: MANUAL
5	WS-05-F-02 WYKEHAM ROAD WORTHING Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of residents: Survey date: TUESDAY	NURSING HOME 54 17/05/22	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): 1.68

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	5	47	0.098	5	47	0.081	5	47	0.179
08:00 - 09:00	5	47	0.073	5	47	0.060	5	47	0.133
09:00 - 10:00	5	47	0.073	5	47	0.047	5	47	0.120
10:00 - 11:00	5	47	0.051	5	47	0.038	5	47	0.089
11:00 - 12:00	5	47	0.064	5	47	0.081	5	47	0.145
12:00 - 13:00	5	47	0.051	5	47	0.064	5	47	0.115
13:00 - 14:00	5	47	0.094	5	47	0.038	5	47	0.132
14:00 - 15:00	5	47	0.068	5	47	0.111	5	47	0.179
15:00 - 16:00	5	47	0.098	5	47	0.171	5	47	0.269
16:00 - 17:00	5	47	0.038	5	47	0.056	5	47	0.094
17:00 - 18:00	5	47	0.034	5	47	0.043	5	47	0.077
18:00 - 19:00	5	47	0.034	5	47	0.038	5	47	0.072
19:00 - 20:00	5	47	0.056	5	47	0.030	5	47	0.086
20:00 - 21:00	5	47	0.047	5	47	0.051	5	47	0.098
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.879			0.909			1.788

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:	31 - 60 (units:)
Survey date range:	01/01/15 - 13/06/22
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 05 - HEALTH/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	5	47	0.030	5	47	0.000	5	47	0.030
08:00 - 09:00	5	47	0.000	5	47	0.000	5	47	0.000
09:00 - 10:00	5	47	0.000	5	47	0.000	5	47	0.000
10:00 - 11:00	5	47	0.004	5	47	0.000	5	47	0.004
11:00 - 12:00	5	47	0.004	5	47	0.000	5	47	0.004
12:00 - 13:00	5	47	0.013	5	47	0.004	5	47	0.017
13:00 - 14:00	5	47	0.004	5	47	0.000	5	47	0.004
14:00 - 15:00	5	47	0.000	5	47	0.021	5	47	0.021
15:00 - 16:00	5	47	0.004	5	47	0.000	5	47	0.004
16:00 - 17:00	5	47	0.000	5	47	0.004	5	47	0.004
17:00 - 18:00	5	47	0.004	5	47	0.004	5	47	0.008
18:00 - 19:00	5	47	0.000	5	47	0.009	5	47	0.009
19:00 - 20:00	5	47	0.000	5	47	0.000	5	47	0.000
20:00 - 21:00	5	47	0.000	5	47	0.004	5	47	0.004
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.063			0.046			0.109

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 VEHICLE OCCUPANTS
 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	5	47	0.120	5	47	0.077	5	47	0.197
08:00 - 09:00	5	47	0.085	5	47	0.064	5	47	0.149
09:00 - 10:00	5	47	0.094	5	47	0.064	5	47	0.158
10:00 - 11:00	5	47	0.060	5	47	0.043	5	47	0.103
11:00 - 12:00	5	47	0.085	5	47	0.090	5	47	0.175
12:00 - 13:00	5	47	0.064	5	47	0.081	5	47	0.145
13:00 - 14:00	5	47	0.128	5	47	0.038	5	47	0.166
14:00 - 15:00	5	47	0.085	5	47	0.158	5	47	0.243
15:00 - 16:00	5	47	0.111	5	47	0.222	5	47	0.333
16:00 - 17:00	5	47	0.051	5	47	0.073	5	47	0.124
17:00 - 18:00	5	47	0.038	5	47	0.056	5	47	0.094
18:00 - 19:00	5	47	0.047	5	47	0.051	5	47	0.098
19:00 - 20:00	5	47	0.060	5	47	0.030	5	47	0.090
20:00 - 21:00	5	47	0.030	5	47	0.051	5	47	0.081
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.058			1.098			2.156

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	5	47	0.051	5	47	0.004	5	47	0.055
08:00 - 09:00	5	47	0.021	5	47	0.017	5	47	0.038
09:00 - 10:00	5	47	0.013	5	47	0.000	5	47	0.013
10:00 - 11:00	5	47	0.009	5	47	0.004	5	47	0.013
11:00 - 12:00	5	47	0.009	5	47	0.004	5	47	0.013
12:00 - 13:00	5	47	0.004	5	47	0.009	5	47	0.013
13:00 - 14:00	5	47	0.026	5	47	0.038	5	47	0.064
14:00 - 15:00	5	47	0.004	5	47	0.038	5	47	0.042
15:00 - 16:00	5	47	0.030	5	47	0.026	5	47	0.056
16:00 - 17:00	5	47	0.017	5	47	0.017	5	47	0.034
17:00 - 18:00	5	47	0.009	5	47	0.013	5	47	0.022
18:00 - 19:00	5	47	0.013	5	47	0.021	5	47	0.034
19:00 - 20:00	5	47	0.004	5	47	0.038	5	47	0.042
20:00 - 21:00	5	47	0.004	5	47	0.043	5	47	0.047
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.214			0.272			0.486

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 PUBLIC TRANSPORT USERS
 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	5	47	0.013	5	47	0.000	5	47	0.013
08:00 - 09:00	5	47	0.026	5	47	0.000	5	47	0.026
09:00 - 10:00	5	47	0.017	5	47	0.021	5	47	0.038
10:00 - 11:00	5	47	0.004	5	47	0.000	5	47	0.004
11:00 - 12:00	5	47	0.009	5	47	0.000	5	47	0.009
12:00 - 13:00	5	47	0.004	5	47	0.009	5	47	0.013
13:00 - 14:00	5	47	0.004	5	47	0.000	5	47	0.004
14:00 - 15:00	5	47	0.013	5	47	0.009	5	47	0.022
15:00 - 16:00	5	47	0.017	5	47	0.004	5	47	0.021
16:00 - 17:00	5	47	0.013	5	47	0.013	5	47	0.026
17:00 - 18:00	5	47	0.004	5	47	0.009	5	47	0.013
18:00 - 19:00	5	47	0.013	5	47	0.017	5	47	0.030
19:00 - 20:00	5	47	0.004	5	47	0.017	5	47	0.021
20:00 - 21:00	5	47	0.000	5	47	0.009	5	47	0.009
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.141			0.108			0.249

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): 1.68

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	5	47	0.214	5	47	0.081	5	47	0.295
08:00 - 09:00	5	47	0.132	5	47	0.081	5	47	0.213
09:00 - 10:00	5	47	0.124	5	47	0.085	5	47	0.209
10:00 - 11:00	5	47	0.077	5	47	0.047	5	47	0.124
11:00 - 12:00	5	47	0.107	5	47	0.094	5	47	0.201
12:00 - 13:00	5	47	0.085	5	47	0.103	5	47	0.188
13:00 - 14:00	5	47	0.162	5	47	0.077	5	47	0.239
14:00 - 15:00	5	47	0.103	5	47	0.226	5	47	0.329
15:00 - 16:00	5	47	0.162	5	47	0.252	5	47	0.414
16:00 - 17:00	5	47	0.081	5	47	0.107	5	47	0.188
17:00 - 18:00	5	47	0.056	5	47	0.081	5	47	0.137
18:00 - 19:00	5	47	0.073	5	47	0.098	5	47	0.171
19:00 - 20:00	5	47	0.068	5	47	0.085	5	47	0.153
20:00 - 21:00	5	47	0.034	5	47	0.107	5	47	0.141
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.478			1.524			3.002

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

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

Calculation Reference: AUDIT-738101-230719-0742

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : P - ASSISTED LIVING
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	NF NORFOLK	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 40 to 42 (units:)
Range Selected by User: 24 to 50 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 24/05/22

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

Selected survey days:

Tuesday	1 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
------------------------------------	---

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

Selected Location Sub Categories:

Residential Zone	3
------------------	---

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	3 days - Selected
Servicing vehicles Excluded	X days - Selected

Secondary Filtering selection:

Use Class:
C3 3 days

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

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

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

Population within 5 miles:
5,001 to 25,000 1 days
125,001 to 250,000 1 days
500,001 or More 1 days

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

Car ownership within 5 miles:
0.6 to 1.0 2 days
1.1 to 1.5 1 days

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

Travel Plan:
No 3 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 3 days

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

LIST OF SITES relevant to selection parameters

1	NF-03-P-02 LAKENFIELDS NORWICH LAKENHAM Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 40 Survey date: FRIDAY 22/11/19	ASSISTED LIVING	NORFOLK	Survey Type: MANUAL
2	NY-03-P-01 FENNELL GROVE RIPON Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 40 Survey date: TUESDAY 24/05/22	ASSISTED LIVING	NORTH YORKSHIRE	Survey Type: MANUAL
3	TW-03-P-01 KENTON ROAD NEWCASTLE UPON TYNE Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 42 Survey date: THURSDAY 07/10/21	ASSISTED LIVING	TYNE & WEAR	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/P - ASSISTED LIVING
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): 1.31

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	3	41	0.082	3	41	0.074	3	41	0.156
08:00 - 09:00	3	41	0.074	3	41	0.025	3	41	0.099
09:00 - 10:00	3	41	0.221	3	41	0.197	3	41	0.418
10:00 - 11:00	3	41	0.246	3	41	0.213	3	41	0.459
11:00 - 12:00	3	41	0.189	3	41	0.180	3	41	0.369
12:00 - 13:00	3	41	0.148	3	41	0.221	3	41	0.369
13:00 - 14:00	3	41	0.172	3	41	0.164	3	41	0.336
14:00 - 15:00	3	41	0.131	3	41	0.139	3	41	0.270
15:00 - 16:00	3	41	0.107	3	41	0.082	3	41	0.189
16:00 - 17:00	3	41	0.123	3	41	0.164	3	41	0.287
17:00 - 18:00	3	41	0.066	3	41	0.066	3	41	0.132
18:00 - 19:00	3	41	0.057	3	41	0.025	3	41	0.082
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.616			1.550			3.166

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:	40 - 42 (units:)
Survey date range:	01/01/15 - 24/05/22
Number of weekdays (Monday-Friday):	3
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/P - ASSISTED LIVING
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	3	41	0.008	3	41	0.008	3	41	0.016
08:00 - 09:00	3	41	0.008	3	41	0.000	3	41	0.008
09:00 - 10:00	3	41	0.000	3	41	0.000	3	41	0.000
10:00 - 11:00	3	41	0.000	3	41	0.000	3	41	0.000
11:00 - 12:00	3	41	0.008	3	41	0.000	3	41	0.008
12:00 - 13:00	3	41	0.000	3	41	0.000	3	41	0.000
13:00 - 14:00	3	41	0.000	3	41	0.008	3	41	0.008
14:00 - 15:00	3	41	0.000	3	41	0.000	3	41	0.000
15:00 - 16:00	3	41	0.000	3	41	0.000	3	41	0.000
16:00 - 17:00	3	41	0.000	3	41	0.000	3	41	0.000
17:00 - 18:00	3	41	0.000	3	41	0.000	3	41	0.000
18:00 - 19:00	3	41	0.000	3	41	0.000	3	41	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.024			0.016			0.040

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/P - ASSISTED LIVING
 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	3	41	0.082	3	41	0.074	3	41	0.156
08:00 - 09:00	3	41	0.082	3	41	0.025	3	41	0.107
09:00 - 10:00	3	41	0.230	3	41	0.197	3	41	0.427
10:00 - 11:00	3	41	0.279	3	41	0.246	3	41	0.525
11:00 - 12:00	3	41	0.213	3	41	0.205	3	41	0.418
12:00 - 13:00	3	41	0.197	3	41	0.287	3	41	0.484
13:00 - 14:00	3	41	0.189	3	41	0.189	3	41	0.378
14:00 - 15:00	3	41	0.148	3	41	0.164	3	41	0.312
15:00 - 16:00	3	41	0.107	3	41	0.090	3	41	0.197
16:00 - 17:00	3	41	0.148	3	41	0.189	3	41	0.337
17:00 - 18:00	3	41	0.066	3	41	0.066	3	41	0.132
18:00 - 19:00	3	41	0.066	3	41	0.025	3	41	0.091
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.807			1.757			3.564

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/P - ASSISTED LIVING
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	3	41	0.008	3	41	0.008	3	41	0.016
08:00 - 09:00	3	41	0.016	3	41	0.008	3	41	0.024
09:00 - 10:00	3	41	0.033	3	41	0.016	3	41	0.049
10:00 - 11:00	3	41	0.025	3	41	0.016	3	41	0.041
11:00 - 12:00	3	41	0.008	3	41	0.033	3	41	0.041
12:00 - 13:00	3	41	0.025	3	41	0.008	3	41	0.033
13:00 - 14:00	3	41	0.016	3	41	0.033	3	41	0.049
14:00 - 15:00	3	41	0.016	3	41	0.000	3	41	0.016
15:00 - 16:00	3	41	0.008	3	41	0.041	3	41	0.049
16:00 - 17:00	3	41	0.016	3	41	0.025	3	41	0.041
17:00 - 18:00	3	41	0.000	3	41	0.008	3	41	0.008
18:00 - 19:00	3	41	0.016	3	41	0.008	3	41	0.024
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.187			0.204			0.391

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/P - ASSISTED LIVING
 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	3	41	0.008	3	41	0.000	3	41	0.008
08:00 - 09:00	3	41	0.008	3	41	0.000	3	41	0.008
09:00 - 10:00	3	41	0.000	3	41	0.016	3	41	0.016
10:00 - 11:00	3	41	0.000	3	41	0.016	3	41	0.016
11:00 - 12:00	3	41	0.000	3	41	0.008	3	41	0.008
12:00 - 13:00	3	41	0.000	3	41	0.000	3	41	0.000
13:00 - 14:00	3	41	0.008	3	41	0.000	3	41	0.008
14:00 - 15:00	3	41	0.025	3	41	0.033	3	41	0.058
15:00 - 16:00	3	41	0.016	3	41	0.000	3	41	0.016
16:00 - 17:00	3	41	0.008	3	41	0.000	3	41	0.008
17:00 - 18:00	3	41	0.000	3	41	0.000	3	41	0.000
18:00 - 19:00	3	41	0.000	3	41	0.000	3	41	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.073			0.073			0.146

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/P - ASSISTED LIVING
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): 1.31

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	3	41	0.107	3	41	0.090	3	41	0.197
08:00 - 09:00	3	41	0.115	3	41	0.033	3	41	0.148
09:00 - 10:00	3	41	0.262	3	41	0.230	3	41	0.492
10:00 - 11:00	3	41	0.303	3	41	0.279	3	41	0.582
11:00 - 12:00	3	41	0.230	3	41	0.246	3	41	0.476
12:00 - 13:00	3	41	0.221	3	41	0.295	3	41	0.516
13:00 - 14:00	3	41	0.213	3	41	0.230	3	41	0.443
14:00 - 15:00	3	41	0.189	3	41	0.197	3	41	0.386
15:00 - 16:00	3	41	0.131	3	41	0.131	3	41	0.262
16:00 - 17:00	3	41	0.172	3	41	0.213	3	41	0.385
17:00 - 18:00	3	41	0.066	3	41	0.074	3	41	0.140
18:00 - 19:00	3	41	0.082	3	41	0.033	3	41	0.115
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.091			2.051			4.142

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

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

Calculation Reference: AUDIT-738101-230719-0753

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : D - AFFORDABLE/LOCAL AUTHORITY FLATS
 MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
	NG NOTTINGHAM	1 days
10	WALES	
	CF CARDIFF	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 22 to 24 (units:)
 Range Selected by User: 6 to 50 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 07/10/16

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

Selected survey days:

Tuesday	1 days
Wednesday	1 days
Friday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

Residential Zone	3
------------------	---

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	1 days - Selected
Servicing vehicles Excluded	2 days - Selected

Secondary Filtering selection:

Use Class:

C3 3 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

15,001 to 20,000 1 days

25,001 to 50,000 2 days

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

Population within 5 miles:

125,001 to 250,000 1 days

250,001 to 500,000 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 3 days

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

Travel Plan:

No 3 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 3 days

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

LIST OF SITES relevant to selection parameters

1	CF-03-D-01	BLOCKS OF FLATS	CARDIFF
	TYN-Y-PARC ROAD		
	CARDIFF		
	WHITCHURCH		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total No of Dwellings:	24	
	Survey date: FRIDAY	07/10/16	Survey Type: MANUAL
2	LN-03-D-02	FLATS	LINCOLNSHIRE
	ADDISON DRIVE		
	LINCOLN		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	22	
	Survey date: WEDNESDAY	01/07/15	Survey Type: MANUAL
3	NG-03-D-01	BLOCK OF FLATS	NOTTINGHAM
	WATCOMBE ROAD		
	NOTTINGHAM		
	CARRINGTON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	22	
	Survey date: TUESDAY	23/06/15	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/D - AFFORDABLE/LOCAL AUTHORITY FLATS
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): 2.08

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	3	23	0.015	3	23	0.088	3	23	0.103
08:00 - 09:00	3	23	0.029	3	23	0.118	3	23	0.147
09:00 - 10:00	3	23	0.074	3	23	0.162	3	23	0.236
10:00 - 11:00	3	23	0.059	3	23	0.103	3	23	0.162
11:00 - 12:00	3	23	0.074	3	23	0.029	3	23	0.103
12:00 - 13:00	3	23	0.029	3	23	0.059	3	23	0.088
13:00 - 14:00	3	23	0.088	3	23	0.074	3	23	0.162
14:00 - 15:00	3	23	0.132	3	23	0.088	3	23	0.220
15:00 - 16:00	3	23	0.103	3	23	0.118	3	23	0.221
16:00 - 17:00	3	23	0.132	3	23	0.044	3	23	0.176
17:00 - 18:00	3	23	0.191	3	23	0.176	3	23	0.367
18:00 - 19:00	3	23	0.118	3	23	0.074	3	23	0.192
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.044			1.133			2.177

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:	22 - 24 (units:)
Survey date date range:	01/01/15 - 07/10/16
Number of weekdays (Monday-Friday):	3
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/D - AFFORDABLE/LOCAL AUTHORITY FLATS
 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	3	23	0.000	3	23	0.000	3	23	0.000
08:00 - 09:00	3	23	0.015	3	23	0.029	3	23	0.044
09:00 - 10:00	3	23	0.000	3	23	0.000	3	23	0.000
10:00 - 11:00	3	23	0.000	3	23	0.000	3	23	0.000
11:00 - 12:00	3	23	0.000	3	23	0.000	3	23	0.000
12:00 - 13:00	3	23	0.000	3	23	0.000	3	23	0.000
13:00 - 14:00	3	23	0.000	3	23	0.000	3	23	0.000
14:00 - 15:00	3	23	0.000	3	23	0.000	3	23	0.000
15:00 - 16:00	3	23	0.000	3	23	0.015	3	23	0.015
16:00 - 17:00	3	23	0.000	3	23	0.015	3	23	0.015
17:00 - 18:00	3	23	0.029	3	23	0.000	3	23	0.029
18:00 - 19:00	3	23	0.000	3	23	0.000	3	23	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			0.059			0.103

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/D - AFFORDABLE/LOCAL AUTHORITY FLATS
 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	3	23	0.015	3	23	0.118	3	23	0.133
08:00 - 09:00	3	23	0.044	3	23	0.176	3	23	0.220
09:00 - 10:00	3	23	0.074	3	23	0.191	3	23	0.265
10:00 - 11:00	3	23	0.103	3	23	0.162	3	23	0.265
11:00 - 12:00	3	23	0.088	3	23	0.044	3	23	0.132
12:00 - 13:00	3	23	0.088	3	23	0.059	3	23	0.147
13:00 - 14:00	3	23	0.059	3	23	0.103	3	23	0.162
14:00 - 15:00	3	23	0.176	3	23	0.118	3	23	0.294
15:00 - 16:00	3	23	0.147	3	23	0.176	3	23	0.323
16:00 - 17:00	3	23	0.265	3	23	0.074	3	23	0.339
17:00 - 18:00	3	23	0.176	3	23	0.324	3	23	0.500
18:00 - 19:00	3	23	0.176	3	23	0.103	3	23	0.279
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.411			1.648			3.059

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/D - AFFORDABLE/LOCAL AUTHORITY FLATS
 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	3	23	0.015	3	23	0.015	3	23	0.030
08:00 - 09:00	3	23	0.015	3	23	0.103	3	23	0.118
09:00 - 10:00	3	23	0.059	3	23	0.074	3	23	0.133
10:00 - 11:00	3	23	0.029	3	23	0.015	3	23	0.044
11:00 - 12:00	3	23	0.074	3	23	0.044	3	23	0.118
12:00 - 13:00	3	23	0.029	3	23	0.029	3	23	0.058
13:00 - 14:00	3	23	0.044	3	23	0.044	3	23	0.088
14:00 - 15:00	3	23	0.088	3	23	0.044	3	23	0.132
15:00 - 16:00	3	23	0.088	3	23	0.118	3	23	0.206
16:00 - 17:00	3	23	0.029	3	23	0.015	3	23	0.044
17:00 - 18:00	3	23	0.074	3	23	0.044	3	23	0.118
18:00 - 19:00	3	23	0.015	3	23	0.029	3	23	0.044
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.559			0.574			1.133

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/D - AFFORDABLE/LOCAL AUTHORITY FLATS
 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	3	23	0.000	3	23	0.000	3	23	0.000
08:00 - 09:00	3	23	0.000	3	23	0.000	3	23	0.000
09:00 - 10:00	3	23	0.000	3	23	0.000	3	23	0.000
10:00 - 11:00	3	23	0.000	3	23	0.029	3	23	0.029
11:00 - 12:00	3	23	0.000	3	23	0.015	3	23	0.015
12:00 - 13:00	3	23	0.015	3	23	0.044	3	23	0.059
13:00 - 14:00	3	23	0.015	3	23	0.000	3	23	0.015
14:00 - 15:00	3	23	0.015	3	23	0.029	3	23	0.044
15:00 - 16:00	3	23	0.015	3	23	0.000	3	23	0.015
16:00 - 17:00	3	23	0.059	3	23	0.000	3	23	0.059
17:00 - 18:00	3	23	0.000	3	23	0.000	3	23	0.000
18:00 - 19:00	3	23	0.000	3	23	0.000	3	23	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.119			0.117			0.236

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/D - AFFORDABLE/LOCAL AUTHORITY FLATS
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): 2.08

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	3	23	0.029	3	23	0.132	3	23	0.161
08:00 - 09:00	3	23	0.074	3	23	0.309	3	23	0.383
09:00 - 10:00	3	23	0.132	3	23	0.265	3	23	0.397
10:00 - 11:00	3	23	0.132	3	23	0.206	3	23	0.338
11:00 - 12:00	3	23	0.162	3	23	0.103	3	23	0.265
12:00 - 13:00	3	23	0.132	3	23	0.132	3	23	0.264
13:00 - 14:00	3	23	0.118	3	23	0.147	3	23	0.265
14:00 - 15:00	3	23	0.279	3	23	0.191	3	23	0.470
15:00 - 16:00	3	23	0.250	3	23	0.309	3	23	0.559
16:00 - 17:00	3	23	0.353	3	23	0.103	3	23	0.456
17:00 - 18:00	3	23	0.279	3	23	0.368	3	23	0.647
18:00 - 19:00	3	23	0.191	3	23	0.132	3	23	0.323
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.131			2.397			4.528

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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