



Proposed Residential Development
Land To The West Of Nursery Mews,
Gravesend, Kent, DA11 7BU

Highways Note

for

Helix Partnership Homes

Document Control Sheet

Proposed Residential Development

Land To The West Of Nursery Mews, Gravesend, Kent, DA11 7BU

Helix Partnership Homes

This document has been issued and amended as follows:

Date	Issue	Prepared by	Approved by
06/08/2024	1 st Draft	AM	DM
20/08/2024	Revised Report	AM	DM
20/09/2024	Revision B	AM	DM
22/10/2024	Revised Report	AM	DM
25/10/2024	Revised Report	AM	DM



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1.0 Introduction

- 1.1 Motion has been instructed by Helix Partnership Homes to produce this report in relation to the Erection of 6no. affordable residential dwellings, emergency access / pedestrian / cycle route with associated parking and landscaping on Land to the west Of Nursery Mews, Gravesend, Kent, DA11 7BU (herein referred to as 'the site') within Gravesham Borough Council (GBC) and Kent County Council (KCC).
- 1.2 The proposed development comprises the construction of 4x two-bed terraced houses and 2x one-bed apartments, served by an access for drivers, cyclists, and pedestrians from Nursery Mews to the east. It is also proposed that an emergency access will be provided serving the neighbouring residential area to the west.
- 1.3 This report has been prepared to address highway aspects relating to the above proposal, specifically the means of site access by all applicable modes, proximity of the site to public transport services and local amenities, and the impact of the proposal in traffic, parking, and servicing terms.
- 1.4 The remainder of this report provides the following:
 - ▶ Section 2 - details the site location and its accessibility;
 - ▶ Section 3 – describes and assesses the proposed development; and
 - ▶ Section 4 - provides a summary and conclusion.

2.0 Site Location and Accessibility

Overview

- 2.1 This section provides information about the site in the context of the surrounding area, including a review of the local highway network and opportunities to access the site by all applicable forms of travel.

Site Location

- 2.2 The site is located towards the southern extent of the built-up area of Gravesend, approximately 2.7 kilometres south of Gravesend town centre, and approximately 700 metres north of the A2.
- 2.3 Immediately north of the site is King's Farm Primary School, and to the south-east is Ifield School, both schools being accessed from Cedar Avenue.
- 2.4 The surrounding area is predominantly residential, with amenities interspersed across those residential areas such as Meapa Gymnastics Club, Elite Venue (event venue), The Steve Cook Stadium (football).
- 2.5 The site location is shown at Figure 2.1.

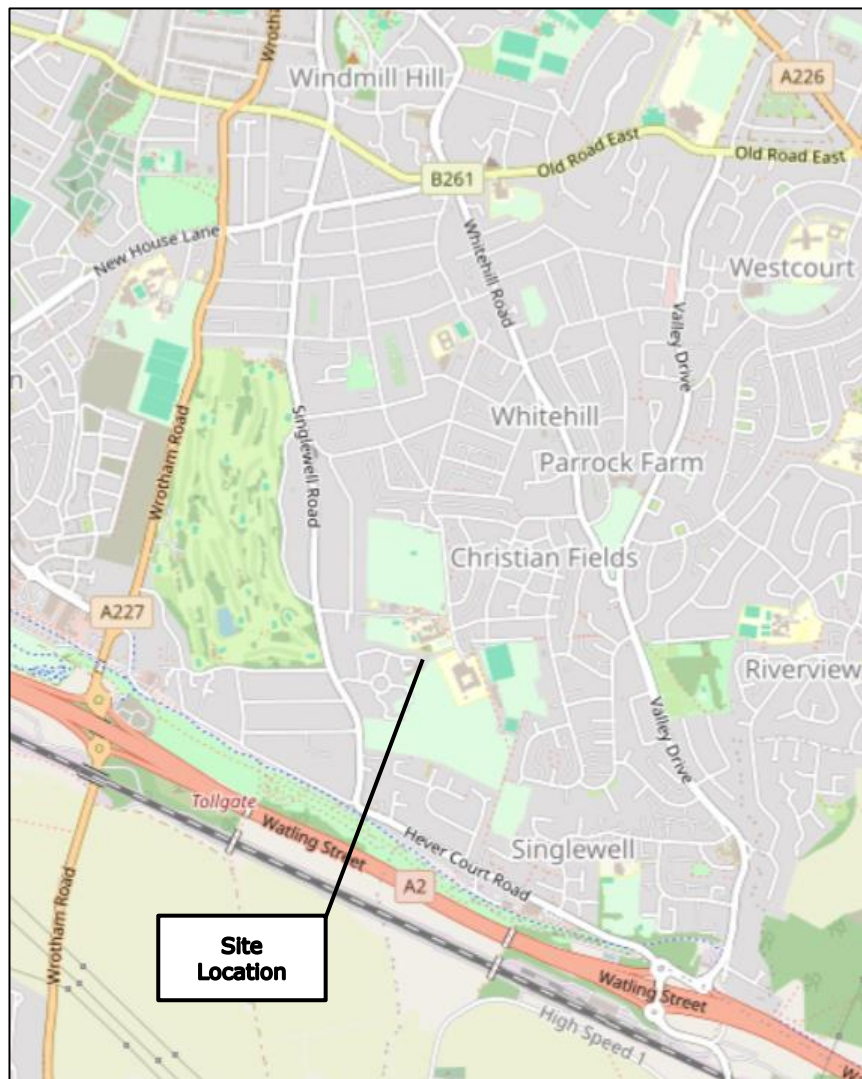


Figure 2.1: Site Location

Site Accessibility

- 2.6 The site is accessed from the eastern arm of Nursery Mews, which itself is accessed from Cedar Avenue.
- 2.7 The eastern arm of Nursery Mews also serves a vehicular entrance/exit for a car park within the grounds of Ifield School, and the Meapa Gymnastics Club car park.
- 2.8 A cycle / pedestrian link through the site has also been closed off by fencing, hoarding and concrete blocks making pedestrian / cycle and emergency access impossible from Nursery Mews in the west to Cedar Avenue in the east. As such the emergency access and pedestrian / cycle path permitted under 20070516 was never fully implemented.

Access by Bus

- 2.9 The bus stops nearest to the site are on Hawkins Avenue, east of the site, and Singlewell Road, west of the site.
- 2.10 The bus stop on the southern side of Hawkins Avenue, named 'Christian Fields Avenue', is 300 metres from the site, can be accessed in 4 minutes on foot, and 1 minute by cycle, and has a flag post. Route 482 operates from this stop, serving Gravesend bus station, adjacent to Gravesend railway station.
- 2.11 The bus stops on either side of Singlewell Road (named 'Brenchley Avenue') are 450 metres from the site, and can be accessed in 5 minutes on foot, and 1 minute by cycle. The bus stops have flag posts and timetable boards. Services operating from these stops are the term-time services 111 and G1.
- 2.12 The routes served and the approximate daytime service frequencies for the services operated from these bus stops are shown at Table 2.1.

Service & Operator	Route	Approximate Daytime Frequency		
		Mon.-Fri.	Saturday	Sunday
482 Arriva	Kings Farm – Christian Fields Avenue – Christian Fields, Ash Road – Kings Farm – Gravesend ('Barrack Row, Stop F' – at Gravesend bus station, adjacent to Gravesend railway station)	Every 20 minutes 09:32-14:32, then at 15:15, 15:55, 16:35, 17:15, 17:52	Every 20 minutes	1 to 2 per hour
111 1 st Bus Stop Ltd	Shorne Crossroads – Lower Higham – Higham – Shorne Crossroads – Gravesend – Singlewell – Singlewell, Brenchley Avenue – Northfleet	Schooldays only: 08:22, 15:29	No service	
G1 Brian Jones Coaches	Denton – Milton – Gravesend Singlewell, Brenchley Avenue – Instead Rise – Gravesend – Northfleet – Springhead Park – Ebbsfleet – Swanscombe – Greenhithe – Dartford – Fleet Estate – Darenth – Green Street Green – Longfield – Longfield Academy	Schooldays only: 06:57, 16:39	No service	

Table 2.1: Summary of Local Bus Services

Access by Rail

- 2.13 The site is 3.2 kilometres (km) south of Gravesend railway station, an 8-minute drive or 10-minute cycle ride from the site. The station is operated by 'southeastern' train operating company. There are 280 cycle parking spaces at the station, provided in either the secure cycle hub or in racks. The 94 car parking spaces (5 'accessible' spaces) at the station are operated by APCOA Parking.
- 2.14 Gravesend railway station can be reached by bus in 20 minutes from the site, that journey comprising a 4-minute walk to the bus stop on Hawkins Road, a 14-minute bus ride to 'Barrack Row (Stop F)', then a 2-minute walk to the railway station.
- 2.15 Ebbsfleet International railway station, on the high-speed line to continental Europe, is a 15-minute drive or 23-minute cycle ride, north-west of the site.
- 2.16 The services from Gravesend railway station are summarised at Table 2.2 (direct services only).

Route *	Approximate Daytime Frequency		
	Mon.-Fri.	Saturday	Sunday
Rainham (Kent) – Gravesend – Northfleet – Swanscombe – Greenhithe (for Bluewater Shopping Centre) – Stone Crossing – Dartford – Slade Green – Abbey Wood – Plumstead – Woolwich Arsenal – Charlton – Westcombe Park – Maze Hill – Greenwich – Deptford – London Bridge – London Blackfriars – City Thameslink – Farringdon – London St. Pancras (International) – Kentish Town – West Hampstead Thameslink – Cricklewood – Brent Cross West – Hendon – Mill Hill Broadway – Elstree & Borehamwood – Radlett – St. Albans – Harpenden – Luton Airport Parkway – Luton	Every 15 minutes	Every 30 minutes	22:30
Rainham (Kent) – Gravesend – Northfleet – Swanscombe – Greenhithe (for Bluewater Shopping Centre) – Stone Crossing – Dartford – Slade Green – Abbey Wood – Plumstead – Woolwich Arsenal – Charlton – Westcombe Park – Maze Hill – Greenwich – Deptford – London Bridge – London Blackfriars – City Thameslink – Farringdon – London St. Pancras (International) – Kentish Town	17:30	05:00; half-hourly evening services from 19:00	Every 30 minutes
Rainham (Kent) – Gravesend – Northfleet – Swanscombe – Greenhithe (for Bluewater Shopping Centre) – Stone Crossing – Dartford – Slade Green – Abbey Wood – Plumstead – Woolwich Arsenal – Charlton – Westcombe Park – Maze Hill – Greenwich – Deptford – London Bridge – London Blackfriars – City Thameslink – Farringdon – London St. Pancras (International) – West Hampstead Thameslink	Every 30 minutes	Every 30 minutes	22:00, 22:30

Table 2.2 (1 of 2): Summary of Local Rail Services (* direct services only)

Route *	Approximate Daytime Frequency		
	Mon.-Fri.	Saturday	Sunday
Gravesend – Greenhithe (for Bluewater Shopping Centre) – Dartford – Barnehurst – Bexleyheath – Welling – Falconwood – Eltham – Kidbrooke – Blackheath – Lewisham – Nunhead – Peckham Rye – Denmark Hill – London Victoria	Every 30 minutes	Every 30 minutes	No service
Gravesend – Northfleet – Swanscombe – Greenhithe (for Bluewater Shopping Centre) – Stone Crossing – Dartford – Crayford – Bexley – Albany Park – Sidcup – New Eltham – Mottingham – Lee – Hither Green – London Bridge – London Waterloo East – London Charing Cross	Every 30 minutes	Every 30 minutes	Every 30 minutes
London St. Pancras (International) – Gravesend – Strood – Snodland – Maidstone West	07:12, 17:42, 18:42	Every 30 minutes	No service
London St. Pancras (International) – Gravesend – Strood – Rochester – Chatham – Gillingham (Kent) – Rainham (Kent) – Sittingbourne – Faversham – Whitstable – Herne Bay – Birchington-on-Sea – Margate – Broadstairs – Ramsgate	Hourly	Hourly	Hourly
London St. Pancras (International) – Gravesend – Strood – Rochester – Chatham – Gillingham (Kent) – Rainham (Kent) – Sittingbourne – Faversham – Whitstable – Herne Bay – Birchington-on-Sea – Margate	Hourly	Hourly	Hourly
London Cannon Street – Gravesend – Higham – Strood	4 to 5 per hour	3 to 4 per hour	3 to 4 per hour

Table 2.2 (2 of 2): Summary of Local Rail Services (* direct services only)

Access to Local Facilities

- 2.17 There is a range of local amenities within walking or cycling distance of the site, as listed at Table 2.3.

Amenity	Distance (metres)	Walk Time (minutes)	Cycle Time (minutes)
Meapa Gymnastics Club	40	1	1
Ifield School	140	2	1
King's Farm Primary School	170	2	1
King's Farm Playing Fields Gravesham Borough Youth Football Club Gravesend United Football Club	230	3	1
Kent County Council – The Light House (specialist children's services) KHNES Gravesend Hub (school)	285	3	1
Eco Pharmacy	315	4	1
Guru Nanak Football Club Youth Pitches AEI Henley Sports Club	350	5	1
Busy Bees (children's nursery)	440	6	1
The Steve Cook Stadium and playing fields	450	6	1
Oaksfield Health Centre	490	7	1
King's Farm Cafe	500	7	1
Elite Venue (events venue)	500	7	2
Hever Farm recreation area	600	9	2
Jassal Mini Stores; Livingstone Stores Premier (convenience stores)	850	12	2
Bains Pharmacy and Natural Healing Centre	1,000	13	3

Table 2.3: Local Amenities and their Accessibility from the Site

- 2.18 The above highlights how residents could make use of trips on-foot or by cycle to access a variety of schools in the immediate surrounding area, as well as recreational facilities and local convenience stores.

Personal Injury Accident Records

- 2.19 A review of the personal injury accident (PIA) records available online (crashmap.com) has been undertaken to identify any PIAs that have occurred in the last 5 years on the road network surrounding the site.
- 2.20 There are no records of personal injury accidents near the proposed site access, as shown at Figure 2.2.

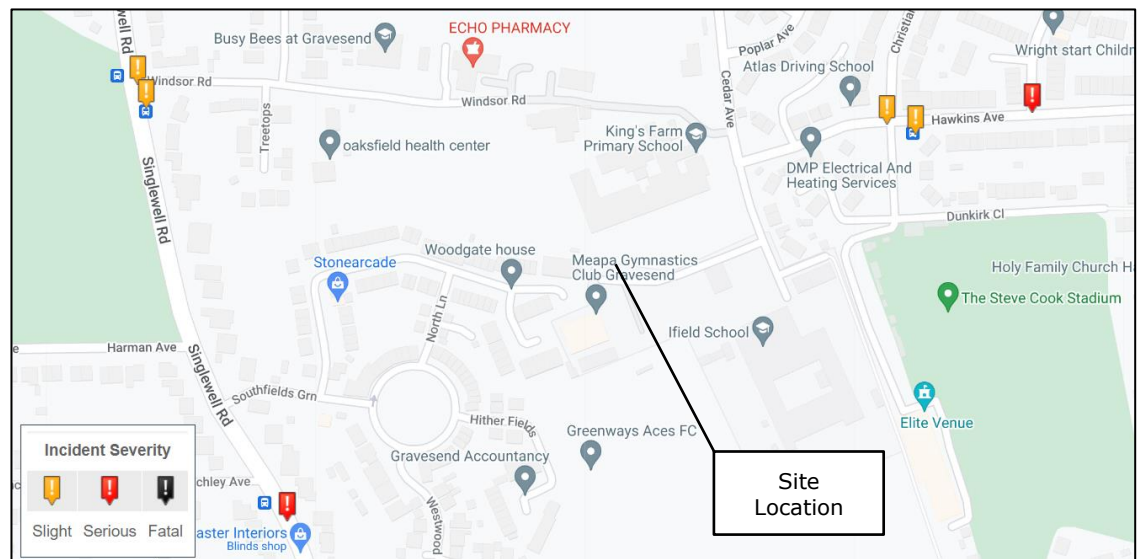


Figure 2.2: Personal Injury Accident Records

Summary

- 2.21 This review indicates that the development site is located within an acceptable walking and cycling distance of a range of amenities and is within proximity of public transport services – both bus and rail.
- 2.22 Personal injury accident records do not indicate highway safety issues associated with the site.

3.0 Proposed Development

Overview

- 3.1 This section describes the nature of the proposed development, on-site car and cycle parking, means of access, servicing and refuse collection arrangements, and comparison of trip rates with the existing site use.

Description

- 3.2 The proposed development comprises the erection of 6no. affordable residential dwellings, emergency access / pedestrian / cycle route with associated parking and landscaping. A site layout plan is at **Appendix A**.

Car and Cycle Parking

- 3.3 Kent County Council's residential car parking standards are set out in Table 1 of the Appendices to the Kent Design Guide, 'Movement & Connectivity – Parking Standards' (dated September 2021).
- 3.4 For both 1-bed apartments and 2-bed houses the standards require 1 car parking space per unit in suburban locations such as that of the proposed development.
- 3.5 The standards also require the provision of 1 cycle space per bedroom for residential development, as detailed at Table 6 of the Kent Design Guide (KDG) Appendices, where it is also set out that cycle parking provision should normally be provided within the curtilage of the residential dwelling, and where a garage is not provided, be of a suitable size to accommodate the required cycle parking provision.
- 3.6 Table 5 in the KDG Appendices indicate 1 car parking space should be designated for use those with additional mobility needs.
- 3.7 It is proposed that the on-site parking provision will comprise:
- ▶ a surface level parking court containing 8 car parking spaces, one of which has been designed to the standard required for use by a driver with additional mobility needs and two as visitor spaces; and
 - ▶ a cycle store for each dwelling, in either the front or back garden, large enough for two cycles per dwelling.
- 3.8 This parking provision is in line with the KCC parking standards. In addition, all parking spaces will benefit from EV charging provision.

Access Arrangements

- 3.9 Drivers and cyclists will enter the site on-carriageway along Cedar Avenue and then Nursery Mews, whilst pedestrians will use the existing footways along Cedar Avenue and the northern side of Nursery Mews, that footway being extended in to the site. Pedestrians and cyclists will also be able to enter the site from the west, by virtue of a new emergency access serving the neighbouring residential area, which should have been provided by the development to the west. As noted previously, this has never been provided. The route will measure 3.7 metres in width to meet the requirements of an emergency access.
- 3.10 Swept path analysis has been undertaken to show use of the proposed access and car parking provision by a large car. It can be seen from the tracking drawings at **Appendix B** that that vehicle can access the site in forward gear, turn on-site, and leave the site in forward gear, and that each of the car parking spaces can be used satisfactorily.

Servicing and Refuse Collection

- 3.11 Servicing and refuse collection will take place from the turning head within the neighbouring residential development to the west. This would involve the refuse vehicle utilising the existing turning head as currently takes place for surrounding residential properties.
- 3.12 Residents other than those in the most easterly dwelling of the proposed development will wheel their bins to the front of their property for collection. This would ensure that the bin drag distance for collection personnel (25 metres) is not exceeded. Residents in the most easterly units will take their bins to a designated collection area within on-site amenity land on the southern side of the emergency access. This would adhere to both the resident drag distance (30 metres) and collection personnel distance (25 metres).

Fire Appliances

- 3.13 Fire appliances will serve the site either directly from the eastern arm of Nursery Mews (i.e. entering from Cedar Avenue), or via a new emergency access leading from the neighbouring residential development to the west. The emergency access is being provided as part of this application. The emergency route was a requirement of the residential development to the west, although it has been inaccessible in recent years with lack of connectivity meaning the emergency access has not always existed as per the requirements of the completed development to the west.
- 3.14 This is considered a benefit of the scheme as it ensures the emergency access is delivered to current standards and maintained in perpetuity. The new dwellings will overlook the new pedestrian / cycle / emergency access, thus providing natural surveillance for safety and potentially reducing concerns associated with anti-social behavior.
- 3.15 Fire appliances can stop within 45 metres of the furthest part of any of the proposed dwellings.
- 3.16 It is proposed to offer up the emergency access route for adoption.

Trip Generation

- 3.17 To assess the potential trip generation of use of the proposed development the TRICS trip rate database has been interrogated for the category '03: Residential – L: Mixed Affordable Housing (Flats and Houses)' under the following criteria:
- ▶ Locations in England (southern Counties only); and
 - ▶ In areas classed as 'Suburban Area' or 'Edge of Town'.
- 3.18 The trip rates and resultant number of trips for six dwellings is summarised in Table 3.1 below, and the TRICS report is provided in full at [Appendix C](#).

	Weekday AM Peak 08:00-09:00		Weekday PM Peak 17:00-18:00		Average Weekday	
	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.
Vehicular Trip Rates	0.172	0.359	0.290	0.166	2.111	2.140
Vehicular Trips	1	2	2	1	13	13

Table 3.1: Vehicular Trip Rates and Vehicular Trips

- 3.19 The vehicular trip rate data indicates that use of the proposed development is expected to generate one arrival and two departure trips in the morning peak period (08:00-09:00); two departures and one arrival in the PM peak period (17:00-18:00); and 13 arrivals and 13 departures on an average weekday.

- 3.20 As the land to be occupied by the proposed development was previously vacant, these data indicate that an additional 26 trips over a 24-hour day are expected to be generated by use of the proposed development. This trip generation equates to approximately one vehicle movement per hour over the course of a 24-hour, or one vehicle every 20 minutes in each peak hour. It is considered that this can be accommodated on the local highway network without detriment to highway safety conditions, the free flow conditions of vehicular traffic, nor the street scene.

Summary

- 3.21 The proposed development comprises appropriate provision for cycle and car parking in line with applicable standards.
- 3.22 Satisfactory refuse collection and emergency vehicle attendance can take place from the turning head in the adjacent residential area and on-site for refuse collection, and on-site for fire appliances using the existing emergency access or the site access leading from the eastern end of Nursery Mews.
- 3.23 Although use of the proposed development will increase vehicular trips to and from the site compared with the existing land use, it is considered that that level of that activity is such that it can be accommodated on the local highway network without detriment to highway safety conditions, the free flow conditions of vehicular traffic, nor the street scene.

4.0 Summary and Conclusion

- 4.1 This report was commissioned by Helix Partnership Homes to support their planning application for the erection of 6no. affordable residential dwellings, emergency access / pedestrian / cycle route with associated parking and landscaping on Land to the west of Nursery Mews, Gravesend, Kent, DA11 7BU. The site is located within the administrative boundaries of Gravesham Borough Council (GBC) and Kent County Council (KCC).
- 4.2 In summary, this report has identified that:
- ▶ suitable access to the site can be achieved from both the eastern and western arms of Nursery Mews, for pedestrians, cyclists, and drivers;
 - ▶ local amenities are available within walking and cycling distance of the site;
 - ▶ bus services can be accessed from the site using non-car modes, and Gravesend railway station can be accessed by cycle or bus;
 - ▶ appropriate levels of car and cycle parking will be provided on-site, and the on-site car parking layout is accessible;
 - ▶ the site can be adequately served by refuse and emergency vehicles. A new emergency access route will be provided through the development connecting with the residential estate to the west. This route has been inaccessible in recent years, and therefore offers a material benefit; and
 - ▶ the associated increase in vehicular trip generation resulting from the proposed use of the site is such that it can be accommodated on the local highway network without detriment to highway safety conditions, the free flow conditions of vehicular traffic, nor the street scene.

Conclusion

- 4.3 In view of the above, the proposed development is considered acceptable in transport terms and is policy-compliant. The assessment work undertaken has shown that there are no traffic- or transport-related reasons why the development should not be granted planning consent.

Appendix A

Site Layout Plan

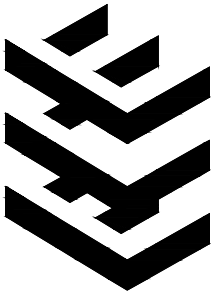


CDM 2015 Health & Safety Information

This information relates only to 'Significant Hazards' identified on this drawing and is to be read in conjunction with the Designer's Hazard Register.

- Key:**
- | | |
|---------------------------|--------------------------------|
| ① Access to Site | ⑪ Retractable Bollards |
| ② Emergency Access (3.7m) | ⑫ King's Farm Primary School |
| ③ Air Source Heat Pump | ⑬ Meapa Gymnastics Club |
| ④ Bin Store | ⑭ 1-12 Woodgates House |
| ⑤ Cycle Store | ⑮ Refuse Collection Point |
| ⑥ Soft Landscape Area | Proposed levels in red |
| ⑦ Site Parking | Existing levels in blue |
| ⑧ Disabled Parking | Root Protection Areas |
| ⑨ Visitor Parking | Trees to be removed |
| ⑩ EV Charging Points | Existing Trees |
| | Proposed Trees |

Hard Landscaping			
	Proposed tarmac surfacing to vehicular access road.		
	Proposed Permeable Block Paving to Parking spaces; Colour Charcoal		
	Proposed Tegula block paving to pedestrian/emergency route; Colour Charcoal		
	Proposed slab paving to private footpaths, size 450mm x 450mm x 40mm, Colour Buff		
K	16.10.24	Rear garden updated	LP MG
J	03.10.24	Updated massing	IM MG
I	18.09.24	Layout updated	JY MG
H	16.08.24	Red site boundary line revised.	NK MG
G	13.08.24	Revised following client feedback.	NK MG
F	05.08.24	Refuse Collection Point added / Hard surfaces information added.	NK MG
E	22.07.24	Window seats removed	LG MG
D	19.07.24	Drawing scale changed and ASHP relocated	LG MG
C	12.07.24	Updated floor plans.	LG MG
B	25.06.24	Wall construction increase in addition to site amendments	LG MG
A	24.06.24	Trees on northern boundary and stairs added	LG MG
Rev	Date	Revision Details	Dr Ch



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Client's Name
Helix and Hyde

Job Title
**Southfields, Gravesend
Residential development**

Drawing Title
Proposed Site and Ground Floor Plan

Scale
1:200 @ A2

metres 4 8 12 16 20

Drawn LG Checked MG Date 02.07.24

Job No 7289 Drawing No 100 Rev K

Status
PRELIMINARY

Key	
BW	Brick Wall (1.5m)
CS	Cycle Store
BS	Bin Store
C/F	Close boarded Fence (1.8m)
G	Feature Timber Gate
MF	Metal Fence (1.5m)
EVCP	Electrical Vehicle Charging Point
C/F2	Close boarded Fence (1.5m)

Schedule of Accommodation	
TBC BY HELIX 4 x 2B4P @ 80.4m2 2 x 1B2P @ 51m2 TOTAL - 4 houses + 2 Apartments	
PARKING SPACES	
1 Spaces per dwelling 1 visitors parking TOTAL - 8 parking spaces	
AREA	
Site Area - 0.12ha Site Area Density - 50 dwellings per ha	

Appendix B

Swept Path Analysis

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Entry Manoeuvre



Entry Manoeuvre



Exit Manoeuvre

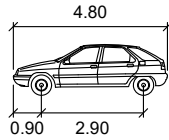


Exit Manoeuvre



Notes

1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
2. Motion accepts no liability for any vehicle specification errors or inaccuracies within the vehicle tracking software used / or it's vehicle libraries. The vehicles speeds used for the analysis are as follows: forward 6kph / reversing 6kph.



SDV

	meters
Width	: 1.80
Track	: 1.80
Lock to Lock Time	: 6.0
Steering Angle	: 37.8

B	Revised Issue	LL	DM	DM	22/10/2024
A	Revised Issue	EF	DM	DM	20/09/2024
P01	First Issue	DR	AM	AM	24/07/2024
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION

motion

Guildford - Reading - London
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Client:

Helix Partnership Homes

Project:

Nursery Mews, Gravesend, Kent

Title:

Swept Path Analysis
Site Parking

Scale: 1:250 (@ A3)

Drawing:

2406105-TK01

Revision:

B

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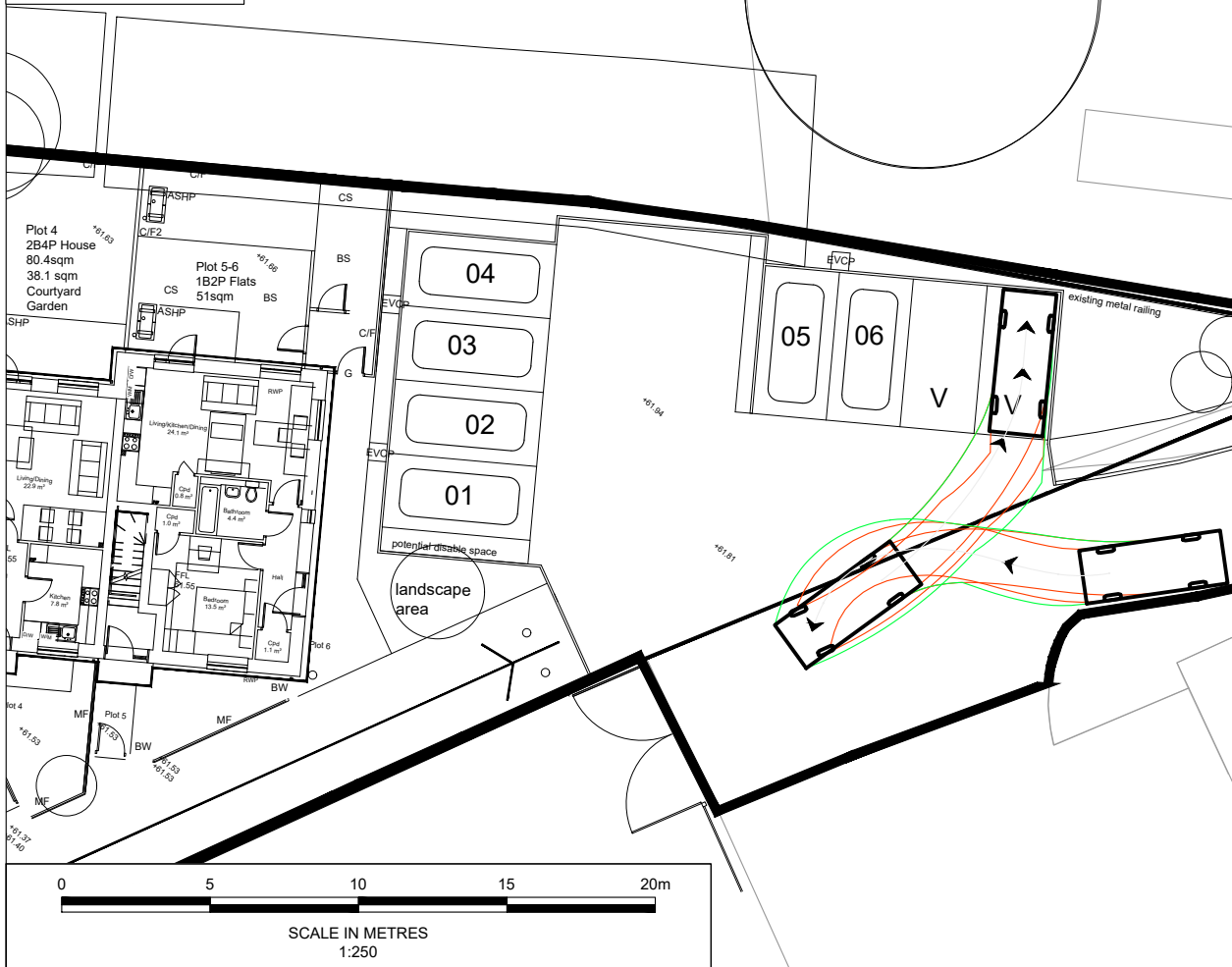
Entry Manoeuvre



Exit Manoeuvre



Entry Manoeuvre

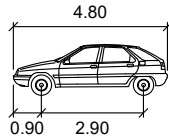


Exit Manoeuvre



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SDV

	meters
Width	: 1.80
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B	Revised Issue	LL	DM	DM	22/10/2024
A	Revised Issue	EF	DM	DM	20/09/2024
P01	First Issue	DR	AM	AM	24/07/2024
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION

motion

Guildford - Reading - London
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Client:

Helix Partnership Homes

Project:

Nursery Mews, Gravesend, Kent

Title:

Swept Path Analysis
Site Parking

Scale: 1:250 (@ A3)

Drawing:

2406105-TK02

Revision:

B

Appendix C

TRICS Report

Calculation Reference: AUDIT-734001-241021-1007

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : L - MIXED AFFORD HOUS (FLATS AND HOUSES)
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
ES	EAST SUSSEX	1 days
HC	HAMPSHIRE	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: 51 to 94 (units:)
 Range Selected by User: 18 to 200 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 16/11/23

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

Selected survey days:

Tuesday 1 days
 Thursday 1 days

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

Selected survey types:

Manual count 2 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

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

Selected Location Sub Categories:

Residential Zone 1
 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 2 days - Selected
 Servicing vehicles Excluded 1 days - Selected

Secondary Filtering selection:

Use Class:

C3 2 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

25,001 to 50,000	2 days
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This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

100,001 to 125,000	1 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
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This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	2 days
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This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	2 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	ES-03-L-03	HOUSES & FLATS	EAST SUSSEX
	HUGHENDEN ROAD		
	HASTINGS		
	ORE VALLEY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	51	
	Survey date: TUESDAY	26/06/18	Survey Type: MANUAL
2	HC-03-L-04	MIXED FLATS & HOUSES	HAMPSHIRE
	WOODSIDE AVENUE		
	EASTLEIGH		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total No of Dwellings:	94	
	Survey date: THURSDAY	16/11/23	Survey Type: MANUAL

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

Motion High Street Guildford

Licence No: 734001

TRIP RATE for Land Use 03 - RESIDENTIAL/L - MIXED AFFORD HOUS (FLATS AND HOUSES)

TOTAL VEHICLES

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	2	73	0.048	2	73	0.262	2	73	0.310
08:00 - 09:00	2	73	0.172	2	73	0.359	2	73	0.531
09:00 - 10:00	2	73	0.200	2	73	0.186	2	73	0.386
10:00 - 11:00	2	73	0.152	2	73	0.159	2	73	0.311
11:00 - 12:00	2	73	0.131	2	73	0.131	2	73	0.262
12:00 - 13:00	2	73	0.131	2	73	0.090	2	73	0.221
13:00 - 14:00	2	73	0.117	2	73	0.159	2	73	0.276
14:00 - 15:00	2	73	0.152	2	73	0.131	2	73	0.283
15:00 - 16:00	2	73	0.207	2	73	0.166	2	73	0.373
16:00 - 17:00	2	73	0.283	2	73	0.248	2	73	0.531
17:00 - 18:00	2	73	0.290	2	73	0.166	2	73	0.456
18:00 - 19:00	2	73	0.228	2	73	0.083	2	73	0.311
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.111			2.140			4.251

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: 51 - 94 (units:)
 Survey date range: 01/01/16 - 16/11/23
 Number of weekdays (Monday-Friday): 2
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 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.