

JOYNES HOUSE, GRAVESEND - 30 UNITS

TRANSPORT STATEMENT

PROJECT NO. 22/068 DOC NO. D02

DATE: SEPTEMBER 23

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Velocity Transport Planning Ltd

www.velocity-tp.com



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1 INTRODUCTION

1.1 APPOINTMENT

- 1.1.1 Velocity Transport Planning (VTP) has been appointed by Joynes House Development Ltd (the Applicant) to prepare a Transport Statement (TS) for the development proposals at Joynes House, New Road, Gravesend, DA11 0AJ (hereafter referred to as the 'site').
- 1.1.2 The site is located within the administrative boundary of Gravesend Borough Council (GBC) who form the local planning authority, with Kent County Council (KCC) as local highway authority.

1.2 PROPOSAL CONTEXT

- 1.2.1 The site is located on the A226 New Road within the centre of Gravesend, falling within the defined 'Gravesend Town Centre Opportunity Area' which is set out within the Gravesend Local Plan Core Strategy (2014).
- 1.2.2 The proposed development comprises an application for:
- "Prior Approval under Class MA for the change of use of parts of the 1st, 2nd and 4th floors of the existing commercial building to 30 no. residential units".*
- 1.2.3 The wider site has planning history, with recent permission for 65 residential units (Land use Class C3) under Class O (Planning ref: 20210974, 20210958, 20210962, 20210973) and a two-storey extension comprising 24 residential units (Land use Class C3) as part of a Class AA application (Planning ref: 20221111), giving a total of 89 residential units.
- 1.2.4 Additionally, a full planning application has been submitted on 19th June 2023 (Planning ref: 20230612), awaiting determination, which seeks to convert the undercroft car park to 10 residential units.
- 1.2.5 Taking into account the proposed development of 30 units and assuming all consents are implemented and a positive outcome of the current planning application for the undercroft, the cumulative total of residential units across the site has the potential to reach 110 units.
- 1.2.6 This assumes the proposed development utilises floor space also utilised in the aforementioned Class O permissions. If this proposal is consented and implemented, only 46 of the 65 flats approved under Class O schemes would be implemented. Specifically, 19 two-bedroom flats under the Class O approval are being repurposed in the Class MA application to provide 30 one-bedroom units.
- 1.2.7 A copy of the proposed site layout plan is included at **Appendix A**.

1.3 POLICY CONTEXT

- 1.3.1 The key planning policy and guidance that the proposals will be reviewed against comprises the following:
- ⊙ National Planning Policy Framework ('NPPF', 2021);
 - ⊙ KCC Local Transport Plan 4: 'Growth Without Gridlock' (2016);
 - ⊙ KCC Supplementary Planning Document Kent Parking Standards (2006), KCC Residential Parking Standards Interim Guidance Note 3 (2008) and emerging KCC Design Guide Parking Standards (2021); and



- ⦿ Gravesham Local Plan Core Strategy (2014).

- 1.3.2 The location of the site is considered to be in accordance with the prevailing national, regional and local transport planning policy; in particular, placing an emphasis on sustainable travel above private car use and encouraging sustainable development.
- 1.3.3 Specific reference is made to paragraph 111 of the NPPF, which states: *“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.”*
- 1.3.4 With respect to local Transport and Parking policy, the key adopted policies are set out within section 5.5.36 of the Gravesham Local Plan Core Strategy (2014), which refers to the adopted KCC parking standards and policy requirements.
- 1.3.5 Where relevant within this TS, the key policy aspects will be referenced to demonstrate how the proposals address and are ultimately in accordance with these policy requirements.

1.4 REPORT STRUCTURE

- 1.4.1 This TS has been produced to support the proposed development as part of the forthcoming planning application.
- 1.4.2 The TS reviews the proposals in terms of accessibility, parking, servicing and deliveries, traffic impact and movement by sustainable modes of transport. The TS determines the suitability of the proposal with respect to highways and transport.
- 1.4.3 Following this introduction, this report will be structured as follows:
- ⦿ **Section 2:** Baseline Conditions and Accessibility;
 - ⦿ **Section 3:** Proposed Development;
 - ⦿ **Section 4:** Trip Generation; and
 - ⦿ **Section 5:** Conclusions.

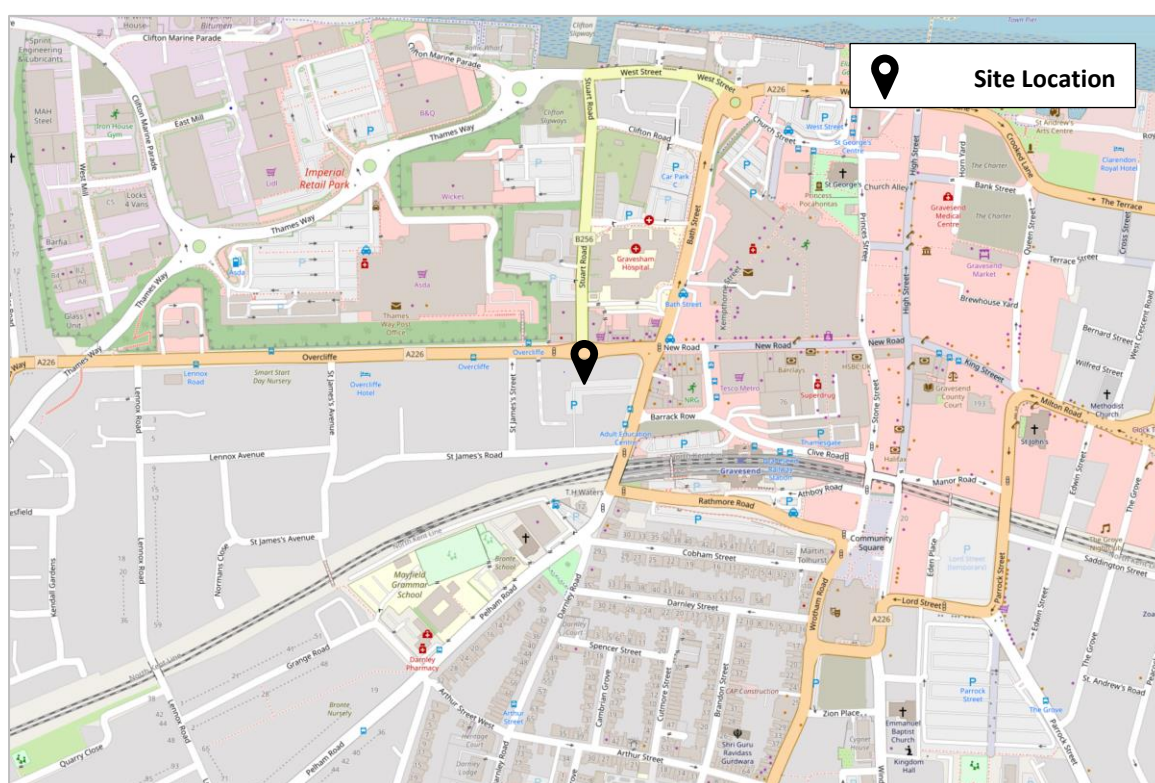


2 BASELINE CONDITIONS AND ACCESSIBILITY

2.1 SITE LOCATION

- 2.1.1 The site is located within the centre of Gravesend, being bound to the north by the A226 New Road, to the east by Darnley Road, to the south by St James's Road and to the west by commercial properties.
- 2.1.2 The site also falls within the defined Gravesend Town Centre Opportunity Area, as set out within the Gravesham Local Plan Core Strategy (2014).
- 2.1.3 The location of the site is presented below in **Figure 2-1**.

Figure 2-1: Site Location Plan



Source: OpenStreetMap

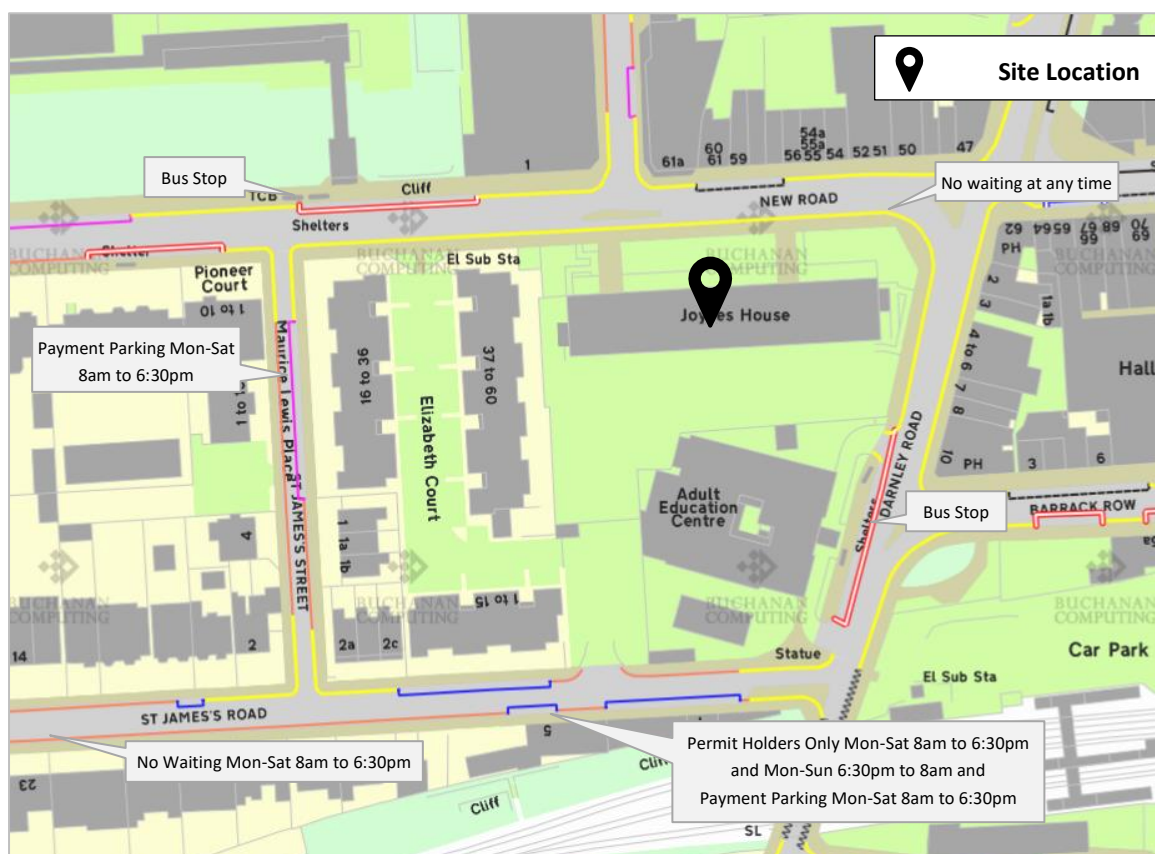
2.2 HIGHWAY CONTEXT

- 2.2.1 Vehicle access to the site is provided from St James's Road to the south, which leads onto the shared private access road and surface level car park, controlled by a barrier. A vehicle ramp provides access to further car parking situated within the basement of the building.
- 2.2.2 The commercial properties to the west share access rights over the shared private access road leading onto the car parking area.



- 2.2.3 St James's Road operates as a single carriageway two-way road; however, there is a 'left turn only (excluding cyclists)' restriction onto Darnley Road. There is on-street parking intermittently placed along the length of St James's Road.
- 2.2.4 With respect to parking restrictions, the site falls within a Controlled Parking Zone (CPZ) and the surrounding area predominantly restricts car parking.
- 2.2.5 The location of the site in relation to the surrounding parking controls is provided in **Figure 2-2**.

Figure 2-2: Controlled Parking Zone Overview



Source: KCC Traffweb

- 2.2.6 The above review shows that the surrounding highway network is subject to parking controls and would help to facilitate a reduction and/or restriction in residential car parking at the site.
- 2.3 WALKING AND CYCLING**
- 2.3.1 It is generally accepted that, for journeys of up to 2km, walking is an appropriate mode to replace car trips as set out in the Chartered Institution of Highways and Transportation (CIHT) guidance 'Guidelines for Providing for Journeys on Foot' (2000). This suggests a maximum 'acceptable' walking distance for pedestrians without mobility impairment of 2km.
- 2.3.2 Following this guidance, further recommendations by CIHT were made within the document, 'Planning for Walking' (2015), which set out the considered desirable thresholds for a pedestrian walking environment.

- 2.3.3 The document defines a 'walkable neighbourhood' as an area with the majority of amenities within 800m walking distance. The document also sets out a desired maximum threshold of 1.6km for walking journeys.
- 2.3.4 Within policy CS05 of the Gravesham Core Strategy (2014), the site falls within the area defined as the 'Gravesend Town Centre Opportunity Area', an area identified as having a good level of accessibility where there is a significant number of local facilities, including a number of employment, leisure, retail and education opportunities which are all within the recommended 800m distance.
- 2.3.5 Wide footways are provided on both sides of all the roads in the vicinity of the site towards the Town Centre, with signalised pedestrian crossings along the route to improve pedestrian permeability.
- 2.3.6 To encourage multi modal travel, the site is within a short walk (less than 240m - or up to three minutes) of Gravesend Railway Station and a number of bus stops which serve the station and surrounding area.
- 2.3.7 Based on the surrounding network and proximity to local amenities, the site is considered to meet the criteria of a 'walkable neighbourhood.'
- 2.3.8 The local area can generally be regarded as conducive to promoting cycling, with a distance of 5km generally deemed as the distance from which cycling can effectively replace private car trips. The local roads are wide and either subject to 20mph or 30mph speed restrictions, reducing vehicle speeds and providing additional comfort for cyclists.
- 2.3.9 In terms of key destinations within a short cycle, the site is within a one-minute cycle of Gravesend Railway Station which would help facilitate linked rail trips, as well as Ebbsfleet which provides access to additional employment opportunities.

2.4 PUBLIC TRANSPORT - BUS SERVICES

- 2.4.1 In close proximity to the site are bus stops at the Adult Education Centre and stops G, F, E and D on Barrack Row, which are less than a 100m walk from the site and provide access to over 20 services. During the peak hours, the bus stops benefit from a service frequency in excess of 10 buses per hour (BPH), providing access to a number of key destinations including the Town Centre.
- 2.4.2 Of note, the bus stop is served by the 190, 481/483 and 480/490 Sapphire services, which are operated by Arriva and provide a high frequency service between Rochester and Bluewater/Dartford respectively.

2.5 PUBLIC TRANSPORT - RAIL SERVICES

- 2.5.1 Gravesend Railway Station is situated approximately 240 metres from the site and is operated by Southeastern, providing access to both Southeastern and Thameslink services. The station provides a high frequency service towards London, as well as the wider South East area. This also includes access to the 'High Speed' service which operates between London St Pancras and Stratford.
- 2.5.2 The station is well connected to the site by sustainable modes as discussed within this section, being in close walking and cycling distance, providing cycle parking and being served by the local bus routes. There are a total of 280 cycle spaces at the station, as well as 94 car parking spaces to help facilitate multi modal travel.

2.6 EXISTING TRAVEL PATTERNS

- 2.6.1 In order to determine how prospective residents will travel to and from the site based on the surrounding transport connections, a review of the 2011 Census 'method of travel to work' dataset has been undertaken.



2.6.2 The 2011 census data has been reviewed for the output area the site falls within - identified as lower super output area (LSOA) 'Gravesend 002F'.

2.6.3 For completeness, an overview of the proximity of the site within the output area Gravesend 002F is presented below in **Figure 2-3**.

Figure 2-3: Method of Travel to Work Review - Gravesend 002F



2.6.4 The resultant review for the method of travel to work is set out in **Table 2-1**.

Table 2-1: 2011 Census Mode Share Review

MODE	2011 CENSUS MODE SHARE	CUMULATIVE (%)
Work from Home	2%	2%
Underground	1%	
Train	14%	25%
Bus	10%	
Taxi	0%	0%
Motorcycle	1%	1%
Car Driver	45%	45%

MODE	2011 CENSUS MODE SHARE	CUMULATIVE (%)
Car Passenger	11%	11%
Bicycle	1%	15%
On Foot	14%	1%
Other	1%	1%
Total	100%	100%

**Note: numbers may not sum due to rounding.*

- 2.6.5 The review of the census data suggests that the site is in a highly accessible location, with 55% of people travelling to work by modes of travel that do not include private car.
- 2.6.6 On that basis, it can be inferred that there are a number of viable alternatives to private car use for residents within the area that the site residents within, that could be utilised by future residents of the proposed development.
- 2.6.7 The location of the site is therefore considered to be sustainable in transport terms, with a number of travel opportunities available that are not limited to the use of private cars.



3 PROPOSED DEVELOPMENT

3.1 OVERVIEW

3.1.1 The proposed development comprises of an application for:

“Prior Approval under Class MA for the change of use of parts of the 1st, 2nd and 4th floors of the existing commercial building to 30 no. residential units.”

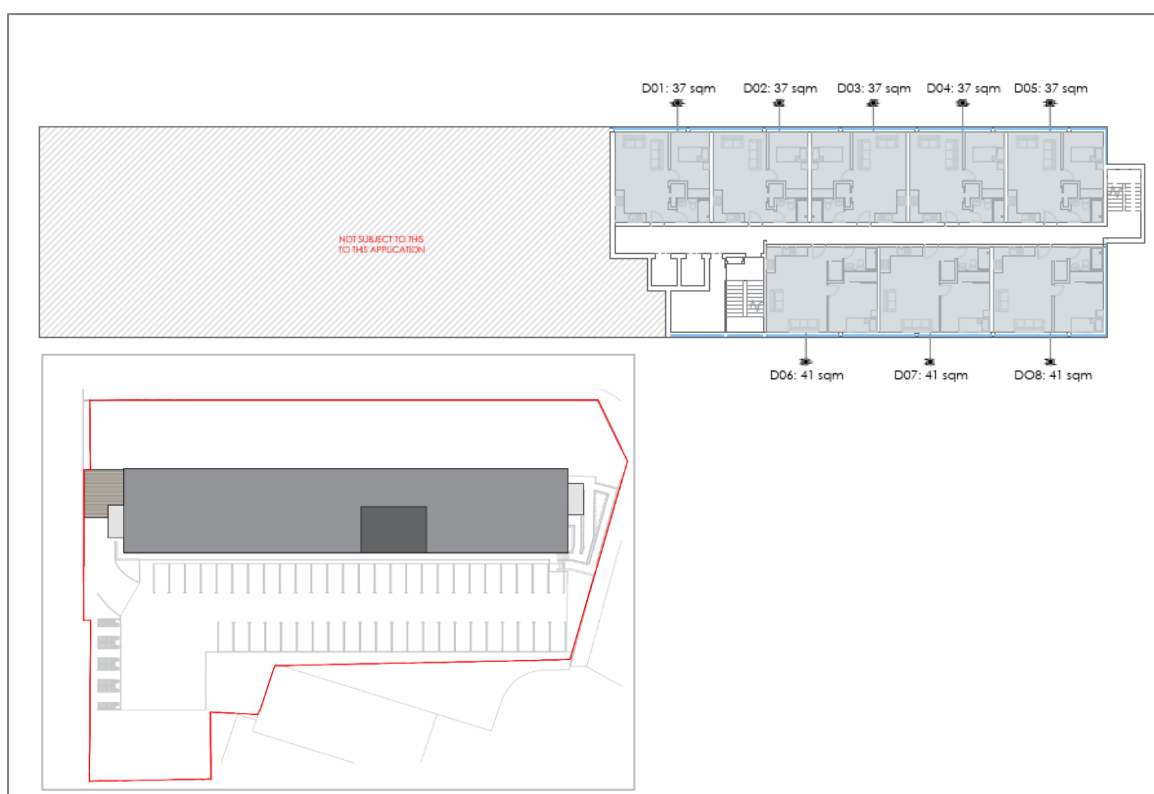
3.1.2 The wider site has existing permission for 89 residential units; 65 units approved under Class O (Planning ref: 20210974, 20210958, 20210962, 20210973) and a two-storey extension with 24 units approved under a Class AA application (Planning ref: 20221111). There is also a pending planning application (Planning ref: 20230612) which seeks to convert the undercroft car park to 10 residential units.

3.1.3 If all permissions including the current proposal are granted and the undercroft planning application is successful, the total number of residential units on the site could potentially be 110 units.

3.1.4 The proposed development comprises of 30 no. one bedroom units.

3.1.5 A copy of the first floor layout plan, with an insert of the site layout, is provided below within **Figure 3-1** for reference. Enlarged copies of the first, second and fourth floor plans, as well as the site layout plan, are included at **Appendix A**.

Figure 3-1: First Floor Plan (Including Site Layout)



3.1.6 The proposed accommodation schedule across the wider site is shown below in **Table 3-1**.

Table 3-1: Development Mix

APPLICATION CLASS	FLOOR	BASELINE	PROPOSED
Full Planning	LGF	10	10
Class O (approved)	UGF, 1, 2, 3 & 4	65	46
Class MA (pending	1, 2 & 4	0	30
Class AA (approved)	5 & 6	24	24

3.2 ACCESS

- 3.2.1 Pedestrian access to the site is to be as per the existing access arrangement to the building from the A226 New Road, as well as Darnley Road to the east.
- 3.2.2 Vehicle access to the site would remain as per the existing arrangement, via the priority junction arrangement with St James's Road and the shared private access road.

3.3 CYCLE PARKING

- 3.3.1 In relation to cycle parking, GBC defer to the prevailing KCC guidance to determine appropriate cycle parking standards.
- 3.3.2 The latest KCC cycle parking requirements are set out in the KCC 'Supplementary Planning Guidance (SPG) 4, Kent Vehicle Parking Standards', dated July 2006. The document sets out a requirement for one cycle parking space per unit for flats (Use Class C3).
- 3.3.3 It is also noted that there is an emerging consultation version of the KCC Design Guide and Parking Standards (2021) which also requires the provision of one cycle parking space per unit. It is understood that as part of this application, a total of 30 cycle parking spaces will be provided, therefore ensuring compliance with KCC standards.
- 3.3.4 As part of the wider scheme, policy compliant level of cycle parking will be provided in accordance with the pre-occupation cycle parking condition, for which there is sufficient space to extend provision.
- 3.3.5 The cycle store will be covered and feature a keycode lock system to ensure secure access.

3.4 CAR PARKING

POLICY CONTEXT

- 3.4.1 Policy CS11 of the Gravesham Local Plan Core Strategy (2014) covers transport and states that "*Sufficient parking in new development will be provided in accordance with adopted parking standards*".
- 3.4.2 It is noted that GBC again refer to the KCC requirements in determining the appropriate car parking provision. A summary of the current KCC requirements (both adopted and emerging) is provided below:
- ⊙ KCC SPG 4 (2006): maximum requirement of one space per one-bedroom unit and two spaces per two-bedroom units;
 - ⊙ KCC Interim Guidance Note 3 (2008): City/Town Centre Schemes - maximum one space per one/two-bedroom unit; and



- ④ KCC Emerging Design Guide Standards (2021): City/Town Centre Schemes - maximum one space per one/two-bedroom unit.

- 3.4.3 The KCC standards do not specify a set amount of Blue Badge parking, only that it should be provided on a case-by-case basis subject to the tenure of the proposals.
- 3.4.4 Nonetheless, it is noted that the KCC parking standards allow for suitable reductions to car parking provision in sustainable locations where there are parking restrictions, to help secure and enforce the reduced car parking provision.

PROPOSED PROVISION

- 3.4.5 In order to determine a suitable car parking provision for the proposed development, based on the likely demand, a review of car ownership per bedroom has been undertaken.
- 3.4.6 Utilising the 2011 Census data, a review of the total number of cars within the LSOA Gravesham 002F is provided below in **Table 3-2**, with a review of the total number of bedrooms within LSOA Gravesham 002F provided in **Table 3-3**.

Table 3-2: Gravesham 002F: Total Cars

CARS PER HOUSEHOLD	TOTAL HOUSEHOLDS	TOTAL CARS
No cars	316	0
One car	243	243
Two cars	73	146
Three cars	21	63
Four cars or more	7	28
Total	660	480

**Note: numbers may not sum due to rounding.*

Table 3-3: Gravesham 002F: Total Bedrooms

BEDROOMS PER HOUSEHOLD	TOTAL HOUSEHOLDS	TOTAL BEDROOMS
No bedrooms	5	0
One bedroom	285	285
Two bedrooms	196	392
Three bedrooms	100	300
Four bedrooms	51	204
Five or more bedrooms	23	115
Total	660	1,296

**Note: numbers may not sum due to rounding.*

- 3.4.7 The Census review suggests that the LSOA Gravesham 002F comprises a total of 1,296 bedrooms which are associated with 480 cars. This gives an effective car parking ratio of 0.37 spaces per bedroom.
- 3.4.8 A total of 66 parking spaces would be provided as part of the wider site provision.



3.4.9 The **Table 3-4** below presents a comparison between two proposed development scenarios; one with Class AA application brought forward and the other without:

- **With Class AA**, comprising 110 units; and
- **Without Class AA**, comprising 86 units.

Table 3-4: Proposed Development Parking Scenarios

SCENARIO	TOTAL UNITS	1 BEDROOM UNITS	2 BEDROOM UNITS	REQUIRED PARKING SPACES
With Class AA	110	82	28	41
Without Class AA	86	60	26	32

3.4.10 **Table 3-4** shows that, at a rate of 0.37 spaces per bedroom and in accordance with the projected demand, both scenarios would fall within the maximum policy requirements of 109 car parking spaces (based on the implementation of all consents).

3.4.11 If the Class AA application is implemented, the total number of bedrooms across the site would be 82 one-bedroom units and 28 two-bedroom units (110 units). In this case, the minimum requirement for parking spaces would be 41 spaces.

3.4.12 In the event that the Class AA is not implemented and the total number of bedrooms across the site would be 60 one-bedroom units and 26 two-bedroom units (86 Units), the minimum number of required parking spaces would be 32 spaces.

3.4.13 The spaces will be allocated at the point of sale and/or subject to a 'right-to-park' agreement with the Developer. Access to the car park will be secured with a fob/barrier arrangement.

3.4.14 The surrounding highway network is also subject to parking controls and would help to facilitate the residential car parking at the site.

3.4.15 The proposed development will provide a policy compliant level of car parking. There will be an adequate number of parking spaces across the site to meet the projected demand under both scenarios with and without the Class AA.

3.5 SERVICING AND REFUSE

3.5.1 With respect to servicing vehicle access, it is considered that servicing will continue to take place as per the existing situation from St James's Road and the shared private access road leading onto the car parking area.

3.5.2 The refuse store will be located close to the edge of the car parking area at the end of the shared private access road to minimise any transfer distances.

3.5.3 Other vehicles could also service the site from the surrounding on-street parking spaces in accordance with the restrictions in operation at that time.

3.5.4 The TRICS data contained at **Appendix C** also suggests that the proposed development would generate the demand for up to three servicing vehicle arrivals per day, which over the course of the day equates to less than one servicing vehicle per hour.

3.5.5 This servicing strategy is considered to be in accordance with the strategy for the existing site and is therefore considered to be acceptable, as any uplift is considered negligible.



4 TRIP GENERATION

4.1 METHODOLOGY

- 4.1.1 As a means of assessing the transport impact of the proposed development, a review of the potential trip generation was undertaken using trip rates previously extracted from the TRICS database (v.7.9.1) as part of the Class AA application (20221111). These have been utilised to generate total person trip rates associated with the increase in the number of units from the consented scheme to the current proposal.
- 4.1.2 The TRICS database has been reviewed to provide total person trip rates for the peak hours, identified within the TRICS data as the morning peak (08:00-09:00), evening peak (18:00-19:00) and daily total (07:00-19:00).
- 4.1.3 For the purposes of this trip generation assessment, the following land use quantum will be used:
- ⊙ Existing: Class E Office Use – 1,475sqm
 - ⊙ Proposed: Class C3 Dwellinghouses - 30 Units (1 Bedroom Units)

4.2 EXISTING TRIP GENERATION

- 4.2.1 To inform total person trip rates for the existing use, the TRICS database has been reviewed for the category '02/C - Employment / Office'. The data has been filtered to exclude surveys within Greater London and to include surveys within a 'Town Centre' and 'Edge of Town' location. The data has also been filtered to include surveys of schemes less than 5,000 sqm.
- 4.2.2 For completeness, the TRICS output files are included at **Appendix B**.
- 4.2.3 The total person trip rate and trip generation for the existing office use is provided in **Table 4-1**.

Table 4-1: Existing Site (Class E – 1,475sqm): Total Person Trip Rates and Person Trips Generated

PEAK HOUR	TOTAL PERSON TRIP RATES			TOTAL PERSON TRIPS		
	IN	OUT	TOTAL	IN	OUT	TOTAL
AM Peak	2.626	0.178	2.804	39	3	41
PM Peak	0.184	2.437	2.621	3	36	39
Daily	13.996	13.837	27.833	206	204	411

**Note: numbers may not sum due to rounding.*

- 4.2.4 The trip generation assessment undertaken suggests that the existing office use could have the potential to generate 41 two-way total person trips in the AM peak hour, 39 two-way total person trips in the PM peak and up to 411 two-way total person trips over the course of the day.

4.3 PROPOSED TRIP GENERATION

- 4.3.1 To inform total person trip rates for the proposed residential use, the TRICS database has been reviewed for the category '03/A - Residential / Flats Privately Owned'.
- 4.3.2 Privately owned flats have been selected as they have the greatest levels of trip generation and will therefore provide the most robust interpretation of the potential trip generation for the proposed development.



- 4.3.3 The database has been filtered to include schemes of less than 100 units in the United Kingdom (excluding Greater London), within 'Town Centre' and 'Edge of Town Centre' locations.
- 4.3.4 For completeness, the TRICS output files are included at **Appendix C**.
- 4.3.5 The total person trip generation for the proposed residential use is provided in **Table 4-2**.

Table 4-2: Proposed Development (30 Units): Total Person Trip Rates and Person Trips Generated

PEAK HOUR	TOTAL PERSON TRIP RATES			TOTAL PERSON TRIPS		
	IN	OUT	TOTAL	IN	OUT	TOTAL
AM Peak	0.113	0.500	0.613	3	15	18
PM Peak	0.436	0.243	0.679	13	7	20
Daily	2.785	2.991	5.776	84	90	173

**Note: numbers may not sum due to rounding.*

- 4.3.6 The trip generation assessment undertaken suggests that the proposed development will have the potential to generate 18 two-way total person trips in the AM peak hour, 20 two-way total person trips in the PM peak and up to 173 two-way total person trips over the course of the day.

4.4 NET CHANGE

- 4.4.1 The net change assessment for total person trip generation is provided in **Table 4-3** below.

Table 4-3: Proposed Development: Net Change

PEAK HOUR	TOTAL PERSON TRIPS		
	IN	OUT	TOTAL
AM Peak	-35	12	-23
PM Peak	10	-29	-18
Daily	-123	-114	-237

- 4.4.2 The multi-modal trip generation assessment indicates that the proposed changes would lead to a reduction of 23 total person trips during the AM peak hour and 18 total person trips during the PM peak hour, with a total daily reduction of 237 total person trips.
- 4.4.3 This reduction in the number of total person trips would be a betterment to existing situation. It should be noted that all net trip generation is attributed to residential land use only, as commercial trip generation is removed completely. The proposed changes are likely to result in less demand on local highway network and public transport.

4.5 TRIP GENERATION CONCLUSIONS

- 4.5.1 The proposed development would result in a reduction of 23 and 18 two-way total person trips over the respective morning and evening peak hours and 237 two-way total person trips over the course of the day.
- 4.5.2 It is considered that this will be a betterment to the existing situation with the reduction of car use and overall vehicular traffic to and from the site.
- 4.5.3 The proposed development is therefore considered to be in accordance with paragraph 111 of the NPPF, as the proposals do not lead to any severe impacts on the surrounding transport network.



5 CONCLUSIONS

5.1 OVERVIEW

- 5.1.1 Velocity Transport Planning has been appointed by Joynes House Development Ltd to prepare a Transport Statement for the development proposals at Joynes House, New Road, Gravesend, DA11 0AJ (the site).
- 5.1.2 The site is located on the A226 New Road within the Town Centre of Gravesend, falling within the defined Gravesend Town Centre Opportunity Area as set out within the Gravesham Local Plan Core Strategy (2014).
- 5.1.3 The proposed development comprises an application for:
“Prior Approval under Class MA for the change of use of parts of the 1st, 2nd and 4th floors of the existing commercial building to 30 no. residential units”.
- 5.1.4 The wider site has planning history, with recent permission for 65 residential units (Use Class C3) under Class O (Planning ref: 20210974, 20210958, 20210962, 20210973) and a two-storey extension comprising of 24 residential units (Use Class C3) as part of a Class AA application (Planning ref: 20221111), giving a total of 89 residential units.
- 5.1.5 Additionally, a full planning application has been submitted on 19th June 2023 (Planning ref: 20230612), awaiting determination, which seeks to covert the undercroft car park to 10 residential units.
- 5.1.6 Taking into account the proposed development of 30 units and assuming all consents are implemented, as well as assuming that only 46 of the flats falling under Class O are implemented, the cumulative total of residential units across the site has the potential to reach 110.

5.2 ACCESSIBILITY

- 5.2.1 The site is considered to be in a highly accessible location, being located within the defined Gravesend Town Centre Opportunity Area.
- 5.2.2 The site benefits from access to a number of public transport links, including Gravesend Railway station and the high frequency bus services surrounding it. The site is located within an established town centre location, meaning there is already a network of amenities and facilities that would support the proposed residential use.
- 5.2.3 The location of the site is considered to be in accordance with the prevailing national, regional and local transport planning policy, in particular, placing an emphasis on sustainable travel above private car use and encouraging sustainable development.

5.3 PARKING

- 5.3.1 Cycle parking will be policy compliant and in accordance with both the adopted and emerging cycle parking standards, with one cycle parking space provided per unit. A total of 30 cycle parking spaces will be provided as part of this proposal.
- 5.3.2 The cycle store will be covered and feature a keycode lock system to ensure secure access.



- 5.3.3 Car parking would be provided within the wider site provision of 66 spaces. There will be an adequate number of parking spaces across the site to meet the projected demand under both scenarios with and without the Class AA.
- 5.3.4 It is understood that as part of the wider scheme, a total of 66 car parking spaces will be provided. This is in accordance with the projected demand, as well as falling within the maximum policy requirements of 110 car parking spaces (based on the implementation of all consents).
- 5.3.5 The proposed development therefore provides a policy compliant level of both cycle parking and car parking.

5.4 TRIP GENERATION

- 5.4.1 It is expected that the proposed development will lead to a decrease of 23 total person trips during the AM peak hour, a decrease of 18 total person trips during the PM peak hour, and a total daily reduction of 237 total person trips, compared to the existing use.
- 5.4.2 It is considered that this will be a betterment to the existing situation with the reduction of car use and overall vehicular traffic to and from the site.
- 5.4.3 In regard to servicing, the proposed increase in units is expected to generate a demand up to three servicing vehicle arrivals per day.
- 5.4.4 The proposed development is therefore considered to be in accordance with paragraph 111 of the NPPF, as the proposals do not lead to any severe impacts on the surrounding transport network.

5.5 CONCLUSIONS

- 5.5.1 In conclusion, it is considered there are no highways and transport reasons present that mean the proposed development should not be granted approval.

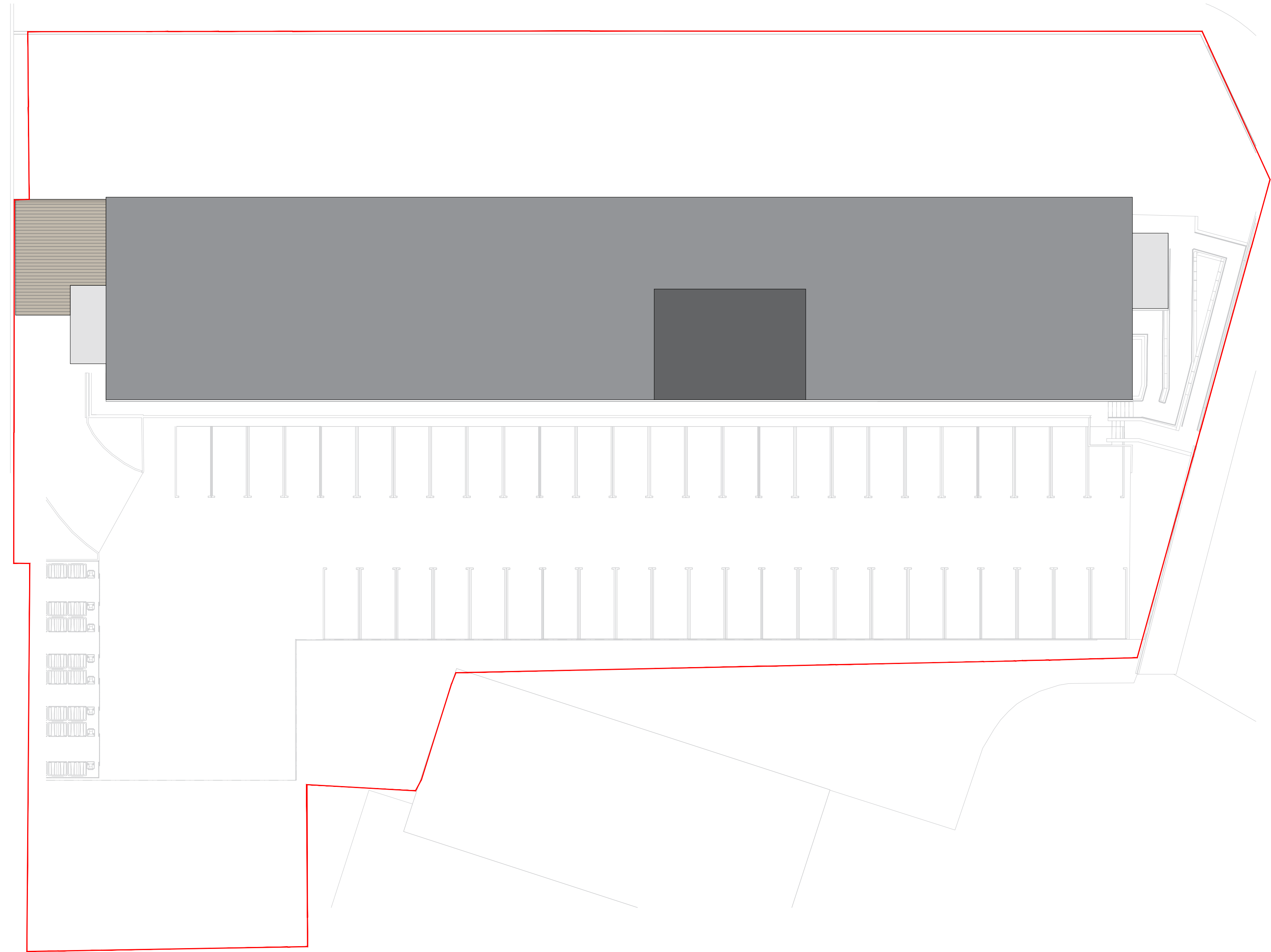


APPENDIX A

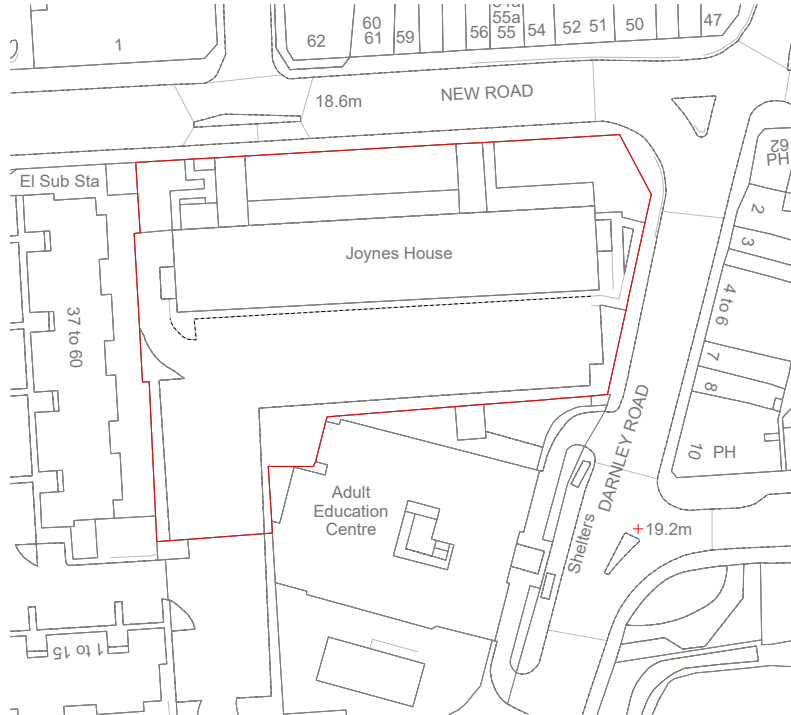
PROPOSED SITE LAYOUT PLAN



- All dimensions to be verified on site and is in mm.
- Builder to verify all dimensions, heights and levels prior to commencement of work.
- All documents shall be checked to ensure that they are compatible by the contractor before construction commences. In the event of apparent ambiguity or contradiction the engineer and/ or architect shall be notified immediately.
- The contractor in preparing his estimate shall visit the site and acquaint himself with the problems involved.
- The contractor shall issue all statutory notices to the local Authority during progress and completion of works.



Site Layout (1:1250)



REV:	DESCRIPTION:	BY:	DATE:
STATUS:	PLANNING		

Whitehall Place
47 The Terrace,
Gravesend, Kent
DA12 2DL
01474 247 787
info@barronedwards.co.uk
www.barronedwards.co.uk

SITE:	Joynes House New Road Gravesend DA11 0AT
TITLE:	

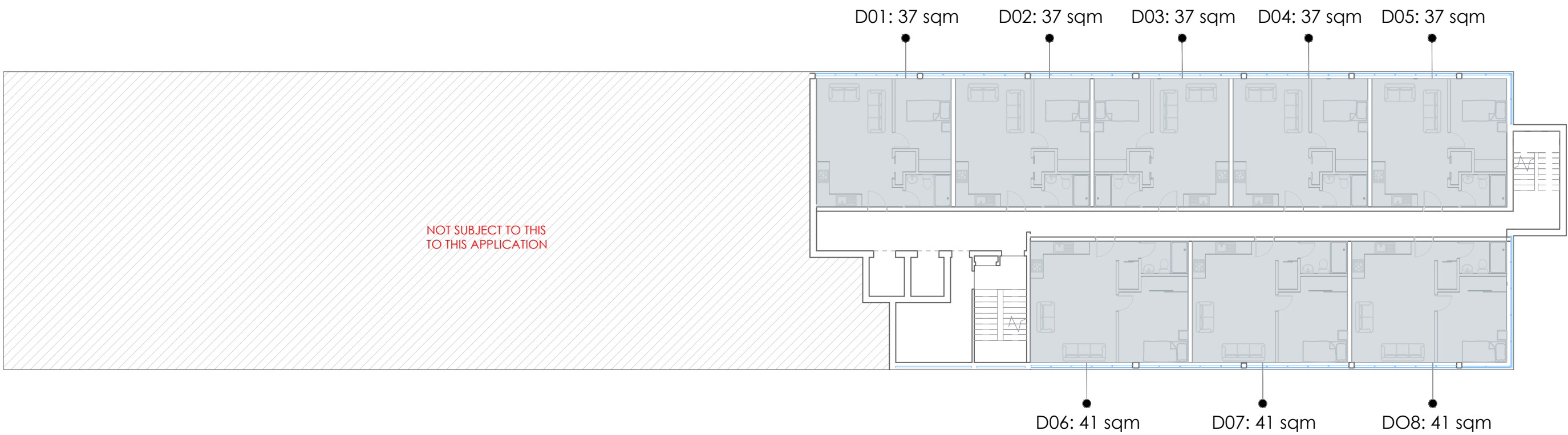
Site Plan

Scale 1:200



SCALE AT A2:	DATE:	DRAWN:
1:200	24.05.2023	BES
PROJECT NO:	DRAWING NO:	REVISION:
220301	006	A

- All dimensions to be verified on site and is in mm.
- Builder to verify all dimensions, heights and levels prior to commencement of work.
- All documents shall be checked to ensure that they are compatible by the contractor before construction commences. In the event of apparent ambiguity or contradiction the engineer and/ or architect shall be notified immediately.
- The contractor in preparing his estimate shall visit the site and acquaint himself with the problems involved .
- The contractor shall issue all statutory notices to the local Authority during progress and completion of works.



REV:	DESCRIPTION:	BY:	DATE:
STATUS: PLANNING			

Whitehall Place
47 The Terrace,
Gravesend, Kent
DA12 2DL
01474 247 787
info@barronedwards.co.uk
www.barronedwards.co.uk

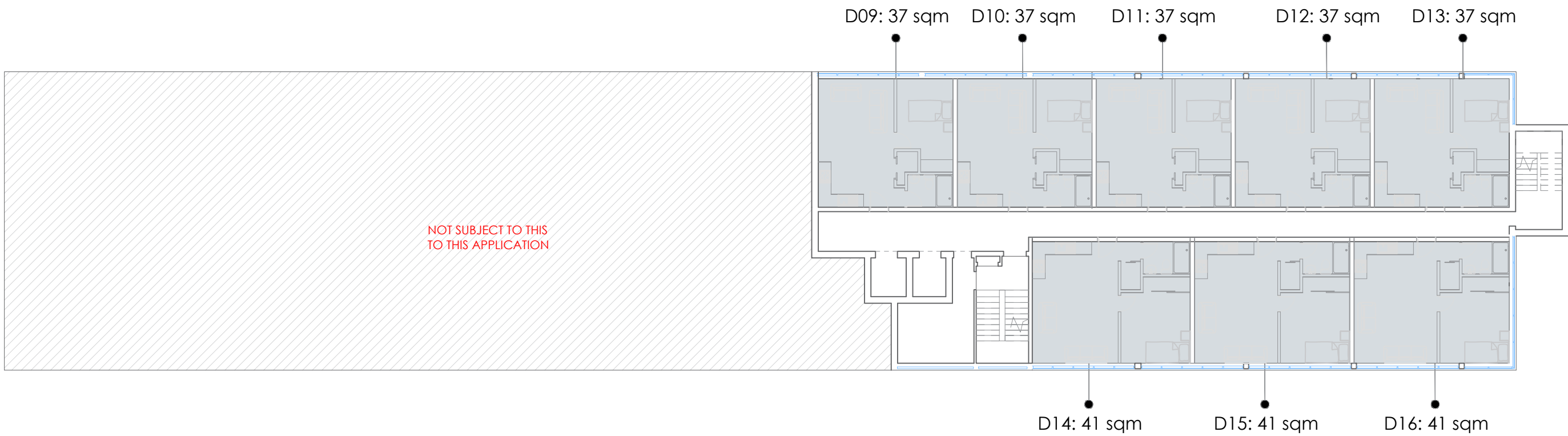
SITE:	Joynes House New Road Gravesend DA11 0AT		
TITLE:	NMA for 20210974 First Floor Plan		

SCALE: AT: A2: 1:200	DATE: 04.04.2022	DRAWN: BES
PROJECT NO: 220301	DRAWING NO: 002	REVISION: A

Scale 1:200



- All dimensions to be verified on site and is in mm.
- Builder to verify all dimensions, heights and levels prior to commencement of work.
- All documents shall be checked to ensure that they are compatible by the contractor before construction commences. In the event of apparent ambiguity or contradiction the engineer and/ or architect shall be notified immediately.
- The contractor in preparing his estimate shall visit the site and acquaint himself with the problems involved .
- The contractor shall issue all statutory notices to the local Authority during progress and completion of works.



REV:	DESCRIPTION:	BY:	DATE:
STATUS:		PLANNING	

Whitehall Place
47 The Terrace,
Gravesend, Kent
DA12 2DL
01474 247 787
info@barronedwards.co.uk
www.barronedwards.co.uk

SITE:	Joynes House New Road Gravesend DA11 0AT		
TITLE:	NMA for 20210974 Second Floor Plan		

Scale 1:200



SCALE AT A2:	DATE:	DRAWN:
1:200	04.04.2022	BES
PROJECT NO:	DRAWING NO:	REVISION:
220301	003	A

- All dimensions to be verified on site and is in mm.
- Builder to verify all dimensions, heights and levels prior to commencement of work.
- All documents shall be checked to ensure that they are compatible by the contractor before construction commences. In the event of apparent ambiguity or contradiction the engineer and/ or architect shall be notified immediately.
- The contractor in preparing his estimate shall visit the site and acquaint himself with the problems involved .
- The contractor shall issue all statutory notices to the local Authority during progress and completion of works.



REV:	DESCRIPTION:	BY:	DATE:
STATUS:	PLANNING		

Whitehall Place
47 The Terrace,
Gravesend, Kent
DA12 2DL
01474 247 787
info@barronedwards.co.uk
www.barronedwards.co.uk

SITE:	Joynes House New Road Gravesend DA11 0AT		
TITLE:	NMA for 20210973 Fourth Floor Plan		

SCALE: AT A2: 1:200	DATE: 04.04.2022	DRAWN: BES
PROJECT NO: 220301	DRAWING NO: 003	REVISION: A

Scale 1:200



APPENDIX B

TRICS OUTPUT DATA – EXISTING SITE



Calculation Reference: AUDIT-361901-220524-0535

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	2 days
	HF HERTFORDSHIRE	1 days
	SO SLOUGH	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	2 days
08	NORTH WEST	
	GM GREATER MANCHESTER	2 days
09	NORTH	
	CB CUMBRIA	1 days
	TW TYNE & WEAR	1 days
10	WALES	
	PS POWYS	1 days
11	SCOTLAND	
	DU DUNDEE CITY	1 days
	EB CITY OF EDINBURGH	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 178 to 5000 (units: sqm)
 Range Selected by User: 178 to 5000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 21/10/21

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

Selected survey days:

Monday	4 days
Tuesday	1 days
Wednesday	2 days
Thursday	7 days
Friday	1 days

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

Selected survey types:

Manual count	15 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:

Town Centre	4
Edge of Town Centre	11

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:

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.

Secondary Filtering selection:

Use Class:

Not Known 15 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	2 days
15,001 to 20,000	2 days
20,001 to 25,000	3 days
25,001 to 50,000	7 days
50,001 to 100,000	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
25,001 to 50,000	2 days
75,001 to 100,000	2 days
100,001 to 125,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	3 days
500,001 or More	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	8 days
1.1 to 1.5	7 days

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

Travel Plan:

Yes	2 days
No	13 days

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

PTAL Rating:

No PTAL Present	15 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	CB-02-A-02 PORT ROAD CARLISLE	OFFICE		CUMBRIA
	Edge of Town Centre Industrial Zone Total Gross floor area:		925 sqm	
	Survey date:	FRIDAY	24/06/16	Survey Type: MANUAL
2	DS-02-A-02 PRIME PARKWAY DERBY	REAL ESTATE DEVELOPERS		DERBYSHIRE
	Edge of Town Centre No Sub Category Total Gross floor area:		594 sqm	
	Survey date:	THURSDAY	21/10/21	Survey Type: MANUAL
3	DU-02-A-01 GREENMARKET DUNDEE	OFFICES		DUNDEE CITY
	Edge of Town Centre Development Zone Total Gross floor area:		3200 sqm	
	Survey date:	THURSDAY	27/04/17	Survey Type: MANUAL
4	EB-02-A-06 ST ANDREW SQUARE EDINBURGH	REGUS OFFICES		CITY OF EDINBURGH
	Town Centre Built-Up Zone Total Gross floor area:		4500 sqm	
	Survey date:	WEDNESDAY	16/03/16	Survey Type: MANUAL
5	ES-02-A-12 VICARAGE LANE HAILSHAM	COUNCIL OFFICES		EAST SUSSEX
	Edge of Town Centre Built-Up Zone Total Gross floor area:		3640 sqm	
	Survey date:	THURSDAY	26/11/15	Survey Type: MANUAL
6	ES-02-A-13 ROMAN ROAD HOVE	OFFICES		EAST SUSSEX
	Edge of Town Centre Residential Zone Total Gross floor area:		280 sqm	
	Survey date:	WEDNESDAY	04/07/18	Survey Type: MANUAL
7	GM-02-A-08 FOUNTAIN STREET MANCHESTER	REGUS		GREATER MANCHESTER
	Town Centre Built-Up Zone Total Gross floor area:		3960 sqm	
	Survey date:	MONDAY	26/09/16	Survey Type: MANUAL
8	GM-02-A-09 NEW MOUNT STREET MANCHESTER	LEASED OFFICES		GREATER MANCHESTER
	Edge of Town Centre Built-Up Zone Total Gross floor area:		2500 sqm	
	Survey date:	MONDAY	26/09/16	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	HF-02-A-04 STATION WAY ST ALBANS	OFFICES		HERTFORDSHIRE
	Edge of Town Centre Residential Zone			
	Total Gross floor area:	5000 sqm		
	Survey date: THURSDAY	02/10/14	Survey Type: MANUAL	
10	NF-02-A-02 NORTH QUAY GREAT YARMOUTH	FINANCIAL PLANNERS		NORFOLK
	Edge of Town Centre Commercial Zone			
	Total Gross floor area:	894 sqm		
	Survey date: MONDAY	11/09/17	Survey Type: MANUAL	
11	NY-02-A-01 NORTH PARK ROAD HARROGATE	SOLICITORS		NORTH YORKSHIRE
	Edge of Town Centre Built-Up Zone			
	Total Gross floor area:	178 sqm		
	Survey date: THURSDAY	04/10/18	Survey Type: MANUAL	
12	NY-02-A-02 STATION ROAD RICHMOND	DISTRICT COUNCIL OFFICES		NORTH YORKSHIRE
	Edge of Town Centre No Sub Category			
	Total Gross floor area:	1930 sqm		
	Survey date: THURSDAY	14/03/19	Survey Type: MANUAL	
13	PS-02-A-01 SEVERN ROAD WELSHPOOL	COUNCIL OFFICES		POWYS
	Edge of Town Centre No Sub Category			
	Total Gross floor area:	3920 sqm		
	Survey date: TUESDAY	12/05/15	Survey Type: MANUAL	
14	SO-02-A-01 HIGH STREET SLOUGH	COUNCIL OFFICES		SLOUGH
	Town Centre High Street			
	Total Gross floor area:	1800 sqm		
	Survey date: THURSDAY	27/02/14	Survey Type: MANUAL	
15	TW-02-A-07 MULGRAVE TERRACE GATESHEAD	OFFICES		TYNE & WEAR
	Town Centre Built-Up Zone			
	Total Gross floor area:	2090 sqm		
	Survey date: MONDAY	13/06/16	Survey Type: MANUAL	

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

Velocity Transport Planning 19 The Rowans Essex

Licence No: 361901

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.43

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	14	2517	0.474	14	2517	0.051	14	2517	0.525
08:00 - 09:00	15	2361	1.556	15	2361	0.172	15	2361	1.728
09:00 - 10:00	15	2361	0.980	15	2361	0.353	15	2361	1.333
10:00 - 11:00	15	2361	0.531	15	2361	0.472	15	2361	1.003
11:00 - 12:00	15	2361	0.390	15	2361	0.347	15	2361	0.737
12:00 - 13:00	15	2361	0.404	15	2361	0.522	15	2361	0.926
13:00 - 14:00	15	2361	0.472	15	2361	0.432	15	2361	0.904
14:00 - 15:00	15	2361	0.297	15	2361	0.424	15	2361	0.721
15:00 - 16:00	15	2361	0.263	15	2361	0.463	15	2361	0.726
16:00 - 17:00	15	2361	0.254	15	2361	0.760	15	2361	1.014
17:00 - 18:00	15	2361	0.127	15	2361	1.186	15	2361	1.313
18:00 - 19:00	14	2517	0.040	14	2517	0.471	14	2517	0.511
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.788			5.653			11.441

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:	178 - 5000 (units: sqm)
Survey date range:	01/01/14 - 21/10/21
Number of weekdays (Monday-Friday):	15
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.

Velocity Transport Planning 19 The Rowans Essex

Licence No: 361901

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	14	2517	0.003	14	2517	0.003	14	2517	0.006
08:00 - 09:00	15	2361	0.034	15	2361	0.031	15	2361	0.065
09:00 - 10:00	15	2361	0.020	15	2361	0.023	15	2361	0.043
10:00 - 11:00	15	2361	0.025	15	2361	0.025	15	2361	0.050
11:00 - 12:00	15	2361	0.006	15	2361	0.006	15	2361	0.012
12:00 - 13:00	15	2361	0.011	15	2361	0.011	15	2361	0.022
13:00 - 14:00	15	2361	0.014	15	2361	0.011	15	2361	0.025
14:00 - 15:00	15	2361	0.017	15	2361	0.020	15	2361	0.037
15:00 - 16:00	15	2361	0.003	15	2361	0.003	15	2361	0.006
16:00 - 17:00	15	2361	0.003	15	2361	0.003	15	2361	0.006
17:00 - 18:00	15	2361	0.020	15	2361	0.017	15	2361	0.037
18:00 - 19:00	14	2517	0.006	14	2517	0.006	14	2517	0.012
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.162				0.159	0.321	

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.

Velocity Transport Planning 19 The Rowans Essex

Licence No: 361901

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	14	2517	0.003	14	2517	0.003	14	2517	0.006
08:00 - 09:00	15	2361	0.006	15	2361	0.006	15	2361	0.012
09:00 - 10:00	15	2361	0.000	15	2361	0.000	15	2361	0.000
10:00 - 11:00	15	2361	0.003	15	2361	0.003	15	2361	0.006
11:00 - 12:00	15	2361	0.003	15	2361	0.003	15	2361	0.006
12:00 - 13:00	15	2361	0.003	15	2361	0.003	15	2361	0.006
13:00 - 14:00	15	2361	0.000	15	2361	0.000	15	2361	0.000
14:00 - 15:00	15	2361	0.000	15	2361	0.000	15	2361	0.000
15:00 - 16:00	15	2361	0.003	15	2361	0.003	15	2361	0.006
16:00 - 17:00	15	2361	0.000	15	2361	0.000	15	2361	0.000
17:00 - 18:00	15	2361	0.000	15	2361	0.000	15	2361	0.000
18:00 - 19:00	14	2517	0.000	14	2517	0.000	14	2517	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.021			0.021			0.042

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.

Velocity Transport Planning 19 The Rowans Essex

Licence No: 361901

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL PSVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	14	2517	0.000	14	2517	0.000	14	2517	0.000
08:00 - 09:00	15	2361	0.000	15	2361	0.000	15	2361	0.000
09:00 - 10:00	15	2361	0.000	15	2361	0.000	15	2361	0.000
10:00 - 11:00	15	2361	0.000	15	2361	0.000	15	2361	0.000
11:00 - 12:00	15	2361	0.003	15	2361	0.003	15	2361	0.006
12:00 - 13:00	15	2361	0.000	15	2361	0.000	15	2361	0.000
13:00 - 14:00	15	2361	0.000	15	2361	0.000	15	2361	0.000
14:00 - 15:00	15	2361	0.000	15	2361	0.000	15	2361	0.000
15:00 - 16:00	15	2361	0.000	15	2361	0.000	15	2361	0.000
16:00 - 17:00	15	2361	0.000	15	2361	0.000	15	2361	0.000
17:00 - 18:00	15	2361	0.000	15	2361	0.000	15	2361	0.000
18:00 - 19:00	14	2517	0.000	14	2517	0.000	14	2517	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.003				0.003	0.006	

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.

Velocity Transport Planning 19 The Rowans Essex

Licence No: 361901

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	14	2517	0.020	14	2517	0.006	14	2517	0.026
08:00 - 09:00	15	2361	0.076	15	2361	0.000	15	2361	0.076
09:00 - 10:00	15	2361	0.011	15	2361	0.000	15	2361	0.011
10:00 - 11:00	15	2361	0.011	15	2361	0.008	15	2361	0.019
11:00 - 12:00	15	2361	0.000	15	2361	0.000	15	2361	0.000
12:00 - 13:00	15	2361	0.008	15	2361	0.008	15	2361	0.016
13:00 - 14:00	15	2361	0.011	15	2361	0.003	15	2361	0.014
14:00 - 15:00	15	2361	0.006	15	2361	0.008	15	2361	0.014
15:00 - 16:00	15	2361	0.003	15	2361	0.008	15	2361	0.011
16:00 - 17:00	15	2361	0.008	15	2361	0.006	15	2361	0.014
17:00 - 18:00	15	2361	0.000	15	2361	0.062	15	2361	0.062
18:00 - 19:00	14	2517	0.003	14	2517	0.034	14	2517	0.037
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.157			0.143			0.300

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.

Velocity Transport Planning 19 The Rowans Essex

Licence No: 361901

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	14	2517	0.511	14	2517	0.037	14	2517	0.548
08:00 - 09:00	15	2361	1.728	15	2361	0.116	15	2361	1.844
09:00 - 10:00	15	2361	1.155	15	2361	0.330	15	2361	1.485
10:00 - 11:00	15	2361	0.587	15	2361	0.452	15	2361	1.039
11:00 - 12:00	15	2361	0.480	15	2361	0.361	15	2361	0.841
12:00 - 13:00	15	2361	0.480	15	2361	0.621	15	2361	1.101
13:00 - 14:00	15	2361	0.568	15	2361	0.494	15	2361	1.062
14:00 - 15:00	15	2361	0.330	15	2361	0.500	15	2361	0.830
15:00 - 16:00	15	2361	0.294	15	2361	0.554	15	2361	0.848
16:00 - 17:00	15	2361	0.265	15	2361	0.878	15	2361	1.143
17:00 - 18:00	15	2361	0.093	15	2361	1.387	15	2361	1.480
18:00 - 19:00	14	2517	0.017	14	2517	0.551	14	2517	0.568
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			6.508			6.281			12.789

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.

Velocity Transport Planning 19 The Rowans Essex

Licence No: 361901

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	14	2517	0.071	14	2517	0.014	14	2517	0.085
08:00 - 09:00	15	2361	0.347	15	2361	0.037	15	2361	0.384
09:00 - 10:00	15	2361	0.353	15	2361	0.144	15	2361	0.497
10:00 - 11:00	15	2361	0.505	15	2361	0.395	15	2361	0.900
11:00 - 12:00	15	2361	0.463	15	2361	0.599	15	2361	1.062
12:00 - 13:00	15	2361	0.906	15	2361	1.519	15	2361	2.425
13:00 - 14:00	15	2361	1.308	15	2361	1.158	15	2361	2.466
14:00 - 15:00	15	2361	0.774	15	2361	0.415	15	2361	1.189
15:00 - 16:00	15	2361	0.345	15	2361	0.277	15	2361	0.622
16:00 - 17:00	15	2361	0.201	15	2361	0.356	15	2361	0.557
17:00 - 18:00	15	2361	0.062	15	2361	0.435	15	2361	0.497
18:00 - 19:00	14	2517	0.011	14	2517	0.187	14	2517	0.198
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.346			5.536			10.882

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
 MULTI-MODAL BUS/TRAM PASSENGERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	14	2517	0.031	14	2517	0.000	14	2517	0.031
08:00 - 09:00	15	2361	0.226	15	2361	0.006	15	2361	0.232
09:00 - 10:00	15	2361	0.336	15	2361	0.006	15	2361	0.342
10:00 - 11:00	15	2361	0.116	15	2361	0.065	15	2361	0.181
11:00 - 12:00	15	2361	0.102	15	2361	0.107	15	2361	0.209
12:00 - 13:00	15	2361	0.079	15	2361	0.178	15	2361	0.257
13:00 - 14:00	15	2361	0.093	15	2361	0.116	15	2361	0.209
14:00 - 15:00	15	2361	0.093	15	2361	0.073	15	2361	0.166
15:00 - 16:00	15	2361	0.056	15	2361	0.079	15	2361	0.135
16:00 - 17:00	15	2361	0.073	15	2361	0.110	15	2361	0.183
17:00 - 18:00	15	2361	0.006	15	2361	0.294	15	2361	0.300
18:00 - 19:00	14	2517	0.003	14	2517	0.108	14	2517	0.111
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.214			1.142			2.356

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.

Velocity Transport Planning 19 The Rowans Essex

Licence No: 361901

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
 MULTI-MODAL TOTAL RAIL PASSENGERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	14	2517	0.043	14	2517	0.009	14	2517	0.052
08:00 - 09:00	15	2361	0.249	15	2361	0.020	15	2361	0.269
09:00 - 10:00	15	2361	0.198	15	2361	0.017	15	2361	0.215
10:00 - 11:00	15	2361	0.040	15	2361	0.020	15	2361	0.060
11:00 - 12:00	15	2361	0.037	15	2361	0.000	15	2361	0.037
12:00 - 13:00	15	2361	0.020	15	2361	0.023	15	2361	0.043
13:00 - 14:00	15	2361	0.020	15	2361	0.048	15	2361	0.068
14:00 - 15:00	15	2361	0.068	15	2361	0.042	15	2361	0.110
15:00 - 16:00	15	2361	0.037	15	2361	0.059	15	2361	0.096
16:00 - 17:00	15	2361	0.020	15	2361	0.085	15	2361	0.105
17:00 - 18:00	15	2361	0.023	15	2361	0.260	15	2361	0.283
18:00 - 19:00	14	2517	0.014	14	2517	0.116	14	2517	0.130
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.769			0.699			1.468

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.

Velocity Transport Planning 19 The Rowans Essex

Licence No: 361901

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL COACH PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	14	2517	0.000	14	2517	0.000	14	2517	0.000
08:00 - 09:00	15	2361	0.000	15	2361	0.000	15	2361	0.000
09:00 - 10:00	15	2361	0.000	15	2361	0.000	15	2361	0.000
10:00 - 11:00	15	2361	0.000	15	2361	0.000	15	2361	0.000
11:00 - 12:00	15	2361	0.003	15	2361	0.037	15	2361	0.040
12:00 - 13:00	15	2361	0.000	15	2361	0.000	15	2361	0.000
13:00 - 14:00	15	2361	0.000	15	2361	0.000	15	2361	0.000
14:00 - 15:00	15	2361	0.000	15	2361	0.000	15	2361	0.000
15:00 - 16:00	15	2361	0.000	15	2361	0.000	15	2361	0.000
16:00 - 17:00	15	2361	0.000	15	2361	0.000	15	2361	0.000
17:00 - 18:00	15	2361	0.000	15	2361	0.000	15	2361	0.000
18:00 - 19:00	14	2517	0.000	14	2517	0.000	14	2517	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.003			0.037			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.

Velocity Transport Planning 19 The Rowans Essex

Licence No: 361901

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
 MULTI-MODAL PUBLIC TRANSPORT USERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	14	2517	0.074	14	2517	0.009	14	2517	0.083
08:00 - 09:00	15	2361	0.474	15	2361	0.025	15	2361	0.499
09:00 - 10:00	15	2361	0.534	15	2361	0.023	15	2361	0.557
10:00 - 11:00	15	2361	0.155	15	2361	0.085	15	2361	0.240
11:00 - 12:00	15	2361	0.141	15	2361	0.144	15	2361	0.285
12:00 - 13:00	15	2361	0.099	15	2361	0.201	15	2361	0.300
13:00 - 14:00	15	2361	0.113	15	2361	0.164	15	2361	0.277
14:00 - 15:00	15	2361	0.161	15	2361	0.116	15	2361	0.277
15:00 - 16:00	15	2361	0.093	15	2361	0.138	15	2361	0.231
16:00 - 17:00	15	2361	0.093	15	2361	0.195	15	2361	0.288
17:00 - 18:00	15	2361	0.028	15	2361	0.554	15	2361	0.582
18:00 - 19:00	14	2517	0.017	14	2517	0.224	14	2517	0.241
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.982			1.878			3.860

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.

Velocity Transport Planning 19 The Rowans Essex

Licence No: 361901

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.43

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	14	2517	0.676	14	2517	0.065	14	2517	0.741
08:00 - 09:00	15	2361	2.626	15	2361	0.178	15	2361	2.804
09:00 - 10:00	15	2361	2.053	15	2361	0.497	15	2361	2.550
10:00 - 11:00	15	2361	1.259	15	2361	0.940	15	2361	2.199
11:00 - 12:00	15	2361	1.084	15	2361	1.104	15	2361	2.188
12:00 - 13:00	15	2361	1.494	15	2361	2.350	15	2361	3.844
13:00 - 14:00	15	2361	1.999	15	2361	1.819	15	2361	3.818
14:00 - 15:00	15	2361	1.271	15	2361	1.039	15	2361	2.310
15:00 - 16:00	15	2361	0.734	15	2361	0.977	15	2361	1.711
16:00 - 17:00	15	2361	0.568	15	2361	1.435	15	2361	2.003
17:00 - 18:00	15	2361	0.184	15	2361	2.437	15	2361	2.621
18:00 - 19:00	14	2517	0.048	14	2517	0.996	14	2517	1.044
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			13.996			13.837			27.833

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.

Velocity Transport Planning 19 The Rowans Essex

Licence No: 361901

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL CARS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	14	2517	0.451	14	2517	0.034	14	2517	0.485
08:00 - 09:00	15	2361	1.480	15	2361	0.121	15	2361	1.601
09:00 - 10:00	15	2361	0.921	15	2361	0.297	15	2361	1.218
10:00 - 11:00	15	2361	0.477	15	2361	0.404	15	2361	0.881
11:00 - 12:00	15	2361	0.339	15	2361	0.299	15	2361	0.638
12:00 - 13:00	15	2361	0.359	15	2361	0.474	15	2361	0.833
13:00 - 14:00	15	2361	0.438	15	2361	0.407	15	2361	0.845
14:00 - 15:00	15	2361	0.263	15	2361	0.390	15	2361	0.653
15:00 - 16:00	15	2361	0.223	15	2361	0.415	15	2361	0.638
16:00 - 17:00	15	2361	0.226	15	2361	0.729	15	2361	0.955
17:00 - 18:00	15	2361	0.102	15	2361	1.158	15	2361	1.260
18:00 - 19:00	14	2517	0.031	14	2517	0.460	14	2517	0.491
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.310			5.188			10.498

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.

Velocity Transport Planning 19 The Rowans Essex

Licence No: 361901

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL LGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	14	2517	0.014	14	2517	0.009	14	2517	0.023
08:00 - 09:00	15	2361	0.025	15	2361	0.014	15	2361	0.039
09:00 - 10:00	15	2361	0.040	15	2361	0.034	15	2361	0.074
10:00 - 11:00	15	2361	0.023	15	2361	0.040	15	2361	0.063
11:00 - 12:00	15	2361	0.040	15	2361	0.037	15	2361	0.077
12:00 - 13:00	15	2361	0.031	15	2361	0.034	15	2361	0.065
13:00 - 14:00	15	2361	0.020	15	2361	0.014	15	2361	0.034
14:00 - 15:00	15	2361	0.017	15	2361	0.014	15	2361	0.031
15:00 - 16:00	15	2361	0.034	15	2361	0.040	15	2361	0.074
16:00 - 17:00	15	2361	0.025	15	2361	0.025	15	2361	0.050
17:00 - 18:00	15	2361	0.008	15	2361	0.008	15	2361	0.016
18:00 - 19:00	14	2517	0.003	14	2517	0.003	14	2517	0.006
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.280				0.272	0.552	

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.

Velocity Transport Planning 19 The Rowans Essex

Licence No: 361901

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL MOTOR CYCLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	14	2517	0.000	14	2517	0.000	14	2517	0.000
08:00 - 09:00	15	2361	0.011	15	2361	0.000	15	2361	0.011
09:00 - 10:00	15	2361	0.000	15	2361	0.000	15	2361	0.000
10:00 - 11:00	15	2361	0.003	15	2361	0.000	15	2361	0.003
11:00 - 12:00	15	2361	0.000	15	2361	0.000	15	2361	0.000
12:00 - 13:00	15	2361	0.000	15	2361	0.000	15	2361	0.000
13:00 - 14:00	15	2361	0.000	15	2361	0.000	15	2361	0.000
14:00 - 15:00	15	2361	0.000	15	2361	0.000	15	2361	0.000
15:00 - 16:00	15	2361	0.000	15	2361	0.003	15	2361	0.003
16:00 - 17:00	15	2361	0.000	15	2361	0.003	15	2361	0.003
17:00 - 18:00	15	2361	0.000	15	2361	0.003	15	2361	0.003
18:00 - 19:00	14	2517	0.000	14	2517	0.003	14	2517	0.003
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.014	0.012			0.026		

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

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

APPENDIX C

TRICS OUTPUT DATA – PROPOSED DEVELOPMENT



Calculation Reference: AUDIT-361901-220419-0401

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : C - FLATS PRIVATELY OWNED
 MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BD BEDFORDSHIRE	1 days
	HC HAMPSHIRE	1 days
	HF HERTFORDSHIRE	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	SF SUFFOLK	2 days
08	NORTH WEST	
	MS MERSEYSIDE	1 days
09	NORTH	
	CB CUMBRIA	1 days
10	WALES	
	CO CONWY	1 days
11	SCOTLAND	
	SA SOUTH AYRSHIRE	1 days
	SR STIRLING	2 days
12	CONNAUGHT	
	MA MAYO	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 91 (units:)
 Range Selected by User: 6 to 100 (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: 01/01/14 to 15/10/21

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

Selected survey days:

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

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

Selected survey types:

Manual count	13 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:

Town Centre	1
Edge of Town Centre	12

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

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.

Secondary Filtering selection:

Use Class:

C3 13 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 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:

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

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

Population within 5 miles:

5,001 to 25,000	1 days
50,001 to 75,000	5 days
75,001 to 100,000	3 days
125,001 to 250,000	2 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	5 days
1.1 to 1.5	7 days
1.6 to 2.0	1 days

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

Travel Plan:

Yes	2 days
No	11 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	13 days
-----------------	---------

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
-----------------------	-----	--

LIST OF SITES relevant to selection parameters

1	BD-03-C-02	BLOCKS OF FLATS		BEDFORDSHIRE
	STANBRIDGE ROAD			
	LEIGHTON BUZZARD			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	62		
	Survey date: TUESDAY	15/05/18	Survey Type: MANUAL	
2	CB-03-C-01	BLOCK OF FLATS		CUMBRIA
	KING STREET			
	CARLISLE			
	Town Centre			
	Built-Up Zone			
	Total No of Dwellings:	40		
	Survey date: THURSDAY	12/06/14	Survey Type: MANUAL	
3	CO-03-C-01	BLOCKS OF FLATS		CONWY
	MOSTYN BROADWAY			
	LLANDUDNO			
	Edge of Town Centre			
	Built-Up Zone			
	Total No of Dwellings:	37		
	Survey date: MONDAY	26/03/18	Survey Type: MANUAL	
4	HC-03-C-01	BLOCKS OF FLATS		HAMPSHIRE
	CROSS STREET			
	PORTSMOUTH			
	Edge of Town Centre			
	Built-Up Zone			
	Total No of Dwellings:	90		
	Survey date: TUESDAY	05/06/18	Survey Type: MANUAL	
5	HF-03-C-03	BLOCK OF FLATS		HERTFORDSHIRE
	SHENLEY ROAD			
	BOREHAMWOOD			
	Edge of Town Centre			
	Built-Up Zone			
	Total No of Dwellings:	91		
	Survey date: THURSDAY	14/11/19	Survey Type: MANUAL	
6	MA-03-C-01	BLOCKS OF FLATS		MAYO
	KNOCK ROAD			
	CLAREMORRIS			
	Edge of Town Centre			
	No Sub Category			
	Total No of Dwellings:	22		
	Survey date: TUESDAY	14/09/21	Survey Type: MANUAL	
7	MS-03-C-04	BLOCK OF FLATS		MERSEYSIDE
	HOY DRIVE			
	NEWTON-LE-WILLOWS			
	EARLESTOWN			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	24		
	Survey date: MONDAY	12/04/21	Survey Type: MANUAL	
8	NF-03-C-01	BLOCKS OF FLATS		NORFOLK
	PAGE STAIR LANE			
	KING'S LYNN			
	Edge of Town Centre			
	Built-Up Zone			
	Total No of Dwellings:	51		
	Survey date: THURSDAY	11/12/14	Survey Type: MANUAL	

LIST OF SITES relevant to selection parameters (Cont.)

9	SA-03-C-01	BLOCK OF FLATS		SOUTH AYRSHIRE
	RACECOURSE ROAD			
	AYR			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	51		
	Survey date: TUESDAY	16/09/14		Survey Type: MANUAL
10	SF-03-C-01	BLOCKS OF FLATS		SUFFOLK
	STATION HILL			
	BURY ST EDMUNDS			
	Edge of Town Centre			
	Built-Up Zone			
	Total No of Dwellings:	85		
	Survey date: THURSDAY	18/12/14		Survey Type: MANUAL
11	SF-03-C-05	BLOCKS OF FLATS		SUFFOLK
	FORE STREET			
	IPSWICH			
	IPSWICH WATERFRONT			
	Edge of Town Centre			
	Development Zone			
	Total No of Dwellings:	69		
	Survey date: WEDNESDAY	23/06/21		Survey Type: MANUAL
12	SR-03-C-01	FLATS		STIRLING
	FORTH SIDE WAY			
	STIRLING			
	Edge of Town Centre			
	No Sub Category			
	Total No of Dwellings:	80		
	Survey date: WEDNESDAY	18/06/14		Survey Type: MANUAL
13	SR-03-C-02	FLATS		STIRLING
	ROSEBERRY TERRACE			
	STIRLING			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	48		
	Survey date: WEDNESDAY	18/06/14		Survey Type: MANUAL

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

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

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.30

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	13	58	0.045	13	58	0.147	13	58	0.192
08:00 - 09:00	13	58	0.057	13	58	0.196	13	58	0.253
09:00 - 10:00	13	58	0.069	13	58	0.091	13	58	0.160
10:00 - 11:00	13	58	0.073	13	58	0.092	13	58	0.165
11:00 - 12:00	13	58	0.092	13	58	0.109	13	58	0.201
12:00 - 13:00	13	58	0.120	13	58	0.095	13	58	0.215
13:00 - 14:00	13	58	0.077	13	58	0.092	13	58	0.169
14:00 - 15:00	13	58	0.072	13	58	0.101	13	58	0.173
15:00 - 16:00	13	58	0.108	13	58	0.061	13	58	0.169
16:00 - 17:00	13	58	0.141	13	58	0.085	13	58	0.226
17:00 - 18:00	13	58	0.180	13	58	0.107	13	58	0.287
18:00 - 19:00	13	58	0.180	13	58	0.124	13	58	0.304
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.214			1.300			2.514

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

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Parameter summary

Trip rate parameter range selected:	22 - 91 (units:)
Survey date range:	01/01/14 - 15/10/21
Number of weekdays (Monday-Friday):	13
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.

Velocity Transport Planning 19 The Rowans Essex

Licence No: 361901

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

MULTI-MODAL TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	58	0.003	13	58	0.003	13	58	0.006
08:00 - 09:00	13	58	0.000	13	58	0.001	13	58	0.001
09:00 - 10:00	13	58	0.001	13	58	0.001	13	58	0.002
10:00 - 11:00	13	58	0.000	13	58	0.000	13	58	0.000
11:00 - 12:00	13	58	0.008	13	58	0.008	13	58	0.016
12:00 - 13:00	13	58	0.008	13	58	0.008	13	58	0.016
13:00 - 14:00	13	58	0.005	13	58	0.005	13	58	0.010
14:00 - 15:00	13	58	0.001	13	58	0.001	13	58	0.002
15:00 - 16:00	13	58	0.004	13	58	0.004	13	58	0.008
16:00 - 17:00	13	58	0.007	13	58	0.005	13	58	0.012
17:00 - 18:00	13	58	0.005	13	58	0.003	13	58	0.008
18:00 - 19:00	13	58	0.009	13	58	0.011	13	58	0.020
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.051			0.050			0.101

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

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Velocity Transport Planning 19 The Rowans Essex

Licence No: 361901

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

MULTI-MODAL OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	58	0.004	13	58	0.004	13	58	0.008
08:00 - 09:00	13	58	0.001	13	58	0.000	13	58	0.001
09:00 - 10:00	13	58	0.004	13	58	0.005	13	58	0.009
10:00 - 11:00	13	58	0.000	13	58	0.000	13	58	0.000
11:00 - 12:00	13	58	0.003	13	58	0.003	13	58	0.006
12:00 - 13:00	13	58	0.001	13	58	0.001	13	58	0.002
13:00 - 14:00	13	58	0.001	13	58	0.001	13	58	0.002
14:00 - 15:00	13	58	0.003	13	58	0.003	13	58	0.006
15:00 - 16:00	13	58	0.000	13	58	0.000	13	58	0.000
16:00 - 17:00	13	58	0.000	13	58	0.000	13	58	0.000
17:00 - 18:00	13	58	0.000	13	58	0.000	13	58	0.000
18:00 - 19:00	13	58	0.000	13	58	0.000	13	58	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.017			0.017			0.034

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.

Velocity Transport Planning 19 The Rowans Essex

Licence No: 361901

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

MULTI-MODAL PSVS

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	13	58	0.000	13	58	0.000	13	58	0.000
08:00 - 09:00	13	58	0.000	13	58	0.000	13	58	0.000
09:00 - 10:00	13	58	0.000	13	58	0.000	13	58	0.000
10:00 - 11:00	13	58	0.001	13	58	0.001	13	58	0.002
11:00 - 12:00	13	58	0.001	13	58	0.001	13	58	0.002
12:00 - 13:00	13	58	0.000	13	58	0.000	13	58	0.000
13:00 - 14:00	13	58	0.000	13	58	0.000	13	58	0.000
14:00 - 15:00	13	58	0.000	13	58	0.000	13	58	0.000
15:00 - 16:00	13	58	0.001	13	58	0.000	13	58	0.001
16:00 - 17:00	13	58	0.000	13	58	0.001	13	58	0.001
17:00 - 18:00	13	58	0.000	13	58	0.000	13	58	0.000
18:00 - 19:00	13	58	0.000	13	58	0.000	13	58	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.003			0.003			0.006

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.

Velocity Transport Planning 19 The Rowans Essex

Licence No: 361901

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

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	58	0.003	13	58	0.008	13	58	0.011
08:00 - 09:00	13	58	0.003	13	58	0.011	13	58	0.014
09:00 - 10:00	13	58	0.003	13	58	0.007	13	58	0.010
10:00 - 11:00	13	58	0.001	13	58	0.007	13	58	0.008
11:00 - 12:00	13	58	0.003	13	58	0.003	13	58	0.006
12:00 - 13:00	13	58	0.003	13	58	0.004	13	58	0.007
13:00 - 14:00	13	58	0.003	13	58	0.000	13	58	0.003
14:00 - 15:00	13	58	0.003	13	58	0.001	13	58	0.004
15:00 - 16:00	13	58	0.005	13	58	0.005	13	58	0.010
16:00 - 17:00	13	58	0.004	13	58	0.001	13	58	0.005
17:00 - 18:00	13	58	0.008	13	58	0.003	13	58	0.011
18:00 - 19:00	13	58	0.008	13	58	0.003	13	58	0.011
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.047			0.053			0.100

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.

Velocity Transport Planning 19 The Rowans Essex

Licence No: 361901

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

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	58	0.057	13	58	0.188	13	58	0.245
08:00 - 09:00	13	58	0.069	13	58	0.293	13	58	0.362
09:00 - 10:00	13	58	0.089	13	58	0.116	13	58	0.205
10:00 - 11:00	13	58	0.092	13	58	0.117	13	58	0.209
11:00 - 12:00	13	58	0.116	13	58	0.141	13	58	0.257
12:00 - 13:00	13	58	0.153	13	58	0.143	13	58	0.296
13:00 - 14:00	13	58	0.108	13	58	0.109	13	58	0.217
14:00 - 15:00	13	58	0.087	13	58	0.139	13	58	0.226
15:00 - 16:00	13	58	0.157	13	58	0.081	13	58	0.238
16:00 - 17:00	13	58	0.205	13	58	0.112	13	58	0.317
17:00 - 18:00	13	58	0.241	13	58	0.140	13	58	0.381
18:00 - 19:00	13	58	0.260	13	58	0.172	13	58	0.432
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.634			1.751			3.385

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

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

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

MULTI-MODAL 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	13	58	0.015	13	58	0.056	13	58	0.071
08:00 - 09:00	13	58	0.029	13	58	0.099	13	58	0.128
09:00 - 10:00	13	58	0.044	13	58	0.076	13	58	0.120
10:00 - 11:00	13	58	0.061	13	58	0.065	13	58	0.126
11:00 - 12:00	13	58	0.059	13	58	0.060	13	58	0.119
12:00 - 13:00	13	58	0.075	13	58	0.060	13	58	0.135
13:00 - 14:00	13	58	0.068	13	58	0.067	13	58	0.135
14:00 - 15:00	13	58	0.075	13	58	0.071	13	58	0.146
15:00 - 16:00	13	58	0.085	13	58	0.063	13	58	0.148
16:00 - 17:00	13	58	0.085	13	58	0.084	13	58	0.169
17:00 - 18:00	13	58	0.113	13	58	0.092	13	58	0.205
18:00 - 19:00	13	58	0.088	13	58	0.085	13	58	0.173
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.797			0.878			1.675

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

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

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

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	58	0.001	13	58	0.027	13	58	0.028
08:00 - 09:00	13	58	0.011	13	58	0.076	13	58	0.087
09:00 - 10:00	13	58	0.008	13	58	0.023	13	58	0.031
10:00 - 11:00	13	58	0.012	13	58	0.008	13	58	0.020
11:00 - 12:00	13	58	0.012	13	58	0.004	13	58	0.016
12:00 - 13:00	13	58	0.015	13	58	0.017	13	58	0.032
13:00 - 14:00	13	58	0.009	13	58	0.023	13	58	0.032
14:00 - 15:00	13	58	0.012	13	58	0.007	13	58	0.019
15:00 - 16:00	13	58	0.024	13	58	0.009	13	58	0.033
16:00 - 17:00	13	58	0.029	13	58	0.005	13	58	0.034
17:00 - 18:00	13	58	0.040	13	58	0.008	13	58	0.048
18:00 - 19:00	13	58	0.024	13	58	0.004	13	58	0.028
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.197				0.211	0.408	

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

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

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

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	58	0.001	13	58	0.040	13	58	0.041
08:00 - 09:00	13	58	0.001	13	58	0.021	13	58	0.022
09:00 - 10:00	13	58	0.000	13	58	0.007	13	58	0.007
10:00 - 11:00	13	58	0.005	13	58	0.007	13	58	0.012
11:00 - 12:00	13	58	0.003	13	58	0.005	13	58	0.008
12:00 - 13:00	13	58	0.007	13	58	0.004	13	58	0.011
13:00 - 14:00	13	58	0.001	13	58	0.003	13	58	0.004
14:00 - 15:00	13	58	0.004	13	58	0.001	13	58	0.005
15:00 - 16:00	13	58	0.011	13	58	0.001	13	58	0.012
16:00 - 17:00	13	58	0.019	13	58	0.001	13	58	0.020
17:00 - 18:00	13	58	0.033	13	58	0.000	13	58	0.033
18:00 - 19:00	13	58	0.011	13	58	0.003	13	58	0.014
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.096			0.093			0.189

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.

Velocity Transport Planning 19 The Rowans Essex

Licence No: 361901

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

MULTI-MODAL COACH PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	58	0.000	13	58	0.000	13	58	0.000
08:00 - 09:00	13	58	0.000	13	58	0.000	13	58	0.000
09:00 - 10:00	13	58	0.000	13	58	0.000	13	58	0.000
10:00 - 11:00	13	58	0.000	13	58	0.003	13	58	0.003
11:00 - 12:00	13	58	0.013	13	58	0.001	13	58	0.014
12:00 - 13:00	13	58	0.000	13	58	0.000	13	58	0.000
13:00 - 14:00	13	58	0.000	13	58	0.000	13	58	0.000
14:00 - 15:00	13	58	0.000	13	58	0.000	13	58	0.000
15:00 - 16:00	13	58	0.001	13	58	0.000	13	58	0.001
16:00 - 17:00	13	58	0.000	13	58	0.000	13	58	0.000
17:00 - 18:00	13	58	0.000	13	58	0.000	13	58	0.000
18:00 - 19:00	13	58	0.000	13	58	0.000	13	58	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.014				0.004	0.018	

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

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

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

MULTI-MODAL 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	13	58	0.003	13	58	0.067	13	58	0.070
08:00 - 09:00	13	58	0.012	13	58	0.097	13	58	0.109
09:00 - 10:00	13	58	0.008	13	58	0.029	13	58	0.037
10:00 - 11:00	13	58	0.016	13	58	0.017	13	58	0.033
11:00 - 12:00	13	58	0.025	13	58	0.011	13	58	0.036
12:00 - 13:00	13	58	0.021	13	58	0.021	13	58	0.042
13:00 - 14:00	13	58	0.012	13	58	0.025	13	58	0.037
14:00 - 15:00	13	58	0.013	13	58	0.008	13	58	0.021
15:00 - 16:00	13	58	0.037	13	58	0.011	13	58	0.048
16:00 - 17:00	13	58	0.048	13	58	0.007	13	58	0.055
17:00 - 18:00	13	58	0.073	13	58	0.008	13	58	0.081
18:00 - 19:00	13	58	0.037	13	58	0.007	13	58	0.044
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.305			0.308			0.613

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.

Velocity Transport Planning 19 The Rowans Essex

Licence No: 361901

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.30

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	13	58	0.077	13	58	0.319	13	58	0.396
08:00 - 09:00	13	58	0.113	13	58	0.500	13	58	0.613
09:00 - 10:00	13	58	0.144	13	58	0.228	13	58	0.372
10:00 - 11:00	13	58	0.171	13	58	0.207	13	58	0.378
11:00 - 12:00	13	58	0.203	13	58	0.215	13	58	0.418
12:00 - 13:00	13	58	0.252	13	58	0.228	13	58	0.480
13:00 - 14:00	13	58	0.191	13	58	0.201	13	58	0.392
14:00 - 15:00	13	58	0.177	13	58	0.219	13	58	0.396
15:00 - 16:00	13	58	0.285	13	58	0.160	13	58	0.445
16:00 - 17:00	13	58	0.343	13	58	0.204	13	58	0.547
17:00 - 18:00	13	58	0.436	13	58	0.243	13	58	0.679
18:00 - 19:00	13	58	0.393	13	58	0.267	13	58	0.660
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.785			2.991			5.776

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

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

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

MULTI-MODAL CARS

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	13	58	0.032	13	58	0.131	13	58	0.163
08:00 - 09:00	13	58	0.051	13	58	0.183	13	58	0.234
09:00 - 10:00	13	58	0.056	13	58	0.076	13	58	0.132
10:00 - 11:00	13	58	0.059	13	58	0.071	13	58	0.130
11:00 - 12:00	13	58	0.064	13	58	0.080	13	58	0.144
12:00 - 13:00	13	58	0.099	13	58	0.072	13	58	0.171
13:00 - 14:00	13	58	0.056	13	58	0.069	13	58	0.125
14:00 - 15:00	13	58	0.059	13	58	0.087	13	58	0.146
15:00 - 16:00	13	58	0.089	13	58	0.051	13	58	0.140
16:00 - 17:00	13	58	0.124	13	58	0.065	13	58	0.189
17:00 - 18:00	13	58	0.165	13	58	0.101	13	58	0.266
18:00 - 19:00	13	58	0.165	13	58	0.109	13	58	0.274
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.019			1.095			2.114

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.

Velocity Transport Planning 19 The Rowans Essex

Licence No: 361901

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

MULTI-MODAL LGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	58	0.005	13	58	0.009	13	58	0.014
08:00 - 09:00	13	58	0.005	13	58	0.012	13	58	0.017
09:00 - 10:00	13	58	0.008	13	58	0.007	13	58	0.015
10:00 - 11:00	13	58	0.012	13	58	0.017	13	58	0.029
11:00 - 12:00	13	58	0.016	13	58	0.017	13	58	0.033
12:00 - 13:00	13	58	0.012	13	58	0.013	13	58	0.025
13:00 - 14:00	13	58	0.012	13	58	0.015	13	58	0.027
14:00 - 15:00	13	58	0.009	13	58	0.011	13	58	0.020
15:00 - 16:00	13	58	0.012	13	58	0.007	13	58	0.019
16:00 - 17:00	13	58	0.011	13	58	0.013	13	58	0.024
17:00 - 18:00	13	58	0.008	13	58	0.003	13	58	0.011
18:00 - 19:00	13	58	0.004	13	58	0.003	13	58	0.007
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.114			0.127			0.241

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

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

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

MULTI-MODAL MOTOR CYCLES

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	13	58	0.001	13	58	0.000	13	58	0.001
08:00 - 09:00	13	58	0.000	13	58	0.000	13	58	0.000
09:00 - 10:00	13	58	0.000	13	58	0.001	13	58	0.001
10:00 - 11:00	13	58	0.001	13	58	0.003	13	58	0.004
11:00 - 12:00	13	58	0.000	13	58	0.000	13	58	0.000
12:00 - 13:00	13	58	0.000	13	58	0.000	13	58	0.000
13:00 - 14:00	13	58	0.003	13	58	0.001	13	58	0.004
14:00 - 15:00	13	58	0.000	13	58	0.000	13	58	0.000
15:00 - 16:00	13	58	0.001	13	58	0.000	13	58	0.001
16:00 - 17:00	13	58	0.000	13	58	0.000	13	58	0.000
17:00 - 18:00	13	58	0.001	13	58	0.000	13	58	0.001
18:00 - 19:00	13	58	0.001	13	58	0.001	13	58	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.008			0.006			0.014

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.